



**VENTURA COUNTY TRANSPORTATION COMMISSION  
LOCAL TRANSPORTATION AUTHORITY  
AIRPORT LAND USE COMMISSION  
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES  
CONSOLIDATED TRANSPORTATION SERVICE AGENCY  
CONGESTION MANAGEMENT AGENCY**  
[www.goventura.org](http://www.goventura.org)

**AGENDA\***  
**FRIDAY, NOVEMBER 5, 2021**  
**9:00 A.M.**

*\*Actions may be taken on any item listed on the agenda*

**The meeting will be held via ZOOM Webinar**

**Please click the link below to access the webinar:**

<https://us02web.zoom.us/j/85241550009?pwd=WUt2eWJzV2xhdkRRVUd0dkRsciZsUT09>

**Call-In Option:**

**Dial: 1-669-900-6833**

**Webinar I.D.: 852 4155 0009**

**Passcode:274583**

*On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act in order to allow for local legislative bodies to conduct their meetings completely telephonically or by other electronic means. On June 11, 2021, the Governor subsequently issued Executive Order N-08-21 maintaining the suspension of certain provisions of the Brown Act to continue to allow for local legislative bodies to conduct their meetings completely telephonically or by other electronic means through September 30, 2021. In accordance with [AB 361](#), VCTC meetings will continue to conduct its meetings by teleconference, its commissioners will participate in the meeting from individual remote locations, and no physical location will be open to the public for the Commission meeting. Members of the public will be able to virtually view and participate in the Commission meeting remotely. Members of the public who wish to address the commission on an item to be considered at this meeting are asked to please use/click the "Raise Hand" feature in Zoom (or \*9 if you are calling into the Zoom meeting) at the time the Chairperson requests public comments. The Clerk will then advise you when it is your turn to speak. Verbal public comments are limited to three minutes.*

*In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in the Commission meeting, please contact VCTC staff (805) 642-1591 ext. 101. Notification of at least 48 hours prior to meeting time will assist staff in assuring those reasonable arrangements can be made to provide accessibility to the meeting.*

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL**
4. **PUBLIC COMMENTS** – *Under the Brown Act, the Board should not take action on or discuss matters raised during Public Comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.*
5. **CALTRANS REPORT** - *This item provides the opportunity for the Caltrans representative to give updates and status reports on current projects.*
6. **COMMISSIONERS/INTERIM EXECUTIVE DIRECTOR REPORT** - *This item provides the opportunity for the commissioners and the Interim Executive Director to report on attended meetings/conferences and any other items related to Commission activities.*
7. **ADDITIONS/REVISIONS** – *The Commission may add an item to the agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
8. **CONSENT CALENDAR** - *All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no discussion of these items unless members of the Commission request specific items to be removed from the Consent Calendar for separate action.*

**8A. APPROVE MINUTES FROM OCTOBER 1, 2021, VCTC MEETING- PG.7**

**Recommended Action:**

- Approve the summary minutes of OCTOBER 1, 2021.

**Responsible Staff:** Roxanna Ibarra

**8B. MONTHLY BUDGET REPORTS- PG.13**

**Recommended Action:**

- Receive and file the monthly budget report for SEPTEMBER 2021.

**Responsible Staff:** Sally DeGeorge

**8C. 2022 VCTC REGULAR MEETING SCHEDULE-PG.21**

**Recommended Action:**

- Adopt following schedule of regular monthly VCTC meeting dates for 2022.

**Responsible Staff:** Roxanna Ibarra

**8D. REVISED DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM -PG.23**

**Recommended Action:**

- Approve the revised Disadvantaged Business (DBE) Program (Attachment A).

**Responsible Staff:** Peter De Haan

**8E. CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM-PG.25**

**Recommended Action:**

- Approve submission of a grant application requesting \$326,890 from the Caltrans Sustainable Transportation Planning Grant Program for the U.S. 101 Conejo Pass Area Wildlife Tracking Study, with in-kind match to be provided by the National Park Service through Santa Monica Mountains National Recreation Area staff report.

**Responsible Staff: Peter De Haan**

**8F. SANTA PAULA BRANCH LINE 2021 BRIDGE INSPECTION -PG.27**

**Recommended Action:**

- Amend the Santa Paula Branch Line (SBPL) budget to meet annual bridge inspections requirements, by increasing the Consultants Services line item by \$45,000, increasing the Revenues category State Transit Assistance (STA) fund transfer-in by a corresponding \$45,000, and increasing the transfer-out of the STA account to the SPBL Fund by \$45,000.
- Approve the release of a Request for Proposals for professional engineering services to perform annual structural inspections of bridges on the Santa Paula Branch Line to comply with 49 CFR, Part 237, Bridge Safety Standards.

**Responsible Staff: Amanda Fagan**

**8G. INCIDENT RESPONDER GRANT PROGRAM ROUND ONE (1) EXTENSION-PG.29**

**Recommended Action:**

- Approve One-Year Extensions of the Round One (1) Incident Responder Grant Program Awards to the City of Ventura Police Department and the Fillmore Fire Department.

**Responsible Staff: Andrew Kent**

**8H. VETERANS DAY PUBLIC TRANSIT FARE PROMOTION-PG.33**

**Recommended Action:**

- Receive and File

**Responsible Staff: Aaron Bonfilio**

**8I. REQUEST FOR PROPOSAL (RFP) FOR PROFESSIONAL SERVICES FOR GOVERNMENTAL ACCOUNTING STANDARDS BOARD (GASB) STANDARD 87, LEASES-PG.35**

**Recommended Action:**

- Release Request for Proposals for Professional Services (Attachment 1) for GASB 87, Leases.

**Responsible Staff: Sally DeGeorge**

**8J. MOTION TO RE-AUTHORIZE REMOTE TELECONFERENCE MEETINGS OF THE LEGISLATIVE BODIES OF THE VENTURA COUNTY TRANSPORTATION COMMISSION, INCLUDING ALL ASSOCIATED AGENCIES, AUTHORITIES, AND COMMITTEES, DUE TO THE IMMINENT RISKS TO THE HEALTH AND SAFETY OF ATTENDEES AND MAKING RELATED FINDINGS PURSUANT TO AB 361-PG.37**

**Recommended Action:**

- It is recommended that the Ventura County Transportation Commission ("Commission"), on behalf of itself and in the role as the Local Transportation Authority, ALUC, Service Authority for Freeway Emergencies, Consolidated Transportation Service Agency and CMA, make a motion, pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), to re-authorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities, and committees, due to imminent risks to the health and safety of attendees if the meetings are held in person.

**Responsible Staff: Steve Mattas**

**8K. AMENDMENT TO PERSONNEL POLICIES AND PROCEDURES ADOPTING A COVID-19 VACCINATION REQUIREMENT POLICY- PG.39**

***Recommended Action:***

- *It is recommended that the Ventura County Transportation Commission ("Commission") approve an amendment to the Personnel Policies and Procedures section 12.12 adopting a COVID-19 vaccination requirement policy for all employees, current and future, effective immediately.*

**Responsible Staff: Mark Watkins & Steve Mattas**

**DISCUSSION CALENDAR:**

**9. YEARS OF SERVICE RECOGNITION FOR VCTC EMPLOYEES-PG.41**

***Recommended Action:***

- *Recognize VCTC Employees for Five Year Service Increments with a Commendation signed by the Chair.*

**Responsible Staff: Mark Watkins**

**10. LEGISLATIVE UPDATE-PG.43**

***Recommended Action:***

- *Receive and File.*

**Responsible Staff: Darrin Peschka**

**11. INCIDENT RESPONDER GRANT PROGRAM ROUND 2 ALLOCATIONS – PG.59**

***Recommended Action:***

- *Approve allocations for the Incident Responder Grant Program Round 2 awards.*

**Responsible Staff: Amanda Fagan**

**12. VENTURA COUNTY FREIGHT CORRIDOR STUDY-PG.63**

***Recommended Action:***

- *Approve the Ventura County Freight Corridors Study.*

**Responsible Staff: Amanda Fagan**

**13. VCTC GENERAL COUNSEL'S REPORT:**

**14. AGENCY REPORTS:**

**Southern California Association of Governments (SCAG)**

Primary: Commissioner Mike Judge

**Southern California Regional Rail Authority (Metrolink-SCRRRA)**

Primary: Vice-Chair Tony Trembley

Alternate: Daniel Chavez

**Los Angeles-San Luis Obispo (LOSSAN) Rail Corridor Agency (Amtrak Pacific Surfliner)**

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Jim White

**Coastal Rail Coordinating Council**

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Richard Rollins

**California Association of Councils of Governments**

Primary: Commissioner Carmen Ramirez

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Lynn Edmonds

**15. CLOSED SESSION:**  
**CONFERENCE WITH REAL PROPERTY NEGOTIATIONS PROPERTY**  
*(Pursuant to Government code Section 54956.8)*  
*Property: Santa Paula Branch Line Railroad Right of Way*  
*Negotiating Parties: VCTC and Potential Bidders*  
*Under negotiations: Price and terms for lease.*

**16. ADJOURN to 9:00 a.m. Friday, December 3, 2021**



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**Item #8A**

**November 5, 2021**

**MEETING MINUTES OF OCTOBER 1, 2021, VCTC COMMISSION MEETING  
AT 9:00 A.M. VIA ZOOM**

**CALL TO ORDER:**

Vice-Chair Trembley called the regular meeting of the Ventura County Transportation Commission to order at 9:03 A.M. Via-Zoom.

**PLEDGE OF ALLEGIANCE** was led by Commissioner Edmonds.

**ROLL CALL/MEMBERS PRESENT:**

Tony Trembley, City of Camarillo  
Claudia Bill-de la Peña, City of Thousand Oaks  
Daniel Chavez, Citizen Rep., Cities  
Lynn Edmonds, City of Fillmore  
Chris Enegren, City of Moorpark  
Robert Huber, County of Ventura  
Mike Johnson, City of Ventura  
Mike Judge, City of Simi Valley  
Bryan MacDonald, City of Oxnard  
Linda Parks, County of Ventura  
Carmen Ramirez, County of Ventura  
Richard Rollins, City of Port Hueneme  
Andy Sobel, City of Santa Paula  
Tony Tavares, Caltrans District 7  
William Weirick, City of Ojai  
Jim White, Citizen Rep., County

**ABSENT:**

Kelly Long, County of Ventura  
Matt LaVere, County of Ventura

**4. PUBLIC COMMENTS** – There were no public comments submitted during the regular comment period of the meeting.

**5. CALTRANS REPORT** - District Director Tony Tavares gave an update report regarding Caltrans projects in Ventura County. The Caltrans report was distributed via email to the Commission.

**6. COMMISSIONERS/INTERM EXECUTIVE DIRECTOR REPORT –**

Commissioner Chavez commented on his concern for pedestrian fatalities and how the NASTA data survey reported 6205 pedestrian fatalities in 2019 with a 5% increase in 2020. Many of these pedestrian accidents involving children walking to schools. Commissioner Chavez stated it is important for communities to consider better planning in terms of crosswalks and pedestrian safety.

Commissioner White shared with the commission he attended the Mobility 21 Summit. He stated it was an interesting conference, he encouraged anyone interested to attend future MB21 summit and was appreciative of the opportunity to participate.

Commissioner Weirick added to Commissioner Chavez's concern regarding consideration of crosswalks and pedestrian safety when planning. Commissioner Weirick stated "we need to remind ourselves of injury and speed and keep in mind traffic calming by design and multimodal goals. Street design is important in taking into account speed limits-state laws and guidelines, 80% rule reducing speed when we are looking at modalities of transportation.

Commissioner Johnson shared with the commission the TIMS database website which is provided by Berkely and is a great resource which provides traffic incident data which can be utilized when looking at data for planning.

Interim Executive Director Mark Watkins updated the commission on a few items as well as events. Mr. Watkins reported Mobility 21 Summit was a great conference. One of the main discussions was the challenges of attracting and keeping bus driver positions filled, which is affecting all transit providers. Rate adjustments and route adjustments have had to be made within VCTC service and other transit operators, cities, and counties are being affected by this. Mr. Watkins reported RATPDV has had route impacts. Currently there are 21 Northbound and 21 Southbound routes for the coastal express but they have had to adjust due to driver shortage and are now operating 18 northbound and 19 southbound coastal express routes. Mr. Watkins stated more adjustment updates will most likely continue for the months of October and November and will update the commission in the November commission meeting. Mr. Watkins read into the record a comment that was submitted regarding the Freeway Service Patrol from a citizen that had to utilize the service and had a great overall experience using the service. Mr. Watkins also shared with the commission a power point slideshow of all the contest winners of the Boys & Girls art contest and stated their art will be displayed on VCTC buses around the county in the coming months.

**7. ADDITIONS/REVISIONS** – There were no additions or revisions.

**8. CONSENT CALENDAR- Vice-Chair Trembley** reported a revised agenda had been publicized, adding agenda item 8G regarding AB 361. **Commissioner Bill-de la Pena** moved to approve items 8A thru 8G. The motion was seconded by **Commissioner Huber** and **passed by the following roll call vote:**

Yes: Vice-Chair Trembley, Commissioners Bill-de la Peña, Edmonds, Enegren, Huber, Johnson, Judge, MacDonald, Parks, Ramirez, White, Rollins

No: None

Abstain from item 8A and 8G: Commissioners Chavez, Weirick

Absent: Chair Long, Commissioner LaVere

**8A. APPROVE MINUTES FROM SEPTEMBER 10, 2021, VCTC MEETING**

- Approve the summary minutes of SEPTEMBER 10, 2021.

**8B. MONTHLY BUDGET REPORTS**

- Receive and file the monthly budget report for JULY 2021.

**8C. MONTHLY BUDGET REPORT**

- Receive and file the monthly budget report for AUGUST 2021.



**8D. FISCAL YEAR 2020/2021 CARRY-OVER BUDGET AMENDMENTS**

- Amend the VCTC Fiscal Year 2020/2021 budget revenues and expenditures as stated in Attachment-Carry-over Budget Amendments from Fiscal Year 2020/2021 to 2021/2022.

**8E. AGREEMENT WITH HELP OF OJAI FOR PURCHASE OF VAN WITH SECTION 5310 FUNDS**

- Approve agreement (Attachment A) with HELP of Ojai to provide a van using \$50,062 of Federal Transit Administration (FTA) Section 5310 funds with match provided by HELP of Ojai.
- Authorize Executive Director to place an order with Creative Bus Sales to purchase on behalf of HELP of Ojai a Ford Transit 350EL lift-equipped vehicle through the California Association for Coordinated Transportation (CalACT) purchasing schedule, at a total cost of \$64,015.28, contingent upon the receipt of \$13,953.28 in match from HELP of Ojai.

**8F. ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT (TDA) FISCAL YEAR (FY) 2021/22  
ARTICLE 3 BIKE PATH MAINTENANCE FUNDS**

- Approve the allocation of Fiscal Year 2021/2022 Transportation Development Act (TDA) Article 3 Bike Path Maintenance Funds totaling \$125,307 as shown in the attached Table.

**8G. MOTION TO RE-AUTHORIZE REMOTE TELECONFERENCE MEETINGS OF THE LEGISLATIVE  
BODIES OF THE VENTURA COUNTY TRANSPORTATION COMMISSION, INCLUDING ALL  
ASSOCIATED AGENCIES, AUTHORITIES, AND COMMITTEES, DUE TO THE IMMINENT RISKS TO THE  
HEALTH AND SAFETY OF ATTENDEES AND MAKING RELATED FINDINGS PURSUANT TO AB 361**

- It is recommended that the Ventura County Transportation Commission ("Commission"), on behalf of itself and in the role as the Local Transportation Authority, ALUC, Service Authority for Freeway Emergencies, Consolidated Transportation Service Agency and CMA, make a motion, pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), to re-authorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities, and committees, due to imminent risks to the health and safety of attendees if the meetings are held in person.

**DISCUSSION CALENDAR:**

**9. LEGISLATIVE UPDATE**

- Receive and File.

The legislative update was received and filed by the commission.

**10. VENTURA COUNTY REGIONAL IMPROVEMENT PROGRAM- SUBMITTAL FOR 2022 STATE  
TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

- Approve the 2022 STIP submittal to the California Transportation Commission.

**Commissioner Chavez** moved to approve item 10, Ventura County Regional Improvement Program-Submittal for 2020 State Transportation Improvement Program (STIP). The motion was seconded by **Commissioner Sobel** and passed unanimously.

#### **11. VCBUSPASS - VENTURA COUNTY'S REGIONAL BUS PASS PROGRAM**

- Receive and file presentation on the VCbuspass program.

The VCBUSPASS presentation by Program Manager Transit Contracts, Aaron Bonfilio was received and filed by the commission.

#### **12. VENTURA COUNTY FREIGHT CORRIDORS STUDY**

- Receive a presentation and provide feedback on the Draft Ventura County Freight Corridors Study. A presentation by VCTC's Planning Director Amanda Fagan and ITERIS consultant Sean Daly on the draft Ventura County Freight Corridors Study was received by the commission in which they were able to provide feedback to Ms. Fagan and Mr. Daly.

**Commissioner Parks** stated for the record a letter had been sent to her office by the Somis Municipal Advisory Council (MAC) regarding opposition to the creation of freight corridors on SR 34 (Somis Road and SR 118 (Los Angeles Avenue). Mr. Watkins stated the letter had also been sent to VCTC staff and the letter had been distributed to the Commission.

#### **13. PRESENTATION FROM VENTURA COUNTY CITIZENS FOR TRAFFIC RELIEF**

- Receive presentation and direct staff as desired.

A presentation was presented to the commission by Sandy Smith, chair of the Ventura County Citizens for Traffic Relief and consultant Tim Gallagher regarding a proposed citizen's initiative to place a ½ cent sales tax for transportation on the 2022 ballot.

#### **Public Comments:**

**David Grau**, President of the Ventura County Taxpayers Association read a statement from the Howard Jarvis Taxpayers Association and asked that the commission simply accept the report with no action now or in the future.

The following public speakers spoke in favor of the proposal:

**David Pollock**, Moorpark City Councilmember and Co-Chair of VCCTR

**Anthony Mireles**, Risk Manager and Labor Local 585

**Chris Meissner**, CEO of Meissner Filtration products

**Miranda Patton**, Consulting Engineering Firm MNS

**Alex Zamora**, Ventura County Resident

**Vic Kahmi**, retired VCTC and L.A. Metro staff member and member of CTAC

**Bill Quisenberry**, Member of LiUNA

**Jose Garcia**, Ventura County Resident

**Alex Mireles**, Ventura County Resident

**Guillermo Ceja**, Ventura County Resident

**Commissioner Parks** made a motion to receive and file the report. The motion was seconded by **Commissioner Judge** and passed by the following roll call vote:

Yes: Vice-Chair Trembley, Commissioners Bill-de la Peña, Chavez, Edmonds, Enegren, Huber, Johnson, Judge, MacDonald, Parks, Rollins, Weirick  
No: Commissioner Sobel  
Abstain: Commissioners Ramirez, White  
Absent: Chair Long, Commissioner LaVere

**14. VCTC GENERAL COUNSEL'S REPORT:**

**15. AGENCY REPORTS:**

**Southern California Association of Governments (SCAG)**

Primary: Commissioner Mike Judge

**None.**

**Southern California Regional Rail Authority (Metrolink-SCRRA)**

Primary: Vice-Chair Tony Trembley

Alternate: Daniel Chavez

Commissioner Chavez stated they continue to receive an update on the recovery plan and Metrolink is working on bringing back service in December to the Ventura County line. Also, Metrolink continues to work ongoing on social media efforts to encourage people to ride the train.

**Los Angeles-San Luis Obispo (LOSSAN) Rail Corridor Agency (Amtrak Pacific Surfliner)**

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Jim White

**None.**

**Coastal Rail Coordinating Council**

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Richard Rollins

**None.**

**California Association of Councils of Governments**

Primary: Commissioner Carmen Ramirez

**None.**

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Lynn Edmonds

**None.**

**16. CLOSED SESSION: PUBLIC EMPLOYMENT**

**(Pursuant to Government Code Section 54957)**

**Position: Executive Director**

The commission went into closed session at 11:54 a.m.

General Counsel stated there would be nothing to report out of closed session at this time.

**17. ADJOURN to 9:00 a.m. Friday, November 5, 2021**



Item #8B

November 5, 2021

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: SALLY DEGEORGE, FINANCE DIRECTOR**

**SUBJECT: MONTHLY BUDGET REPORT**

**RECOMMENDATION:**

- Receive and file the monthly budget report for September 2021.

**DISCUSSION:**

The monthly budget report is presented in a comprehensive, agency-wide format on a modified accrual basis. The reports include a combined Balance Sheet, a Statement of Revenues, Expenditures and Changes in Fund Balance detailed by fund and an Investment Report by institution. There are eight funds presented consisting of the General Fund, the Local Transportation Fund (LTF), the State Transit Assistance (STA) fund, the State of Good Repair (SGR) fund, the Service Authority for Freeway Emergencies (SAFE) fund, the Santa Paula Branch Line (SPBL) fund, the VCTC Intercity fund and the Valley Express fund. The Statement of Revenues, Expenditures and Changes in Fund Balance also includes the annual budgeted numbers that are updated as the Commission approves budget amendments or administrative budget amendments are approved by the Executive Director. Staff monitors the revenues and expenditures of the Commission on an on-going basis.

The September 30, 2021, budget report indicates that the revenues were approximately 10.1% of the adopted budget while expenditures were approximately 10.25% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

It should be noted that the Fiscal Year 2020/2021 is in the process of being finalized and has not yet been audited. The fund balances and accruals are considered estimates until Fiscal Year 2020/2021 is closed, and the audit is final.

Some revenues are received at the beginning of the year while other revenues are received after grants are approved. In many instances, the Ventura County Transportation Commission (VCTC) incurs expenditures and then submits for reimbursement from federal, state, and local agencies which may also cause a slight lag in reporting revenues. Furthermore, the STA, SGR, LTF and SAFE revenues are received in arrears. The State Board of Equalization collects the taxes and remits them to the Commission after the reporting period for the business. STA and SGR revenues are paid quarterly with a two to three-month additional lag and LTF receipts are paid monthly with a two-month lag. For example, the July through September STA and SGR receipts are often not received until October or November and

the July LTF receipts are not received until September. The Department of Motor Vehicle collects the SAFE funds and remits them monthly with a two-month lag.

The Commission's capital assets are presented on the Balance Sheet. Capital assets that are "undepreciated" consist of land and rail lines owned by the Commission. Capital assets that are depreciated consist of buildings, rail stations, transit equipment, highway callbox equipment and office furniture and equipment. Capital assets and depreciation are adjusted annually at the end of the fiscal year.

The Commission's deferred outflows, deferred inflows and pension liability are presented on the Balance Sheet. These accounts represent the accrual information for pension accruals with the implementation of the Government Accounting Standards Board (GASB) Statement 68 (pensions) and Statement 75 (other postemployment benefits). This information is based on actuarial information that is provided once a year. The deferred outflows, deferred inflows and pension liability are adjusted annually at the end of the fiscal year.

The Commission's liability for employee vacation accrual is presented on the Balance Sheet. The vacation accrual is adjusted annually at the end of the fiscal year.

**VENTURA COUNTY TRANSPORTATION COMMISSION  
BALANCE SHEET  
AS OF SEPTEMBER 30, 2021**

**Assets and Deferred Outflows**

Cash and Investments	\$ 47,949,613
Receivables/Due from other funds	4,538,854
Prepays and Deposits	436,449
Capital Assets, undepreciated	26,329,395
Capital Assets, depreciated, net	32,669,510
Deferred Outflows	1,948,045
<b>Total Assets and Deferred Outflows</b>	<b><u>\$ 113,871,866</u></b>

**LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE**

**Liabilities and Deferred Inflows:**

Accrued Expenses and Due to Other	\$ 3,501,700
Deferred Revenue	3,630,191
Deposits	67,059
Accrued Vacation	226,041
Pension Liability	2,406,909
OPEB Liability	334,163
Deferred Inflows	274,655
<b>Total Liabilities and Deferred Inflows:</b>	<b><u>\$ 10,440,718</u></b>

**Net Position:**

Invested in Capital Assets	\$ 58,998,906
Fund Balance	44,432,242
<b>Total Net Position</b>	<b><u>\$ 103,431,148</u></b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2021**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted	Variance Actual	% Year
<b>Revenues</b>												
Federal Revenues	\$ 1,016,087	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	1,115,201	\$ 247,082	\$ 2,378,370	\$ 24,436,103	(22,057,733)	9.73
State Revenues	127,421	3,510,334	0	196,590	0	0	0	0	3,834,345	47,341,178	(43,506,833)	8.10
Local Revenues	72,205	0	0	0	0	236,673	115,600	895,359	1,319,837	3,017,090	(1,697,253)	43.75
Other Revenues	1,431	0	0	60	0	0	41,102	0	42,593	0	42,593	0.00
Interest	0	0	0	0	0	0	0	0	0	206,000	(206,000)	0.00
<b>Total Revenues</b>	<b>1,217,144</b>	<b>3,510,334</b>	<b>0</b>	<b>196,650</b>	<b>0</b>	<b>236,673</b>	<b>1,271,903</b>	<b>1,142,441</b>	<b>7,575,145</b>	<b>75,000,371</b>	<b>(67,425,226)</b>	<b>10.10</b>
<b>Expenditures</b>												
<b>Administration</b>												
Personnel Expenditures	766,699	0	0	0	0	0	51,697	11,976	830,372	3,958,000	(3,127,628)	20.98
Legal Services	14,856	0	0	0	0	0	0	0	14,856	40,000	(25,144)	37.14
Professional Services	16,164	0	0	0	0	0	0	0	16,164	155,600	(139,436)	10.39
Office Leases	46,541	0	0	0	0	0	0	0	46,541	189,400	(142,859)	24.57
Office Expenditures	429,570	0	0	0	0	0	30,961	7,172	467,703	588,400	(120,697)	79.49
<b>Total Administration</b>	<b>1,273,830</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>82,658</b>	<b>19,148</b>	<b>1,375,636</b>	<b>4,931,400</b>	<b>(3,555,764)</b>	<b>27.90</b>
<b>Programs and Projects</b>												
<b>Transit and Transportation Program</b>												
Regional Transit Technology	12,149	0	0	0	0	0	0	0	12,149	621,200	(609,051)	1.96
Senior-Disabled Transportation	77,545	0	0	0	0	0	0	0	77,545	401,500	(323,955)	19.31
VCTC Intercity Bus Services	0	0	0	0	0	0	1,365,986	0	1,365,986	11,488,000	(10,122,014)	11.89
Valley Express Bus Services	0	0	0	0	0	0	0	271,797	271,797	1,962,300	(1,690,503)	13.85
Transit Grant Administration	236,372	0	0	0	0	0	0	0	236,372	9,958,300	(9,721,928)	2.37
<b>Total Transit and Transportation</b>	<b>326,066</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,365,986</b>	<b>271,797</b>	<b>1,963,849</b>	<b>24,431,300</b>	<b>(22,467,451)</b>	<b>8.04</b>
<b>Highway Program</b>												
Motorist Aid Services	0	0	0	320,009	0	0	0	0	320,009	2,557,500	(2,237,491)	12.51
Highway Program Management	371,822	0	0	0	0	0	0	0	371,822	4,997,200	(4,625,378)	7.44
<b>Total Highway</b>	<b>371,822</b>	<b>0</b>	<b>0</b>	<b>320,009</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>691,831</b>	<b>7,554,700</b>	<b>(6,862,869)</b>	<b>9.16</b>

For Management Reporting Purposes Only



**VENTURA COUNTY TRANSPORTATION COMMISSION  
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE  
FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2021**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted	Variance Actual	% Year
<b>Rail Program</b>												
Metrolink and Commuter Rail	2,849,842	0	0	0	0	0	0	0	2,849,842	14,314,696	(11,464,854)	19.91
LOSSAN and Coastal Rail	0	0	0	0	0	0	0	0	0	11,800	(11,800)	0.00
Santa Paula Branch Line	0	0	0	0	0	50,052	0	0	50,052	211,500	(161,448)	23.67
<b>Total Rail</b>	<b>2,849,842</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>50,052</b>	<b>0</b>	<b>0</b>	<b>2,899,894</b>	<b>14,537,996</b>	<b>(11,638,102)</b>	<b>19.95</b>
<b>Commuter Assistance Program</b>												
Reg Transit Information Center	351	0	0	0	0	0	0	0	351	37,400	(37,049)	0.94
Rideshare Programs	36,608	0	0	0	0	0	0	0	36,608	298,900	(262,292)	12.25
<b>Total Commuter Assistance</b>	<b>36,959</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36,959</b>	<b>336,300</b>	<b>(299,341)</b>	<b>10.99</b>
<b>Planning and Programming</b>												
TDA Administration	0	1,475,246	49,330	0	0	0	0	0	1,524,576	30,007,187	(28,482,611)	5.08
Transportation Programming	1,818	0	0	0	0	0	0	0	1,818	21,300	(19,482)	8.54
Regional Transportation Planning	17,242	0	0	0	0	0	0	0	17,242	770,600	(753,358)	2.24
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	18,500	(18,500)	0.00
Regional Transit Planning	37,188	0	0	0	0	0	0	0	37,188	1,210,200	(1,173,012)	3.07
<b>Total Planning and Programming</b>	<b>56,248</b>	<b>1,475,246</b>	<b>49,330</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,580,824</b>	<b>32,027,787</b>	<b>(30,446,963)</b>	<b>4.94</b>
<b>General Government</b>												
Community Outreach	19,287	0	0	0	0	0	0	0	19,287	217,000	(197,713)	8.89
State and Federal Relations	39,007	0	0	0	0	0	0	0	39,007	112,100	(73,093)	34.80
Management and Administration	32,029	0	0	0	0	0	0	0	32,029	152,300	(120,271)	21.03
<b>Total General Government</b>	<b>90,323</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90,323</b>	<b>481,400</b>	<b>(391,077)</b>	<b>18.76</b>
<b>Total Expenditures</b>	<b>5,005,090</b>	<b>1,475,246</b>	<b>49,330</b>	<b>320,009</b>	<b>0</b>	<b>50,052</b>	<b>1,448,644</b>	<b>290,945</b>	<b>8,639,316</b>	<b>84,300,883</b>	<b>(75,661,567)</b>	<b>10.25</b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION**  
**STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE**  
**FOR THE THREE MONTHS ENDED SEPTEMBER 30, 2021**

	General	LTF	STA	SAFE	SGR	SPBL	VCTC	Valley	Fund		Variance	% Year
	Fund Actual	Actual	Actual	Actual	Actual	Actual	Intercity Actual	Express Actual	Totals	Budgeted	Actual	
Revenues over (under) expenditures	(3,787,946)	2,035,088	(49,330)	(123,359)	0	186,621	(176,741)	851,496	(1,064,171)	(9,300,512)	8,236,341	11.44
<b>Other Financing Sources</b>												
Transfers Into GF From LTF	1,600,620	0	0	0	0	0	0	0	1,600,620	6,634,116	(5,033,496)	24.13
Transfers Into GF From STA	538,038	0	0	0	0	0	0	0	538,038	2,179,563	(1,641,525)	24.69
Transfers In GF From SGR	0	0	0	0	0	0	0	0	0	6,285,557	(6,285,557)	0.00
Transfers Into GF From SAFE	7,626	0	0	0	0	0	0	0	7,626	66,600	(58,974)	11.45
Transfers Into GF From SPBL	22,316	0	0	0	0	0	0	0	22,316	137,900	(115,584)	16.18
Transfers Into VI From STA	0	0	0	0	0	0	648,809	0	648,809	3,306,775	(2,657,966)	19.62
Transfers Out of LTF Into GF	0	(1,600,619)	0	0	0	0	0	0	(1,600,619)	(6,634,116)	5,033,497	24.13
Transfers Out of STA Into GF	0	0	(538,039)	0	0	0	0	0	(538,039)	(2,179,563)	1,641,524	24.69
Transfers Out of STA Into VI	0	0	(648,809)	0	0	0	0	0	(648,809)	(3,306,775)	2,657,966	19.62
Transfers Out of SAFE Into GF	0	0	0	(7,626)	0	0	0	0	(7,626)	(66,600)	58,974	11.45
Transfers Out of SPBL Into GF	0	0	0	0	0	(22,316)	0	0	(22,316)	(137,900)	115,584	16.18
Transfers Out of SGR Into GF	0	0	0	0	0	0	0	0	0	(6,285,557)	6,285,557	0.00
<b>Total Other Financing Sources</b>	<b>2,168,600</b>	<b>(1,600,619)</b>	<b>(1,186,848)</b>	<b>(7,626)</b>	<b>0</b>	<b>(22,316)</b>	<b>648,809</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Net Change in Fund Balances</b>	<b>(1,619,346)</b>	<b>434,469</b>	<b>(1,236,178)</b>	<b>(130,985)</b>	<b>0</b>	<b>164,305</b>	<b>472,068</b>	<b>851,496</b>	<b>(1,064,171)</b>	<b>(9,300,512)</b>	<b>8,236,341</b>	<b>11.44</b>
Beginning Fund Balance w/o capital as	3,611,690	15,177,134	17,598,320	4,994,852	5,183,759	25,367	199,014	0	46,790,136	33,572,663	13,217,473	139.37
Long-term Pension/OPEB/Vacation Adj	(1,195,482)	0	0	0	0	0	(98,241)	0	(1,293,723)	0	(1,293,723)	0.00
<b>Ending Fund Balance</b>	<b>\$ 796,862</b>	<b>\$ 15,611,603</b>	<b>\$ 16,362,142</b>	<b>\$ 4,863,867</b>	<b>\$ 5,183,759</b>	<b>\$ 189,672</b>	<b>\$ 572,841</b>	<b>\$ 851,496</b>	<b>\$ 44,432,242</b>	<b>\$ 24,272,151</b>	<b>\$ 20,160,091</b>	<b>183.06</b>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION  
INVESTMENT REPORT  
AS OF SEPTEMBER 30, 2021**

As stated in the Commission's investment policy, the Commission's investment objectives are safety, liquidity, return on investment, prudence, diversification, and public trust with the foremost objective being safety. VCTC has the ability to meet its expenditure requirements, at a minimum, for the next six months. Below is a summary of the Commission's investments that comply with the Commission's investment policy and bond documents, as applicable.

<b>Institution</b>	<b>Investment Type</b>	<b>Maturity Date</b>	<b>Interest to Date</b>	<b>Rate</b>	<b>Balance</b>
Wells Fargo	Government Checking	N/A	\$ 0.00	EAC only	\$2,405,476.41
LAIF	State Pool	N/A	0.00	0.00%	5,661,937.88
County of Ventura	Treasury Pool	N/A	0.00	0.00%	39,914,284.38
VCCF Bike Fund	Investment	N/A	0.00	0.00%	14,393.70
<b>Total</b>			<b>\$ 0.00</b>		<b>\$47,996,092.37</b>

Because VCTC receives a large portion of their state and federal funding on a reimbursement basis, the Commission must keep sufficient funds liquid to meet changing cash flow requirements. For this reason, VCTC maintains checking accounts at Wells Fargo Bank.

The Commission's pooled checking account is not earning interest, instead earns "earnings credits" applied against fees because of the low interest rate environment. Cash balances will vary depending on reimbursements and disbursements. The first \$250,000 of the combined balance is federally insured and the remaining balance is collateralized by Wells Fargo bank.

The Commission's LTF, STA, SGR and a portion of the SAFE funds received from the State are invested in the Ventura County investment pool. Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the accounts in two payments within the next quarter. Amounts shown above are not adjusted for fair market value.

The Commission's funds not needed for immediate use are invested in the California Local Agency Investment Fund (LAIF). Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the account the month following the quarter end. A small portion of interest earned in the LAIF account is for unearned revenues and the interest is not recognized until the corresponding expenses are recognized.

Amounts shown above are not adjusted for fair market value. Wells Fargo Bank, County of Ventura and LAIF statements are the source for provided information.



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Item # 8C

**November 5, 2021**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: ROXANNA IBARRA, CLERK OF THE COMMISSION**  
**SUBJECT: 2022 VCTC REGULAR MEETING SCHEDULE**

**RECOMMENDATION:**

- Adopt the following schedule of regular monthly VCTC meeting dates for 2022

**BACKGROUND:**

It is recommended the following meeting date schedule be adopted for 2022. The July and September meetings will be held on the second Friday of the month as the first Friday falls on or near a holiday weekend.

**VCTC REGULAR MEETING SCHEDULE 2022**

January 7  
February 4  
March 4  
April 1  
May 6  
June 3  
July 8\*\*\* (Moved to second Friday due to July 4<sup>th</sup> holiday)  
August – DARK  
September 9\*\* (Moved to second Friday due to Labor Day)  
October 7  
November 4  
December 2



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Item # 8D

November 5, 2021

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR**  
**SUBJECT: REVISED DISADVANTAGED BUSINESS ENTERPRISE (DBE) PROGRAM**

**RECOMMENDATION:**

- Approve the revised Disadvantaged Business Enterprise (DBE) Program (Attachment A).

**BACKGROUND:**

VCTC, as a recipient of Federal Transit Administration (FTA) funding, is required to administer a DBE Program for FTA-funded contracts. This requirement is separate from the requirement that VCTC participate in the Caltrans DBE program for contracts receiving funds from the Federal Highway Administration. VCTC's DBE Program was last amended in 2014, and FTA has recently directed that VCTC update the program to incorporate current requirements.

**DISCUSSION:**

The changes to the program include additional text to describe the currently-required public review process as well as the ongoing process for reporting to FTA. Other changes include adding detail on VCTC's process for determining whether a bidder has made good-faith efforts to include DBEs in a bid. In addition, the revised program acknowledges that the DBE requirement for transit vehicles is met by purchasing vehicles from a vendor having an FTA-approved transit vehicle manufacturer DBE program, rather than by including the procurement in the VCTC's DBE program. Information has been added regarding how a firm can apply to Caltrans, as the state government's certifying agency, for certification as a DBE.

Public notice for this revised program was published in the Ventura County Star and Vida Newspaper, and on the VCTC website, and no comments were received in response to the notices. FTA staff has reviewed and approved the DBE Program document.



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Item # 8E

November 5, 2021

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR**

**SUBJECT: CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM**

**RECOMMENDATION:**

- Approve submission of a grant application requesting \$326,890 from the Caltrans Sustainable Transportation Planning Grant Program for the U.S. 101 Conejo Pass Area Wildlife Tracking Study, with in-kind match to be provided by the National Park Service through Santa Monica Mountains National Recreation Area staff support.

**DISCUSSION:**

The Caltrans Sustainable Transportation Planning Grant Program—Sustainable Communities Competitive Grants provide an opportunity to fund local and regional multimodal transportation and land use-planning projects. The program was created to advance the California Department of Transportation (Caltrans) mission: Provide a safe and reliable transportation network that serves all people and respects the environment.

In partnership with Caltrans District 7, the VCTC has undertaken design and environmental review to add one additional High-Occupancy Vehicle (HOV) / Express Bus Lane in each direction on U.S. 101 from Moorpark Road in Thousand Oaks to S.R. 33 in Ventura. During agency review of the Wildlife Connectivity Assessment, the need has been identified for data on the movement of wildlife in the Conejo Pass Area surrounding the Conejo Grade, to determine how to best address the need for wildlife to cross U.S. 101 in this area.

The proposed Sustainable Communities grant will be used to study wildlife movement throughout the area and in particular at potential wildlife crossing points, to evaluate current wildlife connectivity and make recommendations for maintaining and improving it throughout this critical region, especially in conjunction with the planned U.S. 101 project. The work will entail radio tracking multiple species using GPS collars and using remote cameras to monitor wildlife use of existing crossing points and areas in the vicinity of the freeway.

Staff is seeking \$326,890 in grant funds through the Caltrans Sustainable Communities-Competitive Grant Program. These funds will be used by the National Park Service, as a

subrecipient to VCTC, to carry out the study. The project lead will be Dr. Seth Riley of the National Park Service, who made a presentation on wildlife crossing issues at the November 6, 2020 Commission meeting. Caltrans requires an 11.47% match, which will be more than covered by in-kind services committed by the Park Service. Grant applications were due to Caltrans by October 27, 2021, so the grant was submitted by the Interim Executive Director in anticipation of Commission approval. The grant awards are scheduled to be announced in the spring of 2022.



Item # 8F

November 5, 2021

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY**  
**SUBJECT: SANTA PAULA BRANCH LINE 2021 BRIDGE INSPECTION**

**RECOMMENDATION:**

- *Amend the Santa Paula Branch Line (SPBL) budget to meet annual bridge inspections requirements, by increasing the Consultant Services line item by \$45,000, increasing the Revenues category State Transit Assistance (STA) fund transfer-in by a corresponding \$45,000, and increasing the transfer-out of the STA account to the SPBL Fund by \$45,000.*
- *Approve the release of a Request for Proposals for professional engineering services to perform annual structural inspections of bridges on the Santa Paula Branch Line to comply with 49 CFR, Part 237, Bridge Safety Standards.*

**BACKGROUND:**

In July 2010, the Federal Railroad Administration promulgated Title 49, Code of Federal Regulations (CFR), Part 237 – Bridge Safety Standards, which mandates that owners of railroads develop and adopt a Bridge Management Plan (BMP). As part of the BMP, bridges must be inspected annually for safety and engineering deficiencies, and by March 2017, all bridges in service must have had a bridge load capacity rating performed to determine the weight each bridge can safely carry. As owner of the Santa Paula Branch Line (SPBL), VCTC must comply with the federally mandated 49 CFR Part 237 on the prescribed schedule. The SPBL Bridges were last inspected in December 2020.

**DISCUSSION:**

Annual bridge inspections for 2021 must be completed no later than December 31, 2021. It is anticipated that the responsibility for completing annual bridge inspections will be included in a new Rail Operator Lease. VCTC Staff had initially expected that the bridge inspections for 2021 would be completed by the new Rail Operator. As such, the Fiscal Year 2021/2022 Santa Paula Branch Line program budget did not initially include funding for annual bridge inspections. However, with the final agreement still under negotiation, and a projected start date for the new operator of January 1, 2022, VCTC will need to separately arrange for bridge inspections for this Calendar Year.

The Request for Proposals (RFP) for professional engineering services to perform the 2021 annual structural inspections of bridges on the SPBL is consistent with the scope of work for past inspections. Staff has assembled a list of five firms with expertise in rail and bridge safety inspections to notify, and the RFP will also be posted to the Goventura.org website. Based on the cost of past inspections, it is anticipated that the resulting contract will be within the authority of the Executive Director to execute and will not need to return to the Commission for approval.

To complete the required inspections, Staff proposes to amend the Santa Paula Branch Line program budget by increasing the Consultant Services line item by \$45,000, increasing the STA Revenues line item and STA fund transfer-in by a corresponding \$45,000, and increasing the transfer-out of the STA to the General Fund by \$45,000. The resulting total budget line items will be as follows: On the Revenues side, STA will be \$45,000, and on the Expenditures side, Consultant Services will total \$55,000. STA transfer out will also be increased by \$45,000 to the General Fund.



Item # 8G

November 5, 2021

**MEMO TO: VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**

**FROM: ANDREW KENT, GIS / PLANNING ANALYST**

**SUBJECT: INCIDENT RESPONDER GRANT PROGRAM ROUND ONE (1) EXTENSION**

**RECOMMENDATION:**

- Approve One-Year Extensions of the Round One (1) Incident Responder Grant Program Awards to the City of Ventura Police Department and the Fillmore Fire Department

**BACKGROUND:**

In November 2018, the Ventura County Transportation Commission (Commission), acting in its capacity as the Service Authority for Freeway Emergencies (SAFE), approved the development of new programs funded through the SAFE Fund to provide expanded services to Ventura County motorists. Among the suggested programs was a grant program to provide financial assistance to agencies that respond to highway incidents. Entities responding to freeway and highway incidents play a significant role in aiding the motorists involved as well as those simply caught in the resultant congestion until the incident is cleared.

In June 2019, the Commission approved moving forward with the SAFE Incident Responder Grant Program. The grant program provides incident responders with funds for capital expenditures to heighten response efficiency allowing them to save lives and reduce congestion. To accommodate the purchase of the widest possible array of tools and/or equipment by agencies both large and small, the Program established a wide grant range with \$5,000 being the minimum and the full \$500,000 being the maximum grant available. SAFE received five (5) grant application packages in August 2019. The total amount of funding requested, (\$905,519.62) exceeded the total amount of funding approved for the program (\$500,000) by \$405,519.62. In October 2019, the Commission approved full funding for all applications for a total of \$905,519.62.

According to the grant program guidelines, agencies must expend funds within two (2) years of receipt of funds, with a one (1) year extension possible upon submission of a request from the agency that received the grant showing the necessity of the extension and upon approval by the SAFE Board. If funds are not expended by the agency that received the funds within the approved time period, the agency that received the funds shall return the funds to Ventura County SAFE.

As of November 1, 2021, two Round 1 award recipients, the City of Ventura Police Department and the City of Fillmore Fire Department, have not yet expended all funds awarded.

The Ventura Police Department received a total award of \$437,519.62 for the purchase of a major incident response vehicle, incident investigation equipment, and traffic control devices. The Fillmore Fire Department received an award of \$45,000.00 for battery-operated extraction equipment a, lighting, and traffic control devices.

### **DISCUSSION:**

The City of Ventura Police Department (VPD) and the Fillmore Fire Department (FFD) have not spent down the total grant funds awarded in Round 1 of the grant program within the two (2) years allotted and both have requested a one-year extension, which is allowable under the grant guidelines with approval of the SAFE Board.

The VPD has spent approximately \$143,000 of the \$437,519.52 awarded. The VPD application included a plan to purchase a Major Incident Response Vehicle (MIRV), which goes directly to the purpose and need of the grant program by responding to and clearing incidents more rapidly through increased efficiency. The MIRV and related accessories account for the remainder of the grant funds not yet expended. The MIRV has faced many delays in the build process due to COVID-19 related labor and supply shortages. The completed vehicle is expected to be delivered to VPD in November of 2021. Due to the delays of the MIRV build, the VPD decided to withhold purchase of the traffic control devices and master tool kit to cover unexpected cost overages. Once the MIRV is delivered to VPD, the remainder of the grant award will be spent to outfit the MIRV with these accessories. Expenditure of the remaining grant funds is expected by December 2021.

The FFD has spent approximately \$28,000 of their \$45,000 award. Similarly, COVID-19 has created delays in purchase of several of the items being sought by the FFD. To date, the FFD has acquired three sets of battery-operated cutters and spreaders, several traffic control devices and one set of flood lights for nighttime scene lighting. The FFD is requesting additional time to spend down the remaining grant funds.

In November 2018, the Commission established a policy to maintain a \$1.5 million reserve in the SAFE fund balance. The SAFE Fund Balance is estimated at approximately \$4.1 million for Fiscal Year 2020/2021. Approving the requested extensions will not affect the fund balance reserve or the \$1 million allotted for Round Two (2) of the Incident Response Grant Program.

Staff recommends the SAFE Board approve the requested extension of the Round 1 grant awards for the Ventura Police Department and Fillmore Fire Department.

CITY OF  
**VENTURA**  
POLICE DEPARTMENT

**Date:** 10/22/21  
**To:** Ventura County Transportation Commission  
**From:** Sergeant Mike Brown  
**Subject:** Request for one-year extension

Faro Laser Scanner	PURCHASED
Wanco Sign Board	PURCHASED
Globug Lighting	PURCHASED
Rubberneck Barriers	PURCHASED
Vericom	PURCHASED
Traffic Control Devices	IN – PROGRESS
Master Tool Kit	IN – PROGRESS
Major Incident Vehicle	IN – PROGRESS

**Major Incident Response Vehicle (MIRV)**– During this build process we incurred many unforeseen delays due to COVID-19. This vehicle was expected to be completed in April 2021 but is now complete and we were notified today that the vehicle is finished and would be delivered to our City Yard on Monday 10-25-21. The MIRV was delivered on Monday 10-18-21, but a final inspection found a paint scuff on the front bumper that required the MIRV to be taken back to the builder to re-paint the bumper. One of the most significant delays was with the PTO drive compressor / generator. This PTO drive compressor is responsible for supplying power to the MIRV out on scene to run the overhead lights and equipment charging. This PTO drive compressor also supplies compressed air to lift the overhead extension light on top of the MIRV. Since this vehicle is purpose built, it posed several engineering challenges to work as planned. The main chassis computer on the truck was not speaking with the PTO generator and custom codes and software had to be installed in the computer so the two systems could communicate with one another. We had a large delay getting the MIRV to the emergency lighting company to install all the wiring and emergency lights. Due to COVID, many companies were facing worker shortages and long delays. The build process of this MIRV is now finished and we expect to take possession of the MIRV on Monday 10-25-21. The badging for the MIRV is being created and we expect to have the MIRV completed and ready for service by November 1, 2021.

**Traffic Control Devices** – Due to some setbacks and the build process for the MIRV, we were concerned that the MIRV could finish outside of the budget. Expenditures for the traffic control devices and the master tool kit were withheld until completion of the MIRV. Now that the MIRV is complete, the traffic control devices were ordered, and we expect to take possession of these devices on Monday 10-25-21.

**Master Tool Kit** - The master tool kit quote was from our local Sears and this store has since gone out of business. I have contacted our local NAPA store to build a master tool kit that will replace the tool kit that is no longer available through Sears. We expect to have the master tool kit ordered by November 1, 2021 and expect to take possession of this master tool kit before December 1, 2021. The purchase of this master tool kit will complete the expenditure of all funds.

The Ventura Police Traffic Unit is requesting a one-year extension for the expenditure of funds.



## CITY OF FILLMORE

CENTRAL PARK PLAZA  
250 Central Avenue  
Fillmore, California 93015-1907  
(805 524-3701 – FAX (805) 524-5707

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October 29, 2021

Ms. Amanda Fagan, Director of Planning and Sustainability  
Ventura County Transportation Commission  
Ventura County SAFE Grant Program  
950 County Square Drive #207  
Ventura, CA 93003

RE: SAFE Incident Response Grant, Request for Extension

Dear Ms. Fagan,

The City of Fillmore received \$45,000 of grant funds awarded from the SAFE Incident Response Grant on or about November 26, 2019. Since the City has not fully completed spending the awarded grant funds within the time originally allowed, we respectfully request that the Ventura County Transportation Commission extend the time to complete our grant spending through December 31, 2021. Although the City has already spent approximately 72% of the grant funds, the additional extension of time through December 31, 2021 would allow sufficient time to spend the remainder of the funds.

Due to the impacts of COVID pandemic, the City fire department staff resources were reduced at times and / or redirected to assist with essential COVID related assignments, thus delaying grant purchases.

We are ready to order the remainder of grant available funds, however, the time to process order through receipt of equipment and paying for items will take a couple of months, but no later than December 31, 2021.

Respectfully,

A handwritten signature in black ink, appearing to read "Roel B.", is written over a horizontal line.

Roel Briones  
Finance Director

Attachment





Item #8H

November 5, 2021

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: AARON BONFILIO, PROGRAM MANAGER**

**SUBJECT: VETERANS DAY PUBLIC TRANSIT FARE PROMOTION**

**RECOMMENDATION:**

- Receive and file.

**BACKGROUND:**

Beginning November 2016, VCTC launched the “Veterans Ride Free” fare promotion in coordination with each of the Ventura County public transit operators. The promotion has run consecutively since that time (though, no fares were collected by VCTC due to COVID during Fall of 2020).

This year, VCTC, along with each of the transit agencies currently charging fares, are once again participating in the Veterans Ride Free fare promotion. The participating transit operators include<sup>1</sup>:

- Camarillo Area Transit
- Gold Coast Transit District
- Ojai Trolley
- Simi Valley Transit
- Valley Express Bus
- VCTC

To board, patrons will simply show their valid ID to the bus driver. Accepted forms of ID include but are not limited to: US Military ID, CAC, VA Card, Veteran's designation on CA Driver's license, DD214, and Retired Military ID.

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<sup>1</sup> Moorpark City Transit and Thousand Oaks Transit are not currently charging fares.



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Item #81

November 5, 2021

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: SALLY DEGEORGE, FINANCE DIRECTOR**

**SUBJECT: REQUEST FOR PROPOSAL (RFP) FOR PROFESSIONAL SERVICES FOR  
GOVERNMENTAL ACCOUNTING STANDARDS BOARD (GASB)  
STANDARD 87, LEASES**

**RECOMMENDATION:**

- Release Request for Proposals for Professional Services (Attachment 1) for GASB 87, Leases.

**BACKGROUND:**

VCTC is required to comply with guidance issued by the Governmental Accounting Standards Board (GASB) when preparing its annual comprehensive financial report that is presented to the Commission and the public. GASB Statement 87, Leases, is required to be implemented this fiscal year (2021/2022).

The objective of GASB Statement 87 is to better meet the information needs of financial statement users by improving accounting and financial reporting for leases by governments. This Statement increases the usefulness of governments' financial statements by requiring recognition of certain lease assets and liabilities for leases that previously were classified as operating leases and recognized as inflows of resources or outflows of resources based on the payment provisions of the contract. It establishes a single model for lease accounting based on the foundational principle that leases are financings of the right to use an underlying asset. Under this Statement, a lessee is required to recognize a lease liability and an intangible right-to-use lease asset, and a lessor is required to recognize a lease receivable and a deferred inflow of resources, thereby enhancing the relevance and consistency of information about governments' leasing activities.

In order to provide this information and comply with GASB Statement 87, professional consultant services are needed to provide the specialized knowledge, workload assistance and detailed information and required calculations.

**DISCUSSION:**

VCTC staff is requesting the Commission's authorization to release a Request for Proposals (RFP) for professional services for GASB 87, Leases. Assistance from qualified consultants well versed in the reporting and disclosure requirements of Governmental Accounting Standards Board (GASB) pronouncements, including but not limited to Statement No. 87 Leases, to assist Ventura County

Transportation Commission in determining the leases and the values of the leases to be reported in the annual audited financial statements.

Funding for the reports and valuations are included in the VCTC budget. Staff plans to bring back a recommendation for selection of a firm and contract at the January 2022 meeting.



Item #8J

November 5, 2021

**TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: STEVE MATTAS, GENERAL COUNSEL**

**SUBJECT: MOTION TO RE-AUTHORIZE REMOTE TELECONFERENCE MEETINGS OF THE LEGISLATIVE BODIES OF THE VENTURA COUNTY TRANSPORTATION COMMISSION, INCLUDING ALL ASSOCIATED AGENCIES, AUTHORITIES, AND COMMITTEES, DUE TO THE IMMINENT RISKS TO THE HEALTH AND SAFETY OF ATTENDEES AND MAKING RELATED FINDINGS PURSUANT TO AB 361**

**RECOMMENDATION:**

It is recommended that the Ventura County Transportation Commission ("Commission"), on behalf of itself and in the role as the Local Transportation Authority, ALUC, Service Authority for Freeway Emergencies, Consolidated Transportation Service Agency and CMA, make a motion, pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), to re-authorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities, and committees, due to imminent risks to the health and safety of attendees if the meetings are held in person.

**BACKGROUND:**

On September 24, 2021 the Commission approved a motion to continue conducting Commission meetings, and all associated agency, authority, and committee meetings, remotely due to imminent risks to the health or safety of attendees if the meetings are held in person. The Commission made findings that the requisite conditions exist for the legislative bodies of the Commission to conduct remote teleconference meetings without compliance with paragraph (3) of subdivision (b) of section 54953.

Pursuant to Government Code Section 54953(e)(3), in order for all legislative bodies to continue meeting remotely, the Board must declare every 30 days that:

1. The legislative body has reconsidered the circumstances of the state of emergency; and
2. Either the state of emergency continues to directly impact the ability of the members to meet safely in person, or State or local officials continue to impose or recommend measures to promote social distancing.

Emergency conditions persist in Ventura County and throughout the state. The Governor's State of Emergency, declared on March 4, 2020, is ongoing. The local proclamation of emergency, made by the Ventura County Board of Supervisors on March 17, 2020, ratifying the Ventura County Health Officer's declaration of a local health emergency due to COVID-19, continues to exist until its termination is proclaimed by the Ventura County Board of Supervisors.

Due to the continued threat of COVID-19, the Commission continues to implement multiple layers of protection against COVID-19, including physical distancing, for the safety of employees and members of the public. The ongoing state of emergency related to COVID-19, as declared by the Governor and the Ventura County Board of Supervisors, continues to directly impact the ability of members of the legislative bodies of the Commission to meet safely in person, due to imminent risks to the health and safety of attendees if the meetings are held in person.

**RECOMMENDATION**

It is recommended that the Commission, on behalf of itself and in the role as the Local Transportation Authority, ALUC, Service Authority for Freeway Emergencies, Consolidated Transportation Service Agency and CMA, make a motion, pursuant to the authority set forth in AB 361 (Government Code Section 54953[e][1]), to re-authorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities, and committees, due to imminent risks to the health and safety of attendees if the meetings are held in person.



Item # 8K

November 5, 2021

**TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: MARK WATKINS, INTERIM EXECUTIVE DIRECTOR AND  
STEVE MATTAS, GENERAL COUNSEL**

**SUBJECT: AMENDMENT TO PERSONNEL POLICIES AND PROCEDURES ADOPTING A  
COVID-19 VACCINATION REQUIREMENT POLICY**

**RECOMMENDATION:**

- It is recommended that the Ventura County Transportation Commission ("Commission") approve an amendment to the Personnel Policies and Procedures section 12.12 adopting a COVID-19 vaccination requirement policy for all employees, current and future, effective immediately.

**BACKGROUND:**

President Biden recently signed Executive Order 14043 directing all Federal agencies to require employees have the COVID-19 vaccination/s as a term of employment. As VCTC receives a large portion of its funding from Federal agencies, it is prudent to be consistent with Federal policy on this issue. The Ventura County Transportation Commission ("Commission") last amended the Commission Personnel Policies and Procedures ("PPP") in June 2021.

Currently VCTC is at a 100% COVID-19 vaccination rate with its employees. With several recruitments currently active, there is an interest in keeping the COVID-19 vaccination rate at 100% in order to assure a safe working environment.

In light of the public health guidance regarding the most effective and necessary defenses against COVID-19 and in order to promote the health and safety of the workforce, the health and safety of members of the public with whom they interact, and the efficiency of the civil service, Ventura County Transportation Commission (VCTC) employees will be required to be fully vaccinated against COVID-19 regardless of the employee's duty location or work arrangement (e.g., telework, remote work, etc.), subject to such exceptions as required by law. The PPP Section 12.12 Confidentiality of Medical Information Act will be amended to reflect this COVID-19 vaccination requirement (see attached).

Employment offers to candidates will be contingent on the submission of their documentation demonstrating compliance with the vaccination requirement, subject to such exceptions as required by law. Candidates will be required to be vaccinated against COVID-19 and submit documentation of proof of vaccination before appointment or onboarding with the agency. A candidate can provide a copy of the record of immunization from a health care provider or pharmacy, a copy of the COVID-19 Vaccination Record Card, a copy of medical records documenting the vaccination, a copy of immunization records from a public health or state immunization information system, or a copy of any other official documentation containing required data points (type of vaccine administered, date(s) of administration, and the name of the health care professional(s) or clinic site(s) administering the vaccine(s)). VCTC will provide additional information

regarding what information or documentation will be needed and, if necessary, how to request a legally required exception from this requirement.

**12.12 Confidentiality of Medical Information Act:** VCTC has a bona fide business need to collect and review medical information about its employees *and those candidates who have been issued a Conditional Offer of Employment* for various reasons. This policy is established to comply with the State's Confidentiality of Medical Information Act (California Civil Code Section 56, et.seq.), and to protect the confidentiality of medical history, mental condition, physical condition, or treatment, and to limit its use in employment decisions. This policy defines medical information, those employees authorized to access that information, and how it will be stored.

**12.12.1 Medical Information Definition:** The Confidentiality of Medical Information Act (CMIA) broadly defines the term medical information as: "... any individually identifiable information in possession of or derived from a provider of health care regarding a patient's medical history, mental or physical condition, or treatment." This definition *includes* information obtained from pre-employment medical examinations *and documented verification of COVID-19 vaccinations;* fitness for duty evaluations, worker's compensation claims, verifications of disability status, and drug and alcohol testing results. In essence, any document produced by a doctor, clinic, hospital, psychiatrist, employee assistance program, substance abuse professional, or testing laboratory is considered a confidential medical record.





Item #9

November 5, 2021

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: MARK WATKINS, INTERIM EXECUTIVE DIRECTOR**  
**SUBJECT: YEARS OF SERVICE RECOGNITION FOR VCTC EMPLOYEES**

**RECOMMENDATION:**

- Recognize VCTC Employees for Five Year Service Increments with a Commendation signed by the Commission Chair

**BACKGROUND:**

In past years VCTC has recognized employees for their years of service with the agency. For a number of reasons, including remote meetings, this practice has been inconsistent in the past few years. To recognize our employees and their efforts and dedication we reviewed employee hiring dates and identified those employees that reached a five-year milestone for recognition.

VCTC is an organization in transition experiencing a myriad of changes over this past year. As with everyone else the Covid-19 pandemic has resulted in major impacts to the workplace, industry, and home life. These impacts have required a shift to remote workplaces, changes to transit schedules, fares, and other operational needs. Also, during this time, the organization conducted a long-planned change in office locations requiring every employee to review and pack all of their files and office needs for the new space. Over the past year nine new Commissioners were appointed to VCTC's 17-member Commission. And, of course, the organization is operating with an Interim Executive Director while the recruitment for a new Executive Director is conducted and preparations are made for the transition to the new Executive Director.

While change is good and the organization will emerge stronger, it is important to keep in mind that our employees provide the stability and daily dedication to keep the organization moving forward to meet the transit and transportation needs of the County. In addition to our day-to-day activities during this time the organization implemented the Freeway Service Patrol, completed the Freight Corridors Study, advanced the Comprehensive Transportation Plan and Transit Integration and Efficiency Study, continued negotiations for a new operator on the Santa Paula Branch Line, will soon release the Draft EIR for the 101 HOV/Express Bus Lane project, received and is continuing to administer for the economic health of the community \$17.8M from the Coronavirus Aid, Relief, and Economic Security (CARES) Act and \$4.6M

from the American Rescue Plan (ARP) Act, and continues to manage a complex transportation funding allocation system.

VCTC carries out its many and varied tasks with a relatively small staff of 23 employees (when all positions are filled). VCTC's employees are the backbone of the organization, and the organization is fortunate to have employees who have committed their careers to the mission of VCTC. This agenda item will recognize VCTC employees who have achieved at least five years of employment with VCTC in increments of five years. We are truly appreciative of their service to the organization and thank them for their continued commitment to VCTC. A signed commemorative certificate will be provided for each employee recognizing their years of service. The following employees are recognized:

**Five Years:**

Aaron Bonfilio, Program Manager, Transit Contracts  
Jeni Eddington, Transit Planner  
Martin R. Erickson, Public Transit Director  
Thao Le, Program Manager, Accounting

**Ten Years:**

Avit Castillo, Customer Service Representative  
Stephen Efner, Program Manager, Information Technology

**Fifteen Years:**

Danisha Riley, Receptionist/Secretary  
Dolores Lopez, Transit Information Center and Technology Specialist

**Twenty Years:**

Peter De Haan, Programming Director

**Twenty-Five Years:**

Sally DeGeorge, Finance Director



Item #10

November 5, 2021

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: DARRIN PESCHKA, PROGRAM MANAGER, GOVERNMENT AND COMMUNITY RELATIONS**

**SUBJECT: LEGISLATIVE UPDATE**

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

**Federal Issues**

Throughout October, members of the Senate have continued negotiations on the Build Back Better Act, a budget reconciliation bill that would support expansion of so-called social infrastructure programs such as childcare and Medicare. The Biden administration originally proposed a \$3.5 trillion package; however, some Senate Democrats and Republicans objected to the size of the bill. Current negotiations are aimed at paring the bill to a smaller figure. In addition to support for the social infrastructure programs, the bill contains additional funding for public transit and rail.

In the House of Representatives, members have delayed a vote on a separate infrastructure bill, the Investment in Infrastructure and Jobs Act (IIJA). The IIJA is a \$1.2 trillion bipartisan bill passed by the Senate in August. The bill consists of two pieces: reauthorization of the Fixing America's Surface Transportation (FAST) Act, and \$550 billion in supplemental funding above current FAST Act levels. The new spending includes \$106.9 billion for public transit and \$102.15 billion for rail programs.

The FAST Act expired September 30, 2021. Because IIJA was not passed, Congress voted to extend FAST Act reauthorization at current spending levels until October 31, 2021, temporarily avoiding a lengthy lapse in federal funding for transportation agencies.

Passage of the IIJA has been tied to passage of the larger budget reconciliation bill. At this time, it is unclear if Congress will take action to ensure funding for transportation agencies continues in the event the IIJA vote is delayed past October 31.

## **State Issues**

In Sacramento, the Legislature wrapped up its session September 10, sending any remaining approved bills to Gov. Gavin Newsom for consideration. Among those are one that the Commission took a “support” position on earlier this year: Senate Bill 790 (Stern).

### **Senate Bill (SB) 790**

On Oct. 10, Governor Gavin Newsom signed Senate Bill 790, Wildlife Connectivity Actions: Compensatory Mitigation Credits.

SB 790 addresses compensatory mitigation credits for wildlife crossing actions. This bill requires the Department of Fish and Wildlife, in consultation with Caltrans, to provide compensatory mitigation credits to support planning and modifications of transportation projects that improve local and regional habitat connectivity and result in fish passage, wildlife connectivity and other environmental improvements.

The Commission took a “support” position on SB 790. VCTC in 2018 began studying alternatives to improve U.S. 101 along a 27-mile stretch from Thousand Oaks to Ventura. VCTC staff believes SB 790 could provide the highway improvement project with another tool to facilitate mitigation measures.

The Senate and Assembly are now adjourned until January 3.

Attachment A is the monthly report of Delaney Hunter, the Commission’s state lobbyist.



## CALIFORNIA ADVISORS, LLC

### VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT OCTOBER 2021

#### Legislative Update

The Legislature concluded the first of the current two-year session on Friday, September 10th. In the end, the Senate and Assembly sent 836 bills to the Governor, 313 were Senate bills and 523 were Assembly bills. Governor Newsom had until Sunday, October 10th to sign or veto all the pending legislation on his desk. He issued his final legislative update on Saturday evening, a day ahead of the deadline. Ultimately, the Governor vetoed 66 bills and signed 770 bills. The 7.89 veto percentage was the second lowest rate in the last twenty years. In 2019, Newsom's veto rate was significantly higher at 16.51 percent and in 2020, it was 13.08 percent. Additionally, while he considered 836 bills this year, this was the second lowest amount since the late 60's. Last year, he only considered 428 bills due to the shortened session given the ongoing pandemic.

The Legislature will reconvene the regular session on January 3, 2022. At which point, legislators will immediately begin to work on bills that stalled this year. These two-year measures must clear their house of origin by January 31st of the second year. Given this deadline, policy hearings are anticipated and staff is currently busy working on this legislation.

#### Upcoming Bill Deadlines and 2 Year Bills

**January 3** – Legislature reconvene for a second year of session

*Below is a list of VCTC tracked bills:*

**AB 43 (Friedman D) Traffic Safety.**

**Introduced:** 12/7/2020

**Status:** 10/8/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 690, Statutes of 2021.

**Summary:** Current law establishes various default speed limits for vehicles upon highways, as specified. Current law authorizes state and local authorities to adjust these default speed

limits, as specified, based upon certain findings determined by an engineering and traffic survey. Current law defines an engineering and traffic survey and prescribes specified factors that must be included in the survey, including prevailing speeds and road conditions. This bill would require local authorities to consider other factors, including pedestrian and bicycle safety, that are allowed but not required to be considered under existing law. The bill would also allow local authorities to consider additional factors, including the current or immediately prior speed limit, as specified.

**AB 339 (Lee D) State and local government: open meetings.**

**Introduced:** 1/28/2021

**Status:** 10/7/2021-Vetoed by the Governor

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Under existing law, a member of the legislative body who attends a meeting where action is taken in violation of this provision, with the intent to deprive the public of information that the member knows the public is entitled to, is guilty of a crime. This bill would require local agencies to conduct meetings subject to the act consistent with applicable state and federal civil rights laws, as specified.

**AB 361 (Rivas, Robert D) Open meetings: local agencies: teleconferences.**

**Introduced:** 2/1/2021

**Status:** 9/16/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 165, Statutes of 2021.

**Summary:** Existing law, the Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. This bill, until January 1, 2024, would authorize a local agency to use teleconferencing without complying with the teleconferencing requirements imposed by the Ralph M. Brown Act when a legislative body of a local agency holds a meeting during a declared state of emergency, as that term is defined, when state or local health officials have imposed or recommended measures to promote social distancing during a proclaimed state of emergency held for the purpose of determining, by majority vote, whether meeting in person would present imminent risks to the health or safety of attendees, and during a proclaimed state of emergency when the legislative body has determined that meeting in person would present imminent risks to the health or safety of attendees, as provided.

**AB 464 (Mullin D) Enhanced Infrastructure Financing Districts: allowable facilities, projects, and costs.**

**Introduced:** 2/8/2021

**Status:** 6/28/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 25, Statutes of 2021.

**Summary:** Current law authorizes the legislative body of a city or a county to establish an enhanced infrastructure financing district to finance public capital facilities or other specified projects of communitywide significance that provide significant benefits to the district or the surrounding community, including, but not limited to, the acquisition, construction, or repair of industrial structures for private use. This bill would include, in the list of facilities and

projects the district may fund, the acquisition, construction, or repair of commercial structures by the small business, as defined, occupant of such structures, if certain conditions are met, and facilities in which nonprofit community organizations provide health, youth, homeless, and social services.

**AB 473 (Chau D) California Public Records Act.**

**Introduced:** 2/8/2021

**Status:** 10/7/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 614, Statutes of 2021.

**Summary:** The California Public Records Act requires state and local agencies to make their records available for public inspection, unless an exemption from disclosure applies. This bill would recodify and reorganize the provisions of the act. The bill would include provisions to govern the effect of recodification and state that the bill is intended to be entirely nonsubstantive in effect. The bill would contain related legislative findings and declarations. The bill would become operative on January 1, 2023.

**AB 474 (Chau D) California Public Records Act: conforming revisions.**

**Introduced:** 2/8/2021

**Status:** 10/7/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 615, Statutes of 2021.

**Summary:** Would enact various conforming and technical changes related to another bill that recodifies and reorganizes the California Public Records Act. The bill would only become operative if the related bill recodifying the act is enacted and becomes operative on January 1, 2023. The bill would also specify that any other bill enacted by the Legislature during the 2021 calendar year that takes effect on or before January 1, 2022, and that affects a provision of this bill shall prevail over this act, except as specified.

**AB 604 (Daly D) Road Maintenance and Rehabilitation Account: apportionment of funds: accrued interest.**

**Introduced:** 2/11/2021

**Status:** 9/22/2021-Vetoed by Governor.

**Summary:** Would continuously appropriate interest earnings derived from revenues deposited in the Road Maintenance and Rehabilitation Account to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program.

**AB 713 (Garcia, Cristina D) State Air Resources Board: greenhouse gas emissions scoping plan: comprehensive health analysis.**

**Introduced:** 2/16/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 7/15/2021)(May be acted upon Jan 2022)

**Summary:** The State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to approve a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020 and to ensure that statewide greenhouse gas emissions are reduced to at least 40% below the 1990 level by 2030. The act requires the

state board to prepare and approve a scoping plan for achieving the maximum technologically feasible and cost-effective reductions in greenhouse This bill would require the state board to conduct a comprehensive health analysis in conjunction with the development of each update of the scoping plan that includes a framework to provide an overview of the breadth of health impacts and health benefits that may accrue from the outcomes in the scoping plan, as specified.

**AB 773 (Nazarian D) Street closures and designations.**

**Introduced:** 2/16/2021

**Status:** 10/6/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 587, Statutes of 2021.

**Summary:** Would authorize a local authority to adopt a rule or regulation by ordinance to implement a slow street program, which may include closures to vehicular traffic or through vehicular traffic of neighborhood local streets with connections to citywide bicycle networks, destinations that are within walking distance, or green space. The bill would require the local authority to meet specified conditions to implement a slow street, including a determination that closure or traffic restriction is necessary for the safety and protection of persons using the closed or restricted portion of the street, conducting an outreach and engagement process, and clearly designating the closure or traffic restriction with specific signage.

**AB 811 (Rivas, Luz D) Los Angeles County Metropolitan Transportation Authority: contracting.**

**Introduced:** 2/16/2021

**Status:** 9/30/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 414, Statutes of 2021.

**Summary:** Current law authorizes the Los Angeles County Metropolitan Transportation Authority to enter into contracts with private entities that combine into a single contract all or some of the planning, design, permitting, development, joint development, construction, construction management, acquisition, leasing, installation, and warranty of some or all components of transit systems and certain facilities. Current law authorizes the authority to award a contract under these provisions after a finding, by a 2/3 vote of the members of the authority, that awarding the contract will achieve for the authority, among other things, certain private sector efficiencies in the integration of design, project work, and components. This bill would eliminate the requirement to make the above-described finding by a 2/3 vote of the members of the authority in order to award contracts under these provisions and would instead apply this requirement to contracts that include operation and maintenance elements.

**AB 819 (Levine D) California Environmental Quality Act: notices and documents: electronic filing and posting.**

**Introduced:** 2/16/2021

**Status:** 7/16/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 97, Statutes of 2021.

**Summary:** CEQA requires, if an environmental impact report is required, the lead agency to mail a notice of determination to each responsible agency, the Office of Planning and Research, and public agencies with jurisdiction over natural resources affected by the project. CEQA requires the lead agency to provide notice to the public and to organizations and



individuals who have requested notices that the lead agency is preparing an environmental impact report, negative declaration, or specified determination. CEQA requires notices for an environmental impact report to be posted in the office of the county clerk of each county in which the project is located. This bill would instead require the lead agency to mail or email those notices, and to post them on the lead agency's internet website. The bill would also require notices of an environmental impact report to be posted on the internet website of the county clerk of each county in which the project is located.

**AB 950 (Ward D) Department of Transportation: sales of excess real property: affordable housing.**

**Introduced:** 2/17/2021

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 7/12/2021)(May be acted upon Jan 2022)

**Summary:** Would authorize the Department of Transportation to sell its excess real property to the city, county, or city and county where the real property is located if the city, county, or city and county agrees to use the real property for the sole purpose of implementing affordable housing, emergency shelters, or feeding programs, as specified. The bill would exempt these sales from the California Environmental Quality Act, except the department would be required to file a notice of exemption with the Office of Planning and Research and the county clerk of the county in which the real property is located.

**AB 955 (Quirk D) Highways: encroachment permits.**

**Introduced:** 2/17/2021

**Status:** 10/8/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 670, Statutes of 2021.

**Summary:** This bill would establish additional procedures for the Department of Transportation's review of an application for an encroachment permit for a broadband facility. Under the bill, these procedures would require the department, among other things, to notify an applicant in writing whether the application is complete within 30 days of receiving an application, to take certain actions if it deems an application incomplete, and to approve or deny an application that requires supplemental information within 30 days after receiving that information. If the department fails to notify the applicant that the application is incomplete or denied, as applicable, within those 30-day time periods, the bill would deem the department's failure to notify to constitute approval of the permit.

**AB 1035 (Salas D) Transportation: Road Maintenance and Rehabilitation Program: recycled material standards.**

**Introduced:** 2/18/2021

**Status:** 10/8/2021-Vetoed by Governor.

**Summary:** Would require the Department of Transportation and a local agency that has jurisdiction over a street or highway, to the extent feasible and cost effective, to use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating streets and highways and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method. The bill would require, on and after January 1, 2025, a local agency that has jurisdiction over a street or highway, to the extent feasible, to apply standard specifications that allow for the use of recycled materials in

streets and highways, as specified. By increasing the duties of local agencies, this bill would impose a state-mandated local program.

**AB 1037 (Grayson D) Infrastructure construction: digital construction technologies.**

**Introduced:** 2/18/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 8/23/2021)(May be acted upon Jan 2022)

**Summary:** Would require the Department of General Services to develop guidance, policies, and procedures for the integration and development of digital construction technologies for use on a civil infrastructure project, as defined, that is developed by specified state entities and has a state project cost of greater than \$50,000,000. The bill would require the guidance, policies, and procedures to be published in the State Administrative Manual and the State Contracting Manual, as appropriate, by January 1, 2023. The bill would require the guidance, policies, and procedures to include, among other things, the method for a state department to implement a requirement that a bid or proposal for a civil infrastructure project contract include a digital construction management plan, as specified.

**AB 1049 (Davies R) Public Transportation Account: loan repayment.**

**Introduced:** 2/18/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was TRANS. on 3/4/2021)(May be acted upon Jan 2022)

**Summary:** Current law requires the transfer of a specified portion of the sales tax on diesel fuel to the Public Transportation Account, a trust fund in the State Transportation Fund. Current law requires funds in the account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current law provides for each STA-eligible operator within the jurisdiction of the allocating local transportation agency to receive a proportional share of the revenue-based program funds based on the qualifying revenues of that operator, as defined. The Budget Act of 2013 and the Budget Act of 2014 require the Controller, upon the order of the Director of Finance, to transfer specified amounts totaling up to \$55,515,000 as loans from the Public Transportation Account to the High-Speed Passenger Train Bond Fund. This bill would require \$54,000,000 from these loans to be repaid to the Public Transportation Account and would provide that these repaid funds are available, upon appropriation by the Legislature, to help offset the loss of revenues incurred by transit operators during the COVID-19 pandemic.

**AB 1147 (Friedman D) Regional transportation plan: electric bicycles.**

**Introduced:** 2/18/2021

**Status:** 10/8/2021-Vetoed by Governor.

**Summary:** Current law requires the Strategic Growth Council, by January 31, 2022, to complete an overview of the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, an assessment of how implementation of the California Transportation Plan, sustainable communities strategies, and alternative planning strategies will influence the configuration of the statewide integrated multimodal transportation system, and a review of the potential impacts and opportunities for

coordination of specified funding programs. This bill would require the council to convene key state agencies, metropolitan planning agencies, and local governments to assist the council in completing the report.

**AB 1157 (Lee D) Local transportation funds: State Transit Assistance Program: reports.**

**Introduced:** 2/18/2021

**Status:** 9/22/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 205, Statutes of 2021.

**Summary:** Current law, for purposes of the State Transit Assistance Program, requires local transportation agencies to report to the Controller by June 15 of each year the public transportation operators within its jurisdiction that are eligible to claim specified local transportation funds. This bill would instead require local transportation agencies to report this information within 7 months after the end of each fiscal year.

**AB 1238 (Ting D) Transportation.**

**Introduced:** 2/19/2021

**Status:** 10/8/2021-Vetoed by Governor.

**Summary:** Current law prohibits a pedestrian from entering the roadway if the pedestrian is facing a steady circular yellow or yellow arrow warning signal unless otherwise directed by a pedestrian control signal, as specified. This bill would eliminate that prohibition until January 1, 2029.

**AB 1291 (Frazier D) State bodies: open meetings.**

**Introduced:** 2/19/2021

**Status:** 7/9/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 63, Statutes of 2021.

**Summary:** Current law provides that, subject to certain exceptions and reasonable regulations, the state body shall provide members of the public an opportunity to directly address the state body on agenda items. Current law authorizes the state body to limit the amount of time allotted for each member of the public to speak, but specifies that members of the public who use translators shall be given twice that allotted amount of time. This bill would also require a state body, when it limits time for public comment, to provide at least twice the allotted time to a member of the public who utilizes translating technology to address the state body. The bill would additionally make technical, nonsubstantive changes.

**AB 1337 (Lee D) Transportation: transit district policing responsibilities.**

**Introduced:** 2/19/2021

**Status:** 10/5/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 534, Statutes of 2021.

**Summary:** Under current law, a person who enters or remains upon any land, facilities, or vehicles owned, leased, or possessed by specified transit entities that are used to provide public transportation by rail or passenger bus, or are directly related to that use, without permission, or whose entry, presence, or conduct upon the property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor. This bill would specify that a person who enters or remains upon any

property, facilities, or vehicles upon which the applicable transit entity owes policing responsibilities to a local government pursuant to an operations and maintenance agreement or similar interagency agreement without permission, or whose entry, presence, or conduct upon that property interferes with, interrupts, or hinders the safe and efficient operation of the transit-related facility, is guilty of a misdemeanor.

**AB 1499 (Daly D) Transportation: design-build: highways.**

**Introduced:** 2/19/2021

**Status:** 9/22/2021-Approved by the Governor. Chaptered by Secretary of State - Chapter 212, Statutes of 2021.

**Summary:** Current law authorizes regional transportation agencies, as defined, to utilize design-build procurement for projects on or adjacent to the state highway system. Current law also authorizes those regional transportation agencies to utilize design-build procurement for projects on expressways that are not on the state highway system, as specified. Current law repeals these provisions on January 1, 2024, or one year from the date that the Department of Transportation posts on its internet website that the provisions described below related to construction inspection services for these projects have been held by a court to be invalid. This bill would extend the operation of these provisions until January 1, 2034. The bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2033, on its experience with design-build procurement.

**ACA 1 (Aguilar-Curry D) Local government financing: affordable housing and public infrastructure: voter approval.**

**Introduced:** 12/7/2020

**Status:** 4/22/2021-Referred to Committees on Local Government and Appropriations.

**Summary:** The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

**ACA 5 (Voepel R) Motor vehicles: fuel taxes, sales and use taxes, and fees: expenditure restrictions.**

**Introduced:** 2/19/2021

**Status:** 4/22/2021-Referred to Committee on Transportation

**Summary:** The California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. These restrictions do not apply to revenues from taxes or fees imposed under the Sales and Use Tax Law or the Vehicle License Fee Law. This measure would explicitly restrict the expenditure of all interest earned and other increment derived from the investment of those tax revenues and any proceeds

from the lease or sale of real property acquired using those tax revenues only for the purposes described above.

**SB 7 (Atkins D) Environmental quality: Jobs and Economic Improvement Through Environmental Leadership Act of 2021.**

**Introduced:** 12/7/2020

**Status:** 5/20/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 19, Statutes of 2021.

**Summary:** Would enact the Jobs and Economic Improvement Through Environmental Leadership Act of 2021, which would reenact the former leadership act, with certain changes, and would authorize the Governor, until January 1, 2024, to certify projects that meet specified requirements for streamlining benefits related to CEQA. The bill would additionally include housing development projects, as defined, meeting certain conditions as projects eligible for certification. The bill would, except for those housing development projects, require the quantification and mitigation of the impacts of a project from the emissions of greenhouse gases, as provided. The bill would revise and recast the labor-related requirements for projects undertaken by both public agencies and private entities. The bill would provide that the Governor is authorized to certify a project before the lead agency certifies the final EIR for the project.

**SB 44 (Allen D) California Environmental Quality Act: streamlined judicial review: environmental leadership transit projects.**

**Introduced:** 12/7/2020

**Status:** 10/7/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 633, Statutes of 2021.

**Summary:** Would, until January 1, 2025, establish specified procedures for the administrative and judicial review of the environmental review and approvals granted for an environmental leadership transit project, as defined, proposed by a public or private entity or its affiliates that is located wholly within the County of Los Angeles or connects to an existing transit project wholly located in that county and that is approved by the lead agency on or before January 1, 2024. The bill would require the project applicant of the environmental leadership transit project to take certain actions in order for those specified procedures to apply to the project. The bill would require the Judicial Council, on or before January 1, 2023, to adopt rules of court establishing procedures requiring actions or proceedings seeking judicial review pursuant to CEQA or the granting of project approvals, including any appeals to the court of appeal or the Supreme Court, to be resolved, to the extent feasible, within 365 calendar days of the filing of the certified record of proceedings with the court to an action or proceeding seeking judicial review of the lead agency's action related to an environmental leadership transit project.

**SB 66 (Allen D) California Council on the Future of Transportation: advisory committee: autonomous vehicle technology.**

**Introduced:** 12/7/2020

**Status:** 8/27/2021-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2021)(May be acted upon Jan 2022)

**Summary:** Would require the Secretary of Transportation to establish an advisory committee, the California Council on the Future of Transportation, to provide the Governor and the Legislature with recommendations for changes in state policy to ensure that as autonomous vehicles are deployed, they enhance the state's efforts to increase road and transit safety, promote equity, and meet public health and environmental objectives. The bill would require the council to be chaired by the secretary and consist of 22 additional members, selected by the chair or designated, as specified.

**SB 274 (Wieckowski D) Local government meetings: agenda and documents.**

**Introduced:** 1/29/2021

**Status:** 10/9/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 763, Statutes of 2021.

**Summary:** The Ralph M. Brown Act, requires meetings of the legislative body of a local agency to be open and public and also requires regular and special meetings of the legislative body to be held within the boundaries of the territory over which the local agency exercises jurisdiction, with specified exceptions. Current law authorizes a person to request that a copy of an agenda, or a copy of all the documents constituting the agenda packet, of any meeting of a legislative body be mailed to that person. This bill would require a local agency with an internet website, or its designee, to email a copy of, or website link to, the agenda or a copy of all the documents constituting the agenda packet if the person requests that the items be delivered by email. If a local agency determines it to be technologically infeasible to send a copy of the documents or a link to a website that contains the documents by mail or by other electronic means, the bill would require the legislative body or its designee to send by mail a copy of the agenda or a website link to the agenda and to mail a copy of all other documents constituting the agenda packet, as specified.

**SB 339 (Wiener D) Vehicles: road usage charge pilot program.**

**Introduced:** 2/8/2021

**Status:** 9/24/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 308, Statutes of 2021.

**Summary:** Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of Transportation. Under existing law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax, gather public comment on issues and concerns related to the pilot program, and make recommendations to the Secretary of Transportation on the design of a pilot program, as specified. Existing law repeals these provisions on January 1, 2023. This bill would extend the operation of these provisions until January 1, 2027.

**SB 542 (Limon D) Zero-emission vehicles: fees.**

**Introduced:** 2/18/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 6/1/2021)(May be acted upon Jan 2022)

**Summary:** Current sales and use tax laws impose taxes on retailers measured by gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state, measured by sales price. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would provide an exemption from those taxes with respect to the sale in this state of, and the storage, use, or other consumption in this state of, a qualified motor vehicle. The bill would define “qualified motor vehicle” as a specified zero-emission truck. The bill would disallow the exemption for sales or uses made on or after January 1, 2025, if the purchaser also received other specified benefits.

**SB 606 (Gonzalez D) Workplace safety: citations: employer retaliation.**

**Introduced:** 2/18/2021

**Status:** 9/27/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 336, Statutes of 2021.

**Summary:** Current law requires the Division of Occupational Safety and Health to issue a citation for a violation of provisions relating to the spraying of asbestos, or any standard, rule, order, or regulation established pursuant to specified provisions of the California Occupational Safety and Health Act of 1973 if, upon inspection or investigation, the division believes that an employer has committed a violation. Existing law imposes penalties of certain maximum amounts depending on whether the violation is serious, uncorrected, or willful or repeated. Current law authorizes the division to seek an injunction restraining certain uses or operations of employment that constitute a serious menace to the lives or safety of persons, as specified. This bill, instead, would require the division to issue a citation for a violation of provisions relating to the spraying of asbestos, certain employment safety related provisions of the Labor Code, or any standard, rule, order or regulation established pursuant to specified provisions of the California Occupational Safety and Health Act of 1973 or other safety related provisions of the Labor Code if, upon inspection or investigation, the division believes that an employer has committed a violation.

**SB 640 (Becker D) Transportation financing: jointly proposed projects.**

**Introduced:** 2/19/2021

**Status:** 7/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 108, Statutes of 2021.

**Summary:** Current law provides for the deposit of various funds, including revenues from certain increases in fuel taxes and vehicle fees, for the program into the Road Maintenance and Rehabilitation Account. After certain allocations for the program are made, existing law requires the remaining funds available for the program to be continuously appropriated 50% for allocation to the department for maintenance of the state highway system or for the State Highway Operation and Protection Program and 50% for apportionment to cities and counties by the Controller pursuant to a specified formula. Current law requires a city or county to submit to the California Transportation Commission a list of proposed projects, as specified, to be eligible for an apportionment of those funds. This bill would authorize cities and counties to jointly propose projects to be funded by the cities and counties' apportionments of those funds, as specified.

**SB 657 (Ochoa Bogh R) Employment: electronic documents.**

**Introduced:** 2/19/2021

**Status:** 7/16/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 109, Statutes of 2021.

**Summary:** Current law regulates the wages, hours, and working conditions of any worker employed in any occupation, trade, or industry, whether compensation is measured by time, piece, or otherwise, except as specified. This bill would provide that, in any instance in which an employer is required to physically post information, an employer may also distribute that information to employees by email with the document or documents attached. The bill would specify that this does not alter the employer's obligation to physically display the required posting.

**SB 671 (Gonzalez D) Transportation: Clean Freight Corridor Efficiency Program.**

**Introduced:** 2/19/2021

**Status:** 10/9/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 769, Statutes of 2021.

**Summary:** Would establish the Clean Freight Corridor Efficiency Assessment, to be developed by the California Transportation Commission, in coordination with other state agencies. In developing the assessment, the bill would require the commission to identify freight corridors, or segments of corridors, throughout the state that would be priority candidates for the deployment of zero-emission medium- and heavy-duty vehicles. The bill would require the commission to submit a report containing the assessment's findings and recommendations to certain committees of the Legislature by December 1, 2023. The bill would require the assessment's findings and recommendations to be incorporated into the development of the California Transportation Plan. The bill would require the state freight plan to include a description of needed infrastructure, projects, and operations for the deployment of zero-emission medium- and heavy-duty vehicles and the development of freight corridors identified in the assessment.

**SB 674 (Durazo D) Public Contracts: workforce development: transportation-related contracts.**

**Introduced:** 2/19/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was INACTIVE FILE on 9/9/2021)(May be acted upon Jan 2022)

**Summary:** Would require the Labor and Workforce Development Agency to create 2 programs, to be known as the California Jobs Plan Program and the United States Jobs Plan Program. The bill would require the programs to meet specified objectives, including supporting the creation and retention of quality, nontemporary full-time jobs, as specified, and the hiring of displaced workers and individuals facing barriers to employment. The bill would require, as a component of applications for covered public contracts, as defined, the creation of forms for each program that state the minimum numbers of proposed jobs that are projected to be retained and created if the applicant wins the covered public contract. These components of the application would be known as the California Jobs Plan and the United States Jobs Plan, which the bill would define.

**SB 790 (Stern D) Advance Mitigation Program: wildlife connectivity barriers.**



**Introduced:** 2/19/2021

**Status:** 10/8/2021-Approved by the Governor. Chaptered by Secretary of State. Chapter 738, Statutes of 2021.

**Summary:** Would authorize the Department of Fish and Wildlife to approve compensatory mitigation credits for wildlife connectivity actions taken under the conservation and mitigation banking program or the regional conservation investment strategy program. In order to receive compensatory mitigation credits from the department under this authority, the bill would require the wildlife connectivity action to meet specified requirements. The bill would authorize a compensatory mitigation credit created under this authority to be used to fulfill, in whole or in part, compensatory mitigation requirements established under any state or federal environmental law, as determined by the applicable local, state, or federal regulatory agency.

#### **SB 798 (Wieckowski D) Trade Corridor Enhancement Account.**

**Introduced:** 2/19/2021

**Status:** 9/10/2021-Failed Deadline pursuant to Rule 61(a)(15). (Last location was RLS. on 2/19/2021)(May be acted upon Jan 2022)

**Summary:** Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would make nonsubstantive changes to this provision.

#### **SCA 4 (Wilk R) Legislature: 2-year budget.**

**Introduced:** 2/17/2021

**Status:** 4/7/2021-Referred to Committees on Budget and Fiscal Review and Elections and Constitutional Amendments

**Summary:** Would limit the Legislature, in the first year of the regular session, to considering or acting upon only the Budget Bill and related bills, and up to 5 bills introduced by each of the standing committees of the Legislature, as specified. The measure would require the Governor to submit to the Legislature a budget for the ensuing 2 fiscal years within the first 10 days of the first calendar year of the biennium of the legislative session, and would require the Legislature to adopt by June 15 of the first calendar year of the biennium of the legislative session a Budget Bill that appropriates funds to support state government for the next 2-year fiscal period commencing on July 1. The measure, in the second year of the regular session, would limit the Legislature to considering or acting upon only legislation other than the Budget Bill and related bills. The Legislature, by a 2/3 vote of each house, would be authorized, however, to amend an enacted Budget Bill and related bills in both calendar years of the biennium.



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**Item # 11**

**November 5, 2021**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY**

**SUBJECT: INCIDENT RESPONDER GRANT PROGRAM ROUND 2 ALLOCATIONS**

**RECOMMENDATION:**

- Approve allocations for the Incident Responder Grant Program Round 2 awards.

**BACKGROUND:**

The Ventura County Transportation Commission, acting in its capacity as the Service Authority for Freeway Emergencies (SAFE), manages the Motorist Aid Services Program, which is financed by a \$1 vehicle registration fee on all vehicles registered in Ventura County. Motorist Aid includes emergency roadside call boxes, Freeway Service Patrol, a network of speed detection sensors, and the Incident Responder Grant Program.

In November 2018, the Commission approved the development of new programs funded through the SAFE to provide expanded services to Ventura County motorists and established a policy to maintain a \$1.5 million reserve fund balance. In June 2019, the Commission established the Incident Responder Grant Program to provide financial assistance to agencies that respond to highway incidents.

Entities responding to freeway and highway incidents play a significant role in aiding the motorists involved as well as those simply caught in the resultant congestion until the incident is cleared. These entities use a wide variety of tools to assist motorists, from life saving devices to photographic equipment for incident analysis. These tools heighten the efficiency of incident responders allowing them to save lives and reduce congestion. To accommodate the purchase of the widest possible array of tools and/or equipment by agencies both large and small, the Commission established a wide range of grants available from \$5,000 to \$500,000. With Program approval in June 2019, the Commission also approved grant participant eligibility criteria, eligible expenditures, grant amount and frequency, expenditure life cycle, ownership requirements, and application process and scoring.

The first round of Incident Responder Grants provided five awards for a total of \$905,519.62, with award amounts ranging from \$45,000 to \$437,519.62. These awards supported the purchase of a major incident response vehicle, lighting systems, traffic control devices, changeable message signs, and a variety of other tools to improve incident response. Round 1 award recipients included the Fillmore Fire Department,

Oxnard Police Department, Ventura Police Department, Ventura County Fire Protection District, and Ventura County Sheriff.

In July 2021, the Ventura County SAFE approved program guidelines and initiation of the application process for a second round of grants for the Incident Responder Grant Program to provide up to \$1,000,000 to agencies that respond to highway incidents within Ventura County.

## **DISCUSSION:**

In accordance with the guidelines and schedule approved by the Commission, VCTC released a call for applications on July 12, 2021. VCTC notified each of the law enforcement and emergency response agencies that serve communities across Ventura County and posted the call for applications online at <https://www.goventura.org/work-with-vctc/grant-opportunities/>. VCTC held a pre-proposal conference via Zoom on August 3, 2021. Applications were due to VCTC no later than 4:00 PM on September 30, 2021.

VCTC received a total of seven (7) applications by the application deadline. A summary of applicant requests is included as Attachment A. The total amount requested across the seven applications is \$1,653,690.45.

VCTC convened a Grant Scoring Committee comprised of one Ventura County SAFE staff member, two experts in incident response, and one local jurisdiction representative selected by the SAFE Executive Director. The Committee included Amanda Fagan, VCTC Director of Planning and Sustainability; Geoff Dean, Former Sheriff of Ventura County; Tom Cady, Former Assistant Chief of Oxnard Police Department; and Cliff Finley, Director of Public Works for the City of Thousand Oaks. Applications were scored according to the Scoring Rubric included in the Program Guidelines, and the Committee met virtually on October 14, 2021, to develop the recommended allocations.

### **Committee Recommendations**

Given that the requested allocations exceed the authorized maximum funding, the Committee recommends partial funding for applications that considers application scores according to the Scoring Rubric and allows for incremental purchases of assets and equipment. The Committee recommends giving award recipients flexibility to determine specific items to be purchased provided that the items were included in the original application, with two exceptions: (1) The Committee recommends against approval of the Ballistic Shields and Training Component within the California Highway Patrol (CHP) proposal, as the Committee agreed that these items are not aligned with the Program Guidelines; and (2) The Committee recommends against funding the request by the Ventura City Fire Department, Ventura County Fire Protection District, and Oxnard Fire Department to equip fire trucks and signals with two different systems of emergency vehicle preemption (EVP). The Committee agreed that this approach perpetuates a configuration that does not solve the problem of two systems that do not work together and does not address the challenges that two systems create for other potential users, such as CHP and ambulances.

The goals of the Incident Responder Grant Program (IRGP) include providing first responders with the tools they need to save lives on the Ventura County freeway and highway system, reducing congestion, and preventing secondary accidents. The Grant Scoring Committee recommends a grant allocation that maximizes the use of funds toward these goals. For instance, several agencies requested basic traffic control equipment, barriers, lighting, and changeable message signs which are vital to redirect traffic and efficiently conduct accident investigations. Studies have shown that up to 20% of collisions on controlled-access highways are secondary or attributed to a primary incident that has not been fully cleared. In addition to alleviating congestion, quick response and clearing incidents will prevent secondary collisions, protecting motorists, and reduce demand on emergency resources.

Complex traffic collision investigations can take several hours to complete, and the recommended grant allocation will fund purchase of equipment that will greatly reduce the amount of time lanes are shut down to motorists. In 2020, Oxnard Police Department traffic investigators responded to nine fatal traffic collisions

which required an average of 7.5 hours that the investigative scene was closed to motorists. Both Oxnard Police Department and the Ventura County Sheriff's Office have requested funds for UAV drones that can map the scene of a collision in under an hour, greatly reducing investigation time.

The recommended grant allocation will also assist agencies with larger purchases, such as a major incident response trailer for the California Highway Patrol in Ventura County, which can be utilized during natural disasters to keep traffic flowing and direct response during evacuations for which the highway network is vital. Another large purchase includes the battery-powered cutters and spreaders requested by the Oxnard, Ventura, and Fillmore Fire Departments and Ventura County Fire Protection District, will save critical minutes extracting a motorist trapped in a vehicle involved in a collision. An added benefit of these battery-powered devices is to reduce air emissions associated with the diesel generators that are required to power extraction equipment currently in use by the Departments.

Recommended allocation amounts are summarized below and detailed in Attachment A.

<b>Applicant</b>	<b>Panel Recommendation</b>
Oxnard Fire Department, with Ventura County Fire Protection District, Ventura City Fire Department, and Fillmore Fire Department	\$317,000
California Highway Patrol	\$259,000
Oxnard Police Department	\$148,000
Ventura County Sheriff's Office	\$139,000
Ventura City Fire Department / Ventura County Fire Department / Oxnard Fire Department	\$0
Santa Paula Police Department	\$119,000
Port Hueneme Police Department	\$18,000
<b>TOTAL</b>	<b>\$1,000,000</b>



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**Item # 12**

**November 5, 2021**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)**

**FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY**

**SUBJECT: VENTURA COUNTY FREIGHT CORRIDORS STUDY**

**RECOMMENDATION:**

- Approve the Ventura County Freight Corridors Study.

**BACKGROUND:**

VCTC, the Port of Hueneme, and Caltrans partnered with the Southern California Association of Governments to develop the Ventura County Freight Corridors Study, to identify and prioritize the most significant freight corridors for safer, more efficient, and sustainable freight connections. The project team worked with community and industry groups and the general public to refine the project objectives, focus analysis efforts, and develop solutions with the greatest benefit to both the County's economic competitiveness and environmental health.

The identification of critical freight corridors and mitigations through the Ventura County Freight Corridors Study is essential. The Study builds on previous Port Access Studies completed in 2000 and 2008 and looks beyond the immediate Port area and U.S. 101. Generators of freight movement in Ventura County include production through the manufacturing and agricultural sector, imports and exports passing through the Port of Hueneme, local household and business consumption, and interregional commerce between Los Angeles and Santa Barbara Counties.

The purpose of this Study is to establish a better understanding of the freight corridors in Ventura County to inform future investment decisions by:

- Identifying opportunities to support cleaner freight movement, while promoting Ventura County's industries and agricultural economy and regional and State economic growth;
- Assisting the Port of Hueneme and Ventura County to achieve State and regional emission reduction goals; and,
- Increase social equity by planning for an efficient transportation system that does not disproportionately affect disadvantaged communities.

The Study will also position Ventura County to apply for future state and federal funding opportunities, including Senate Bill 1 Trade Corridor Enhancement Program (TCEP) funding.

## **DISCUSSION:**

The Draft Study was developed through extensive stakeholder input that included a web-based project portal, 27 one-on-one stakeholder interviews, three public workshops, and email and phone communications with business and community stakeholders. Recorded videos of the three virtual public workshops, held in both English and Spanish, and the comprehensive draft study were made available on the project website at: [www.goventura.org/vcfreight](http://www.goventura.org/vcfreight). The draft study was made available for public review on September 10th, and the deadline for comments was October 15th.

VCTC Staff provided a status update with the September 10, 2021 Commission Agenda. VCTC Staff and the consultant Project Manager presented the Draft Study to the Commission during the October 1st meeting, and again to the Oxnard Harbor District Board of Commissioners on October 18th.

The Draft Study presents Recommended Areas of Focus developed in response to stakeholder input, technical analysis, review of existing plans, and assessment of vulnerabilities and opportunities to improve freight corridors. Recommended Areas of Focus are organized in three categories: Improve Existing Freight Corridors; Strengthen Port Access; and Improve Truck Supportive Infrastructure.

In addition to verbal comments received from stakeholders and the public during the September 16th public workshop, from Commissioners during the October 1st meeting, and from the Harbor District Board on October 18th, VCTC received written comments on the Draft Study from Caltrans, Ventura County Air Pollution Control District, Gold Coast Transit District, Somis Municipal Advisory Committee, City of Camarillo, and a resident of the Somis community. The project team incorporated this feedback into the Final Study presented for Commission approval, and all technical, editorial, and substantive comments have been addressed in the Final Draft.

Of particular note, in advance of the October 1st presentation of the Draft Freight Corridors Study to the Commission, VCTC received a letter from the Somis Municipal Advisory Council expressing opposition to designation of State Route (SR) 34 and SR-118 as freight corridors and opposition to widening of SR 118 in downtown Somis. The Freight Corridors Study does not propose to widen SR-118 or to designate freight corridors, but instead reviews all roads and rail in the county based on levels of truck or freight train volume and developed strategies to address review findings. In response to the Somis MAC letter, the Final Study was revised to clarify that Recommended Area of Focus “D” (State Route 118 Safety Improvements) is focused on safety-related improvements that do not increase capacity. In addition, Staff notes that Recommended Area of Focus “A” (Enhanced Truck Route Identification) is intended to direct regional trucks away from the arterial section of SR-118 and to stay on the freeway system.