



**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

**AGENDA*
FRIDAY, MARCH 4, 2022
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/83620471111?pwd=Y2YzNmNhYy9DTkJKaTdKWmJpTUczZz09>

**Call-In Option:
Dial: 1-669-900-6833
Webinar I.D.: 836 2047 1111
Passcode: 857327**

*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/EXECUTIVE DIRECTOR REPORT** - *This item provides the opportunity for the commissioners and the 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 FEBRUARY 4, 2022- PG.5](#)

Recommended Action:

- Approve the summary minutes of FEBRUARY 4, 2022.

Responsible Staff: Roxanna Ibarra

8B. [MONTHLY BUDGET REPORTS- PG.11](#)

Recommended Action:

- Receive and file the monthly budget report for JANUARY 2022.

Responsible Staff: Sally DeGeorge

8C. [OTHER POSTEMPLOYMENT BENEFITS \(OPEB\) TRUST STRATEGY CHANGE- PG.19](#)

Recommended Action:

- Change the CalPERS California Employers' Retiree Benefit Trust Investment to Strategy 2.

Responsible Staff: Sally DeGeorge

8D. [INVESTMENT POLICY- PG.23](#)

Recommended Action:

- Adopt the Investment Policy as shown in the Attachment.

Responsible Staff: Sally DeGeorge

8E. 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.25

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 reauthorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities and committees, due to imminent risk to the health and safety of attendees if the meetings are held in person.*

Responsible Staff: Steve Mattas

8F. EXPEDITED PROGRAMMING OF CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS FROM THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)- PG.27

Recommended Action:

- *Approve \$12,215,501 in IIJA CMAQ funds for the projects listed in Attachment A.*

Responsible Staff: Peter De Haan

8G. MOTORIST AID PROGRAM BUDGET AMENDMENT- PG.31

Recommended Action:

- *Amend the Fiscal Year 2021/2022 Motorist Aid Services budget by increasing the Consultant Services line item by \$289,100.*
- *Amend the Fiscal Year 2021/2022 Service Authority for Freeway Emergencies (SAFE) Revenue and Fund Transfer line item by an increase of \$289,100.*

Responsible Staff: Amanda Fagan

8H. REBUILD AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM- PG.33

Recommended Action:

- *Approve submission of a grant application requesting \$25 million from the RAISE Program for final design for the US 101 Auxiliary Lanes project.*

Responsible Staff: Peter De Haan

DISCUSSION CALENDAR:

9. LEGISLATIVE UPDATE- PG.35

Recommended Action:

- *Receive and File.*

Responsible Staff: Darrin Peschka

10. VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN UPDATE – PG.55

Recommended Action:

- *Receive a presentation on the status of the Comprehensive Transportation Plan Update and provide feedback on the emerging themes, strategies and actions.*

Responsible Staff: Caitlin Brooks

11. FREEWAY SERVICE PATROL ONE YEAR ANNIVERSARY REPORT AND 2021 DRIVER OF THE YEAR RECOGNITION- PG.57

Recommended Action:

- *Receive and file a report on the first year of Ventura County Freeway Service Patrol operations.*

- *Recognize Richard Henderson as the Ventura County FSP Driver of the Year for providing outstanding service to the motorist public.*

Responsible Staff: Amanda Fagan

12. PORTOFINO PLACE CONSISTENCY REVIEW AND DETERMINATION- PG.61

Recommended Action:

- *The Ventura County Airport Land Use Commission make a determination that the Portofino Place project as proposed is consistent with the Ventura County Airport Comprehensive Land Use Plan.*

Responsible Staff: Amanda Fagan

13. TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES) DISCUSSION ON TRANSIT CONSOLIDATION – PG.65

Recommended Action:

- *The commission participate in a discussion on the Transit Integration and Efficiency Study (TIES) regarding transit consolidation and provide direction to staff.*

Responsible Staff: Martin Erickson and Aaron Bonfilio

14. CLOSED SESSION

Conference with Labor Negotiators

(Pursuant to Government Code Section 54957.5)

Agency Designated Representative: Martin Erickson

Employee Organization: All unrepresented employees except the Executive Director”

15. VCTC GENERAL COUNSEL’S REPORT:

16. 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

17. ADJOURN to 9:00 a.m. Friday, APRIL 1, 2022



Item #8A

March 4, 2022

**MEETING MINUTES OF FEBRUARY 4, 2022, VCTC COMMISSION MEETING
AT 9:00 A.M. VIA ZOOM**

CALL TO ORDER:

Chair Long called the regular meeting of the Ventura County Transportation Commission to order at 9:01 A.M. Via-Zoom.

PLEDGE OF ALLEGIANCE was led by Commissioner Enegren.

ROLL CALL/MEMBERS PRESENT:

Kelly Long, County of Ventura
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
Matt LaVere, County of Ventura
Bryan MacDonald, City of Oxnard
Linda Parks, County of Ventura
Carmen Ramirez, County of Ventura
Richard Rollins, City of Port Hueneme **(arrived at 9:20 a.m.)**
Tony Tavares, Caltrans District 7 Director
Jim White, Citizen Rep., County

ABSENT:

Andy Sobel, City of Santa Paula
William Weirick, City of Ojai

4. ELECTION OF CHAIR AND VICE-CHAIR FOR CALENDAR YEAR 2022-

Chair Long nominated vice-chair Tony Trembley as chair of the Ventura County Transportation Commission. Commissioner Huber seconded the motion. The motion passed unanimously.

Votes:

Yes: Bill-de la Pena, Chavez, Edmonds, Enegren, Huber, Johnson, Judge, LaVere, Long, MacDonald, Parks, Ramirez, Trembley, White

No: None

Absent: Rollins, Sobel, Weirick

A motion was made by chair Trembley to nominate commissioner Bryan MacDonald as Vice-Chair of the Ventura County Transportation Commission. The nomination was seconded by commissioner Long, the motion passed unanimously.

Commissioner Chavez also made a motion to nominate commissioner Enegren as vice chair. Commissioner Long asked both Commissioner Enegren and Commissioner MacDonald if they accepted their nomination. Commissioner Enegren stated he was going to second the motion to nominate Commissioner MacDonald as vice-chair at this time.

Votes:

Yes: Bill-de la Pena, Chavez, Edmonds, Enegren, Huber, Johnson, Judge, LaVere, Long, MacDonald, Parks, Ramirez, Trembley, White

No: None

Absent: Rollins, Sobel, Weirick

5. PUBLIC COMMENTS – There were no public comments.

6. CALTRANS REPORT – Caltrans District Director Tony Tavares gave the monthly February Caltrans project report to the commission. Mr. Tavares was happy to announce on the infrastructure funding and reported to the commission the INFRA grant programs stating Caltrans District 7 would be sending out more information in the next few weeks and is looking forward to working with VCTC and the community in Ventura County to nominate projects for federal investment in the INFRA grant programs as well as continuing to bring federal dollars from the Infrastructure Investment and Jobs Act. Mr. Tavares also reported the Ventura County Star had a small article regarding nighttime lane closures along the 101 freeway with one lane open in both directions.

7. COMMISSIONERS/EXECUTIVE DIRECTOR REPORT – Commissioner Chavez reported he was re-elected as chair for the Oxnard Planning Commission. Commissioner Chavez reported he would be participating in SCAG Housing Policy Leadership Academy and is hoping to inject some transit knowledge.

Commissioner Parks stated she is looking forward to Ventura County also getting allocation of local funds. The county staff is looking to apply for grants that would be to connect the Transit Center to Cal State Channel Islands on an off-road bike path. Commissioner Parks also reported that she was happy to announce the National Park Service is now ready to put in the bridge over the 101 freeway at Liberty Canyon and the groundbreaking will take place in the next couple months. Commissioner Parks also reported she is now the chair of the Santa Monica Mountains Conservancy which provided a quarter of a million dollars for this project as well as the Coastal Conservancy which also provided the first million dollars upfront. Commissioner Parks stated she looks forward to seeing an option in the proposal to widen the 101 freeway at the Conejo Grade which will connect both sides of the freeway. The Santa Monica Mountains which is the area that is of most dire consequence to mountain lions and other animals and being able to cross that freeway is what Commissioner Parks looks forward to seeing in the proposal.

Commissioner Judge stated SCAG had its combined meeting and there was discussion on getting money from the infrastructure bill.

Newly appointed Vice-Chair MacDonald thanked his peers for their support in having him move into the vice-chair position for this calendar year.

Commissioner Ramirez stated SCAG, which is the largest metropolitan planning organization in the nation

had a regional discussion on transportation. She stated it was very informative and she would share with the commission the link to view the proceedings from the meeting via the clerk of the commission.

Commissioner White commended Commissioner Parks for her concern for safety of Ventura County's non-human friends.

Chair Trembley stated he looked forward to receiving an update status on the wildlife corridor as an agenda item later in the year.

Executive Director Martin Erickson thanked the commission for embarking with him on this new journey. Mr. Erickson stated February 4, 2022, was Transit Equity Day, a national day to commemorate Rosa Parks and declaring public transit as a civil right. He stated VCTC honors Rosa Parks and thanks transit workers across Ventura County. Mr. Erickson also reported he attended the Mobility 21 Board of Directors virtual Sacramento Summit on February 1, 2022. The summit focused on three items: the state budget, the supply chain and state collaboration. Mr. Erickson also reported the Comprehensive Transportation Plan launched the community walk audits in the neighborhoods, more information is available on the VCTC website regarding this public outreach. Mr. Erickson also reported he will be coming forward later in the next couple months with a contract amendment for VCTC's Intercity Bus Operator, RATP Dev increasing driver retention through more competitive salary. He also stated that as he had promised earlier to address the issue in staying engaged in the infrastructure funding that is becoming available, he has designated VCTC staff to participate in the state-created implementation working groups.

8. ADDITIONS/REVISIONS – There were none.

9. CONSENT CALENDAR – Commissioner LaVere noted that in item 9B of the consent calendar, the December 16, 2021, special meeting minutes needed to reflect the special meeting took place as an in-person meeting instead of a virtual meeting. Commissioner LaVere also stated he was in attendance during this special meeting. Chair Trembley stated the record would reflect the changes and a revision would be made to reflect the changes.

Commissioner Chavez moved to approve consent calendar items 9A through 9I with the changes stated by **Commissioner LaVere**. **Commissioner Huber** seconded the motion. The motion passed unanimously.

9A. APPROVE MINUTES FROM DECEMBER 3, 2021

Recommendation:

- Approve the summary minutes of December 3, 2022.

9B. APPROVE MINUTES FROM DECEMBER 16, 2021

Recommendation:

- Approve the summary minutes of December 16, 2021.

Commissioner LaVere noted the meeting minutes needed to reflect that the December 16 meeting took place in-person at Camarillo City Hall and that Commissioner LaVere was present at the special meeting.

9C. APPROVE MINUTES FROM JANUARY 7, 2022

Recommendation:

- Approve the summary minutes of January 7, 2022.

9D. MONTHLY BUDGET REPORTS

Recommendation:

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

9E. 13(C) AGREEMENT APPROVAL

Recommendation:

- Approve the attached Agreement with Service Employees International Union (SEIU) Local 721 as

required for VCTC's Fiscal Year 2021/2022 federal transit grant applications with the Federal Transit Administration.

9F. 2023 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) FINANCIAL RESOLUTION Recommendation:

- Approve attached Resolution No. 2022-02 certifying that there are sufficient financial resources to fund projects in the 2023 Federal Transportation Improvement Program (2023 FTIP).

9G. MOTORIST AID CALLBOX USAGE AND CONVERSION UPDATE

- Receive and file a report on the usage and cellular service conversion of the Motorist Aid Emergency Roadside Assistance Callboxes.

9H. AGREEMENT WITH INNOVATIVE TDM SOLUTIONS (ITS) FOR RIDESHARE DATABASE SERVICES

- Authorize a twelve (12) month extension of a sole source contract with Innovative TDM Solutions (ITS) not to exceed \$103,960 for rideshare database management services. Because this is a sole source procurement, a 2/3 Commission vote is required for approval.

9I. 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 reauthorize remote teleconference meetings of all legislative bodies of the Commission, including all associated agencies, authorities and committees, due to imminent risk to the health and safety of attendees if the meetings are held in person.

DISCUSSION CALENDAR:

10. FISCAL YEAR 2022//2023 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS (UTN) PUBLIC HEARING

- Hold public hearing and receive testimony of Unmet Transit Needs.

Dolores Lopez gave a PowerPoint presentation on the Unmet Transit Needs public hearing to the commission.

Chair Trembley opened the Unmet Transit Needs public hearing and read into the record the Unmet Transit Needs process. Dolores Lopez read into the record the Spanish version of the Unmet Transit Needs process.

Chair Trembley opened the public comment period. The Unmet Transit Needs Public Hearing received one public comment by Mr. Joey Juhasz Lukomski regarding more follow-up with the input that is gathered from the public during the Unmet Transit Needs public outreach process.

11. TRANSPORTATION DEVELOPMENT ACT (TDA) LOCAL TRANSPORTATION FUND (LTF) DRAFT APPORTIONMENT FOR FISCAL YEAR 2022/2023

- Approve the Local Transportation Fund Draft Apportionment for Fiscal Year 2022/2023, apportioning \$52.1 million as shown in Attachment A.

Commissioner Chavez moved to approve item 11 Transportation Development Act (TDA) Local Transportation Fund (LTF) Draft Apportionment for Fiscal Year 2022/2023. **Commissioner Edmonds** seconded the motion. The motion passed unanimously.

12. LEGISLATIVE UPDATE

- Receive and File.

Darrin Peschka and lobbyist Ross Buckley from California Advisors gave a presentation to the commission the on legislative updates.

13. UPDATE ON TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES)

- Receive Transit Integration and Efficiency Study (TIES) Update

Aaron Bonfilio along with consultant Jeremiah LaRose from Fehr & Peers gave a presentation update on the Transit Integration and Efficiency Study (TIES). Mr. LaRose described the project's activities and progress and discussed the upcoming study tasks.

Commissioner Judge asked that a discussion of a single countywide transit agency be placed on a future commission agenda and commissioners include their city managers in the discussion. Chair Trembley asked if there were at least three commissioners who would want this item placed on a future agenda. The response from commissioners present was positive and there were no objections. Chair Trembley directed staff to put this specific item on a future agenda for discussion.

14. REQUEST FOR PROPOSALS FOR ZERO EMISSION BUS FLEET ROLLOUT PLAN (ZEB PLAN)

- Authorize Release of Request for Proposals for the ZEB Plan.

Aaron Bonfilio gave a power point presentation to the commission the on the request for proposals zero-emission bus fleet rollout plan (ZEB PLAN).

Vice-Chair MacDonald moved to approve Request for Proposals for Zero Emission Bus Fleet Rollout Plan (ZEB PLAN). **Commissioner Ramirez** seconded the motion. The motion passed unanimously.

15. VCTC GENERAL COUNSEL'S REPORT: None.

16. AGENCY REPORTS:

Southern California Association of Governments (SCAG)

Primary: Commissioner Mike Judge

Commissioner Judge gave a brief update during the Commissioner Reports section on the agenda.

Southern California Regional Rail Authority (Metrolink-SCRRRA)

Primary: Chair Tony Trembley

Alternate: Daniel Chavez

Chair Trembley stated Metrolink had its regular board meeting on January 28th in which they passed the 2021/2022 Annual Comprehensive Financial Report and approved recognition of Transit Equity Day.

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

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Jim White

No reports at this time.

Coastal Rail Coordinating Council

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Richard Rollins

No reports at this time.

California Association of Councils of Governments

Primary: Commissioner Carmen Ramirez

Commissioner Ramirez forwarded to the clerk of the commission the link regarding the regional transportation discussion to be emailed and shared among the commission.

California Vanpool Authority (CalVans)

Primary: Commissioner Jim White

Alternate: Commissioner Lynn Edmonds

Commissioner White reported that as part of a grant CalVans received \$2.250 million dollars which would be set aside to acquire 42 electric vans. It is part of a \$23.7 million in Affordable Housing and Sustainable Community funds. Half of those electric vans would be for the farmworkers carpool van program and the other half would be assigned to the traditional carpool program.

17. ADJOURN to 9:00 a.m. Friday, MARCH 4, 2022



Item #8B

March 4, 2022

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for January 2022.

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 January 31, 2022, budget report indicates that the revenues were approximately 40.57% of the adopted budget while expenditures were approximately 31.98% 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.

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 JANUARY 31, 2022**

Assets and Deferred Outflows

Cash and Investments	\$ 52,189,489
Receivables/Due from other funds	4,580,909
Prepays and Deposits	378,120
Capital Assets, undepreciated	26,329,395
Capital Assets, depreciated, net	32,669,510
Deferred Outflows	1,948,045
Total Assets and Deferred Outflows	<u>\$ 118,095,468</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$ 2,865,457
Deferred Revenue	3,570,611
Deposits	67,059
Accrued Vacation	226,041
Pension Liability	2,406,909
OPEB Liability	334,163
Deferred Inflows	274,655
Total Liabilities and Deferred Inflows:	<u>\$ 9,744,895</u>

Net Position:

Invested in Capital Assets	\$ 58,998,906
Fund Balance	49,351,667
Total Net Position	<u>\$ 108,350,573</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE SEVEN MONTHS ENDED JANUARY 31, 2022**

	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
Revenues												
Federal Revenues	\$ 3,560,570	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	3,030,728	\$ 561,899	\$ 7,153,197	\$ 27,010,019	(19,856,822)	26.48
State Revenues	380,107	18,647,743	1,707,953	763,033	473,385	0	0	0	21,972,221	47,755,731	(25,783,510)	46.01
Local Revenues	90,362	0	0	0	0	299,737	1,033,760	984,188	2,408,047	3,039,990	(631,943)	79.21
Other Revenues	1,895	0	0	60	0	0	60,201	0	62,156	3,790	58,366	1,640.00
Interest	3,381	17,184	19,667	5,595	6,738	48	415	353	53,381	206,000	(152,619)	25.91
Total Revenues	4,036,315	18,664,927	1,727,620	768,688	480,123	299,785	4,125,104	1,546,440	31,649,002	78,015,530	(46,366,528)	40.57
Expenditures												
Administration												
Personnel Expenditures	1,725,338	0	0	0	0	0	128,167	28,094	1,881,599	4,027,650	(2,146,051)	46.72
Legal Services	28,140	0	0	0	0	0	0	0	28,140	40,000	(11,860)	70.35
Professional Services	77,236	0	0	0	0	0	0	0	77,236	155,600	(78,364)	49.64
Office Leases	109,950	0	0	0	0	0	0	0	109,950	189,400	(79,450)	58.05
Office Expenditures	398,683	0	0	0	0	0	76,759	16,826	492,268	630,100	(137,832)	78.13
Total Administration	2,339,347	0	0	0	0	0	204,926	44,920	2,589,193	5,042,750	(2,453,557)	51.34
Programs and Projects												
Transit & Transportation Program												
Regional Transit Technology	48,007	0	0	0	0	0	0	0	48,007	721,200	(673,193)	6.66
Senior-Disabled Transportation	154,791	0	0	0	0	0	0	0	154,791	401,500	(246,709)	38.55
VCTC Intercity Bus Services	0	0	0	0	0	0	3,554,357	0	3,554,357	11,491,790	(7,937,433)	30.93
Valley Express Bus Services	0	0	0	0	0	0	0	745,388	745,388	1,962,300	(1,216,912)	37.99
Transit Grant Administration	1,645,261	0	0	0	0	0	0	0	1,645,261	9,968,180	(8,322,919)	16.51
Total Transit & Transportation	1,848,059	0	0	0	0	0	3,554,357	745,388	6,147,804	24,544,970	(18,397,166)	25.05
Highway Program												
Motorist Aid Services	0	0	0	1,727,601	0	0	0	0	1,727,601	3,065,266	(1,337,665)	56.36
Highway Program Management	908,490	0	0	0	0	0	0	0	908,490	5,249,557	(4,341,067)	17.31
Total Highway	908,490	0	0	1,727,601	0	0	0	0	2,636,091	8,314,823	(5,678,732)	31.70

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE SEVEN MONTHS ENDED JANUARY 31, 2022**

	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
Rail Program												
Metrolink & Commuter Rail	4,026,529	0	0	0	0	0	0	0	4,026,529	15,203,696	(11,177,167)	26.48
LOSSAN & Coastal Rail	2,500	0	0	0	0	0	0	0	2,500	11,800	(9,300)	21.19
Santa Paula Branch Line	0	0	0	0	0	205,967	0	0	205,967	531,500	(325,533)	38.75
Total Rail	4,029,029	0	0	0	0	205,967	0	0	4,234,996	15,746,996	(11,512,000)	26.89
Commuter Assistance Program												
Reg Transit Information Center	1,366	0	0	0	0	0	0	0	1,366	37,400	(36,034)	3.65
Rideshare Programs	143,952	0	0	0	0	0	0	0	143,952	328,900	(184,948)	43.77
Total Commuter Assistance	145,318	0	0	0	0	0	0	0	145,318	366,300	(220,982)	39.67
Planning & Programming												
TDA Administration	88,000	10,992,039	310,008	0	23,428	0	0	0	11,413,475	30,495,259	(19,081,784)	37.43
Transportation Programming	2,792	0	0	0	0	0	0	0	2,792	21,300	(18,508)	13.11
Regional Transportation Planning	159,261	0	0	0	0	0	0	0	159,261	660,084	(500,823)	24.13
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	18,500	(18,500)	0.00
Regional Transit Planning	218,604	0	0	0	0	0	0	0	218,604	1,210,200	(991,596)	18.06
Total Planning & Programming	468,657	10,992,039	310,008	0	23,428	0	0	0	11,794,132	32,405,343	(20,611,211)	36.40
General Government												
Community Outreach	81,865	0	0	0	0	0	0	0	81,865	207,400	(125,535)	39.47
State & Federal Relations	70,310	0	0	0	0	0	0	0	70,310	106,750	(36,440)	65.86
Management & Administration	94,039	0	0	0	0	0	0	0	94,039	168,900	(74,861)	55.68
Total General Government	246,214	0	0	0	0	0	0	0	246,214	483,050	(236,836)	50.97
Total Expenditures	9,985,114	10,992,039	310,008	1,727,601	23,428	205,967	3,759,283	790,308	27,793,748	86,904,232	(59,110,484)	31.98

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE SEVEN MONTHS ENDED JANUARY 31, 2022**

	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
Revenues over (under) expenditures	(5,948,799)	7,672,888	1,417,612	(958,913)	456,695	93,818	365,821	756,132	3,855,254	(8,888,702)	12,743,956	(43.37)
Other Financing Sources												
Transfers Into GF From LTF	4,801,857	0	0	0	0	0	0	0	4,801,857	6,634,116	(1,832,259)	72.38
Transfers Into GF From STA	675,698	0	0	0	0	0	0	0	675,699	2,918,563	(2,242,864)	23.15
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	20,124	0	0	0	0	0	0	0	20,124	66,600	(46,476)	30.22
Transfers Into GF From SPBL	68,080	0	0	0	0	0	0	0	68,080	167,900	(99,820)	40.55
Transfers Into SPBL From STA	0	0	0	0	0	20,308	0	0	20,308	327,100	(306,792)	6.21
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	(4,801,857)	0	0	0	0	0	0	(4,801,857)	(6,634,116)	1,832,259	72.38
Transfers Out of STA Into GF	0	0	(675,699)	0	0	0	0	0	(675,699)	(2,918,563)	2,242,864	23.15
Transfers Out of STA Into SPBL	0	0	(20,308)	0	0	0	0	0	(20,308)	(327,100)	306,792	6.21
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	(20,124)	0	0	0	0	(20,124)	(66,600)	46,476	30.22
Transfers Out of SPBL Into GF	0	0	0	0	0	(68,080)	0	0	(68,080)	(167,900)	99,820	40.55
Transfers Out of SGR Into GF	0	0	0	0	0	0	0	0	0	(6,285,557)	6,285,557	0.00
Total Other Financing Sources	5,565,759	(4,801,857)	(1,344,816)	(20,124)	0	(47,772)	648,809	0	0	0	0	0.00
Net Change in Fund Balances	(383,040)	2,871,031	72,796	(979,037)	456,695	46,046	1,014,630	756,132	3,855,254	(8,888,702)	12,743,956	(43.37)
Beginning Fund Balance w/o capital assets	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 Adjustment*	(1,195,482)	0	0	0	0	0	(98,241)	0	(1,293,723)	0	(1,293,723)	0.00
Ending Fund Balance	\$ 2,033,168	\$ 18,048,165	\$ 17,671,116	\$ 4,015,815	\$ 5,640,454	\$ 71,413	\$ 1,115,403	\$ 756,132	\$ 49,351,667	\$ 24,683,961	\$ 24,667,706	199.93

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF JANUARY 31, 2022**

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.

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	EAC only	EAC only	\$1,004,975.98
LAIF	State Pool	N/A	\$ 4,811.35	0.23%	7,770,310.64
County of Ventura	Treasury Pool	N/A	48,569.28	0.25%	43,446,289.75
VCCF Bike Fund	Investment	N/A	annually	annually	14,393.70
Total			\$53,380.63		\$52,235,970.07

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 value. Wells Fargo Bank, County of Ventura and LAIF statements are the source for provided information.

VCTC receives an annual disbursement from a permanent fund from the Ventura County Community Foundation (VCCF). The funds are invested in a money market account at VCCF and can only be used for bike purposes. Information is posted once a year at yearend.



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Item #8C

March 4, 2022

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: OTHER POSTEMPLOYMENT BENEFITS (OPEB) TRUST STRATEGY CHANGE

RECOMMENDATION:

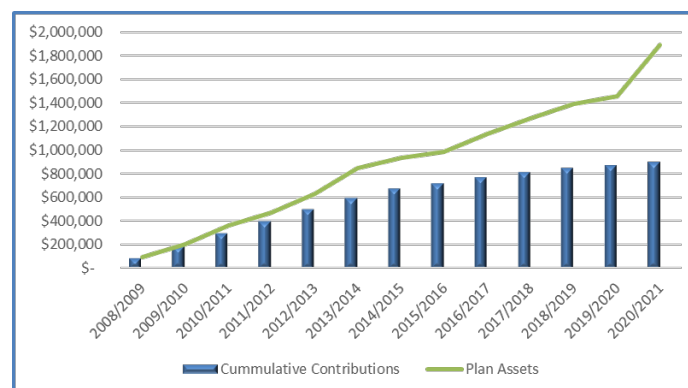
- Change the CalPERS California Employers' Retiree Benefit Trust investment to Strategy 2.

BACKGROUND:

In 2009, the Ventura County Transportation Commission (VCTC) began proactively prefunding its Other Postemployment Benefits (OPEB) by setting up an trust account with the CalPERS California Employers' Retiree Benefit Trust (CERBT). The VCTC's action to prefund has allowed earnings on investment to compound over time which offsets the amount the Commission will pay for its OPEB retiree health care and reduces VCTC's unfunded actuarial accrued liability.

VCTC realized substantial growth in its CERBT OPEB trust, more than doubling its investment. With approximately \$0.9 million in contributions invested, the trust account has earned an additional million in investment for a total net value of \$1,975,251 as of December 31, 2021 (See Chart 1, VCTC OPEB contributions and earnings). VCTC's last OPEB valuation (June 30, 2021) calculated the OPEB trust at 95% funded or, in other words, contained contribution and investment assets that would pay for 95% of the Commission's OPEB liability.

Chart 1, VCTC OPEB contributions and earnings



DISCUSSION:

When the VCTC OPEB trust was established, CalPERS CERBT only offered one investment strategy (later designated as Strategy 1) to participants. Since that time, CalPERS CERBT has diversified and added two additional investment strategies (Strategies 2 and 3). The three strategies offer different potential earning and risk factors. With Strategy 1 (VCTC's current investment strategy) having the highest potential yields but also the highest potential risk of loss as compared to Strategy 3 which is the most conservative investment strategy. It is important to note that generally, equities carry more risk than fixed income strategies, but higher potential for gains. Historically, funds with higher percentages of equities have more price volatility and, therefore, experience higher fluctuation of value. Table 1 below summarizes the CalPERS CERBT investment strategies.

Table 1, CalPERS CERBT Investment Strategies

CERBT Strategy Risk Levels			
CalPERS offers employers the choice of one of three investment strategies. Projected risk levels among strategies vary, depending upon the target asset class allocations. Generally, equities carry more risk than fixed income securities.			
Asset Class Target Allocations	Strategy 1	Strategy 2	Strategy 3
Global Equity	59%	40%	22%
Fixed Income	25%	43%	49%
Treasury Inflation-Protected Securities	5%	5%	16%
Real Estate Investment Trusts	8%	8%	8%
Commodities	3%	4%	5%

The diagram illustrates the risk levels of the three CERBT strategies. It shows three horizontal bars representing the strategies. CERBT Strategy 1 is at the top, labeled 'More conservative' on the left and 'Less conservative' on the right. CERBT Strategy 2 is in the middle, also labeled 'More conservative' on the left and 'Less conservative' on the right. CERBT Strategy 3 is at the bottom, also labeled 'More conservative' on the left and 'Less conservative' on the right. Downward arrows connect Strategy 1 to Strategy 2, and Strategy 2 to Strategy 3, indicating that Strategy 3 is the least conservative and carries the highest risk.

VCTC's CERBT trust has benefited over the long-term from significant investment gains. With VCTC's CERBT trust approaching a fully funded status, it is time to protect VCTC's assets and gains by moving to a more conservative strategy.

Although both Strategies 2 and 3 offer lower projected returns than Strategy 1, they both provide sufficient growth potential given that VCTC's trust is funded at 95% and each has lower associated risk of loss than Strategy 1.

Rate of return and risk are not the only considerations when assessing the three investment strategies. The discount rate used on the actuary valuations is also an important factor. As risk associated with strategies decrease, the discount rate drops which then increases VCTC's projected costs (See Table 2, Summary of Actuary Valuation).

Table 2, Summary of Actuary Valuation

Actuary Valuation June 20, 2021 Summary	Strategy 1	Strategy 2	Strategy 3
Discount Rate used in valuation	6.25%	5.50%	4.75%
Actuarial Accrued Liability (AAL)	\$ 1,770,000	\$ 1,940,000	\$ 2,136,000
Actuarial Value of Assets (AVA)	1,682,000	1,682,000	1,682,000
Unfunded Liability (UAAL)	\$ 88,000	\$ 258,000	\$ 454,000
Actuarial Determined Contributions (ADC) 5 year amortization	\$ 45,000	\$ 92,000	\$ 147,000
Actuarial Determined Contributions (ADC) 10 year amortization	\$ 49,000	\$ 78,000	\$ 111,000

In assessing the returns, risk and costs associated with all three strategies, staff believes that Strategy 2 offers the best protection from risks, locking in the gains already made, while minimizing the costs associated with the lower discount rates. Preserving VCTC's high degree of OPEB assets, reduces the future financial pressure on the agency. Therefore, staff is recommending VCTC change the CalPERS CERBT investment strategy to Strategy 2.



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Item #8D

March 4, 2022

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: INVESTMENT POLICY UPDATE

RECOMMENDATION:

- Adopt the Investment Policy as shown in the Attachment.

BACKGROUND:

An Investment Policy provides an agency guidance to comply with state and local laws. It ensures prudent money management and provides for daily cash flow requirements. The Investment Policy defines the primary objectives of safety, liquidity and return on investment and applies to all investment activities and financial assets of the Commission unless noted. The funds covered by this policy are accounted for and incorporated into the investment report provided to the Commission with the monthly budget report and in the Annual Comprehensive Financial Report (ACFR).

The last Commission review and adoption of the Investment Policy occurred in July 2021 with only minor updates. The Investment Policy adopted in September 2017 was submitted to the California Municipal Treasurers Association (CMTA) and received the "Investment Policy Certification" award and has only had minor updates since then. VCTC's investment policy conforms to State code and reflects recommended best practices as suggested by the California Municipal Treasurers Association (CMTA), California Debt and Investment Advisory Commission (CDIAC) and Government Finance Officers Association (GFOA).

DISCUSSION:

The Ventura County Transportation Commission (VCTC) Investment Policy (see Attachment) contains the same investment vehicles previously approved by the Commission. All investments comply with the California Investment Code. The investment policy presented to the Commission contains a few minor clarifying changes and additional terms in the Glossary with formatting corrections as indicated in red.

Because most funds received by the Commission are reimbursed by the federal and state governments, the majority of the cash needs to be kept liquid to meet cashflow needs. These funds are invested and held in the Ventura County Pooled Investment Fund (VCPIF), the Local Agency Investment Fund (LAIF) and Wells Fargo Bank. Currently, the Commission does not have long-term investments.

The investment policy requires an annual review and approval by the Commission; therefore, the Investment Policy is submitted to the Commission for review and staff recommends adoption of the Investment Policy.



Item #8E

March 4, 2022

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 8F

March 4, 2022

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: EXPEDITED PROGRAMMING OF CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS FROM THE INFRASTRUCTURE INVESTMENT AND JOBS ACT (IIJA)

RECOMMENDATION:

- Approve \$12,215,501 in IIJA CMAQ funds for the projects listed in Attachment A.

BACKGROUND:

The federal CMAQ program provides funds for transportation projects which address air quality and congestion, including transit infrastructure leading to improved air quality; bicycle and pedestrian facilities; alternate-fueled vehicles and infrastructure; and other transportation infrastructure projects to improve air quality. VCTC's most recent CMAQ call for projects was in 2017. Since then, VCTC has taken additional CMAQ programming actions with the result that it has programmed nearly all of the CMAQ money authorized through the Fixing America's Surface Transportation (FAST) Act.

The November 2021 passage of a new federal authorization, entitled the Infrastructure Investment and Jobs Act (IIJA), authorizes another five years of transportation programs including CMAQ, for fiscal years 2021/22 – 2025/26. VCTC staff therefore expects over the next few months to initiate a CMAQ call for projects. That process would typically start with developing revised guidelines, followed by issuance of the call for projects to program the five years of CMAQ funds authorized by the IIJA, preparation and submittal to VCTC of project applications, and then project scoring and prioritization by VCTC.

Staff very preliminarily estimates that the IIJA will make \$46.7 million available to Ventura County over the five years of this law. VCTC's policy in the last few calls for projects has been to assign 50% of the available CMAQ funds to transit projects and the remaining 50% to other types of projects which generally tend to be bicycle and pedestrian improvements. For transit projects, there has been a strong consensus among transit operators that the primary priority for use of CMAQ should be alternate-fuel transit infrastructure replacements identified as required in the approved Transit Asset Maintenance Plans.

In last year's expedited programming process for the FY 2020/21 CMAQ funds, VCTC and TRANSCOM became aware of the need for additional bus replacements beyond the funds available at that time. Since addressing the need for transit bus replacement and supporting infrastructure is a clear priority, the passage of the IIJA provides the opportunity to quickly move forward with the scheduled vehicle replacements, without having to wait for the pending call for projects process. Therefore, at the last TRANSCOM meeting, the Committee directed staff to query the transit operators regarding their needs for vehicle replacement and related needs scheduled in the asset management plans. The intent was to limit the agency requests to projects that can have approved CMAQ fund transfers, and hopefully FTA grants, processed by November 1, 2022.

DISCUSSION:

To allow ready-to-go projects to move forward as quickly as possible given the passage of the IIJA, VCTC staff has been working with transit operators and local jurisdictions to identify ready-to-go CMAQ-eligible projects that are clearly a priority and can therefore move forward without waiting for the call for projects. This effort has resulted in the recommended Attachment A list of projects for approval at this time. The list primarily consists of clean fuel bus replacements the transit operators need to move forward on now, based on asset replacement requirements. Although the county's transit service delivery may change in the future based on the outcome of the Transit Integration and Efficiency Study (TIES), the recommended replacement of buses and related assets is needed in the immediate short term, and if not approved soon could result in significantly increased maintenance costs, as well as potential service degradation within a few years due to the lack of reliable buses. Furthermore, given the strong interest in future transit system growth it is virtually certain that all of the proposed new buses and infrastructure will be required for any service delivery model that is considered by the Commission.

It is important for the Commission to be aware that the total recommended amount of \$10,694,451 for bus asset replacement, while it is sufficient to fund the required replacements at present, represents approximately 23% of the total CMAQ funding authorized over five years by the IIJA. Given the significant need for not only bus replacement but also conversion to zero-emission buses, and with the lack of a significant local funding source, funding all of the required bus replacements over the next five years can only happen if Ventura County transit operators successfully pursue competitive grants. Fortunately, the IIJA significantly increases competitive grants available for this purpose, and the state also has significant competitive grant funds available. As VCTC programs CMAQ funds going forward, it will need to consider strategies for how to best position, to the extent possible, the County's transit operators to compete for the competitive grants, despite the lack of local funds.

The recommended CMAQ project list also includes two countywide programs, for transit outreach and regional ridesharing that are operated by VCTC on an ongoing basis using CMAQ funding. Both of these projects are recommended for one year's worth of funds. The recommendation also includes a new project for the Port of Hueneme, for electrification of vehicles owned by the Port. This project replaces a Port project with the amount of committed funds, to install yard tractor idle reduction systems; however that project was determined to be ineligible for federal funds since the yard tractors are owned by private stevedore companies rather than the District. The project recommended for replacement will provide a similar air quality benefit using vehicles that are District property.

Although VCTC typically provides a portion of the CMAQ funds to bicycle and pedestrian improvements, there have been no CMAQ-eligible projects identified which are ready-to-go and therefore could benefit from an expedited approval in advance of the call for projects. Since 50% of the CMAQ funds are generally set aside for projects which are not transit, approval of the

recommended transit projects at this time should not reduce the availability of funds for bicycle/pedestrian projects through the call for projects.

TRANSCOM approved the recommendation for funding transit projects at its February 9th meeting. On January 19th, TTAC approved the recommendation to fund the Regional Ridesharing project, and on February 16th approved the recommendation to shift funds from the Port's idle reduction project to the vehicle electrification project, with the understanding the upcoming call for projects will consider potential bicycle and pedestrian improvements.

RECOMMENDED EXPEDITED IJIA CMAQ PROJECTS

RECOMMENDED FOR APPROVAL

Project Name:	Agency:	CMAQ Funds:
Replace two buses cost increase electric instead of gas	Thousand Oaks	\$600,000
Electric transit vehicle charging infrastructure	Thousand Oaks	1,750,000
Replace two buses with electric buses	Moorpark	1,327,950
Replace two buses	Simi Valley	911,494
Replace nine buses	Gold Coast Transit	5,678,000
Purchase one electric bus required for zero emission bus conversion	Ojai	427,007
Replace port vehicles with electric and install charging infrastructure*	Port of Hueneme	442,050
Countywide Transit Outreach for 2022/23	VCTC	636,000
Regional Ridesharing for 2022/23	VCTC	443,000

Total: \$12,215,501

Of this total, the amount for bus transit asset replacement is \$10,694,451

*The recommended Port of Hueneme project replaces Yard Traction Idle Reduction System project being dropped due to being ineligible for federal funds.



Item #8G

March 4, 2022

MEMO TO: VENTURA COUNTY SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND SUSTAINABILITY

SUBJECT: MOTORIST AID PROGRAM BUDGET AMENDMENT

RECOMMENDATION:

- Amend the Fiscal Year 2021/2022 Motorist Aid Services budget by increasing the Consultant Services line item by \$289,100.
- Amend the Fiscal Year 2021/2022 Service Authority for Freeway Emergencies (SAFE) Revenue and Fund Transfer line item by an increase of \$289,100.

BACKGROUND:

The Fiscal Year 2021/2022 Motorist Aid Services Task Budget includes \$476,300 for Consultant Services. The Consultant Services budget category includes Emergency Roadside Callbox management support and maintenance, operation of the SpeedInfo network of speed sensors, and Freeway Service Patrol (FSP) management support and related costs.

The Callbox Maintenance Contractor, CASE Emergency Systems, worked closely with AT&T, California Highway Patrol, and VCTC staff to complete the required upgrades to each callbox in advance of the sunset of 3G cellular service on February 22, 2022, to ensure the callboxes remain operational through upgraded 4G/LTE service.

When developing the Fiscal Year 2021/2022 budget, costs to upgrade the Callbox system to 4G/LTE service were included at approximately \$125,000. However, Staff underestimated the cost for the hardware required for the upgrades. The per unit cost is included in the approved contract with CASE Emergency Systems at a rate of \$850.00, with labor at a rate of \$50 per unit, plus sales tax. With 428 callboxes, the total estimated cost to upgrade the callboxes is \$415,000. Additional funds are requested to cover the difference between the initial estimated and actual costs.

The resulting Consultant Services Expenditure budget line item will be \$765,400. The resulting total SAFE Revenues and Fund Transfer will be \$2,184,025. Sufficient funds are available in the SAFE Fund balance to accommodate the additional revenues required.

RECOMMENDATION:

Staff recommends approval of an amendment to the Motorist Aid Services budget by increasing the Consultant Services Expenditure Line Item by \$289,100 and increasing the SAFE Fund Revenues and Fund Transfer by \$289,100.



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Item #8H

March 4, 2022

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: REBUILDING AMERICAN INFRASTRUCTURE WITH SUSTAINABILITY AND EQUITY (RAISE) GRANT PROGRAM

RECOMMENDATION:

- Approve submission of a grant application requesting \$25 million from the RAISE Program for final design for the US 101 Auxiliary Lanes project.

DISCUSSION:

RAISE is the federal government's flagship competitive grant program for transportation infrastructure projects across all modes. The Infrastructure Investment and Jobs Act (IIJA) significantly increased funding for the program, with \$1.5 billion to be allocated this year. Applications for the current competitive round are due April 14th.

According to the program guidelines, grant proposals will be evaluated based on criteria including safety, quality of life, economic competitiveness and opportunity, state of good repair, partnership, innovation, mobility, community connectivity, universal design and accessibility, and increased mobility for freight and supply chain efficiency. For the first time, the program allows areas defined as Historically Transportation Disadvantaged, which includes most of western Ventura County, to be exempted from federal match requirements.

As the Commission is aware, in the past Ventura County agencies have not competed well for federal competitive programs such as RAISE, with Ventura County only having received \$12.3 million out of the \$8.9 billion available since the program started in 2009. As the Commission has previously discussed, even if an applicant can meet the minimum federal match requirement, they are usually at a disadvantage in a competitive grant program because priority is generally given to applicants who commit to providing substantially more than the minimum-required match. With no local transportation fund source, grant applications from VCTC will always face a large disadvantage competing with most other areas, which do have such funding measures. However, while not eliminating that disadvantage, the significant increase in competitive federal grant funds due to the IIJA allow many more projects to receive funding, thus raising the probability of VCTC receiving a grant.

With VCTC well underway with the environmental document for U.S. 101 improvements, it could use RAISE funds for final design for Phase I auxiliary lanes, with the design work able to begin prior to the 2026 deadline required by the RAISE program. Staff therefore recommends that VCTC submit an application for \$25 million toward final design for Phase I of the US 101 project, to consist of auxiliary lanes at priority locations where none currently exist. In April 2021 the Commission approved a federal authorization earmark request for a similar project to use \$25 million of federal funds for final design, but that request was not approved since the IJA did not incorporate earmarks.

The Commission's policy is that the US 101 Project is the priority for the Ventura County shares of State Transportation Improvement Program (STIP) and Surface Transportation Program (STP) funds. Since both programs utilize federal funds, they could not be counted toward the 20% local match requirement, but since the new guidelines provide flexibility for disadvantaged areas, VCTC now has the opportunity to make the case that the locally-programmed federal funds it has committed to the project constitute a local financial commitment in lieu of meeting and even exceeding the minimum 20% match requirement.



Item # 9

March 4, 2022

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

On Feb. 17, the U.S. District Court for the Eastern District of California heard the State of California's cross-complaint in the ongoing litigation over a U.S. Department of Labor determination that could negatively affect California transit agencies. In October 2021, the Labor Department determined that California transit agencies are ineligible to receive federal transit grants, arguing that the state's pension-reform law, PEPRRA, interferes with collective bargaining rights of transit workers. The judge in the case has issued a stay of that determination, and the Labor Department currently is prohibited from using PEPRRA to deny certification of grants to California transit agencies. An exact timeline of when a ruling might be handed down is unclear; however, the judge in the case has pledged to issue a ruling as quickly as possible.

In Congress, members continue to negotiate a new full-year budget to keep the federal government open and operating. In February, Congress approved a continuing resolution that extends current spending levels through March 11, 2022. This is the third continuing resolution Congress has passed since the new federal fiscal year began on Oct. 1, 2021, with the first two resolutions approved in October and December of 2021. The continuing resolution means federal agencies will keep operating and federal employees will avoid furloughs. However, a continued delay in the approval of a new spending plan could negatively affect government programs, in particular the rollout of the Infrastructure Investment and Jobs Act (IIJA). The IIJA authorized \$550 billion in new spending, including for transit and rail programs nationwide. As of mid-February, however, just a portion of the authorized spending had been distributed to states because a new federal budget has not been passed, meaning spending is being held at levels approved in 2020. Members of the House and Senate are expected to continue to negotiate until agreement on a budget is reached.

State Issues

February was a busy month in the state Legislature, with Feb. 18 being the deadline for legislators to submit new legislation for consideration. Legislators have introduced thousands of bills for consideration, including many that would affect transit and transportation. State legislators have also started hearings on Gov. Gavin Newsom's proposed budget, which was released in January.

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

Attachment B is the Ventura County Transportation Commission State Legislative Matrix Bill Summary. This summary is a list of bills that VCTC staff has identified as being of interest. VCTC will continue to track these and other bills and occasionally will recommend that the Commission take a position.



CALIFORNIA ADVISORS, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT FEBRUARY 2022

Legislative Update

The primary Legislative deadline of this month occurred on February 18th which was the last day to introduce new bills for the 2022 session. There was a total of 2,020 bills introduced for this session between the Senate and Assembly, including 1,461 bills introduced during the last week alone. Of the 2,020 total bills introduced, there were 1,361 Assembly Bills (compared to 1,560 ABs last year) and 659 Senate Bills (compared to 809 SBs last year) introduced by the deadline. After being introduced, bills must be in print for 30 days before being taken up in a policy committee, so the bulk of committees will start their hearings in mid-March. Finally, these bills will have to be out of the first house policy committee before Friday, April 29th.

On the budget front, Governor Gavin Newsom signed legislation extending COVID-19 supplemental paid sick leave for workers and a package of early budget actions to provide an additional \$6.1 billion in tax relief, tax credits, and direct grants for small businesses hit hard by the pandemic.

Outlined by the Governor, Senate President pro Tempore Toni G. Atkins and Assembly Speaker Anthony Rendon in January, SB 114 ensures that employees continue to have access to up to 80 hours of COVID-19 supplemental paid sick leave through September 30, 2022, which may be used by employees who have been advised to quarantine, those caring for COVID-impacted family members, attending a COVID-19 vaccination appointment, and more. Small businesses employing 25 or fewer workers are exempt from the legislation, which is retroactive to sick leave taken beginning January 1, 2022.

As part of Governor's proposed COVID-19 Emergency Response Package, Governor Newsom announced that he has signed a \$1.9 billion early action measure to meet the state's immediate COVID response needs, including funding to boost testing capacity and vaccination efforts, support frontline workers, strengthen the health care system and battle misinformation, with a focus on the hardest-hit communities.

Transportation Related Reports

On February 10th the Legislative Analysts' Office (LAO) has published the report of the Governor's 2022-23 budget proposals for the Clean California Local Grant Program. The Governor's budget proposes \$100 million General Fund in 2023-24 to support an additional year of local litter abatement and beautification grants administered by the Caltrans. LAO recommended the Legislature reject this proposal given that it is premature to expand grants before data on project outcomes are available from the grants funded in the current and budget years.

On February 15th the LAO has published the report on Transportation Infrastructure Package. The Governor's budget includes a total of \$4.9 billion in General Fund for a package of proposals to support various transportation infrastructure projects, including transit and rail, grade separation, active transportation, climate adaptation, and highway conversion. The proposed package includes (1) \$3.4 billion that was agreed to in the 2021-22 budget package but was reverted to the General Fund because subsequent legislation was not enacted as required, and (2) \$1.5 billion that would be allocated between programs from last year's package and a new set of proposed programs.

Based on our initial assessment of the Governor's proposed package, LAO had four main findings. First, they found that the proposed spending on transportation infrastructure could complement new federal transportation funding that the state is expected to receive from the Infrastructure Investment and Jobs Act (IIJA) that was enacted in November 2021. Second, they found that it is important to consider the merits and trade-offs of using a competitive process to allocate the transit and rail funding, particularly in terms of ensuring funding allocations are distributed equitably across all regions of the state. Third, that although the new proposed programs have merit, the programs could benefit from evaluations to measure the extent to which they are meeting their core objectives. Finally, they noted that the proposed spending is excluded from the state appropriations limit (SAL), which limits the Legislature's flexibility to reallocate funding from the Governor's transportation infrastructure package to other purposes.

As a result of the above findings, they had several recommendations for legislative consideration. In order to maximize available funding for transportation, they recommended the Legislature consider the Governor's proposed package in context of the anticipated federal funding, to ensure state funds are used strategically supporting legislative priorities where federal funds are not as significant or absent, as well as helping California be competitive in receiving discretionary federal grants. In addition, they recommended the Legislature consider geographic equity in transit and rail funding, to the extent that the Legislature prioritizes that some level of base funding for the projects should be provided to all regions of the state. LAO also recommended the Legislature require evaluations of the new proposed programs to ensure the administration provides key information regarding programmatic outcomes to inform future policy and funding decisions. Lastly, they recommended the Legislature be mindful of SAL considerations in assessing the Governor's proposed package, as any reallocations of this funding will need to be for a similarly SAL-related purpose.

Transportation Related Hearings

On February 15th the Senate Transportation Committee held an informational hearing on clean transportation options. The purpose of a hearing was to discuss the reduction of GHG emissions from medium-duty, heavy-duty and non-road vehicles. Panelists included Liane Randolph from the California Air Resources Board, Heather Tomley from the Port of Long Beach, Eileen Wenger Tutt from the California Electric Transportation Coalition, and others.

On February 23rd the Assembly Budget Subcommittee 3 discussed the High-Speed Rail Authority's Draft 2022 Business Plan. The panel provided an update on what has occurred over the past 10 months since the last update. The Draft 2022 Business Plan entered a 60-day public review period with a final 2022 Business Plan to be adopted and submitted to the Legislature by May 1, 2022. The Draft Plan outlined the two developments since the 2020 Business Plan: 1) new funding opportunities at the federal and state level with the proposed Build Back Better Act and new state funding, and 2) the Draft 2022 plan designed as a 10-month update with adjustments to capital cost estimates and anticipation of the 2023 Project Update to be more comprehensive. It was noted by the Committee staff that in October of 2021, the Assembly Speaker and the Chair of the Transportation Committee sent a letter to the Governor in support of moving High-Speed Rail forward while investing in transit connectivity and continuing oversight of the project funds. While the 2022 Business Plan notes that there are areas of agreement between the Legislature and the Authority, it is unclear in their plan if there is adequate funding to make those objectives materialize. The item was held open.

Upcoming Bill Deadlines and 2 Year Bills

April 7 - 18 – Spring Recess

April 29 – Last day for policy committees to hear and report to fiscal Committees fiscal bills introduced in their house

May 6 – Last day for policy committees to hear and report to the floor non-fiscal bills introduced in their house

May 13 – Last day for policy committees to meet prior to May 31

May 20 – Last day for fiscal committees to hear and report to the Floor bills introduced in their house and for fiscal committees to meet prior to May 31

May 23-27 – Floor Sessions only

May 27 – Last day for bills to be passed out of the house of origin

Below is a list of VCTC tracked bills:

AB 1154 (Patterson R) California Environmental Quality Act: exemption: egress route projects: fire safety.

Introduced: 2/18/2021

Status: 1/27/2022-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Com. on RLS. for assignment.

Summary: Would, until January 1, 2029, exempt from CEQA egress route projects undertaken by a public agency to improve emergency access to and evacuation from a subdivision without a secondary egress if the State Board of Forestry and Fire Protection has recommended the creation of a secondary access to the subdivision and certain conditions are met. The bill would require the lead agency to hold a noticed public meeting to hear and respond to public comments before determining that a project is exempt. The bill would require the lead agency, if it determines that a project is not subject to CEQA and approves or carries out that project, to file a notice of exemption with the Office of Planning and Research and with the clerk of the county in which the project will be located.

AB 1626 (Nguyen R) Motor Vehicle Fuel Tax Law: limitation on adjustment.

Introduced: 1/10/2022

Status: 1/11/2022-From printer. May be heard in committee February 10.

Summary: Existing law, the Motor Vehicle Fuel Tax Law, administered by the California Department of Tax and Fee Administration, imposes a tax upon each gallon of motor vehicle fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Existing law requires the department to annually adjust the tax imposed by increasing the rates based on the California Consumer Price Index, as specified. This bill would limit the above-described annual adjustment to a maximum of 2% for rate adjustments made on or after July 1, 2023. This bill contains other related provisions.

AB 1638 (Kiley R) Motor Vehicle Fuel Tax Law: suspension of tax.

Introduced: 1/12/2022

Status: 1/13/2022-From printer. May be heard in committee February 12.

Summary: Would suspend the imposition of the tax on motor vehicle fuels for 6 months. The bill would direct the Controller to transfer a specified amount from the General Fund to the Motor Vehicle Fuel Account in the Transportation Tax Fund. By transferring General Fund moneys to a continuously appropriated account, this bill would make an appropriation.

AB 1680 (Lee D) Transit operators: ticket machines: access for visually impaired persons.

Introduced: 1/24/2022

Status: 1/25/2022-From printer. May be heard in committee February 24.

Summary: Current law requires a transit operator that improves or replaces a ticket vending machine at a public transit station to include video instructions, to also equip the ticket vending machine with audio instructions that will enable visually impaired persons to follow the visual prompts. This bill would make nonsubstantive changes to this provision.

AB 1778 (Garcia, Cristina D) State transportation funding: freeway widening: poverty and pollution: Department of Transportation.

Introduced: 2/3/2022

Status: 2/10/2022-Referred to Committee on Transportation.

Summary: Current law establishes the Department of Transportation and vests the department with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. Current law authorizes the department to do any act necessary, convenient, or proper for the construction, improvement, maintenance, or

use of all highways that are under its jurisdiction, possession, or control. Existing law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would prohibit any state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of pollution and poverty.

AB 1833 (Ward D) San Diego Metropolitan Transit Development Board: North County Transit District: consolidated agency: public contracting.

Introduced: 2/7/2022

Status: 2/18/2022-Referred to Committees on Local Government and Transportation.

Summary: The North County Transit District Act creates the North County Transit District with specified powers and duties related to the operation of public transit services in a different portion of the County of San Diego. The San Diego Regional Transportation Consolidation Act creates the consolidated agency, commonly known as the San Diego Association of Governments (SANDAG), through the consolidation of certain regional transportation planning, programming, and related functions in the County of San Diego from various agencies. Current law requires the board, district, and consolidated agency to follow specified procedures when contracting for certain services, the acquisition or lease of materials, supplies, or equipment, architectural, landscape architectural, engineering, environmental, or land surveying services, or construction project management services. Federal regulations define the "simplified acquisition threshold" as \$250,000, except as specified, and the "micro-purchase threshold" as \$10,000, except as specified. This bill would revise and recast the contracting procedures applicable to the board, district, and consolidated agency.

AB 1919 (Holden D) Transportation: free student transit passes.

Introduced: 2/9/2022

Status: 2/10/2022-From printer. May be heard in committee March 12.

Summary: Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would state the intent of the Legislature to enact future legislation to ensure all public school pupils and all students attending the California State University, the University of California, and the California Community Colleges receive free and unfettered access to student transit passes.

AB 1938 (Friedman D) Local transportation funds.

Introduced: 2/10/2022

Status: 2/11/2022-From printer. May be heard in committee March 13.

Summary: Current law transfers revenues from a 0.25% sales tax in each county to the county's local transportation fund. The Mills-Alquist-Deddeh Act requires the local transportation fund to be allocated by the transportation planning agency and generally requires the revenues in the local transportation fund to be allocated for transit purposes. Before revenues in the local transportation fund are allocated for that purpose and other specified purposes, the act requires sums necessary to administer the act to be allocated to the county and the transportation planning agency. This bill would make nonsubstantive changes to the latter provision.

AB 1944 (Lee D) Local government: open and public meetings.

Introduced: 2/10/2022

Status: 2/18/2022-Referred to Committees on Local Government.

Summary: Current 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. Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with those specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would specify that if a member of a legislative body elects to teleconference from a location that is not public, the address does not need to be identified in the notice and agenda or be accessible to the public when the legislative body has elected to allow members to participate via teleconferencing.

AB 2039 (Rivas, Luz D) Los Angeles Metropolitan Transportation Authority: contracting.

Introduced: 2/14/2022

Status: 2/15/2022-From printer. May be heard in committee March 17.

Summary: The Local Agency Public Construction Act sets forth procedures that a local agency is required to follow when procuring certain services or work. Current law also sets forth specific public contracting requirements for certain transit districts. This bill would state the intent of the Legislature to enact legislation that authorizes the Los Angeles County Metropolitan Transportation Authority to enter into specified contracts.

AB 2120 (Ward D) Transportation finance: federal funding: bridges.

Introduced: 2/14/2022

Status: 2/15/2022-From printer. May be heard in committee March 17.

Summary: Under current law, the purpose of the Bridge Reconstruction and Replacement Act is to implement the federal Special Bridge Replacement Program in California. The act authorizes boards of supervisors, city councils, and the Department of Transportation to do all things necessary and proper to secure federal aid under that federal program. The act authorizes the department to allocate to counties and cities federal funds received for approved bridge reconstruction or replacement projects in accordance with procedures promulgated by the Director of Transportation, as specified. This bill would instead provide that the purpose of the act is to implement the federal Highway Infrastructure Program. The bill would authorize the above-described entities to do all things necessary and proper to secure federal aid, without reference to any specific federal program.

AB 2237 (Friedman D) Regional transportation plan: Active Transportation Program.

Introduced: 2/16/2022

Status: 2/17/2022-From printer. May be heard in committee March 19.

Summary: (1)Existing 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, regional transportation agencies, and local governments to assist the council in completing the report. The bill would require that the report be completed by July 1, 2024, and additionally assess, among other things, barriers to the achievement of, and recommend actions at the state, regional, and local levels to achieve, state and regional greenhouse gas emissions reduction targets related to the California Transportation Plan and all sustainable communities strategies and alternative planning strategies, as specified. This bill contains other related provisions and other existing laws.

AB 2254 (Muratsuchi D) State highways: permits.

Introduced: 2/16/2022

Status: 2/17/2022-From printer. May be heard in committee March 19.

Summary: Existing law authorizes the Department of Transportation to issue a permit to the owner or developer of property adjacent to or near a state highway to construct, alter, repair, or improve any portion of the highway for the purpose of improving local traffic access, as provided. This bill would make nonsubstantive changes in the above provision.

AB 2344 (Friedman D) Wildlife connectivity: transportation projects.

Introduced: 2/16/2022

Status: 2/15/2022-From printer. May be heard in committee March 17.

Summary: Under existing law, the Department of Fish and Wildlife (DFW) has jurisdiction over the conservation, protection, and management of fish, wildlife, native plants, and habitat necessary for biologically sustainable populations of those species. Existing law authorizes DFW to approve compensatory mitigation credits for wildlife connectivity actions taken under specified programs. This bill would require DFW to investigate, study, and identify those areas in the state that are essential to wildlife movement and habitat connectivity and that are threatened by specified factors. The bill would require DFW, in coordination with Caltrans, to establish a wildlife connectivity action plan on or before January 1, 2024, and to update the plan at least once every 5 years thereafter. The bill would require the plan to include, among other things, maps that identify the locations of certain areas, including connectivity areas and natural landscape areas, as defined. This bill contains other related provisions and other existing laws.

AB 2347 (Carrillo D) Streets and highways: liability for property damage.

Introduced: 2/16/2022

Status: 2/17/2022-From printer. May be heard in committee March 19.

Summary: Existing law makes a person who willfully or negligently damages a street or highway, or its appurtenances, including, but not limited to, guardrails, signs, traffic signals, snow poles, and similar facilities, liable for the reasonable cost of the repair or replacement thereof. This bill would make technical, nonsubstantive changes to that provision.

AB 2419 (Bryan D) Environmental justice: federal Infrastructure Investment and Jobs Act: Justice40 Oversight Committee.

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Summary: Current law requires the Secretary for Environmental Protection to convene a Working Group on Environmental Justice composed of various representatives, as specified, to assist the California Environmental Protection Agency in developing an agencywide environmental justice strategy. The federal Infrastructure Investment and Jobs Act provides additional federal funds to rebuild the nation's infrastructures. This bill would require a minimum of 40% of funds received by the state under the federal act to be allocated to projects that provide direct benefits to disadvantaged communities and a minimum of an additional 10% be allocated for projects that provide direct benefits to low-income households and low-income communities. The bill would establish the Justice40 Oversight Committee in the Office of Planning and Research to perform various actions related to the expenditure of those federal funds.

AB 2438 (Friedman D) Transportation projects: alignment with state plans.

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Summary: Would require all transportation projects funded at the local or state level to align with the California Transportation Plan and the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency. To the extent the bill imposes additional duties on local agencies, the bill would impose a state-mandated local program.

AB 2441 (Kalra D) Public employment: local public transit agencies: new technologies.

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Summary: Current law creates various transit districts and prescribes requirements applicable to their labor relations, including those that address the recognition and certification of exclusive employee representatives, unit determinations, and procedures for meeting and conferring on matter subject to collective bargaining. This bill would prescribe requirements for public transit employers in connection with the introduction of new technologies for public transit services that introduce new products, services, or type of operation, as specified, or that eliminate jobs or job functions of the workforce to which they apply. The bill would require a public transit employer to provide notice, as specified, to the applicable exclusive employee representative of its intention to begin any procurement process or a plan to acquire or deploy to new technologies for public transit services, as described above, not less than 12 months before commencing the process, plan, or deployment.

AB 2449 (Rubio, Blanca D) Open meetings: local agencies: teleconferences.

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Summary: Current law, until January 1, 2024, authorizes a local agency to use teleconferencing without complying with specified teleconferencing requirements in specified circumstances when a declared state of emergency is in effect, or in other situations related to public health. This bill would authorize a local agency to use teleconferencing without complying with those specified teleconferencing requirements if at least a quorum of the members of the legislative body participates in person from a singular location clearly identified on the agenda that is open to the public and situated within the local agency's jurisdiction. The bill would impose prescribed requirements for this exception relating to

notice, agendas, the means and manner of access, and procedures for disruptions. The bill would require the legislative body to implement a procedure for receiving and swiftly resolving requests for reasonable accommodation for individuals with disabilities, consistent with federal law.

AB 2462 (Valladares R) Department of Transportation: state highways.

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Summary: Current law establishes the Department of Transportation and the California Transportation Commission, and vests with the department the obligation to improve and maintain state highways, including all traversable highways that have been adopted or designated as state highways by the commission. This bill would make a nonsubstantive change to this provision.

AB 2496 (Petrie-Norris D) Department of Transportation.

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Summary: Current law requires any reference in any law or regulation to the State Highway Engineer to be deemed to refer to the Director of Transportation. This bill would make nonsubstantive changes to that provision.

AB 2514 (Dahle, Megan R) Department of Transportation: highway safety.

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Summary: Current law vests the Department of Transportation with full possession and control of all state highways and all property and rights in property acquired for state highway purposes. This bill would state the intent of the Legislature to enact subsequent legislation relating to the department's highway upgrade priorities in order to account for rural communities and roads that may have fewer drivers, but have a large number of accidents.

AB 2537 (Gipson D) California Transportation Commission.

Introduced: 2/17/2022

Status: 2/18/2022-From printer. May be heard in committee March 20.

Summary: Current law establishes the California Transportation Commission and vests the commission with certain powers, purposes, and responsibilities. This bill would make nonsubstantive changes to these provisions.

AB 2622 (Mullin D) Sales and use taxes: exemptions: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit buses.

Introduced: 2/18/2022

Status: 2/18/2022-Introduced. To print.

Summary: Current state sales and use tax laws impose a tax on retailers measured by the 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. The Sales and Use Tax Law provides various exemptions from those taxes, including, until January 1, 2024, 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, specified zero-emission technology transit buses sold to specified public agencies that are eligible for specified incentives from the State Air Resources Board. This bill would extend the exemption for specified zero-emission technology transit buses until January 1, 2034. This bill contains other related provisions and other existing laws.

AB 2647 (Levine D) Local government: open meetings.

Introduced: 2/18/2022

Status: 2/18/2022-Introduced. To print.

Summary: The Ralph M. Brown Act requires the meetings of the legislative body of a local agency to be conducted openly and publicly, with specified exceptions. Current law makes agendas of public meetings and other writings distributed to the members of the governing board disclosable public records, with certain exceptions. Current law requires a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates. This bill would instead require a local agency to make those writings distributed to the members of the governing board available for public inspection at a public office or location that the agency designates or post the writings on the local agency's internet website in a position and manner that makes it clear that the writing relates to an agenda item for an upcoming meeting.

AB 2719 (Fong R) California Environmental Quality Act: exemptions: highway safety improvement projects.

Introduced: 2/18/2022

Status: 2/18/2022-Introduced. To print.

Summary: CEQA includes exemptions from its environmental review requirements for numerous categories of projects, including, among others, emergency projects undertaken, carried out, or approved by a public agency to maintain, repair, or restore an existing highway under specified circumstances. This bill would further exempt from the requirements of CEQA highway safety improvement projects, as defined, undertaken by the Department of Transportation or a local agency.

AB 2731 (Ting D) Department of Transportation.

Introduced: 2/18/2022

Status: 2/18/2022-Introduced. To print.

Summary: Current law provides that the Department of Transportation shall have full possession and control of all state highways and associated property. Current law authorizes the department to do any and all things necessary to lay out, acquire, and construct any section or portion of a state highway as a freeway or to make any existing state highway a freeway. This bill would make nonsubstantive changes to the latter provision.

AB 2822 (Daly D) Local government: open meetings.

Introduced: 2/18/2022

Status: 2/18/2022-Introduced. To print.

Summary: Current law establishes the Transportation Agency within state government under the supervision of the Secretary of Transportation. Current law requires the secretary to develop and report to the Governor on legislative, budgetary, and administrative programs to

accomplish comprehensive, long-range, coordinated planning and policy formulation in public interest matters related to the agency. This bill would make nonsubstantive changes to those provisions.

AB 2952 (Gabriel D) Department of Transportation.

Introduced: 2/18/2022

Status: 2/18/2022-Introduced. To print.

Summary: Current law provides that the Department of Transportation shall have full possession and control of all state highways and associated property. Current law authorizes the department to do any and all things necessary to lay out, acquire, and construct any section or portion of a state highway as a freeway or to make any existing state highway a freeway. This bill would make nonsubstantive changes to the latter provision.

ACA 1 (Aguiar-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 542 (Limon D) Sales and use taxes: exemption: medium- or heavy-duty zero-emission trucks.

Introduced: 2/18/2021

Status: 1/18/2022-Read third time. Passed. (Ayes 33. Noes 0.) Ordered to the Assembly. In Assembly. Read first time. Held at Desk.

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 873 (Newman D) California Transportation Commission: state transportation improvement program: capital outlay support.

Introduced: 1/24/2022

Status: 2/7/2022-Art. IV. Sec. 8(a) of the Constitution dispensed with. (Ayes 31. Noes 6.) Joint Rule 55 suspended. (Ayes 31. Noes 6.)

Summary: Current law requires the California Transportation Commission to biennially adopt a state transportation improvement program that lists all capital improvement projects that are expected to receive an allocation of state transportation funds, as specified. Current law characterizes the state transportation improvement program as a resource management document to assist the state and local entities to plan and implement transportation improvements and to use available resources in a cost-effective manner. Current law requires the program to specify the allocation or expenditure amount and the allocation or expenditure year for certain project components, as specified. This bill would require the commission to make an allocation of capital outlay support resources by project phase, including preconstruction, for each project in the program. The bill would require the commission to develop guidelines, in consultation with the Department of Transportation, to implement these allocation procedures.

SB 922 (Wiener D) California Environmental Quality Act: exemptions: transportation-related projects.

Introduced: 2/3/2022

Status: 2/16/2022-Referred to Committee on Environmental Quality

Summary: CEQA, until January 1, 2030, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. This bill would extend the above exemption indefinitely. The bill would also repeal the requirement that the bicycle transportation plan is for an urbanized area and would extend the exemption to an active transportation plan or pedestrian plan, or for a feasibility and planning study for active transportation, bicycle facilities, or pedestrian facilities.

SB 942 (Newman D) Low Carbon Transit Operations Program: free or reduced fare transit program.

Introduced: 2/8/2022

Status: 2/16/2022-Referred to Committees on Transportation and Environmental Quality

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which is administered by the Department of Transportation and provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Current law requires each of those transit agencies to demonstrate that each expenditure of program moneys allocated to the transit agency reduces the emissions of greenhouse gases and does not supplant another source of funds, to use those moneys to provide transit operating or capital assistance, to use at least 50% of those moneys to benefit disadvantaged communities, and to submit specified information to the department before seeking a disbursement of those program moneys, as specified. This bill would authorize a transit agency that uses program moneys to fund a free or reduced fare transit program and that demonstrates compliance with the above-described requirements in its initial program application to continue to use those moneys to maintain that program on an ongoing basis without demonstrating continued compliance with those requirements.

SB 1049 (Dodd D) Transportation Resilience Program.

Introduced: 2/15/2022

Status: 2/15/2022-From printer.

Summary: Existing law generally provides for programming and allocation of state and federal transportation capital improvement program funds pursuant to the state transportation improvement program process administered by the California Transportation Commission. Existing law provides for allocation of certain other transportation capital improvement funds outside the state transportation improvement program process, including funds set aside for state highway rehabilitation under the state highway operation and protection program and funds from various other sources. This bill would establish the Transportation Resilience Program in the Department of Transportation, to be funded in the annual Budget Act from 15% of the available federal National Highway Performance Program funds and 100% of the available federal Promoting Resilient Operations for Transformative, Efficient, and Cost-Saving Transportation program funds. The bill would provide for funds to be allocated by the California Transportation Commission for climate adaptation planning and resilience improvements, as defined, that address or mitigate the risk of recurring damage to, or closures of, the state highway system, other federal-aid roads, public transit facilities, and other surface transportation assets from extreme weather events, sea level rise, or other climate change-fueled natural hazards. The bill would establish specified eligibility criteria for projects to receive funding under the program and would require the commission to prioritize projects that meet certain criteria.

SB 1100 (Cortese D) Open meetings: orderly conduct.

Introduced: 2/15/2022

Status: 2/17/2022-From printer.

Summary: (1) 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. Existing law requires every agenda for regular meetings of a local agency to provide an opportunity for members of the public to directly address the legislative body on any item of interest to the public,

before or during the legislative body's consideration of the item, that is within the subject matter jurisdiction of the legislative body. Existing law authorizes the legislative body to adopt reasonable regulations to ensure that the intent of the provisions relating to this public comment requirement is carried out, including, but not limited to, regulations limiting the total amount of time allocated for public testimony on particular issues and for each individual speaker. Existing law authorizes the members of the legislative body conducting the meeting to order the meeting room cleared and continue in session, as prescribed, if a group or groups have willfully interrupted the orderly conduct of a meeting and order cannot be restored by the removal of individuals who are willfully interrupting the meeting. This bill would authorize the members of the legislative body conducting a meeting to remove an individual for willfully interrupting the meeting. The bill, except as provided, would require removal to be preceded by a warning, either by the presiding member of the legislative body or a law enforcement officer, that the individual is disrupting the proceedings and a request that the individual curtail their disruptive behavior or be subject to removal. The bill would similarly require a warning before clearing a meeting room for willful interruptions by a group or groups. The bill would define "willfully interrupting" to mean intentionally engaging in behavior during a meeting of a legislative body that substantially impairs or renders infeasible the orderly conduct of the meeting in accordance with law. The term would include failure to comply with a reasonable regulation adopted in accordance with existing law after a warning and request in accordance with the bill, as applicable. By establishing new requirements for local legislative bodies, this bill would impose a state-mandated program. This bill contains other related provisions and other existing laws.

SB 1121 (Gonzalez D) Transportation funding: plan.

Introduced: 2/16/2022

Status: 2/17/2022-From printer.

Summary: Existing law establishes the Transportation Agency, which consists of various departments and state entities, including the California Transportation Commission and the Department of Transportation. Existing law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the department and the commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would state the intent of the Legislature to enact subsequent legislation to determine the level of government-provided capital and operating expenditures to meet the state's transportation needs for the next 10 years and to develop a plan to provide for those needs.

SB 1156 (Grove R) Motor Vehicle Fuel Tax: Diesel Fuel Tax: inflation adjustment.

Introduced: 2/17/2022

Status: 2/18/2022-From printer.

Summary: Current law, the Motor Vehicle Fuel Tax Law and Diesel Fuel Tax Law, impose a tax upon each gallon of motor vehicle fuel or diesel fuel removed from a refinery or terminal rack in this state, entered into this state, or sold in this state, at a specified rate per gallon. Current law annually adjusts the rates of the taxes imposed by those laws based on inflation. This bill would remove the requirement for future inflation adjustments of those taxes. This bill contains other related provisions.

SB 1175 (McGuire D) Transportation.

Introduced: 2/17/2022

Status: 2/18/2022-From printer.

Summary: Would state the intent of the Legislature to enact subsequent legislation relating to transportation.

SB 1201 (Melendez R) California Transportation Commission: routing proposals.

Introduced: 2/17/2022

Status: 2/18/2022-From printer.

Summary: Current law authorizes the California Transportation Commission to contract with specialists, including, but not limited to, persons trained and experienced in engineering, economics, landscape and design architecture, fish and wildlife management, park and recreation management, history and sociology, agriculture, and urban and regional planning in order to provide the commission with an independent evaluation of routing proposals. This bill would make nonsubstantive changes to that provision.

SB 1410 (Caballero D) California Environmental Quality Act: transportation impacts.

Introduced: 2/18/2022

Status: 2/18/2022-Introduced. Read first time. To Com. on RLS. for assignment. To print. Article IV Section 8(a) of the Constitution and Joint Rule 55 dispensed with February 7, 2022, suspending the 30 calendar day requirement.

Summary: CEQA requires the Office of Planning and Research to prepare and develop proposed guidelines for the implementation of CEQA by public agencies and requires the Secretary of the Natural Resources Agency to certify and adopt those guidelines. CEQA requires the office to prepare, develop, and transmit to the secretary for certification and adoption proposed revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas, as defined, that promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. Existing law requires the office to recommend potential metrics to measure transportation impacts, as specified. CEQA authorizes the office to adopt guidelines establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. This bill instead would require the criteria for determining the significance of transportation impacts of projects within transit priority areas to only promote the reduction of greenhouse gas emissions. The bill would retain the metric for traffic levels of service for projects outside transit priority areas, and require the potential metrics described above to only apply to projects within transit priority areas.

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.

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY March 4, 2022			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 1778 Garcia	Prohibits state funds or personnel time from being used to fund or permit freeway widening projects in areas with high rates of poverty or pollution.	Monitor	Referred to Assembly Transportation Committee.
AB 1919 Holden	Would state intent of the Legislature to enact future legislation to ensure free and unfettered access to student transit passes for public school and college students.	Monitor	Pending committee referral.
AB 1944 Lee, Garcia	Would relax rules on posting addresses of teleconference locations that are not public when an elected body allows its members to teleconference.	Monitor	Pending committee referral.
AB 2344 Friedman, Kalra	Would require Department of Fish and Wildlife and Caltrans to establish and regularly update a wildlife connectivity action plan.	Monitor	Pending committee referral.
SB 922 Weiner	Would exempt some transit and active-transportation projects from CEQA. Makes permanent CEQA exemptions allowed in SB 288.	Monitor	Referred to Senate Environmental Quality Committee.
SB 942 Newman	Would give transit agencies flexibility in using Low Carbon Transit Operations Program (LCTOP) for free or reduced-fare transit programs.	Monitor	Referred to Senate Committees on Transportation and Environmental Quality.



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Item # 10

March 4, 2022

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: CAITLIN BROOKS, PROGRAM MANAGER, TRANSPORTATION PLANNING

SUBJECT: VENTURA COUNTY COMPREHENSIVE TRANSPORTATION PLAN UPDATE

RECOMMENDATION:

- Receive a presentation on the status of the Comprehensive Transportation Plan Update and provide feedback on the emerging themes, strategies and actions.

BACKGROUND:

In October 2019, the Commission approved submittal of a Grant application to the Caltrans Sustainable Transportation Planning Grant Program and authorized the use of up to \$51,615 in Local Transportation Funds (LTF) for local match should a grant be awarded to VCTC. Caltrans announced a grant award to VCTC on June 18, 2020. In September 2020, VCTC authorized the Executive Director to execute a contract with Caltrans to accept the grant award to update the Comprehensive Transportation Plan (CTP). On November 25, 2020, Caltrans notified VCTC to proceed with the grant award and scope of work.

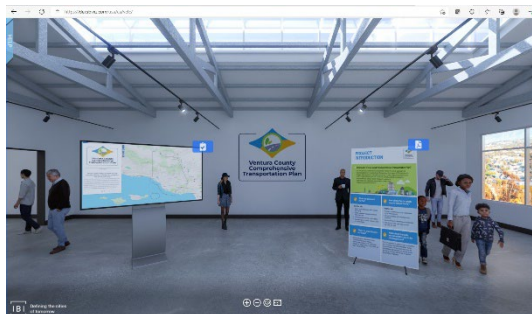
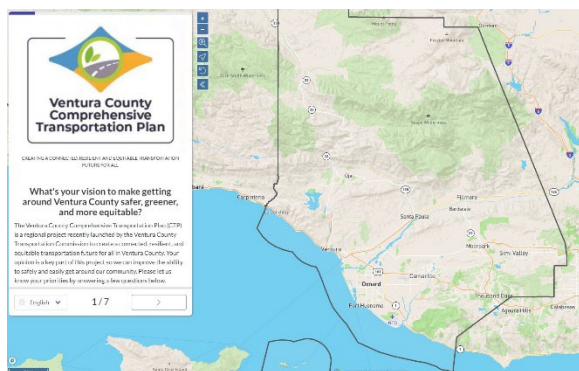
The Sustainable Transportation Planning Grant of \$398,385, combined with the local cash match of \$51,615, provides \$450,000 for VCTC to update the CTP, which was originally adopted in 2013. On March 1, 2021, the Commission approved a contract with IBI Group to update the CTP in an amount not to exceed \$449,980.

The CTP Update will be developed as a long-range policy document, built from community-based, local priorities and community-expressed need to enhance regional connections. It is aimed at ensuring mobility and enhancing the quality of life for all Ventura County residents. The CTP will examine key regional issues such as greenhouse gas emissions, enhancing climate-resilient transportation networks, improving mobility across all modes of transportation, and exploring various funding strategies and options from the federal, state, regional, and local levels. It is intended to provide a framework for future community-based planning and collaboration and inform Ventura County's long-range transportation decisions.

DISCUSSION:

Since executing the contract with IBI Group in March 2021, the following tasks have been completed or are currently underway:

- Developed a descriptive logo and tag line to distinguish the CTP from other local planning efforts.
- Created a project website for the GoVentura website [www.goventura.org/ctp] and Digital Foyer [https://tinyurl.com/ventura-ctp-info-hub].
- Prepared an Outreach Framework and conducted initial community engagement, including three virtual Regional Advisory Committee meetings, one round of six virtual Local Advisory Committee meetings, and three in-person pop-up outreach events.
- Conducted a bilingual, map-based, online survey to identify areas for transportation improvements during the Fall of 2021.



- Developed draft Vision and Goals.
- Drafted an Existing Conditions Report and Needs Assessment.
- Developed three draft scenarios for evaluation.
- Created and deployed a youth and family engagement program called the Community Walk Audit to identify pedestrian and bicycle infrastructure improvements needed around the County.



The CTP Update is currently in the Analysis and Scenario Development phase, with the second round of Community Engagement underway. The project will proceed into the Draft Plan preparation phase during the Spring and Summer of 2022.

The IBI Group will share a presentation that highlights progress to date, introduces emerging themes, strategies, and actions, and discusses next steps and upcoming engagement opportunities.



March 4, 2022

Item # 11

MEMO TO: SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

FROM: AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY

SUBJECT: FREEWAY SERVICE PATROL ONE YEAR ANNIVERSARY REPORT AND 2021 DRIVER OF THE YEAR RECOGNITION

RECOMMENDATION:

- Receive and file a report on the first year of Ventura County Freeway Service Patrol operations.
- Recognize Richard Henderson as the Ventura County FSP Driver of the Year for providing outstanding service to the motorist public.

BACKGROUND:

Freeway Service Patrol (FSP) provides roving tow trucks on portions of the highway system during peak traffic periods for rapid clearing of disabled vehicles and motorist assistance. FSP is implemented through a partnership between the Ventura County Service Authority for Freeway Emergencies (SAFE), the California Highway Patrol (CHP), and Caltrans. The goals of the program are to provide congestion relief, reduce the incidence of secondary collisions, mitigate delay related vehicle emissions and assist motorists stranded in dangerous situations on busy highways. FSP assistance is free to motorists at the point of service and is funded through a \$1 annual vehicle registration fee and Caltrans funding allocations.

In September 2020, the Ventura County SAFE board awarded contracts for FSP Beats 101-1, 101-2 and 118 to Platinum Tow & Transport. Platinum Tow & Transport ordered nine (9) 2020 International CCV wrecker tow trucks with FSP bed configuration and extended four door crew cab. In March 2021, Platinum Tow & Transport began operations for Beat 101-1 on US101 from the Los Angeles County Line to Camarillo Springs Rd. In the summer of 2021, Beat 101-2 on US101 from Camarillo Springs to Rice Ave and Beat 118 on SR118 from the Los Angeles County Line to the SR23 junction were launched.

Since launching, two (2) Ventura County FSP tow trucks have been patrolling per Beat Monday through Friday from 6am to 9am and 3pm to 7pm, providing disabled motorists with services such as changing flat tires, jump starting dead batteries, refilling radiators and providing a gallon of gas. If FSP cannot restart a vehicle within 15 minutes, the disabled vehicle is towed to a safe location off the highway.

Staff is proud to share data and motorist feedback collected during the first year of FSP operations with the SAFE Board and commemorate the one-year anniversary of the program by recognizing an FSP Driver of the Year.

DISCUSSION:

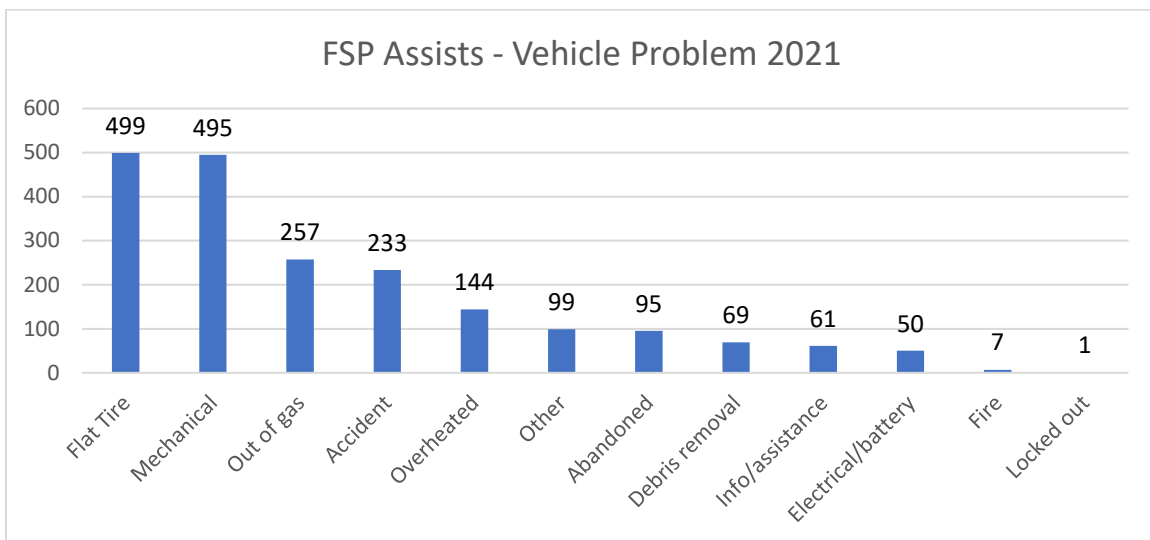
Since March 2021, the Ventura County Freeway Service Patrol has responded to 3,191 motorists stopped in the lanes, shoulders, medians and ramps of the US101 and SR118. This equates to 2.2 FSP responses

on the highway for every hour of service. Of those motorists approached by an FSP Driver, 2,010 were provided direct assistance to restart their vehicle or towed to a safe location off the highway. Of the motorists who did not receive service, about 900 were found using a mobile phone, resting/sleeping, or engaged in other activities and cleared the highway shoulder after being approached by an FSP driver.

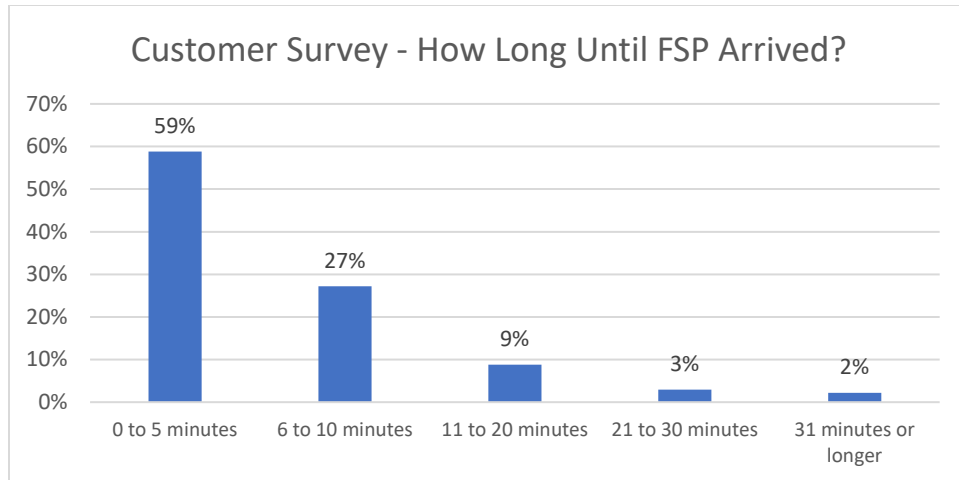
Freeway Service Patrol Assists 2021



The most common service provided by FSP in 2021 was fixing flat tires. Of the motorists assisted, FSP drivers were able to quickly restart vehicles in 75% of cases and the remaining 25% were towed to a safe location off the highway. In addition to motorist assistance, FSP drivers cleared dangerous debris from highway lanes on 69 occasions and extinguished a highway-related brush fire. FSP also responded to 233 accidents and 151 requests for assistance from the Ventura County Area CHP.



FSP drivers provide assisted motorists with a unique survey ID and brochure with a survey link. During FSP's first year of operations, 136 motorists responded to the program's Customer Assist Survey. Due to the program's model of continuous patrolling, FSP trucks were able to reach stranded and disabled motorists in under 5 minutes in 60% of reported cases and under 10 minutes in 85% of reported cases. According to Caltrans, 16% of congestion on Ventura County highways is non-recurrent incident related, making rapid response to disabled vehicles, collisions and debris a significant mitigation of highway delay.



Public feedback from the survey has rated the service as “Excellent” in 135 of the 136 cases. The survey includes a written response section which asks motorists to describe their experience, the helpfulness of their FSP driver and provide feedback on how to improve the program. Below is a word cloud created from motorists’ written responses.



All the drivers in the program have received excellent feedback from the motorists they have served, with common customer descriptions such as guardian angel and superman. In 2021, one driver stands out, having received about 30% of the positive feedback received from the public. Below are excerpts from motorists assisted by FSP Driver Richard Henderson. SAFE Staff recommends recognizing Richard as FSP Driver of the Year for outstanding motorist service in 2021.

"A+ in every way. He was polite, kind, professional, calm, and answered my questions. He was a stranger but did not scare me or intimidate me when I was stranded on the side of the 101N freeway. He took care of my auto problem in minutes and then helped me to get back onto the freeway safely and without having an accident. He was knowledgeable and helpful. I am so impressed!"

"I would rate the driver 10+! He knew exactly how to fix the problem. He was super helpful and pleasant. After he changed the tire, he answered my question about how much distance I could drive using the spare, but he cautioned me to not drive over 50 mph, something I did not know. He made my tire blowout a pleasant experience."

"I cannot say enough how this service helped us. The three of us in the car were in our upper 70's and one was 80. We are so thankful. He was like an angel appearing from the heavens. Pleasant, reassuring and efficient. I tried to tip him and he would not take a penny."



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Item # 12

March 4, 2022

MEMO TO: VENTURA COUNTY AIRPORT LAND USE COMMISSION
FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND SUSTAINABILITY
SUBJECT: PORTOFINO PLACE CONSISTENCY REVIEW AND DETERMINATION

RECOMMENDATION:

- The Ventura County Airport Land Use Commission make a determination that the Portofino Place project as proposed is consistent with the Ventura County Airport Comprehensive Land Use Plan.

BACKGROUND:

The Ventura County Transportation Commission (VCTC) serves as the Airport Land Use Commission (ALUC) for Ventura County. The Commission adopted the Ventura County Airport Comprehensive Land Use Plan (ACLUP) on July 7, 2000, which serves as the airport land use compatibility plan (ALUCP) as required by state law for the Ventura region. The ACLUP covers the Camarillo, Santa Paula and Oxnard Airports as well as the Naval Air Station Point Mugu and their surrounding areas. For the Oxnard Airport, the County and City have also adopted the Oxnard Airport Master Plan (OAMP), which serves as the planning document for development within the airport's boundaries consistent with the ACLUP.

The State Aeronautics Act (SAA) requires that a general plan amendment or adoption of a zoning ordinance within the airport influence area must first be referred to the ALUC for a determination as to whether the proposed action is consistent with the airport land use compatibility plan. The California Airport Land Use Compatibility Planning Handbook notes that, in accordance with the SAA, County and City General Plans and applicable specific plans "shall be consistent" with an adopted ALUCP, and:

"any local agency seeking to amend its general plan, a specific plan, or adopt zoning ordinance or building regulation within the airport influence area must first refer its proposed amendments to the ALUC for a determination if the proposed action is consistent with the airport land use compatibility plan. If the ALUC determines that the amendment is not consistent, the local agency may not enact the plan or regulation unless a two-thirds of the local agency's governing body votes to overrule the ALUC's inconsistency determination and the local government makes specific findings [that its action is consistent with the SAA]."

DISCUSSION:

On January 31, 2022, the City of Oxnard referred the Portofino Place project to the ALUC for a consistency review. The project covers 7.61 acres and includes 45 duplexes (90 residential units) with an office, gym, and pool. The project is located on the south side of 5th Street at the intersection with Portofino Place, within the Oxnard Airport influence area. The Current General Plan designation and

zoning designation is Business & Research Park (BRP). The Proposed General Plan designation is Residential Medium and zoning designation is Multi-Family Residential.

The proposed project is located outside of the 60 decibel (dB) Community Noise Equivalent Level (CNEL) contour (Figure 1). As such, the proposed project is considered compatible from a noise perspective.

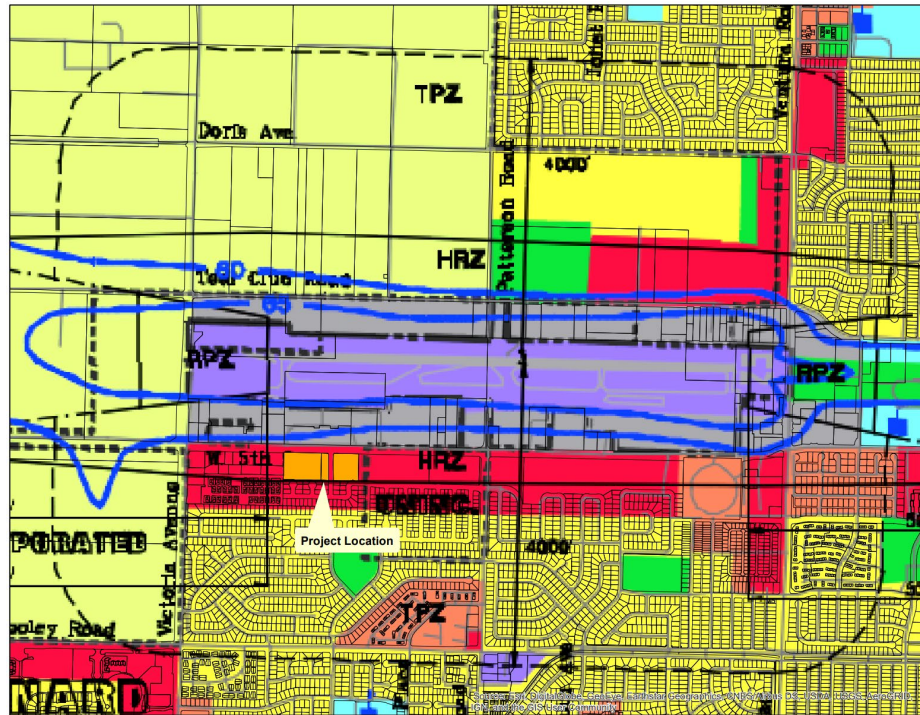


Figure 1. Project Site Relative to ACLUP Noise Contours

The project is located within the Traffic Pattern Zone (TPZ) and the Height Restriction Zone (HRZ) for the Oxnard Airport, per the ACLUP (Figure 2). Per the Airport Comprehensive Land Use Plan (ACLUP), Residential land use is considered conditionally acceptable within the Traffic Pattern Zone provided that the maximum structural coverage of the site is not more than 25 percent. Structural coverage is defined as the percent of building footprint area relative to the total land area, including streets and greenbelts.

The Portofino Place project includes conditions of approval to ensure compatibility with the ACLUP as follows:

136. Developer shall grant to the County of Ventura an aviation easement that includes the elements of the Federal Aviation Administration's (FAA) Model Aviation Easement.
137. Developer shall file with FAA a Form 7460, "Notice of Construction or Alteration," that enables the FAA to review the development for any hazards to airport/aviation operations. The FAA's review shall result in a finding of "no objection."
138. The Developer shall adhere to any recommendations from the FAA for marking or lighting.
139. The applicant shall provide a notice to potential homebuyers and renters disclosing the presence of the Oxnard Airport and a helicopter flight path along West Fifth Street and the potential expansion of the Oxnard Airport. The applicant shall provide such notice to each homebuyer and renter and obtain signatures acknowledging the presence of the Oxnard Airport and helicopter flight path along West Fifth Street and the potential expansion of the Oxnard Airport.

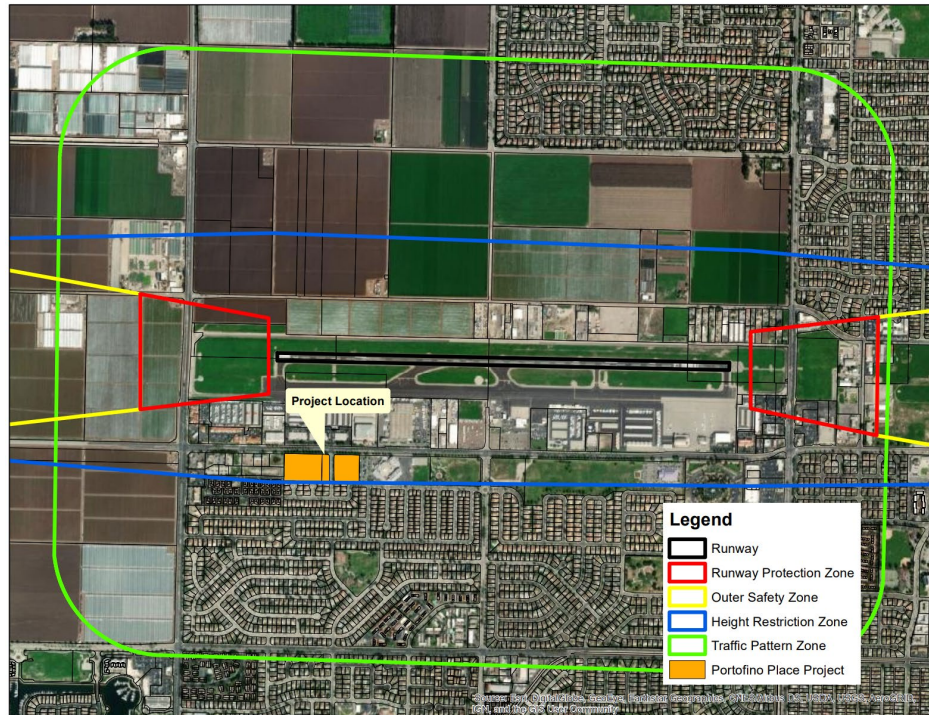


Figure 2. Project Site Relative to ACLUP Safety Contours

In addition to this review by the ALUC, the Portofino Place project has been reviewed by the Oxnard Airport Authority. On February 10, 2022, the Oxnard Airport Authority determined that the proposed project is an acceptable land use consistent with the adopted Ventura County Airport Comprehensive Land Use Plan. The proposed project will next be considered for approval by the Oxnard City Council.

Given that the project is outside of the 60 dB CNEL noise contour, meets the structural coverage limits to align with conditionally acceptable land use standards, and includes appropriate recommended compatibility measures as conditions of approval, Staff recommends that the ALUC determine that the proposed project is consistent with the ACLUP.



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Item # 13

March 4, 2022

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR
AARON BONFILLIO, PROGRAM MANAGER**

**SUBJECT: TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES) DISCUSSION ON TRANSIT
CONSOLIDATION**

RECOMMENDATION:

- The commission participate in a discussion on the Transit Integration and Efficiency Study (TIES) regarding transit consolidation and provide direction to staff.

BACKGROUND:

At the February 2022 Commission meeting, the Commission heard an update from Fehr & Peers, VCTC's consultant on the Transit Integration and Efficiency Study (TIES). Jeremiah LaRose, Fehr & Peers' project manager for the study effort, described the project's activities and progress since the prior update in July 2021 and advised the Commission on upcoming study tasks.

The consultant team has been working with Ventura County transit operators, Commissioners and Commission staff for several months to develop and vet about 40 different strategies for the Tier 1 Review. The development of these strategies included input from interviews with Commissioners. This review should be completed soon and will determine which strategies are feasible and potentially have sufficient benefits to be considered for implementation. Not all strategies are compatible with all other strategies. That is, if one is implemented, another one may not be. Next, the consultants will combine the strategies that survive the Tier 1 review into three different alternatives that will be evaluated in the Tier 2 review this spring. The goal is to choose the best combination of compatible strategies for each alternative.

During the February presentation, some of the Commissioners expressed concern that none of the alternatives would include a single regional transit agency for Ventura County. This came after Mr. LaRose told the Commission that the consultant team expected that the three alternatives would range from incremental to fundamental change but that it was unlikely that any alternative would propose combining all existing transit operators in the County into one new operating entity. Commissioner Judge asked that discussion of a single countywide transit agency be placed on a future Commission agenda, adding that Commissioners could also bring their City Managers for the discussion. In accordance with Commission procedures Chair Trembley asked if there were at least three Commissioners who wanted this item placed on a future agenda. The required number of Commissioners responded positively to the question.

The TIES study started early last year. As noted in the February 2021 agenda item, consistent with the intent of the study, some important questions which the study focuses upon include:

- How has the impact of the pandemic affected the current and future delivery of transit?
- What other peer communities have effectively re-structured their transit operations, and how do they operate?
- What level of change, if any, should occur to transit operations and structure in Ventura County?

The purpose of this agenda item, consistent with Commissioner Judge's request, is to further inform Fehr & Peer's efforts by having the Commission specifically discuss whether to direct staff to include in the consultant's work an alternative which includes the formation of a single countywide transit agency.

As part of the March 4 meeting, it will be important to keep in mind that:

- nothing has been decided regarding the project, that conversations about strategies will continue and that nothing is off the table;
- we ensure that all parties understand the scope of the project, the study process, and to lay out the schedule going forward; and
- the City Managers are invited to participate in the meeting, should they desire to do so.

VCTC staff and the consultant will present some brief background information on the TIES study and review some of the existing strategies that encompass various levels of consolidation. If as a result of further discussion, the Commission ultimately decides to change the scope of the study, such action may or may not require a contract amendment, additional cost and/or a schedule extension.

Please also keep in mind that two years into the pandemic, public transit remains in an "existential crisis," with uncertainty about when, and even if, transit ridership will return to pre-pandemic levels. From this perspective, the efforts of the TIES study to help create a roadmap for the most effective transit system for Ventura County residents is worthwhile and the Commissioners' robust engagement throughout this process will ensure that the final product is well thought through.