



VENTURA COUNTY TRANSPORTATION COMMISSION

LOCAL TRANSPORTATION AUTHORITY

AIRPORT LAND USE COMMISSION

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

CONSOLIDATED TRANSPORTATION SERVICE AGENCY

CONGESTION MANAGEMENT AGENCY

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AGENDA*

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

CAMARILLO CITY HALL
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, FEBRUARY 3, 2017
9:00 AM

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 Board at (805) 642-1591 ext 101. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

1. **CALL TO ORDER**
2. **PLEDGE OF ALLEGIANCE**
3. **ROLL CALL**
 - SELECTION OF VICE CHAIR
 - COMMITTEE APPOINTMENTS
4. **PUBLIC COMMENTS** – *Each individual speaker is limited to speak three (3) continuous minutes or less. 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 update 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 SUMMARY FROM JANUARY 6, 2017 VCTC MEETING – PG.5

Recommended Action:

Receive and File

Responsible Staff: Donna Cole

8B. MONTHLY BUDGET REPORT – PG. 9

Recommended Action:

Receive and File

Responsible Staff: Sally DeGeorge

8C. PASSENGER RAIL UPDATE – PG. 15

Recommended Action:

Receive and File

Responsible Staff: Ellen Talbo

8D. CASH MANAGEMENT FOR DELAYED FTA GRANTS- PG. 19

Recommended Action:

Authorize the Executive Director to continue to utilize State Transit Assistance (STA) fund balance for cash-flow purposes for the General Fund, VCTC Intercity Fund and Valley Express Fund expenditures until the Federal Transit Administration (FTA) grants are approved.

Responsible Staff: Sally DeGeorge

8E. REQUEST FOR PROPOSALS FOR MARKETING SERVICES FOR VALLEY EXPRESS TRANSIT SERVICE- PG.21

Recommended Action:

Authorize Release of Request for Proposals (RFP) for Valley Express Marketing and Outreach Services

Responsible Staff: Aaron Bonfilio

8F. VCTC OFFICE SPACE LEASE EXTENSION- PG.47

Recommended Action:

Authorize the Executive Director to execute a 12 month lease extension with Lincoln's Inn, Marina Self Storage Inc. for a term of February 1, 2017 through December 31, 2017 at a lease rate of \$12,100.00 per month (\$1.79/square foot).

Responsible Staff: Darren Kettle

9. TRANSIT NEEDS PUBLIC HEARING- PG. 49

Recommended Action:

Hold public hearing and receive testimony of Unmet Transit Needs

Responsible Staff: Ellen Talbo

10. TRANSPORTATION DEVELOPMENT ACT (TDA), LOCAL TRANSPORTATION FUND (LTF), DRAFT APPORTIONMENT FOR FISCAL YEAR 2017/2018 - PG.59

Recommended Action:

Approve the Local Transportation Fund Draft Apportionment for Fiscal Year 2017/2018 apportioning \$34.1 million as shown in Attachment 1.

Responsible Staff: Sally DeGeorge

11. VCTC OFFICE BUILDING UPDATE AND AMENDMENT NO. 1 TO PROPERTY PURCHASE AND DEVELOPMENT AGREEMENT- PG.65

Recommended Action:

- *Approve Amendment No. 1 to the Property Purchase and Development Agreement between VCTC and the City of Camarillo*
- *Authorize the Executive Director to execute Amendment No. 1*
- *Ratify one-year extension request to obtain building permit*

Responsible Staff: Darren Kettle

12. VCTC INTERCITY COASTAL EXPRESS UPDATE AND FUTURE SERVICE CHANGES - PG.71

Recommended Action:

Receive and file.

Responsible Staff: Aaron Bonfilio

13. 2017-2018 LEGISLATIVE PROGRAM & POSITIONS ON BILLS - PG.77

Recommended Action:

- *Adopt 2017-2018 Legislative Program (Attachment A).*
- *Adopt Principles for State Transportation Revenue Legislation (Attachment B).*
- *Adopt "Support" position on AB 17 (Holden).*
- *Adopt "Watch" position on AB 1 (Frazier) and SB 1 (Beall).*

Responsible Staff: Peter De Haan

14. VCTC GENERAL COUNSEL'S REPORT

15. AGENCY REPORTS

16. CLOSED SESSION

17. ADJOURN to 9:00 a.m. Friday, March 3, 2017

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Item #8A

Meeting Summary

VENTURA COUNTY TRANSPORTATION COMMISSION

LOCAL TRANSPORTATION AGENCY

AIRPORT LAND USE COMMISSION

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

CONSOLIDATED TRANSPORTATION SERVICE AGENCY

CONGESTION MANAGEMENT AGENCY

CAMARILLO CITY HALL

601 CARMEN DRIVE

CAMARILLO, CA

FRIDAY, JANUARY 6, 2017

9:00 AM

MEMBERS PRESENT: Bryan MacDonald, City of Oxnard, Chair
Jan McDonald, City of Camarillo
Manuel Minjares, City of Fillmore
Ken Simons, City of Moorpark
Will Berg, City of Port Hueneme
Ginger Gherardi, City of Santa Paula
Mike Judge, City of Simi Valley
Claudia Bill-de la Peña, City of Thousand Oaks
Peter Foy, County of Ventura
Kelly Long, County of Ventura
Linda Parks, County of Ventura
John Zaragoza, County of Ventura
Brian Humphrey, Citizen Rep., Cities
Jim White, Citizen Rep., County
Shirley Choate, Caltrans District 7

ABSENT: Steve Bennett, County of Ventura
City of Ojai
City of San Buenaventura

CALL TO ORDER

PLEDGE OF ALLGIANCE

February 3, 2017

Item #8A

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ROLL CALL

PUBLIC COMMENTS FOR THOSE ITEMS NOT LISTED ON THIS AGENDA

Keith Millhouse, Former VCTC Chair, was unable to attend what would have been his final VCTC meeting in January. He welcomed new board members and wished them well. He commented that the County is lucky to have this board as they have always done what is best for the entire county. He urged all members to continue to work for additional funding sources.

Britt Conner, Roadrunner CEO, Welcomed and introduced himself to the new board members. Roadrunner is a community player and is investing in time, talent and effort to improve service to the community.

CALTRANS REPORT -

The 118 widening project is currently in design. The environmental document is 75% complete and will be released in May for public comment.

The pavement rehabilitation project on 101 between Mobil pier and Santa Barbara county line is 75% complete. All necessary lane closures are scheduled at night.

The 101/23 project is completed. The ribbon cutting was held on November 1. There are still some punch list items that will be completed by Spring.

The rain is welcomed but it does create erosion and pothole issues. The storm patrol is out in force and monitoring the situation. The public can submit online maintenance service requests. It is on the Caltrans website under "Contact Us" in the left margin. Through that link concerns and requests can be made and updates are available.

EXECUTIVE DIRECTOR REPORT

The VCTC Intercity bus system us now live on google transit and available for route planning.

COMMISSIONER REPORTS

Commissioner Parks reported on a recent SCAG meeting. There are new CARB standards with greenhouse emissions in accordance with SB42 and SCAG will determine if they want to work toward a more ambitious goal. A major topic of discussion was removal of zinc from storm water. The zinc is coming off of tires on the road and a way to help with removal may be through a possible sales tax on tires. The best solution would be to eliminate zinc in tires. If used tires are used to build roads in the future,that zinc will end up in storm water.

ADDITIONS/REVISIONS – *None*

CONSENT CALENDAR -

Commissioner Foy made a motion to approve all items as recommended on the Consent Calendar. The motion was seconded by Commissioner Zaragoza and passed by a unanimous roll call vote.

8A. APPROVE SUMMARY FROM DECEMBER 2, 2016 VCTC MEETING – *Receive and File*

8B. MONTHLY BUDGET REPORT – *Receive and File*

8C. PASSENGER RAIL UPDATE – *Receive and File*

8D. FEDERAL TRANSIT ADMINISTRATION 2016 TRIENNIAL REVIEW – REVISED VCTC PROCUREMENT POLICY AND ADMINISTRATIVE CODE -

Adopt attached Ordinance #2017-01 adopting an amendment to the Administrative Code.

Adopt attached Resolution #2017-01 adopting the attached Procurement Policies and Procedures.

8E. APPROVAL OF CONTRACT WITH MOORE & ASSOCIATES FOR COMPLETION OF STATE REQUIRED TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDITS FOR VENTURA COUNTY TDA CLAIMANTS -

Approve a contract with Moore & Associates not to exceed \$104,095 to complete the State required Transportation Development Act (TDA) Triennial Performance Audits for Ventura County Claimants.

8F. CASH MANAGEMENT FOR DELAYED GRANTS FOR BUS PURCHASE -- *Authorize the Executive Director to utilize \$1,358,000 of State Transit Assistance (STA) fund balance for cash-flow purposes for the VCTC Intercity Fund until the Federal Transit Administration (FTA) grants are approved.*

8G. VCTC BOARD MEMBER APPOINTMENTS - *At the February Meeting appoint VCTC members to the following:*

- *SCAG Regional Council Member*
- *CALCOG Member*
- *SCRRA (Metrolink) Alternate Member*
- *LOSSAN Alternate Member*

8H. VENTURA COUNTY AIRPORT LAND USE COMPATIBILITY PLAN UPDATE - *Authorize staff to work with the County of Ventura, Department of Airports to obtain funding for an update to the Ventura County Airport Land Use Compatibility Plan (ALUCP) and for the Executive Director To issue a letter of support for the inclusion of an ALUCP update within the Department of Airports Capital Improvement Plan.*

9. SANTA PAULA BIKE PATH PROJECT FUNDING INCREASE -

Commissioner Humphrey made a motion to approve programming of \$824,834 in Congestion Mitigation and Air Quality (CMAQ) funds to cover the unanticipated additional cost to award the contract to complete the Santa Paula Bike Trail project. The motion was seconded by Commissioner Gherardi and passed by a unanimous roll call vote.

10. LEGISLATIVE UPDATE AND POSITION ON BILL

Commissioner Gherardi made a motion to adopt "Support" position on AB 28 (Frazier) to allow continuation of project approval delegation to Caltrans for the National Environmental Policy Act (NEPA). The motion was seconded by Commissioner Parks and passed by a unanimous roll call vote

11. AUTHORIZATION FOR PURCHASE OF ONBOARD VIDEO SURVEILLANCE SYSTEMS AND EQUIPMENT-

Commissioner Zaragoza made a motion to authorize the Executive Director to procure proprietary onboard video surveillance systems and equipment from Apollo Video Technologies for an amount not to exceed \$143,642 and to approve finding of need for sole source justification The motion was seconded by Commissioner Foy and passed by a unanimous roll call vote.

12. VCTC GENERAL COUNSEL'S REPORT - *No Report*

13. AGENCY REPORTS - *No Reports*

14. CLOSED SESSION - *No Closed Session*

February 3, 2017

Item #8A

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15. ADJOURN to 9:00 a.m. Friday, February 3, 2017



Item #8B

February 3, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for December 2016

DISCUSSION:

The monthly budget report is presented in a comprehensive agency-wide format with the investment report presented at the end. The Annual Budget numbers 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 December 31, 2016 budget reports indicate that revenues were approximately 35.36% of the adopted budget while expenditures were approximately 35.15% of the adopted budget. The revenues and expenditures are as expected. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on a 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, VCTC incurs expenses and then submits for reimbursement from federal, state and local agencies which may also cause a slight lag in reporting revenues. Furthermore, the State Transit Assistance (STA), Local Transportation Fund (LTF) and Service Authority for Freeway Emergencies (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 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 receipts are often not received until October or November and the July LTF receipts are not received until September. The Department of Motor Vehicles 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 call box equipment and office furniture. Capital assets and depreciation are booked annually at year-end.

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF DECEMBER 31 2016**

ASSETS

Assets:

Cash and Investments - Wells Fargo Bank	\$ 6,978,672
Cash and Investments - County Treasury	17,713,687
Petty Cash	130
Receivables/Due from other funds	3,500,016
Prepaid Expenditures	150,037
Deposits	15,836
Capital Assets, undepreciated	26,153,437
Capital Assets, depreciated, net	32,991,740

Total Assets: **\$87,503,555**

LIABILITIES AND FUND BALANCE

Liabilities:

Accrued Expenses/Due to other funds	\$ 2,306,583
Deferred Revenue	2,383,147
Deposits	400

Total Liabilities: **\$ 4,690,130**

Net Position:

Invested in Capital Assets	\$59,145,177
Fund Balance	23,668,248

Total Net Position **\$82,813,425**

Total Liabilities and Fund Balance: **\$87,503,555**

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE SIX MONTHS ENDING DECEMBER 31, 2016**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals Over (Under)	Annual to Date	Variance Actual	% Year Actual
Revenues										
Federal Revenues	\$ 2,287,248	\$ 0	\$ 0	\$ 0	\$ 3,107,551	\$ 300,572	\$ 5,695,371	\$14,922,448	(9,227,077)	38.17
State Revenues	195,633	11,766,200	685,608	266,902	66,947	0	12,981,290	41,205,958	(28,224,668)	31.50
Local Revenues	337,605	0	0	627	1,274,278	1,090,566	2,703,076	4,311,459	(1,608,383)	62.70
Other Revenues	235	0	0	0	0	0	235	0	235	0.00
Interest	141	6,619	14,557	6,667	53	19	28,056	95,000	(66,944)	29.53
Total Revenues	2,820,862	11,772,819	700,165	274,196	4,448,829	1,391,157	21,408,028	60,534,865	(39,126,837)	35.36
Expenditures										
Administration										
Personnel Expenditures	1,139,110	0	0	0	81,944	27,489	1,248,543	2,975,000	(1,726,457)	41.97
Legal Services	3,665	0	0	0	0	0	3,665	24,000	(20,335)	15.27
Professional Services	59,381	0	0	0	0	0	59,381	106,500	(47,119)	55.76
Office Leases	78,036	0	0	0	0	0	78,036	155,300	(77,264)	50.25
Office Expenditures	211,610	0	0	0	44,881	15,056	271,547	436,700	(165,153)	62.18
Total Administration	1,491,802	0	0	0	126,825	42,545	1,661,172	3,697,500	(2,036,328)	44.93
Programs and Projects										
Transit & Transportation Program										
Senior-Disabled Transportation	105,757	0	0	0	0	0	105,757	257,600	(151,843)	41.05
Fare Collection APC Systems	14,561	0	0	0	0	0	14,561	348,800	(334,239)	4.17
VCTC Intercity Bus Service	0	0	0	0	5,107,483	0	5,107,483	9,877,942	(4,770,459)	51.71
HVT Bus Contract Services	0	0	0	0	0	724,533	724,533	1,969,700	(1,245,167)	36.78
Nextbus	0	0	0	0	0	0	0	266,675	(266,675)	0.00
Transit Grant Administration	1,228,895	0	0	0	0	0	1,228,895	6,492,100	(5,263,205)	18.93
Total Transit & Transportation	1,349,213	0	0	0	5,107,483	724,533	7,181,229	19,212,817	(12,031,588)	37.38
Highway Program										
Motorist Aid Call Box System	0	0	0	135,262	0	0	135,262	724,000	(588,738)	18.68
Highway Project Management	29	0	0	0	0	0	29	502,500	(502,471)	0.01
SpeedInfo Highway Speed Sensor	0	0	0	20,400	0	0	20,400	144,000	(123,600)	14.17
Total Highway	29	0	0	155,662	0	0	155,691	1,370,500	(1,214,809)	11.36

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals Over (Under)	Annual to Date	Variance Actual	% Year Actual
Rail Program										
Metrolink & Commuter Rail	1,718,741	0	0	0	0	0	1,718,741	4,582,170	(2,863,429)	37.51
LOSSAN & Coastal Rail	1,594	0	0	0	0	0	1,594	6,100	(4,506)	26.13
Santa Paula Branch Line	115,557	0	0	0	0	0	115,557	700,500	(584,943)	16.50
Total Rail	1,835,892	0	0	0	0	0	1,835,892	5,288,770	(3,452,878)	34.71
Commuter Assistance Program										
Transit Information Center	11,493	0	0	0	0	0	11,493	31,500	(20,007)	36.49
Rideshare Programs	24,849	0	0	0	0	0	24,849	67,600	(42,751)	36.76
Total Commuter Assistance	36,342	0	0	0	0	0	36,342	99,100	(62,758)	36.67
Planning & Programming										
Transportation Development Act	115,760	11,421,055	0	0	0	0	11,536,815	30,453,618	(18,916,803)	37.88
Transportation Improvement Program	5,570	0	0	0	0	0	5,570	47,300	(41,730)	11.78
Regional Transportation Planning	119,197	0	0	0	0	0	119,197	684,300	(565,103)	17.42
Airport Land Use Commission	50	0	0	0	0	0	50	9,000	(8,950)	0.56
Regional Transit Planning	73,124	0	0	0	0	0	73,124	616,300	(543,176)	11.87
Freight Movement	49	0	0	0	0	0	49	11,800	(11,751)	0.42
Total Planning & Programming	313,750	11,421,055	0	0	0	0	11,734,805	31,822,318	(20,087,513)	36.88
General Government										
Community Outreach & Marketing	345,470	0	0	0	0	0	345,470	529,400	(183,930)	65.26
State & Federal Relations	47,745	0	0	0	0	0	47,745	106,900	(59,155)	44.66
Management & Administration	14,240	0	0	0	0	0	14,240	81,000	(66,760)	17.58
Office Building Purchase	18,988	0	0	0	0	0	18,988	3,317,001	(3,298,013)	0.57
Total General Government	426,443	0	0	0	0	0	426,443	4,034,301	(3,607,858)	10.57
Total Expenditures	5,453,471	11,421,055	0	155,662	5,234,308	767,078	23,031,574	65,525,306	(42,493,732)	35.15

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals Over (Under)	Annual to Date	Variance Actual
Revenues over (under) expenditures	(2,632,609)	351,764	700,165	118,534	(785,479)	624,079	(1,623,546)	(4,990,441)	3,366,895
Other Financing Sources									
Transfers Into GF from LTF	4,307,713	0	0	0	0	0	4,307,713	4,307,713	0
Transfers Into GF from STA	106,738	0	0	0	1,500,000	0	1,606,738	6,918,230	(5,311,492)
Transfers Into GF from SAFE	13,155	0	0	0	0	0	13,155	15,000	(1,845)
Transfers Out LTF into GF	0	(4,307,713)	0	0	0	0	(4,307,713)	(4,307,713)	0
Transfers Out of STA into GF	0	0	(1,606,738)	0	0	0	(1,606,738)	(6,918,230)	5,311,492
Transfers Out of SAFE into GF	0	0	0	(13,155)	0	0	(13,155)	(15,000)	1,845
Total Other Financing Sources	4,427,606	(4,307,713)	(1,606,738)	(13,155)	1,500,000	0	0	0	0
Net Change in Fund Balances	1,794,997	(3,955,949)	(906,573)	105,379	714,521	624,079	(1,623,546)	(4,990,441)	3,366,895
Beginning Fund Balance	2,469,487	8,108,784	10,656,447	4,048,076	0	9,000	25,291,794	17,224,142	8,067,652
Ending Fund Balance	<u>\$ 4,264,484</u>	<u>\$4,152,835</u>	<u>\$9,749,874</u>	<u>\$4,153,455</u>	<u>\$ 714,521</u>	<u>\$ 633,079</u>	<u>\$ 23,668,248</u>	<u>\$12,233,701</u>	<u>\$11,434,547</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF DECEMBER 31, 2016**

As stated in the Commission's investment policy, the Commission's investment objectives are safety, liquidity, diversification, return on investment, prudence 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 are in compliance with the Commission's investment policy and applicable bond documents.

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo – Checking	Government Checking	N/A	\$339.65	0.01%	\$ 6,978,672.27
County of Ventura	Treasury Pool	N/A	27,822.91	0.73%	17,689,587.16
Total			\$28,162.56		\$24,668,259.43

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 checking accounts for the General Fund are swept daily into a money market account. The interest earnings are deposited the following day. The first \$250,000 of the combined deposit balance is federally insured and the remaining balance is collateralized by Wells Fargo Bank. A portion of interest earned in the General Fund is for Proposition 1B funds and is reclassified and is not shown as General Fund interest in the Statement of Revenues, Expenditures and Changes in Fund Balance.

The Commission's Local Transportation Funds (LTF), State Transit Assistance (STA) funds and SAFE funds 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 are not adjusted for fair market valuations.

For Management Reporting Purposes Only



Item #8C

February 3, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER

SUBJECT: PASSENGER RAIL UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

This report provides a monthly update of regional passenger rail activities. The information in this update focuses on regional commuter rail (Metrolink), intercity rail (Amtrak), and other rail-related issues pertinent to Ventura County.

DISCUSSION:

Metrolink

During the month of December, ridership on the Ventura County portion of the VC Line averaged 1,490 total boardings per weekday (inbound and outbound) resulting in a year over year decrease of 12.3% on the line. Systemwide ridership experienced a year over year decrease of 7.6%. In general, morning trains #102 and #104 into Los Angeles Union Station, and evening trains #117 and #119 into East Ventura Station continue to attract the highest number of passengers on the VC Line.

Monthly ridership statistics for the month of December 2016 are provided in the attachment for reference. Metrolink on-time performance, which denotes trains arriving within five minutes of scheduled time, for the month of December was 94.6% reflecting little change from the previous monthly average. The Ventura County line experienced several delays related to signal and dispatch operations, which may have accounted for the decrease in ridership from the previous month, however on-time performance on the VC Line continues to perform above the systemwide average.

During the Metrolink Board meeting on Friday, January 13th, Riverside County Transportation Commission (RCTC) representative Andrew Kotyuk was unanimously elected as the new chair of the Metrolink Board. Brian Humphrey of Ventura County Transportation Commission (VCTC) was selected vice chair, and Ara Najarian of Metro was chosen as second vice chair during the annual board election. The officers will serve one-year terms but may serve a two-year term if re-elected in 2018.

LOSSAN

LOSSAN is continuing to revise its annual Business Plan and develop the annual budget. Member agencies do not directly contribute financially to Pacific Surfliner operations but the Business Plan is used to confirm its annual budget with the State. The LOSSAN Business Plan proposes implement a fare restructuring program in the coming year, which the Board will be requested to take action on after Summer 2017.

The LOSSAN Board was asked to take action on updating the Rail 2 Rail agreement for the southern portion of the corridor in late January. The current Rail 2 Rail agreement with Metrolink expires in June 2017 and LOSSAN staff will continue to negotiate with Metrolink regarding the differential increase in the reimbursement rate. The LOSSAN Board will receive an update in March.

December 2016 Metrolink Ridership

AVERAGE WEEKDAY PASSENGER TRIPS (INBOUND and OUTBOUND)
 December 2016 vs. November 2016 (MONTH OVER MONTH)

MO/YR	Ventura County Portion	Ventura County Line	System Grand Total	Metrolink Rail 2 Rail on Amtrak North of LA (weekday)
Dec-16	1,490	3,060	34,996	N/A
Nov-16	1,809	3,762	40,279	192
<i>Change</i>	<i>-17.63%</i>	<i>-18.66%</i>	<i>-13.12%</i>	<i>n/a</i>

AVERAGE WEEKDAY PASSENGER TRIPS (INBOUND and OUTBOUND)
 December 2016 vs. December 2015 (YEAR OVER YEAR)

MO/YR	Ventura County Portion	Ventura County Line	System Grand Total	Metrolink Rail 2 Rail on Amtrak North of LA (weekday)
Dec-16	1,490	3,060	34,996	N/A
Dec-15	1,699	3,289	37,879	138
<i>Change</i>	<i>-12.30%</i>	<i>-6.96%</i>	<i>-7.61%</i>	<i>n/a</i>

5 YEAR SNAPSHOT OF AVERAGE DAILY TOTAL BOARDINGS (INBOUND and OUTBOUND)

MO/YR	Ventura County Line	VC County Portion	System Grand Total	Average Daily Metrolink Monthly Passholders on Amtrak (weekday)
Dec-16	3,060	1,490	34,996	n/a
Dec-15	3,289	1,699	37,879	138
Dec-14	3,598	1,833	39,420	168
Dec-13	3,207	1,528	38,138	140
Dec-12	3,533	1,838	39,109	192

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Item #8D

February 3, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: CASH MANAGEMENT FOR DELAYED FEDERAL TRANSIT ADMINISTRATION GRANTS

RECOMMENDATION:

- Authorize the Executive Director to continue to utilize State Transit Assistance (STA) fund balance for cash-flow purposes for the General Fund, VCTC Intercity Fund and Valley Express Fund expenditures until the Federal Transit Administration (FTA) grants are approved.

BACKGROUND:

The Ventura County Transportation Commission (VCTC) funds a large portion of its transit activities with Federal Transit Administration (FTA) funds. The grant approval process is long; therefore, VCTC requests (or preprograms) the FTA funds a year before expected use, so that funds will be available when expenditures are made. The grants intended to fund this fiscal year's activities have been delayed due to a number of issues: implementation of the new FTA Transit Awards Management System (Trams), closing of the federal fiscal year, changes in FTA staff, and changes in the grant process.

Due to these unexpected grant delays, VCTC has previously requested three temporary State Transit Assistance (STA) cash-flow loans until grant funding was available to pay for expenditures. Two requests (April 2016 and January 2017) totaling approximately \$1.7 million were for the purchase of three buses for the new demonstration routes. In October 2016, the Commission also approved \$1.7 million to pay for operations of VCTC Intercity, Valley Express and VCTC activities until the grants were approved. It was initially expected the grants would be approved in November or December.

DISCUSSION:

Although three of the six FTA grants have been approved, the remaining three FTA grants (containing the majority of the funding for bus operations of the VCTC Intercity and the Valley Express, marketing, and some planning funds) still need FTA grant approval. VCTC has already used available FTA funds and approximately \$2.85 million of the \$3.4 approved STA cash-flow loan; VCTC will need additional STA funds if the remaining grants are not approved soon. Also, STA funds have only been drawn down as expenditures occurred and offset as FTA funds were reimbursed.

February 3, 2017
Item #8D
Page #2

Staff is recommending that the Commission grant the Executive Director continued authority to utilize additional STA funding until the remaining grants are approved and expenditures can be reimbursed. If delays continue and the grants are not approved until the end of or after the fiscal year, an additional \$1,333,000 (\$392,000 for VCTC Intercity, \$153,000 for Valley Express and \$788,000 for VCTC marketing and planning activities) may be needed. The STA loan will only be utilized as expenditures occur and return the funds after grant reimbursement.



Item #8E

February 3, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: MARTIN R. ERICKSON, PUBLIC TRANSIT DIRECTOR
AARON BONFILIO, PROGRAM MANAGER, TRANSIT SERVICES**

**SUBJECT: REQUEST FOR PROPOSALS FOR MARKETING SERVICES FOR VALLEY EXPRESS
TRANSIT SERVICE**

RECOMMENDATION:

- Authorize Release of Request for Proposals (RFP) for Valley Express Marketing and Outreach Services.

BACKGROUND:

The Heritage Valley Transit Service, operated under the name Valley Express, launched mid-fiscal year March 2015. The Valley Express service provides Fixed Route, ADA Paratransit and Senior and General Public Dial-a-ride services between the cities of Santa Paula and Fillmore and the unincorporated community of Piru. At the inception of the service, the Commission provided marketing and outreach services under its agency-wide marketing and outreach program with Moore & Associates (Moore). Considering the recent launch of this new system and the on-going post launch promotional activities, the Heritage Valley Transit Service committees recommended VCTC engage (on behalf of the Valley Express) with Moore for a one-year agreement, effective July 2015 to June 30, 2016. Subsequently, VCTC continued its agreement with Moore, on behalf of the Valley Express for an additional year, which we are in now.

In light of the forthcoming end-date to the existing agreement, the Heritage Valley Technical Advisory Committee (HVTAC) recommended to the Heritage Valley Policy Advisory Committee (HVPAC) the issuance of an RFP for Marketing and Outreach Services (RFP). At their January 18th meeting, the HVPAC approved recommending the issuance of an RFP to the VCTC. This Marketing service contract for the Valley Express will be funded by the cities of Santa Paula, Fillmore, and the County of Ventura.

The proposed procurement schedule, detailed in the attached RFP, is as follows:

- February 3, 2017: Approve and release RFP, VCTC February Meeting
- March 23, 2017 Proposals due and evaluation period begins
- April 10-14, 2017 Conduct Oral Interviews and finalize recommendation
- May 12, 2017 Contract Award, VCTC May Meeting
- July 1, 2017 Contract term begins

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REQUEST FOR PROPOSALS (RFP)

MARKETING AND COMMUNITY OUTREACH PROGRAM FOR THE VALLEY EXPRESS TRANSIT SERVICES

Note: *Pre-proposal Meeting Will Be Held February 16, 2017 at 2:00 PM VCTC Conference Room
(#108)*

I. INTRODUCTION

The Ventura County Transportation Commission (VCTC) is soliciting proposals for a Marketing and Community Outreach Program for the Valley Express Transit Service. The Valley Express service is a contract service that provides Fixed Route, ADA Paratransit and Senior and General Public Dial-a-ride services to the cities of Santa Paula and Fillmore and the unincorporated area of Piru. The objective of this marketing and community program is to increase public recognition and ridership of the Valley Express Transit service. The Valley Express Transit Service is funded through a cooperative agreement with the Cities of Fillmore, Santa Paula and the County of Ventura. VCTC serves as the administrator of the service. Two policy committees, the Heritage Valley Policy Advisory Committee (HVPAC) and the Heritage Valley Technical Advisory Committee (HVTAC) guide the development of the service. The HVPAC is comprised of a subcommittee of the VCTC Board consisting of representatives from the cities of Santa Paula and Fillmore and the Third Supervisorial District. The HVPAC determines the routes, schedules and operation of the service. The HVTAC provides recommendations to the HVPAC and is comprised of technical staff from the cities of Santa Paula, Fillmore, the County of Ventura and VCTC.

VCTC is an independent public agency governed by a Commission composed of council members from each city, all five county supervisors and two public members. VCTC builds consensus, makes strategic plans, obtains and allocates resources, contracts for transit services and provides information on a broad range of topics pertinent to Ventura County's transportation services and infrastructure.

VCTC is comprised of seventeen staff members with a wide array of responsibilities and, therefore, only has limited staff time and expertise available for marketing and public outreach activities. The consultant chosen will serve under the direction of the Public Transit Director and must be able to perform all functions of the program.

The program will be implemented for a period of three years, beginning July 1, 2017. VCTC will review the program annually and reserves the right to terminate the program at the end of each year. At the end

of the three year period, VCTC reserves the right to extend this contract in one year increments for up to two years.

II. SCOPE OF SERVICES

The Consultant will be expected to respond to and carry out the following ten tasks with respect to the Valley Express transit service. Please visit the Valley Express website www.valleyexpressbus.org for information about the Valley Express transit service.

Task 1: Project Management

Consultant will meet as requested with Valley Express HVTAC/HVPAC and VCTC staff to discuss status/progress of the Valley Express program. Consultant will also provide support regarding various operations-related matters such as service development, coordination with the operations contractor, fleet replacement, bus stop improvements, fare policies, Title VI compliance, and onboard/in-field surveying. The consultant will attend and participate in HVTAC and HVPAC meetings as requested.

Consultant will assist with conducting surveys for both fixed-route and DAR services in an effort to glean feedback regarding current mobility needs as well as perceptions of the service provided by Valley Express bus. Ride checks provide opportunities for collection of objective ridership data and insight into boarding and alighting patterns.

Task 2: Service Information

Valley Express has a total of four service brochures: Fixed-route brochures for Santa Paula and Fillmore/Piru, Dial-A-Ride, and school tripper routes. These brochures are available at numerous community locations as well as onboard the vehicles. Each brochure features a route map, timetable, and general information. Consultant's responsibilities will include:

- Update brochures to reflect current service offerings;
- Provide Spanish translation of all pieces;
- Design resizable artwork (posters, adverts, flyers) for multi-purpose use;
- Design onboard notices and decals;
- Distribute brochures throughout the community via routine physical visits;
- Maintain a database of distribution outlets; and
- Handle all production and vendor coordination of service materials.
- Streamlining service information into a user-friendly format.

Task 3: Website

Consultant will update the website with service changes, media releases, new information, etc., keeping website content current and fresh (which may include updates for ADA compliance). Website is currently hosted using Wordpress.

Task 4: Bus Stops

Consultant will continue to support Valley Express' bus stop improvement efforts. This includes monitoring and reporting of the condition/status of bus shelters, bus benches, and bus stop signage. Also included will be periodic updating of the various infopost units, including:

- Conduct field inspection twice during the year of bus stop signage and infopost inserts, following up inspection with a status report that details said inventory/condition report;
- Replace and update infopost inserts and hardware as needed;
- Maintain a database of bus stops, signage, and amenities; and
- Coordinate with other transit providers (i.e., VCTC, Santa Clarita Transit, LA Metro) as needed.

Task 5: Fare Media

Consultant staff will continue to be responsible for development of monthly passes for both fixed-route and dial-a-ride services, day pass, and intra-system transfer. Each month a new design/color scheme will be used and will include a serialization as well as a foil sticker to aid in lowering the chances of fraud. Consultant staff will also prepare print-ready artwork and then coordinate with a vendor for production and delivery.

Task 6: Social Media

Social media has become a practical outlet to disseminate information, promote campaign/outreach activities, and provide valuable customer service. Consultant will continue to administer Valley Express' online presence via social media including regular postings and maintenance of Facebook and Twitter. Other task activities will include:

- Develop content in English and Spanish;
- Incorporate content from other agency Facebook and other social media platforms including local community events, other relevant VCTC transit promotions, etc.
- Monitor Facebook, Twitter and other social media accounts to ensure timely response to questions and concerns, as well as to disseminate rider alerts;
- Periodic review of the platforms and determine if any advertising would be beneficial for increasing followers;
- Utilize hashtags (clickable links/tags), allowing users to search associated messages;
- Implement social media contests for such things as posting photos or videos; and
- Notify member agencies of specific contests/campaigns/surveys that may be shared on respective Facebook/social media platforms for wider distribution;
- Incorporate QR codes into marketing collateral.
- Look to specific outreach to target younger riders, seniors, and Spanish speakers.

Task 7: Advertising

Consultant will pursue effective and targeted advertising opportunities for Valley Express that will incorporate HVTAC/HVPAC-approved themes and messaging. Among the advertising locations envisioned are:

- Community newspapers and associated websites;
- Locally-focused publications and websites;
- HVTIS-member publications for residents;
- Utility bill inserts;
- Facebook, Twitter and other social media advertising;
- Onboard Valley Express vehicles; and
- Valley Express fixed-route bus stops.

Task 8: Public Communications

Consultant will prepare and distribute media releases, promotional copy for local media, feature articles, and eblasts. Public media releases and eblasts will serve to increase public awareness and support of the service. This will enhance perceptions of Valley Express as a valuable mobility resource, while also increasing ridership and fare revenue.

- Media releases will be distributed to local news outlets, industry publications, and community publications on an as-needed basis to communicate service changes, campaigns, and connecting service updates. They will also be posted on valleyexpressbus.org.
- An email distribution database will be developed through promotions, outreach events, and social media interactions, and will be utilized for e-communications.
- Feature articles on such topics as rider safety, "going green," and other transit-related topics may be developed, placed in industry publications, and posted on valleyexpressbus.org.
- Campaigns may be created around days of national recognition such as the following national events:
 - Earth Day (April),
 - Bike to Work Week (May),
 - Dump the Pump Day (third Thursday in June), and
 - Rideshare Week (October)

All materials will be translated into Spanish.

Task 9: Outreach

Consultant will leverage local events to increase Valley Express' involvement within the communities it serves. In addition to events at the senior center and local high schools, specific events to consider include (but not limited to):

- Fillmore May Fest Parade (May)
- July 4 Sespe Car Show (July),
- Jazz & Art Fest in Santa Paula (July),
- Santa Paula Labor Day parade (September),
- Moonlight event (September),
- Rideshare Week (October),
- Santa Paula Christmas Parade (November), and
- Fillmore Chamber holiday mixer (December).

Consultant will assist with coordination and preparation of the events, design notices for placement onboard vehicles or in local publications, prepare all supporting collateral (print and online – website and social media), and provide bilingual event staffing.

Task 10: Promotional items

To support both outreach events as well as promotions/advertising campaigns, Consultant will design and produce promotional items. Consultant will continue to keep an updated inventory, tracking usage, and gathering overall customer feedback for each item we use.

SCHEDULE OF COMPENSATION

III. CONSULTANT SCOPE OF WORK

The selected consultant shall provide support for existing marketing and community outreach activities, including updates and reprints of all materials as needed. Additionally, consultant will provide creative and strategic input to develop and facilitate implementation of targeted marketing activities which will best achieve the objectives of the HVPAC/HVTAC and can be measured to demonstrate results from those marketing actions implemented.

IV. BUDGET

This is a fixed price contract with an overall annual budget not to exceed \$75,000 per year.

The proposal submitted should include all costs associated with each campaign, have a clear breakdown of expenses (including administrative, creative, printing, production, voice-over, media buys, etc.) and show all other consultant costs (staff time, postage, telephone travel expenses, etc.)

V. CONSULTANT SELECTION PROCESS

Ten (10) copies of the proposal must be submitted no later than by **4 P.M. PST Thursday, March 23, 2017*** to:

Ventura County Transportation Commission
Attn: Martin R. Erickson, Public Transit Director
950 County Square Drive #207
Ventura, CA 93003

*Proposals received later than 4 P.M., Thursday, March 23, 2017 will be deemed non-responsive and will be returned to the proposer.

Any questions concerning this Request for Proposal should be directed to Martin R. Erickson, VCTC Public Transit Director, at (805) 642-1591 ext. 110 or email to: merickson@goventura.org no later than 4:00 PM PST, Wednesday, March 15, 2017. All consultants requesting information shall be responded to directly and all questions and responses will be posted on the website as an addendum to the RFP. There is no expressed or implied obligation for VCTC to reimburse responding firms for any expenses incurred in the preparation or delivery of proposals in response to this request. VCTC reserves the right to retain all proposals submitted and use any idea in a proposal regardless of whether that proposal is

selected. All submissions are considered a matter of public record. All proposals must include the items listed below. Any proposal that does not include the following shall be deemed non-responsive and rejected:

A. PROPOSAL INFORMATION AND CONTENT

Proposals should be organized as follows:

1. **Title Page** - Indicate RFP subject, name of proposer's firm, local address, telephone number, name of contact person, and date of proposal as well as the names and contact information of any subcontractors.

Provide the names and titles of individuals authorized to make representations for the proposer.

2. **Table of Contents** - Include a clear identification of the material in the RFP by section and page number.
3. **Letter of Transmittal** - Briefly state the proposer's understanding of the work to be done and make a positive commitment to perform the work within the specified time period.
4. **Profile of the Proposer** - State whether the firm is local or national, and provide a summary of representative experience relevant to the work solicited by this RFP.
5. **Summary of Proposer's Qualifications** - Provide a brief statement of similar projects performed. Identify individuals who performed work on similar projects and individuals that will be assigned to this project.

Provide a list of references for whom similar work has been performed, as well as references for any proposed subcontractors.

6. **Description of Marketing Activity Program** - Describe what, how and by whom the different marketing activities will be implemented; when and by what method(s) the activities will be documented to verify the activity's success; and, how the different activities satisfy the needs expressed in the RFP.
7. **Fee Structure** - Identify and include a detailed fee structure each marketing activity project with cost breakdowns for administration, creative, printing, media buys, etc.
8. **Certification of Federal Compliance** - Include all necessary federal regulatory compliance certifications in the proposal; see Section VI for certification information and forms,

PROPOSAL EVALUATION

Proposals will be reviewed by a consultant selection committee selected by VCTC. Interviews will be arranged with some or all proposers at the VCTC office in Ventura during the week of April 10, 2017. Proposals will be evaluated according to the following criteria:

- Experience with similar projects;
- Familiarity with Ventura County, the various services offered by VCTC and the media markets important to the area (particularly in the Valley Express service area of Santa Paula, Fillmore, and the unincorporated area of Piru);
- Demonstrated competence to perform work specific in this RFP, the ability to meet the schedule, and, compliance with all applicable federal regulations and requirements;
- Assigned personnel qualifications and availability;

- Responsiveness to RFP, and;
- Evidence of full understanding of the work to be performed including the importance of, and the different methods for, quantifying the success of the different marketing activities.

B. PROPOSAL REVIEW SCHEDULE

The following schedule has been established for this solicitation. VCTC reserves the right to modify this schedule if it is in the best interests to do so. If VCTC does modify the schedule, it shall provide written notice of such to all parties known to have received copies of this RFP.

<u>DATE</u>	<u>ACTIVITY</u>
February 3, 2017	Advertise and Issue RFP
February 16, 2017	Non mandatory Pre-proposal Meeting VCTC Conference Room (#108)
February 23, 2017	Deadline for written questions
March 23, 2017	Proposals due at VCTC office
April 10-14, 2017	Interviews with proposers by VCTC
May 12, 2017	Approval of Contract by VCTC
July 1, 2017	Contract term begins

VI. FEDERAL REQUIREMENTS AND CERTIFICATIONS

This program is funded with Federal Transit Administration funds, and must comply with FTA requirements. The following federal requirements and certifications found in the Appendix are considered a part of this RFP and will become a part of the contract for consultant services. The certifications must be signed and included in the consultant's submittal for the proposal to be considered "responsive."



REQUEST FOR PROPOSALS (RFP)
MARKETING AND COMMUNITY OUTREACH
PROGRAM FOR THE VALLEY EXPRESS TRANSIT
SERVICES

APPENDIX

APPENDIX: FEDERAL REQUIREMENTS AND CERTIFICATIONS

- A. Proposal Cost Form
- B. Proposer's Reference Form, Parts I & 11
- C. Worker's Compensation Insurance Certification
- D. List of Subcontractors (File if Applicable)
- E. Federal Transit Administration Guidelines
- F. Disclosure of Lobbying Activities Form

APPENDIX A PROPOSAL COST FORM

TO: VENTURA COUNTY TRANSPORTATION COMMISSION

DATE:

In response to the Request for Proposals for _____, the proposer submits the costs for the project as detailed on the following page(s) and as itemized to include costs for each individual advertising campaign including a breakdown of administrative costs, creative costs, support staff costs, printing, production, media buys, postage, telephone/telemarketing, etc.

If awarded the Contract, the undersigned hereby agrees to sign said Contract and to furnish the necessary certificates and performance bond (if required).

PROPOSER: _____

CONTACT: _____

TITLE: _____

ADDRESS: _____

TELEPHONE: _____ FAX: _____

E-MAIL: _____ @ _____

SIGNATURE: _____

TITLE: _____

APPENDIX B

PROPOSER REFERENCE FORM – PARTS I AND II

A. NAME _____

B. Proposer is a: (circle one)

Corporation Partnership Association Sole proprietorship

C. Proposer's Address and Telephone Number;

D. Name, Title, and Telephone Number of Proposers' Authorized Representative:

E. Proposer's Credit References: (Include names, addresses, and telephone numbers of at least three references, one of which must be the organization's bank)

1.

2.

3.

PART II

Client List for Transit Marketing Projects Currently and/or Previously Provided:

1. Client Name: _____

Client Address: _____

Contact Person: _____

Telephone Number: _____

Period of Service: _____

2. Client Name: _____

Client Address: _____

Contact Person: _____

Telephone Number: _____

Period of Service: _____

3. Client Name: _____

Client Address: _____

Contact Person: _____

Telephone Number: _____

Period of Service: _____

APPENDIX C

WORKER'S COMPENSATION INSURANCE CERTIFICATE

As required by Section 1860 of the California Labor Code (Chapter 1000, Statutes of 1965), the Contractor shall secure the payment of Workmen's Compensation to its employees in accordance with the provisions of Section 3700 of the California Labor Code and shall furnish VCTC with a certificate evidencing such coverage together with a verification thereof as follows:

"I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for Workmen's Compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this Contract."

SIGNED: _____
(Contractor)

DATE: _____

APPENDIX D

LIST OF SUBCONTRACTORS (FILE IF APPLICABLE)

Name of Subcontractor	Address/Phone	Items of Work
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APPENDIX E

FEDERAL TRANSIT ADMINISTRATION (FTA) REQUIREMENTS

1. FEDERAL CHANGES

The Contractor shall at all times comply with all applicable Federal Transit Administration (FTA) regulations, policies, procedures and directives, including without limitation those listed directly or by reference in the grant agreements between the Ventura County Transportation Commission (VCTC) and FTA, as they may be amended or promulgated from time to time during the term of this contract. Failure by the Contractor to so comply shall constitute a material breach of this contract. In the event any such changes significantly affect the cost or the schedule to perform the work, the Contractor shall be entitled to submit a claim for an equitable adjustment under the applicable provisions of this contract.

2. NO GOVERNMENT OBLIGATIONS TO THIRD PARTIES

The VCTC and the Contractor acknowledge and agree that, notwithstanding any occurrence by the Federal Government in or approval of this solicitation or award of this Contract, absent the express written consent by the Federal Government, the Federal Government is not a party to this Contract and shall not be subject to any obligations or liabilities to VCTC, the Contractor, or any other party (whether or not a party to this Contract) pertaining to any matter resulting from this Contract.

The Contractor agrees to include the above clause in each subcontract financed in whole or part with Federal assistance provided by FTA. It is further agreed that the clause shall not be modified, except to identify the subcontractor who will be subject to its provisions.

3. DISADVANTAGED BUSINESS PARTICIPATION

The Ventura County Transportation Commission (VCTC) has established a DBE Program pursuant to 49 C.F.R. Part 26, which applies to this Agreement. The requirements and procedures of VCTC's DBE Program are hereby incorporated by reference into this Agreement. Failure by any party to this Agreement to carry out VCTC's DBE Program procedures and requirements or applicable requirements of 49 C.F.R. Part 26 shall be considered a material breach of this Agreement, and may be grounds for termination of this Agreement, or such other appropriate administrative remedy. Each party to this Agreement shall ensure that compliance with VCTC's DBE Program shall be included in any and all sub-agreements entered into which arise out of or are related to this Agreement.

CONTRACTOR's failure to make good faith efforts to comply with VCTC's DBE Program shall be considered a material breach of this AGREEMENT and may give rise to certain administrative penalties and proceedings, including, but not limited to, those set forth in 49 C.F.R. Part 26.107.

No later than Thirty (30) working days after receiving payment of retention from VCTC for work satisfactorily performed by any of its subcontractors for services rendered arising out of or related to this Agreement, CONTRACTOR shall make full payment to its subcontractors of all compensation due and owing under the relevant subcontract agreement, unless excused by VCTC for good cause pursuant to provisions of Section 1.1 below.

No later than Thirty (30) days after receiving payment of retention from VCTC for work satisfactorily performed by any of its subcontractors for services rendered arising out of or related to this Agreement, CONTRACTOR shall also make full payment to its subcontractors of all retentions withheld by it pursuant to the relevant subcontract agreement, unless excused by VCTC for good cause pursuant to provisions of Section 1.1 below.

1.1 Good Cause

CONTRACTOR may only delay or postpone any payment obligation (or retention) to any of its subcontractors for services rendered arising out of or related to this Agreement where, in VCTC's sole estimation, good cause exists for such a delay or postponement. All such determinations on VCTC's part that good cause exists for the delay or postponement of CONTRACTOR's payment obligation to its subcontractor must be made prior to the time when payment to the subcontractor would have been otherwise due by CONTRACTOR.

4. TITLE VI OF THE CIVIL RIGHTS ACT OF 1964

During the performance of this Contract, the Contractor, for itself, its assignees and successors in interest (hereinafter referred to as the "Contractor"), and subcontractors agree as follows:

A. COMPLIANCE WITH REGULATIONS:

The Contractor shall comply with the Regulations relative to nondiscrimination in federally assisted programs of the Department of Transportation (hereinafter "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this contract.

B. NONDISCRIMINATION

In accordance with Title VI of the Civil Rights act, as amended, 42 U.S.C. 200d section 3 03 of the Age Discrimination Act of 1975, as amended, 42 U.S.C. 6102, section 202 of the Americans with Disabilities Act of 1990, 42 U.S.C. 12132, and Federal Transit laws at 49 U.S.C. 5332, the Contractor agrees that it will not discriminate against any employee or applicant for employment because of race, color, creed, national origin, sex, age, or disability. In addition, the Contractor agrees to comply with applicable Federal implementing regulations and other implementing requirements FTA may issue.

C. EQUAL EMPLOYMENT OPPORTUNITY

The following equal employment opportunity requirements apply to this Contract:

1. **Race, Color, Creed, National Origin, Sex** – In accordance with title VII of the Civil Rights Act, as amended, 42 U.S.C. 5332, the Contractor agrees to comply with all applicable equal employment opportunity requirements of the U.S. Department of Labor (USDOL) regulations, "Office of Federal Contract Compliance Programs, Equal Employment Opportunity, Department of Labor," 41 CFR Parts 60 et seq., (which implement Executive Order No. 11246 Relating to Equal Employment Opportunity," as amended by Executive Order No. 11375, "Amending Executive Order No. 11246 Relating to Equal Employment Opportunity," 42 U.S.C. 2000e note), and with any applicable Federal statutes, executive orders, regulations, and Federal policies that may in the future affect construction activities undertaken in the course of the project for which this Contract work is being performed. The Contractor agrees to take affirmative action to ensure that applicants are employed, and that employees are treated during employment, without regard to their race, color, creed, national origin, sex, or age. Such action shall include, but not be limited to, the following: employment, upgrading, demotion or transfer, recruitment of recruitment advertising, layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. In addition, the contractor agrees to comply with any implementing requirements FTA may issue.
2. **Age** – In accordance with section 4 of the Age discrimination in Employment Act of 1967, as amended, 29 U.S.C. 623 and Federal Transit laws at 49 U.S.C. 5332, the Contractor

agrees to refrain from discrimination against present and prospective employees for reasons of age. In addition, the contractor agrees to comply with any implementing requirements FTA may issue.

3. **Disabilities** – In accordance with Section 102 of the Americans with Disabilities Act of 1990, as amended, 42 U.S.C. 12112, the Contractor agrees that it will comply with the requirements of U.S. Equal Employment Opportunity Commission, “ Regulations to Implement the Equal Employment Provisions of the Americans with Disabilities Act,” 29 CFR Part 1630, pertaining to employment of persons with disabilities. In addition, the Contractor agrees to comply with any implementing requirements FTA may issue.
4. **Immigration and Naturalization Act of 1986** – In connection with the execution of this Contract, the Contractor must comply with all aspects of the federal Immigration and Naturalization Act of 1986.

D. SOLICITATIONS FOR SUBCONTRACTORS, INCLUDING PROCUREMENT OF MATERIALS AND EQUIPMENT:

In all solicitations either by competitive bidding or negotiation made by the Contractor for work to be performed under a subcontract, including procurement of materials or leases of equipment, each potential subcontractor or supplier shall be notified by the Contractor of the Contractor’s obligations under this contract and the Regulations relative to non-discrimination on the grounds of race, color, or national origin.

E. INFORMATION AND REPORTS:

The Contractor shall provide all information and reports required by the Regulations or directives issued pursuant thereto, and shall permit access to its books, records, accounts, other sources of information, and its facilities as may be determined by VCTC or the Federal Transit Administration to be pertinent to ascertain compliance with such Regulations, orders and instructions. Where any information required of a Contractor is in the exclusive possession of another who fails or refuses to furnish this information, the Contractor shall so certify to VCTC or the Federal Transit Administration as appropriate, and shall set forth what efforts it has made to obtain the information.

F. SANCTIONS FOR NONCOMPLIANCE:

In the event of the Contractor’s noncompliance with nondiscrimination provisions of this contract, VCTC shall impose contract sanctions as it or the Federal Transit Administration may determine to be appropriate, including, but not limited to:

1. withholding of payments to the Contractor under the contract until the Contractor complies; and/or
2. cancellation, termination, or suspension of the contract, in whole or in part.

G. INCORPORATION OF PROVISIONS:

The Contractor shall take such action with respect to any subcontract or procurement as VCTC or the Federal Transit Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: provided, however, that, in the event a Contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, the Contractor may request VCTC, and in addition, the Contractor may request the United States to enter into such litigation to protect the interests of the United States.

H. SUBCONTRACTS

The Contractor also agrees to include these requirements in each subcontract financed in whole or in part with Federal assistance provided by FTA, modified only if necessary to identify the affected parties.

5. ACCESS TO RECORDS AND REPORTS

The Contractor agrees to provide VCTC, the FTA Administrator, the Comptroller General of the United States or of any of their authorized representatives access to any books, documents, papers and records of the Contractor which are directly pertinent to this Contract for the purposes of making and conducting audits, inspections, examinations, excerpts, and transcriptions.

The Contractor also agrees, pursuant to 49 CFR 633.1.7, to provide the FTA Administrator or his or her authorized representatives, including any Project Management Oversight (PMO) contractor, access to the Contractor's records and construction sites pertaining to a major capital project, defined at 49 U.S.C. 5302(a)1, which is receiving federal financial assistance through the programs described in 49 U.S.C. 5307, 5309 or 5311. The Contractor agrees to permit any of the foregoing parties to reproduce by any means whatsoever or to copy excerpts and transcriptions as reasonably needed.

The Contractor agrees to maintain all books, records, accounts and reports required under this Contract for a period of not less than three years after the date of termination or expiration of this Contract, except in the event of litigation or settlement of claims arising from the performance of this Contract, in which case the Contractor agrees to maintain such books, records, account and reports until the VCTC, the FTA Administrator, the Comptroller general, or any of their duly authorized representatives, have disposed of all such litigation, appeals, claims or exceptions related thereto.

6. TERMINATION

Termination for Convenience - The VCTC, by written notice, may terminate this contract, in whole or in part, when it is in the Government's interest. If this contract is terminated, the Recipient shall be liable only for payment under the payment provisions of this contract for services rendered before the effective date of termination.

Termination for Default [Breach or Cause] - If the Contractor does not deliver supplies in accordance with the contract delivery schedule, or, if the contract is for services, the Contractor fails to perform in the manner called for in the contract, or if the Contractor fails to comply with any other provisions of the contract, the VCTC may terminate this contract for default. Termination shall be effected by serving a notice of termination on the contractor setting forth the manner in which the Contractor is in default. The contractor will only be paid the contract price for supplies delivered and accepted, or services performed in accordance with the manner of performance set forth in the contract.

If it is later determined by the VCTC that the Contractor had an excusable reason for not performing, such as a strike, fire, or flood, events which are not the fault of or are beyond the control of the Contractor, the VCTC, after setting up a new delivery of performance schedule, may allow the Contractor to continue work, or treat the termination as a termination for convenience.

Opportunity to Cure (General Provision) - The VCTC in its sole discretion may, in the case of a termination for breach or default, allow the Contractor [an appropriately short period of time] in which to cure the defect. In such case, the notice of termination will state the time period in which cure is permitted and other appropriate conditions

If Contractor fails to remedy to VCTC's satisfaction the breach or default or any of the terms, covenants, or conditions of this Contract within [ten (10) days] after receipt by Contractor or written notice from VCTC setting forth the nature of said breach or default, VCTC shall have the right to terminate the Contract without any further obligation to Contractor. Any such termination for default shall not in any way operate to preclude VCTC from also pursuing all available remedies against

Contractor and its sureties for said breach or default.

Waiver of Remedies for any Breach - In the event that VCTC elects to waive its remedies for any breach by Contractor of any covenant, term or condition of this Contract, such waiver by VCTC shall not limit VCTC's remedies for any succeeding breach of that or of any other term, covenant, or condition of this Contract.

7. SUBCONTRACTORS' CERTIFICATE REGARDING DEBARMENT, SUSPENSION, INELIGIBILITY OR VOLUNTARY EXCLUSION

A. The Contractor shall include in each subcontract exceeding \$100,000, regardless of tier, a clause requiring each lower tiered subcontractor to provide the certification set forth in paragraph B of this section. Each subcontract, regardless of tier, shall contain a provision that the subcontractor shall knowingly enter into any lower tier subcontract exceeding \$100,000 with a person who is disbarred, suspended or declared ineligible from obtaining federal assistance funds. If a proposed subcontractor is unable to certify to the statements in the following certification, the Contractor shall promptly notify VCTC and provide all applicable documentation.

B. Each subcontractor with a subcontract exceeding \$100,000 shall certify as follows:

Subcontractor's Certification Regarding Debarment, Suspension, Ineligibility and Voluntary Exclusion

1. _____ ("subcontractor") certifies, by submission of its proposal to _____ ("Contractor"), that neither it nor its "principals" (as defined in 49 CFR 29.105(p)1 is presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from participation in contracts by any Federal department or agency.
2. If subcontractor is unable to certify to the statements in the certification, subcontractor has attached a written explanation to its proposal to the Contractor.

8. PROGRAM FRAUD AND FALSE OR FRAUDULENT STATEMENTS AND RELATED ACTS

The Contractor acknowledges that the provisions of the Program Fraud Civil Remedies Act of 1986, as amended, 31 U.S.C. 3801 et seq. And U.S. Department of Transportation (DOT) regulations, "Program Fraud Civil Remedies," 49 CFR Part 31, apply to its actions pertaining to this Contract. Upon execution of this Contract, the Contractor certifies or affirms the truthfulness and accuracy of any statement it has made, it makes, it may make, or causes to be made, pertaining to this Contract or the FTA assisted project for which this Contract work is being performed. In addition to other penalties that may be applicable, the Contractor further acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification, the Federal Government reserves the right to impose the penalties of the Program fraud Civil Remedies Act of 1986 on the Contractor to the extent the Federal Government deems appropriate.

The Contractor also acknowledges that if it makes, or causes to be made, a false, fictitious, or fraudulent claim, statement, submission, or certification to the Federal Government under a contract connected with a project that is financed in whole or in part with Federal assistance originally awarded by FTA under the authority of 49 U.S.C. 5307, the Government reserves the right to impose the penalties of 18 U.S.C. 1001 and 49 U.S.C. 5307(n)(1) on the Contractor, to the extent the Federal Government deems appropriate.

The Contractor agrees to include the above two clauses in each subcontract financed in whole or in part with Federal assistance provided by FTA. It is further agreed that the clauses shall not be modified, except to identify the subcontractor who will be subject to the provisions.

9. INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

The provisions in this Section (FTA Requirements) include, in part, certain Standard Terms and Conditions required by the U.S. Department of transportation (DOT), whether or not expressly set forth in the preceding provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1F, dated November 1, 2008 as it may be amended from time to time, are hereby incorporated in this Contract reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Contract. The Contractor shall not perform any act, fail to perform any act or refuse to comply with any requests of the City which would cause the City to be in violation of the FTA terms and conditions.

10. LOBBYING

Contractors who apply or bid for an award of \$100,000 or more shall file the certification required by 49 CFR part 20, "New Restrictions on Lobbying." Each tier certifies to the tier above that it will not and has not used Federal appropriated funds to pay any person or organization for influencing or attempting to influence an officer or employee of any agency, a member of Congress, officer or employee of Congress, or an employee of a member of Congress in connection with obtaining any Federal contract, grant or any other award covered by 31 U.S.C. 1352. Each tier shall also disclose the name of any registrant under the Lobbying Disclosure Act of 1995 who has made lobbying contacts on its behalf with non-Federal funds with respect to that Federal contract, grant or award covered by 31 U.S.C. 1352. Such disclosures are forwarded from tier to tier up to the recipient.

11. ENVIRONMENTAL REQUIREMENTS

The Contractor agrees to comply with all applicable standards, orders or requirements as follows:

A. Clean Air

The contractor shall comply with all air pollution control rules, regulations, ordinances and statutes which apply to any work performed pursuant to the Contract, including any air pollution control rules, regulations, ordinances and statutes, specified in Section 1 1017 of the California Government Code. All Contractors and suppliers shall be required to submit evidence, if requested, to VCTC that the governing air pollution control criteria will be met.

The Contractor also agrees to include these requirements in each subcontract exceeding \$100,000 under this Contract.

B. Clean Water

The Contractor agrees to comply with all applicable standards, orders or regulations issued pursuant to the federal Water Pollution Control Act, as amended, 33 U.S.C. 1251 et seq. The Contractor agrees to report each violation to VCTC. VCTC will, in turn, report each violation as required to assure notification to FTA and the appropriate EPA Regional Office.

The Contractor also agrees to include these requirements in each subcontract exceeding \$100,000 under this Contract.

C. Energy Conservation

The Contractor shall recognize mandatory standards and policies relating to energy efficiency which are contained in the State energy conservation plan issued in

compliance with the federal Energy Policy and Conservation Act (42 U.S.C., Section 6321 et seq.).

12. RECYCLED PRODUCTS

The Contractor agrees to comply with all the requirements of Section 6002 of the Resource Conservation and Recovery Act (RCRA), as amended, 42 U.S.C. 6962, including but not limited to the regulatory provisions of 40 CFR Part 247, and Executive Order 12873, as they apply to the procurement of the items designated in Subpart B of 40 CFR Part 247.

13. INCORPORATION OF FEDERAL TRANSIT ADMINISTRATION (FTA) TERMS

The provisions in this Section (FTA Requirements) include, in part, certain Standard Terms and Conditions required by the U.S. Department of Transportation (DOT), whether or not expressly set forth in the preceding provisions. All contractual provisions required by DOT, as set forth in FTA Circular 4220.1F, dated November 1, 2008 as it may be amended from time to time, are hereby incorporated in this Contract reference. Anything to the contrary herein notwithstanding, all FTA mandated terms shall be deemed to control in the event of a conflict with other provisions contained in this Contract. The Contractor shall not perform any act, fail to perform any act or refuse to comply with any requests of the VCTC which would cause the VCTC to be in violation of the FTA terms and conditions.

14. BREACHES AND DISPUTE RESOLUTION PROCEDURE

Disputes - Disputes arising in the performance of this Contract which are not resolved by agreement of the parties shall be decided in writing by the authorized representative of VCTC. This decision shall be final and conclusive unless within [ten (10)] days from the date of receipt of its copy, the Contractor mails or otherwise furnishes a written appeal to the VCTC. In connection with any such appeal, the Contractor shall be afforded an opportunity to be heard and to offer evidence in support of its position. The decision of the VCTC shall be binding upon the Contractor and the Contractor shall abide by the decision.

Performance During Dispute - Unless otherwise directed by VCTC, Contractor shall continue performance under this Contract while matters in dispute are being resolved.

Claims for Damages - Should either party to the Contract suffer injury or damage to person or property because of any act or omission of the party or of any of his employees, agents or others for whose acts he is legally liable, a claim for damages therefor shall be made in writing to such other party within a reasonable time after the first observance of such injury or damage.

Remedies - Unless this contract provides otherwise, all claims, counterclaims, disputes and other matters in question between the VCTC and the Contractor arising out of or relating to this agreement or its breach will be decided by arbitration if the parties mutually agree, or in a court of competent jurisdiction within the State of California.

Rights and Remedies - The duties and obligations imposed by the Contract Documents and the rights and remedies available thereunder shall be in addition to and not a limitation of any duties, obligations, rights and remedies otherwise imposed or available by law. No action or failure to act by the VCTC, Contractor shall constitute a waiver of any right or duty afforded any of them under the Contract, nor shall any such action or failure to act constitute an approval of or acquiescence in any breach thereunder, except as may be specifically agreed in writing.

15. FLY AMERICA

The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and

subrecipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S. Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

16. CARGO PREFERENCE

The contractor agrees:

- a. to use privately owned United States-Flag commercial vessels to ship at least 50 percent of the gross tonnage (computed separately for dry bulk carriers, dry cargo liners, and tankers) involved, whenever shipping any equipment, material, or commodities pursuant to the underlying contract to the extent such vessels are available at fair and reasonable rates for United States-Flag commercial vessels;
- b. to furnish within 20 working days following the date of loading for shipments originating within the United States or within 30 working days following the date of leading for shipments originating outside the United States, a legible copy of a rated, "on-board" commercial ocean bill-of -lading in English for each shipment of cargo described in the preceding paragraph to the Division of National Cargo, Office of Market Development, Maritime Administration, Washington, DC 20590 and to the FTA recipient (through the contractor in the case of a subcontractor's bill-of-lading.)
- c. to include these requirements in all subcontracts issued pursuant to this contract when the subcontract may involve the transport of equipment, material, or commodities by ocean vessel.

Lobbying Certification

As required by U.S. DOT regulations, "New Restrictions on Lobbying," at 49 CFR 20.110, I certify to the best of my knowledge and belief that for each application for federal assistance exceeding \$100,000: (1) No Federal appropriated funds have been or will be paid, by or on behalf of _____, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress pertaining to the award of any Federal assistance, or the extension, continuation, renewal, amendment, or modification of any Federal assistance agreement; and (2) If any funds other than Federal appropriated funds have been or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any application to FTA for Federal assistance, I assure that Standard Form-LLL, "Disclosure Form to Report Lobbying," would be submitted and would include all information required by the form's instructions.

I understand that this certification is a material representation of fact upon which reliance is placed and that submission of this certification is a prerequisite for providing Federal assistance for a transaction covered by 31 U.S.C. 1352. I also understand that any person who fails to file a required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Signature & Title of Authorized Official

Date

Suspension and Debarment Certification

**CERTIFICATION OF PRIMARY PARTICIPANT REGARDING DEBARMENT, SUSPENSION, AND
OTHER RESPONSIBILITY MATTERS**

The Primary Participant (applicant for an FTA grant or cooperative agreement, or Potential Contractor for a major third party contract), certifies to the best of its knowledge and belief, that it and its principals:

1. Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any Federal department or agency, -
2. Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public (Federal, State or local) transaction or contract under a public transaction, - violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;
3. Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity (Federal, State, or local) with commission of any of the offenses enumerated in paragraph (2) of this certification; and
4. Have not within a three-year period preceding this application/proposal had one or more public transactions (Federal, State or local) terminated for cause or default.

(If the primary participant (applicant for an FTA grant, or cooperative agreement, or potential third party contractor) is unable to certify to any of the statements in this certification, the participant shall attach an explanation to this certification.)

THE PRIMARY PARTICIPANT (APPLICATION FOR AN FTA GRANT OR COOPERATIVE AGREEMENT, OR POTENTIAL CONTRACTOR FOR A MAJOR THIRD PARTY CONTRACT), _____

CERTIFIES OR AFFIRMS THE TRUTHFULNESS AND ACCURACY OF THE CONTENTS OF THE STATEMENTS SUBMITTED ON OR WITH THIS CERTIFICATION AND UNDERSTANDS THAT THE PROVISIONS OF 31 U.S.C. SECTIONS 3801 ET. SEQ. ARE APPLICABLE THERETO.

Signature of Contractor's Authorized Official

Date

Typed Name and Title of Contractor's Authorized Official

APPENDIX F

Lobbying Certification

As required by U.S. DOT regulations, "New Restrictions on Lobbying," at 49 CFR 20.110, I certify to the best of my knowledge and belief that for each application for federal assistance exceeding \$100,000: (1) No Federal appropriated funds have been or will be paid, by or on behalf of _____, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress pertaining to the award of any Federal assistance, or the extension, continuation, renewal, amendment, or modification of any Federal assistance agreement; and (2) If any funds other than Federal appropriated funds have been or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with any application to FTA for Federal assistance, I assure that Standard Form-LLL, "Disclosure Form to Report Lobbying," would be submitted and would include all information required by the form's instructions.

I understand that this certification is a material representation of fact upon which reliance is placed and that submission of this certification is a prerequisite for providing Federal assistance for a transaction covered by 31 U.S.C. 1352. I also understand that any person who fails to file a required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each failure.

Signature & Title of Authorized Official

Date



Item #8F

February 3, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DARREN KETTLE, EXECUTIVE DIRECTOR

SUBJECT: VCTC OFFICE SPACE LEASE EXTENSION

RECOMMENDATION:

- Authorize the Executive Director to execute a 12 month lease extension with Lincoln's Inn, Marina Self Storage Inc. for a term of February 1, 2017 through December 31, 2017 at a lease rate of \$12,100.00 per month (\$1.79/square foot).

DISCUSSION:

The Commission occupies 6750 square feet of office space at 950 County Square Drive, a professional office building known as Lincoln's Inn. VCTC's current lease was approved by the Commission in June, 2015 with a term through December 31, 2016 at the current monthly rate of \$11,803.58 (\$1.75/ square foot). The recommended lease rate provides for an increase in lease rate of 2%. This amendment extends our current lease with the slight increase in lease rate until December 31, 2017 and allow for termination with 3 months notice.

As the Commission is aware, VCTC is in the process of purchasing and renovating a new main office located at 2220 Ventura Boulevard in Camarillo. In the event the new office project is completed ahead of schedule, this amendment does allow early termination with 3 months notice.

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Item #9

February 3, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER

SUBJECT: FISCAL YEAR 2017/2018 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS PUBLIC HEARING

RECOMMENDATION

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

BACKGROUND

The California State Transportation Development Act (TDA), which was passed in 1971, provides a major source of funding for local transit, bicycle/pedestrian and street projects. The legislation, as amended, authorizes the Ventura County Transportation Commission (VCTC) to administer the local TDA process and oversee regulatory and fiscal compliance. The intent of the legislation is to expend available State funds for transit needs and to improve the movement of transit vehicles. To assure full consideration is given to meeting the intent of the law, a public hearing to discuss transit needs must be held every year.

Per TDA statute, VCTC is annually required to conduct an "Unmet Transit Needs" process prior to allocating TDA funds for non-transit purposes such as streets and roads. The Unmet Transit Needs process is conducted each year to collect requests for new or expanded transit service. Before allocating funds for non-transit purposes, staff determines if there are any unmet transit needs that are "reasonable to meet." TDA statute allows VCTC to develop its own definitions of "unmet transit needs" and "reasonable to meet" the definitions are attached as they were approved by the Commission in December 2016 (see Attachment A).

The purpose of the public hearing is to take testimony on local and/or regional transit needs, and assure that all reasonable transit needs are satisfied. VCTC is required to make those findings, and provide them to the State for review and concurrence prior to allocation of TDA funds to the cities/County for any street or road purpose. In the past, this process was applicable to the entire County and the format of the public hearing process occurred through a voluntary subcommittee of Commissioners. In 2014, TDA legislation changed and Counties with populations over 500,000 were required to use all TDA funds for transit. Ventura County received an exemption in the legislation so that cities with populations under 100,000 are eligible to use TDA funds for non-transit purposes. As of July 1, 2014 only the cities of Camarillo, Fillmore, Moorpark and Santa Paula can claim TDA funds for local street purposes and the Unmet Transit Needs process is applicable only to these cities.

DISCUSSION

Under current law, with respect to any county with a population below 500,000 in 1970, transportation planning agencies, such as VCTC, are required to convene a Social Services Transportation Advisory Committee (SSTAC) to annually identify the transit needs of the county, review and recommend action by the transportation planning agency and conduct at least one public hearing a year. The hearing is required to target "transit dependent and transit disadvantaged populations" (seniors, disabled and low-income). State law included this requirement as a way to ensure these populations had an opportunity to provide comments about transit needs prior to counties using TDA funds for local streets and roads.

Since the Commission's approval of the unmet transit needs findings and recommendations, VCTC has received public comments and service requests through VCTC's public comment form and rider comment email address. In addition, staff received a host of public comment and unmet transit needs comments during public outreach sessions that were held in Summer 2016. The public outreach sessions were not designed to geographically target communities for feedback. Instead they were designed to reach countywide senior, disabled, low-income and low-income youth populations. Through these sessions additional outreach was extended to human & social service agencies that are directly involved with arranging or providing mobility needs for clients and riders requiring specialized mobility options. A station survey was conducted at the Ventura Transit Center in September 2016 to collect unmet needs comments from riders that frequently need to transfer across systems. Finally, two online surveys were hosted during Summer 2016 and Winter 2016 for the general public to provide feedback. Legal notice for today's public hearing was published in the Ventura County Star and Vida News on January 3, 2017. A table summarizing the public feedback collected through the online surveys and outreach sessions is included in Attachment B.

After today's hearing, the online unmet needs survey will remain on the www.goventura.org website until February 13, 2017 when the public comment period closes. Testimony heard at today's public hearing will be reviewed by staff and the Citizen's Transportation Advisory Committee (CTAC) and SSTAC. Staff will consult and work with the CTAC/SSTAC to develop findings and appropriate recommendations, which will be presented to the Commission in May 2017 for approval action.

Adoption of staff's recommendation completes the 2016/17 Unmet Transit Needs process and authorizes distribution of Transportation Development Act (TDA) revenue for non-transit purposes.

FY 17-18 Unmet Transit Need and Reasonable to Meet Definitions

“UNMET TRANSIT NEED”

Public transportation services identified by the public with sufficient broad-based community support that have not been funded or implemented. Unmet transit needs identified in a government-approved plan meet the definition of an unmet transit need. Sufficient broad-based community support means that persons who will likely use the service on a routine basis demonstrate support: at least 15 requests for general public service and 10 requests for disabled service.

Includes:

- 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

Excludes:

- Operational changes such as minor route changes, bus stop changes, or changes in schedule
- Requests for extended hours (less than one (1) hour)
- Service for groups or individuals that is not needed by or will not benefit the general public
- Comments about vehicles, facilities, driver performance and transit organizational structure
- Requests for better coordination
- Requests for reduced fares and changes to fare restrictions
- Improvements funded or scheduled for implementation in the following year
- Future transportation needs
- Duplication or replacement of existing service

ATTACHMENT A – continued

“REASONABLE TO MEET”

Outcome	Definitions	Measures & Criterias
<i>Equity</i>	The proposed service will not cause reductions in existing transit services that have an equal or higher priority	Measures: Vehicle revenue service hours and revenue service miles. Criteria: Transit vehicle service hours and miles will not be reduced on existing routes to fund the proposed service
<i>Timing</i>	The proposed service is in response to an existing rather than future transit need	Criteria: Same as definition that proposed service is in response to an existing rather than future transit need; based on public input
<i>Feasibility</i>	The proposed service can be provided with the existing fleet or under contract to a private provider	Measure: Vehicle spare ratio: Transit system must be able to maintain FTA's spare ratio requirement of 20% (buses in peak service divided by the total bus fleet cannot fall below 20%). If less than 20%, can additional buses be obtained (purchased or leased) or can service be provided under contract to a private provider?
<i>Feasibility</i>	There are adequate roadways to safely accommodate transit vehicles	Measure & Criteria: Route inspection to determine adequacy of infrastructure to accommodate transit vehicles and passengers.
<i>Cost Effectiveness</i>	The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole	Measure: Total estimate annual passenger fare revenue divided by total annual operating cost (the entire service including the proposed service) Criteria: fare revenue/operating cost cannot fall below the operator's required passenger fare ratio.
<i>Cost Effectiveness</i>	The proposed service will meet the scheduled passenger fare ratio standards described in Attachment A	Measures and criteria in Attachment A.

Outcome	Definitions	Measures & Criterias
<i>Service Effectiveness</i>	Estimated passengers per hour for the proposed service will not be less than the system-wide average after three years.	Measure: Passengers per hour. Criteria: Projected passengers per hour for the proposed service is not less than 70% of the system-wide average (without the proposed service) at the end of 12 month of service, 85% at the end of 24 months of service, and 100% at the end of 36 months of service.

PASSENGER FARE RATIOS

It is desirable for all proposed transit services in urban areas to achieve a 20% passenger fare ratio by the end of the third year of operation. A passenger fare ratio of 10% is desired for special services (i.e., elderly and disabled) and rural area services*. More detailed passenger fare ratio standards, which will be used to evaluate services as they are proposed and implemented, are described below. Transit service both urban and rural areas, per state law, may obtain an “intermediate” passenger fare ratio.

Urban Service	Rural Service	Recommended Action
New Service Performance Criteria: End of Twelve Months		
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed
New Service Performance Criteria: End of Twenty-four Months		
Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications if needed
New Service Performance Criteria: End of Thirty-Six Months **		
Less than 15%	Less than 7%	Provider may discontinue service
15% to 19%	7% to 9%	Provider may consider modifying and continue service
20% or more	10% or more	Provider will continue service, with modifications if needed
<i>*Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.</i>		
<i>**A review will take place after 30 months to develop a preliminary determination regarding the discontinuation of proposed services</i>		

ATTACHMENT B

FY 2017-18 Unmet Transit Needs - Public Comments (July 2017 – Present)			
Name	Date	City	Comment
Norma Magana	7/1/16	Fillmore	Wants public transportation from Fillmore to Moorpark for access to jobs, recreation, schools (both middle, high and Moorpark College), services and shopping.
Norma Magana	7/1/16	Fillmore	Wants public transportation from Fillmore to Santa Clarita for access to jobs (including to Magic Mountain), recreation, schools (both middle, high and College of the Canyons), services and shopping.
Andreana DeMoss	7/25/16	Fillmore	Wants transportation from Fillmore to Moorpark High School
Maria Villa	7/19/16	Piru	Wants public transportation from Fillmore to Moorpark for access to schools (including Moorpark College), jobs and access to the Metrolink Station. Specifically wants a bus to the Civic Center to facilitate transfers with Moorpark City Transit.
Erika Arana	7/11/16	Fillmore	Wants transportation from Fillmore to Moorpark schools
Desirae	7/18/16	Santa Paula	Wants a Valley Express bus stop added/route expanded to Pine Road in Santa Paula; the closest bus stop is on Wheeler Canyon Road a 15 minute walk from home.
Patricia Negrete	8/8/16	Fillmore	Wants transportation from Fillmore to Chaparral Middle School in Moorpark.
Karol Spaccaralli	8/18/2016	Bell Canyon/Unincorp	Wants dial-a-ride transportation to/from Bell Canyon to Simi Valley
Nicholas Oatway	6/27/2016	Ojai	Wants Ojai service to serve east of Gridley Rd
Forum Attendee	8/29/2016	Simi Valley	Ventura County Human Service E. County Intake Center moved (previous located on Royal Ave in Simi, now located at Madera/101) and the bus stop isn't close enough to the intake center so people have to walk uphill making it impossible to get to on transit. Can they add a stop?
Forum Attendee	8/30/2016	Oxnard	Casa Merced/5 th – this area needs a shelter at the bus stop, there are a lot of people that wait for the bus and there's no shelter
Forum Attendee	8/30/2016	Oxnard	Westar Drive in front of Spatz Laboratory – needs a shelter and amenities, there are a lot of workers that take the bus there
Forum Attendee	8/30/2016	Oxnard	Mandalay Beach doesn't have any bus access (hard for workers to get in/out if they don't have a car)
Scott Sharp	12/6/2016	n/a	Wants bus service from Camarillo to Goleta
Scott Sharp	12/6/2016	n/a	Wants Online/app...bus schedule is difficult to read since have to scroll a lot to get from pickup location to dropoff location. Better might be to enter departure location / dropoff location and have it list the associated times
Rachel Rodriguez	12/1/2016	Camarillo	Wants a bus stop/route in front of the Camarillo Airport Business Park

FY 2017-18 Unmet Transit Needs - Public Comments (July 2017 – Present)			
Name	Date	City	Comment
Daisy Rodriguez	11/16/2016	n/a	I ride the 126 Eastbound Monday – Friday @ 5:34 pm. The bus stop is very dark, no lights at stop. I am a senior citizen and sometimes there are questionable characters in that area. Would it be possible to get some lighting at the stop?
Email user	10/9/2016	n/a	Planning a trip from Oxnard to Simi was a major ordeal since I had to manually mesh two different schedules. It would be helpful if you could offer a tool that allowed point-to-point planning across routes a la Metrolink or Amtrak.
Daniel Goldberg	6/16/2016	n/a	The Highway 101 route should go to Westlake Village
Survey Responder	Fall 2016	n/a	Need transit to Santa Monica and Malibu
Survey Responder	Fall 2016	n/a	More service to Oxnard is needed
Survey Responder	Fall 2016	n/a	Need better connections into Los Angeles County, including Valencia
Survey Responder	Fall 2016	n/a	Need a stop at HWY 126 and Palm St.
Survey Responder	Fall 2016	n/a	Fillmore needs a second stop in town. It could be near the church in the beginning of town - I have to walk at least 1.5 miles to where I'm going
Survey Responder	Fall 2016	n/a	There needs to be a stop at Main (in Ventura) for the trip back from Santa Barbara. It's a long walk to the Vons Parking lot
Survey Responder	Fall 2016	n/a	More bus stops along Gold Coast Route 16
Survey Responder	Fall 2016	n/a	Public transportation in Ventura County has much to be desired, primarily, the buses drive in the bike lanes; at the transit centers there are many destinations, but once you get to the periphery, there aren't many options.
Survey Responder	Fall 2016	n/a	A bus stop is needed by the Vons in Ojai
Survey Responder	Fall 2016	n/a	A stop by Tico Road
Survey Responder	Fall 2016	n/a	A bus stop is needed at Central and Vineyard
Survey Responder	Fall 2016	n/a	Need a VCTC stop on Thompson on the way to Santa Barbara. Riders have to come all the way downtown to get the bus
Survey Responder	Fall 2016	n/a	Need more frequent service in Casitas Springs
Survey Responder	Fall 2016	n/a	Need more frequency on Gold Coast Route 16. Route 6 is so crowded there is no place to sit. I would rather ride 16 but it needs to run more often
Survey Responder	Fall 2016	n/a	Transit near Camino del Col on Route 17 should run more often.
Survey Responder	Fall 2016	n/a	VCTC Highway 101 should have more trips for students travelling to CSUCI. It stops running from Metrolink to Ventura at 6pm. That is way too early. There is a break between 12pm and 3pm. That's 3 hours of not getting Metrolink. Please improve frequency.
Survey	Fall 2016	n/a	There should be a standard pass that is good for all VCTC transportation

FY 2017-18 Unmet Transit Needs - Public Comments (July 2017 – Present)			
Name	Date	City	Comment
Responder			
Survey Responder	Fall 2016	n/a	Some transfers expire in 90 minutes and some in 2 hours. They should be consistent
Survey Responder	Fall 2016	n/a	Transfer policies are no consistent. VCTC and Gold Coast have different times allowed to transfer and use the same pass
Survey Responder	Fall 2016	n/a	The last VCTC bus on weekends from Ventura to Santa Paula is 5pm. It needs to run til at least 8pm
Survey Responder	Fall 2016	n/a	Need later weekend service
Survey Responder	Fall 2016	n/a	Service from Ventura to Santa Barbara should run later. Leave after 5:15 pm from Ventura
Survey Responder	Fall 2016	n/a	VCTC buses are very crowded on weekends because it doesn't run late enough
Survey Responder	Fall 2016	n/a	I get stranded on Wells Road because the VCTC bus stops running at 5pm and I have no way back home to Santa Paula
Survey Responder	Fall 2016	n/a	Bus fare is very high, especially for those with no income
Survey Responder	Fall 2016	n/a	Seniors should ride free
Survey Responder	Fall 2016	n/a	Low income riders need a reduce fare
Online Survey	Winter 2016	n/a	Metro. Route 161 and L.A. DOT Express // Route 422. They Start at 9:00 A.M. All People start School or Work at 08:00 A.M. We Need a bus that leaves at 6:00 A.M. or 7:00 A.M. There is No bus in Ventura County the leaves to the Valley (Los Angeles County) till 09:00 A.M. or 9:30 due to traffic and car accidents. There is a lot of people that car pool in Thousand Oaks and in the City of Ventura to the Valley for Work and School because of this.
Online Survey	Winter 2016	n/a	Metrolink trains are old and interiors are terrible. Seats are worn out. Interiors are dirty and are not cleaned regularly
Online Survey	Winter 2016	n/a	It would be awesome to have a train go to TO. Moorpark and Simi are still too far to walk or bike from to TO from the train station. Would also LOVE better/more bike paths through the city and countryside. The Ventura-Ojai rails trai is awesome. Please build more bike paths
Online Survey	Winter 2016	n/a	Almost all of my transit needs are not being met. Ventura County is largely ineffective at providing transit services. Ventura County doesn't do well at pavement either.
Online Survey	Winter 2016	n/a	I would like to go to Moorpark College but there is no bus route from Fillmore to Moorpark
Online Survey	Winter 2016	n/a	Wants Express service to Metrolink stations. Open up the path to taking mass transit to the airport in a relatively easy fashion - LAX, Burbank, and SB Airports
Online Survey	Winter 2016	n/a	Wants transit to Valencia
Online Survey	Winter 2016	n/a	Wants morning commute service from Woodland Hills to Downtown Oxnard
Online Survey	Winter 2016	n/a	Wants access to Simi Valley on a timely basis, also to Metrolink in Moorpark

FY 2017-18 Unmet Transit Needs - Public Comments (July 2017 – Present)			
Name	Date	City	Comment
Online Survey	Winter 2016	n/a	Wants schedules/ride guides attached to the stop and posted at the station. Wants Stop/station signs at the 22 line in Saticoy. "Image shift: Public Transportation is common sense - for the smart, not just for the poor or disabled"
Online Survey	Winter 2016	n/a	Wants timely access from one city to the next, particularly in Camarillo. Wants more affordable options
Online Survey	Winter 2016	n/a	Wants faster, more reliable service that competes with automotive travel both cost and time wise.
Online Survey	Winter 2016	n/a	Trips are not efficient from West Ventura County to East Ventryra County and further beyond into LA. They take too long
Online Survey	Winter 2016	n/a	Would use Metrolink more into LA if it ran more, over more extended hours, and if it could ever be extended into the City of Ventura
Online Survey	Winter 2016	n/a	Wants round trip train service from Los Angeles and Ventura
Online Survey	Winter 2016	n/a	I believe we need more Trolley service at night as I get off at 6pm and the Camarillo Trolley stops at 6:00pm. The VISTA bus service and CAT service is the best in the County
Online Survey	Winter 2016	n/a	<i>Translated:</i> I want to go to Camarillo on transit to go shopping



Item #10

February 3, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: SALLY DEGEORGE, FINANCE DIRECTOR
**SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA),
LOCAL TRANSPORTATION FUND (LTF),
DRAFT APPORTIONMENT FOR FISCAL YEAR 2017/2018**

RECOMMENDATION:

- Approve the Local Transportation Fund Draft Apportionment for Fiscal Year 2017/2018 apportioning \$34.1 million as shown in Attachment 1.

BACKGROUND:

Each year the Ventura County Transportation Commission (Commission or VCTC) is responsible for apportioning the quarter cent statewide sales tax funds that accrue to Ventura County under the State Transportation Development Act (TDA) Local Transportation Fund (LTF). Current eligible uses of LTF revenues include funds for Commission administration (amount determined by the Commission), County administration fees, Commission planning activities (capped at 2% of revenues), bicycle and pedestrian projects (capped at 2% after administrative and planning costs are deducted), rail passenger service operations/capital improvements with the remainder going to fund transit and if all transit needs are met, to street and road projects in cities under 100,000 if eligible. Staff works with the County Auditor-Controller to determine the estimated fund balance for the upcoming fiscal year and the projected sales tax revenue. These funds are then apportioned by population and allocated throughout the fiscal year as receipts are received.

In recognition of the volatility of sales tax revenue, in 2011, the Commission adopted a policy to maintain a reserve of roughly 10% of funds to be apportioned for Articles 4 (public transportation) and 8 (other allocations, currently transit and local streets and roads). Should LTF revenues received be lower than estimated, VCTC would be able to draw from the reserves to keep local jurisdictions whole for the fiscal year to smooth out sales tax fluctuations.

In order to operate Commuter Rail (Metrolink) services, VCTC has historically “swapped” its federal funds with Los Angeles County Metropolitan Transportation Authority’s local transportation sales tax funds. Although this practice had worked in the past, this “swapping” of funds was unsustainable. In 2013, as the economy continued to recover and the LTF receipts rebounded, the Commission saw an opportunity to become more self-reliant in meeting its Metrolink operations costs obligations. The Commission decided that each time there was an increase in estimated LTF revenues, the increase would be split one-third to Commuter Rail and two-thirds to bus transit.

DISCUSSION:

Each year the Ventura County Auditor-Controller provides a Local Transportation Fund estimate to VCTC for the upcoming fiscal year and notifies VCTC if the previous projection for the current Fiscal Year needs revision (either up or down). The County is projecting that the current Fiscal Year should be lowered by \$200,000 to \$34.3 million and then estimates that Fiscal Year 2017/2018 Local Transportation Fund sales tax receipts will remain flat at \$34.3 million (see Attachment 2). It is estimated that the beginning fund balance will be \$200,000 higher than the Fiscal Year 2016/2017 beginning fund balance largely due to Fiscal Year 2015/2016 revenues being higher than projected. The contingency is sufficient to absorb the revised revenues and no adjustment to the Fiscal Year 2016/2017 LTF apportionment is planned at this time.

After accounting for the estimated \$2.7 million beginning fund balance, \$34.3 million projected tax receipts and \$2.9 million reserve, it is estimated that there will be \$34.1 million to apportion in Fiscal Year 2017/2018. This amount is the same as the previous year largely due to a higher beginning fund balance. The Fiscal Year 2017/2018 apportionment (see Attachment 1) includes the following:

- \$4,546,233 Article 3 funds for Commission activities including:
 - \$2,864,233 for Metrolink commuter rail purposes.
 - \$682,000 (or 2%) for planning activities which include Regional Transportation Planning, Regional Transit Planning, Transportation Improvement Program and Monitoring,
 - \$1,000,000 placeholder for administration of Commission activities including ADA and Senior projects, Fare Collection and APC Systems, Nextbus, Grant Administration, Transit Information Center, TDA Administration, Transportation Improvement Program and Monitoring as well as supporting the Commission’s office administration and management.
- \$13,500 Article 3 funds for the County Auditor-Controller’s administrative costs.
- \$648,090 Article 3 funds for Bicycle and Pedestrian projects.
- \$28,892,177 for apportionment to local jurisdictions as allowed by TDA. This is a reduction of approximately \$233,750. The Commission apportions these funds based on the California Department of Finance population estimates. The Department of Finance issues the updated population estimates for the cities and counties in May of each year. The Fiscal Year 2017/2018 draft apportionment is based on the May 2016 population estimate of 856,508. The final LTF apportionment will be adjusted for the new population estimate published in May 2017.

ATTACHMENT 1
VENTURA COUNTY TRANSPORTATION COMMISSION
TDA LOCAL TRANSPORTATION FUND DRAFT APPORTIONMENT FOR FISCAL YEAR 2017/2018

			DRAFT Fiscal Year 2017/2018	FINAL Fiscal Year 2016/2017	Change vs. Fiscal Year 2016/2017	FINAL Fiscal Year 2015/2016
Estimated Unapportioned Cash Balance			2,700,000	2,500,000	200,000	3,200,000
Contingency Reserve			-2,900,000	-2,900,000	0	-3,000,000
Estimated Annual LTF Receipts			34,300,000	34,500,000	-200,000	34,400,000
Total Funds Available			34,100,000	34,100,000	0	34,600,000
Auditor's Administration			13,500	13,500	0	14,000
VCTC Administration			1,000,000	761,480	-238,520	805,280
VCTC Planning and Programming			682,000	682,000	0	692,000
Subtotal			32,404,500	32,643,020	-238,520	33,088,720
Article 3 Pedestrian and Bicycle Facilities			648,090	652,860	4,770	661,774
Subtotal			31,756,410	31,990,160	-233,750	32,426,946
Article 3 Rail Passenger Service Operations/Capital			2,864,233	2,864,233	0	2,830,900
Total to be Apportioned			28,892,177	29,125,927	-233,750	29,596,046
Article 4 and Article 8 by Agency	Population	Pop %	DRAFT Fiscal Year 2017/2018	FINAL Fiscal Year 2016/2017	Change vs. Fiscal Year 2016/2017	FINAL Fiscal Year 2015/2016
Camarillo	69,924	8.16%	2,358,713	2,377,796	-19,083	2,343,540
Fillmore	15,529	1.81%	523,832	528,070	-4,238	538,860
Moorpark	36,715	4.29%	1,238,490	1,248,510	-10,020	1,246,801
Santa Paula	30,752	3.59%	1,037,343	1,045,735	-8,392	1,066,343
Simi Valley	127,167	14.85%	4,289,664	4,324,369	-34,705	4,414,003
Thousand Oaks	132,365	15.45%	4,465,006	4,501,130	-36,124	4,514,020
Gold Coast Transit District:						
Ojai	7,477	0.87%	252,217	254,259	-2,042	265,644
Oxnard	206,997	24.17%	6,982,531	7,039,023	-56,492	7,194,151
Port Hueneme	22,702	2.65%	765,796	771,991	-6,195	794,557
San Buenaventura	108,557	12.67%	3,661,902	3,691,528	-29,626	3,815,677
Ventura County - Unincorporated	98,323	11.48%	3,316,683	3,343,516	-26,833	3,402,450
Total	856,508	100.00%	28,892,177	29,125,927	-233,750	29,596,046

ATTACHMENT 2

JEFFERY S. BURGH
AUDITOR-CONTROLLER

COUNTY OF VENTURA
800 SOUTH VICTORIA AVE.
VENTURA, CA 93009-1540



ASSISTANT
AUDITOR-CONTROLLER
JOANNE McDONALD

CHIEF DEPUTIES
VALERIE BARRAZA
BARBARA BEATTY
JILL WARD
MICHELLE YAMAGUCHI

January 12, 2017

Mr. Darren Kettle, Executive Director
Ventura County Transportation Commission
950 County Square Drive
Ventura, CA 93003

SUBJECT: LOCAL TRANSPORTATION FUND FY 2017-18 ESTIMATES AND FY 2016-17 REVISED ESTIMATES

Dear Mr. Kettle:

The Auditor-Controller's conservative estimate of the Local Transportation Fund (LTF) revenues for fiscal year 2017-18 is \$34.3 million. Based on current year projected growth of 0.52 percent, the estimate could be up to \$34.5 million. As you are aware, projections are very uncertain given the current economic climate. It may be prudent to budget a contingency account to be allocated midyear if projections remain strong.

For FY 2016-17 we had projected \$34.5 million. This estimate is currently revised to \$34.3 million. In addition, based on the allocation schedule provided by your office, we estimate that approximately \$25,017 in interest will be earned by the fund during fiscal year 2016-17 and be available for allocation in the subsequent fiscal year.

Based on revised revenue estimates of \$34.3 million, budgeted allocations of \$34.1 million and interest of \$25,017 we project a LTF fund balance at June 30, 2017, of approximately \$2,748,863 (see Attachment I).

The Auditor-Controller's estimated LTF administrative costs for fiscal year 2017-18 are \$13,500.

We will continue to monitor growth trends and will notify you in the event of a significant change in projected revenues.

If you have any questions, please contact Jill Ward at (805) 654-3153.

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeff Burgh", written over a horizontal line.

JEFFERY S. BURGH
Auditor-Controller

Enclosure

ATTACHMENT 1

COUNTY OF VENTURA
AUDITOR-CONTROLLER
LOCAL TRANSPORTATION FUND
PROJECTED ACTIVITY AND FUND BALANCE
AS OF JUNE 30, 2017

Audited Fund Balance as of June 30, 2016	\$ 2,500,684	
Reversal of FY16 Fair Value adjustment	<u>(3,860)</u>	
Subtotal:		2,496,824
ADD:		
FY 16-17 Actual LTF Receipts as of December 31, 2016	\$ 17,374,300	
Projected LTF receipts for remainder of FY 16-17	<u>16,952,722</u>	
Subtotal: (A)		34,327,022
 FY 16-17 interest earnings apportioned as of December 31, 2016	 \$ 6,619	
Projected interest earnings for the remainder of FY 16-17	 <u>18,398</u>	
Total Interest (B)		<u>25,017</u>
Funding Available		\$ 36,848,863
LESS:		
FY 16-17 allocations as of December 31, 2016	\$ 15,728,768	
Projected allocations for the remainder of FY 16-17(C)	<u>18,371,232</u>	
Subtotal:		<u>34,100,000</u>
Projected Fund Balance as of June 30, 2017		\$ <u>2,748,863</u>

(A) FY 16-17 projected LTF receipts are based on FY16-17 actual receipts through December, 2016.

(B) Based on actual first quarter earnings and projected second, third, and fourth quarter earnings.

(C) Based on VCTC FY 16-17 Transportation Development Act (TDA) allocations adopted on June 3, 2016.

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Item #11

February 3, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DARREN KETTLE, EXECUTIVE DIRECTOR

SUBJECT: VCTC OFFICE BUILDING UPDATE AND AMENDMENT NO. 1 TO PROPERTY PURCHASE AND DEVELOPMENT AGREEMENT

RECOMMENDATION:

- Approve Amendment No. 1 to the Property Purchase and Development Agreement between VCTC and the City of Camarillo
- Authorize the Executive Director to execute Amendment No. 1
- Ratify one-year extension request to obtain building permit.

BACKGROUND:

On December 5, 2014, the Commission approved a Property Purchase and Development Agreement between VCTC and the City of Camarillo ("Agreement"). The building is currently owned by the City and is located at 2220 Ventura Boulevard. When completed, the Agreement will split the existing lot into two parcels. The Building Parcel would be owned by VCTC and includes the building to the south of the lot. The Parking Parcel would be retained by the City and would include everything between the building and Ventura Blvd.

Article 2, Item 2.2, of the Agreement includes provisions for VCTC and the City to split the costs of improvements to the Parking Parcel. Exhibit G of the Agreement lists the assumed scope of work for improvements as the following: 2" grind and overlay of the existing asphalt, new striping, and installation of two new vehicle charging stations. It also states the approximate cost of improvements to be \$75,000.

As the project moved forward and design meetings were held with VCTC and the City, it became apparent that the desired scope of work for the Parking Parcel included more items than originally assumed. These new items include: an ADA accessible building entrance from Ventura Blvd., parking lot lights, a free standing wall with electrical outlets, extensive landscaped areas, and re-routing of the City's Downtown Corridor Bike Path that avoids the building's ADA accessible ramp entrance. The revised approximate cost for all of the Parking Parcel improvements is \$400,000.

The Camarillo City Manager and the VCTC Executive Director have worked collaboratively to negotiate an acceptable solution to pay for the costs of these additional improvements. The decision was for the City and VCTC to split the costs of all Parking Parcel improvements.

February 3, 2017
Item #11
Page #2

Amendment No. 1 (attached) revises the Agreement Article 2, Item 2.2 by removing the estimation of total cost for the improvements and simply states that “*VCTC and the City each agree to pay for 50% of the actual costs of the improvement work*”.

The Camarillo City Council approved Amendment No. 1 on January 11, 2017.

Time Extension

Section 3.1.3 of the agreement requires that VCTC obtain the building permit for the project within two years of the effective date of the agreement of February 1, 2015. The City, in its reasonable discretion, may grant an extension not to exceed one additional year. VCTC requested that the City grant the extension in recognition of the time that was taken in the process described in the paragraph above. Furthermore, Section 7.1.4 requires that VCTC obtain a Certificate of Occupancy within four years of the Effective Date. The City, in its reasonable discretion, may grant an extension not to exceed one additional year. In the interest of keeping the timeframes consistent with the original agreement, VCTC requested a one year extension to the date it is required to obtain a Certificate of Occupancy. A letter making this request was sent to city of Camarillo City Manager from the VCTC Executive Director making this request at the end of December 2016. The City Council approved the request at their January 11, 2017 meeting.



Ventura County Transportation Commission

December 19, 2016

Mr. David Norman
City Manager
City of Camarillo
601 Carmen Drive
Camarillo, CA 93010

Subject: 2220 Ventura Boulevard Project Extension Request

Dear Mr. Norman,

The City of Camarillo and the Ventura County Transportation Commission (VCTC) are parties to a Purchase and Development Agreement for property located at 2220 Ventura Boulevard, Camarillo, California. The City and VCTC have been working cooperatively through the process to meet the conditions set forth in the agreement as the project consists of what will ultimately be a two parcel project consisting of the building to be owned by VCTC and the parking lot owned by the City.

In early 2016 the City approved the preliminary design for both the building and the parking lot parcel. Upon approval by the City, VCTC directed its consultant architect to prepare a project cost estimate that included both parking lot reconstruction and the building remodel. The initial estimate came in substantially higher than the funding VCTC had reserved for the project. Additionally, the scope of parking lot element of the project was modified significantly from what was contemplated by the parties when both parties agreed that it was in the best interest of the overall project to upgrade the parking lot parcel beyond a simple "grind and overlay". The scope change increased the cost to both parties. In order to address the project cost estimate that exceeded the funding available, VCTC directed its consultant to conduct a "value-engineering" effort for the overall project. The consultant has coordinated that effort with both VCTC and the City to ensure that the "value-engineered" project remained consistent with City approvals. The "value-engineering" process has been iterative but is very nearly concluded and once finalized VCTC intends to direct the consultant team to prepare final plans and obtain building permits.

Section 3.1.3 of the agreement conditions VCTC to obtain the building permit for the project within two years of the effective date of the agreement of February 1, 2015. The City, in its reasonable discretion, may grant an extension not to exceed one additional year. VCTC requests the City to grant the extension in recognition of the time that was taken in the process described in the paragraph above. Furthermore, Section 7.1.4 requires that VCTC obtain a Certificate of Occupancy within four years of the Effective Date. The City, in its reasonable discretion, may grant an extension not to exceed one additional year. In the interest of keeping the timeframes consistent with the original agreement VCTC requests a one year extension to the date it is required to obtain a Certificate of Occupancy.

Thank you for your consideration of VCTC's request. I and the rest of the staff at VCTC are looking forward to the day we occupy the new Commission headquarters at 2220 Ventura Boulevard.

Sincerely,

Darren M. Kettle
Executive Director

FIRST AMENDMENT TO AGREEMENT NO. 2014-113
PROPERTY PURCHASE AND DEVELOPMENT AGREEMENT

This First Amendment to Purchase and Development Agreement ("First Amendment") is effective as of February 1, 2017 ("Effective Date") and is between the CITY OF CAMARILLO, a California municipal corporation and general law city ("City") and the VENTURA COUNTY TRANSPORTATION COMMISSION, a public agency ("VCTC"). City and VCTC are sometimes referred to individually as a "party," and collectively as the "parties."

1. The City and VCTC entered into a Purchase and Development Agreement ("Agreement") effective February 1, 2015 which Agreement is designated by the City as "CC Agreement No. 2014-113."

2. The parties wish to amend Article 2.2 of the Agreement which currently provides as follows:

ARTICLE 2: PURCHASE PRICE AND OTHER CONSIDERATION

2.1 Purchase Price for Building Parcel. The purchase price ("Purchase Price") for the Building Parcel is ONE DOLLAR (\$1.00), which must be paid in cash at the Close of Escrow (defined below).

2.2 Improvements to Parking Parcel. As additional consideration for the real property interests conveyed by City under this Agreement, including the easements over the Parking Parcel, VCTC agrees to reimburse City for 50% of the actual costs of the improvement work to the Parking Area on the Parking Parcel as further described in Exhibit G, which work the parties acknowledge is necessary to bring the Parking Area up to a satisfactory, first-class condition for public parking and for special events. The parties acknowledge that the estimated cost of the improvement work described in Exhibit G is approximately \$75,000, of which VCTC's estimated contribution will be approximately \$37,500. City will provide VCTC at least 30 days' prior written notice of the proposed contract for the improvement work to the Parking Area before it executes such contract. Upon completion of the improvement work, City will submit to VCTC an invoice for 50% the actual costs of the work along with reasonable supporting documentation of the costs incurred. VCTC must pay such invoice within 30 days of receipt.

3. The parties hereby agree to modify 2.2 of the Agreement by virtue of this First Amendment as follows:

2.2 Improvements to Parking Parcel. As additional consideration for the real property interests conveyed by City under this Agreement, including the easements over the Parking Parcel, VCTC and City each agree to pay for 50% of the actual costs of the improvement work to the Parking Area on the Parking Parcel as further described below, which work the parties acknowledge is necessary to bring the Parking Area up to a satisfactory, first-class condition for public parking and for special events. The parking improvements will require a resurfacing with full width grind and 2-inch overlay, landscaped planters and decorative treatments, safety lighting, bicycle access, handicapped accessible parking, and two electric vehicle charging stations in a manner conforming to City design standards.

4. Except as modified by this First Amendment, the Agreement remains in full force and effect.

[Signatures on the following page.]

THE UNDERSIGNED AUTHORIZED REPRESENTATIVES OF THE PARTIES have
executed this Agreement effective as of the date first above written.

VCTC:
VENTURA COUNTY TRANSPORTATION
COMMISSION

By: _____
_____, Chair of the Board of Directors

APPROVED AS TO SUBSTANCE FOR
VCTC:

By: _____
Darren Kettle, Executive Director

APPROVED AS TO FORM FOR VCTC:
DISTRICT COUNSEL

By: _____
Steven T. Mattas, Legal Counsel

CITY:
CITY OF CAMARILLO

By: _____
David J. Norman, City Manager

ATTEST:

By: _____
Jeffrie Madland, City Clerk

APPROVED AS TO FORM:

CITY ATTORNEY

By: _____
Brian Pierik, City Attorney



Item #12

February 3, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: MARTIN R. ERICKSON, PUBLIC TRANSIT DIRECTOR
AARON BONFILIO, PROGRAM MANAGER**

SUBJECT: VCTC INTERCITY COASTAL EXPRESS UPDATE AND FUTURE SERVICE CHANGES

RECOMMENDATION:

- Receive and file.

BACKGROUND:

The Commission-operated VCTC Intercity service is a regional commuter bus system that operates throughout Ventura County, and into southern Santa Barbara County and Woodland Hills. The Commission has operated the system since the mid-1990's, and it has grown from just a few lines to over seven individually named services or routes, with each line now operating different patterns or deviations based on historical demand. Chief among them is the VCTC line "Coastal Express."

The Coastal Express

The Coastal Express is jointly funded by the Santa Barbara County Associations of Government (SBCAG) and the Commission. The line is co-managed by the Coastal Express Policy Advisory Committee (CEPAC), which is made up of three VCTC Commissioners; Sup. Bennet, Councilmember MacDonald, and the Councilmember from Ventura, and, three SBCAG board members. The CEPAC meets at least semi-annually to review service levels, budget, fares and policy recommendations for the Commission. The Coastal Express line reflects approximately 40% of all hours of service provided by VCTC Intercity, and approximately 36% of total system ridership.

At its last CEPAC meeting, the Committee directed agency staffs to develop schedule refinements that would reduce costs by eliminating underperforming trips, while maintaining a high-level of service during peak commute hours to/from Santa Barbara and Ventura counties. Specifically, CEPAC directed staff to refine schedule timing to address both cost and the increased travel times along Highway 101, as well as provide improved bus service to/from UCSB.

Following the meeting, staff from both agencies identified several service modifications, which were informed by passenger feedback, recommendations provided by the VCTC Intercity Short-Range Transit Plan as well as the performance metric criteria outlined in The Coastal Express 10-Year plan¹. Key highlights include increasing frequencies to high ridership locations, improved express bus service with limited stops, as well as, the combining of duplicative or under-utilized trips. The VCTC Intercity operations firm provided additional input regarding running time trends and driver resources, and route interlining.

Summary of Service Modifications:

- *Improved express service with limited stops*
- *Increased frequencies to high demand locations*
- *Added service to transfer centers- Ventura Transit Center and Esplanade*
- *Improved transfer timing with other VCTC lines and Gold Coast Transit*
- *Updated system signage, including introduction of route numbering for deviations to provide better distinction between similarly timed buses headed to different destinations, (e.g. UCSB, Cottage Hospital, etc.)*
- *Expanded headways during off peak service between mid-morning and early afternoon*
- *Revised timing to address congestion and prevent bus bunching*

The planned service changes make targeted reductions while at the same time maintain capacity during peak commute hours. This objective was especially critical to SBCAG, as they have limited resources from their sales tax "Measure-A", that are specifically dedicated to Santa Barbara South Coast Regional Transit program, i.e. Coastal Express. While VCTC equally shares this objective, the ability for the Coastal Express to continue operations at a high level during peak commute hours is contingent on the participation of SBCAG and their local assistance.

In addition to the modifications specific to the Coastal Express line, VCTC through its marketing and public outreach consultant will be updating passenger materials, and incorporating a new "streamlined" look to better serve our riders, effective with the next schedule change. Additionally minor time adjustments will be made to address congestion across the County.

Updated VCTC Intercity Passenger Information

With the forthcoming service change, VCTC is taking this opportunity to update its passenger-facing materials; which include bus stop signage, schedule brochures and system info-panels. These updates will coincide with VCTC Intercity's recent deployment of information on Google Transit, as well as, set the stage for the next phase of improvements for the passenger, which include an updated real-time regional transit arrival system and online trip planner, managed by VCTC and shared by the County bus transit operators, (this service is currently provided by Nextbus, Inc.).

Next Steps and Future Considerations

Regarding next steps, staff plans to return to the Commission this late-Spring with further recommended service changes, including potentially regarding modifications to the Oxnard/Camarillo grant-funded demonstration route, as well as the planned East/West Connector route. Additionally, as we have done with the Coastal Express line, staff will continue its work to identify more significant system changes drawing on the guidance of the Short-Range Transit Plan but that also take into consideration the flat or

¹ The VCTC Intercity SRTP was adopted by the Commission, October 2015; and the Coastal Express 10-Year Plan, January 2015.

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declining availability of operating revenues from the State, i.e. State Transit Assistance (STA), and the Federal Transit Administration. This may include among other things, Commission review and development of policies that utilize performance metrics to evaluate service delivery and assist decision making. Such policies could then aid the Commission in determining the timing and application of VCTC Intercity passenger fare increases or route modifications(s), as well as guide the broader look at the allocation of limited transit funding resources. Similarly, the Commission may choose to revisit alternative funding techniques such as with advertising, on all or some of its fleet, or perhaps additional funding partnerships with local educational institutions, for example.

[A separate attachment which summarizes the changes to the Coastal Express line is included with this item. In addition, a brief presentation of the change in the route as well as the passenger materials will be provided in conjunction with this staff report at the Commission meeting.]

COASTAL EXPRESS MARCH 2017 SERVICE CHANGE SUMMARY

The following reflects the key schedule changes to the VCTC Intercity Coastal Express line, effective Monday, March 6 2017. The changes apply to the Coastal Express weekday schedule only.

CURRENT SERVICE LEVELS

<u>Weekday Trips Operated</u>	<u>Northbound</u>	<u>Southbound</u>
Peak Hour	15	15
Early AM	1	0
Late PM	1	3
Reverse Commute/Off Peak	12	11
Total Daily	29	29

EFFECTIVE MARCH 2017

<u>Weekday Trips Operated</u>	<u>Northbound</u>	<u>Southbound</u>
Peak Hour	15	14
Early AM	1	0
Late PM	0	3
Reverse Commute/Off Peak	8	7
Total Daily	24	24

Notes

Peak Hour- Northbound: 5AM - 8AM

Peak Hour- Southbound: 3PM - 6PM

Early AM: trips depart before 5AM

Late PM: trips depart after 6PM

Reverse Commute/Off Peak

- Northbound: 8AM - 6PM

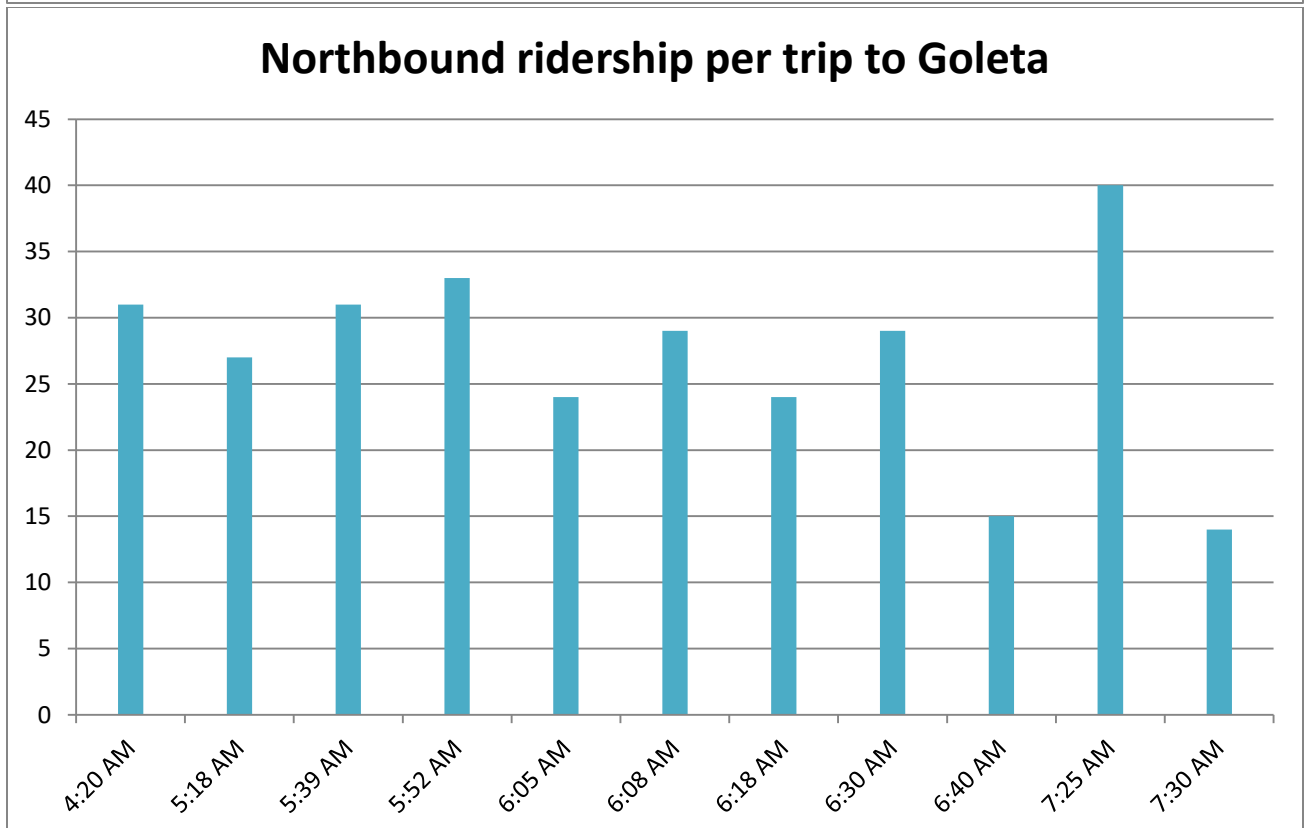
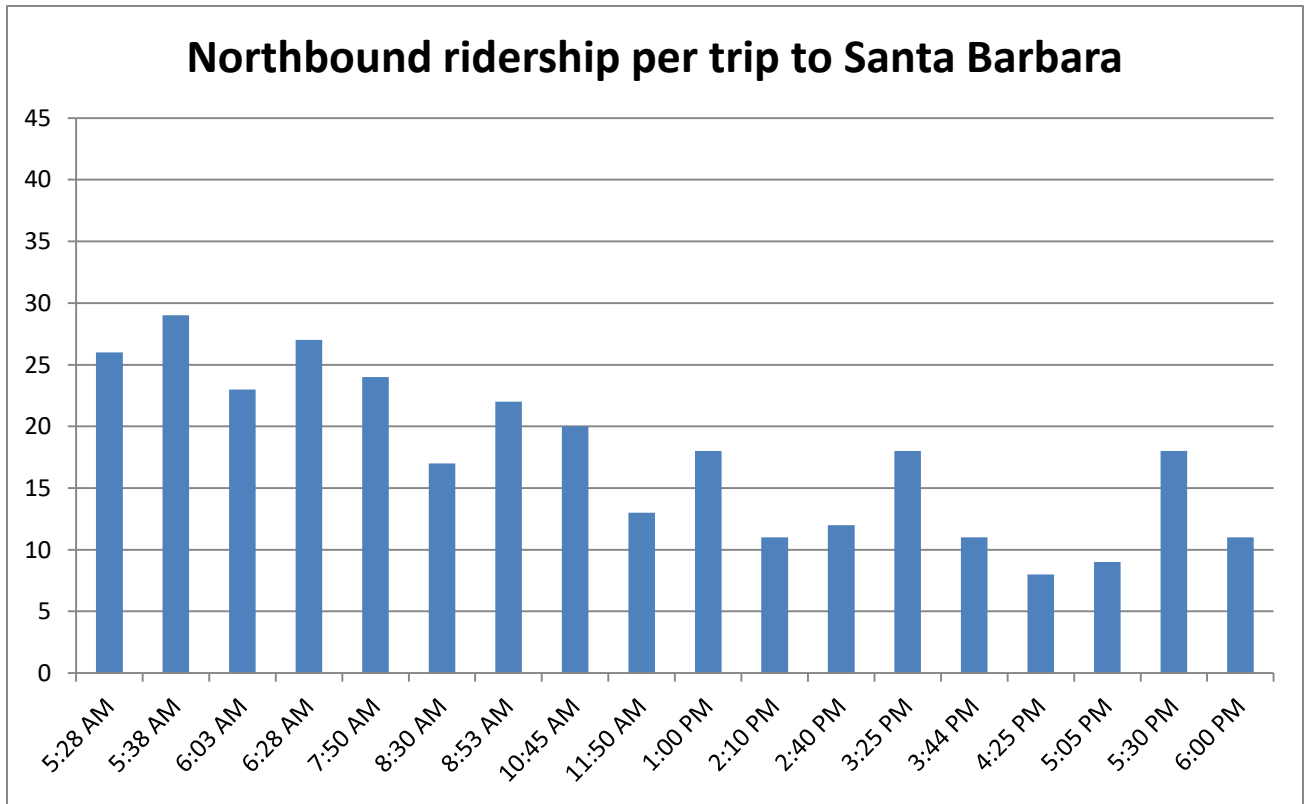
-Southbound: 6:30 AM - 3PM

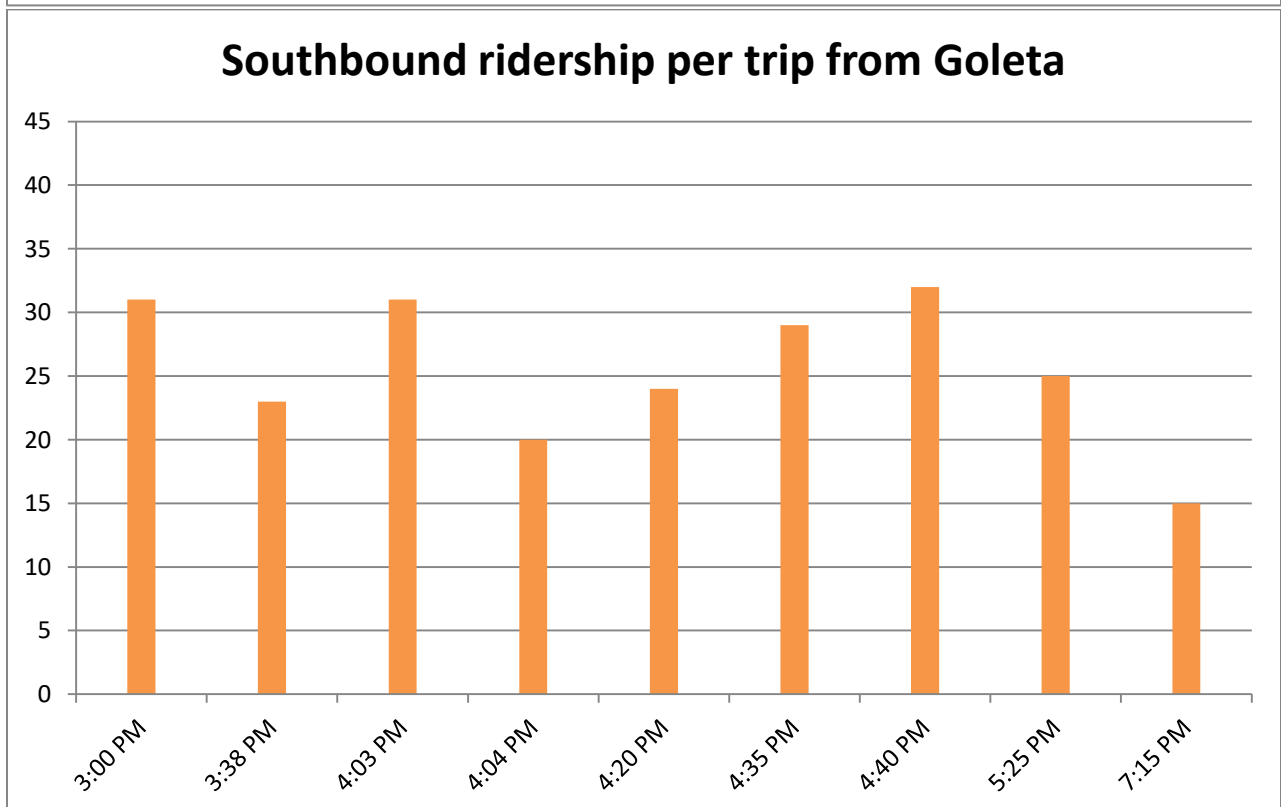
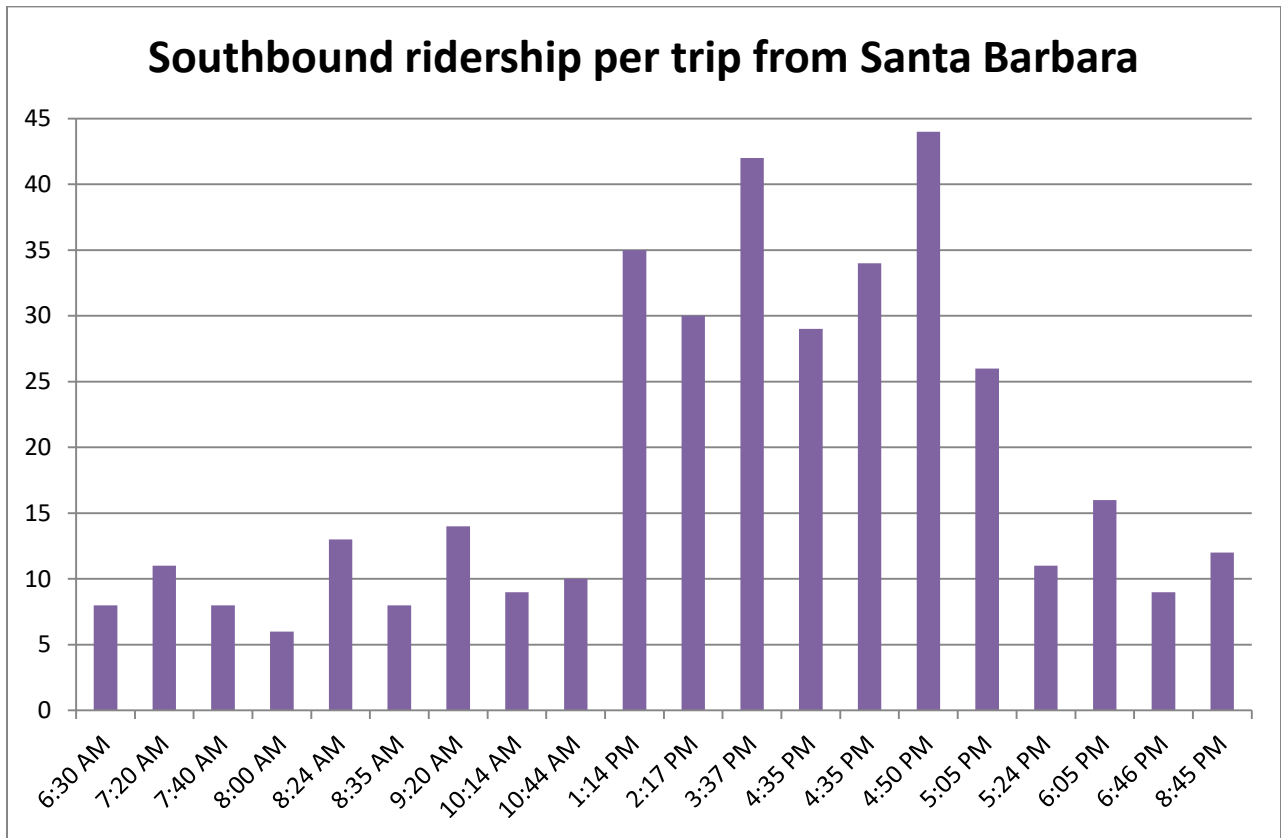
The resultant adjustment to average headways (time between buses) is as follows:

Changes in Headways

<u>By Time of Day</u>	<u>Current</u>	<u>Eff. Mar 2017</u>
Peak Hour	10 - 25 min	12 - 25 min
Off Peak (Mid-day)	15 min-2 hrs	1 - 2 hours
Reverse Commute (AM-SB, PM-NB)	20 min-1 hr	20 min - 1.2 hrs

The most significant change will be to *off-peak mid-day* service, which at times, currently runs with less than 30 minutes between trips. These buses are carrying few passengers.







Item #13

February 3, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: 2017-2018 LEGISLATIVE PROGRAM & POSITIONS ON BILLS

RECOMMENDATION:

- Adopt 2017-2018 Legislative Program (Attachment A).
- Adopt Principles for State Transportation Revenue Legislation (Attachment B).
- Adopt "Support" position on AB 17 (Holden).
- Adopt "Watch" position on AB 1 (Frazier) and SB 1 (Beall).

BACKGROUND:

The Commission, on a schedule coinciding with the start of the Congressional and State Legislative session, adopts a Legislative Program for both State and Federal legislation. The Legislative Program sets forth in general terms the Commission's overall priorities, to provide legislators, their staffs, and the public with a sense of what the Commission feels are the important transportation issues requiring attention. The adopted Legislative Program also gives staff its basic direction for legislative involvement, so that it can react quickly as developments occur. As the year progresses, staff will return to the Commission to request positions on specific legislative proposals including bills that are introduced.

This agenda item contains the proposed VCTC Legislative Program for the 2017-2018 Session as well as the monthly report on legislation and recommended positions on bills.

DISCUSSION

Legislative Program

The proposed VCTC 2017-2018 Legislative Program includes state and federal elements. With regard to state issues, there continues to be interest in passing a comprehensive transportation finance package, so the Program includes general support for such efforts.

On the federal level, thanks to the passage of the Fixing America's Surface Transportation (FAST) Act in 2015 which authorized the federal program for five years, there is the potential for greater federal funding stability. However, there is also the potential for funding cuts through annual appropriations, so the VCTC program includes language to support appropriations at the authorized level. Since planning for the next reauthorization is likely to begin in earnest in 2018, the proposed program includes participation by VCTC in that effort.

As in prior years, the 2017-2018 Program includes other issues of particular concern to VCTC and the region, including the need for continued federal support for rail safety, and continuation of funds where most needed to address air quality, as with the current Congestion Mitigation and Air Quality (CMAQ) program.

During the previous session the Legislature, at the request of the Governor, convened a Special Session with the intent to provide a comprehensive transportation finance package. As described in the monthly report from Delaney Hunter (Attachment C), VCTC's lobbyist, the Governor has again called for passage of a transportation finance package, and bills addressing this issue have been introduced by the Senate and Assembly Transportation Chairs. The recommended Program again includes support of efforts to pass such a package. The proposed program also continues many of the other VCTC priorities from the prior program, with a particular focus on protection of regional and local priority-setting.

At this time the program does not contain a position on submitting to the voters a constitutional amendment to lower the voter approval threshold for transportation sales tax measures below the current two-thirds requirement. However, the Commission will have an opportunity to take a position on a specific bill should one be introduced.

Delaney Hunter will be present at the meeting to discuss the proposed state program.

Federal Issues

On January 11, the Senate held a Confirmation Hearing for Secretary of Transportation – Designate Elaine Chao. Ms. Chao spoke of the incoming Administration's emphasis on accessing private sector financing for infrastructure. She stated that the incoming administration has created, or plans to create, a task force on Trump's infrastructure plan.

State Issues

The various transportation funding packages unveiled in the past two years typically have had the following features:

- \$5 - \$7 billion in new annual funding from a combination of increases in fuel tax and vehicle registration fees, payment of transportation bond debt service from general fund rather than transportation, acceleration of general fund repayments from prior loans, and Caltrans efficiencies.
- Most new funding distributed to state and to local jurisdictions for road repair.
- Some money provided to restore restoring the funding recently lost from the State Transportation Improvement Program (STIP), and for transit improvements, goods movement, and an incentive for passage of local sales tax measures.
- CEQA Streamlining.
- Significant anticipated benefits for creating new jobs.

Rather than recommending "Support" or "Oppose" positions on these various proposals, staff has prepared in Attachment B a set of principles that will represent the Commission's position regarding transportation finance proposals.

Attachment C provides the analysis from Delaney Hunter on AB 17 (Holden), a bill to provide funding for transit pass programs for school students. Last year, VCTC supported a similar bill, AB 2222 (Holden). Staff recommends the Commission support AB 17 as well. Attachments D & E provide analysis on AB 1 (Frazier) and SB 1 (Beall), two new versions of a comprehensive transportation finance package. Given that staff is recommending adoption of general principles for such bills, staff recommends the Commission adopt a "Watch" position on AB 1 and SB 1.

VENTURA COUNTY TRANSPORTATION COMMISSION **2017 / 2018 LEGISLATIVE PROGRAM**

STATE LEGISLATIVE PROGRAM

A. TRANSPORTATION FUNDING

- Support ongoing legislative efforts to pass a transportation finance package addressing all aspects of transportation investment including capacity improvements, operations, and state of good repair.
- Support the continued ability of regions to set priorities as set forth in SB 45, and oppose any efforts to lessen regional agencies' jurisdiction over the regional program within the State Transportation Improvement Program.
- Support distribution of available goods movement funds through processes such as the Trade Corridor Infrastructure Program which addresses regional priorities.
- Support legislation to increase flexibility of the Service Authority for Freeway Emergencies (SAFE) regarding eligible uses of funds.

B. RAIL PROGRAM

- Support incentives to encourage transit-oriented development projects.
- Monitor and evaluate plans and progress of high-speed rail and its funding, including funding for connectivity projects.

C. PLANNING

- Support legislation to extend CEQA streamlining provisions to transportation projects that are consistent with the Sustainable Communities Strategy.
- Support increased use of cap-and-trade revenues for public transportation (including intercity rail), active transportation, and sustainable communities programs. Support greater program flexibility and streamlined approval processes where appropriate to more effectively address greenhouse gas emissions while also providing needed transportation improvements.
- Support Transportation Demand Management measures to reduce auto trips, including facilitation of technology, such as real-time carpooling.
- Engage in the state's proposed zero-emission bus rule to ensure any mandated requirements are technically and economically feasible so as not to detract from the quality of transit service.

FEDERAL LEGISLATIVE PROGRAM

- Work with Caltrans, SCAG, and other appropriate parties to support long-term, stable, sufficient federal funding for transportation and to begin developing a strategy for federal reauthorization scheduled in 2020.
- Support federal transportation budget appropriations at the levels authorized in the Fixing America's Surface Transportation (FAST) Act; however, should funding be cut, support commensurate increased funding flexibility between modes and reduced mandates.
- Work with the Southern California Regional Rail Authority and other member agencies to advocate for further Federal action in support of rail safety, including any federal actions needed to support timely Positive Train Control completion, and federal funding to support such endeavors.
- Support continuation of federal programs and funding, such as Congestion Mitigation and Air Quality (CMAQ), that recognize the unique transportation or environmental challenges facing Ventura County.

**VENTURA COUNTY TRANSPORTATION COMMISSION
PRINCIPLES FOR STATE TRANSPORTATION REVENUE LEGISLATION**

- 1) Restore transportation funds for transportation projects.**
 - a) Provide for repayment of all outstanding loans to the General Fund from transportation revenue sources.
 - b) End diversion of truck weight fees for transportation debt service payment.
- 2) Regional/local share with Regional/local decision-making and geographic equity.**
 - a) Significant shares of any new revenue should be used for sorely-needed maintenance and operation of roads with at least half of the maintenance/operation funding provided to regional and/or local governments.
 - b) The state should set broad parameters for project eligibility, with regional and/or local governments making project selection and programming.
 - c) Distribute regional/local funds on a population and/or lane-mile basis. Consistency and predictability of funding is critical.
- 3) Geographic equity for state funds.**
 - a) Taxpayers from every region should see direct benefit to the state highways in their communities. The state should provide a transparent process by which state-controlled revenues are spent equitably throughout all regions of the state.
- 4) User-pay = User-benefit.**
 - a) Revenue from new user fees should be spent in a manner that benefits the user who is paying the fee. Diversion of revenue derived from motor vehicles to purposes that do not directly benefit motorists is not acceptable.
- 5) Reduce the costs of delivery.**
 - a) The Legislature should not ask taxpayers to pay additional revenue without simultaneously approving policies that maximize the revenue that is already being generated. Reducing costs of transportation projects can include pragmatic adjustments to project review and approval processes by state agencies, reduction in exposure to litigation, streamlining of reviews required for projects that promote state policy goals, and/or reducing overhead costs at Caltrans.
- 6) Fund trade corridors.**
 - a) While maintenance of existing assets is the priority, new revenue should take into account that California's roadways are the conduit for international, interstate, and intrastate commerce. However, local match requirements should be minimized to avoid effectively preclude counties without alternative sources.



**GONZALEZ, QUINTANA
HUNTER & CRUZ, LLC**

**VENTURA COUNTY TRANSPORTATION COMMISSION
MONTHLY STATE ADVOCACY REPORT
JANUARY 2017**

Legislative Update

After the November election and the December swearing-in ceremonies, the Legislature reconvened for the new 2017-18 session. The nearly three month long interim marked the end of the last two-year session, and Legislators' first day back in Sacramento was January 4th. While a handful of bills were introduced in December, the majority of new legislation will begin to take shape in the next few weeks. Most of the bills introduced in December were reintroductions of unresolved issues from last year, including two transportation funding bills. However, the bill introduction deadline is February 17th, so the Legislature will continue to introduce bills up until that day. We expect to see a few thousand bills before that deadline, and GQHC will continue to track and advocate on behalf of VCTC as the flurry of new legislation comes across the desk. The Governor also introduced his initial budget on January 10th, where he reintroduced a similar version of his previous transportation funding package. Although this version of the budget provides an initial framework to begin the discussions, many proposed items in the Governor's budget will continue to be negotiated by both Houses of the Legislature before its final passage in June. As always, GQHC will continue to represent VCTC as the budget evolves over the next few months and will keep VCTC apprised of any new relevant legislation that is introduced.

Transportation Funding

As previously reported, Assembly Member Frazier and Senator Beall have reintroduced transportation funding bills in the new legislative session (AB 1 and SB 1), since no action was taken in the Special Session last year. These new bills would generate \$6 billion a year and include a number of revenue raising mechanisms – including a gas tax increase, restoring gas excise tax rates, increasing the diesel excise tax, increasing the vehicle registration fee, implementing a fee on zero-emission vehicles, among others changes. Senator Beall's \$6 billion plan includes an even split of funding between state and local agencies, and the money would be focused on transit and trade corridor improvements. Assembly Member Frazier's proposal allocates \$1.9 billion to the state and \$2.4 billion to locals with a focus on goods

movement and active transportation. These bills were introduced early in December, along with a few other infrastructure bills – including two park bonds and numerous proposals to address the state’s housing crisis. Neither of the transportation bills have been set for a committee hearing yet in the new legislative session, but as committees begin to take shape, there could be more action related to advancing a transportation funding proposal. GQHC will continue to keep VCTC updated if any action is taken to move forward one of the proposals.

Budget Update

Governor Brown introduced the initial budget on January 10th, which included a similar version of his previously proposed transportation funding package. This version of the budget serves as the framework for the subcommittee hearings that will soon begin, and the final version of the budget will be passed by the Legislature and signed by the Governor before June 15th. After four years of a budget surplus, the Department of Finance reported a \$1.6 billion deficit – if the Governor did not make spending cuts. As a result, the Governor’s January budget reflected his usual, fiscally conservative approach. To balance the expected revenue shortfalls, he pulled back the \$400 million that was originally proposed for streamlined affordable housing, ended the Middle Class Scholarship for higher education, and cut \$300 million for the renovation of Sacramento offices. Although state revenues are still expected to grow by 3 percent in the next year, this is inadequate to cover spending levels established in last year’s final budget.

Relative to transportation, the Governor reintroduced a slightly higher version of his 2015 transportation funding package. The Governor did acknowledge the \$6 billion funding shortfall for transportation needs, and highlights his focus on a fix-it first approach and improving trade corridors. The Governor’s 10-year funding plan will provide a total of almost \$43 billion in new funding and redirected savings from efficiencies for transportation priorities. Specifically, this includes:

- Road Improvement Charge - \$2.1 billion from a new \$65 fee on all vehicles including hybrids and electrics.
- Stabilize Gasoline Excise Tax - \$1.1 billion by setting the gasoline excise tax at the 2013-14 rate of 21.5 cents and eliminating the current annual adjustments.
- Diesel Excise Tax - \$425 million from an 11-cent increase in the diesel excise tax.
- Cap and Trade - \$500 million in additional Cap and Trade proceeds.
- Caltrans Efficiencies - \$100 million in cost-saving reforms.

The Governor also proposed legislation to confirm the Air Resources Board’s authority, through a two-thirds urgency vote, to administer Cap and Trade auctions beyond 2020. The Budget proposes a \$2.2 billion expenditure plan to be allocated after legislation is approved, and a number of this money is for transportation related purposes:

2017-18 Cap and Trade Expenditure Plan (In Millions)

- High Speed Rail Authority - High Speed Rail Project \$375

- State Transit Assistance - Low Carbon Transit Operations \$75
- Transportation Agency - Transit and Intercity Rail Capital Program \$150
- Strategic Growth Council - Affordable Housing \$300
- Transportation Agency - Transit and Intercity Rail Capital Program & Active Transportation \$500

Committee Membership

With the commencement of the new legislative session, the Senate and Assembly leadership positions were reconfirmed. Senator de Leon remains the President Pro Tempore of the Senate and Assembly Member Rendon was reconfirmed as the Speaker of the Assembly. While these posts remain the same as last year, the Speaker and Pro Tem announced new committee chairs and assignments. While the new legislative session almost always brings about new committee memberships, this year was especially significant, as there are over thirty new legislators that will now fill committee positions. While these changes shook up many committee assignments, the Senate Transportation committees remained fairly similar to last year's composition. Senator Beall and Assembly Member Frazier still Chair these committees, but the Assembly has yet to release their full committee membership list.

Senate Transportation and Housing
Senator Jim Beall (D-San Jose), Chair
Senator Anthony Cannella (R-Ceres), Vice Chair
Senator Ben Allen (D-Santa Monica)
Senator Toni Atkins (D-San Diego)
Senator Patricia Bates (R-Laguna Niguel)
Senator Ted Gaines (R-El Dorado)
Senator Mike McGuire (D-Healdsburg)
Senator Tony Mendoza (D-Artesia)
Senator Mike Morrell (R-Inland Empire)
Senator Richard Roth (D-Riverside)
Senator Nancy Skinner (D-Berkeley)
Senator Bob Wieckowski (D-Fremont)
Senator Scott Wiener (D-San Francisco)

Upcoming Bill Deadlines and Newly Introduced Legislation

Jan. 20 Last day to submit bill requests to the Office of Legislative Counsel

Feb. 17 Last day for bills to be introduced

Apr. 6 Spring Recess begins upon adjournment

Apr. 17 Legislature reconvenes from Spring Recess

Apr. 28 Last day for policy committees to hear and report fiscal bills for referral to fiscal committees

AB 1 (Frazier) Transportation funding.

Introduced: 12/5/2016

Status: 12/6/2016-From printer. May be heard in committee January 5.

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.

AB 17 (Holden) Transit Pass Program: free or reduced-fare transit passes.

Introduced: 12/5/2016

Status: 12/6/2016-From printer. May be heard in committee January 5.

Summary: Would create the Transit Pass Program to be administered by the Department of Transportation. The bill would require the Controller of the State of California to allocate moneys made available for the program, upon appropriation by the Legislature, to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.

AB 28 (Frazier) Department of Transportation: environmental review process: federal pilot program.

Introduced: 12/5/2016

Status: 12/6/2016-From printer. May be heard in committee January 5.

Summary: Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery pilot program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Current law, until January 1, 2017, provided that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities it assumed as a participant in the pilot program. This bill would reinstate the operation of the latter provision.

Position: Support

AB 33 (Quirk) Greenhouse gases from transportation: reduction: fees and rebates on new vehicle purchases.

Introduced: 12/5/2016

Status: 12/6/2016-From printer. May be heard in committee January 5.

Summary: Would state the intent of the Legislature to enact legislation to reduce net emissions from greenhouse gases from transportation by imposing fees and granting rebates on sales of new automobiles and light trucks.

AB 65 (Patterson) Transportation bond debt service.

Introduced: 12/13/2016

Status: 1/4/2017-Read first time.

Summary: Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st

Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.

AB 66 (Patterson) High-Speed Rail Authority: reports.

Introduced: 12/13/2016

Status: 1/4/2017-Read first time.

Summary: Would require the business plan of the High-Speed Rail Authority to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.

AB 91 (Cervantes) High-occupancy vehicle lanes.

Introduced: 1/9/2017

Status: 1/10/2017-From printer. May be heard in committee February 9.

Summary: Would prohibit, commencing July 1, 2018, a high-occupancy vehicle lane from being established in the County of Riverside, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in the County of Riverside that is not a toll lane to be modified to operate as a high-occupancy lane under those same conditions.

AB 151 (Burke) California Global Warming Solutions Act of 2006: market-based compliance mechanisms.

Introduced: 1/11/2017

Status: 1/12/2017-From printer. May be heard in committee February 11.

Summary: Would state the intent of the Legislature to enact legislation that authorizes the State Air Resources Board to utilize a market-based compliance mechanism after December 31, 2020, in furtherance of the statewide greenhouse gas emissions limit of at least 40% below the 1990 level by 2030. This bill contains other existing laws.

SB 1 (Beall) Transportation funding.

Introduced: 12/5/2016

Status: 12/6/2016-From printer. May be acted upon on or after January 5.

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. This bill contains other related provisions and other existing laws.

SB 4 (Mendoza) Goods Movement: allocation of federal funds: Goods Movement and Clean Trucks Bond Act.

Introduced: 12/5/2016

Status: 1/12/2017-Referred to Coms. on T. & H., EQ., and GOV. & F.

Summary: Would, subject to voter approval at the June 5, 2018, statewide primary election, enact the Goods Movement and Clean Trucks Bond Act to authorize \$600,000,000 of state general obligation bonds as follows: \$200,000,000 to the California Transportation Commission for projects and programs eligible for funding from the Trade Corridors Improvement Fund; \$200,000,000 to the State Air Resources Board for projects and programs consistent with the Goods Movement Emission Reduction Program; and \$200,000,000 to the State Air Resources Board for projects and programs to expand the use of zero- and near-zero emission trucks in areas of the state that are designated as severe or extreme nonattainment areas for ozone and particulate matter.

AB 17 (Holden)**Summary:**

AB 17 establishes the Transit Pass Program. The funds for the program would be allocated by the Controller to support transit pass programs that provide free or reduced-fare transit passes to students. The bill would set a minimum allocation of \$20,000 for each eligible transit provider and would provide for the distribution and allocation of the remaining funds by a formula.

AB 17 would also require Caltrans to develop guidelines for transit operators that are providing free or reduced-fare transit passes. The bill would additionally require Caltrans to develop performance measures and reporting requirements to evaluate the effectiveness of the program, including an annual update on the number of passes distributed.

Purpose:

Student transit pass programs have been shown to increase overall transit ridership, resulting in reduced costs per rider and improved service because of higher demand. Schools are also cited as a major generator of traffic in cities, and student transit pass programs can help reduce the traffic and parking problems around schools. These programs can also help reduce GHG emissions, vehicle miles traveled, and air pollution.

Studies also suggest that high school and college students are among the most likely to drive their car as a solo rider. The same study suggested that providing free or low-cost access to public transit significantly reduced the demand for student parking on college campuses, and that over half of college students polled favored increasing student fees to help fund low-cost transit programs. Specifically, student transit programs at UC Davis and Sacramento State increased student transit ridership by over 70 percent. Similarly, a UCLA study of 35 college and university student transit pass programs across the United States in 2001 showed ridership increases of 71 to 200 percent after the implementation of these type of programs.

Author's Statement:

AB 17 will not only help reduce our state's greenhouse gas emissions but will also increase public transportation ridership, ensure that students make it to school safely, and will help hard working students remove the heavy burden of transportation cost. Assembly Member Holden states that it is difficult for students to afford the cost of purchasing, fueling, and maintaining a car, in addition to tuition and other student fees, and transit programs have been successful at encouraging transit agencies to increase transit pass programs to more schools and students across the state.

Existing Law:

Currently, many transit agencies in California use existing transit funding to provide free or reduced fare transit passes to students for use on their systems. For example, San Francisco Muni offers the "Free Muni for Youth" program that gives free access to Muni to low and moderate income youth, from 5 to 18 years old. Sacramento Regional Transit also offers students from age 5 to 18 a 50% discounted fare for monthly passes. AB 17 would establish the Transit Pass Program to support these local efforts. Specifically, the language to create the program would be added to Chapter 2, Part 11 of Division 10 of the Public Utilities Code. Part 11 of this code section is titled: "Provisions Applicable To All Public Transit."

Related Legislation:

AB 2222 (Holden) from 2016 – This bill would also have established a Transit Pass Program and would have dedicated a continuous appropriation of \$50,000,000 annually from the GHG fund to support transit pass programs. At least 50 percent of the money allocated under AB 2222 would have been used to benefit disadvantaged communities. This bill made it out of the second house Appropriations Committee but was not taken up on the Senate Floor.

SB 951 (McGuire) from 2016 – This would have created the Golden State Patriot Passes Program, which would have appropriated \$3,000,000 annually until the 2020-21 fiscal year from the GHG reduction fund for the program. The program would have been administered by Caltrans to provide veterans with free access to transit services.

Support/Opposition:

Support: None received as of January 19.

Opposition: None received as of January 19.

AB 1 (Frazier)

Summary:

AB 1 by Assembly Member Frazier is a \$6 billion transportation funding package to repair and maintain state and local roads, improve trade corridors, and assist public transit. There are a multitude of revenue sources where the money will be derived. Specifically, these sources include:

- 12 cent gas tax increase
- Restoring gas excise tax rates to 2010 levels
- Increasing the diesel excise tax by 20 cents
- Increasing the diesel sales tax by 3.5 percent
- Increasing the vehicle registration fee by \$38
- Requiring zero-emission vehicles to pay an annual \$165 fee
- Reallocating existing truck weight fees
- \$300 million in unallocated cap and trade funds
- \$70 million in Caltrans efficiencies
- One-time repayment of outstanding loans from programs over 2 years.

The plan would provide \$1.9 billion a year for the state highway system and \$2.4 billion a year for local streets and roads. \$577 million would be used to help restore the cuts to the State Transportation Improvement Program, while money would also be designated for transit projects, operations, goods movement, and active transportation. Additionally, AB 1 proposes a multiple efficiency related measures, including restoring the independence of the CTC, permanently extending existing CEQA exceptions for improvements in the existing roadway, permanently extending the NEPA delegation for Caltrans, among a few others.

Purpose:

Transportation is key to the viability and growth of the state, and supporters contend that a transportation funding plan is needed to address the maintenance backlog. California's transportation revenues have not kept up with the need. As of 2015, the state faces a \$59 billion shortfall over the next 10 years to adequately maintain the existing state highway system. Local governments have estimated the funding deficit for maintaining existing local streets, highways, and bridges is \$78 billion over the next decade. Combined – California faces a \$137 billion backlog of deferred maintenance that only gets worse when not addressed. According to the author, everyone who uses the roads will share in paying for the cost of these essential repairs.

California's gas tax has not been raised since 1994, and it continues to decline. Without this revenue, coupled with the state's diversion of transportation dollars towards other general fund purposes, the state's transportation system requires a great deal of work. Furthermore, according to an August 2016 report from the National Transportation Research Group, an inadequate transportation system costs drivers a total of \$53.6 billion every year in the form of vehicle operating costs, congestion-related delays, and traffic crashes. TRIP calculates that cost as an average of \$2,826 per driver. Left unaddressed, these shortfalls could degrade the quality of public transit service, and pavement conditions will deteriorate at a faster rate.

Existing Law:

Existing law creates transportation taxes as follows:

- Gasoline excise tax: \$0.30/gallon
- Diesel excise tax: \$0.13/gallon

- Diesel sales tax: \$0.27/gallon
- Vehicle license fee: 0.65% of market value
- Vehicle registration fee: \$43 per vehicle
- Weight fees, for commercial vehicles only: up to a maximum amount of \$2,27

In general, the gasoline and diesel excise taxes are spent exclusively on road maintenance and construction as provided for in the Constitution, while vehicle license fees are spent on general fund obligations. Vehicle registration fees are typically spent on DMV and CHP matters, and weight fees are spent on paying the debt service on transportation bonds.

Related Legislation:

SBX1-1 (Beall) and ABX1-26 (Frazier) – These were both Special Session measures from the 2015-16 legislative session that included \$7.4 billion funding packages aimed at improving the state’s roads and transportation infrastructure. No action was ultimately taken, and the special session concluded.

SB 16 (Beall) – This bill raises various transportation fees and taxes with a five-year sunset for the same purposes as SBX1-1. This bill stalled on the Senate Floor, as it was not taken up for a vote after passing out of the Senate Appropriations Committee.

AB 1591 (Frazier) – This measure would have generated \$7.1 billion annually in funding for state and local transportation programs. AB 1591 was introduced but never scheduled for a policy committee hearing.

Support/Opposition:

Support:

Apex Group
 Associated General Contractors of California
 Bay Area Council
 California Alliance for Jobs
 California Association of Councils of Government
 California Business Roundtable
 California Construction & Industrial Materials Association
 California State Association of Counties
 California State Association of Counties
 California State Council of Laborers
 California Transit Association
 California Transportation Commission
 Caterpillar Inc.
 City of Lakeport
 City of Lodi
 City of Ontario
 City of Rio Vista
 City of Signal Hill
 City of San Jose
 City of Thousand Oaks
 DeSilva Gates Construction
 Granite Construction
 Griffith Company
 International Union of Operating Engineers – CA/NV
 League of California Cities
 League of California Cities
 Los Angeles Chamber of Commerce

Marin County Board of Supervisors
Northern California Carpenters Regional Council
Orange County Business Council
Politico Group
Santa Clara County Board of Supervisors
Self Help Counties Coalition
Silicon Valley Leadership Group
Skanska
Smith Watts & Hartmann
Solano Transportation Authority
Southern California Contractors Association
Southern California Leadership Council
Southern California Partnership for Jobs
State Building & Construction Trades Council of California
Teichert Construction
Transportation Agency for Monterey County
Transportation California
United Contractors
Vulcan Materials Company

Opposition:

None

SB 1 (Beall)

Summary:

SB 1 by Senator Beall is a \$6 billion transportation funding package attempting to improve the state's roads and transportation infrastructure. There are a multitude of revenue sources where the money will be derived. Specifically, these sources include:

- Phased-in 12 cent gas tax increase
- Restoring gas excise tax rates to 2010 levels
- Increasing the diesel excise tax by 20 cents
- Increasing the diesel sales tax by 4 percent
- Increasing the vehicle registration fee by \$38
- Requiring zero-emission vehicles to pay an annual \$100 fee
- Reallocating existing truck weight fees
- Increasing the Cap and Trade allocation going to transit
- \$70 million in Caltrans efficiencies
- Accelerating general fund loan repayments

The plan would specify an even, 50/50 split of funding between state and local agencies, and the money would be focused on transit and trade corridor improvements. The money would be used for transit improvements, including passenger rail and bus lines, and also trade corridor improvements to facilitate goods movement. Additionally, SB 1 proposes a few efficiency related measures, including CEQA streamlining and funding for an advanced mitigation program for transportation projects.

Purpose:

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Support/Opposition:

Support:

California Association of Councils of Governments/Self Help Counties Coalition

California Transportation Commission

City of Lakeport

City of Lodi

City of Modesto

City of Ontario

City of Palos Verdes Estates

City of Point Arena

City of Rancho Cucamonga

City of San Jose

City of Thousand Oaks

County of Marin Board of Supervisors

County of Santa Clara Board of Supervisors

CSAC

League of California Cities

Transportation Agency for Monterey County

Support if Amended:

City of Signal Hill

Opposition:

None