



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

## **AGENDA\***

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

**IN-PERSON  
CAMARILLO CITY HALL  
COUNCIL CHAMBERS  
601 CARMEN DRIVE  
CAMARILLO, CA  
FRIDAY, MAY 6, 2022  
9:00 A.M.**

**This meeting will be conducted pursuant to the teleconference procedure authorized in Government Code section 54953.**

**Teleconference location:  
980 Enchanted Way, Suite 203  
Simi Valley, CA 93065**

*\*The public will have the opportunity to address the legislative body directly at the main meeting location and at this remote meeting location.*

*In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Commission at (805) 642-1591 ext. 101 or via email at [ribarra@goventura.org](mailto:ribarra@goventura.org). 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** – *Each individual speaker is limited to speak three (3) continuous minutes. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three-minute time limitation. Depending on the number of items on the agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items. 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 OF THE APRIL 1, 2022 MEETING-PG.7](#)**  
**Recommended Action:**
    - *Approve the summary minutes of April 1, 2022.***Responsible Staff: Roxanna Ibarra**
  - 8B. **[APPROVE MINUTES FROM THE GOAL SETTING SESSION OF APRIL 13, 2022- PG.11](#)**  
**Recommended Action:**
    - *Approve the summary minutes of the APRIL 13, 2022 Goal Setting Session.***Responsible Staff: Roxanna Ibarra**
  - 8C. **[MONTHLY BUDGET REPORTS- PG.15](#)**  
**Recommended Action:**
    - *Receive and file the monthly budget report for APRIL 2022.***Responsible Staff: Sally DeGeorge**
  - 8D. **[FY 2021/22 & FY 2022/23 SECTION 5311 RURAL TRANSPORTATION GRANT APPLICATION AUTHORIZATION- PG.23](#)**  
**Recommended Action:**
    - *Adopt attached Resolution 2022-04, authorizing the Executive Director to execute all required documents to receive FY 2021/22 and FY 2022/23 Section 5311 Rural Transportation funds.***Responsible Staff: Peter De Haan**

**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.27**

**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. AMENDMENT TO THE VCTC INTERCITY PROGRAM BUDGET- PG.29**

**Recommended Action:**

- *Approve Amendment of the VCTC Intercity Transit Services Program Budget by adding the revenues line-item “Other-Fuel Credits” in the amount of \$261,670 and decreasing the “STA Fund Transfer” revenues line-item by an equal amount.*

**Responsible Staff: Aaron Bonfilio**

**8G. CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM-U.S. 101 CONEJO PASS AREA WILDLIFE TRACKING STUDY-PG.31**

**Recommended Action:**

- *Authorize VCTC Staff in partnership with the National Parks Service to accept Caltrans Sustainable Transportation Planning Grant Funds and enter a contract with Caltrans to prepare the U.S. 101 Conejo Pass Area Wildlife Tracking Study.*
- *Approve Resolution 2022-05 to authorize the Executive Director to execute the Grant Agreement and any amendments thereto with the California Department of Transportation (Attachment A).*

**Responsible Staff: Amanda Fagan**

**8H. SANTA PAULA BRANCH LINE BUDGET AMENDMENT-PG.35**

**Recommended Action:**

- *Amend the Santa Paula Branch Line (SPBL) budget by increasing the Legal Services line item by \$45,000 increasing the Office Support line item by \$500, reducing the Revenues/Local Fees-Leases category by \$12,000, increasing the Revenues category State Transit Assistance (STA) fund transfer-in by \$57,500, and increasing the transfer-out of the STA account to the SPBL Fund by \$57,500.00*

**Responsible Staff: Amanda Fagan**

**8I. CONTRACT AND BUDGET AMENDMENT FOR HUMAN RESOURCES CONSULTANT SERVICE CONTRACT- PG.37**

**Recommended Action:**

- *Approve Amendment with Regional Government Services (RGS) in the amount of \$10,000 for an annual contract total not to exceed \$60,000.*
- *Approve a budget amendment increasing revenues and expenditures in the FY 2021/22 Indirect budget, professional and human resources task in the amount of \$10,000. The revenue source is Indirect funds.*

**Responsible Staff: Martin Erickson**

**8J. LEGISLATIVE UPDATE-PG.39**

**Recommended Action:**

- *Receive and file.*

**Responsible Staff: Darrin Peschka**

**DISCUSSION CALENDAR:**

**9. FISCAL YEAR 2022/2023 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS FINDINGS – PG.61**

**Recommended Action:**

- *Review and Approve the Fiscal Year 2022/2023 Unmet Transit Needs Findings and determination that there are no Unmet Transit Needs that are reasonable to meet.*
- *Adopt Resolution No. 2022-06*

**Responsible Staff: Claire Grasty and Dolores Lopez**

**10. US 101 PROJECT STATUS REPORT- PG.65**

**Recommended Action:**

- *Receive and file presentation.*

**Responsible Staff: Peter De Haan**

**11. VCTC INTERCITY TRANSIT CONTRACT AMENDMENT – PG.67**

**Recommended Action:**

- *Approve Amendment No. 4. to the Transit Services Agreement with RATP Dev, DBA Roadrunner Management Services, and increase the total not-to-exceed amount by \$811,000 to \$83,986,000; and approve finding of the sole source justification; and authorize the VCTC Executive Director to execute the Amendment.*

**Responsible Staff: Aaron Bonfilio**

**12. ACTIVE TRANSPORTATION (BICYCLE & PEDESTRIAN) PLANS AND PRODUCTS -PG.77**

**Recommended Action:**

- *Receive a presentation on the history and status of Active Transportation (Bicycle & Pedestrian) planning efforts and products.*

**Responsible Staff: Amanda Fagan**

**13. UPDATE FROM APRIL 13, 2022, GOAL SETTING SESSION- PG.83**

**Recommended Action:**

- *Receive and file an update from the Commission's April 13, 2022, Goal Setting Session.*

**Responsible Staff: Martin Erickson**

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

**15. 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

**16. ADJOURN to 9:00 a.m. Friday, JUNE 3, 2022.**



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Item #8A

May 6, 2022

**MEETING MINUTES OF APRIL 1, 2022, VCTC COMMISSION MEETING  
AT 9:00 A.M.**

**CALL TO ORDER:**

Chair Trembley called the regular meeting of the Ventura County Transportation Commission to order at 9:00 A.M. at the City of Camarillo, City Hall Chambers, 601 Carmen Drive, CA 93010.

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

**ROLL CALL/MEMBERS PRESENT:**

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

**ABSENT:**

Robert Huber, County of Ventura  
William Weirick, City of Ojai

**4. PUBLIC COMMENTS** – There were no public comments.

**5. CALTRANS REPORT** – Caltrans District Director Tony Tavares gave the monthly April Caltrans project report to the commission.

## 6. COMMISSIONERS/EXECUTIVE DIRECTOR REPORT –

Executive Director Martin Erickson had a few updates for the commission:

- VCTC Intercity buses shifting to renewable fuel effective today April 1, 2022.
- VCTC staff held six stakeholder advisory committee meetings regarding the Comprehensive Transportation Plan March 28 through March 30<sup>th</sup>.
- April 16<sup>th</sup> VCTC will participate in the Touch a Truck event at the Easter Eggstravaganza from 10:00 a.m. to 2:00 p.m. at the Community Center, 1605 E. Burnley Street, Camarillo, CA 93010.
- VCTC will hold its Goal Setting Session on Wednesday, April 13, 2022, at the Ventura County Museum, 100 E. Main Street, Ventura, CA 93003 from 9:00a.m.-1:45 p.m.

At the conclusion of the executive director report, Commissioner Parks announced April 22 is Earth Day which will be the groundbreaking for the wildlife bridge at Liberty Canyon. Chair Trembley asked if there were fliers regarding this information. Martin Erickson stated he would get this information out to the commission.

7. ADDITIONS/REVISIONS – There were none.

## 8. CONSENT CALENDAR –

Commissioner Chavez noted consent agenda item 8A- Approve Minutes from March 4, 2022, had an error in language on item 11 of the March minutes. Commissioner Chavez also made a request to pull item 8D-Bus and Rail Ridership and Performance Measures Report for discussion. Item 8D was pulled from the consent calendar for discussion by Commissioner Chavez.

**Commissioner Chavez** moved to approve consent calendar items 8A through 8E with the corrections to item 8A-Minutes of the March 4, 2022, agenda. **Commissioner Rollins** seconded the motion. The motion passed unanimously.

### 8A. APPROVE MINUTES FROM MARCH 4, 2022

#### Recommendation:

- Approve the summary minutes of MARCH 4, 2022.

### 8B. MONTHLY BUDGET REPORTS

#### Recommendation:

- Receive and file the monthly budget report for MARCH 4, 2022.

### 8C. COVID-19 LEAVE BENEFITS IN CALIFORNIA AB 84

#### Recommendation:

- Approve the COVID-19 leave benefits provided in the California Legislature's AB 84 retroactive to January 1, 2022.

### 8D. BUS AND RAIL RIDERSHIP AND PERFORMANCE MEASURES REPORT

- Receive and File.

### 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-

#### 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 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:**

**9. FISCAL YEAR DRAFT BUDGET 2022-2023- PUBLIC HEARING**

**Recommendation:**

- Conduct Public Hearing to receive testimony on the Fiscal Year 2022-2023 Draft Budget.
- Receive the Fiscal Year 2022-2023 Draft Budget.

Chair Trembley opened the public hearing for the Draft Budget for Fiscal Year 2022/2023. Sally DeGeorge and Executive Director Martin Erickson presented a PowerPoint on the draft budget to the Commission. Chair Trembley closed the public hearing.

**Commissioner Ramirez** moved to approve item 9-Fiscal Year Draft Budget 2022-2023-Public Hearing and VCTC's staff's recommendations as recommended. The motion was seconded by Commissioner Judge and passed unanimously.

**10. LEGISLATIVE UPDATE**

**Recommendation:**

- Receive And file.

The commission received and filed item 10-Legislative Update.

**11. OUTREACH UPDATE**

**Recommendation:**

- Receive and file.

Darrin Peschka gave a PowerPoint presentation regarding VCTC's Outreach Program to the commission.

The commission received and filed item 11-Outreach Update.

**12. ALLOCATION OF FISCAL YEAR 2021/2022 LOW CARBON TRANSIT OPERATIONS PROGRAM FUNDS**

**Recommendation:**

- Approve the Ventura County Transportation Commission (VCTC) FY 2021/22 Low Carbon Transit Operations Program (LCTOP) Allocation Request of \$2,078,719 for the following projects:
  - \$1,061,651 for the Youth Ride Free Pilot Project (includes a total of \$44,583 of FY 2021/22 LCTOP funds contributed by the cities of Camarillo, Moorpark, Simi Valley and Thousand Oaks), and
  - \$1,017,068 for Metrolink Weekend Service.
- Adopt Resolution 2022-01 in Attachment 1, authorizing the Executive Director to execute all required documents including the Certifications and Assurances and Authorized Agent Form (Exhibits A and B) to receive VCTC's FY 2021/22 Low Carbon Transit Operations Program funds.
- Approve programming Southern California Regional Rail Authority's (SCRRA) LCTOP revenue formula amount for the portion of the service within Ventura County which totals \$214,227 to provide discounted ticket fares for low-income riders

Program Manager, Heather Miller gave a PowerPoint presentation to the commission regarding the Allocation of Fiscal Year 2021/2022 Low Carbon Transit Operations Program Funds.

**Commissioner Chavez** moved to approve item 12-Allocation of Fiscal Year 2021/2022 Low Carbon Transit Operations Program Funds. The motion was seconded by **Commissioner Edmonds** and passed unanimously.

**13. VCTC GENERAL COUNSEL'S REPORT:** None.

**14. AGENCY REPORTS:**

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

Primary: Commissioner Mike Judge

Commissioner Judge stated there was nothing to report at this time.

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

Primary: Chair Tony Trembley

Alternate: Daniel Chavez

Chair Trembley stated Metrolink had its board meeting on March 24, the board approved a Climate Vulnerability Assessment on the systemwide Infrastructure for Metrolink including the impacts on surrounding population and disadvantaged communities. The board received and filed a fare strategy plan which will be adding a 10-day flex pass, \$15-day pass and a 30% discount on monthly pass which will roll out over the succeeding months. Chair Trembley also stated Metrolink will be increasing their schedule starting Monday, April 4<sup>th</sup>. Metrolink revenue and non-revenue fleet has gone to renewable diesel fuel. They are the first in the country and will have an event to celebrate this accomplishment on Wednesday, April 13, 2022.

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

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Jim White

Vice-Chair MacDonald stated there were no reports at this time.

**Coastal Rail Coordinating Council**

Primary: Commissioner Bryan MacDonald

Alternate: Commissioner Richard Rollins

Nothing to report at this time.

**California Association of Councils of Governments**

Primary: Commissioner Carmen Ramirez

Commissioner Ramirez stated they held their monthly meeting in which housing and broadband continues to be the focus of discussion. Commissioner Ramirez also announced SCAG's Annual Regional Conference and General Assembly in Palm Desert on May 5<sup>th</sup> and May 6<sup>th</sup>, which is free to elected officials. The next meeting will be held May 14<sup>th</sup>.

**California Vanpool Authority (CalVans)**

Primary: Commissioner Jim White

Alternate: Commissioner Lynn Edmonds

Commissioner White stated there was nothing to report at this time.

**15. ADJOURN-** Chair Trembley adjourned the April 1, 2022, meeting in memory of Mike Culver, Executive Director of Mobility Management Partners and a former Public Works Director. The meeting was adjourned to 9:00 a.m. Friday, May 6, 2022



Item #8B

May 6, 2022

**MEETING MINUTES OF APRIL 13, 2022, VCTC GOAL SETTING SESSION  
MUSEUM OF VENTURA COUNTY  
100 E. MAIN STREET, VENTURA, CA 93001  
9:00 A.M. – 1:45 P.M.**

**CALL TO ORDER:**

Chair Trembley called the Goal Setting Session of the Ventura County Transportation Commission to order at 9:08 A.M.

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

**MEMBERS PRESENT:**

Tony Trembley, City of Camarillo  
Claudia Bill-de la Peña, City of Thousand Oaks  
Daniel Chavez, Citizen Rep., Cities  
Lynn Edmonds, City of Fillmore  
Chris Enegren, City of Moorpark  
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  
William Weirick, City of Ojai  
Jim White, Citizen Rep., County

**ABSENT:**

Kelly Long, County of Ventura  
Robert Huber, County of Ventura  
Richard Rollins, City of Port Hueneme  
Andy Sobel, City of Santa Paula  
Tony Tavares, Caltrans District 7 Director

**3. PUBLIC COMMENTS** – Public comment was given at the goal setting session by the following:

Pete Freeman gave his public comment regarding the following:

- Endorsing working with city of Ventura and Gold Coast to create a transit hub at Ventura Avenue and Santa Clara Street in Ventura.

- Work to extend Metrolink to the current Amtrak station at the Ventura County fairgrounds work with the city of Ventura to open a pedestrian tunnel under the 101 located south of Ventura Avenue to provide access to the station for west Ventura residents.
- Thanked the commission and Metrolink for the code share program allowing Metrolink customers to ride Amtrak to Ventura, great commuter rail service, would like to request to extend the program from Ventura to Santa Barbara.

Richard O'Neal gave public comment regarding:

- Santa Clara River and the Santa Clara River being underutilized, there is no trail system.
- The Santa Clara River can be a bike path stretching from Fillmore/Santa Paula to Oxnard/Ventura.
- Santa Clara Parkway

Jim Danza gave public comment regarding:

- Proposing a Santa Clara River loop trail that would involve Saticoy, Oxnard, Ventura and would eventually lead to the ocean. A report with the National Park Service is underway that has been funded by a grant.
- Make bicycle riding/ridership a priority.
- To have a single organization or contact to make this regional effort work into a cohesive branding, cohesive plan to really build a bike network with the Santa Clara River being the center.
- Get grants successfully all working much more closely together.

Commissioner Huber who was unable to attend the Goal Setting Session submitted his comment and input via email regarding transportation related goals for the 4<sup>th</sup> District which Chair Trembley read into the record during public comment. They were the following:

- Better coordination with less transit time for residents traveling from east county to west county. With the number of transfers needed, it can literally take hours to get from Simi Valley to Ventura. Many vital County services are still located there, and it creates a hardship.
- Better coordination between transit administrators/systems to get students to Moorpark College (and all colleges in the County) at a reduced or no rate.
- I fully support the centralization of transit administration under 1 agency countywide versus our current system. It would be more efficient and certainly less costly to avoid duplicating administration.
- If we do not centralize/merge administration, I fully support enacting a "universal" bus pass that would take riders countywide regardless of the system.
- I fully support the use of smaller vehicles for transit on less traveled routes. You had mentioned van type options at one time - I think that's an excellent idea. We would be able to increase routes and perhaps get more commuters off the road.
- We are in need of more bike lanes throughout the 4th District. Similar to bus routes, I'd like to see more interconnectivity county wide.

#### 4. **GOAL SETTING SESSION FOR FISCAL YEAR 2022/2023**

***Recommended Action:***

- *Receive report from staff on proposed actions and goals for the upcoming year and provide the Executive Director with direction related to goals for the upcoming year.*

**Responsible Staff: Martin Erickson and VCTC Staff**

Executive Director Martin Erickson along with VCTC Director of Planning and Sustainability Amanda Fagan, Director of Programming Peter De Haan, Finance Director Sally DeGeorge and Program Manager

Transportation Caitlin Brooks, Program Manager Transit Services Aaron Bonfilio, Program Manager Government and Community Relations/Public Information Officer Darrin Peschka and Program Manager Regional Transit Claire Grasty gave a PowerPoint presentation to the commission regarding the proposed actions and goals for the upcoming year.

Chair Trembley opened the goal setting session for public comment.

**Public Comments:**

- More centralized leadership from VCTC to coordinate efforts to pursue funding and address structural issues (such as trails maintenance regionally)
- Coordinated grant applications submitted by Regional Transportation Planning Agencies
- Develop strategy to pursue grant funding
- Zero emission transit fleets, fuel, infrastructure, look beyond just transit for partnerships (port industry)
- Connecting land use planning and transportation, go hand-in-hand

The commission moved to approve VCTC's proposed goals 1-10 for fiscal year 2022/2023. The commission also adopted the near-term goal- VCTC/VCOG consolidation to better coordinate land use and transportation and coordinate resources. Also include adoption of adding to mid-term goals prioritizing building more bike lanes/e-bikes integration and e-bikes as a transportation mode.

Chair Trembley asked the commission to affirm with a raise of hands to move forward with a future strategic planning session in early 2023. With all commissioners present at the time showing a raise of hand the decision passed unanimously.

**5. ADJOURNED-** The Goal Setting Session adjourned at 12:29 p.m. The next VCTC meeting will be held at 9:00 a.m. Friday, May 6, 2022, at the Camarillo City Hall Chambers, 601 Carmen Drive, Camarillo, CA 93010.



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Item #8C

May 6, 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 March 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 March 31, 2022, budget report indicates that the revenues were approximately 59.36% of the adopted budget while expenditures were approximately 45.72% 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 MARCH 31, 2022**

**Assets and Deferred Outflows**

Cash and Investments	\$ 54,859,407
Receivables/Due from other funds	3,503,356
Prepays and Deposits	347,141
Capital Assets, undepreciated	26,329,395
Capital Assets, depreciated, net	32,669,510
Deferred Outflows	<u>1,948,045</u>
<b>Total Assets and Deferred Outflows</b>	<b><u><u>\$ 119,656,854</u></u></b>

**LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE**

**Liabilities and Deferred Inflows:**

Accrued Expenses and Due to Other	\$ 3,135,765
Deferred Revenue	3,586,192
Deposits	67,059
Accrued Vacation	226,041
Pension Liability	2,406,909
OPEB Liability	334,163
Deferred Inflows	<u>274,655</u>
<b>Total Liabilities and Deferred Inflows:</b>	<b><u><u>\$ 10,030,784</u></u></b>

**Net Position:**

Invested in Capital Assets	\$ 58,998,906
Fund Balance	<u>50,627,164</u>
<b>Total Net Position</b>	<b><u><u>\$ 109,626,070</u></u></b>

For Management Reporting Purposes Only

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

	General	LTF	STA	SAFE	SGR	SPBL	VCTC	Valley	Fund		Variance	
	Fund Actual	Actual	Actual	Actual	Actual	Actual	Intercity Actual	Express Actual	Totals	Budgeted	Actual	% Year
<b>Revenues</b>												
Federal Revenues	\$ 4,974,108	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	4,125,577	\$ 692,502	\$ 9,792,187	\$ 24,798,460	(15,006,273)	39.49
State Revenues	494,812	26,319,993	3,913,646	1,028,642	830,565	0	0	0	32,587,658	47,755,731	(15,168,073)	68.24
Local Revenues	91,827	0	0	0	0	320,228	1,069,746	1,018,570	2,500,371	3,039,990	(539,619)	82.25
Other Revenues	1,904	0	0	60	0	0	63,430	53	65,447	3,790	61,657	1,726.83
Interest	3,381	17,184	19,667	5,595	6,738	48	415	353	53,381	206,000	(152,619)	25.91
<b>Total Revenues</b>	<b>5,566,032</b>	<b>26,337,177</b>	<b>3,933,313</b>	<b>1,034,297</b>	<b>837,303</b>	<b>320,276</b>	<b>5,259,168</b>	<b>1,711,478</b>	<b>44,999,044</b>	<b>75,803,971</b>	<b>(30,804,927)</b>	<b>59.36</b>
<b>Expenditures</b>												
<b>Administration</b>												
Personnel Expenditures	2,194,533	0	0	0	0	0	164,019	40,830	2,399,382	4,027,650	(1,628,268)	59.57
Legal Services	28,140	0	0	0	0	0	0	0	28,140	40,000	(11,860)	70.35
Professional Services	85,869	0	0	0	0	0	0	0	85,869	155,600	(69,731)	55.19
Office Leases	143,654	0	0	0	0	0	0	0	143,654	189,400	(45,746)	75.85
Office Expenditures	377,508	0	0	0	0	0	98,231	24,453	500,192	630,100	(129,908)	79.38
<b>Total Administration</b>	<b>2,829,704</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>262,250</b>	<b>65,283</b>	<b>3,157,237</b>	<b>5,042,750</b>	<b>(1,885,513)</b>	<b>62.61</b>
<b>Programs and Projects</b>												
<b>Transit and Transportation Program</b>												
Regional Transit Technology	109,440	0	0	0	0	0	0	0	109,440	721,200	(611,760)	15.17
Senior-Disabled Transportation	206,288	0	0	0	0	0	0	0	206,288	401,500	(195,212)	51.38
VCTC Intercity Bus Services	0	0	0	0	0	0	5,595,601	0	5,595,601	11,491,790	(5,896,189)	48.69
Valley Express Bus Services	0	0	0	0	0	0	0	999,025	999,025	1,962,300	(963,275)	50.91
Transit Grant Administration	2,530,575	0	0	0	0	0	0	0	2,530,575	9,968,180	(7,437,605)	25.39
<b>Total Transit and Transportation</b>	<b>2,846,303</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>5,595,601</b>	<b>999,025</b>	<b>9,440,929</b>	<b>24,544,970</b>	<b>(15,104,041)</b>	<b>38.46</b>
<b>Highway Program</b>												
Motorist Aid Services	0	0	0	2,365,183	0	0	0	0	2,365,183	3,354,366	(989,183)	70.51
Highway Program Management	1,102,559	0	0	0	0	0	0	0	1,102,559	5,249,557	(4,146,998)	21.00
<b>Total Highway</b>	<b>1,102,559</b>	<b>0</b>	<b>0</b>	<b>2,365,183</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,467,742</b>	<b>8,603,923</b>	<b>(5,136,181)</b>	<b>40.30</b>

For Management Reporting Purposes Only

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

	General	LTF	STA	SAFE	SGR	SPBL	VCTC	Valley	Fund	Budgeted	Variance	
	Fund Actual	Actual	Actual	Actual	Actual	Actual	Intercity Actual	Express Actual	Totals		Actual	% Year
<b>Rail Program</b>												
Metrolink and Commuter Rail	4,070,333	0	0	0	0	0	0	0	4,070,333	15,203,696	(11,133,363)	26.77
LOSSAN and 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	254,625	0	0	254,625	531,500	(276,875)	47.91
<b>Total Rail</b>	<b>4,072,833</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>254,625</b>	<b>0</b>	<b>0</b>	<b>4,327,458</b>	<b>15,746,996</b>	<b>(11,419,538)</b>	<b>27.48</b>
<b>Commuter Assistance Program</b>												
Reg Transit Information Center	1,673	0	0	0	0	0	0	0	1,673	37,400	(35,727)	4.47
Rideshare Programs	205,653	0	0	0	0	0	0	0	205,653	328,900	(123,247)	62.53
<b>Total Commuter Assistance</b>	<b>207,326</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>207,326</b>	<b>366,300</b>	<b>(158,974)</b>	<b>56.60</b>
<b>Planning and Programming</b>												
TDA Administration	110,000	17,934,551	418,888	0	41,107	0	0	0	18,504,546	30,495,259	(11,990,713)	60.68
Transportation Programming	3,833	0	0	0	0	0	0	0	3,833	21,300	(17,467)	18.00
Regional Transportation Planning	208,852	0	0	0	0	0	0	0	208,852	660,084	(451,232)	31.64
Airport Land Use Commission	0	0	0	0	0	0	0	0	0	18,500	(18,500)	0.00
Regional Transit Planning	272,580	0	0	0	0	0	0	0	272,580	1,210,200	(937,620)	22.52
<b>Total Planning and Programming</b>	<b>595,265</b>	<b>17,934,551</b>	<b>418,888</b>	<b>0</b>	<b>41,107</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>18,989,811</b>	<b>32,405,343</b>	<b>(13,415,532)</b>	<b>58.60</b>
<b>General Government</b>												
Community Outreach	91,203	0	0	0	0	0	0	0	91,203	207,400	(116,197)	43.97
State and Federal Relations	79,387	0	0	0	0	0	0	0	79,387	106,750	(27,363)	74.37
Management and Administration	107,200	0	0	0	0	0	0	0	107,200	168,900	(61,700)	63.47
<b>Total General Government</b>	<b>277,790</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>277,790</b>	<b>483,050</b>	<b>(205,260)</b>	<b>57.51</b>
<b>Total Expenditures</b>	<b>11,931,780</b>	<b>17,934,551</b>	<b>418,888</b>	<b>2,365,183</b>	<b>41,107</b>	<b>254,625</b>	<b>5,857,851</b>	<b>1,064,308</b>	<b>39,868,293</b>	<b>87,193,332</b>	<b>(47,325,039)</b>	<b>45.72</b>

For Management Reporting Purposes Only

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

	General	LTF	STA	SAFE	SGR	SPBL	VCTC	Valley	Fund		Variance	
	Fund Actual	Actual	Actual	Actual	Actual	Actual	Intercity Actual	Express Actual	Totals	Budgeted	Actual	% Year
<b>Revenues over (under) expenditures</b>	<b>(6,365,748)</b>	<b>8,402,626</b>	<b>3,514,425</b>	<b>(1,330,886)</b>	<b>796,196</b>	<b>65,651</b>	<b>(598,683)</b>	<b>647,170</b>	<b>5,130,751</b>	<b>(11,389,361)</b>	<b>16,520,112</b>	<b>(45.05)</b>
<b>Other Financing Sources</b>												
Transfers Into GF From LTF	4,801,857	0	0	0	0	0	0	0	4,801,857	6,921,108	(2,119,251)	69.38
Transfers Into GF From STA	610,231	0	0	0	0	0	0	0	610,231	2,918,563	(2,308,332)	20.91
Transfers In GF From SGR	117,962	0	0	0	0	0	0	0	117,962	6,285,557	(6,167,595)	1.88
Transfers Into GF From SAFE	25,011	0	0	0	0	0	0	0	25,011	66,600	(41,589)	37.55
Transfers Into GF From SPBL	78,042	0	0	0	0	0	0	0	78,042	167,900	(89,858)	46.48
Transfers Into SPBL From STA	0	0	0	0	0	60,280	0	0	60,280	327,100	(266,820)	18.43
Transfers Into VI From STA	0	0	0	0	0	0	696,677	0	696,677	3,306,775	(2,610,098)	21.07
Transfers Out of LTF Into GF	0	(4,801,857)	0	0	0	0	0	0	(4,801,857)	(6,921,108)	2,119,251	69.38
Transfers Out of STA Into GF	0	0	(610,231)	0	0	0	0	0	(610,231)	(2,918,563)	2,308,332	20.91
Transfers Out of STA Into SPBL	0	0	(60,280)	0	0	0	0	0	(60,280)	(327,100)	266,820	18.43
Transfers Out of STA Into VI	0	0	(696,677)	0	0	0	0	0	(696,677)	(3,306,775)	2,610,098	21.07
Transfers Out of SAFE Into GF	0	0	0	(25,011)	0	0	0	0	(25,011)	(66,600)	41,589	37.55
Transfers Out of SPBL Into GF	0	0	0	0	0	(78,042)	0	0	(78,042)	(167,900)	89,858	46.48
Transfers Out of SGR Into GF	0	0	0	0	(117,962)	0	0	0	(117,962)	(6,285,557)	6,167,595	1.88
<b>Total Other Financing Sources</b>	<b>5,633,103</b>	<b>(4,801,857)</b>	<b>(1,367,188)</b>	<b>(25,011)</b>	<b>(117,962)</b>	<b>(17,762)</b>	<b>696,677</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Net Change in Fund Balances</b>	<b>(732,645)</b>	<b>3,600,769</b>	<b>2,147,237</b>	<b>(1,355,897)</b>	<b>678,234</b>	<b>47,889</b>	<b>97,994</b>	<b>647,170</b>	<b>5,130,751</b>	<b>(11,389,361)</b>	<b>16,520,112</b>	<b>(45.05)</b>
<b>Beginning Fund Balance w/o capital assets</b>	<b>3,611,690</b>	<b>15,177,134</b>	<b>17,598,320</b>	<b>4,994,852</b>	<b>5,183,759</b>	<b>25,367</b>	<b>199,014</b>	<b>0</b>	<b>46,790,136</b>	<b>33,572,663</b>	<b>13,217,473</b>	<b>139.37</b>
<b>Long-term Pension/OPEB/Vacation Adjustment*</b>	<b>(1,195,482)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>(98,241)</b>	<b>0</b>	<b>(1,293,723)</b>	<b>0</b>	<b>(1,293,723)</b>	<b>0.00</b>
<b>Ending Fund Balance</b>	<b>\$ 1,683,563</b>	<b>\$ 18,777,903</b>	<b>\$ 19,745,557</b>	<b>\$ 3,638,955</b>	<b>\$ 5,861,993</b>	<b>\$ 73,256</b>	<b>\$ 198,767</b>	<b>\$ 647,170</b>	<b>\$ 50,627,164</b>	<b>\$ 22,183,302</b>	<b>\$ 28,443,862</b>	<b>228.22</b>

\*Government Accounting Standards Board (GASB) Statements 68 and GASB 75 require full accrual of pension and OPEB liabilities, deferred inflows, and deferred outflows on financial statements. These calculations are updated annually.

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION  
INVESTMENT REPORT  
AS OF March 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.

<b>Institution</b>	<b>Investment Type</b>	<b>Maturity Date</b>	<b>Interest to Date</b>	<b>Rate</b>	<b>Balance</b>
Wells Fargo	Government Checking	N/A	EAC only	EAC only	\$ 499,925.38
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%	46,621,257.91
VCCF Bike Fund	Investment	N/A	annually	annually	14,393.70
<b>Total</b>			<b>\$53,380.63</b>		<b>\$54,905,887.63</b>

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

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

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

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

Amounts shown above are not adjusted for fair 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 #8D

May 6, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR**  
**SUBJECT: FY 2021/22 & FY 2022/23 SECTION 5311 RURAL TRANSPORTATION GRANT APPLICATION AUTHORIZATION**

**RECOMMENDATION:**

- Adopt attached Resolution 2022-04, authorizing the Executive Director to execute all required documents to receive FY 2021/22 and FY 2022/23 Section 5311 Rural Transportation funds.

**BACKGROUND:**

The Federal Transit Administration Section 5311 program provides funds by formula for transit operations in rural areas. Rather than providing funds directly to transit operators, the funds are administered by state departments of transportation, such as Caltrans. VCTC's long-standing policy has been that for simplicity of administering the relatively small amount of Section 5311 funds, the entire Ventura County apportionment goes to the City of Ojai to support the Ojai Trolley service.

At the July 2021 meeting, the Commission allocated \$16,695,064 of COVID emergency funds apportioned to VCTC. As part of this action, the Commission directed that \$1,172,336 of future Section 5311 apportionments would be shifted from Ojai to VCTC Intercity, which allowed each operator to receive the same emergency funding percentage of annual operating expenses (92.95%), based on the method used by FTA to apportion the funds to urbanized areas. VCTC Intercity service is eligible to use these funds since it serves rural areas. Since this approved amount for VCTC Intercity is greater than the annual Section 5311 apportionment to the county, it must be spread over three years, with \$390,779 in FY 2022, \$390,779 in FY 2023, and \$390,778 in FY 2024. It is necessary at this time for VCTC to provide the required authorization to submit grant applications to Caltrans for the first two years of these funds.

This past February, the Commission approved Congestion Mitigation and Air Quality (CMAQ) funding for various bus replacement projects, including \$427,007 for one replacement bus for Ojai Trolley. VCTC and Ojai have agreed that it would be most efficient for Caltrans to administer the CMAQ funds for this bus replacement, given that Ojai is a subrecipient of Caltrans. Therefore, it is also recommended that the Executive Director be authorized to approve the transfer of these funds to Caltrans for administrative purposes.

Given the \$390,779 allocated to VCTC each year for FY 2021/22 and FY 2022/23, the Section 5311 apportionment amount remaining for Ojai is \$185,689 for FY 2021/22, and an estimated \$197,218 for FY 2022/23.

RESOLUTION #2022-04

AUTHORIZATION FOR THE FEDERAL FUNDING UNDER SECTION 5311 (49 U.S.C. SECTION 5311) WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION

**WHEREAS**, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support capital/operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (**FTA C 9040.1G**); and

**WHEREAS**, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

**WHEREAS**, the Ventura County Transportation Commission desires to apply for said financial assistance to permit operation of service in Ventura County; and

**WHEREAS**, the Ventura County Transportation Commission has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** that the Ventura County Transportation Commission does hereby Authorize the Executive Director to file and execute applications on behalf of with the Department to aid in the financing of operating assistance projects pursuant to Section 5311 of the Federal Transit Act (**FTA C 9040.1G**), as amended.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department in support of the following Section 5311 projects:

Ojai Trolley Operating Assistance from FY 2021/22 Apportionment: \$185,689  
VCTC Intercity Operating Assistance from FY 2021/22 Apportionment: \$390,779  
Ojai Trolley Operating Assistance from FY 2022/23 Apportionment: \$197,218  
VCTC Intercity Operating Assistance from FY 2022/23 Apportionment: \$390,779  
One Replacement Bus for Ojai through CMAQ fund transfer to Section 5311 Account: \$427,007

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director is authorized to provide additional information as the Department may require in connection with the application for the Section 5311 projects.

**NOW THEREFORE, BE IT FURTHER RESOLVED** that the Executive Director is authorized to submit and approve request for reimbursement of funds from the Department for the VCTC Section 5311 projects.

*(Continued to next page)*



AGENCY BOARD DESIGNEE:

BY: \_\_\_\_\_

Tony Trembley, VCTC Chair

ATTEST:

\_\_\_\_\_  
Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

\_\_\_\_\_  
Steven Mattas, General Counsel



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Item #8E

May 6, 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

**MAY 6, 2022**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: AARON BONFILIO, PROGRAM MANAGER**

**SUBJECT: AMENDMENT TO THE VCTC INTERCITY PROGRAM BUDGET**

**RECOMMENDATION:**

- Approve Amendment of the VCTC Intercity Transit Service Program Budget by adding the revenues line-item "Other-Fuel Credits" in the amount of \$261,670 and decreasing the "STA Fund Transfer" revenues line-item by an equal amount.

**DISCUSSION:**

Pursuant to the Agreement between the Commission and VCTC Intercity transit services provider, RATP Dev, VCTC pays for the fuel utilized by the fleet. RATP Dev then "passes back" or credits VCTC with any State or Federal rebates it receives, as fuel utilized for operation of public transit is exempted from certain sales/excise taxes. Additionally certain alternative fuel types receive similar exemptions.

The current balance of available revenues from "fuel credits" is \$261,670. The recommended action is to "swap out" State Transit Assistance (STA) revenues with the available fuel credit revenues. Generally, VCTC utilizes a mix of Federal Transit Administration (FTA) and STA revenues to operate its VCTC Intercity service, including for payment of fuel. This action reduces and preserves STA revenues. In the year prior a similar action was taken by the Commission, i.e., to amend the budget for use of fuel credits. Going forward, such fuel credits associated with operation of the service will be applied directly to invoices, to reduce the net cost of the service vs. a "pass back" which requires further administration.



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Item # 8G

May 6, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND SUSTAINABILITY**  
**SUBJECT: CALTRANS SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM – U.S. 101 CONEJO PASS AREA WILDLIFE TRACKING STUDY**

**RECOMMENDATION:**

- Authorize VCTC Staff, in partnership with the National Park Service, to accept Caltrans Sustainable Transportation Planning Grant Funds and enter a contract with Caltrans to prepare the U.S. 101 Conejo Pass Area Wildlife Tracking Study.
- Approve Resolution 2022-05 to authorize the Executive Director to execute the Grant Agreement and any amendments thereto with the California Department of Transportation (Attachment A).

**BACKGROUND:**

In October 2021, VCTC Staff, in partnership with the National Park Service (NPS) submitted a Grant application to the Caltrans Sustainable Transportation Planning Grant Program to prepare a U.S. 101 Conejo Pass Area Wildlife Tracking Study. The application requested \$326,890 in grant funds with \$179,918 of in-kind matching funds from the NPS, for a total project cost of \$506,808.

Caltrans announced a grant award to VCTC and NPS on April 4, 2022. Staff now requests authorization to enter a contract with Caltrans to accept the grant award to facilitate the preparation of the U.S. 101 Conejo Pass Area Wildlife Tracking Study. The Fiscal Year 2022/2023 Regional Transportation Planning program revised draft budget that will be considered for approval by the Commission in June includes the grant pass-through funds.

The proposed project objective is to study wildlife movement throughout the Conejo Pass Area, commonly known as the Conejo Grade. The project is necessary to evaluate current wildlife connectivity and make recommendations for maintaining and improving connectivity throughout this critical region. A copy of the grant application, including the project area, is attached for reference. The project includes GPS collaring to radio track multiple species and monitoring of wildlife use through remote cameras in existing crossing points and areas in the vicinity of the freeway. Because the Santa Monica Mountains are nearly isolated from other natural areas, and are intersected by U.S. 101, this makes the Santa Monica Mountains a virtual island, vulnerable to losing biodiversity and forming genetic defects. Without these studies, the efficacy of measures to improve wildlife connectivity would be unknown and genetic diversity in the region would continue to dwindle.

The work under this project will be performed by the NPS staff of the SMMNRA as a subrecipient under VCTC, under the lead of Dr. Seth Riley, Wildlife Ecologist and Branch Chief for Wildlife. Caltrans District 7 environmental staff will be closely involved in reviewing the study output, using their experience with the Liberty Canyon wildlife corridor. Other agencies that will review the results include the Conejo Open Space Conservation Agency and the California Department of Fish and Wildlife.

NPS staff will monitor four current wildlife crossing points along a specified stretch of U.S. 101 with remote cameras to evaluate potential use by wildlife and will measure wildlife occurrence in the vicinity of these crossing points on both sides of the freeway using remote cameras. Staff will also monitor wildlife occurrence along the grade where there are no crossing points currently, but they are being proposed, and will obtain detailed movement data for a number of species, specifically mountain lions, bobcats, coyotes, gray foxes, and mule deer. The focus of the capture and GPS tracking activities will be along the Conejo Grade, particularly in the area from Camarillo Springs Road to the west and the weigh station at the top of the grade to the east, where there is natural habitat on both sides of the road. This monitoring will allow NPS staff to make recommendations on wildlife crossing improvements in this area, to help facilitate wildlife adaptation to climate change and thus reduce climate impacts on the surrounding community.

VCTC staff working with Caltrans will consider the findings of the study to identify locations for improved wildlife crossings of U.S. 101 in the Conejo Pass Area, with particular attention to opportunities to implement these improvements as part of other freeway and roadway improvement projects, such as the U.S. 101 High Occupancy Vehicle / Express Bus Lanes project (Our Future 101), currently in the environmental analysis phase.



RESOLUTION NO. 2022-05  
A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION  
AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AGREEMENTS WITH  
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR  
THE U.S. 101 CONEJO PASS AREA WILDLIFE TRACKING STUDY

WHEREAS, the Ventura County Transportation Commission is eligible to receive Federal and/or State funding for certain transportation planning efforts, through the California Department of Transportation; and,

WHEREAS, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs; and,

WHEREAS, the Ventura County Transportation Commission wishes to delegate authorization to execute these agreements and any amendments thereto;

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission, the Executive Director, or designee, is authorized to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

APPROVED AND PASSED this \_\_\_\_ day of May 2022.

\_\_\_\_\_  
ANTHONY TREMBLEY, CHAIR, VCTC

\_\_\_\_\_  
Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

\_\_\_\_\_  
Steven T. Mattas, General Counsel



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Item # 8H

May 6, 2022

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

**RECOMMENDATION:**

- *Amend the Santa Paula Branch Line (SPBL) budget by increasing the Legal Services line item by \$45,000, increasing the Office Support line item by \$500, reducing the Revenues / Local Fees – Leases category by \$12,000, increasing the Revenues category State Transit Assistance (STA) fund transfer-in by \$57,500, and increasing the transfer-out of the STA account to the SPBL Fund by \$57,500.*

**BACKGROUND:**

With the June 30, 2021 expiration of the lease agreement with Fillmore and Western Railway, VCTC issued a Request for Proposals for Rail Operator Service in October 2020. After proposal review and negotiations, VCTC executed a Railroad Lease and Operations Agreement in December 2021 with Sierra Northern Railway (SNR) for a 35-year term. Under the Agreement, Sierra Northern Railway is responsible to operate and maintain the full SPBL right-of-way as of January 1, 2022.

**DISCUSSION:**

The selection, negotiation, and approval process for the Railroad Lease and Operations Agreement and the subsequent transition to a new railroad operator required more support and time, and associated expenditures, from General Counsel than anticipated. Legal support included development, review, revision, and interpretation of the Agreement. In addition, General Counsel support has been required to draft and/or review several new and updated lease agreements on the SPBL, such as the Parallel Systems lease and a new crossing agreement serving the Limoneira property near Santa Paula.

As the first year under a new Railroad Lease and Operations Agreement, which was executed midway through the year, there has been more uncertainty of budget requirements than is typical. However, staff time related to the SPBL management and administration has been reduced substantially since Sierra Northern began operations and maintenance of the Branch Line, and we are making solid progress toward transition to the new operator.

On June 30, 2021, corresponding to the expiration of the Fillmore & Western Railway lease agreement, the Agreement between VCTC and the City of Fillmore for filming on the “Fillmore Segment” of the Branch Line also expired. As a result, approximately \$1,000 per month, or \$12,000 per year, in Local Fees – Leases will not be payable to VCTC by the City of Fillmore. To fill this gap, an increase in STA Revenue is proposed herein.

However, to address greater than anticipated costs for General Counsel support to negotiate the Railroad Lease and Operations Agreement, and continued Counsel support for new and updated agricultural cultivation and other leases and crossing agreements within the SPBL right-of-way, and to address lost Fillmore Segment lease revenues, Staff proposes to amend the Santa Paula Branch Line program budget by increasing the Legal Services line item by \$45,000, increasing the Office Support category by \$500, reducing the Revenues / Local Fees – Leases Category by \$12,000, increasing the STA Revenues line item and STA fund transfer-in by a corresponding \$57,500, and increasing the transfer-out of the STA to the General Fund by \$57,500. The resulting total budget line items will be as follows: On the Revenues side, STA fund transfer will be \$102,500, and Local Fees – Leases will be \$335,300. On the Expenditures side, Legal Services will total \$95,000 and Office Support will be \$1,000. STA transfer out will also be increased by \$57,500 to the SPBL Fund.



Item #81

May 6, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR**  
**SUBJECT: CONTRACT AND BUDGET AMENDMENT FOR HUMAN RESOURCES CONSULTANT SERVICES CONTRACT**

**RECOMMENDATION**

- Approve Amendment with Regional Government Services (RGS) in the amount of \$10,000 for an annual contract total not to exceed \$60,000.
- Approve a budget amendment increasing revenues and expenditures in the FY 2021/22 Indirect budget, professional and human resources task in the amount of \$10,000. The revenue source is Indirect funds.

**BACKGROUND:**

VCTC has a human resources service contract with RGS for \$50,000 per year to provide on-site staff, benefit administration, labor relations advice, policy and procedure development and implementation, and all recruitment functions. VCTC's staff roster has been very active in fiscal year 2021/2022 with the departure of several staff members and the recruitments to fill those vacated positions plus additionally approved positions. All of the recruitments were conducted by the RGS staff, in an effort to control expenses. However, the recruitment activities of this year will have exhausted the original budget line item and contract authority prior to the end of the fiscal year. Staff recommends the above actions amending the RGS contract and FY 2021/2022 budget in order to provide on-going HR support for the remainder of the fiscal year.

CONTRACT AMENDMENT NO. 1  
VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)  
PROFESSIONAL AND HUMAN RESOURCES SERVICES

This Contract Amendment No. 1 (“Amendment”) by and between the Ventura County Transportation Commission (“VCTC”), herein referred to as “VCTC” and Regional Government Services, hereinafter referred to as “CONTRACTOR”, is entered into as of this \_\_\_\_ day of May, 2022.

WHEREAS, beginning July 1, 2010 VCTC has entered into an annual consulting contract (“Contract”) for professional and human resources services with the CONTRACTOR with the current contract period being for Fiscal Year 2021/2022.

NOW, THEREFORE, VCTC and CONTRACTOR agree as follows:

1. Section 3 of the Contract is hereby amended to increase the not to exceed amount of the contract by \$10,000 from \$50,000 to \$60,000.
2. Except to the extent amended hereby, the Contract remains in full force and effect.

VENTURA COUNTY TRANSPORTATION COMMISSION

By: \_\_\_\_\_

Martin Erickson, Executive Director

APPROVED AS TO FORM:

By: \_\_\_\_\_

Steve T. Mattas, General Counsel

CONTRACTOR: REGIONAL GOVERNMENT SERVICES (RGS)

By: \_\_\_\_\_

Richard Averett, Executive Director



Item #8J

May 6, 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**

In early April VCTC was informed that the House Committee on Appropriations would be accepting Community Project funding requests from members of Congress for Fiscal Year 2023. Each member is allowed to submit up to 15 Community Project requests in their district. Applications were due April 13, 2022.

VCTC staff has chosen to submit one Community Project request for consideration to the office of Rep. Julia Brownley, who represents the 26<sup>th</sup> District. The project is the U.S. 101 Improvements Phase I - Auxiliary Lanes.

VCTC is requesting \$5 million towards the final design for Phase I of its project to improve US 101 through Thousand Oaks, Camarillo, Oxnard, and Ventura. This Phase I project is anticipated to build auxiliary lanes at identified priority locations where none currently exist. This project would complete a critical segment of the larger Our Future 101 project, which intends to improve a 27-mile corridor along U.S. 101 from Thousand Oaks to Ventura.

**State Issues**

Members of the state Legislature spent much of April in policy committee hearings, debating and voting on bills proposed this legislative session. Legislators began Spring Recess on April 7 and reconvened April 18. The deadline for policy committees to hear and report to fiscal committees any fiscal bills introduced in their House is April 29.

## State Budget

In November of 2021, the nonpartisan Legislative Analyst's Office (LAO) forecast that the state would have a \$31 billion budget surplus to allocate in Fiscal Year 2022-23. Gov. Gavin Newsom's proposed budget released in January projects a surplus of \$45 billion, which includes \$20 billion in the general fund for discretionary purposes.

During the budget process, members of the Legislature can submit funding requests for projects in their districts. VCTC staff has chosen to submit one request for consideration to the office of Assemblymember Jacqui Irwin. The project is a pedestrian underpass at the Camarillo rail station.

The Los-Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN Corridor), the Southern California Regional Rail Authority (Metrolink), the City of Camarillo and VCTC are working together to construct a pedestrian underpass at the rail station at 30 S. Lewis Road in Camarillo. The underpass will replace the circuitous overcrossing that currently connects the two rail platforms at the station. The new underpass will increase rail capacity and will significantly improve access for rail passengers, particularly those riders with mobility needs. In 2018, LOSSAN received \$6.89 million through the state Transit and Intercity Rail Capital Program (TIRCP) to construct the underpass. The City of Camarillo used its own funds ( $\approx$  \$410,000) to move forward with preliminary design with the support of RailPros, a rail design consultant. The design effort has now provided new cost estimates that are about double the total of the initial projections, in part to make the underpass completely ADA accessible as well as anticipated railroad design requirements. The total project cost is expected to be \$15 million. As such, the balance of the funds needed for this project is \$7.7 million.

Attachment A is the monthly report from Delaney Hunter, the Commission's state lobbyist. Attachment B is the matrix of bills that VCTC is monitoring. Attachment C is the fact sheet about the underpass project that was submitted to Assemblymember Irwin's office for consideration.





# CALIFORNIA ADVISORS, LLC

## VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT APRIL 2022

### Legislative Update

The month of April was consumed by lengthy policy committee hearings in both the Senate and Assembly for them to meet their legislative deadlines. April 29th was the deadline for bills in the first house to be passed out of their respective policy committees if the bills have a fiscal impact to the state. Therefore, the days leading up to that deadline saw hundreds of bills move through committees.

For bills that are referred to more than one policy committee, there is a quick turnaround from one hearing to the next. Once advancing out of the policy committee stage, legislation will move to the respective Appropriations Committee for a debate on the fiscal aspects of the bill. The month of May will be focused on these fiscal issues, including a hearing on the Suspense File – where bills with a larger price tag are often held in Committee. There will be a significant reduction in the overall amount of bills that are moving after the suspense hearings in the Senate and Assembly. This all leads up to the House of Origin deadline on May 27<sup>th</sup>. This date marks the halfway point for bills and is the last day for each chamber to pass bills introduced in that house.

On the budget front, the Department of Finance (DOF) published its April Finance Bulletin, which provides an economic update and cash report. According to the bulletin, California continues to exceed its revenue expectations. Specifically, the bulletin stated that cash receipts for the first nine months of the 2021-22 fiscal year were \$17.35 billion above the 2022-23 Governor’s Budget forecast of \$138.348 billion. However, cash receipts for the month of March were \$199 million below the forecast of \$21.047 billion. Nonetheless, it is anticipated that California will have a significant amount of money to spend in the upcoming budget cycle.

Governor Gavin Newsom will release the May Revise, which reflects changes to his proposed budget based upon the latest economic forecasts. The May Revise marks the start of what will be a month of negotiations with legislators. The budget, with any legislative adjustments, must be finalized by June 15<sup>th</sup> in time for the Governor to sign the package and the new fiscal year to begin on July 1<sup>st</sup>.

California Advisors will continue to update VCTC on the status of bills and the negotiations around this year's state budget.

### **Transportation Related Reports**

On April 5<sup>th</sup>, the Legislative Analyst's Office issued a report which focuses on how a changing climate is affecting transportation infrastructure and key issues the Legislature faces in responding to those impacts.

Climate change will impact transportation infrastructure in California in a number of ways. These include sea-level rise undermining coastal railways and bridges, intense storms causing mudslides and flooding of highways, and heatwaves leading to buckling and rutting of roads. Mainly, we find that some existing transportation infrastructure will need to be modified or relocated to remain useable, and that planning, construction, and maintenance processes will increasingly need to account for the effects of climate change to maintain the infrastructure's longevity. To respond to these impacts, the Legislature may want to consider whether it needs to modify how it funds, prioritizes, and plans transportation infrastructure, as well as what the state's role should be in supporting local development and implementation of climate adaptation projects. For example, given that the potential costs for climate adaptation far outstrip available funding, the Legislature likely will want to require transportation planning agencies to integrate climate resiliency into how they prioritize and select projects. Prioritization factors could include the immediacy of expected climate impacts, state ownership and responsibility, number of road users affected, public safety implications, and potential effects on surrounding land uses.

The Legislature also may want to require transportation planning agencies to prioritize funding for communities that face the greatest risk and have less capacity to address climate threats without state assistance. Additionally, the Legislature will want to consider which funding streams will be appropriate and sustainable to support climate-resilient transportation infrastructure. Climate adaptation projects can be expensive and difficult. However, in many cases, efforts that help to avoid future damages and costs could bring significant longer-term economic benefits for certain regions and the state compared to if they were not undertaken. Any new state initiatives should build on existing state efforts and funding, which include initial department- and agency-led work that is underway to assess and plan for climate change impacts.

### **Upcoming Bill Deadlines and 2 Year Bills**

**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:** 4/7/2022-Stricken from file.

**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:** 4/19/2022-From committee: Do pass and re-refer to Committee on Transportation with recommendation: To Consent Calendar. (Ayes 7. Noes 0.) (April 19). Re-referred to Committee on Transportation

**Summary:** Current law authorizes the Sacramento Regional Transit District, the Los Angeles County Metropolitan Transportation Authority, the Fresno Area Express, and the San Francisco Bay Area Rapid Transit District (BART) to issue a prohibition order to any

person who is cited 3 times within a period of 90 days for specified infractions committed in or on a vehicle, bus stop, or train or light rail station of a transit district or a property, facility, or vehicle upon which BART owes policing responsibilities, or to any person who is arrested or convicted for a misdemeanor or felony committed in or on a vehicle, bus stop, or light rail station of the transit district for acts involving violence, threats of violence, lewd or lascivious behavior, or possession for sale or sale of a controlled substance. Current law makes those prohibition orders subject to an automatic stay and prohibits a prohibition order from taking effect until the latest of 11 calendar days after delivery of the prohibition order, 11 calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested, as specified. This bill would instead prohibit a prohibition order from taking effect until the latest of 12, rather than 11, calendar days after delivery of the prohibition order, 12, rather than 11, calendar days after delivery of the results of a timely requested initial review of the prohibition order, or the date a hearing officer's decision is delivered if an administrative hearing was timely requested.

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

**Introduced:** 2/3/2022

**Status:** 4/19/2022-Coauthors revised. From committee: Do pass and re-refer to Committee on Appropriations (Ayes 9. Noes 3.) (April 18). Re-referred to Committee on Appropriation

**Summary:** Current law authorizes the Department of Transportation 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. Current law requires the department to prepare and submit to the Governor a proposed budget, as provided. This bill would require the department to consult the California Healthy Places Index, as defined, as a condition of using state funds or personnel time to fund or permit freeway projects, as provided. The bill would require the department to analyze housing and environmental variables through the index, as provided, and would prohibit any state funds or personnel time from being used to fund or permit freeway projects in areas that fall within the zero to 50th percentile on the housing and environmental variables analyzed through the index, as provided.

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

**Introduced:** 2/7/2022

**Status:** 4/20/2022-From committee: Do pass and re-refer to Committee on Transportation (Ayes 8. Noes 0.) (April 20). Re-referred to Committee on 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:** 4/7/2022-Re-referred to Committee on Appropriations

**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. Under the Mills-Alquist-Deddeh Act, also known as the Transportation Development Act, revenues from a 1/4% sales tax in each county are available, among other things, for allocation by the transportation planning agency to transit operators, as specified. Current law establishes the State Transit Assistance Program for the purpose of providing a source of state funding to eligible public transportation operators and other transportation agencies in order to support their local and regional transit operating and capital needs. Current law establishes the Low Carbon Transit Operations Program to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility. Existing law conditions transit funding from certain programs on achieving specified ratios of fare revenues to operating costs. This bill would require local authorities, school districts, and colleges to maintain their funding for free or reduced fare youth transit as provided in the 2018-19 fiscal year.

**AB 1938 (Friedman D) Local transportation funds.**

**Introduced:** 2/10/2022

**Status:** 4/5/2022-From committee: Do pass and re-refer to Committee on Appropriations (Ayes 13. Noes 0.) (April 4). Re-referred to Committee on Appropriations

**Summary:** Current law provides for the funding of public transit and intercity rail, including under the Transportation Development Act. This bill would require the Secretary of Transportation, on or before July 1, 2023, to establish and convene the Transit and Intercity Rail Recovery Task Force to include representatives from the department and various local agencies, academic institutions, and nongovernmental organizations. The bill would require the task force to develop a structured, coordinated process for early engagement of all parties to develop policies to grow transit and intercity rail ridership and improve transit and intercity rail operations for users of those services.

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

**Introduced:** 2/10/2022

**Status:** 4/19/2022-Re-referred to Committees on Local Government.

**Summary:** The Ralph M. Brown Act contains specified provisions regarding the timelines for posting an agenda and providing for the ability of the public to observe and provide comment. The act allows for meetings to occur via teleconferencing subject to certain requirements, particularly that the legislative body notice each teleconference location of each member that will be participating in the public meeting, that each teleconference

location be accessible to the public, that members of the public be allowed to address the legislative body at each teleconference location, that the legislative body post an agenda at each teleconference location, and that at least a quorum of the legislative body participate from locations within the boundaries of the local agency's jurisdiction. The act provides an exemption to the jurisdictional requirement for health authorities, as defined. This bill would require the agenda to identify any member of the legislative body that will participate in the meeting remotely. The bill would also require an updated agenda reflecting all of the members participating in the meeting remotely to be posted, if a member of the legislative body elects to participate in the meeting remotely after the agenda is posted.

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

**Introduced:** 2/14/2022

**Status:** 3/28/2022-Re-referred to Committees on Local Government.

**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. Current law authorizes certain local agencies to engage in job order contracting, as prescribed. This bill would establish a pilot program to authorize the Los Angeles County Metropolitan Transportation Authority to use job order contracting as a procurement method. The bill would impose a \$25,000,000 cap on awards under a single job order contract and a \$5,000,000 cap on any single job order. The bill would limit the term of such contracts to a maximum of 24 months, with extensions as prescribed.

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

**Introduced:** 2/14/2022

**Status:** 3/29/2022-From committee: Do pass and re-refer to Committee on Appropriations (Ayes 14. Noes 0.) (March 28). Re-referred to Committee on Appropriations

**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. Current law requires the California Transportation Commission, in allocating funds, and the department, in expending funds, for bridge replacement projects, to follow federal design standards, except 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 funds instead under the federal Highway Infrastructure Program.

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

**Introduced:** 2/16/2022

**Status:** 4/19/2022-Re-referred to Committees on Natural Resources

**Summary:** Current law requires certain transportation planning agencies to prepare and adopt regional transportation plans directed at achieving a coordinated and balanced regional transportation system. Current law requires each regional transportation plan to also include a sustainable communities strategy prepared by each metropolitan planning organization. Current law requires the Strategic Growth Council, by January 31, 2022, to submit a report to the relevant policy and fiscal committees of the Legislature that includes, among other things, an overview of those sustainable communities strategies, an assessment of how implementation of those sustainable communities 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, including the Affordable Housing and Sustainable Communities Program. This bill would require the council, in consultation with the State Air Resources Board, the Department of Housing and Community Development, and the Transportation Agency, to convene a task force to review the roles and responsibilities of metropolitan planning organizations and to define “sustainable community.”

**AB 2254 (Muratsuchi D) State highways: permits.**

**Introduced:** 2/16/2022

**Status:** 4/19/2022-From committee: Do pass and re-refer to Committee on Appropriations (Ayes 14. Noes 0.) (April 18). Re-referred to Committee on Appropriations

**Summary:** Current law requires the California Transportation Commission to relinquish to local agencies state highway portions that have been deleted from the state highway system by legislative enactment, and authorizes relinquishment in certain other cases. This bill would authorize the commission to relinquish to the City of Redondo Beach the portion of State Route 107 within the city limits and prescribe conditions that apply upon relinquishment.

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

**Introduced:** 2/16/2022

**Status:** 4/19/2022-Coauthors revised. From committee: Do pass and re-refer to Committee on Appropriations (Ayes 11. Noes 0.) (April 18). Re-referred to Committee on Appropriations

**Summary:** Would require the Department of Fish and Wildlife 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.

**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:** 4/20/2022-Re-referred to Committee on Environmental Safety and Toxic Materials

**Summary:** The federal Infrastructure Investment and Jobs Act (IIJA) provides additional federal funds to rebuild the nation's infrastructures. Executive orders issued by President Biden established the federal Justice40 Initiative with the goal that 40% of the overall federal benefits flow to disadvantaged communities and stating that the implementation of the IIJA should prioritize investing public dollars equitably, including through the Justice40 Initiative. This bill would require a minimum of 40% of funds received by the state under the IIJA and certain other federal funds 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, as provided. The bill would require state agencies administering those federal funds to perform specified tasks related to the expenditure of those federal funds.

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

**Introduced:** 2/17/2022

**Status:** 3/29/2022-From committee: Do pass and re-refer to Committee on Appropriations (Ayes 8. Noes 4.) (March 28). Re-referred to Committee on Appropriations

**Summary:** Current law provides for the funding of projects on the state highway system and other transportation improvements, including under the state transportation improvement program, the state highway operation and protection program, the Solutions for Congested Corridors Program, the Trade Corridor Enhancement Program, and the program within the Road Maintenance and Rehabilitation Program commonly known as the Local Partnership Program. This bill would require the agencies that administer those programs to revise the guidelines or plans applicable to those programs to ensure that projects included in the applicable program align with the California Transportation Plan, the Climate Action Plan for Transportation Infrastructure adopted by the Transportation Agency, and specified greenhouse gas emissions reduction standards.

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

**Introduced:** 2/17/2022

**Status:** 4/21/2022-Read third time. Passed. Ordered to the Senate. (Ayes 50. Noes 18.) In Senate. Read first time. To Committee on Rules for assignment.

**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:** 3/3/2022-Referred to Committee on Local Government

**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 2453 (Bennett D) Transactions and use taxes: County of Ventura.**

**Introduced:** 2/17/2022

**Status:** 4/6/2022-From committee: Do pass and re-refer to Committee on Revenue and Taxation (Ayes 5. Noes 2.) (April 6). Re-referred to Committee on Revenue and Taxation

**Summary:** Current law authorizes various local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes that may be imposed in accordance with that law in the county not exceed 2%. This bill would authorize the County of Ventura to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that would, in combination other transactions and use taxes, exceed the above-described combined rate limit of 2%, if the ordinance proposing the tax is approved by the voters, subject to applicable voter approval requirements, as specified.

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

**Introduced:** 2/17/2022

**Status:** 4/5/2022-From committee: Do pass and re-refer to Committee on Appropriations with recommendation: To Consent Calendar. (Ayes 15. Noes 0.) (April 4). Re-referred to Committee on Appropriations

**Summary:** Current law imposes certain restrictions on the use of low-speed vehicles on public streets and highways, and generally requires an operator of a low-speed vehicle to have a driver's license. A low-speed vehicle is also known as a neighborhood electric vehicle (NEV). A violation of the Vehicle Code is an infraction, unless otherwise specified. Current law authorizes certain local agencies to establish a NEV transportation plan subject to certain requirements. A person operating a NEV in a plan area in violation of certain provisions is guilty of an infraction punishable by a fine not exceeding \$100. This bill would authorize the County of Los Angeles to establish a similar NEV transportation plan for the Westside

Planned Communities in that county, subject to the same penalties. The bill would require a report to the Legislature by August 31, 2028, containing certain information and recommendations related to the NEV transportation plan. The bill would repeal these provisions on January 1, 2040.

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

**Introduced:** 2/17/2022

**Status:** 4/19/2022-Re-referred to Committee on Transportation

**Summary:** Current law requires every motor vehicle subject to registration to be equipped with an adequate muffler in constant operation and properly maintained to prevent any excessive or unusual noise and prohibits a muffler or exhaust system from being equipped with a cutout, bypass, or similar device. Current law further prohibits the modification of an exhaust system of a motor vehicle in a manner that will amplify or increase the noise emitted by the motor of the vehicle so that the vehicle exceeds existing noise limits when tested in accordance with specified standards. Current law authorizes a court to dismiss any action in which a person is prosecuted for operating a vehicle in violation of the requirements mentioned above if a certificate of compliance has been issued or if the defendant had reasonable grounds to believe that the exhaust system was in good working order and had reasonable grounds to believe that the vehicle was not operated in violation of the requirements mentioned above. Existing law also prohibits a person from modifying the exhaust system of a vehicle with a whistle-tip, operating a vehicle that has been so modified, or engaging in the business of installing a whistle-tip onto the vehicle's exhaust system. This bill would require a court to require a certificate of compliance for a violation of the requirements mentioned above.

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

**Introduced:** 2/17/2022

**Status:** 4/19/2022-Re-referred to Committee on Transportation

**Summary:** Under current law, the Transportation Agency is under the supervision of an executive officer known as the Secretary of Transportation, who is required to develop and report to the Governor on legislative, budgetary, and administrative programs to accomplish comprehensive, long-range, and coordinated planning and policy formulation in the matters of public interest related to the agency. This bill would require the agency, in consultation with the commission and rural counties, to conduct a study that includes a comprehensive evaluation of the current state of transportation in underserved rural communities and a transportation needs assessment of the cost to operate, maintain, and provide for the transportation system in underserved rural communities, as specified. The bill would require the agency to submit the study to the Legislature on or before January 1, 2024.

**AB 2537 (Gipson D) California Transportation Commission.**

**Introduced:** 2/17/2022

**Status:** 4/19/2022-From committee: Do pass and re-refer to Committee on Public Safety (Ayes 14. Noes 0.) (April 18). Re-referred to Committee on Public Safety

**Summary:** Would require the Department of Justice, in conjunction with the Department of Motor Vehicles and the Commission on Peace Officer Standards and Training, to develop and create a video demonstrating the proper conduct by a peace officer and an individual during a traffic stop and to post the video on its internet website.

**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:** 4/18/2022-Re-referred to Committee on Revenue and Taxation

**Summary:** 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, 2026.

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

**Introduced:** 2/18/2022

**Status:** 4/20/2022-Re-referred to Committee on Local Government

**Summary:** 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 less than 72 hours before a meeting available for public inspection, as specified, at a public office or location that the agency designates. Current law also requires the local agency to list the address of the office or location on the agenda for all meetings of the legislative body of the agency. Current law authorizes a local agency to 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. 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 and list the address of the office or location on the agenda for all meetings of the legislative body of the agency unless the local agency meets certain requirements, including the local agency immediately posts 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:** 4/5/2022-In committee: Set, first hearing. Hearing canceled at the request of author.

**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:** 4/20/2022-VOTE: Do pass as amended and be re-referred to the Committee on [Appropriations] (PASS)

**Summary:** Would require, by January 1, 2035, 100% of all newly purchased, contracted, or operated school buses of a school district, county office of education, or charter school to be zero-emission vehicles. To the extent this requirement imposes additional duties on local educational agencies in connection with federally required pupil transportation services that go beyond the requirements in federal law, the bill would impose a state-mandated local program.

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

**Introduced:** 2/18/2022

**Status:** 4/21/2022-Re-referred to Committee on Environmental Safety and Toxic Materials

**Summary:** Would establish the Brownfield Cleanup Funding Program, to be administered by the Department of Toxic Substances Control. The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enacting an ordinance establishing a brownfield cleanup district, as provided. The bill would require that the city council or board of supervisors serve as the governing board of the district and, in that capacity, prepare and adopt a brownfield cleanup financing plan. The bill would authorize a district to designate program areas. The bill would authorize the district to provide program funding for brownfield cleanup projects, as defined, within those program areas that meet specified requirements. The bill would authorize the brownfield cleanup financing plan to include a provision for the division of taxes with respect to those properties selected for participation. The bill would require the department to establish a formula to determine a maximum amount of program funding and a maximum term for the division of taxes, based on the characteristics of a project.

**AB 2952 (Gabriel D) Department of Transportation.**

**Introduced:** 2/18/2022

**Status:** 4/6/2022-Coauthors revised. From committee: Do pass and re-refer to Committee on Transportation (Ayes 8. Noes 0.) (April 5). Re-referred to Committee on Transportation

**Summary:** Would allow an applicant for a driver's license or identification card, who served for another country in military operations that supported the United States during the Vietnam War and later became a naturalized citizen, to request a "NON-US VIETNAM VETERAN" designation on their driver's license or identification card, subject to certain requirements, including verification of military service for a foreign country during the Vietnam War and payment of a \$5 fee, which the department is authorized to increase by regulation, in an amount not to exceed \$15, as specified. This bill would authorize the Department of Motor Vehicles to consult with the Department of Veterans Affairs to determine the proof necessary to verify an applicant's veteran status.

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

**Introduced:** 12/7/2020

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

**Summary:** The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions. This measure would create an additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded

indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes, if the proposition proposing that tax is approved by 55% of the voters of the city, county, or city and county, as applicable, and the proposition includes specified accountability requirements.

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

**Introduced:** 2/19/2021

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

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

**SB 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:** 3/9/2022-March 22 set for first hearing canceled at the request of author.

**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:** 4/19/2022-Read second time. Ordered to third reading.

**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 specify that the requirement that the bicycle transportation plan is for an urbanized area or urban cluster, as designated by the United States Census Bureau. The bill would extend the exemption to an active transportation plan or pedestrian plan in an urbanized area or urban cluster. The bill would define “active transportation plan” and “pedestrian plan.” The bill would specify that individual projects that are a part of an active transportation plan or pedestrian plan remain subject to the requirements of CEQA unless those projects are exempt by another provision of law.

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

**Introduced:** 2/8/2022

**Status:** 4/19/2022-Read second time. Ordered to third reading.

**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:** 4/4/2022-April 4 hearing: Placed on Appropriations suspense file.

**Summary:** 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:** 4/21/2022-Read second time and amended. Ordered to third reading.

**Summary:** The Ralph M. Brown Act requires, with specified exceptions, that all meetings of a legislative body of a local agency, as those terms are defined, be open and public and that all persons be permitted to attend and participate. Current 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. Current 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. Current 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 presiding member of the legislative body conducting a meeting to remove an individual for disrupting the meeting.

**SB 1121 (Gonzalez D) Transportation funding: plan.**

**Introduced:** 2/16/2022

**Status:** 4/19/2022-From committee: Do pass and re-refer to Committee on Appropriations (Ayes 14. Noes 0.) (April 19). Re-referred to Committee on Appropriations

**Summary:** Would require the California Transportation Commission to prepare a needs assessment of the cost to operate, maintain, and provide for the necessary future growth of the state and local transportation system for the next 10 years, as provided. As part of the needs assessment, the bill would require the commission to forecast the expected revenue, including federal, state, and local revenues, to pay for the cost identified in the needs assessment, any shortfall in revenue to cover the cost, and recommendations on how any shortfall should be addressed. The bill would require the commission to submit the needs assessment to the Legislature on or before January 1, 2024, and biennially thereafter.

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

**Introduced:** 2/17/2022

**Status:** 4/20/2022-Set for hearing May 4.

**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:** 4/19/2022-From committee: Do pass and re-refer to Committee on Appropriations with recommendation: To consent calendar. (Ayes 16. Noes 0.) (April 19). Re-referred to Committee on Appropriations

**Summary:** Current law authorizes the Department of Transportation to construct, acquire, or lease, and improve and operate, rail passenger terminals and related facilities that provide intermodal passenger services along specified corridors. This bill would expand that authorization to include the Sacramento-Larkspur-Novato-Cloverdale corridor.

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

**Introduced:** 2/17/2022

**Status:** 4/19/2022-April 26 hearing postponed by committee.

**Summary:** Under current law, the Department of Transportation administers the Clean California Local Grant Program of 2021 to provide funding for grants to specified local entities for purposes of beautifying and cleaning up local streets and roads, tribal lands, parks, pathways, transit centers, and other public spaces, and administers the Clean California State Beautification Program of 2021 to provide funding for purposes of beautifying and cleaning up state highways. This bill would authorize local governments to use funding received under those programs to clean up homeless encampments on or around highway rights-of-way, within one mile of the freeway or flood channels under and surrounding the highways.

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

**Introduced:** 2/18/2022

**Status:** 4/14/2022-Set for hearing April 27.

**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.

<b>VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY May 6, 2022</b>			
<b>BILL/AUTHOR</b>	<b>SUBJECT</b>	<b>POSITION</b>	<b>STATUS</b>
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	Passed by Assembly Transportation Committee. Referred to Assembly Appropriations Committee.
AB 1909 Friedman	Bicycle omnibus bill. Use of Class 1, 2 and 3 electric bicycles on a bicycle path or trail, bicycle lane, equestrian trail, or hiking or recreational trail.	Monitor	Passed by Assembly Transportation Committee. Referred to Assembly Appropriations Committee.
AB 1919 Holden	Would require transit agencies to offer free transit passes to all persons 25 years and younger. Would create Youth Transit Pass Pilot Program.	Monitor	Passed by Assembly Transportation Committee. Referred to Assembly Appropriations Committee.
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	Referred to Assembly Local Government Committee. Hearing set for April 27.
SB 922 Weiner	Would exempt some transit and active-transportation projects from CEQA. Makes permanent CEQA exemptions allowed in SB 288.	Monitor	Referred to full Senate for third reading.
SB 942 Newman	Would give transit agencies flexibility in using Low Carbon Transit Operations Program (LCTOP) for free or reduced-fare transit programs.	Support	Referred to full Senate for third reading.



## Ventura County Transportation Commission

### **Camarillo Train Station Pedestrian Underpass Project**

#### Project Description:

The Los-Angeles-San Diego-San Luis Obispo Rail Corridor (LOSSAN Corridor), the Southern California Regional Rail Authority (Metrolink), the City of Camarillo and Ventura County Transportation Commission (VCTC) are working together to construct a pedestrian underpass at the rail station at 30 S. Lewis Road in Camarillo. The underpass will replace the circuitous overcrossing that currently connects the two rail platforms at the station. The new underpass will increase rail capacity and will significantly improve access for rail passengers, particularly those riders with mobility needs.

The station is currently served by eight daily Amtrak trains and six weekday Metrolink commuter trains. Pre-pandemic annual ridership for the five Ventura County stations was over 145,000. The current overcrossing requires passengers to either climb multiple flights of stairs or use long, winding ramps to access Platform 2. The overcrossing does not meet current Americans with Disabilities Act (ADA) requirements, limiting platform access for riders with mobility needs. The new underpass will reduce the travel distance between the two platforms by over 40%, be safer and more convenient and will make the rail station less confusing to use. In particular, it will be ADA-compliant, significantly improving access for passengers with mobility needs.

Because of the daunting overcrossing, trains historically have used only Platform 1, a move that is helpful to passengers but that limits rail service capacity and incurs an additional five minutes of scheduled dwell time. Pacific Surfliner trains operated by LOSSAN now use both platforms, matching the platform with a train's direction of travel. This requires passengers to use the overcrossing either to board or when exiting the train. Often, passengers waiting to board are at the wrong platform and must hurry to catch the train on the other side of the overcrossing. Metrolink uses only Platform 1 to spare passengers the challenge of navigating the bridge. A pedestrian underpass will allow both rail operators to effectively use Platforms 1 and 2, thus allowing full use of the existing infrastructure. The rail station is also a pickup and drop-off spot for VCTC's Intercity bus service and the City of Camarillo's trolley service. Increasing rail capacity at the station could lead to more riders choosing the bus and trolley for their trips to and from the station.

In 2018, LOSSAN received \$6.89 million through the state Transit and Intercity Rail Capital Program (TIRCP) to construct the underpass. The City of Camarillo used its own funds (~\$410,000) to move forward with preliminary design with the support of RailPros, a rail design consultant. The design effort has now provided new cost estimates which are about double the total of the initial projections, in part to make the underpass completely ADA accessible as well as anticipated railroad design requirements. The total project cost is expected to be \$15 million. As such, the balance of the funds needed for this project is \$7.7 million.



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Item #9

May 6, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: CLAIRE GRASTY, REGIONAL TRANSIT PLANNING MANAGER  
DOLORES LOPEZ, TRANSIT PLANNER**

**SUBJECT: FISCAL YEAR 2022/2023 TRANSPORTATION DEVELOPMENT ACT (TDA)  
UNMET TRANSIT NEEDS (UTN) FINDINGS**

**RECOMMENDATION:**

- Review and Approve the Fiscal Year 2022/2023 Unmet Transit Needs Findings and determination that there are no Unmet Transit Needs that are reasonable to meet.
- Adopt Resolution No. 2022-06

**BACKGROUND:**

As part of the annual Unmet Transit Needs process, VCTC presents the Findings to the Commission. The Findings have been approved by the Citizen's Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC), as they are required to review and comment on the recommendations.

Pursuant to Senate Bill 203, the cities of Santa Paula, Fillmore, Moorpark, and Camarillo are subject to the Unmet Transit Needs process. Additionally, on June 11, 2018, legislation allowed Thousand Oaks to spend TDA funds on streets and roads, so they participate in the process as well. VCTC Intercity service does not use Article 8 funds for non-transit purposes; however, service requests for the regional service it provides are included in the process. The Gold Coast Transit District (GCTD), City of Ojai and the City of Simi Valley do not utilize or claim TDA Article 8 funds for non-transit purposes and their service is not subject to the Unmet Transit Needs process.

**Adopted Criteria**

In order for a request to be considered an Unmet Transit Need, it must meet either of the two following definitions and must receive at least 15 requests for general public service or 10 requests for disabled service:

- Public transit services not currently provided to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare

programs and education programs. Service must be needed by and benefit the general public.

- Service expansions including new routes, significant modifications to existing routes, and major increases in service hours and frequency.

If they fulfill the above criteria, the need must also be determined to be reasonable to meet.

### **Public Input Process**

The public comment period for the Fiscal Year 2022-2023 Unmet Transit Needs process was held between December 10, 2021 and February 11, 2022 with comments received prior to December 10th being included in this report.

Each year, VCTC uses a variety of channels to promote and solicit public comment for the Unmet Transit Needs process including an online survey, social media advertising, eblasts, the GOVCbus app, and this year due to the COVID-19 pandemic virtual community meetings. Public notices were also printed in the Ventura County Star and VIDA News.

This year, 68 surveys were received which is comparable to previous years. VCTC hosted two county-wide virtual community meetings and a virtual public hearing where almost a dozen comments were received. Additional comments were received via email. Overall, 90 respondents provided comments.

### **Analysis**

Staff screened each comment received based on the criteria; no requests met the 15-comment threshold for fixed route or the 10-comment threshold for dial-a-ride service and therefore were not further screened to determine if the need was reasonable to meet.

The FY 20-21 Unmet Needs process had two requests that met the 15-comment threshold; service to Santa Clarita from Fillmore and Santa Paula, and service between Fillmore and Moorpark. Service to Santa Clarita is not technically an Unmet Need as the request is for service into LA County. However, as this has been the most requested service improvement over the last several years, VCTC staff has endeavored to plan for a scenario to bring the service forward as a potential partnership with Santa Clarita Transit and the cities in the Heritage Valley. Fleet capacity and needs, route costs and route configuration are issues to be addressed as part of the planning process.

Additionally, there has been repeat demand expressed for several years regarding connectivity between the cities of Fillmore and Moorpark. As with service to Santa Clarita, issues of fleet capacity and needs, route costs and route configuration will need to be addressed as part of the planning process. Planning for these service improvements has been superseded by responding to the COVID-19 pandemic that has resulted in significant service reductions and uncertain funding for transit. As VCTC works to recover from the reduced ridership and revenue brought on by COVID-19, the priority is to reinstate service. VCTC staff intends to restart planning efforts this year for these routes as service levels have been increasing throughout the county and the funding picture is clearer.

VCTC and the operators value all comments and public input as they are essential to improving public transit in Ventura County. The transit providers receive comments about their service through this process and take all feedback received into consideration for future planning purposes.

The most frequent comments that are not applicable to the Unmet Transit Needs process but are nonetheless valuable for the operators are the following:

- Expanded service to multiple Los Angeles County locations, including increased Metrolink and Pacific Surfliner service
- Varying improvements to the VCTC Intercity service
- Varying improvements to the Gold Coast Transit service

**RESOLUTION NO. 2022-06**

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION  
APPROVING UNMET TRANSIT NEEDS FINDINGS FOR FISCAL YEAR 2022/2023**

- I. THE VENTURA COUNTY TRANSPORTATION COMMISSION DOES HEREBY FIND THE FOLLOWING FACTS AND DECLARE THAT SAID FACTS ARE MATERIAL TO ITS DETERMINATIONS MADE HEREIN:**
- A. The Ventura County Transportation Commission, hereinafter referred to as VCTC, has been designated as the Regional Transportation Planning Agency; and
  - B. VCTC shall allocate monies in the Local Transportation Fund and State Transit Assistance Fund in accordance with the rules and regulations which implement the Transportation Development Act of 1971 as amended; and
  - C. The Public Utilities Code, Section 99401.5, requires VCTC to hold a public hearing to determine whether there are any Unmet Public Transportation Needs prior to allocations for streets and roads; and
  - D. VCTC, on December 3, 2021, reaffirmed methodology and definitions for noticing and conducting the annual Unmet Needs Hearings; and
  - E. The said Public Hearing was duly noticed and advertised in conformance with these procedures by means of publication of public hearing notices in the major newspapers in the region; press releases, agency web posting; and written notices to interested organizations and individuals; and
  - F. VCTC has given specific consideration to the following factors in the planning process pursuant to Public Utilities Code 99401.5
    - a. Established a Social Services Transportation Advisory Committee (SSTAC) by including social services and users' representatives as well as transit operators in conformance with Public Utility Code 99238;
    - b. In consultation with the Social Services Transportation Advisory Committee, conducted a transit needs assessment including an assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged and an analysis of the adequacy of existing an alternative public transportation services in meeting the demand; and
  - G. VCTC, after a review of these factors, considered public testimony at said advertised Public Hearing held on February 4, 2022; and
  - H. VCTC directed staff in conjunction with its advisory committees to evaluate and determine whether requests received by February 11, 2022 are "unmet transit needs" and are "reasonable to meet" based upon adopted definitions and criteria; and
  - I. Staff and input from the CTAC/SSTAC advise that there are no regional and community public transit needs within the Cities of Santa Paula, Fillmore, Moorpark, Camarillo and/or Thousand Oaks that are be reasonable to meet at this time, based upon adopted definitions.
- II. NOW, THEREFORE, BE IT RESOLVED THAT:** VCTC, acting as the Regional Transportation Planning Agency, makes the following determinations and findings that there are no "unmet transit needs," which are "reasonable to meet" for FY 2022-2023.

- A. The Chair shall execute this Resolution on behalf of VCTC and the Clerk of the Board shall attest to her signature and the adoption of this resolution.
- B. The Executive Director shall before August 15, 2022 forward to the Department of Transportation on behalf of VCTC all of the following:
  - a. A copy of the notice of hearing and proof of publication and a description of the actions taken to solicit citizen participation pursuant to Public Utilities Code Section 99238.5;
  - b. A copy of the Resolution or minutes documenting VCTC's definitions of "unmet transit needs" and "reasonable to meet", as determined pursuant to Public Utilities Code (use the symbol) 99401.5; and
  - c. A copy of this Resolution adopted as required by Public Utilities Code § 99401.5(d).

Executed this 6<sup>th</sup> day of May 2022.

\_\_\_\_\_  
Anthony Trembley, Chair, VCTC

ATTEST:

\_\_\_\_\_  
Roxanna Ibarra, Clerk of the Commission

APPROVED AS TO FORM:

\_\_\_\_\_  
Steven T. Mattas, General Counsel

\_\_\_\_\_  
Date





Item #10

May 6, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR**  
**SUBJECT: UPDATE ON US 101 HIGH OCCUPANCY VEHICLE (HOV)/EXPRESS BUS WIDENING PROJECT APPROVAL / ENVIRONMENTAL DOCUMENT (PAED) PHASE**

**RECOMMENDATION:**

- Receive and file presentation.

**BACKGROUND:**

The Commission in 2013 completed the Comprehensive Transportation Plan (CTP), which identified US 101 as a priority for improvement. The CTP addressed the many needs of the project, including the need for capacity enhancements and/or operational improvements, as well as the importance to local commerce and freight movement. Additionally, through nearly every public participation activity during the development of the CTP, community members identified connectivity between cities, communities, and important destinations as being high priority.

Upon the identification of the need for this project, efforts began on the US 101 Improvement Project, leading to the completion by Caltrans staff of the Project Study Report – Project Development Support (PSR-PDS) in December of 2013. The PSR-PDS determined the initial purpose and need for the project, including identifying the corridor deficiencies, corridor and system coordination, conceptual cost estimates and the initial four alternatives that would meet the established purpose and need. Then, in Spring of 2018 the Commission entered into an agreement with WSP USA Inc. to perform the engineering and environmental work associated with the US 101 HOV Widening, Project Approval and Environmental Document (PAED) phase.

The PAED itself is a highly complex effort that will define the scope of improvements to relieve congestion and provide environmental clearance for those improvements along approximately 27 miles of the US 101 from State Route 23 in Thousand Oaks to State Route 33 in Ventura. Across its forty-eight (48) month schedule, the PAED will look at a range of alternatives that will include High Occupancy Vehicle (HOV) lanes, the addition of auxiliary lanes, ramp improvements, and bridge widenings as well as the environmental impacts and mitigations for that work.

The PAED is overseen by a Project Development Team (PDT) that has met monthly to review work completed and provide guidance to the WSP project team. During Summer 2019 the project conducted a series of four (4) public scoping meetings, one in each of the corridor cities, Thousand Oaks, Camarillo, Oxnard, and Ventura, to receive public comment. Subsequent to this scoping process, the project team

moved into the Alternatives Analysis portion of the project. A wide variety of project alternatives were studied in this process, applying both quantitative and qualitative criteria to the alternatives, with the objective of identifying the two alternatives that best fit the purpose and need of the project for an in-depth study and environmental review.

To facilitate public involvement in the development of this project, the project team has created a website, [www.OurFuture101.org](http://www.OurFuture101.org), which provides information on the project and its current status, as well as opportunities for public involvement.

At the July 2020 meeting, the Commission received an update on the project status. This update included a description of the alternatives selected by the PDT for the complete evaluation. These alternatives are as follows:

- Alternative 1: No Build
- Alternative 2: HOV/Express Bus Lane Using Standard Section with Auxiliary Lanes
- Alternative 3: HOV/Express Bus Lane Using Standard Section with Design Variations and Auxiliary Lanes

### **DISCUSSION:**

At this time the WSP team and the PDT are in the midst of the more detailed environmental and technical analysis of the two alternatives that the PDT selected for the complete evaluation. Staff has invited Mr. Steven Yoshizumi, Project Manager for WSP, to give a project status presentation. At least one additional presentation will be made to the Commission in the future, prior to the release of the draft environmental document scheduled for the winter of 2022.



Item #11

**MAY 6, 2022**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: AARON BONFILIO, PROGRAM MANAGER**

**SUBJECT: VCTC INTERCITY TRANSIT SERVICE CONTRACT AMENDMENT**

**RECOMMENDATION:**

- Approve Amendment No. 4. to the Transit Services Agreement with RATP Dev, DBA Roadrunner Management Services, and increase the total not-to-exceed amount by \$811,000 to \$83,986,000; and approve finding of the sole source justification; and authorize the VCTC Executive Director to execute the Amendment.

**DISCUSSION:**

In December 2021 VCTC Intercity service provider, RATP Dev, met with VCTC staff to discuss the ongoing national labor shortage and associated driver recruitment and retention efforts. VCTC, like nearly all transit agencies in the country, was struggling to retain and recruit drivers in addition to other key positions such as in maintenance and dispatch. While significantly exacerbated by the pandemic, the transit industry has long been challenged by a need for highly trained employees.

In August 2021, VCTC Intercity resumed operating its pre-pandemic service in response to increased demand and a reopening of the local economy. Over the following weeks, as the driver shortage grew, each day certain trips were either cancelled or combined. Similar to VCTC, other transit agencies in Ventura County and the region, such as Gold Coast Transit District and Thousand Oaks Transit, were on a daily basis having to reassess their available workforce and modify services. In VCTC's case, a formal service change was implemented on November 29, 2021, reducing the number of trips and thus the number of drivers needed per day. Despite reducing service levels, the acute driver shortage and other labor challenges have continued locally as well as nationally.

To address driver shortages, nearly all of VCTC's neighboring transit providers have increased starting wages to aid recruitment efforts and competitiveness. In addition, some agencies have implemented sign-on bonuses and incentives to further attract new hires and retain a qualified driver workforce. RATP Dev presently offers new drivers \$17.50 per hour, with many incumbent RATP Dev drivers making a similar wage.

The below table reflects current bus operator wages for transit agencies in the geographic region, from Santa Barbara County to Los Angeles.

<b>Transit Agency (Fixed Route)</b>	<b>Location</b>	<b>Starting Wage</b>
<b>VCTC</b>	<b>Camarillo, CA</b>	<b>\$17.50</b>
Gold Coast Transit District	Oxnard, CA	\$21.75
LA Metro	Various/Los Angeles, CA	\$20.49
Santa Barbara MTD	Santa Barbara, CA	\$23.33
Santa Clarita Transit	Santa Clarita, CA	\$19.00
Santa Maria Transit	Santa Maria, CA	\$18.60
Simi Valley Transit	Simi Valley, CA	\$20.87
Thousand Oaks Transit	Thousand Oaks, CA	\$19.95 (eff. 7/1/22)

Following VCTC’s meeting with RATP Dev in December 2021, VCTC was provided with historical new-hire and employee turnover analysis that documented the period of 2018 to present. In addition to driver recruitment challenges, the information provided highlighted several positions that have regularly experienced turnover such as in administrative and supervisory roles. In total, RATP Dev’s VCTC Intercity location had 75 employees in 2019. At the close of 2021, RATP Dev had 60 onsite employees, having experienced the majority of turnover and vacancies with bus operator positions. Today, on a daily basis, other personnel, including managers, dispatchers, road supervisors and/or mechanics operate “driver” runs, as needed. This has impacted the stability of the operation and led to many employees working an excess of 50-60 hours per week.

RATP Dev has proposed implementing a series of changes to current recruitment and retention measures, including increasing the starting wage to match and/or be more competitive with neighboring agencies. This includes changes to wages for bus operators as well as for other positions that are challenging to fill, such as mechanics, administrative and dispatchers. For example, RATP Dev’s proposed starting driver wage is \$20.00. In addition to wage adjustments, they have proposed implementing a quarterly bonus program. The total additional costs for the proposed changes are approximately \$1.67M for the duration of the contract term, which expires May 2024.

Through negotiations, RATP Dev and VCTC have arrived at a set of proposed contract rate adjustments as noted in the attached contract amendment (Amendment No. 4) that ‘splits’ the share of costs between the parties, with VCTC absorbing approximately \$811,000 (maximum), and RATP Dev absorbing approximately \$859,000. The high-level points are noted below:

- VCTC and RATP Dev split equally (“50/50”) initial and future wage adjustments as noted in the Amendment.
- RATP Dev will fund 100% of the quarterly bonus program.
- Effective date of Amendment to begin when wage adjustments are fully implemented (RATP Dev shall provide verification of wage increase implementation with backup).
- Approximate total rate increase of 5.4%, over the term of the agreement.

The proposed Amendment No. 4 and a comparison of the current and proposed rates are attached to this item as attachments “A” and “B”, respectively. In addition, Attachment “C” contains the required “Sole Source Justification” as required for such contract amendments, pursuant to FTA regulations. Due to cost savings year-to-date, no budget amendment is required and the proposed increase in costs can be absorbed within the current budget.

Staff’s recommendation is to approve Amendment No. 4. to the Transit Services Agreement with RATP Dev, DBA Roadrunner Management Services, and increase the total not-to-exceed amount by \$811,000 to \$83,986,000; and approve finding of the sole source justification; and authorize the VCTC Executive Director to execute the Amendment.

Attachment(s)

*A – Amendment No 4 to the Transit Services Agreement.*

*B – Current rates and proposed rates, per Amendment No. 4.*

*C – Sole Source Justification*

**ATTACHMENT "A"**

**Amendment No. 4 to the Transit Services Agreement**

**CONTRACT AMENDMENT NO. 4**

**TRANSIT SERVICES AGREEMENT BETWEEN**

**THE VENTURA COUNTY TRANSPORTATION COMMISSION ("VCTC") AND  
ROADRUNNER MANAGEMENT SERVICES, INC.**

This Amendment No. 4 ("Amendment") by and between the Ventura County Transportation Commission ("VCTC") and ROADRUNNER MANAGEMENT SERVICES, Inc., herein referred to as "Contractor," is entered into as of this \_\_\_ day of \_\_\_\_\_ 2022. VCTC and Contractor shall be referred to collectively herein as "parties."

**WHEREAS**, on November 26, 2014, VCTC entered into a transit services agreement ("Agreement") with Contractor; and,

**WHEREAS**, on May 3, 2018, VCTC and Contractor entered into Contract Amendment No. 1 to increase the maximum compensation payable to Contractor to \$83,050,000 and to make various changes relating to the services, rates and Contractor operations under the Agreement; and,

**WHEREAS**, on August 1, 2019, VCTC and Contractor entered into Contract Amendment No. 2 to amend the Price Formula for monthly rates, revise certain maintenance provisions, as well as incorporate language to acknowledge VCTC's purchase of certain vehicles; and,

**WHEREAS**, on May 5, 2020, VCTC and Contractor entered into Contract Amendment No. 3 to increase the maximum compensation payable to Contractor to \$83,175,000 and to provide the Contractor compensation for certain COVID-19 pandemic response activities. Amendment No. 3 is effective for the period of March 1, 2020 through June 30, 2022; and,

**WHEREAS**, Contractor has identified challenges in the current labor market which are resulting in difficulties in recruiting and retaining qualified employees; and,

**WHEREAS**, VCTC and Contractor reviewed the current compensation structure for drivers and other positions in light of the ongoing national labor shortage; and,

**WHEREAS**, VCTC and Contractor reviewed proposed changes to the Contractor personnel compensation structure and the associated amendments to the Contractor rates.

**WHEREAS**, as a part of the proposed amendments referenced in the preceding recital Contractor and VCTC desire, to increase (a) the Maximum Compensation payable to Contractor as set forth in Section 7 of the Agreement, (b) the gate-to-gate rates payable to Contractor as set forth in Section 8(a) of the Agreement and (c) the fixed monthly rate payable to Contractor as set forth in Section 8(b) of the Agreement, such increases being intended and necessary to enable Contractor to provide competitive and sustainable wages for its staff, thereby enabling:

Contractor to recruit and retain a stable workforce of qualified staff and thus, provide more reliable service to the customers of the transit system.

**NOW, THEREFORE,** VCTC and Contractor agree as follows:

**AGREEMENT**

**1. Contingent Nature of this Fourth Amendment.** This Fourth Amendment is expressly contingent upon the actual occurrence of the following events stated in Section 1, and shall become effective only upon the Effective Date described below.

**(a) Effective Date.** Contractor shall notify VCTC in writing of the date the following wage rate increases were implemented by Contractor. Contractor shall also provide VCTC supporting documentation confirming the date that the new wage rates took effect and confirming payment of the new wage rate to its employees. (“Effective Date”). The contract rate adjustments listed below in Section 2 shall be effective on the date all wage increases specified in Section 1(b) below are effective.

**(b) Wage Rates.** Contractor shall implement wage increases as identified below:

Category	2018 Rates		Effective April 1st, 2022 2022 Rates		Effective April 1st, 2023 2023 Rates		Effective April 1st, 2024 2024 Rates	
	Min Rate	Max Rate	Min Rate	Max Rate	Min Rate	Max Rate	Min Rate	Max Rate
Driver (Full Time)	\$14.75	\$22.00	\$20.00	\$25.00	\$20.00	\$26.00	\$20.00	\$27.00
Driver (Part Time)	\$13.00	\$17.00	\$20.00	\$25.00	\$20.00	\$26.00	\$20.00	\$27.00
Lead Mechanic / Foreman	\$25.33	\$34.27	\$32.00	\$41.00	\$32.00	\$44.00	\$32.00	\$47.00
Mechanics	\$23.00	\$30.00	\$30.00	\$39.00	\$30.00	\$40.00	\$30.00	\$42.00
Operations Supervisor	\$17.50	\$24.00	\$20.00	\$25.00	\$20.00	\$26.00	\$20.00	\$27.00
Lead Dispatcher/ Dispatcher	\$15.00	\$20.00	\$20.00	\$25.00	\$20.00	\$27.00	\$20.00	\$28.00
Utility / Detailers / Fuelers	\$12.00	\$16.00	\$15.00	\$18.00	\$15.00	\$19.00	\$15.00	\$20.00
Administrative Asst.	\$13.00	\$17.00	\$15.00	\$18.00	\$15.00	\$19.00	\$15.00	\$20.00
Farebox Clerks	\$13.00	\$17.00	\$15.00	\$18.00	\$15.00	\$19.00	\$15.00	\$20.00
Parts Clerk	\$17.00	\$23.00	\$20.00	\$26.00	\$20.00	\$28.00	\$20.00	\$30.00
Assistant Training Manager	\$18.00	\$25.00	\$23.00	\$32.00	\$23.00	\$34.00	\$23.00	\$36.00

**2. Modification of the Terms of the Agreement.** The following provisions of the Agreement are modified as stated in this Section 2:

**(a) Section 7 of the Agreement “Maximum Compensation”** is hereby amended to increase the total “not to exceed” amount by \$811,000 for a new not to exceed amount of 83,986,000 for the initial term.

**(b) Fixed Hourly Rates.** From the Effective Date as specified in this Amendment No 4, , the Hourly Rate, less the estimated cost of fuel as noted in the First Amendment to Transit Service Agreement, Exhibit I., Section 2.a., shall be as follows:

Hourly Rate (less cost of fuel)	Period
\$47.87	Effective Date to February 28, 2023
\$48.82	March 1, 2023 to February 29, 2024
\$50.98	March 1, 2024 to May 3, 2024

(c) **Fixed Monthly Rates.** The fixed monthly rates stated in Section 1.i. of the Third Amendment modifying Section 8(b) of the Agreement are hereby amended and restated as follows:

Monthly Rate	Period
\$294,404	Effective Date to February 28, 2023
\$301,178	March 1, 2023 to February 29, 2024
\$307,740	March 1, 2024 to May 3, 2024

Except to the extent amended herein, all other provisions of the Agreement remain in full force and effect.

This Amendment may be executed in counterparts and/or by facsimile or other electronic means, and when each Party has signed and delivered at least one such counterpart, each counterpart shall be deemed an original, and, when taken together with other signed counterpart, shall constitute one original, which shall be binding upon and effective as to all Parties.

*[SIGNATURES ON THE FOLLOWING PAGE]*



IN WITNESS THEREOF, the parties have executed this Agreement No. 4 on the \_\_\_\_ day of \_\_\_\_\_ 2022.

VENTURA COUNTY TRANSPORTATION COMMISSION

by: \_\_\_\_\_  
Martin R. Erickson, Executive Director

Approved as to form

by: \_\_\_\_\_  
Steven T. Mattas, General Counsel

CONTRACTOR: ROADRUNNER MANAGEMENT SERVICES, INC.  
A wholly owned subsidiary of RATP Dev USA, LLC.

by: \_\_\_\_\_

\_\_\_\_\_

5092252.1

**ATTACHMENT "B"**

**Comparison of Current Contract Rates versus Proposed Rates**

**HOURLY RATE**

<b>Period</b>	<b>Proposed Hourly Rate (less cost of fuel)</b>	<b>Current Hourly Rate (less cost of fuel)</b>	<b>Anticipated Cost Increase</b>
Effective Date to February 28, 2023	\$47.87	\$45.00	\$206,640.00
March 1, 2023 to February 29, 2024	\$48.82	\$45.82	\$259,200.00
March 1, 2024 to May 3, 2024	\$50.98	\$46.66	\$65,318.40

**MONTHLY RATE**

<b>Period</b>	<b>Proposed Monthly Rate (fixed fee)</b>	<b>Current Monthly Rate (fixed fee)</b>	<b>Anticipated Cost Increase</b>
Effective Date to February 28, 2023	\$294,404.00	\$284,117.00	\$102,870.00
March 1, 2023 to February 29, 2024	\$301,178.00	\$290,406.00	\$129,264.00
March 1, 2024 to May 3, 2024	\$307,740.00	\$292,242.00	\$32,545.80

**Notes:**

*Anticipated level of service = 7,200 hours per month*

*"Effective Date" = May 1, 2022*

*Final period = 2.1 months*

## **ATTACHMENT “C”**

### **SOLE SOURCE JUSTIFICATION FOR AMENDMENT TO TRANSIT SERVICES AGREEMENT WITH ROADRUNNER MANAGEMENT SERVICES (RATP DEV)**

Per the requirements of Federal Transit Administration (FTA) funding as contained in Circular 4220.1F, to enter a sole source procurement VCTC must document that a competitive procurement is infeasible for specified reason(s).

Applicable Sole Source Procurement Factors:

#### ***Unusual and Compelling Urgency*** *(FTA Circular 4220.1F Sec. 3.i(1)(c),)*

*The Common Grant Rule for governmental recipients permits the recipient to limit the number of sources from which it solicits bids or proposals when a recipient has such an unusual and urgent need for the property or services that the recipient would be seriously injured unless it were permitted to limit the solicitation. The recipient may also limit the solicitation when the public exigency or emergency will not permit a delay resulting from competitive solicitation for the property or services.*

March 13, 2020, the President declared a National Emergency concerning the Novel-Coronavirus (COVID-19) pandemic. Additionally, the Governor issued a State of Emergency for the state of California on March 4, 2020. As well, local public health officials issued related orders to the general public. Since that time wages have increased substantially including for transit personnel.

As a result of multiple factors triggered by the global pandemic and national labor shortage, including inflation and wage growth for service sector positions, VCTC's transit service provider has been heavily impacted. The contractor's staffing challenges began mid-year 2020 and continue, as employee turnover has only increased. At present, an estimated 35% of the service provider's driver positions remain vacant. The proposed Amendment No. 4 addresses the sudden disparity between the contract provider's wages for new personnel and the present market rate for such positions. Staff has conducted an independent cost estimate and reviewed the proposed adjustments which are in line with anticipated rates for a service of similar scope and size.



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May 6, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: AMANDA FAGAN, DIRECTOR OF PLANNING AND SUSTAINABILITY**  
**SUBJECT: ACTIVE TRANSPORTATION (BICYCLE & PEDESTRIAN) PLANS, OUTREACH, AND PROGRAMMING**

**RECOMMENDATION:**

- Receive a presentation on the history and status of Active Transportation (Bicycle & Pedestrian) planning efforts, outreach, and programming.

**BACKGROUND AND DISCUSSION:**

*Ventura Countywide Bicycle Master Plan (2008)*

Adopted by the Ventura County Transportation Commission (VCTC) in 2008, the **Ventura Countywide Bicycle Master Plan** provided a blueprint for bicycle transportation and recreation in Ventura County and was intended to maximize funding sources for the implementation of bicycle improvement projects, improve safety and encourage cycling, expand the network and support facilities, and enhance the quality of life in Ventura County. The Plan resulted in Caltrans-compliant bicycle transportation plan documents for all 10 incorporated cities and unincorporated areas, qualifying each jurisdiction for bicycle transportation funding to implement projects. At the time of the Plan, there were a total of 56.3 miles of Class I shared use paths, 250.8 miles of Class II bike lanes, and 55.6 miles of Class III bike routes, for a total of 362.7 centerline miles countywide. Since the Bicycle Master Plan was completed, total bike lane mileage has increased by approximately 35%, which is discussed further below in the *Bike Map* section.

*Bicycle Wayfinding Plan (April 2017)*

In April 2017, the Commission approved the **Bicycle Wayfinding Plan** to identify and prioritize intercounty and intercity bicycle routes and to develop common signage. The Wayfinding Plan is regional in nature and not designed to replace local bicycle plans, safe routes to school, or other local efforts, and should be viewed as an added layer to local plans to provide needed connections. As an informational plan, the Wayfinding Plan does not dictate the type of lane most appropriate for any location or that a lane must be developed, recognizing that local jurisdictions are best suited to make such decisions. A subcommittee of the Transportation Technical Advisory Committee (TTAC) oversaw Plan development and provided direction for route selection, ranking, sign design and placement. Recognizing that most bike riding occurs on streets and roads without any lane designations, the Bicycle Wayfinding Plan reflects where people currently ride and where they want to ride, rather than tying together bike lanes that already existed.

Routes were identified through various outreach efforts, including the development of a bike wiki, an online tool which allowed the public to draw routes on the existing network and make comments on where they want to ride and what is of interest along the way. Outreach and data sources also included online surveys, booths at local events, direct outreach to bike clubs and other organizations, and data from electronic apps that track bicycle rides, such as Strava and MapMyRide. Bike rides were then organized to analyze differences between parallel routes or to look at specific decision points on a route to determine the best

alternative. Once all data was collected, weighting criteria was applied to the public input to come up with the recommended routes, ranking, and sign recommendations.

Key Recommendations included 17 routes that provide for regional connectivity, a family of bicycle wayfinding signs and placement plans to facilitate a consistent wayfinding experience for people riding bikes across Ventura County, and sign placement plans for implementation by local jurisdictions (Figure 1).

**Figure 1: Excerpt from 2017 Bicycle Wayfinding Plan**



The proposed routes were evaluated according to a series of prioritization criteria (Route Readiness, Need, Safety/Comfort/Skill Level, Regional Connections, Community Support), resulting in a prioritized list of the Top 10 Bicycle Routes, shown in Figure 2.

**Figure 2: 2017 Bicycle Wayfinding Plan Prioritized Routes**

TOP 10 HIGHEST SCORED ROUTES			
Rank	Route	Route ID	Score
1	Simi Valley to Thousand Oaks	12	82.5
2	Ojai Loop (Ventura / Santa Paula / Ojai)	7	81
3	Oxnard to Simi Valley	8	81
4	Coast Route	4	80
5	Ventura to Port Hueneme (Victoria Avenue)	16	78
6	Ventura to Simi Valley	17	77
7	Thousand Oaks to Westlake Village	13	75
8	Coast Route to Westlake Village	5	69
9	Santa Paula Branch Line	10	63
10*	Camarillo to Coast Route	2	61.5
10*	Ventura to Port Hueneme (Rose Ave)	15	61.5

*Santa Paula Branch Line Recreational Trail*

VCTC acquired the 32-miles Santa Paula Branch Line railroad in 1995 with the intent to construct a multi-use path for active transportation and recreation through the Santa Clara River Valley from Ventura to Piru. VCTC adopted the **Santa Paula Branch Line Recreational Trail Master Plan and Environmental Impact Report** in 2000, which established roles and responsibilities for VCTC, the County, and corridor cities. Sections of the trail have been constructed in the cities of Santa Paula, Fillmore and unincorporated community of Piru. The SPBL trail is included on the Top 10 high priority corridors for the Bicycle Wayfinding Plan. Renewed efforts to build out remaining sections of the SPBL are anticipated to begin during Fiscal Year 2022/2023.

*Ongoing Active Transportation Planning throughout Ventura County*

VCTC’s **Ventura County Comprehensive Transportation Plan (CTP)** Update will synthesize and incorporate active transportation infrastructure, plans, and policies from the County of Ventura and the incorporated cities and make recommendations to improve active transportation infrastructure, facilities, policies, and programs. The CTP Draft Existing Conditions Technical Memorandum identifies the status of active transportation plans by jurisdiction as shown in Table 1 below:

**Table 1. Active Transportation Plan Status by Jurisdiction**

<b>Jurisdiction</b>	<b>Active Transportation Plan Status</b>
Camarillo	City of Camarillo Bikeway Master Plan (2017)
Fillmore	N/A
Moorpark	City of Moorpark Bicycle Transportation Plan (2008)
Ojai	Ojai Complete Streets Master Plan (2017)
Oxnard	City of Oxnard Bicycle & Pedestrian Facilities Master Plan (2011) Sustainable Transportation Plan (Ongoing – Anticipated 2023)
Port Hueneme	N/A
Ventura	City of Ventura Bicycle Master Plan (2011) Ventura Active Transportation Plan (Ongoing – Anticipated 2023)
Santa Paula	Bicycle Mobility Plan within Santa Paula 2040 General Plan (2020)
Simi Valley	Simi Valley Bicycle Master Plan (2009)
Thousand Oaks	City of Thousand Oaks Active Transportation Plan (2019)
County of Ventura	Active Transportation Plan (Ongoing – Anticipated 2023)

As noted in Table 1, the County of Ventura and the Cities of Oxnard and Ventura are currently updating their respective Active Transportation Plans. As with the VCTC CTP Update, each of these Active Transportation Plans are funded through Caltrans Sustainable Transportation Planning Grants from the Fiscal Year 2020/2021 cycle, with completion dates in February 2023. VCTC staff participate as requested in the development of these Plans, have shared data from the CTP engagement efforts with our County and City partners, and are looking for opportunities to coordinate public outreach where possible to benefit our respective planning efforts.

Through the Southern California Association of Governments Disadvantaged Communities Planning program, an Active Transportation Plan for the Saticoy community was also completed in November 2020. The Vision of the Saticoy Active Transportation Plan is for Saticoy to be “a walking- and biking-friendly community that provides safe, comfortable, convenient, and healthy mobility for people of all ages and abilities.” The Saticoy Plan recommends a mix of shared-use paths, bicycle lanes, routes, greenways, and separated bikeways that facilitate biking and walking throughout the neighborhood and provide connectivity to neighboring communities.

## *Bike Map*

In January 2022, VCTC staff conducted a survey of each of the Cities and County to update the **Bike Lane Inventory** data. As of February 2022, there are a total of 84.3 miles of Class I shared use paths, 379.9 miles of Class II bike lanes, 76.3 miles of Class III bike routes, and 1.1 miles of Class IV bikeways, for a total of 559.5 centerline miles of bicycle facilities countywide. This reflects an increase of 196.8 centerline miles of bicycle infrastructure countywide between 2008 and 2022, an average increase of 14 miles per year (Table 2).

**Table 2. Comparison of Bike Lane Miles 2008 - 2022**

<b>Year</b>	<b>Class I</b>	<b>Class II</b>	<b>Class III</b>	<b>Total</b>	<b>Net Change 2008 - 2015</b>
2008	56.3	250.8	55.6	362.7	N/A
2022	84.3	379.9	76.3	559.5	196.8

Based on the updated Bicycle Lane Inventory data, VCTC worked with Maps.com to update the **Regional Bike Map** for release concurrent with Bike Month in May 2022. Updated data is available online at <https://www.goventura.org/getting-around/bike/>. Fold out printed bike maps will be distributed to local bike shops, at community events, and available upon request from VCTC.

## *Beginner and Family-Friendly Bike Routes Guidebook*

VCTC has worked with the graphic design and communications team at Celtis Ventures to develop a guidebook designed to encourage and support bicycle transportation and recreation by beginners and families. The guidebook will be called "**Biking VC: Routes & Tips for Beginners & Families.**" The guidebook will primarily feature shared use paths and separated bike lanes (Class I or Class IV) but may include some bike lanes that are relatively easy to ride and connect to shared use paths, make a complete route, and/or access interesting or important destinations. The guidebook will also include bicycle safety information and coordinate with imagery and messages developed for the online bicycle safety campaign. The guidebook will be available online and in print.

## *Bike Outreach*

Every year, VCTC does significant outreach for Bike to Work Week and Bike to Work Day. In response to the COVID-19 pandemic, VCTC has shifted to Bike Week, focusing outreach on getting the community to bike for any reason, understanding that many people were working from home and not commuting. This year, like most of our regional partners, VCTC has expanded the outreach to **Bike Month**, trying to leverage the increase in biking since the beginning of the pandemic. Anyone who pledges to bike in the month of May is eligible to win a \$250 gift card. Outreach will also include recognition of Bike to Work Week and Bike to Work Day. Finally, VCTC will participate in events organized by the County of Ventura to encourage county employees to consider biking and is sharing our social media graphics with the Cities and County.

With the increase in biking since the beginning of the pandemic, VCTC has done significant bike outreach to the community, promoting two separate bike safety social media campaigns, one reminding motorists to be aware of cyclists on the road and one focusing on safety tips for cyclists. VCTC staff worked with local bicycle coalitions to develop messaging for the campaign. The bike safety campaign was the third most engaging social media campaign in recent VCTC history, in terms of the number of people who liked, shared and commented on the social media posts. VCTC also conducted outreach highlighting the Class I bike trails (shared use paths) throughout the county. Future efforts include updating the VCTC bike webpage to promote these safety tips and list these trails.



### *Active Transportation Program – Cycle 6*

The State Legislature established the **Active Transportation Program (ATP)** in 2013 to support projects to encourage active transportation, such as walking and biking. There have been five application cycles thus far, with the last cycle awarded in 2021. The California Transportation Commission (CTC) issued the Cycle 6 Call for Projects on March 16, 2022, with applications due June 15<sup>th</sup>. Eligible projects include preparation of Active Transportation plans, and design and construction of specific projects. No match is required for the ATP, but projects with larger proposed matches receive more points in the project selection process.

Half of the available funds are distributed on a statewide basis to projects selected by the CTC, based on assigned project scores of up to 100 points. Once the top scoring projects have received half of the funds, the remaining funds are subdivided, with 10% of the total funds available on a statewide basis allocated to projects in smaller counties, and 40% of the total funds being distributed by population to larger regions, such as Ventura County. During the most recent cycle, the Ventura County share was \$3,969,000 for the two-year program period. The CTC also awarded \$6,195,000 of the statewide funds to the El Rio Pedestrian Improvement and Safe Routes to School Project, to build over four miles of sidewalk in the El Rio Community, representing the first time that statewide ATP funds went to a project in Ventura County.

In the SCAG region, each county transportation commission can add up to 20 points to the previously-assigned CTC score of up to 100 points. The projects are then ranked using the resulting scores, with the share of funds for each county going to the highest-ranked projects.

### *Congestion Mitigation and Air Quality Program*

The federal **Congestion Mitigation and Air Quality (CMAQ)** program, which was recently renewed by the Infrastructure Investment and Jobs Act (IIJA), provides funds to transportation projects that can demonstrate that they will improve air quality, including bicycle and pedestrian improvements, transit system improvements, and alternate-fueled vehicles. Funds are apportioned to areas that violate federal air quality standards, with VCTC's apportionment being approximately \$11.8 million per year. VCTC has traditionally used about half of its CMAQ apportionment for bicycle and pedestrian improvements. VCTC distributes the funds through a call for projects, with projects prioritized based on quantitative scores assigned through consultation with the Transportation Technical Advisory Committee (TTAC) and the Transit Advisory Committee (TRANSCOM), using criteria that have included air quality benefit, impact on use of active transportation, and safety improvement. Staff is moving forward with a call for projects for CMAQ funds available through IIJA, with guidelines expected to be brought for Commission approval in September.

### *Transportation Development Act Article 3 Bicycle and Pedestrian Program*

Under the state's Transportation Development Act (TDA), two percent (2%) of the annual revenues are set aside for bicycle and pedestrian expenditures, which can be both maintenance and capital. Based on VCTC's adopted policies, 25% of the **TDA Article 3** funds are distributed to local jurisdictions for off-street bicycle path maintenance, based on each jurisdiction's share of bicycle path miles. The remaining 75% of funds are distributed through the same call for projects as the federal CMAQ fund and will be addressed in the revised call for projects guidelines to be brought to the Commission in September 2022.



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Item #13

May 6, 2022

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: MARTIN ERICKSON, EXECUTIVE DIRECTOR**  
**SUBJECT: UPDATE FROM APRIL 13, 2022 GOAL SETTING SESSION**

**RECOMMENDATION**

- Receive and file an update from the Commission's April 13, 2022 Goal Setting Session

**BACKGROUND:**

On April 13, 2022, Commissioners participated in a goal setting session to provide direction to the Executive Director for the upcoming fiscal year. The PowerPoint for the session is attached as a separate document to the agenda. During the session, Commissioners reviewed ten near-term goals to be completed during fiscal year 2022/23, and five mid-term goals to begin in FY 2022/23 and completed over the next two to three years. Commissioners approved the near-term and mid-term goals, adding one near-term and one mid-term goal for a total of seventeen goals.

The Commission also approved staff's recommendation to return early in 2023 to participate in a strategic planning session to develop longer-term goals for the agency. Following are the goals Commissioners approved during the session, with added timeframes where applicable. These goals will be incorporated into VCTC's final budget, scheduled for adoption at the June 3 Commission meeting.

**FISCAL YEAR 2022-2023-NEAR-TERM GOALS with timeframes where applicable**

**Goal #1-** To complete the Comprehensive Transportation Plan (CTP) as VCTC's primary guiding document./*Estimated completion date early 2023*

**Goal #2-** To complete the Transit Integration & Efficiency Study (TIES) and Coordinated Public Transit-Human Services Transportation Plan Update to serve as a roadmap for improving transit and accessible transportation services. *Estimated completion date late 2022 -- early 2023*

**Goal #3-** Implement strategies to promote transit ridership recovery.

**Goal #4-** Complete the Zero-emission Bus Transition Plan./*Estimated completion date late 2022*

**Goal #5-** Work with partner agencies to implement the Bicycle Wayfinding Plan./*Establish advisory committee by summer 2023*

**Goal #6-** Connect with the community/expand youth outreach.

**Goal #7-** To continue progress on Metrolink and LOSSAN capital projects (Simi Valley double track, Leesdale siding, Camarillo station)

**Goal #8-** Expand availability of discount/free transit pass programs (College Ride, Youth Pass)./  
*Estimated completion date, Youth Pass, Fall 2022*

**Goal #9-** Ensure continued operational excellence of the financial administration of VCTC.

**Goal #10-** Aggressively seek out federal and state infrastructure funding (and assist cities and county in this endeavor).

**Added by the commission during the goal setting session:**

**Goal #11-** Explore VCTC/VCOG consolidation to better coordinate land use & transportation and coordinate resources.

**MID-TERM GOALS (2-3 Years) to begin in FY 2022-2023:**

**Goal #1-** Reach consensus on the future of the 101 Corridor (congestion, wildlife connectivity, managed lanes, environmental review).

**Goal #2-** Reinvigorate the process to complete the Santa Paula Branch Line (SPBL) multi-use path.

**Goal #3-** Develop transportation sustainability framework and principals.

**Goal #4-** To initiate the process to become a leader in the development of Mobility as a Service (Maas) strategies.

**Goal #5-** Leverage data to better inform transportation land use decision-making and grant-seeking

**Added by the commission during the goal setting session:**

**Goal #6-** Prioritize building new bike lanes/integration of e-bikes as a transportation mode.