



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, SEPTEMBER 8, 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**
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 JULY 7, 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. 11

Recommended Action:

Receive and File

Responsible Staff: Heather Miller

8D. LEGISLATIVE UPDATE - PG. 15

Recommended Action:

- Adopt "Support" position on the attached "California Federal Transportation Infrastructure Investment Principles."
- Receive and file Legislative Update.

Responsible Staff: Peter De Haan

8E. CTAC/SSTAC APPOINTMENT- PG. 31

Recommended Action:

Appoint Dr. Sandra Aldana as a VCTC At-Large representative to the Citizens' Transportation Advisory Committee/Social Services Advisory

Responsible Staff: Donna Cole

8F. UNITED STATES BICYCLE ROUTE 95 - PG. 33

Recommended Action:

Receive and file.

Responsible Staff: Steve DeGeorge

8G. FISCAL YEAR 2017/2018 CARRY-OVER BUDGET AMENDMENTS - PG. 35

Recommended Action

Amend the VCTC Fiscal Year 2017/2018 budget as stated in Attachment 1 to carry-forward revenues and expenses from Fiscal Year 2016/2017.

Responsible Staff: Sally DeGeorge

8H. AUTHORIZE CALL-FOR-PROJECTS FOR FTA SECTION 5310 LARGE URBAN AREA (SENIORS AND DISABLED) FUNDS AND SECTION 5307 JOBS ACCESS/REVERSE COMMUTE (JARC) FUNDS- PG. 41

Recommended Action:

Approve the proposed schedule and attached Guidelines for a Call-for-Projects to program FTA Section 5310 Large Urbanized Area (Seniors and Disabled) funds and Section 5307 Jobs Access/Reverse Commute (JARC) funds.

Responsible Staff: Judith Johnduff

8I. 2018 VCTC REGULAR MEETING SCHEDULE- PG. 47

Recommended Action:

Adopt the schedule of regular monthly VCTC meeting dates for 2018

Responsible Staff: Donna Cole

8J. ITERIS VENTURA COUNTY TRAFFIC MODEL CONTRACT AMENDMEN - PG. 49

Recommended Action:

Approve a contract amendment for additional modeling services not to exceed \$15,000 with Iteris Inc.

Responsible Staff: Steve DeGeorge

8K. NOTICE OF INTENT TO AWARD AND BEGIN NEGOTIATIONS FOR AUTOMATIC VEHICLE LOCATION AND PASSENGER INFORMATION SYSTEM AGREEMENT– PG.53

Recommended Action:

Approve the VCTC RFP 17-90164-AVL Selection Panel Recommendation and authorize the Executive Director to negotiate final contract terms and conditions for a contract with Syncromatics Corporation.

Responsible Staff: Aaron Bonfilio

8L. CONGESTION MITIGATION AIR QUALITY (CMAQ) GRANT APPLICATION FOR VCTC BUSES – PG.57

Recommended Action:

Ratify the application for CMAQ grant funds for two replacement buses and one expansion bus for the VCTC Intercity transit system.

Responsible Staff: Aaron Bonfilio

8M. HARVEST AT LIMONEIRA CONSTRUCTION AND NON-EXCLUSIVE EASEMENT AGREEMENT-PG.59

Recommended Action:

- *Approve the Construction and Non-exclusive Easement Agreement with Limoneira Lewis Community Builders, LLC to provide street access, utility access and storm water drainage for the Harvest at Limoneira Development in the City of Santa Paula.*
- *Amend the Fiscal Year 2017/2018 Santa Paula Branch Line Budget increasing the Local Fee – Permits Revenue Line Item by \$99,000 and correspondingly increasing the Track Maintenance Expense Line Item by \$99,000.*

Responsible Staff: Steve DeGeorge

9. FISCAL YEAR 2017/18 TRANSIT PROGRAM OF PROJECTS (POP) – PUBLIC HEARING - PG.63

Recommended Action:

- *Open public hearing and receive testimony.*
- *Adopt the attached final Program of Projects approving the projects to receive Federal Transit Administration funds for all areas of Ventura County in FY 2017/18.*

Responsible Staff: Peter De Haan

10. U.S. 101 PAED REQUEST FOR PROPOSAL (RFP) - PG.67

Recommended Action:

Receive update on Request for Proposal (RFP) for the U.S. 101 Project Approval and Environmental Document (PAED) phase

Responsible Staff: Steve DeGeorge

11. AMENDMENT #3 TO FILLMORE AND WESTERN RAILWAY AGREEMENT AND RELATED BUDGET AMENDMENT- *Staff Report will be distributed at the meeting.*

Responsible Staff: Steve Mattas

12. VCTC GENERAL COUNSEL'S REPORT

13. AGENCY REPORTS

14. CLOSED SESSION

Conference with Legal Counsel – Existing Litigation (Pursuant to Government Code Section 54956.9)
VCTC v. Fillmore & Western, Case No. 56-2014-00119769
Fillmore & Western v. VCTC Case No. 56-2016-00482491

Conference with Real Property Negotiator (Pursuant to Government Code Section 54956.8)
Property: 2220 Ventura Boulevard
Agency Negotiator: Darren Kettle
Negotiating Parties: VCTC and City of Camarillo/Successor Agency
Under Negotiation: Purchase Price and Terms

Conference with Real Property Negotiator (Pursuant to Government Code Section 54956.8)
Property: 4001 Mission Oaks Boulevard, Camarillo
Agency Negotiator: Darren Kettle
Negotiating Parties: VCTC and Vanessa Bechtel, President and CEO, Ventura County Community Foundation
Under Negotiation: Lease Price and Terms

15. ADJOURN to 9:00 a.m. Friday, October 6, 2017



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, JULY 7, 2017

9:00 AM

MEMBERS PRESENT: Bryan MacDonald, City of Oxnard, Chair
Linda Parks, County of Ventura, Vice Chair
Jan McDonald, City of Camarillo
Randy Haney, City of Ojai
Will Berg, City of Port Hueneme
Neal Andrews, City of San Buenaventura
Ginger Gherardi, City of Santa Paula
Mike Judge, City of Simi Valley
Claudia Bill-de la Peña, City of Thousand Oaks
Steve Bennett, County of Ventura (arrived at 9:55)
Peter Foy, County of Ventura
Jim White, Citizen Rep., County
Blanca Rodriguez, Caltrans District 7

ABSENT: Manuel Minjares, City of Fillmore
Ken Simons, City of Moorpark
John Zaragoza, County of Ventura
Brian Humphrey, Citizen Rep., Cities

CALL TO ORDER

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PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC COMMENTS FOR THOSE ITEMS NOT LISTED ON THIS AGENDA

Dona Lacayo, Chief Commercial Officer for the Port of Hueneme, introduced the Port's new Public and Government Relations Manager, Cam Spencer. The Port is on track to do \$9 billion in cargo this year. Exports of fruit are up 40%

CALTRANS REPORT

Blanca Rodriguez reported there are currently 17 projects in planning and 24 projects in design. The projects in design total \$285 million and include the Ven 118 project. Projects in construction total \$207 million.

COMMISSIONERS REPORT -

Commissioner Parks commented that SCAG is challenging California Air Resources Board (CARB) on suggested targets for greenhouse gasses by 2025. The original target was 15% and we achieved 18%. Now CARB has requested to go to 21%.

Commissioner Long requested that the administrative committee examine the current voting policy.

ADDITIONS/REVISIONS – None

CONSENT CALENDAR -

Commissioner Parks pulled Item # 8G for a question.

Commissioner Parks made a motion to approve all other items as recommended on the Consent Calendar.

8A. APPROVE SUMMARY FROM JUNE 2, 2017 VCTC MEETING – Receive and File

8B. MONTHLY BUDGET REPORT – Receive and File

8C. PASSENGER RAIL UPDATE – Receive and File

8D. LEGISLATIVE UPDATE -

- Adopt "Oppose" position on SB 268 (Mendoza) to revise the Board composition of the Los Angeles County Metropolitan Transportation Authority (METRO).
- Adopt "Oppose" position on AB 805 (Gonzalez Fletcher) to revise the Board composition of the San Diego Association of Governments (SANDAG).
- Receive and file Legislative Update.

8E. REQUEST FOR PROPOSAL FOR INSURANCE BROKERAGE SERVICES - Issue Request for Proposals for Insurance Brokerage Services.

8F. CASH MANAGEMENT FOR VALLEY EXPRESS EXPENDITURES - Authorize the Executive Director to utilize State Transit Assistance fund balance for cash-flow purposes for Valley Express.

8H. APPROVE REVISED FUND SUMMARY IN ROUTE 101 WIDENING PROJECT COOPERATIVE AGREEMENT - Authorize the Executive Director to amend the Fund Summary in the Route 101 Widening Project Cooperative Agreement with Caltrans, to add \$496,750 in repurposed federal

earmark funds.
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The motion was seconded by Commissioner Gherardi and passed by the following roll call vote:

Yes: Commissioners McDonald, Judge, Foy, Parks, Gherardi, Berg, Long, White, Bill de la Peña, Andrews, Haney and MacDonald
No: None

Abstain: None

Absent: Commissioners Bennett, Minjares, Simons, Zaragoza and Humphrey

8G. RATIFICATION OF STATE REQUIRED TRANSPORTATION DEVELOPMENT ACT (TDA) TRIENNIAL PERFORMANCE AUDITS FOR VENTURA COUNTY TDA CLAIMANT-

Commissioner Parks made a motion to

- *Receive and file the State required Transportation Development Act (TDA) triennial performance audits of TDA recipients in Ventura County.*
- *Ratify submittal of triennial performance audits to Caltrans.*

The motion was seconded by Commissioner Long and passed unanimously

9. PRESENTATION BY JENNIFER BERGENER REGARDING LOSSAN SERVICE UPDATE – Received and Filed

10. SURFACE TRANSPORTATION PROGRAM (STP) LOAN OF \$6 MILLION TO SAN JOAQUIN COUNCIL OF GOVERNMENTS –

Commissioner Gherardi made a motion to Approve \$6 million loan of Regional Surface Transportation Program apportionments to the San Joaquin Council of Governments (SJCOG), with \$3 million to be repaid at the start of Federal Fiscal Year (FFY) 2017/18, and the remaining \$3 million to be repaid at the start of FFY 2018/19. The motion was seconded by Commissioner Parks and passed by the following roll call vote:

Yes: Commissioners McDonald, Judge, Foy, Parks, Gherardi, Berg, Long, White, Bill-de la Peña, Haney, MacDonald
No: None
Abstain: None
Absent: Commissioners Bennett, Andrews, Minjares, Humphrey, Simons, and Zaragoza

Commissioner Bennett arrived.

11. U.S. 101 PA/ED REQUEST FOR PROPOSAL (RFP) -

Commissioner McDonald made a motion to issue a Request for Proposal (RFP) for the U.S. 101 Project Approval and Environmental Document (PAED) phase. The motion was seconded by Commissioner Haney and passed by the following roll call vote:

Yes: Commissioners McDonald, Judge, Parks, Gherardi, Berg, Long, White, Bill-de la Peña, Haney, MacDonald, Andrews and Bennett
No: None
Abstain: None
Absent: Commissioners Minjares, Humphrey, Foy, Simons, and Zaragoza

12. VCTC GENERAL COUNSEL'S REPORT - None

13. AGENCY REPORTS - None

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14. CLOSED SESSION – *No Report*

Conference with Legal Counsel – Existing Litigation

(Pursuant to Government Code Section 54956.9(d)(1))

Fillmore & Western v. VCTC, Case No. 56-2016-00482491

VCTC v. Fillmore & Western, Case No. 56-2014-00449769

15. ADJOURN to 9:00 a.m. Friday, September 8, 2017



Item # 8B

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file

BACKGROUND:

Staff is still performing the lengthy yearend closing process of the prior fiscal year which historically does not occur until the end of September. In order to give the Commission an accurate monthly budget report, the July and August monthly budget reports will be included as part of a next month's agenda.

The Commission should note, however, that all revenues, expenditures, and cash flow to date are consistent with the adopted budget.

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Item #8C

June 9, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: HEATHER MILLER, TRANSIT PLANNER

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 Commuter Rail

Ridership and On-Time Performance

Based on data provided by Metrolink, system-wide ridership on commuter rail remained consistent with last year's average in the same month with 36,849 Daily Passengers for the month of July. The Ventura County Line, which includes both Ventura County and Los Angeles County Stations, averaged 3,275 daily passenger trips for July; this represents a 3% increase from the previous year's average during the same month but represents an 8% decrease from June's average of 3,550. A 10-Year Snapshot of ridership trends is provided in Attachment A.

Metrolink ridership originating from Ventura County Stations on the Ventura County Line for the month of July averaged 751 total boardings per weekday. This represents a decrease of 2% compared to the same month in the previous year. Ventura County boardings represent approximately 23% of all boardings on the Ventura County Line. Station boardings for the month of July are provided in Attachment B.

Metrolink on-time performance, which denotes trains arriving within five minutes of scheduled time, averaged 95% "On Time" arrival on the Ventura County Line for the month of July, a drop in performance from 97% in June. However, "On Time" performance on the Ventura County Line continues to perform above the system-wide average which averaged 94% in July.

Metrolink Upcoming

At the October Commission meeting, Art Leahy, CEO of Metrolink, and Ronnie Campbell, CFO of Metrolink, will provide an update of Metrolink activities. Additionally, Metrolink is planning a “whistle stop tour” of its new Tier 4 locomotives, in conjunction with celebrating Metrolink’s 25th anniversary. VCTC staff will keep the Commission apprised of dates for this event.

LOSSAN Intercity Rail Corridor (Amtrak Pacific Surfliner)

Pacific Surfliner Business Class Performance

As part of the passenger enhancements initiative, Pacific Surfliner implemented the Business Class pilot program in direct response to customer demand for more business class and reserved seating. In business class, an advanced reservation needs to be made for a specific train, and the passenger is guaranteed a seat in the business class car at a premium charge of between \$10 and \$31, depending on the length of trip. In addition to a guaranteed seat, business class also provides additional leg room, and a free beverage, snack, newspaper, and service from a dedicated train attendant.

Since the expansion of service was implemented in November of 2016, overall, Business Class has seen a 21.3% increase in ridership and a 20.5% increase in revenue when comparing the same period to the prior year.

Prior Year			Current Year			Change	
Month	Ridership	Revenue	Month	Ridership	Revenue	Ridership	Revenue
Nov-15	32,254	\$1,482,901	Nov-16	42,845	\$1,984,956	+32.8	+33.9
Dec-15	29,340	\$1,331,869	Dec-16	36,467	\$1,636,987	+24.3	+22.9
Jan-16	26,248	\$1,159,261	Jan-17	30,143	\$1,325,346	+14.8	+14.3
Feb-16	28,869	\$1,265,775	Feb-17	29,109	\$1,270,707	+0.8	+0.4
Mar-16	30,987	\$1,372,416	Mar-17	36,447	\$1,577,893	+17.6	+15.0
Apr-16	31,040	\$1,349,626	Apr-17	39,399	\$1,729,047	+26.9	+28.1
May-16	34,368	\$1,547,271	May-17	40,968	\$1,816,411	+19.2	+17.4
Jun-16	34,075	\$1,487,217	Jun-17	42,929	\$1,872,297	+26.0	+25.9
Jul-16	43,445	\$1,907,736	Jul-17	54,161	\$2,341,747	+24.7	+22.8

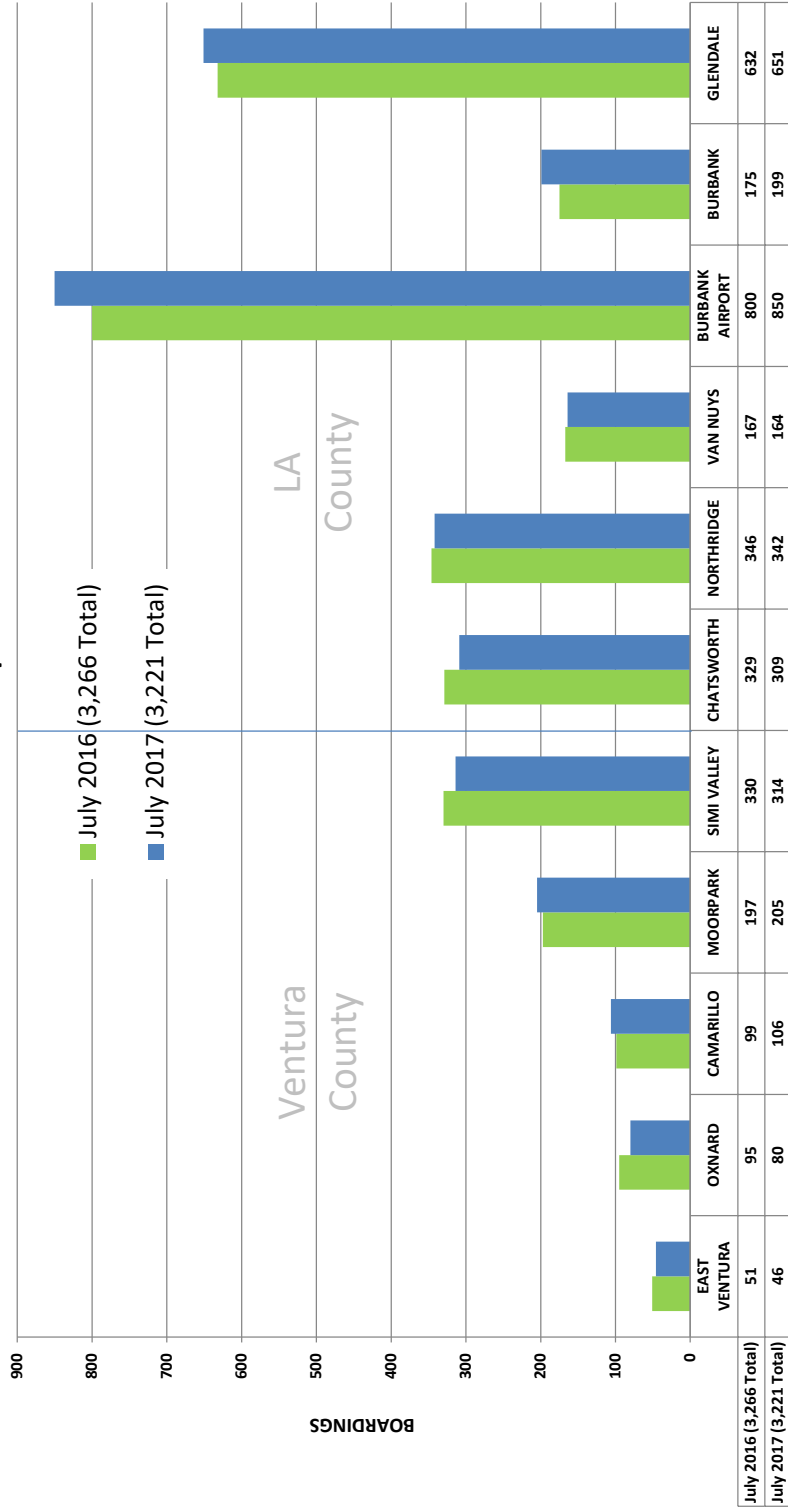
Metrolink Ridership

10 Year Snapshot of Monthly Year over Year Change in Average Weekday Ridership

Month Year	Ventura County Station Boardings*	% Change Ventura County Station Boardings	Ventura County Line Passenger Trips	% Change Ventura County Line	Metrolink System Passengers Grand Total	% Change Metrolink System Grand Total	Metrolink Monthly Passholders on Amtrak (Rail-2-Rail program)
July 2017	751	-3%	3,275	3%	36,849	0%	123
July 2016	772	-2%	3,194	-13%	36,983	-9%	155
July 2015	786	-11%	3,681	3%	40,420	-1%	144
July 2014	885	-6%	3,570	-3%	40,987	-1%	138
July 2013	940	-5%	3,672	-1%	41,388	-1%	180
July 2012	988	2%	3,723	-2%	41,970	2%	189
July 2011	973	39%	3,803	5%	41,050	6%	241
July 2010	702	-7%	3,609	-6%	38,709	-4%	289
July 2009	756	-27%	3,833	-16%	40,313	-17%	337
July 2008	1,031	37%	4,556	14%	48,289	16%	313

* East Ventura, Oxnard, Camarillo, Moorpark and Simi Valley.

Ventura County Line Average Daily Station Boardings Year over Year Comparison



Source: SCRRA TAC Reporting Portal.



Item #8D

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Adopt "Support" position on the attached "California Federal Transportation Infrastructure Investment Principles."
- Receive and file Legislative Update.

DISCUSSION

Federal Issues

During July the House and Senate Appropriations Committees approved Fiscal Year 2017/18 federal appropriations for transportation. It remains to be seen whether Congress will pass a budget before the October 1st fiscal year start, or will start the fiscal year with a Continuing Resolution as happened last year and in many previous years.

Both the House and Senate bills would provide the full amount of highway and transit formula funds contained in the Fixing America's Surface Transportation (FAST) authorization legislation. However, a significant difference is that the House bill supports the Administration's recommendation to eliminate the Transportation Investment Generating Economic Recovery (TIGER) discretionary program which was funded with \$500 million in FY 2016/17, while the Senate bill would increase TIGER to \$550 million. Both bills would provide funds for Amtrak long-distance trains, such as the Coast Starlight, which the Administration had recommended for elimination. The two bills also proposed cuts of differing magnitude to the FTA Capital Investment Grants program which typically goes to construction of major transit systems in large cities.

Earlier this year staff reported on the status of efforts by Congress and the Administration to develop an infrastructure funding package including the Administration's proposal to leverage \$800 billion of private funds for infrastructure using \$200 billion of federal funds. In anticipation of those deliberations which could possibly occur later this year, Caltrans has prepared a set of Consensus Principles based on various discussions that have taken place regarding statewide priorities, as well as letters that transportation agencies and stakeholders in California have written. These Principles, provided in

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Attachment A, emphasize the need to ensure the solvency of the federal transportation Trust Fund, notwithstanding the potential infusion of private funds. The Principles also mention the importance of the federal program addressing multimodal transportation priorities. It should be noted that the Principles also mention priority for funding High Speed Rail, on which VCTC has not taken a position, but notwithstanding this one issue staff recommends the Commission support the principles due to the other important issues that are addressed.

State Issues

Attachment B provides the monthly report of Delaney Hunter, the Commission's state lobbyist. The report includes information on the passage of AB 398 (E. Garcia) to extend the state's Cap and Trade Program. The Cap and Trade Expenditure Plan is expected to be finalized by the Legislature after the Summer Recess.

Attachment C provides the status of bills being tracked by VCTC. Three Assembly Bills tracked by VCTC are continuing to move through the Senate, namely AB 17 (Holden) to establish a student transit pass program, AB 467 (Mullin) to allow transportation sales tax measure expenditure plans to be posted on line rather than printed in the ballot handbook, and AB 805 (Gonzalez Fletcher) to change the composition of the Board of the San Diego Association of Governments.

ATTACHMENT A

FINAL DRAFT – “California Federal Transportation Infrastructure Investment Principles”

transit expansions combined with multi-year federal direct funding commitments through Full Funding Grant Agreements (FFGA), which enable these projects to put together innovative financing packages.

Build on the Bipartisan FAST Act Structure – California strongly supported the passage of the bipartisan FAST Act. Adopted in 2015, the FAST Act provides long-term certainty needed to advance multi-year highway, transit and passenger rail improvements. Any new infrastructure package should increase funding for the core highway, transit and passenger rail programs authorized by the FAST Act, which would empower state, local and tribal governments to expedite delivery of high-priority projects that are planned but not fully funded. Importantly, any transportation package should be in addition to, not in lieu of, maintaining existing FAST Act funding commitments to both highway and transit programs. As such, we oppose cuts to the FTA Capital Investment Grant program, as proposed in the FY 2018 Trump Administration budget request. Moreover, we reject the notion, included in the Administration’s budget, that “Future investments in new transit projects would be funded by the localities that use and benefit from these localized projects,” as this approach ignores the regional and national mobility, economic and jobs benefits that transit projects provide.

Balance Investments with Formula and Discretionary Programs – California is a diverse state and as such we support the balanced approach Congress employed with the FAST Act of investing in both formula and discretionary funding programs. An infrastructure package could expand on this structure with increased investment. This approach ensures that not only will state, local and tribal governments have the flexibility to address pressing “fix it first” priorities, improve safety and mobility, and meet the needs of rural communities and tribal governments, but also invest in the many regionally and nationally-significant projects in California – examples of which are included an initial list of high-priority infrastructure projects that the State developed earlier this yearⁱ – that will relieve congestion in major jobs centers and improve goods movement in critical border and trade corridors. This approach could include supplementing the FAST Act formula apportionment programs, FAST Act freight-related discretionary grants, FTA Capital Investment Grants and the Transportation Improvements Generating Economic Recovery – programs with a track record of success – as well as funding a new major projects program.

Fund Multimodal Mobility Solutions – Regions across California are taking a holistic approach to improving their transportation systems by making investments in multimodal transportation infrastructure that relieve congestion, improve the movement of goods and people, spur economic growth and improve quality of life. Similarly, the State is seeking to triple bicycle and double pedestrian and transit travel between 2010 and 2020 as a strategic sustainability target.ⁱⁱ Any new infrastructure package should increase the flexibility to invest in a range of mobility solutions that best address the wide array of challenges that face our community.

- **Public Transportation:** California has made significant investments in public transportation to meet mobility, economic (e.g., access to employment), environmental and transportation equity objectives (e.g., providing mobility options to individuals who cannot drive or who cannot afford to drive, and breaking down barriers for disadvantaged

communities). In California, public transportation has helped support the growth of key industries and institutions that are an engine of growth for the national economy. We also recognize, and impress on Congress, that investment in public transportation creates good-paying construction jobs, spurs domestic manufacturing in states across the nation where transit buses, rail cars, parts and materials are produced, and thus, promotes economic growth. Over a 20-year period, \$1 billion in investment in public transportation yields approximately \$3.7 billion in increased economic activity. At current wage rates, this is equivalent to a ratio of approximately 50,731 jobs per \$1 billion invested in public transportation.

- **Active Transportation:** Investing in active transportation furthers the State’s sustainability and climate preparedness objectives and improves the quality of life and public health of Californians. Any new infrastructure package should ensure that walking and bicycling projects are eligible for funding. California has made a major commitment to walking and bicycling through investment in our Active Transportation Program, and we want to continue to increase that investment given the opportunity with new federal funding.
- **Passenger Rail:** As the state responsible for delivering the nation’s first high-speed rail system, California is making significant investments in intercity passenger rail, and therefore supports dedicated long-term federal investment in passenger rail programs. Modernizing the state’s passenger rail system will: reduce emissions by enabling more Californians to switch from driving and flying to traveling by clean, fast and efficient rail service; open freight capacity to enhance the flow of goods from our fields and ports; and sustain an innovative state economy that will help drive America’s economic competitiveness. Any new federal infrastructure investment package should provide significant funding for the High-Speed Intercity Passenger Rail program and fully fund FAST Act authorized Federal Railroad Administration intercity passenger rail grant programs. California opposes cuts to Amtrak service proposed by the FY 2018 Trump Administration budget.
- **Managed Lanes:** Throughout California, the construction of managed lanes has become a realistic and cost-effective way to deliver mobility choices to commuters. Managed lanes address multiple priorities including, but not limited to: enhanced transit service, ridesharing, travel time reliability, and congestion reduction. Tolled managed lanes can also offer the benefit of paying for operations and maintenance costs and other system improvements along the corridor, as well as potentially attracting private investment. A new transportation infrastructure investment package should liberalize tolling policy and facilitate the implementation of tolled managed express lanes.

Shorten Project Delivery Time – California strongly supports efforts to streamline Federal regulations to facilitate more expeditious project delivery without diminishing environmental standards and safeguards. We are also encouraged by President Trump’s focus on streamlining the environmental review and permitting processes, and the state has developed a list of high-priority projects for consideration under Executive Order 13766, *Expediting Environmental Review and Approvals for High Priority Infrastructure Projects*.ⁱⁱⁱ

Provide Relief for 2017 California Winter Storm Damage - In 2017, California suffered the most severe winter storm events it has seen in 20 years brought on by an “atmospheric river” weather phenomena. These storms ended California’s drought and also caused an estimated \$1.4 billion in damage to state and local roadways since January, ranking the 2017 winter as the most expensive in history.^{iv} As federal policymakers consider investment in new infrastructure improvements, we urge Congress to also set aside funding to help California repair the damage to its transportation infrastructure stemming from this historic 2017 California Winter Storm disaster event.

ⁱ Office of Governor Edmund G. Brown Jr. February 7, 2017 Letter to the National Governor’s Association providing and initial list of key infrastructure projects;

https://www.gov.ca.gov/docs/CA_Infrastructure_Letter_and_Projects_2.7.17.pdf

ⁱⁱ California Department of Transportation *Strategic Management Plan 2015-2020*;

http://www.dot.ca.gov/perf/library/pdf/Caltrans_Strategic_Mgmt_Plan_033015.pdf

ⁱⁱⁱ Governor Edmund G. Brown Jr. February 24, 2017 Letter to President Trump regarding California High-Priority Projects for consideration under Executive Order 13766;

https://www.gov.ca.gov/docs/2.24.17_Infrastructure_Letters.pdf

^{iv} Caltrans June 2017 *Mile Marker*, “Winter Storms Exact Historic Roads Toll”;

http://www.dot.ca.gov/milemarker/docs/2017/MM-2017-Q2.pdf#winter_storms

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

Legislative Update

The Legislature was on summer recess from July 21st to August 21st, so there was not much action in Sacramento during the last month. Right before commencement of the break, the Assembly and Senate held lengthy policy committee hearings to meet the deadline for all bills to be moved through their respective committees. As a result, most of July was focused on hearing all of the bills in the second house policy committees. Now that the recess has concluded, the next two weeks will be mostly centered around appropriations committee hearings for all the bills that are tagged fiscal. A majority of the bills – those generating a significant state cost – will be placed on the appropriations committee suspense files. The fate of these bills will be taken up during the final fiscal committee hearing (on September 1st) where they either advance or hold the remaining legislation before the deadline. The bills that move out of the appropriations committee will then move to the Senate or Assembly Floor for a full vote of their respective house. If there were any amendments while the bill was in the second house, the legislation must then go back for a concurrence vote to the house of origin. This will all take place in the final weeks of the 2017 legislative session, where there will be lengthy floor session hearings before the deadline. All bills must be passed by the Legislature by September 15th, and the Governor then has until October 15th to sign or veto legislation. If bills are not passed, they will ultimately become two-year bills and will be subjected to an expedited deadline schedule in January when the Legislature returns. As always, GQHC will continue to keep VCTC updated on relevant legislation and important upcoming deadlines.

Cap and Trade Update

Cap and trade came to the forefront of the Legislature and Administration before they convened for the July to August summer recess. The dueling versions of cap and trade can be boiled down to (1) a plain extension allowing CARB to make slight adjustments as needed, and (2) a reformed version that emphasized direct emission reductions in communities. The Governor supported the first, while the second was being pushed by environmental justice advocates. There was no shortage of legislation aimed at extending the Cap and Trade program that was put forward this year. The Governor released language that would have done a plain extension. Assembly Members Garcia, Holden and Garcia introduced language sponsored by environmental justice advocates, AB 378. Assembly Member Burke worked with WSPA and industry groups to draft a business-friendly approach, AB 151. Finally, Senator Wieckowski released a bill that would have completely revamped the cap and trade program and the way the proceeds are distributed back to Californians. Neither of these three bills nor the Governor's plain extension gained traction.

In a long and late night Legislative session with Summer Recess fast approaching, the bill package, AB 398 (E. Garcia), AB 617 (C. Garcia) and ACA 1 (Mayes), passed from the Legislature and were sent to Governor Brown. The package of bills walked the tightrope of being sufficiently business-friendly to

secure the needed Moderate Democrats and Republicans, while also aggressive enough to keep progressive Democrats in support. Specifically, AB 398 will extend through 2030 and slightly modify the state's Cap & Trade Program to help meet the GHG reduction targets from SB 32 (2016). The bill adds cost caps into the program's auction, limits the amount of offset credits that can be used, sets up a reserve of unused allowances, and remove certain taxes/fees on rural communities and energy generation. A companion bill, AB 617 is focused on local air quality issues that are not addressed directly under the cap and trade program. It directs ARB to prepare a statewide strategy to reduce toxic air pollutants, allows local air districts to levy higher penalties, and directs the air districts to implement community emissions reductions programs. ACA 1 will put to the voters whether spending of the cap & trade proceeds should be subject to a one-time 2/3 vote in 2024, essentially giving Republicans a say in the spending plan in 2024. Lastly, the Legislature plans to tackle the expenditure plan in the upcoming week.

Important Legislation

With the legislative session coming to a close in the next few weeks, GQHC has continued to advocate VCTC's support on a few important bills that are continuing to move through the legislative process.

AB 17 (Holden) establishes the Transit Pass Program, and 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 first passed out of the Assembly Transportation Committee on an 11 to 3 vote, and GQHC registered the Commission's support. It was then held in the Appropriations Committee, where it advanced out when the lengthy suspense file hearing was held. AB 17 then passed out of the Senate Transportation and Housing Committee with little debate or discussion. AB 17 is now in the Senate Appropriations Committee, where it will likely be moved to the suspense file to be taken up on September 1st. GQHC has continued to work with Assembly Member Holden's office to ensure that the bill includes workable Transportation Development Act provisions to ensure maximum success and efficiency of the program. The author's office worked on this issue with CalTrans over the summer recess, so GQHC will continue to remain engaged as the bill moves forward.

AB 1113 (Bloom) is another VCTC supported bill that has continued to advance with relative ease. Specifically, the bill makes a number of changes to the State Transit Assistance formula distributed by the State Controller's Office. AB 1113 moved through the Assembly Transportation Committee, Assembly Appropriations Committee, Assembly Floor, Senate Transportation Committee, Senate Appropriations Committee, and the Senate Floor with zero "no" votes. The bill then advanced to the Governor, where he signed the bill on July 21st. AB 1113, supported by many of the state's transportation agencies, had an urgency clause so its provisions took effect immediately.

AB 1218 (Obernolte) is another VCTC supported bill that would extend the sunset on existing California Environmental Quality Act exemptions for bicycle transportation plans and bicycle lanes an additional three years – from 2018 to 2021. This bill has taken a similar path to AB 1113 – while also moving through the Assembly Natural Resources Committee, Assembly Floor, Senate Environmental Quality Committee, and the Senate Floor – and GQHC has advocated VCTC's support throughout the legislative process. AB 1218 was on the consent calendar when on the Floor and was then signed by Governor Brown on July 31st. The bill will take effect January 1, 2018.

Upcoming Bill Deadlines and Newly Introduced Legislation

Aug. 21 Legislature reconvenes from Summer Recess

Sept. 1 Last day for fiscal committees to meet and report bills to the Floor

Sept. 5-15 Floor session only. No committee may meet for any purpose

Sept. 8 Last day to amend on the Floor

Sept. 15 Last day for any bill to be passed. Interim Recess begins on adjournment

Oct. 15 Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 15 and in the Governor's possession after Sept. 15

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

Introduced: 12/5/2016

Status: 8/21/2017-Action From APPR.: To APPR. SUSPENSE FILE.

Summary: Would create the Transit Pass Pilot Program to be administered by the Department of Transportation to provide free or reduced-fare transit passes to specified pupils and students by supporting new, or expanding existing, transit pass programs. The bill would require the department to develop guidelines that describe the application process and selection criteria for awarding the moneys made available for the program, and would exempt the development of those guidelines from the Administrative Procedure Act.

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

Introduced: 12/5/2016

Status: 3/29/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 4, Statutes of 2017.

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. The bill would repeal that provision on January 1, 2020. This bill would declare that it is to take effect immediately as an urgency statute.

AB 91 (Cervantes D) High-occupancy vehicle lanes.

Introduced: 1/9/2017

Status: 8/21/2017-Action From APPR.: To APPR. SUSPENSE FILE.

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. 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 115 (Committee on Budget) Transportation.

Introduced: 1/10/2017

Status: 6/27/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 20, Statutes of 2017.

Summary: Current law requires that a patrol member of the Public Employees' Retirement System (PERS) who is subject to specified benefit formulas be retired in the calendar month succeeding that in which he or she attains 60 years of age. Current law, until January 1, 2018, exempts from this requirement a Commissioner of the California Highway Patrol, as specified, who was appointed on or after January 1, 2008. This bill would continue this exemption until April 1, 2019.

AB 179 (Cervantes D) California Transportation Commission.

Introduced: 1/18/2017

Status: 7/13/2017-Read second time and amended. Re-referred to Com. on APPR.

Summary: Under current law, the California Transportation Commission consists of 13 members, 9 of whom are to be appointed by the Governor in consultation with the Senate. Current law requires the Governor, in appointing members, to use every effort to ensure geographic balance of representation. This bill would additionally require the Governor, in appointing members, to use every effort to ensure that the commission has a diverse membership with expertise in transportation issues, taking into consideration factors including, but not limited to, socioeconomic background and professional experience, which may include experience working in, or representing, disadvantaged communities.

AB 378 (Garcia, Cristina D) Greenhouse gases, criteria air pollutants, and toxic air contaminants.

Introduced: 2/9/2017

Status: 6/1/2017-Read third time. Refused passage. Motion to reconsider on the next legislative day made by Assembly Member Cristina Garcia. (FAILED)

Summary: The California Global Warming Solutions Act requires the State Air Resources Board, when adopting rules and regulations to achieve greenhouse gas emissions reductions beyond the statewide greenhouse gas emissions limit and to protect the state's most impacted and disadvantaged communities, to follow specified requirements, consider the social costs of the emissions of greenhouse gases, and prioritize specified emission reduction rules and regulations. This bill would require the state board to consider and account for the social costs of the emissions of greenhouse gases when adopting those rules and regulations.

AB 467 (Mullin D) Local transportation authorities: transactions and use taxes.

Introduced: 2/13/2017

Status: 7/17/2017-Read second time. Ordered to third reading.

Summary: Current law provides for a local transportation authority to adopt a transportation expenditure plan for the proceeds of the retail transactions and use tax, and requires the entire adopted transportation expenditure plan to be included in the voter information guide sent to voters. This bill, upon the request of an authority, would exempt a county elections official from including the entire adopted transportation expenditure plan in the voter information guide, if the authority posts the plan on its Internet Web site, and the sample ballot and the voter information guide sent to voters include information on viewing an electronic version of the plan on the Internet Web site and for obtaining a printed copy of the plan by calling the county elections office.

AB 468 (Santiago D) Transit districts: prohibition orders.

Introduced: 2/13/2017

Status: 7/17/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate amendments pending. May be considered on or after July 19 pursuant to Assembly Rule 77.

Summary: Current law authorizes the Sacramento Regional Transit District, the Fresno Area Express, and, until January 1, 2018, the San Francisco Bay Area Rapid Transit District to issue a prohibition order to any person cited for committing one or more of certain prohibited acts in specified transit facilities. Current law prohibits a person subject to the prohibition order from entering the property, facilities, or vehicles of the transit district for specified periods of time. Current law establishes notice requirements in that regard and provides for initial and administrative review of the order. This bill would apply these provisions to the Los Angeles County Metropolitan Transportation Authority and would extend the application of these provisions to the San Francisco Bay Area Rapid Transit District indefinitely.

AB 503 (Lackey R) Vehicles: parking violations: registration or driver's license renewal.

Introduced: 2/13/2017

Status: 7/18/2017-Read second time and amended. Re-referred to Com. on APPR.

Summary: Current law, with specified exceptions, requires an agency that processes notices of parking violations and notices of delinquent parking violations to proceed under only one of 3 specified options in order to collect an unpaid parking penalty, including filing an itemization of unpaid parking penalties and service fees with the Department of Motor Vehicles for collection with the registration of the vehicle. This bill would instead authorize a processing agency to proceed under one of those 3 specified options.

AB 515 (Frazier D) State Highway System Management Plan.

Introduced: 2/13/2017

Status: 7/11/2017-Read second time. Ordered to third reading.

Summary: Would require the Department of Transportation to prepare a draft State Highway System Management Plan, which would consist both of the 10-year state highway rehabilitation plan and the 5-year maintenance plan. The bill would require the department to make the draft of its proposed State Highway System Management Plan available to regional transportation agencies for review and comment, and would require the department to include and respond to the comments in the final plan to the commission by February 15 of each odd-numbered year.

AB 544 (Bloom D) Vehicles: high-occupancy vehicle lanes.

Introduced: 2/13/2017

Status: 8/21/2017-Action From APPR.: To APPR. SUSPENSE FILE.

Summary: Current federal law authorizes, until September 30, 2019, a state to allow low emission and energy-efficient vehicles, as specified, to use lanes designated for high-occupancy vehicles (HOVs). Current federal law also authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use those HOV lanes. This bill would extend the authority of drivers of specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.

AB 673 (Chu D) Public transit operators: bus procurement: safety considerations.

Introduced: 2/15/2017

Status: 7/24/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 126, Statutes of 2017.

Summary: Would require a public transit operator, before the procurement of a new bus to be used in revenue operations, to take into consideration recommendations of, and best practices standards developed by, the exclusive representative of the recognized organization representing bus operators of the transit operator for specified purposes, including, among other purposes, reducing the risk of assault on bus operators. By creating new duties for public transit operators, this bill would impose a state-mandated local program.

AB 697 (Fong R) Tolls: exemption for privately owned emergency ambulances.

Introduced: 2/15/2017

Status: 7/11/2017-Read second time. Ordered to third reading.

Summary: Current law provides for the exemption of authorized emergency vehicles, as defined, from the payment of a toll or charge on a vehicular crossing, toll highway, or high-occupancy toll (HOT) lane and any related fines, when the authorized emergency vehicle is being driven under specified conditions, including, among others, the vehicle is displaying public agency identification and driven while responding to or returning from an urgent or emergency call. Current law prohibits a person from operating a privately owned emergency ambulance unless licensed by the Department of the California Highway Patrol. This bill would generally modify the exemption to apply to the use of a toll facility, as defined, and would expand the exemption, dispute resolution procedures, and agreement provisions to include a privately owned emergency ambulance licensed by the Department of the California Highway Patrol.

AB 1069 (Low D) Local government: taxicab transportation services.

Introduced: 2/16/2017

Status: 7/12/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 11. Noes 0.) (July 11). Re-referred to Com. on APPR.

Summary: Current law requires every city or county to adopt an ordinance or resolution in regard to taxicab transportation service and requires each city or county to provide for a policy for entry into the business of providing taxicab transportation service, the establishment or registration of rates for the provision of taxicab transportation service, and a mandatory controlled substance and alcohol testing certification program for drivers, as specified. Current law also authorizes a city or county to levy a charge on a taxicab transportation service that is sufficient to pay for the costs of carrying out the ordinance or resolution adopted by the city or county in regards to taxicab transportation services. This bill would authorize each of 10 specified counties to regulate taxi service within the respective county by means of a countywide transportation agency, as defined for each of those counties.

AB 1113 (Bloom D) State Transit Assistance Program.

Introduced: 2/17/2017

Status: 7/21/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 86, Statutes of 2017.

Summary: Current law requires funds in the Public Transportation Account to be allocated to various public transportation and transportation planning purposes, with specified revenues in the account to be allocated by the Controller to specified local transportation agencies for public transportation purposes, pursuant to the State Transit Assistance (STA) Program. Current requires STA funds to be allocated by

formulas based 50% on population and 50% on transit operator revenues. This bill would revise and recast the provisions governing the STA program. The bill would provide that only STA-eligible operators, as defined, are eligible to receive an allocation from the portion of program funds based on transit operator revenues.

AB 1218 (Obernolte R) California Environmental Quality Act: exemption: bicycle transportation plans.

Introduced: 2/17/2017

Status: 7/31/2017-Approved by the Governor. Chaptered by Secretary of State - Chapter 149, Statutes of 2017.

Summary: CEQA, until January 1, 2018, exempts from its requirements bicycle transportation plans for an urbanized area for restriping of streets and highways, bicycle parking and storage, signal timing to improve street and highway intersection operations, and related signage for bicycles, pedestrians, and vehicles under certain conditions. CEQA, until January 1, 2018, also exempts from its requirements projects consisting of restriping of streets and highways for bicycle lanes in an urbanized area that are consistent with a bicycle transportation plan under certain conditions. This bill would extend those 2 exemptions until January 1, 2021.

AB 1282 (Mullin D) Transportation Permitting Taskforce.

Introduced: 2/17/2017

Status: 7/20/2017-Read third time. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 18 pursuant to Assembly Rule 77.

Summary: Would require, by April 1, 2018, the Secretary of Transportation, in consultation with the Secretary of the Natural Resources Agency, to establish a Transportation Permitting Taskforce consisting of representatives from specified entities to develop a process for early engagement for all parties in the development of transportation projects, establish reasonable deadlines for permit approvals, and provide for greater certainty of permit approval requirements. The bill would require the Secretary of Transportation, by December 1, 2019, to prepare and submit to the relevant policy and fiscal committees of the Legislature a report of findings based on the efforts of the taskforce.

ACA 5 (Frazier D) Motor vehicle fees and taxes: restriction on expenditures: appropriations limit.

Introduced: 2/17/2017

Status: 4/6/2017-Chaptered by Secretary of State- Chapter 30, Statutes of 2017

Summary: Would add Article XIX to the California Constitution to require revenues derived from vehicle fees imposed under a specified chapter of the Vehicle License Fee Law to be used solely for transportation purposes, as defined. The measure would prohibit these revenues from being used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016. The measure would prohibit the revenues from being used for the payment of principal and interest on state transportation general obligation bonds issued after that date unless the bond act submitted to the voters expressly authorizes that use.

SB 1 (Beall D) Transportation funding.

Introduced: 12/5/2016

Status: 4/28/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 5, Statutes of 2017.

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.

SB 150 (Allen D) Regional transportation plans.

Introduced: 1/18/2017

Status: 7/11/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (July 10). Re-referred to Com. on APPR.

Summary: Current law requires metropolitan planning organizations to adopt a sustainable communities strategy or alternative planning strategy, subject to specified requirements, as part of a regional

transportation plan, which is to be designed to achieve certain targets for 2020 and 2035 established by the State Air Resources Board for the reduction of greenhouse gas emissions from automobiles and light trucks in the region. This bill would require the State Air Resources Board by September 1, 2018, and every 4 years thereafter, to prepare a report that assesses progress made by each metropolitan planning organization in meeting the regional greenhouse gas emission reduction targets set by the state board.

SB 185 (Hertzberg D) Crimes: infractions.

Introduced: 1/25/2017

Status: 7/12/2017-From committee: Do pass and re-refer to Com. on APPR. (Ayes 5. Noes 0.) (July 11). Re-referred to Com. on APPR.

Summary: Existing law requires a court, in any case when a person appears before a traffic referee or judge of the superior court for adjudication of a violation of the Vehicle Code, upon request of the defendant, to consider the defendant's ability to pay, as specified. This bill would require the court, in any case involving an infraction filed with the court, to determine whether the defendant is indigent for purposes of determining what portion of the statutory amount of any associated fine, fee, assessment, or other financial penalties the person can afford to pay.

SB 389 (Roth D) Department of Transportation: transportation project delivery services.

Introduced: 2/14/2017

Status: 7/17/2017-Read second time and amended. Re-referred to Com. on APPR. (Amended 7/17/2017)

Summary: Would authorize the Department of Transportation to establish a fee schedule and to charge a fee relative to transportation project delivery services requested by a local agency or other entity, as specified, including job mix formula verifications, material plant quality program inspections, and laboratory accreditations. The bill would authorize the department to adopt regulations to, among other things, specify the terms and conditions for performing these tasks and would require that the department's total estimated revenue from the fee schedule not exceed the department's estimated total cost for providing these services.

SB 406 (Leyva D) Vehicles: high-occupancy vehicle lanes: exceptions.

Introduced: 2/15/2017

Status: 6/28/2017-Read second time. Ordered to third reading.

Summary: Current law authorizes the Department of Transportation and local authorities to designate certain highway lanes for the exclusive or preferential use of high-occupancy vehicles (HOVs), requires the department or local authorities to place signage advising motorists of the rules governing the use of those lanes, and prohibits the use of those lanes by motorists other than in conformity with the posted rules. Current law provides a limited exemption allowing motorcycles, mass transit vehicles, and paratransit vehicles to use HOV lanes. This bill would provide an exemption to allow for blood transport vehicles, as defined, to use HOV lanes, regardless of the number of occupants.

SB 496 (Cannella R) Indemnity: design professionals.

Introduced: 2/16/2017

Status: 4/28/2017-Approved by the Governor. Chaptered by Secretary of State. Chapter 8, Statutes of 2017.

Summary: Current law provides, with respect to contracts and amendments to contracts entered into on or after January 1, 2011, with a public agency, as defined, for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. This bill would instead make these provisions applicable to all contracts for design professional services entered into on or after January 1, 2018.

SB 595 (Beall D) Metropolitan Transportation Commission: toll bridge revenues.

Introduced: 2/17/2017

Status: 7/19/2017-Read second time and amended. Re-referred to Com. on APPR.

Summary: Would require the City and County of San Francisco and the other 8 counties in the San Francisco Bay area to conduct a special election on a proposed increase in the amount of the toll rate charged on the state-owned toll bridges in that area to be used for specified projects and programs. The bill would require the BATA to select the amount of the proposed increase, not to exceed \$3, to be placed on the ballot for voter approval. If approved by the voters, the bill would authorize the BATA, beginning January 1, 2019, to phase in the toll increase over a period of time and to adjust the toll increase for inflation after the toll increase is phased in completely.

SB 614 (Hertzberg D) Public transportation agencies: administrative penalties.

Introduced: 2/17/2017

Status: 7/17/2017-Read third time and amended. Ordered to third reading. (Amended 7/17/2017)

Summary: Current law makes it a crime, punishable as an infraction or misdemeanor, as applicable, for a person to commit certain acts on or in a facility or vehicle of a public transportation system. Current law authorizes a public transportation agency to adopt and enforce an ordinance to impose and enforce civil administrative penalties for and other passenger misconduct on or in a transit facility vehicle in lieu of the criminal penalties otherwise applicable. Current law requires these administrative penalties to be deposited in the general fund of the county in which the citation is administered. This bill would instead require the administrative penalties to be deposited with the public transportation agency that issued the citation.

SB 810 (Committee on Transportation and Housing) Transportation: omnibus bill.

Introduced: 3/8/2017

Status: 7/12/2017-Read second time and amended. Re-referred to Com. on APPR.

Summary: Current law prohibits a person holding a class A, class B, or class C driver's license from operating a vehicle hauling fissile class III shipments or large quantity radioactive materials, as defined, unless the person possesses both a valid license of the appropriate class and a radioactive materials driver's certificate issued by the Department of Motor Vehicles that permits the person to operate the vehicle. This bill would delete the existing examination and certificate requirement and instead prohibit a person holding a class A, class B, or class C driver's license from operating a vehicle hauling highway route controlled quantities of radioactive materials, as defined, unless the person possesses both a valid license of the appropriate class and a certificate of training, as required under specified federal law.

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY August 28, 2017			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 17 Holden	Provides funds to transit operators by formula in support of student bus pass programs. Amended to allocate \$20 million and switch from a formula to competitive grant program.	Support	Passed Senate Transportation & Housing Committee 12-1. In Appropriations Committee.
AB 467 Mullin	Allows transportation expenditure plans to be posted on line and available by mail, rather than printed in voter pamphlet.	Work with Author	Passed Senate Elections & Constitutional Amendments Committee 4-1. In full Senate.
AB 805 Gonzalez Fletcher	Changes the SANDAG Board composition in a manner opposed by SANDAG.	Oppose	Passed Senate Government & Finance Committee 5-2. Passed Transportation & Housing Committee 9-3. In Appropriations Committee.
AB 1113 Bloom	Clarifies statutory ambiguity to regarding State Transit Assistance apportionment formula.	Support	Passed Senate 33-0. Signed by Governor.
AB 1218 Oberholte	Extends CEQA exemption category for certain bicycle facilities.	Support	Passed Senate 39-0. Signed by Governor.
SB 268 Mendoza	Changes the Los Angeles County METRO Board composition in a manner opposed by METRO.	Oppose	Died in Assembly Transportation Committee.
SCA 6 Wiener	Places amendment before voters to lower to 55% the supermajority requirement for transportation measures.	Support	In Senate Appropriations Committee.

Staff-recommended Commission positions shown in **bold**.

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Item #8E

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DONNA COLE, CLERK OF THE BOARD

SUBJECT: APPOINTMENT OF DR. SANDRA ALDANA TO CTAC/SSTAC

RECOMMENDATION:

- Appoint Dr. Sandra Aldana as a VCTC At-Large representative to the Citizens' Transportation Advisory Committee/Social Services Advisory

BACKGROUND:

One of VCTC's advisory committees is the Citizens' Transportation Advisory Committee/Social Services Transportation Advisory Council (CTAC/SSTAC). The CTAC/SSTAC is composed of citizens appointed from each of the cities and the County plus At-Large and social services agency representatives appointed by VCTC.

There has been a vacancy for a VCTC At-Large representative for several years. The position was last held by Mary Harris of Thousand Oaks and we have not been able to fill the position, despite having advertised on the VCTC Website and social media, as well as contacting the cities and county. After attending a VCTC meeting and a CTAC/SSTAC meeting Dr. Sandra Aldana, a representative on the State Council on Developmental Disabilities, has expressed an interest in filling the position.

Dr. Aldana is a resident of Thousand Oaks. A professional in the field of Developmental Disabilities since 2000, She has firsthand experience navigating the programs and services available to persons with disabilities as she, herself, has medical challenges. Staff feels she would be a great asset to the CTAC/SSTAC.

Sandra I. Aldana, PhD, MPH
State Council on Developmental Disabilities

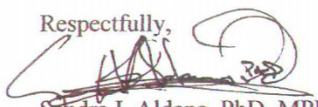
Donna Cole
Clerk/Public Information Officer
950 County Square Drive., Suite 207
Ventura, CA 93003

To: Ventura County Transportation Commission,

I am submitting this request for appointment to the Citizen's Transportation Advisory Committee. As a person with a rare disease (Sturge-Webber Syndrome), I have learned how to be successful despite my medical and intellectual challenges. I have been a professional in the field of Developmental Disabilities since 2000. Prior to that I began my career working in grassroots advocacy and service provision in public health in 1989. Consequently, through experience and credentials, I know the appropriate educational and social services needed to support daily needs so children and adults with Developmental Disabilities can lead lives similar to those of their peers without disabilities. Specifically, my research examined reliable alliances with key sources of support, and the establishment of sustainable daily family routines congruent with family's cultural expectations for family life. I gathered useful data from a population whose differences influence how they access and utilize educational and social services. This knowledge is a significant benefit for both policy and practice.

My career has focused on developing coalitions and partnerships. My management skills are vast and demonstrate leadership as well as an ability to work as part of a team. I am passionate about assisting monolingual Spanish speaking, immigrant families, who have a cultural frame of reference that does not allow them to understand their entitlements under the Developmental Disabilities Assistance and Bill of Rights Act of 2000 and the Lanterman Developmental Disabilities Services Act of 1969. Therefore, I can increase service support and availability in a language individuals and their families understand and that also makes sense in their culture. As a volunteer on several boards for disability organizations. I also understand the challenges for individuals with Developmental and acquired disabilities and their families. In my role, as an appointee of the Governor, to the Council that oversees the State Council on Developmental Disabilities, I mentor and collaborate with other self-advocates from throughout the Central Coast and the State to identify trends in issues faced by myself and others in the disability community. As a member of the Citizen's Transportation Advisory Committee, I believe that I or my designee can help address ongoing concerns like ADA Compliance; Removal of Routes; Stops far from Home and Destinations; Dynamic Fare Pricing; Service Quality; and non-negotiable ride times; all of which can impact basic activities of daily life like access to healthcare and employment for the disability community.

Respectfully,



Sandra I. Aldana, PhD, MPH
State Council on Developmental Disabilities



Item #8F

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR
SUBJECT: UNITED STATES BICYCLE ROUTE 95

RECOMMENDATION:

- Receive and file.

Discussion:

The United States Bicycle Route System (USBRS) is a national effort through the American Association of State Highway Transportation Officials (AASHTO) to establish a network of numbered bicycle routes throughout the Country. To date, U.S. Bicycle Routes have been established in twenty five states.

In California this effort is being led by Caltrans, the California Bicycle Coalition, and the Adventures in Cycling Association. Caltrans is the agency designated to officially submit routes for approval to AASHTO. In Ventura County there is a current effort to identify and establish USBR 95, a route that largely coincides with the Coastal Route as identified in the Countywide Wayfinding Plan and is planned to stretch from the California/Oregon border to the United States/Mexico Border.

All local jurisdictions through which USBR 95 (Coastal Route) passes through are encouraged to contact Caltrans with questions or to provide specific route information to:

Caltrans District 7
Mr. Dale Benson, Local Assistance
100 S. Main Street, #12 – 420
Los Angeles, Ca 90012
Dale.benson@dot.ca.gov
(213) 897 2934

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Item #8G

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: FISCAL YEAR 2017/2018 CARRY-OVER BUDGET AMENDMENTS

RECOMMENDATION:

- Amend the VCTC Fiscal Year 2017/2018 budget as stated in Attachment 1 to carry-forward revenues and expenses from Fiscal Year 2016/2017.

DISCUSSION

The Fiscal Year 2017/2018 budget was in part prepared on estimates for projects that occurred in Fiscal Year 2016/2017. Some projects experienced delays and/or all funds weren't expended as anticipated. Therefore, staff is recommending the following budget amendments of revenues and expenditures from the prior year be adjusted to the Fiscal Year 2017/2018 budget as indicated in the Attachment, which indicates the budget task, budget line item, funding source, expenditure and explanation.

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Attachment

Carry-Over Budget Amendments from FY 2016/2017 to FY 2017/2018

Budget Task:	Fare Collection and APC Systems
Funding Source	Adjustment To Revenues
FTA	\$48,000
LTF Fund Transfer	\$12,000
Total Funding Increase	\$60,000

Expenditure	Adjustment to Expenditures
Equipment	\$40,000
Professional Services	\$20,000
Total Expenditures Increase	\$60,000

The Equipment funds for the POS software upgrade and Professional Services funds for the On-line sales of fare media projects were not expended in FY 16/17.

Budget Task:	Transit Grant Administration
Funding Source	Adjustment To Revenues
FTA	\$48,000
Local Contribution	\$15,300
Total Funding Increase	\$63,300

Expenditure	Adjustment to Expenditures
Equipment	\$63,300
Total Expenditures Increase	\$63,300

The Equipment funds for the purchase of the Help of Ojai paratransit Van were not expended in FY 16/17.

Budget Task:	Highway Project Management
Funding Source	Adjustment To Revenues
STP	\$30,100
PPM	\$5,800
Total Funding Increase	\$35,900

Expenditure	Adjustment to Expenditures
Consultant	\$35,900
Total Expenditures Increase	\$35,900

The consultant funds for the 101 and 118 PSRs were not expended in FY 16/17

Attachment (continued)

Carry-Over Budget Amendments from FY 2016/2017 to FY 2017/2018

Budget Task:	Metrolink
Funding Source	Adjustment To Revenues
Proposition 1B	\$1,567,632
Total Funding Increase	\$1,567,632

Expenditure	Adjustment to Expenditures
Equipment/Crossings	\$1,567,632
Total Expenditures Increase	\$1,567,632

The Equipment/Crossings funds were not expended by SCRRA in FY 16/17.

Budget Task:	Santa Paula Branch Line
Funding Source	Adjustment To Revenues
Local Fees	\$26,652
Total Funding Increase	\$26,652

Expenditure	Adjustment to Expenditures
Legal	\$26,652
Total Expenditures Increase	\$26,652

The Local Fees for legal were not expended in FY 16/17.

Budget Task:	Regional Transit Information Center
Funding Source	Adjustment To Revenues
FTA	\$7,200
LTF Fund Transfer	\$1,800
Total Funding Increase	\$9,000

Expenditure	Adjustment to Expenditures
Training	\$1,000
Hardware/Software	\$8,000
Total Expenditures Increase	\$9,000

The staff training and CRM software/equipment funds were not expended in FY 16/17.

Attachment (continued)

Carry-Over Budget Amendments from FY 2016/2017 to FY 2017/2018

Budget Task:	Regional Transit Planning
Funding Source	Adjustment To Revenues
FTA	\$47,200
LTF Fund Transfer	\$11,800
Total Funding Increase	\$59,000

Expenditure	Adjustment to Expenditures
Consultant	\$59,000
Total Expenditures Increase	\$59,000

The consultant funds for TAMS and TDA performance audit were not expended in FY 17/18

Budget Task:	Regional Transportation Planning
Funding Source	Adjustment To Revenues
PPM	(\$49,000)
LTF Fund Transfer	\$92,000
Total Funding Increase	\$43,000

Expenditure	Adjustment to Expenditures
Printing	\$20,000
Consultant	\$23,000
Total Expenditures Increase	\$43,000

The printing funds for the bicycle maps and consultant funds were not expended in FY 17/18. The LTF/PPM carry-over funds approved in the Final FY 2017/208 budget were not expended in the way anticipated in FY 16/17 and the source of funds needs to be adjusted in the FY 17/18 budget.

Budget Task:	Transportation Development Act
Funding Source	Adjustment To Revenues
Local Fees	\$27,259
Total Funding Increase	\$27,259

Expenditure	Adjustment to Expenditures
Pass-Through PUC 99314	\$27,259
Total Expenditures Increase	\$27,259

The pass-through STA 99314 funds were not expended in FY 16/17.

Attachment (continued)

Carry-Over Budget Amendments from FY 2016/2017 to FY 2017/2018

Budget Task:	VCTC Office Building
Funding Source	Adjustment To Revenues
STA Fund Transfer	\$173,800
Total Funding Increase	\$173,800

Expenditure	Adjustment to Expenditures
Project Management	\$91,000
Legal	\$1,800
Architectural Consultant	\$82,000
Total Expenditures Increase	\$174,800

The VCTC office building was delayed and expenditures were not expended in FY 16/17.



Item # 8H

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: AUTHORIZE CALL-FOR-PROJECTS FOR FTA SECTION 5310 LARGE URBAN AREA (SENIORS AND DISABLED) FUNDS AND SECTION 5307 JOB ACCESS/REVERSE COMMUTE (JARC) FUNDS

RECOMMENDATION:

- Approve the proposed schedule and attached Guidelines for a Call-for-Projects to program FTA Section 5310 Large Urbanized Area (Seniors and Disabled) funds and Section 5307 Jobs Access/Reverse Commute (JARC) funds.

BACKGROUND:

The Federal Transit Administration's (FTA) Section 5310 Program is intended to enhance mobility for seniors and persons with disabilities by providing funds that support the special needs of seniors beyond traditional public transportation services and for those with disabilities beyond that required by the Americans with Disabilities Act (ADA). The goal of the JARC program is to improve access to employment and employment related activities for eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities. Both the FTA Section 5310 funds and JARC funds are the primary funding source to support projects and strategies identified in VCTC's Coordinated Public Transit-Human Services Plan.

Section 5310 funds are apportioned directly to large urbanized areas including Oxnard/Ventura and Thousand Oaks/Moorpark. VCTC serves as the Designated Recipient for these funds as well as JARC funds for these areas. [Funds are](#) allocated by VCTC on a competitive basis through a Call-for-Projects.

DISCUSSION:

Funding Availability Estimates: The following table shows the Section 5310 and JARC funds available for the two large urbanized areas in Ventura County for FY16/17 and 17/18, including prior year carryover. Section 5310 allows 10% of the apportionment to be used for administration and this amount has been subtracted from the Section 5310 amounts shown below.

	FTA 5310	JARC
Oxnard/Ventura	\$571,000	\$422,000
T.O./Moorpark	\$315,000	\$104,000
TOTAL	\$886,000	\$527,000

Schedule: The following schedule lists the milestones for the application and selection process.

9/13/2017 *Call-for-Projects Announced*
11/15/2017 *Applications Due to VCTC*
12/14/2017 *Review by Transit Operators Committee*
1/5/2017 *Approval by VCTC*
3/31/2018 *FTA Grant Approval*

Guidelines for the 2017 Call for Projects: The proposed guidelines and project selection criteria for the proposed 2017 Call for Projects are attached. The screening and selection criteria are based on the criteria used by Caltrans and on VCTC's Coordinated Public Transit-Human Services Plan.

On July 13, 2017, the Transit Operators Committee (TRANSCOM) reviewed the proposed Guidelines and schedule and requested a couple of changes. Specifically, the Committee requested that a \$150,000 set-aside proposed by staff for the one-call/one-click service be combined with the general pool of funds with the caveat that VCTC take into consideration duplication of efforts when awarding the funds. The one-call/one-click service is intended to simplify and improve human service transportation information and was identified as a priority in the Coordinated Plan.

Additionally, TRANSCOM requested the guidelines be revised to allow Ventura County transit operators to submit proposals for JARC funds, with a caveat that non-transit operators be awarded an additional five (5) points in the scoring criteria. TRANSCOM's recommendations would also eliminate the match requirements for non-transit operators. In the past under VCTC's Guidelines, transit operators were precluded from applying for JARC funding. Recently, federal rules have changed and transit operators are now able to access these funds under the 5307 program. In most other regions, these funds now go only to transit operators; however in Ventura County allowing non-transit operators to provide JARC services has been a priority. Staff believes that eliminating the match requirements and awarding five (5) additional points for non-transit operators will allow non-transit operators to compete for JARC funding while encouraging a greater variety of projects to compete for the funding. TRANSCOM's recommendations have been incorporated into the Guidelines.

Staff recommends the Commission approve the proposed schedule and attached Guidelines for a Call-for-Projects to program FTA Section 5310 Large Urbanized Area (Seniors and Disabled) funds and Section 5307 Jobs Access/Reverse Commute (JARC) funds.

**VCTC 2017 CALL-FOR-PROJECTS (2 YEARS)
FOR SECTION 5310 LARGE URBANIZED AREA FUNDS AND
SECTION 5307 JOBS ACCESS/REVERSE COMMUTE (JARC) FUNDS**

Program Purpose: The Federal Transit Administration's (FTA) Section 5310 Grant program is intended to enhance mobility for seniors and persons with disabilities by providing funds that support the special needs of seniors beyond traditional public transportation services and for those with disabilities beyond that required by the Americans with Disabilities Act (ADA).

The goal of the JARC program is to improve access to employment and employment related activities for eligible low-income individuals and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities.

Purpose of this Call-for-Projects: This is the primary funding source to support projects and strategies identified in VCTC'S COORDINATED PUBLIC TRANSIT-HUMAN SERVICES PLAN which can be found at: <https://www.goventura.org/updated-ventura-county-coordinated-public-transit-human-services-transportation-plan> .

The FTA 5310 program provides grant funds for capital, mobility management, and operating expenses for:

- Public transportation projects planned, designed, and carried out to meet the special needs of seniors and individuals with disabilities when public transportation is insufficient, inappropriate, or unavailable;
- Public transportation projects that exceed the requirements of the Americans with Disabilities Act (ADA);
- Public transportation projects that improve access to fixed-route service and decrease reliance on complementary paratransit; and
- Alternatives to public transportation projects that assist seniors and individuals with disabilities and with transportation.

JARC funds provide financial assistance for transportation service planned, designed, and carried out to meet the transportation needs of eligible low-income individuals.

SCREENING CRITERIA

The screening criteria are divided into three categories. Proposed projects must meet **all** of these screening criteria in order to move to the next phase of the process.

1. Project Eligibility: The proposed project and applicant must be eligible to receive either Section 5310 funds or JARC funds.

2. Planning Consistency: The project must fall within the recommendations of VCTC'S Coordinated Public Transit-Human Services Plan.

3. Financial Feasibility:

- A. Recipient of funds must have the financial capacity to complete, operate and maintain the project.
- B. Funds required from other sources (for local match) must be reasonably expected to be available.
- C. Projects must be implemented within Federal delivery requirements.

Eligible Recipients: States and designated recipients are direct recipients; eligible sub-recipients include private nonprofit organizations, states or local government authorities, or operators of public transportation.

Eligible Activities:

Traditional Section 5310 project examples include:

- buses and vans
- wheelchair lifts, ramps, and securement devices
- transit-related information technology systems, including scheduling/routing/one-call systems
- mobility management programs which can include travel training and volunteer driver programs
- acquisition of transportation services under a contract, lease, or other arrangement

Nontraditional Section 5310 project examples include:

- travel training
- volunteer driver programs
- building an accessible path to a bus stop, including curb-cuts, sidewalks, accessible pedestrian signals or other accessible features
- improving signage, or way-finding technology
- incremental cost of providing same day service or door-to-door service
- purchasing vehicles to support new accessible taxi, rides sharing and/or vanpooling programs
- mobility management programs

JARC project examples include:

- projects designed to transport low-income persons or welfare recipients to jobs and employment-related activities.
- projects designed to transport workers to suburban employment opportunities.

At least 55% of the area's 5310 funds must be used on capital projects as described in the first category of Section 5310 projects above.

Match Requirements: A local match is not required, however five (5) points will be awarded to projects which provide a minimum of twenty percent (20%) matching funds. Private nonprofit organizations will automatically be awarded the five (5) points.

Inclusion in Plan: Project must fall within the recommendations of the VCTC Human Service Transportation Coordination Plan: <https://www.goventura.org/updated-ventura-county-coordinated-public-transit-human-services-transportation-plan> .

Federal Grant Requirements: The recipient agency must be able to meet the Federal Transit Administration's conditions for use of its funds. These conditions include, but are not limited to: annual outside audit; triennial FTA audit; five-year grant records retention; development of a written maintenance plan for FTA-funded vehicles, facilities, and equipment; competitive procurement; buy America; ADA; and civil rights. (Drug and alcohol testing is not a requirement for these programs.) Agencies receiving funds will need to have in place a signed agreement committing to meeting FTA requirements.

Prioritization Criteria:

VCTC will use the following criteria to prioritize projects.

1. **Goals and Objectives (20 points):** Degree to which project supports new, enhancement, or expansion of service or system capacity for the targeted populations. The application should clearly state the program goals and objectives and describe how the project addresses the needs and service gaps identified in the Coordinated Plan.

2. **Project Implementation Plan (30 points):** Degree to which the project implementation has been well designed. Proposals must state who will be responsible for the implementation, and implementation steps and timeline. Sponsors should describe how the project will improve service delivery, coordination, or cost-effectiveness.
3. **Program Performance Indicators (20 points):** Project sponsors should explain how the project will be monitored and evaluated. The application should identify clear, quantitative performance measures to track the effectiveness of the service in meeting the identified goals.
4. **Communication and Outreach (20 points):** Degree to which applicants coordinate with other community transportation and/or social service resources. Application should describe efforts to keep stakeholders involved in and informed of project activities. There should be demonstrated public support for the project (including letters of support), as well as a plan to promote awareness of the project to the target population.
5. **Emergency Planning and Preparedness (5 points):** Applicant should describe emergency planning and any participation in emergency drills.
6. **Matching Funds (5 points):** A maximum of 5 points will be awarded to projects providing 20% or more funding match. Private nonprofit organizations will automatically be awarded five (5) points for match under these scoring criteria.
7. **Bonus Points for Non-Transit Operator Applicants:** Eligible projects submitted by private non-transit operators will receive an additional five (5) points in the scoring criteria. For the purposes of this criterion “transit operators” are defined as agencies that receive, from VCTC as a matter of course, a share of 5307 funds for on-going transit services.

The Human Service Transportation Coordination Plan identified as a very high priority the need for improved and simplified human service transportation information, specifically through development of the One-Call / One-Click capability. The intent is to provide integrated call center and online information regarding demand responsive transportation alternatives. In recommending the projects for funding from this category, VCTC will take duplication of efforts into consideration.

Schedule: The following schedule lists the milestones for the application and selection process.

9/13/2017	Call for Projects Announced
11/15/2017	Applications Due to VCTC
12/14/2017	Review by Transit Operators Committee
1/5/2017	Approval by VCTC
3/31/2018	FTA Grant Approval

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Item 8I

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DONNA COLE, CLERK OF THE BOARD

SUBJECT: 2018 VCTC REGULAR MEETING SCHEDULE

RECOMMENDATION:

- Adopt the following schedule of regular monthly VCTC meeting dates for 2018

BACKGROUND:

It is recommended the following meeting date schedule be adopted for 2018. The July meeting will be held on the second Friday of the month as the first Friday falls during the week of Independence Day.

VCTC REGULAR MEETING SCHEDULE 2018

January 5
February 2
March 2
April 6
May 4
June 1
July 13*** (pushed to second week due to July 4th holiday)
August – dark
September 7
October 5
November 2
December 7

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Item #8J

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR

SUBJECT: ITERIS VENTURA COUNTY TRAFFIC MODEL CONTRACT AMENDMENT

RECOMMENDATION:

- Approve a contract amendment for additional modeling services not to exceed \$15,000 with Iteris Inc.

Discussion:

The Commission approved a contract with Iteris Inc. for development of a countywide traffic model in April 2016. The base year model is near complete with validation testing proving accurate against real world traffic counts. As the model was being readied for forecast year (2040) runs, anomalies in the forecast year land use database were observed creating the need to review land use assumptions at the Traffic Analysis Zone (TAZ) level. This level of review and analysis was not anticipated in the original Scope of Work and is needed to ensure the model is properly predicting and assigning traffic in the forecast year. This modeling work is especially critical in light of the U.S. 101 Project Approval, Environmental Document (PAED) phase that is currently soliciting proposals.

In addition to the TAZ land use analysis there was a slight increase in the cost of the TransCAD modeling software by Caliper Corporation above was anticipated in the original contract. Staff has already taken delivery of the software and believes this increase was outside the control of the consultant and is reasonable to pay.

Attached to this item is the detailed estimate for the additional work and software cost. This contract amendment can be accommodated within in the current adopted Regional Transportation Planning Task budget without additional funds being necessary. Staff recommends that the Commission approve a contract amendment with Iteris Inc. not to exceed \$15,000 for the additional modeling services required.

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949.270.9400
iteris.com

1700 Carnegie Avenue, Suite 100
Santa Ana, CA 92705

August 2, 2017

Mr. Steve DeGeorge
Director of Planning
Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, CA 93003

Re: Amendment #1 to Ventura County Traffic Model (VCTM) Update

J17-0130.17

Dear Mr. DeGeorge:

Iteris, Inc. (Iteris) is submitting this proposal for additional services related to Task 0001 and Task 0002 of the current contract for the development of the Ventura County Traffic Model Update.

Scope of Work

The following additional work effort will be completed under the following tasks in Iteris' current scope of work.



Task 1. Model Software and Structure

Through meetings with VCTC and SCAG staff, the selection of software was determined to be TransCAD. Caliper Corporation (the developer of TransCAD) provided an estimate of \$18,000 for a remote desktop license version of the software. The software and the license have been purchased and delivered. When Iteris received the invoice, in addition to the base fee of the software, a sales tax of \$1,396.55 and a freight fee of \$20.00 were charged, for a total expense of \$1,416.55 (invoice is included as **Exhibit A**), which were not accounted for in the original cost estimate from the vendor.



Task 2. Land-Use Assumptions

Iteris coordinated with SCAG to obtain the land use data used for the development of the 2016 SCAG RTP/SCS scenario planning model tool. Iteris participated one in-person meeting with SCAG land use staff (July 22, 2016) and continued to have discussions from 7/27/2016 through 8/22/2016 to obtain a complete, useable and understandable dataset. Obtaining the land use data from SCAG was originally estimated to be a relatively simple and straightforward task. However, this expected secondary task took a much longer time and extensive effort than anticipated in the original scope of work.

Additionally, Iteris has been organizing and coordinating the verification of the land use and socioeconomic input data obtained from SCAG with all of the local jurisdictions within Ventura County. This coordination included multiple contacts, emails, and responding to local staffs' comments and questions. The level of effort for doing so has been significant, often requiring extensive investigations into the data variables as well as providing additional local support to interpret the data. These



Ventura County Traffic Model Update

extensive coordination efforts related to data verification with the local agency staffs was not anticipated is the original scope of Task 2.

Fee

We have estimated that in order to complete the above out of scope effort, our staff has expended a total of 74 hours of additional staff time. The total cost estimate for the proposed additional scope of work is \$14,737. This is comprised of labor costs for Task 2 at \$13,320, and the \$1,417 in unexpected tax and fees expenses for the purchase of the TransCAD software (Task 1). **Table 1** on the following page provides the detailed cost proposal.

Table 1 – Cost Proposal

TASKS	ITERIS STAFF HOURS					LABOR HOURS	STAFF COSTS
	Principal	Senior Trans II	Senior Trans I	Assoc Trans	Assist Trans		
<i>Staff Rates</i>	\$240	\$180	\$165	\$125	\$100		
<i>Task 2. Land Use Assumptions</i>		74				74	\$13,320
Total Hours and Labor Cost	0	74	0	0	0	74	\$13,320
<i>Total Labor</i>							\$13,320
<i>Software Expenses</i>							\$1,417
TOTAL COST ESTIMATE							\$14,737

Terms & Conditions

All work shall be performed according to the terms and conditions laid forth in the original agreement between Iteris and VCTC dated April 6, 2016 (Included in **Exhibit B**).

Invoicing

As per the original agreement, Iteris will invoice monthly.

Thank you for your consideration and the opportunity to submit this proposal. Iteris looks forward to continue assisting VCTC on this effort. Please contact me at (213) 802-1707 or Jennifer Martin at (509) 990-3441 should you have any questions.

Sincerely,
Iteris, Inc.

Vigen Davidian, P.E.
Vice President



Item #8K

September 8 , 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AARON BONFILIO, PROGRAM MANAGER – TRANSIT SERVICES

SUBJECT: NOTICE OF INTENT TO AWARD AND BEGIN NEGOTIATIONS FOR AUTOMATIC VEHICLE LOCATION AND PASSENGER INFORMATION SYSTEM AGREEMENT

RECOMMENDATION:

- Approve the VCTC RFP 17-90164-AVL Selection Panel Recommendation and authorize the Executive Director to negotiate final contract terms and conditions for a contract with Syncromatics Corporation.

DISCUSSION:

In March 2017, the Commission authorized the issuance of a Request for Proposals for procurement of equipment to replace VCTC's aging county-wide Automatic Vehicle Location and Passenger Information System, (RFP 17-90164-AVL). The RFP was subsequently issued and published nationally. The RFP specified the project scope of work, selection criteria, evaluation and scoring, award process and instructions regarding proposal submission.

A mandatory pre-proposal conference and fleet viewing was held on March 20, 2017, at which time prospective proposers were allowed to ask project related questions and visually inspect the vehicles to evaluate feasible installation locations of needed equipment. Ten interested firms attended.

On July 11, 2017, VCTC received comprehensive proposals from seven firms: Avail, Connexionz, Clever Devices, NEC, NextBus, Syncromatics and TripSpark. Proposals were evaluated for responsiveness by members of VCTC's procurement team with input from legal counsel. Five proposals were deemed responsive and recommended for inclusion in the technical evaluation phase.

A seven-member evaluation selection team reviewed the five proposals and held oral interviews / presentations with each firm on August 1, 2017. The firms were, Connexionz, Clever Devices, NEC, Syncromatics and TripSpark.

The selection team consisted of staff representatives from Ventura County transit agencies, including planning and technical staff from VCTC, Gold Coast Transit and Thousand Oaks Transit, as well as, VCTC's technical consultant, Solutions for Transit, which acted as a subject matter expert.

Each proposal was evaluated based on the criteria and weighting specified in the RFP as noted below.

<u>Evaluation Criteria</u>	<u>Points</u>
Qualifications and Experience of Project Team	10
System Functionality / Technical Solution	30
Proposed Methodology / Approach to Work	15
Training and Support	10
Oral Presentation	5
Quality of Written Proposal	5
Cost / Cost Effectiveness ¹	25
Total Points Available	100

(RFP Section 4.1, Technical Evaluation and Scoring)

The selection team's scoring is included as **Attachment**. The selection team scored the technical proposals independently from one another. In accordance with the criteria and weights in the RFP, Syncromatics received the highest score.

The selection team selected Syncromatics based on their level of satisfaction with the proposed hardware and software, their successful implementations at other transit properties, a project timeline of nine months, and cost. Syncromatics was the highest rated proposer without price scores taken into account. With price scored, Syncromatics was rated approximately fourteen points higher than the next highest proposer. Syncromatics' proposed price is approximately 42% lower than the second-highest ranked proposer's.

Syncromatics has successfully deployed at over 50 locations, with fleets ranging in size from just a handful of buses to over 300 vehicles, including LADOT. Syncromatics is headquartered in Los Angeles and service teams are in close proximity to VCTC and Ventura County's transit operators.

In addition to the base system replacement, the RFP solicited pricing for a number of optional technologies, such as automated voice annunciation and passenger counters. These contract options will be made available to Ventura County transit operators, including VCTC should they wish to exercise those options. In addition, unsolicited, Syncromatics also provided pricing for technologies such as scheduling software, smartcard and mobile ticketing systems should VCTC or transit agencies wish to pursue these options in the future.

Budget Impact and Next Steps

While the contract's final price will be negotiated as part of anticipated contract negotiations, VCTC's budget for system replacement and implementation is approximately \$1,670,550, funded approximately 89% by a CMAQ grant and 11% by required local match. Syncromatics proposed pricing for the system is within VCTC's budget, and proposed annual recurring charges are within currently available recurring funds, which for FY16/17 were approximately \$200,000 not including the local match.

¹ Cost Effectiveness was evaluated with the maximum points granted to the lowest priced proposal. All proposals were rated based on their cost relative to the lowest-priced cost proposal. For example: Lowest cost proposal= \$200,000. Lowest cost proposal percentage= \$200,000 / \$200,000=1.0. Lowest cost proposal weighted points = 1.0 X 25 = 25. Proposal being evaluated = \$250,000. Percentage award for proposal being evaluated= \$200,000 / \$250,000=.80. Proposal being evaluated weighted points= .80 X 25= 20.

September 8, 2017

Item #8K

Page #2

Following Commission approval, VCTC will engage with Syncromatics to finalize terms and conditions related to the project. The anticipated contract approval by the Commission is scheduled for the October 6, 2017 meeting. The projected system go-live transition date is June 1, 2018.

ATTACHMENT

VCTC Request for Proposals for Automatic Vehicle Location and Passenger Information System (RFP #17-90164-AVL)
SELECTION TEAM SCORES

TECHNICAL CRITERIA (75 Points)			Syncromatics	Clever Devices	TripSpark	NEC	Connexionz
	10	Qualifications and Experience of Project Team	6.79	7.53	6.71	5.64	6.00
	30	System Functionality / Technical Solution	22.50	21.64	19.71	19.29	18.86
	15	Proposed Methodology / Approach to Work	11.25	9.86	8.36	8.14	8.36
	10	Training and Support	7.36	6.00	4.14	5.14	5.57
	5	Oral Presentation	4.07	3.43	2.86	2.21	1.57
	5	Quality of Written Proposal	3.18	3.21	3.07	2.64	2.50
	SUBTOTAL TECHNICAL SCORES		55.15	51.67	44.85	43.06	42.86

COST EFFECTIVENESS	25	PRICE SCORE	25.00	14.43	21.20	22.59	21.99
	TOTAL SCORES		80.15	66.10	66.05	65.65	64.85



Item # 8L

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AARON BONFILIO, PROGRAM MANAGER – TRANSIT SERVICES
SUBJECT: CONGESTION MITIGATION AIR QUALITY (CMAQ) GRANT APPLICATION FOR VCTC BUSES

RECOMMENDATION:

- Ratify the application for CMAQ grant funds for two replacement buses and one expansion bus for the VCTC Intercity transit system.

DISCUSSION:

This item is to ratify VCTC's application for CMAQ grant funding to begin the replacement of two VCTC Intercity fleet vehicles and provide one expansion vehicle.

During the next calendar year, the VCTC fleet has one vehicle that is in line for retirement. The vehicle currently has over 500,000 miles accrued on it, and is over 10 years old. Further, pursuant to the negotiated settlement agreement between VCTC and its service contractor Roadrunner Management Services (RMS), VCTC will likely require two replacement buses as part of the terms of the settlement agreement. In the settlement agreement RMS has the option of selling its company and requesting assignment of the VCTC services contract to the acquiring company to continue the contract, or if unable to sell, the services contract will be terminated following the procurement of a new transit operator. In the event this occurs, two of the sixteen buses provided by RMS would no-longer be available for VCTC Intercity, as the agreement only calls for the transfer of the 14 leased vehicles that RMS currently provides. The buses not-included in the transfer are two of the older/oldest buses in the fleet and would need to be replaced shortly, irrespective of the settlement agreement, in 2018 and 2019.

In addition to VCTC's replacement needs, VCTC is requesting a single "expansion" bus to improve the fleet spare ratio. Beginning October 2017 VCTC's spare ratio will be 3 out of 33 buses, i.e. less than 10%. While industry best practices vary depending on fleet size and service design, VCTC's needs require at least four spare buses (i.e. greater than 10%) for optimal fleet pullout.

The deadline for CMAQ applications was this past month, August 21, 2017, while the Commission was on recess. The requested amount included in the attached application (Attachment A) was for \$1,892,859 in CMAQ funds. If awarded the required local match will be \$245,241. VCTC intends to fund the local match with its discretionary State Transit Assistance revenues.

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Item #8M

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR
SUBJECT: HARVEST AT LIMONEIRA CONSTRUCTION AND NON-EXCLUSIVE EASEMENT AGREEMENT

RECOMMENDATION:

- Approve the Construction and Non-exclusive Easement Agreement with Limoneira Lewis Community Builders, LLC to provide street access, utility access and storm water drainage for the Harvest at Limoneira Development in the City of Santa Paula.
- Amend the Fiscal Year 2017/2018 Santa Paula Branch Line Budget increasing the Local Fee – Permits Revenue Line Item by \$99,000 and correspondingly increasing the Legal Expense Line Item by \$99,000.

Discussion:

Over the course of Fiscal Year 2016/2017 staff worked with the City of Santa Paula, Limoneira Lewis Community Builders LLC, and VCTC's General Counsel to develop access agreements and easements on the Santa Paula Branch Line for the new community development in Santa Paula, Harvest at Limoneira. The Construction and Non-Exclusive Easement Agreement, provided under separate cover, will allow Limoneira Lewis Builders LLC to construct a new rail crossing for entry into the project at Hallock Road, utility crossings, and storm water drainage facilities and then assign portions of the easements to the City of Santa Paula and/or the future Homeowners Association as appropriate. Limoneira Lewis Community Builders LLC entered into cost recovery agreements with VCTC to pay for expenses associated with legal reviews, engineering/pan reviews, staff time, and miscellaneous costs such as postage and printing.

To value the easements, staff required the developer to hire an independent appraiser to determine an appropriate fee. The appraisal completed by Bender Rosenthal Inc. placed a value to each of the easements which totals approximately \$127,000. In order to accomplish the work needed the developers must construct a new crossing, upgrade portions of the rail line and reconstruct one bridge and remove another. In consideration of the work on VCTC's bridges, staff has credited the developers \$28,000 in accordance with the estimates for bridge repairs developed by Wilson & Company for the Bridge Management Plan. VCTC will be receiving a net sum of \$99,000 for the non-exclusive use of VCTC's property.

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The City Attorney for the City of Santa Paula participated in the preparation of easements and the City Manager for the City of Santa Paula has provided the attached letter, Attachment 1, acknowledging the future assignments.

Staff recommends that the Commission approve the Construction and Non-exclusive Easement Agreement with Limoneira Lewis Community Builders, LLC and amend the Fiscal Year 2017/2018 Santa Paula Branch Line Budget increasing the Local Fee – Permits Revenue Line Item by \$99,000 and correspondingly increase the Legal Expense Line Item by \$99,000 to replenish those funds expended to reach a settlement with the rail operator.

Attachment



"Citrus Capital of the World"

City of Santa Paula

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August 11, 2017

Darren Kettle, Executive Director
Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, CA 93003

Re: **Santa Paul Branch Line -- Hallock Drive
Construction and Non-Exclusive Easement Agreement**

Dear Mr. Kettle:

We are aware that the Ventura County Transportation Commission ("VCTC") and Limoneira Lewis Community Builders, LLC ("Limoneira") have negotiated and intend to seek VCTC Board approval to enter into a Construction and Non-Exclusive Easement Agreement (the "Hallock Crossing Agreement") that provides for the construction by Limoneira, as part of its development of a 500-acre master-planned community commonly known as East Area One, of (i) a new vehicular crossing over the Santa Paul Branch Line for Hallock Drive (the "Hallock Crossing") and (ii) public storm water, water, and sewer utility facilities under the Branch Line that are necessary to serve East Area One (the "Utilities").

We are also aware that upon the completion and opening of the Hallock Crossing and Utilities for public use, the Hallock Crossing Agreement provides for the Developer to assign to the City of Santa Paula ("City"), in accordance with the procedures outlined in Section 12 of the Hallock Crossing Agreement, the easements granted by VCTC to Developer for the operation and maintenance by the City of (i) the Hallock Crossing, and (ii) the Utilities, all for public use (collectively the "Easement Assignments"). The City Attorney has reviewed the Hallock Crossing Agreement and approved it as to form.

Upon completion of the Hallock Crossing and Utilities, the proposed Easement Assignments will be presented to the City Council for a determination as to whether to accept the Easement Assignments. Provided that the Hallock Crossing and Utilities are built in accordance with plans approved by VCTC and

the City, City staff will recommend that the City Council approve and accept the Easement Assignments.

Please do not hesitate to contact me with any questions. Thank you.

Sincerely,



Michael Rock
City Manager

cc: John C. Cotti, City Attorney
Steve DeGeorge
Lindsay D'Andrea
Brad Francke



Item #9

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT: FISCAL YEAR (FY) 2017/18 TRANSIT PROGRAM OF PROJECTS (POP) –
PUBLIC HEARING**

RECOMMENDATION:

- Open public hearing and receive testimony.
- Adopt the attached final Program of Projects approving the projects to receive Federal Transit Administration funds for all areas of Ventura County in FY 2017/18.

BACKGROUND:

The Federal Transit Administration (FTA) requires that the public be provided an opportunity to review and comment on transit projects proposed to be funded with federal dollars. As the designated recipient of federal transit funds, the VCTC is required to hold a public hearing and adopt a POP which lists projects to be funded with federal funds in all of the urban areas of Ventura County. Since 2003, VCTC has prepared the POP using separate programs for the Oxnard/Ventura, Thousand Oaks/Moorpark, and Camarillo urbanized areas, as defined by the U.S. Census Bureau. Later, VCTC also began to prepare the POP for Simi Valley based on a decision by Caltrans to delegate to VCTC the Designated Recipient status for Simi Valley.

The FY 2017/18 POP was developed using the same methodology that was first developed for the FY 2003/04 POP, which provides a fair share distribution of revenues and expenses between the four urbanized areas in the County. A draft of this POP was reviewed and approved by TRANSCOM at its May 2017 meeting, and by the VCTC on June 2, 2017.

DISCUSSION:

The attached Program of Projects table shows the recommended projects for each of the urbanized areas. The only change between the draft and final POPs is the addition of CMAQ funds that were approved off-the-top at the May Commission meeting for VCTC Countywide Outreach and for Thousand Oaks bus purchases.

The estimated available funds are based on the amounts authorized under the federal transportation authorization, the Fixing America's Surface Transportation (FAST) Act. This authorization is subject to approval of the annual federal budget. The Administration's proposed 2017/18 budget is equal to the authorized amounts for these funds.

The final POP was approved at the July 13, 2017 TRANSCOM meeting. The public hearing notice was published in the Ventura County Star on August 29, 2017.

Program of Projects			
<p>The Ventura County Transportation Commission (VCTC) will hold a public hearing on the Program of Projects (POP) for the Oxnard, Thousand Oaks, Camarillo and Simi Valley Urbanized Areas (UAs) for projects to be funded with Federal Transit Administration funds in the 2017/18 Fiscal Year (FY 2018). The funds available in FY 2018 are estimated to be \$15,965,000 for the Oxnard UA, \$7,605,000 for the Thousand Oaks UA, \$2,435,000 for the Camarillo UA, and \$2,902,000 for the Simi Valley UA, based on anticipated FY 2018 funds, prior year carry-over funds, and federal discretionary funds. The public hearing will be held at 9:00 a.m. on Friday, September 8, 2017, in the Camarillo City Council Chamber, 601 Carmen Drive, in Camarillo. The POP is available for public inspection at 950 County Square Drive, Suite 207, Ventura CA 93003. Unless a subsequent list is published, this list will become the final Program of Projects for inclusion in the Southern California Association of Governments Federal Transportation Improvement Program.</p>			
FY 2017/18 Federal Transit Program of Projects			
	Total Cost	Federal Share	Local Share & Other
OXNARD/VENTURA URBANIZED AREA			
Gold Coast Transit			
<u>Operating Assistance</u>			
Operating Assistance	\$ 2,100,000	\$ 1,050,000	\$ 1,050,000
	\$ 2,100,000	\$ 1,050,000	\$ 1,050,000
<u>Planning Assistance</u>			
Transit Service Administration & Support	\$ 125,000	\$ 100,000	\$ 25,000
Marketing & Passenger Awareness Activities	\$ 125,000	\$ 100,000	\$ 25,000
	\$ 250,000	\$ 200,000	\$ 50,000
<u>Capital Assistance</u>			
Preventive Maintenance	\$ 1,918,515	\$ 1,534,812	\$ 383,703
Operations and Maintenance Facility	\$ 520,208	\$ 416,166	\$ 104,042
Debt Service			
Operations and Maintenance Facility	\$ 854,793	\$ 683,834	\$ 170,959
Debt Service (5339 Funds)			
ADA Paratransit Service	\$ 1,118,514	\$ 894,811	\$ 223,703
	\$ 4,412,029	\$ 3,529,623	\$ 882,406
Total Gold Coast	\$ 6,762,029	\$ 4,779,623	\$ 1,982,406
Ventura County Transportation Commission			
<u>Operating Assistance</u>			
VCTC Intercity Operating Assistance (FY 18/19)	\$ 1,292,800	\$ 1,144,516	\$ 148,284
	\$ 1,292,800	\$ 1,144,516	\$ 148,284
<u>Planning Assistance</u>			
Transit Planning and Programming (FY 18/19)	\$ 471,496	\$ 377,197	\$ 94,299
Regional Transit Information Center (FY 18/19)	\$ 138,750	\$ 111,000	\$ 27,750
Countywide Outreach Activities (FY 18/19)	\$ 500,000	\$ 600,000	\$ -
(CMAQ Funds)			
Fare Collection/Passenger Counting Data	\$ 131,250	\$ 105,000	\$ 26,250
Management (FY 18/19)			
Elderly/Disabled Planning/Evaluation (FY 18/19)	\$ 255,000	\$ 204,000	\$ 51,000
Bus Service Planning (FY 18/19)	\$ 220,000	\$ 176,000	\$ 44,000
	\$ 1,716,496	\$ 1,573,197	\$ 243,299
<u>Capital Assistance</u>			
Automatic Vehicle Locator System (FY 18/19)	\$ 131,250	\$ 105,000	\$ 26,250
Metrolink Preventive Maintenance (FY 18/19)	\$ 1,794,920	\$ 1,794,920	\$ -
Metrolink Capital Rehab (FY 18/19)(Sec 5337)	\$ 2,000,000	\$ 2,000,000	\$ -
Metrolink Prev Maintenance (FY 18/19)(Sec 5337)	\$ 2,904,591	\$ 2,904,591	\$ -
	\$ 6,830,761	\$ 6,804,511	\$ 26,250
Total VCTC	\$ 9,840,057	\$ 9,522,224	\$ 417,833
Valley Express			
<u>Operating Assistance</u>			
Operating Assistance (FY 18/19)	\$ 1,248,508	\$ 624,254	\$ 624,254
Total Valley Express	\$ 1,248,508	\$ 624,254	\$ 624,254
TOTAL	\$ 17,850,594	\$ 14,926,101	\$ 3,024,493
THOUSAND OAKS/MOORPARK URBANIZED AREA			
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Planning and Programming (FY 18/19)	\$ 323,548	\$ 258,838	\$ 64,710
	\$ 323,548	\$ 258,838	\$ 64,710
<u>Capital Assistance</u>			
VCTC Svcs - Cap Leases (FY18/19)	\$ 247,109	\$ 247,109	\$ -

VCTC Svcs - Cap Leases (FY18/19) (Sec 5339)	\$ 218,872	\$ 218,872	\$ -
Metrolink Preventive Maintenance (FY 18/19)	\$ 740,333	\$ 740,333	\$ -
Metrolink Capital Rehab (FY 18/19)(Sec 5337)	\$ 1,500,000	\$ 1,500,000	\$ -
Metrolink Prev Maintenance (FY 18/19)(Sec 5337)	\$ 1,844,178	\$ 1,844,178	\$ -
Automatic Vehicle Locator System (FY 18/19)	\$ 118,750	\$ 95,000	\$ 23,750
	<u>\$ 4,669,242</u>	<u>\$ 4,645,492</u>	<u>\$ 23,750</u>
Total VCTC	\$ 4,992,790	\$ 4,904,330	\$ 88,460
City of Thousand Oaks			
<u>Operating Assistance</u>			
Beach Bus	\$ 100,000	\$ 50,000	\$ 50,000
	<u>\$ 100,000</u>	<u>\$ 50,000</u>	<u>\$ 50,000</u>
<u>Planning Assistance</u>			
Transit Outreach & Education	\$ 62,500	\$ 50,000	\$ 12,500
Transit Planning and Technical Support	\$ 62,500	\$ 50,000	\$ 12,500
	<u>\$ 125,000</u>	<u>\$ 100,000</u>	<u>\$ 25,000</u>
<u>Capital Assistance</u>			
Transit Vehicle Maintenance	\$ 437,500	\$ 350,000	\$ 87,500
Transit Facilities / Bus Stops Maintenance	\$ 250,000	\$ 200,000	\$ 50,000
Transit Vehicle Capital Lease	\$ 187,500	\$ 150,000	\$ 37,500
One Expansion Bus (CMAQ)	\$ 570,428	\$ 505,000	\$ 65,428
One Replacement Bus (CMAQ)	\$ 570,428	\$ 505,000	\$ 65,428
Bus Stop Enhancements	\$ 62,500	\$ 50,000	\$ 12,500
Bus System Technology Upgrades	\$ 187,500	\$ 150,000	\$ 37,500
Bus Wash	\$ 93,725	\$ 74,980	\$ 18,745
Inter-City ADA	\$ 62,500	\$ 50,000	\$ 12,500
	<u>\$ 2,422,081</u>	<u>\$ 2,034,980</u>	<u>\$ 387,101</u>
Total Thousand Oaks	\$ 2,647,081	\$ 2,184,980	\$ 462,101
City of Moorpark			
<u>Operating Assistance</u>			
Fixed Route/Paratransit Operating Assistance	\$ 235,650	\$ 117,825	\$ 117,825
	<u>\$ 235,650</u>	<u>\$ 117,825</u>	<u>\$ 117,825</u>
<u>Capital Assistance</u>			
Fixed Route Vehicle Capital Maintenance	\$ 160,000	\$ 128,000	\$ 32,000
Dial-a-Ride Capital Leases / Cap Maint	\$ 100,000	\$ 80,000	\$ 20,000
	<u>\$ 260,000</u>	<u>\$ 208,000</u>	<u>\$ 52,000</u>
Total Moorpark	<u>\$ 495,650</u>	<u>\$ 325,825</u>	<u>\$ 169,825</u>
TOTAL	\$ 8,135,521	\$ 7,415,135	\$ 720,386
CAMARILLO URBANIZED AREA			
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Planning and Programming (FY 18/19)	\$ 99,206	\$ 79,365	\$ 19,841
	<u>\$ 99,206</u>	<u>\$ 79,365</u>	<u>\$ 19,841</u>
<u>Capital Assistance</u>			
VCTC Svcs - Cap Leases (FY18/19) (Sec 5339)	\$ 104,529	\$ 104,529	\$ -
	<u>\$ 104,529</u>	<u>\$ 104,529</u>	<u>\$ -</u>
Total VCTC	\$ 203,735	\$ 183,894	\$ 19,841
City of Camarillo			
<u>Planning Assistance</u>			
Transit Planning	\$ 95,000	\$ 76,000	\$ 19,000
	<u>\$ 95,000</u>	<u>\$ 76,000</u>	<u>\$ 19,000</u>
<u>Operating Assistance</u>			
Camarillo Area Transit Operating Assistance	\$ 1,027,000	\$ 513,500	\$ 513,500
	<u>\$ 1,027,000</u>	<u>\$ 513,500</u>	<u>\$ 513,500</u>
<u>Capital Assistance</u>			
One Replacement Paratransit Vehicle	\$ 60,000	\$ 48,000	\$ 12,000
One Replacement Bus	\$ 90,000	\$ 72,000	\$ 18,000
Two Expansion Paratransit Vehicles	\$ 135,000	\$ 108,000	\$ 27,000
ADA Service	\$ 170,000	\$ 136,000	\$ 34,000
Camarillo Rail Station / Bus - Capital Maintenance	\$ 750,000	\$ 600,000	\$ 150,000
	<u>\$ 1,205,000</u>	<u>\$ 964,000</u>	<u>\$ 241,000</u>
Total Camarillo	<u>\$ 2,327,000</u>	<u>\$ 1,553,500</u>	<u>\$ 773,500</u>
TOTAL	\$ 2,530,735	\$ 1,737,394	\$ 793,341
SIMI VALLEY URBANIZED AREA			
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Planning and Programming (FY 18/19)	\$ 44,500	\$ 35,600	\$ 8,900
	<u>\$ 44,500</u>	<u>\$ 35,600</u>	<u>\$ 8,900</u>
<u>Capital Assistance</u>			

VCTC Svcs - Cap Leases (FY18/19) (Sec 5339)	\$ 206,013	\$ 206,013	\$ -
	<u>\$ 206,013</u>	<u>\$ 206,013</u>	<u>\$ -</u>
Total VCTC	\$ 250,513	\$ 241,613	\$ 8,900
City of Simi Valley			
<u>Operating Assistance</u>			
Simi Valley Transit Operating Assistance	\$ 4,301,560	\$ 2,150,780	\$ 2,150,780
	<u>\$ 4,301,560</u>	<u>\$ 2,150,780</u>	<u>\$ 2,150,780</u>
<u>Capital Assistance</u>			
Preventive Maintenance	\$ 255,600	\$ 204,480	\$ 51,120
Non Fixed-Route ADA Paratransit Capital	\$ 337,064	\$ 269,651	\$ 67,413
Dispatch Software	\$ 45,000	\$ 36,000	\$ 9,000
	<u>\$ 637,664</u>	<u>\$ 510,131</u>	<u>\$ 127,533</u>
Total Simi Valley	<u>\$ 4,939,224</u>	<u>\$ 2,660,911</u>	<u>\$ 2,278,313</u>
TOTAL	\$ 5,189,737	\$ 2,902,524	\$ 2,287,213



Item #10

September 8, 2017

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR

SUBJECT: U.S. 101 PA/ED REQUEST FOR PROPOSAL (RFP)

RECOMMENDATION:

- Receive update on Request for Proposal (RFP) for the U.S. 101 Project Approval and Environmental Document (PAED) phase.

Discussion:

At its July 2017 meeting, the Commission authorized the release of a Request for Proposal (RFP) for the Project Approval and Environmental Document (PAED) Phase of the U.S. 101 HOV project. As you may recall, the PAED will be based on the December 2013 Project Study Report (PSR) for widening of U.S.101 from State Route 23 in the east to State Route 33 in the west.

The RFP was completed and issued on July 27, 2017. As part of the RFP process, a project cost estimate and Disadvantaged Business Enterprise (DBE) participation goal based on the project estimate were required to be developed. With assistance from VCTC sister agencies, Los Angeles County Metropolitan Transportation Authority and the Orange County Transportation Authority, staff developed three independent ground-up estimates ranging from \$8 to \$9.5 million. The \$9.5 million estimate was deemed most complete and used as the project estimate. Based on the estimate a 15% DBE goal was established and included in the published RFP. Completion of the PAED Phase is estimated to take three to four years.

A preproposal meeting to clarify questions concerning the RFP is planned for August 31st at Camarillo City Hall and proposals are due to VCTC offices on September 28, 2017. As a reminder, the consultant selection process is a qualifications based process and in accordance with Government Code 4525-4529, price is not considered as part of the selection criteria.

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The full RFP schedule has been modified from the tentative schedule provided at the July Commission meeting and is now as follows:

- Request For Proposal released: July 27, 2017
- Question and Answer Period: August 1, 2017 – August 18, 2017
- Final Release of Responses to Written Question: August 25, 2017
- Deadline for Proposal Submission – September 28, 2017
- Proposal review and evaluation: September 29, 2017 – October 10, 2017
- Oral interviews: October 17, 2017 – October 19, 2017
- Cost Negotiation with first ranked consultant: October 20, 2017 - October 24, 2017
- Pre-Award Audit period begins: October 25, 2017
- Approximate Contract Award and Notice to Proceed: January 5, 2017