



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

COUNCIL CHAMBERS

601 CARMEN DRIVE

CAMARILLO, CA

FRIDAY, JULY 12, 2019

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 JUNE 7, 2019 VCTC MEETING](#) – PG. 5

Recommended Action:

Approve

Responsible Staff: Donna Zimmermann

8B. [MONTHLY BUDGET REPORT](#) – PG. 11

Recommended Action:

Receive and file the monthly budget report for May 2019

Responsible Staff: Sally DeGeorge

8C. [REVISION TO PROPOSITION 1B TRANSIT CAPITAL PROGRAM](#) - PG. 19

Recommended Action:

Approve Gold Coast Transit's request to utilize the balance of the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds from the Replacement Paratransit Vehicle Project to purchase nine (9) electric transit relief service vehicles and two additional paratransit vans with on-demand scheduling software and related equipment.

Responsible Staff: Judith Johnduff

8D. [WEED ABATEMENT BUDGETING](#) – PG. 21

Recommended Action:

- Authorize the Executive Director to expend funds for weed abatement and trash removal services in an amount not to exceed \$150,000 annually.
- Authorize the Executive Director to release a Request for Qualifications (RFQ) and establish a list of weed abatement contractors to use on an ad hoc basis as need arises.

Responsible Staff: Steve DeGeorge

8E. REQUEST FOR PROPOSALS FOR PROFESSIONAL SERVICES FOR ACTUARIAL VALUATION, ANALYSIS, REPORT AND CAFR COMPLIANCE ON OTHER POST EMPLOYMENT BENEFITS (OPEB) AND GASB 68 ACTUARIAL INFORMATION FOR CALPERS COST-SHARING (RISK POOL) PLANS AND GASB 68 CAFR COMPLIANCE – PG. -23

Recommended Action:

Release Request for Proposals (RFP) for Professional Actuary Services (Attachment 1) for the Ventura County Transportation Commission.

Responsible Staff: Sally DeGeorge

8F. COOPERATIVE FUNDING AGREEMENT FOR AUTOMATIC VEHICLE LOCATION AND PASSENGER INFORMATION SYSTEM - PG. 25

Recommended Action:

- *Approve the First Amendment to the Cooperative Funding Agreement between VCTC and the City of Simi Valley for the Automatic Vehicle Location and Passenger Information System project and authorize the Executive Director to execute the amendment.*
- *Approve amendment to the Regional Transit Technology program budget by: adding revenue line-item, Local Contribution–Simi Valley, in the amount of \$83,265; and by increasing the expenditures line-item of Professional Services by a commensurate total amount of \$83,265.*

Responsible Staff: Aaron Bonfilio

9. LEGISLATIVE UPDATE AND POSITION ON BILL – PG. 31

Recommended Action:

- *Adopt “Support” position on ACA 1 (Aguiar-Curry) to submit to the voters a Constitutional Amendment lowering to 55% the supermajority requirement for local infrastructure funding measures.*
- *Adopt “Support” position on HR 3040 (Julia Brownley), the Safe and Friendly for the Environment (SAFE) Streets Act.*

Responsible Staff: Peter De Haan

10. SECOND AMENDMENT TO THE VCTC INTERCITY TRANSIT SERVICES AGREEMENT AND THE PURCHASE OF LEASED TRANSIT BUSES – PG. 59

Recommended Action:

- *Approve the Bill of Sale and Purchase Agreement for the purchase of sixteen transit buses and authorize the VCTC Chair to execute the Agreement;*
- *Approve the Second Amendment to the VCTC Intercity Transit Services Agreement and authorize the VCTC Chair to execute the Second Amendment;*
- *Approve Amendment to the Fiscal Year 2019/2020 VCTC Intercity Transit Services Budget Task, adding \$5,488,893 to the STA Fund Transfer revenues line-item, reducing \$978,841 from the FTA 5307, 5339 and CMAQ transfer revenues line-item, and adding \$5,488,893 to the Bus and Bus Equipment expenditures line-item, and reducing \$978,841 from the Contract Services expenditures line-item.*

Responsible Staff: Martin Erickson

11. APPROVE FISCAL YEAR 2019/20 PROGRAM OF PROJECTS – PG. 63

Recommended Action:

- *Open public hearing and receive testimony.*
- *Approve the attached Program of Projects (POP) for federal transit operating, planning and capital assistance for FY 2019/20.*

Responsible Staff: Peter De Haan

12. 2019 FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 LARGE URBANIZED AREA (SENIORS AND DISABLED) FUNDS AND SECTION 5307 JOBS ACCESS/REVERSE COMMUTE (JARC) FUNDS CALL-FOR-PROJETS – PROJECT SELECTION– PG.69

Recommended Action:

- Program \$437,000 in Federal Transit Administration (FTA) Section 5310 Large Urbanized Area funds (Seniors and Disabled) for the One-Call/One-Click program, and
- Program \$309,228 in Federal Transit Administration (FTA) Section 5310 Large Urbanized Area funds (Seniors and Disabled) and \$510,549 in FTA Section 5307 Jobs Access/Reverse Commute (JARC) funds for a total of \$819,777 for projects listed in Attachment A.

Responsible Staff: Judith Johnduff

13. OXNARD-CAMARILLO CONNECTOR PILOT DEMONSTRATION ROUTE - PG. 75

Recommended Action:

Conclude the Oxnard-Camarillo Connector pilot demonstration effective August 18, 2019 and discontinue service

Responsible Staff: Aaron Bonfilio

14. VCTC GENERAL COUNSEL'S REPORT

15. AGENCY REPORTS

16. CLOSED SESSION –

17. ADJOURN to 9:00 a.m. Friday, September 6, 2019



Item #8A

VENTURA COUNTY TRANSPORTATION COMMISSION

**LOCAL TRANSPORTATION AUTHORITY
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SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
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MEETING SUMMARY*

**CAMARILLO CITY HALL
COUNCIL CHAMBERS
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, JUNE 7, 2019
9:00 AM**

CALL TO ORDER

PLEDGE OF ALLEGIANCE

ROLL CALL

Present: Manuel Minjares, City of Fillmore, Chair
Linda Parks, County of Ventura
Tony Trembley, City of Camarillo
Ken Simons, City of Moorpark
Bryan MacDonald, City of Oxnard
Will Berg, City of Port Hueneme
Cheryl Heitmann, City of San Buenaventura
Jenny Crosswhite, City of Santa Paula
Mike Judge, City of Simi Valley
Robert Huber, County of Ventura
Kelly Long, County of Ventura
Jim White, Citizen Rep., County
John Bulinski, Caltrans District 7

Not Present: Claudia Bill-de la Peña, City of Thousand Oaks, Vice Chair
Randy Haney, City of Ojai
Steve Bennett, County of Ventura
John Zaragoza, County of Ventura
Brian Humphrey, Citizen Rep., Cities

PUBLIC COMMENTS – None

CALTRANS REPORT -

David Kim is the new Agency Secretary for Transportation. A replacement has not yet been named for Laurie Berman, who is retiring at the end of June.

There are a number of Projects in Construction that will impact traffic. Caltrans is putting information on social media, and also has an app to quick maps which provides real time data on construction projects and when incidents occur.

The signals at Balcom Canyon are temporary, but operational. Proper poles are on back order.

COMMISSIONERS REPORTS

Commissioner Judge attended a meeting of the SCAG Transportation Committee regarding the 105 corridor interfacing with light rail. It was a very comprehensive report and he would like to have the presentation at VCTC.

Commissioner Parks reported that SCAG is required to consult with the State on RHNA numbers. The staff numbers presented were rejected by a split board. By rejecting the method of how the state came up with numbers we are deemed nonresponsive. It is now going to the regions.

Commissioner Crosswhite mentioned the VCOG Annual Meeting will be June 20 in Thousand Oaks

Chair Minjares said there will be a June 10 SCAG Workshop in Moorpark at 3 pm at the Community Center

Gold Coast Ribbon Cutting for their new facility will be held Sat July 13 11 am – 3 pm.

EXECUTIVE DIRECTOR REPORT –

VCTC WORKSHOP FOLLOW UP – I would once again would like to thank all the Commissioners that attended our workshop in Ojai for your active and engaged participation. Your staff put quite a bit of work preparing for the day and I think it led to a very informative experience. I hope you share that assessment.

VCTC/VCOG RELATIONSHIP - As a reminder to the group the issue of reinitiating VCTC/VCOG merger discussions was raised at the VCTC Commission workshop held on Friday, May 10th. The VCTC workshop had near perfect attendance with commission appointees from all 10 cities and 4 of the 5 county supervisors being present. The attached is a single file with relevant staff reports to both the VCOG Board and the Commission. While the earliest dated report is 2009 the actual history dates back much further and prior to my tenure at VCTC with merger discussions in 2006 and several times before that, all to no avail. There is some redundancy in the staff reports because during the merger discussion much of the same information was being shared with both governing boards.

The quick background is that in Spring 2011, at which time VCTC staff was serving as staff to VCOG by way of a cooperative agreement, both VCTC and the VCOG Board unanimously approved proceeding with a merger (the reasoning is explained in the staff reports). Since VCTC is established in state law the easiest approach to making the merger happen was to amend the VCOG JPA to recognize governing board structure of VCTC. In Fall 2011, the City of Camarillo opposed the merger and because the VCOG Joint Powers Agreement required unanimous action by all members to amend the JPA to effectuate the merger no further progress was made toward a merger. The point was made at the Commission workshop that with a significant turnover in elected leadership since the 2011/2012 period might perspectives have changed such that a merger of the two countywide bodies might be reconsidered.

VENTURA COUNTY REGIONAL COMPREHENSIVE TRANSPORTATION PLANNING AND FUNDING

The morning session of our workshop was spent educating new commissioners and providing a refresher for the longer serving commissioners on the roles and responsibilities of the Commission. The afternoon session involved a longer range discussion of the region's transportation funding challenges vis-a'-vis what our transportation future looks like in a planning horizon out to 2050 that involves factors such as housing, jobs, vehicle miles traveled, hours of delay on our major highway corridors, public transit, greenhouse gas emissions reductions, etc. Several commissioners requested that we tailor the second presentation to each local jurisdiction and at some point in the coming months present the material in a study-session format at your city council meeting. I will leave it to you and the commissioner from your jurisdiction to flesh out those details.

APPOINTMENTS TO THE STATE TRANSPORTATION AGENCY – Governor Gavin Newsom has announced appointments to two key transportation positions in his Administration, and both individuals have significant ties to the Southern California region. For Agency Secretary, he has appointed David Kim, who for many years was the Director of Federal Legislation for Los Angeles County Metro, and was more recently Vice President for Government Affairs with Hyundai Corporation. For Undersecretary, he appointed Elissa Konove, with whom your SCRRA Board appointees and staff has worked closely over the past several years, in her position as Deputy Chief Executive Officer of SCRRA.

101 MULTI-MODAL STUDY AND FREIGHT CORRIDOR EXTENSION PLAN - VCTC is still awaiting the notice to proceed from the Southern California Association of Governments (SCAG) on both the multi-modal corridor study and the freight corridor extension plan. Consultants have been selected for both studies and SCAG's contracting department has been working through contract details with the consultants. VCTC cannot move either project forward until SCAG's project managers have issued a Notice to Proceed (NOP). VCTC staff has been advised that both NOPs will be issued in the very near future but we have not received a date certain at this point.

ADDITIONS/REVISIONS –

8. CONSENT CALENDAR –

Commissioner MacDonald made a motion to approve all items as recommended on the Consent Calendar:

8A. APPROVE SUMMARY FROM APRIL 5, 2019 VCTC MEETING – *Approve*

8B. APPROVE SUMMARY FROM MAY 10, 2019 VCTC WORKSHOP – *Approve*

8C. MONTHLY BUDGET REPORT – *Receive and file the monthly budget report for March 2019*

8D. MONTHLY BUDGET REPORT – *Receive and file the monthly budget report for April 2019*

8E TRANSPORTATION DEVELOPMENT ACT (TDA) AUDITS FOR FISCAL YEAR 2017/2018 –
Receive and file the Transportation Development Act (TDA) Audits for Fiscal Year 2017/2018

8F. TRANSPORTATION DEVELOPMENT ACT CLAIMS MANUAL – *Approve the Transportation Development Act Claims manual.*

8G. EXTENSION OF VCTC PUBLIC OUTREACH CONTRACT - *Approve a One Year extension of the current Public Outreach contract with Celtis Ventures at a cost not to exceed \$575,000.*

8H. HERITAGE VALLEY TRANSIT SERVICES AGREEMENT- *Approve the Heritage Valley Transit Services Agreement Extension Amendment (Amendment No. 2) between the Ventura County Transportation Commission and MV Transportation Inc. in an amount not-to-exceed \$6,264,000 for the three-year term, and, authorize the Executive Director to execute the Amendment*

8I. OXNARD CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROJECT FUNDING INCREASE - *Approve an additional \$77,003 in CMAQ funds for the Oxnard Pedestrian Crossing Beacons project, increasing the total CMAQ for the project to \$442,493.*

8J. RESOLUTION FOR VCTC TO CLAIM FISCAL YEAR 2019/2020 TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUNDS AND STATE TRANSIT ASSISTANCE FUNDS- *Approve the attached Resolution #2019-04 authorizing VCTC's claims for Fiscal Year 2019/2020 Transportation Development Act Local Transportation Funds and State Transit Assistance funds for transit, planning, and administration.*

8K. QUARTERLY VCTC BUS AND RAIL TRANSIT RIDERSHIP AND PERFORMANCE MEASURES REPORT- *Receive and File*

8L. AGREEMENT WITH INNOVATIVE TDM SOLUTIONS (ITS) FOR RIDESHARE DATABASE SERVICES (REQUIRES 2/3 VOTE)-
Approve a sixteen (16) month, sole source, contract with Innovative TDM Solutions (ITS) not to exceed \$94,843 for rideshare database management services.

8M. CSUCI COOPERATIVE AGREEMENT FISCAL YEAR 2019-2020 EXTENSION - *Approve the FY2019-2020 Cooperative Funding Agreement for bus service to California State Channel Islands (CSUCI) and CSUCI providing \$578,000 for the services in FY 2019-2020.*

8N. VCTC INTERCITY TRANSIT SERVICE FISCAL YEAR 2018/2019 BUDGET AMENDMENT –
Approve Amendment to the Fiscal Year 2018/2019 VCTC Intercity Transit Service budget task by: adding the Revenues Line-item of Other – Insurance Proceeds in the amount of \$20,174; and by increasing the Bus Purchase Equipment expenditures line-item by an equal amount of \$20,174

8O. EDUCATIONAL REIMBURSEMENT POLICY CHANGES –
Approve changes to the Personnel Policies and Procedures Manual's Education Reimbursement Policy.

The motion was seconded by Commissioner Berg and passed unanimously with Commissioner Trembley abstaining on Item #8A.

9. TRANSPORTATION DEVELOPMENT ACT/LOCAL TRANSPORTATION FUND APPORTIONMENT FOR FISCAL YEAR 2019/2020 –
Commissioner Long made a motion to approve the Local Transportation Fund Apportionment for Fiscal Year 2019/2020 apportioning \$38.55 million as shown in Attachment 1. The motion was seconded by Commissioner Simons and passed unanimously.

10. FISCAL YEAR 2019/2020 BUDGET – PUBLIC HEARING -
Public Comment
Stephanie Wiggins, CEO Metrolink. VCTC's partnership with Metrolink has been vital. 83% of riders have access to a car, so they make the choice to ride the train. Metrolink is working to reduce reliance on subsidies and increase ridership.

Commissioner MacDonald made a motion to

- Conduct Public Hearing to receive testimony on the Fiscal Year 2019/2020 Budget.
- Adopt the Fiscal Year 2019/2020 salary schedule (Attachment 1 of this item and Appendix C in the Fiscal Year 2019/2020 Budget) effective July 1, 2019.
- Adopt, by resolution 2019-04, the proposed Fiscal Year 2019/2020 Budget.

The motion was seconded by Commissioner Simons and passed unanimously.

11 FISCAL YEAR 2019/2020 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS FINDINGS –

Commissioner White made a motion to

- Review and Approve the Fiscal Year (FY) 2019/2020 Unmet Transit Needs Findings
- Adopt Resolution No. 2019-02 (Attachment A)

The motion was seconded by Commissioner Heitmann and passed unanimously.

12. INCIDENT RESPONDER GRANT PROGRAM -

Commissioner Simons made a motion to

Approve an Incident Responder Grant Program to provide funds to agencies that respond to highway incidents within Ventura County.

The motion was seconded by Commissioner Trembley and passed unanimously.

13. TRANSPORTATION EMERGENCY PREPAREDNESS PLAN CONTRACT -

Commissioner Parks made a motion to approve contract for the Transportation Emergency Preparedness Plan with Claris Strategy for \$202,135.68. The motion was seconded by Commissioner Judge and passed unanimously.

14. LEGISLATIVE UPDATE AND POSITION ON BILLS -

Commissioner Trembley made a motion to

- Adopt "Support" position on AB 1413 (Gloria) to authorize county transportation commissions to place before the voters in a portion of a county a transportation funding measure applying to that portion only.
- Adopt "Oppose" position on SB 498 (Hurtado) whereby the remaining unexpended balances from the Proposition 1B Trade Corridor program would be reprogrammed for short line freight railroad projects.

The motion was seconded by Commissioner Heitmann and passed unanimously.

15. ROUTE 118 ENVIRONMENTAL DOCUMENT COST INCREASE-

Commissioner MacDonald made a motion to authorize the Executive Director to approve Amendment #1 to Caltrans Agreement #07-5058 regarding the Route 118 Widening preliminary analysis and environmental document, increasing the maximum funding by \$130,000, from \$3,000,000 to \$3,130,000 in Surface Transportation Program (STP) funds. The motion was seconded by Commissioner Judge and passed unanimously.

16. VCTC GENERAL COUNSEL'S REPORT - None

17. AGENCY REPORTS

Roadrunner announced they are discontinuing airport shuttle service. This does not affect VCTC Intercity Bus Service.

18. CLOSED SESSION –

19. ADJOURN to 9:00 a.m. Friday, July 12, 2019

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Item #8B

July 12, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for May 2019

DISCUSSION:

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

The May 31, 2019 budget report indicates that the revenues were approximately 68.21% of the adopted budget while expenditures were approximately 64.59% of the adopted budget. The revenues and expenditures are as expected. The percentages may seem low for eleven months but they are as expected for two major reasons: delayed projects that will be carried-over into Fiscal Year 2019/2020 and sub-recipient pass-through revenues and expenses that are accrued at yearend when the local agencies submit their billing. Also, although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on a percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

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

July 12, 2019
Item #8B
Page #2

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

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

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

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF MAY 31, 2019**

Assets and Deferred Outflows

Cash and Investments	\$ 32,129,947
Petty Cash	130
Receivables/Due from other funds	2,044,314
Prepays and Deposits	105,458
Capital Assets, undepreciated	26,339,301
Capital Assets, depreciated, net	30,726,626
Deferred Outflows	857,586
Total Assets and Deferred Outflows	<u>\$ 92,203,362</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$ 1,000,032
Deferred Revenue	3,158,793
Deposits	700,000
Accrued Vacation	156,227
Pension Liability	2,045,090
OPEB Liability	367,865
Deferred Inflows	282,840
Total Liabilities and Deferred Inflows:	<u>\$ 7,710,847</u>

Net Position:

Invested in Capital Assets	\$ 56,929,562
Fund Balance	27,562,953
Total Net Position	<u>\$ 84,492,515</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE ELEVEN MONTHS ENDED MAY 31, 2019**

	General	LTF	STA	SAFE	SPBL	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
	Fund Actual	Actual	Actual	Actual	Actual	Actual	Actual				
Revenues											
Federal Revenues	\$ 4,866,881	\$ 0	\$ 0	\$ 0	\$ 0	4,409,286	\$ 489,147	\$ 9,765,314	\$ 23,013,316	(13,248,002)	42.43
State Revenues	1,281,659	28,305,763	7,218,175	603,356	0	883,426	0	38,292,379	49,247,829	(10,955,450)	77.75
Local Revenues	150,638	0	0	0	377,161	2,203,791	1,283,678	4,015,268	4,640,096	(624,828)	86.53
Other Revenues	998	0	0	0	0	0	0	998	0	998	0.00
Interest	55,007	85,242	206,334	81,524	1,678	17,419	7,416	454,620	113,400	341,220	400.90
Total Revenues	6,355,183	28,391,005	7,424,509	684,880	378,839	7,513,922	1,780,241	52,528,579	77,014,641	(24,486,062)	68.21
Expenditures											
Administration											
Personnel Expenditures	2,306,035	0	0	0	0	225,305	52,478	2,583,818	3,066,900	(483,082)	84.25
Legal Services	18,804	0	0	0	0	0	0	18,804	25,000	(6,196)	75.22
Professional Services	88,554	0	0	0	0	0	0	88,554	110,700	(22,146)	79.99
Office Leases	133,144	0	0	0	0	0	0	133,144	145,100	(11,956)	91.76
Office Expenditures	174,716	0	0	0	0	131,893	30,721	337,330	534,812	(197,482)	63.07
Total Administration	2,721,253	0	0	0	0	357,198	83,199	3,161,650	3,882,512	(720,862)	81.43
Programs and Projects											
Transit & Transportation Program											
Regional Transit Technology	419,761	0	0	0	0	0	0	419,761	2,655,516	(2,235,755)	15.81
Senior-Disabled Transportation	200,599	0	0	0	0	0	0	200,599	263,500	(62,901)	76.13
VCTC Intercity Bus Services	0	0	0	0	0	10,025,486	0	10,025,486	11,735,026	(1,709,540)	85.43
Valley Express Bus Services	0	0	0	0	0	0	1,169,783	1,169,783	1,843,400	(673,617)	63.46
Transit Grant Administration	1,338,365	0	0	0	0	0	0	1,338,365	8,384,403	(7,046,038)	15.96
Total Transit & Transportation	1,958,725	0	0	0	0	10,025,486	1,169,783	13,153,994	24,881,845	(11,727,851)	52.87
Highway Program											
Motorist Aid Call Box System	0	0	0	511,773	0	0	0	511,773	880,000	(368,227)	58.16
Highway Project Management	1,824,749	0	0	0	0	0	0	1,824,749	5,255,120	(3,430,371)	34.72
SpeedInfo Highway Speed Sensor	0	0	0	91,900	0	0	0	91,900	144,000	(52,100)	63.82
Total Highway	1,824,749	0	0	603,673	0	0	0	2,428,422	6,279,120	(3,850,698)	38.67

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE ELEVEN MONTHS ENDED MAY 31, 2019**

	General	LTF	STA	SAFE	SPBL	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
	Fund Actual	Actual	Actual	Actual	Actual	Actual	Actual				
Rail Program											
Metrolink & Commuter Rail	3,320,710	0	0	0	0	0	0	3,320,710	9,460,451	(6,139,741)	35.10
LOSSAN & Coastal Rail	3,911	0	0	0	0	0	0	3,911	5,800	(1,889)	67.43
Santa Paula Branch Line	0	0	0	0	529,644	0	0	529,644	721,000	(191,356)	73.46
Total Rail	3,324,621	0	0	0	529,644	0	0	3,854,265	10,187,251	(6,332,986)	37.83
Commuter Assistance Program											
Transit Information Center	639	0	0	0	0	0	0	639	28,800	(28,161)	2.22
Rideshare Programs	223,663	0	0	0	0	0	0	223,663	257,000	(33,337)	87.03
Total Commuter Assistance	224,302	0	0	0	0	0	0	224,302	285,800	(61,498)	78.48
Planning & Programming											
Transportation Development Act	456,489	27,544,594	49,005	0	0	0	0	28,050,088	31,920,244	(3,870,156)	87.88
Transportation Improvement Program	4,804	0	0	0	0	0	0	4,804	45,600	(40,796)	10.54
Regional Transportation Planning	19,131	0	0	0	0	0	0	19,131	621,000	(601,869)	3.08
Airport Land Use Commission	0	0	0	0	0	0	0	0	9,000	(9,000)	0.00
Regional Transit Planning	499,781	0	0	0	0	0	0	499,781	1,520,174	(1,020,393)	32.88
Freight Movement	2,433	0	0	0	0	0	0	2,433	11,800	(9,367)	20.62
Total Planning & Programming	982,638	27,544,594	49,005	0	0	0	0	28,576,237	34,127,818	(5,551,581)	83.73
General Government											
Community Outreach & Marketing	226,580	0	0	0	0	0	0	226,580	262,800	(36,220)	86.22
State & Federal Relations	94,690	0	0	0	0	0	0	94,690	111,100	(16,410)	85.23
Management & Administration	47,776	0	0	0	0	0	0	47,776	126,000	(78,224)	37.92
Total General Government	369,046	0	0	0	0	0	0	369,046	499,900	(130,854)	73.82
Total Expenditures	11,405,334	27,544,594	49,005	603,673	529,644	10,382,684	1,252,982	51,767,916	80,144,246	(28,376,330)	64.59

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE ELEVEN MONTHS ENDED MAY 31, 2019**

	General	LTF	STA	SAFE	SPBL	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
	Fund Actual	Actual	Actual	Actual	Actual	Actual	Actual				
Revenues over (under) expenditures	(5,050,151)	846,411	7,375,504	81,207	(150,805)	(2,868,762)	527,259	760,663	(3,129,605)	3,890,268	(24.31)
Other Financing Sources											
Transfers Into GF From LTF	4,685,335	0	0	0	0	0	0	4,685,335	4,596,630	88,705	101.93
Transfers Into GF From STA	435,248	0	0	0	0	0	0	435,248	5,008,986	(4,573,738)	8.69
Transfers Into GF From SAFE	17,024	0	0	0	0	0	0	17,024	30,000	(12,976)	56.75
Transfers Into GF From SPBL	60,203	0	0	0	0	0	0	60,203	120,000	(59,797)	50.17
Transfers Into SPBL From LTF	0	0	0	0	60,203	0	0	60,203	120,000	(59,797)	50.17
Transfers Into SPBL From STA	0	0	0	0	201,781	0	0	201,781	434,200	(232,419)	46.47
Transfers Into VI From LTF	0	0	0	0	0	44,072	0	44,072	72,980	(28,908)	60.39
Transfers Into VI From STA	0	0	0	0	0	3,500,000	0	3,500,000	4,210,842	(710,842)	83.12
Transfers Out of LTF Into GF	0	(4,685,335)	0	0	0	0	0	(4,685,335)	(4,596,630)	(88,705)	101.93
Transfers Out of LTF Into SPBL	0	(60,203)	0	0	0	0	0	(60,203)	(120,000)	59,797	50.17
Transfers Out of LTF Into VI	0	(44,072)	0	0	0	0	0	(44,072)	(72,980)	28,908	60.39
Transfers Out of STA Into GF	0	0	(435,248)	0	0	0	0	(435,248)	(5,008,986)	4,573,738	8.69
Transfers Out of STA Into SPBL	0	0	(201,781)	0	0	0	0	(201,781)	(434,200)	232,419	46.47
Transfers Out of STA Into VI	0	0	(3,500,000)	0	0	0	0	(3,500,000)	(4,210,842)	710,842	83.12
Transfers Out of SAFE Into GF	0	0	0	(17,024)	0	0	0	(17,024)	(30,000)	12,976	56.75
Transfers Out SPBL Into GF	0	0	0	0	(60,203)	0	0	(60,203)	(120,000)	59,797	50.17
Total Other Financing Sources	5,197,810	(4,789,610)	(4,137,029)	(17,024)	201,781	3,544,072	0	0	0	0	0.00
Net Change in Fund Balances	147,659	(3,943,199)	3,238,475	64,183	50,976	675,310	527,259	760,663	(3,129,605)	3,890,268	(24.31)
Beginning Fund Balance w/o capital assets	2,124,655	9,043,014	12,742,549	4,894,909	0	0	0	28,805,127	33,572,663	(4,767,536)	85.80
Long-term Pension/OPEB/Vacation Adjustment*	(1,869,458)	0	0	0	0	(133,379)	0	(2,002,837)	0	(2,002,837)	0.00
Ending Fund Balance	\$ 402,856	\$ 5,099,815	\$ 15,981,024	\$ 4,959,092	\$ 50,976	\$ 541,931	\$ 527,259	\$ 27,562,953	\$ 30,443,058	\$ (2,880,105)	90.54

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

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF MAY 31, 2019**

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

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	\$7,675.11	0.18%	\$ 1,573,661.14
County of Ventura	Treasury Pool	N/A	369,471.29	2.52%	24,668,404.58
LAIF	State Pool	N/A	\$77,472.91	2.39%	5,855,413.27
Total			\$454,619.31		\$32,097,478.99

Because VCTC receives a large portion of their state and federal funding on a reimbursement basis, the Commission must keep sufficient funds liquid to meet changing cash flow requirements. For this reason, VCTC maintains checking accounts at Wells Fargo Bank. Small portion of interest earned in the Wells Fargo accounts is for unearned revenues and the interest is not recognized until the revenues are recognized.

The Commission's pooled checking account is swept daily into a money market account. The interest earnings are deposited the following day. The first \$250,000 of the combined balance is federally insured and the remaining balance is collateralized by Wells Fargo bank.

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

The Commission's funds not needed for immediate use are invested in the California Local Agency Investment Fund (LAIF). Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the account the month following the quarter end. Amounts shown above are not adjusted for fair market value.

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July 12, 2019

Item # 8C

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: JUDITH JOHNDUFF, PROGRAM MANAGER
SUBJECT: REVISION TO PROPOSITION 1B TRANSIT CAPITAL PROGRAM

RECOMMENDATION:

- Approve Gold Coast Transit's request to utilize the balance of the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds from the Replacement Paratransit Vehicle Project to purchase nine (9) electric transit relief service vehicles and two additional paratransit vans with on-demand scheduling software and related equipment.

BACKGROUND:

Proposition 1B was approved by the voters in 2006 and included \$3.6 billion statewide for transit capital projects which was distributed to transit operators and regional agencies by formula. The Ventura County Transportation Commission's (VCTC) total apportionment was approximately \$39.5 million. VCTC has programmed all of the available Proposition 1B funding and local agencies are currently working on completing and closing out all projects.

DISCUSSION:

VCTC approved programming \$2,596,667 to purchase 26 replacement paratransit vehicles and paratransit scheduling software for Gold Coast Transit. The replacement vehicles were purchased in groups with the oldest vehicles being replaced first. The intention was to replace all of the vehicles with similar vehicles; however, Gold Coast Transit District (GCTD) was able to include some smaller, less expensive Ford Transit Vans to complete the replacement project. This has resulted in a balance of \$494,767.42. Therefore, GCTD is requesting to use the residual funds to purchase nine (9) electric transit relief service vehicles and two (2) additional paratransit vans with on-demand scheduling software and related vehicle equipment.

The Transit Operators Committee reviewed this item at their June 13, 2019 meeting and approved Gold Coast Transit's request to use the balance of the PTMISEA funds to purchase the service vehicles and two additional paratransit vehicles.

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Item #8D

July 12, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR
SUBJECT: WEED ABATEMENT BUDGETING

RECOMMENDATION:

- Authorize the Executive Director to expend funds for weed abatement and trash removal services in an amount not to exceed \$150,000 annually.
- Authorize the Executive Director to release a Request for Qualifications (RFQ) and establish a list of weed abatement contractors to use on an ad hoc basis as need arises.

DISCUSSION:

VCTC owns real property consisting of the Metrolink and Santa Paula Branch Line rail right-of-ways. VCTC is responsible for keeping those properties free from weeds and trash as well as working with local jurisdictions to resolve homeless encampments within the rail corridors. Each year, both the Metrolink Task Budget and Santa Paula Branch Line Task Budget contain funds for weed abatement and trash removal. The individual project managers for these budget tasks utilize a contractor on an ad hoc or work order basis for weed abatement and trash removal services. A list of qualified weed abatement contractors was established in 2015 through a Request for Qualifications (RFQ) process and VCTC utilizes the lowest priced most responsive contractor for those services.

Due to the heavy rainfall this year, the need for weed abatement services was amplified over previous years. When the expenditures for weed abatement on the Metrolink and Santa Paula Branch Line were looked at cumulatively, they exceeded the Executive Director's \$50,000 signature authority for expenditures to a single contractor. Although the funds for this activity are contained in the annual budget, giving the Executive Director greater spending authority for this specific purpose would provide greater transparency and defensibility for these expenditures. Staff is therefore recommending that the Commission authorize the Executive Director expend funds for weed abatement and trash removal services in an amount not to exceed \$150,000 annually.

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The need for weed abatement and trash removal services fluctuates greatly year-to-year making an annual contract for services difficult to administer and supports the use of ad hoc services. It has been four years since VCTC established a list of eligible weed abatement contractors and staff believes it would be prudent to update the list to ensure VCTC is still receiving the best prices and services. Staff is recommending that the Commission authorize the Executive Director to release a RFQ for weed abatement services and then establish a list of weed abatement contractors for use on VCTC properties. The RFQ is provided under separate cover.



Item #8E

July 12, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: REQUEST FOR PROPOSALS FOR PROFESSIONAL SERVICES FOR ACTUARIAL VALUATION, ANALYSIS, REPORT AND CAFR COMPLIANCE ON OTHER POST-EMPLOYMENT BENEFITS (OPEB) AND GASB 68 ACTUARIAL INFORMATION FOR CALPERS COST-SHARING (RISK POOL) PLANS AND GASB 68 CAFR COMPLIANCE

RECOMMENDATION:

- Release Request for Proposals (RFP) for Professional Actuary Services (Attachment 1) for the Ventura County Transportation Commission.

BACKGROUND:

VCTC provides pension and other-post employment benefits (OPEB) to its employees. This information is reported annually to the Commission and the public as part of its audited Comprehensive Annual Financial Report (CAFR). In order to provide this information and comply with Government Accounting Standards Board (GASB) statements, actuary services are needed to provide the detailed information.

Bartell and Associates has provided the previous OPEB valuation, OPEB (GASB 75) information and pension (GASB 68) information. With the completion of Fiscal Year 2018/2019 reporting, the contractual period will expire.

DISCUSSION:

VCTC staff is requesting the Commission's authorization to release a Request for Proposals (RFP) for professional actuarial services for actuarial valuation, analysis, report and CAFR compliance on other post-employment benefits (OPEB) and GASB 68 actuarial information for CalPERS cost-sharing (risk pool) plans and GASB 68 CAFR compliance for the Ventura County Transportation Commission (Attachment 1) with a sample contract (Attachment G).

The initial term of the contract will be for four years commencing with the June 30, 2019 OPEB valuation and the Fiscal Year 2019/2020 reporting with options for two (2), two-year extensions. Funding for the reports and valuations are included in the VCTC budget. Staff plans to bring back a recommendation for an actuarial firm at the September 2019 meeting.

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Item #8F

July 12, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: AARON BONFILIO, PROGRAM MANAGER
SUBJECT: COOPERATIVE FUNDING AGREEMENT FOR AUTOMATIC VEHICLE LOCATION AND PASSENGER INFORMATION SYSTEM

RECOMMENDATION:

- Approve the First Amendment to the Cooperative Funding Agreement between VCTC and the City of Simi Valley for the Automatic Vehicle Location and Passenger Information System project and authorize the Executive Director to execute the amendment.
- Approve amendment to the Regional Transit Technology program budget by: adding revenue line-item, *Local Contribution–Simi Valley*, in the amount of \$83,265; and by increasing the expenditures line-item of *Professional Services* by a commensurate total amount of \$83,265.

BACKGROUND & DISCUSSION:

At the April 2018 Commission meeting, the Commission approved a Cooperative Funding Agreement with the City of Simi Valley to provide additional funding for VCTC's countywide automatic vehicle location and real-time passenger information system. The system provides multiple benefits to the transit agencies for operations and planning purposes as well as provides arrival prediction information to riders and the public.

Through the Cooperative Agreement, Simi Valley is funding a portion of the project using specific grant funds eligible for such technologies. In addition to the previously agreed to contribution of \$66,500, Simi Valley has a balance within the same grant of \$83,265, which is also eligible for use on the project. In an effort to avoid the grant's lapse and losing the funds, Simi Valley has offered to make this funding available to VCTC for its countywide project.

At its June 17, 2019 Council meeting, Simi Valley approved amending the Cooperative Agreement and authorized the Simi Valley Interim City Manager to execute the amendment. This item approves amendment of the funding agreement as well as approves amendment of the related VCTC budget to incorporate the funding.

Attachment: *First Amendment to the Cooperative Agreement between the City Simi Valley and VCTC*
ITEM 8F – ATTACHMENT

**FIRST AMENDMENT TO THE COOPERATIVE AGREEMENT BETWEEN
VENTURA COUNTY TRANSPORTATION COMMISSION AND THE CITY OF SIMI
VALLEY**

This First Amendment to the Cooperative Agreement (“**First Amendment**”) between the Ventura County Transportation Commission (“**VCTC**”) and the City of Simi Valley (SIMI VALLEY) regarding the administration of SIMI VALLEY’s share of funds to support the Automatic Vehicle Location and Real-time Passenger Information System Project (Project), (“SIMI VALLEY” and, together with VCTC, each, a “**Party**” and, collectively, the “**Parties**”) is effective as of the _____ day of _____ 2019 (“**Effective Date**”).

RECITALS

WHEREAS, VCTC presently provides a county-wide Automatic Vehicle Location and Real-time Passenger Information System; and

WHEREAS, on April 24, 2018, the Parties executed the Cooperative Agreement (Agreement) regarding the provision of funds for the Project in the amount of \$66,500; and

WHEREAS, SIMI VALLEY has an additional \$83,265 of eligible grant funding available for the Project and intends to increase its cost share by the same amount; and,

WHEREAS, the Parties desire to modify the terms of the Agreement in order to reflect the increase in SIMI VALLEY’s funding for the Project; and,

NOW, THEREFORE, in consideration of the mutual covenants hereinafter set forth, SIMI VALLEY and VCTC agree to modify the Agreement as follows:

AGREEMENT

- 1. Amendment to Section 1 Funding Summary.** Section 1 is hereby amended as follows with additions in double-underline and deletions in ~~striketrough~~:

Funding Summary: SIMI VALLEY will provide up to ~~\$65,500~~\$149,765 for the Project from federal and local sources as summarized in the new amended Attachment to this agreement. SIMI VALLEY’S funding shall only be used for SIMI VALLEY approved Project expenses.

- 2. Amendment to Section 3 Method of Payment.** Section 3 is hereby amended as follows with additions in double-underline and deletions in ~~striketrough~~:

Method of Payment: SIMI VALLEY guarantees payment not to exceed ~~\$65,500~~\$149,765 and, within thirty days of receipt of invoices for work completed, SIMI VALLEY shall pay VCTC the funds programmed for the project.

3. **Amendment to Section 4 Project Scope.** Section 4 is hereby amended as follows with additions in double-underline and deletions in ~~strike through~~:

Project Scope: The scope of the Project funded under this agreement shall be to deploy the Syncromatics option for Automatic Voice Annunciator System (AVAS), spare parts and equipment, and accessible bus stop signage and equipment, which shall be integrated into the Automatic Vehicle Location and Real-time Passenger Information System procured by VCTC. This includes system design, installation, and testing, staff training, and annual licensing and warranty support for years one and two. The Project's AVAS specifications are set forth in more detail in Exhibit "A", attached hereto and incorporated herein by reference.

4. **Amendment to Attachment.** The Attachment to the Agreement is hereby repealed and replaced with a new Attachment attached hereto and incorporated herein.

5. **Miscellaneous Provisions**

- A. **Incorporation of Recitals into this Agreement.** The Recitals set forth above are fully and completely incorporated into this First Amendment.
- B. **Binding Effect.** This First Amendment shall be binding on, and inure to the benefit of the successors and assigns of the Parties. Nothing in this First Amendment, express or implied, is intended to confer upon any person other than the Parties hereto, any rights or benefits under or by reason of this First Amendment.
- C. **Integration Clause.** This First Amendment, along with the Agreement, represents and contains the entire agreement and understanding among the Parties with respect to the subject matter of this First Amendment, and supersedes any and all prior oral and written agreements and understandings, and no representation, warranty, condition, understanding or agreement of any kind with respect to the subject matter hereof shall be relied upon by the Parties unless incorporated herein. Except as expressly modified by the terms of this First Amendment, the terms of the Agreement shall remain in full force and effect. References to the "Agreement" in the Agreement or this First Amendment shall be deemed to be references to the Agreement, as amended by the First Amendment.
- D. **Construction.** Because each Party and counsel for each Party have reviewed this First Amendment, it is agreed that the rule that ambiguities are to be resolved against the drafting party shall not be employed in the interpretation of this First Amendment. In the event that one or more of the provisions or portions of this First Amendment is determined to be illegal or unenforceable, the remainder of this First Amendment shall not be affected thereby and each remaining provision or portion thereof shall continue to be valid and effective and shall be enforceable to the fullest extent permitted by law. This First Amendment is entered into in the State of California and shall be construed and interpreted in accordance with its laws.
- E. **Counterparts.** This First Amendment may be executed in any number of counterparts, each of which shall be deemed to be an original and all of which

together shall be deemed one and the same instrument. Facsimile signatures shall be as valid as original signatures.

- F. **Captions.** Paragraphs, titles, or captions are designated for convenience only and shall in no way define, limit, extend, or describe the scope of this First Amendment.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS WHEREOF, the undersigned have set their hand hereunto on the date(s) set forth below.

VENTURA COUNTY TRANSPORTATION COMMISSION CITY OF SIMI VALLEY

Darren M. Kettle
Executive Director
Date: _____, 2019

Interim City Manager/District Manager
Date: _____, 2019

Approved as to Form

Approved as to Form

Steven T. Mattas
General Counsel
Date: _____, 2019

City Attorney
Date: _____, 2019

ATTACHMENT

FUNDING SUMMARY

**SIMI VALLEY SHARE FOR VCTC AUTOMATIC VEHICLE
LOCATION AND REAL-TIME PASSENGER INFORMATION
SYSTEM**

Fund Source	Amount	Comments
Congestion Mitigation, and Air Quality Federal Grant	\$149,765	
TOTAL	\$149,765	



Item #9

July 12, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: LEGISLATIVE UPDATE AND POSITION ON BILL

RECOMMENDATION:

- Adopt "Support" position on ACA 1 (Aguiar-Curry) to submit to the voters a Constitutional Amendment lowering to 55% the supermajority requirement for local infrastructure funding measures.
- Adopt "Support" position on HR 3040 (Julia Brownley), the Safe and Friendly for the Environment (SAFE) Streets Act.

DISCUSSION:

Federal Issues

The House Appropriations Committee has approved the FY 2020 transportation appropriation, with a total budget of \$86.6 billion, which is \$167 million above the enacted FY 2019 amount. The bill includes \$48.8 billion for highways and \$13.5 billion for transit. The bill includes language to prevent the Administration from adopting the reduced fuel efficiency standards contained in the Safer Affordable Fuel Efficient Vehicles (SAFE) rulemaking. As was mentioned at last month's VCTC meeting during the Executive Director's Report, this proposal would override California's fuel efficiency standards, potentially triggering a reduction in federal funding due to the resulting impact on California's conformity with the requirements of the Clean Air Act.

A final decision regarding the proposed federal rulemaking is expected at any time. The rule would stipulate that the California Air Resources Board cannot establish a separate fuel efficiency standard, nor could other states elect to adopt California's standard. It would freeze the standard at the existing level through 2025. Unlike other states that use California's emissions standards, California's State Implementation Plan for air quality relies on modeling that assumes the existing fuel efficiency standard, so if the federal government reduces that standard, California will be out of compliance with the Clean Air Act, and therefore will be unable to receive required federal approvals for regionally-significant transportation projects. As was mentioned at the last meeting, 17 auto manufacturers submitted a letter (Attachment A) urging the federal and state governments to agree on fuel efficiency standards. At issue would be the uncertainty due to protracted litigation, as well as the possibility of having to comply with two different standards for different states.

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Attachment B is a fact sheet on HR 3040, the Safe and Friendly for the Environment (SAFE) Streets Act, introduced by Congresswoman Julia Brownley (D-Ventura County). This bill would require that if bicycle and pedestrian fatalities surpass a specific threshold, then a portion of the Highway Safety Improvement Program (HSIP) apportionment must be set aside for bicycle and pedestrian safety projects. The Fact Sheet points out that bicycles and pedestrians comprise an inordinate share of traffic fatalities, yet the percentage of HSIP funding spent on those modes is much lower. In recent years VCTC has made a significant priority of investing in bicycle and pedestrian facilities, particularly through the CMAQ program where approximately half of the annual apportionment, or \$4.6 million per year, is being spent on these projects. Several local jurisdictions have initiated active transportation planning efforts, some of which are funded through the state's Active Transportation Program planning grants. HR 3040 would further support the efforts in this county to reduce the number, rate, and severity of bicycle and pedestrian involved collisions. Staff therefore recommends the Commission support HR 3040.

State Issues

Attachment C is the monthly report of Delaney Hunter, the Commission's state lobbyist. The report describes various state issues including the adoption of the state budget.

Attachment D provides the consultant's analysis of ACA 1 (Cecilia Aguiar-Curry, D-Winters), a bill intended to help address the need for public infrastructure and affordable housing, by providing an opportunity for statewide voters to lower from 2/3rds to 55% the approval threshold for local measures that fund infrastructure or housing. Transportation is specifically included in the list of eligible uses for funds authorized under ACA 1. As the Commission will recall, VCTC's recent Measure AA, to provide a ½% sales tax for transportation in Ventura County, was supported by 58% of the voters, so if approved ACA 1 could make it easier to pass a revenue measure providing it funds only infrastructure and not ongoing operations. In 2017, the Commission supported SCA 6, which also would have lowered the transportation tax measure supermajority requirement. Staff recommends the Commission support ACA 1. This item was carried over from last month's meeting.

Attachment E provides the status of the bills for which VCTC currently has a position. Last month VCTC took an oppose position on SB 498, but negotiations have resulted in an amendment such that only Proposition 1B Trade Corridor funds remaining unprogrammed after May 1, 2020 will be subject to reprogramming for short line railroad projects. Since all of the Proposition 1B Trade Corridor funds assigned to Southern California are expected to be programmed by that date, staff has changed VCTC's position to Watch, which is the same position taken by the region's other transportation agencies.



HR 3040 - The SAFE Streets Act

The Problem »

Today, nearly 1 in 5 people who die in traffic crashes are pedestrians and bicyclists. Both the number of vulnerable road user fatalities and the percentage of overall roadway fatalities who are pedestrians and bicyclists have dramatically increased in recent years.

However, states spend less than 1 percent of their Highway Safety Improvement Program (HSIP) on vulnerable road user safety. We believe this must change.

The Problem Can Be Solved »

We know how to make our roads safer:

The Federal Highway Administration has identified and tested proven safety countermeasures that are known to reduce pedestrian fatalities, and will help bicyclists safety too. These include road diets, leading pedestrian intervals, local road safety plans, crosswalks, and more.

If we know how to improve safety, why aren't the dollars being spent?

State DOTs often use data-driven methods created to identify 'hot spots' rather than systemic transportation safety issues. This can lead to dangerous systemic conditions, such as high speed arterial roads with limited crosswalks, sidewalks, and bikeways, not being identified as dangerous because the data do not fit patterns prioritized by existing methods.

The Solution »

H.R. 3040 - The Safe and Friendly for the Environment (SAFE) Streets Act would create a special rule for HSIP that ensures that data-driven decisions lead to funding for vulnerable user safety where aggregate data suggests there is a safety need.

In the past, Congress has implemented special rules in HSIP for High Risk Rural Roads, and for Older Drivers and Pedestrians, where Congress identified a gap in safety improvements. A rule for vulnerable road users is now necessary based on persistent under-funding of safety improvements for people who walk, bike, and roll.

HR 3040 - The SAFE Streets Act would create a rule for vulnerable road users within HSIP which states that if a metropolitan area, rural planning area or tribal land has a vulnerable road user fatality rate higher than 1.5 persons per 100,000 population for two years or more, then some HSIP funding must be used to prevent vulnerable road user fatalities there.

This would provide an incentive to states to ensure that their data-driven methods capture vulnerable road user fatalities and that they work with local governments to make improvements where vulnerable road user fatalities are common.

How You Can Help »

HR 3040 - The SAFE Streets act was introduced by Representatives Brownley (CA-26) and Espaillat (NY-13). To Co-sponsor or to learn more please contact:

- » Sharon Wagener (Brownley) - Sharon.Wagener@mail.house.gov
- » Todd Sloves (Espaillat) - Todd.Sloves@mail.house.gov

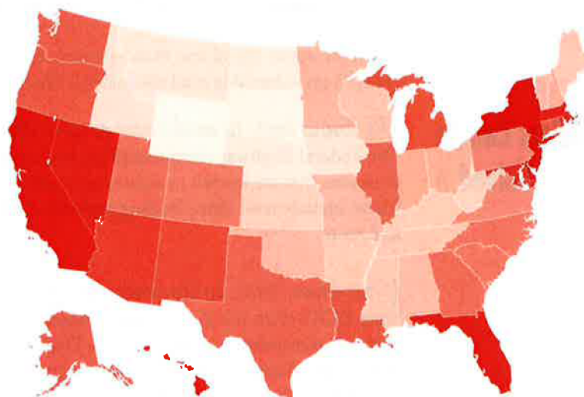


HR 3040 - The SAFE Streets Act

Many states have demonstrated safety problems for people who bike and walk »

Vulnerable users increased as a percentage of traffic fatalities in 49 states between 2011 and 2016

People who bike and walk as a percentage of traffic fatalities 5.0% 31.0%

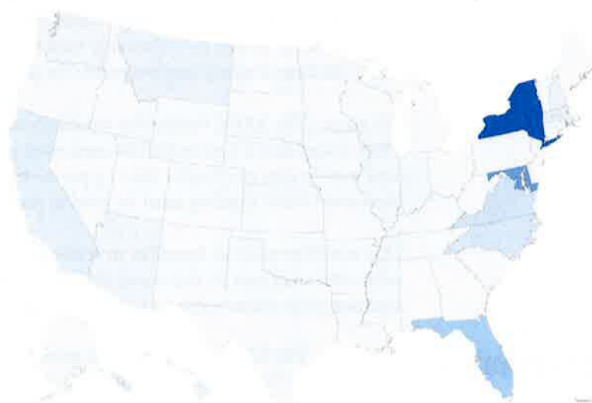


Based on 5-year averages. Data displayed is from 2012-2016. Learn more in the 2018 Benchmarking Report on Bicycling and Walking: bikeleague.org/benchmarking-report

Not many states use HSIP to address safety problems for people who bike and walk »

37 states spent less than .1% of HSIP to improve the safety of people who bike and walk between 2014 and 2016

Percentage of HSIP Spent on Biking and Walking 0.0% 9.9%



Based on 3-year averages. Data displayed is from 2014-2016. Learn more in the 2018 Benchmarking Report on Bicycling and Walking: bikeleague.org/benchmarking-report

June 6, 2019

The Honorable Donald J. Trump
President of the United States
The White House
1600 Pennsylvania Avenue, NW
Washington, D.C. 20500

Dear Mr. President:

Thank you for your efforts to support a vibrant and competitive auto industry in the United States by reopening the midterm evaluation for the CAFE and Greenhouse Gas rulemaking. Without question, market conditions have changed materially since 2011. Relative to expectations, fuel prices are far lower, consumers are buying more SUVs and pickups, and the adoption rate of alternative powertrain vehicles has been slower than anticipated. Thus, your decision to review and update future auto standards was the proper choice.

As you know from many conversations with us and others in the auto sector, the question of the right level of regulation is complex. What works best for consumers, communities, and the millions of U.S. employees that work in the auto industry is one national standard that is practical, achievable, and consistent across the 50 states. In addition, our customers expect continuous improvements in safety, efficiency, and capability. For these reasons, we support a unified standard that both achieves year-over-year improvements in fuel economy and facilitates the adoption of vehicles with alternative powertrains.

We strongly believe the best path to preserve good auto jobs and keep new vehicles affordable for more Americans is a final rule supported by all parties—including California. Such a final rule would provide the necessary structure and compliance tools to achieve annual fuel economy improvements midway between the existing standards and the preferred path outlined by your Administration last summer. The final rule would cover model years 2021-2026 and include flexibilities that promote advanced technology for the sake of long-term environmental gains and U.S. global competitiveness. We encourage both the federal government and California to resume discussions and to remain open to regulatory adjustments that provide the flexibility needed to meet future environmental goals and respond to consumer needs.

For our companies, a broadly supported final rule would provide regulatory certainty and enhance our ability to invest and innovate by avoiding an extended period of litigation and instability, which could prove as untenable as the current program. This would also preserve vehicle affordability and help advance our shared national interest in America's manufacturing and innovation leadership.

Striking the proper balance will not be easy, but we know with your leadership it can happen. We are eager to work with you to advance this outcome and strengthen our economy and technological leadership.

Once again, thank you for all you have done for our industry and your commitment to maintain our country's role as an automotive leader, bolster the U.S. economy, and support American workers and their families.

Sincerely,

Aston Martin Lagonda, Ltd.

BMW North America

Ford Motor Company

General Motors Company

Honda North America, Inc.

Hyundai Motor America

Jaguar Land Rover North America, LLC

Kia Motors America

Mazda North American Operations

Mercedes-Benz USA, LLC

Mitsubishi Motors North America, Inc.

Nissan North America, Inc.

Porsche Cars North America, Inc.

Subaru of America, Inc.

Toyota Motor North America, Inc.

Volkswagen Group of America

Volvo Car Corporation

CC: The Honorable Elaine L. Chao, Secretary of Transportation
The Honorable Andrew Wheeler, Administrator U.S. Environmental Protection Agency
The Honorable Lawrence Kudlow, Director National Economic Council



CALIFORNIA ADVISORS, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT JUNE 2019

Legislative Update

The Legislature and Governor spent the first half of the month negotiating the state budget. These negotiations involved budget subcommittee hearings which were broken down by subject, along with full committee and conference committee meetings to finalize the differences between the Assembly, Senate, and Governor's versions of the budget. Ultimately, the \$214.8 billion budget was passed on time, while many of the remaining budget trailer bills were finalized over the following weeks. During the budget process, there were a few policy committee hearings to begin dealing with bills the other house of the Legislature sent over. Now that the budget has been finalized, the beginning of July will again be focused solely on policy committee hearings to meet the next legislative deadline. All the bills that are not tagged fiscal must be heard before the upcoming July 12th deadline, so there will be several lengthy committee hearings over the next couple of weeks. After this first deadline, the Legislature must then hold all Appropriations Committee hearings by August 30th. However, Members will convene a month-long summer recess (July 12th to August 12th) before tackling the final month of the legislative session. California Advisors will continue to keep VCTC updated on relevant legislation and important committee hearings as bills advance through the second house.

Budget Update

As noted above, after the Governor released his May Revise, the budget subcommittees in each house reconvened to finalize their respective versions of the budget. The differences between the houses were sent to the conference committee to work out the final budget deal. After a number of late night and weekend meetings, the conference committee finalized the 2019-20 budget package, which totaled \$147.8 billion in General Fund revenue. This budget creates the biggest reserve in state history and will allow California to end the year with total reserves of \$19.2 billion, of which \$16.5 billion is in the Rainy Day Fund, \$1.4 billion in the Special Fund for Economic Uncertainties, \$900 million in the Safety Net Reserve, and nearly \$400 million in the Public School System Stabilization Account. The Budget makes an extra payment of \$9 billion over the next four years to pay down unfunded pension liabilities. This includes \$3 billion to CalPERS and \$2.9 billion to CalSTRS on behalf of the state, and \$3.15 billion to CalSTRS and CalPERS on behalf of schools. The Budget invests \$4.5 billion to eliminate the Wall of Debt and reverses the decade-old deferral undertaken during the last recession. The Budget prioritizes one-time investments, with 88 percent of new expenditures being temporary rather than ongoing. This addresses the affordability crisis facing Californians while minimizing ongoing commitments to avoid putting the state at a fiscal disadvantage in the future. Additionally, the final budget did not tie housing requirements to transportation funds despite the Governor's strong push. In the end the legislature agreed that cities that fail to meet affordable housing requirements will face fines but for now transportation dollars are not implicated.

During the subcommittee process a budget proposal which would take \$7.2 million from the TCIF program savings to establish a competitive short-line rail grant program in the central valley popped up.

There were concerns that the savings were dedicated to Southern California projects and would reallocate the funds to the Central Valley. After working with the budget committee staff and other stakeholders we were able to strike a compromise on the language. The bill would instead delay taking the savings until May of next year, which would allow the Southern California savings to be reprogrammed back into projects.

Important Legislation

Now that bills have moved to the second house, California Advisors has continued to advocate VCTC's support on a couple of important bills that are continuing to move through the legislative process.

AB 252 by Assembly Member Daly repeals the January 1, 2017 sunset date and thereby extends indefinitely Caltrans' responsibility for the Federal Highway Administration's duties under the National Environmental Policy Act. Bill passed Senate Appropriations Committee on 7 to 0 vote on June 24th and now scheduled for a third reading on the Senate Floor. (Support)

AB 1413 by Assembly Member Gloria would authorize a local transportation authority to impose a tax applicable to only a portion of its county if 2/3 of the voters voting on the measure within the portion of the county to which the tax would apply vote to approve the tax, as specified, and other requirements are met, including that the revenues derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply. Bill passed Senate Transportation Committee on 7 to 3 vote on June 25th and was re-referred to Senate Governance and Finance Committee. (Support)

Upcoming Bill Deadlines and Newly Introduced Legislation

July 10 – Last day for policy committees to hear and report fiscal bills to fiscal committees

July 12 – Last day for policy committees to meet and report bills. Summer recess begins upon adjournment of this day's session, provided Budget Bill has been passed.

July 12 – August 12 – Summer Recess

August 30 - Last day for fiscal committees to meet and report bills to Floor

September 3 – 13 – Floor sessions only

September 6 – Last day to amend bills on the floor

September 13 – Last day for each house to pass bills

October 13 – Last day for Governor to sign or veto bills

Below is a list of VCTC tracked newly introduced bills:

AB 145 (Frazier D) High-Speed Rail Authority: Senate confirmation.

Introduced: 12/13/2018

Status: 5/3/2019-Failed Deadline – 2-year bill

Summary: Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed train system. The authority is composed of 11 members, including 5 voting members appointed by the Governor, 4 voting members appointed by the Legislature, and 2 nonvoting legislative members. This bill would provide that the members of the authority appointed by the Governor are subject to appointment with the advice and consent of the Senate.

AB 148 (Quirk-Silva D) Regional transportation plans: sustainable communities strategies.

Introduced: 12/14/2018

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Current law requires certain transportation planning agencies to prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system. Current law requires the regional transportation plan to include, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. This bill would require

each sustainable communities strategy to identify areas within the region sufficient to house an 8-year projection of the emergency shelter needs for the region, as specified.

AB 226 (Mathis R) Registration renewal fees: exemptions.

Introduced: 1/17/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Current law requires the Department of Motor Vehicles to notify the registered owner of each vehicle, except as specified, of the date that the registration renewal fees for the vehicle are due. Current law generally exempts vehicles that are owned by certain persons, including disabled veterans, former American prisoners of war, and recipients of the Congressional Medal of Honor, from fees imposed under the Vehicle Code, except as specified. This bill would also exempt those vehicles from any other fees that are assessed as part of the registration renewal fee, as stated in the registration renewal notice mailed by the department.

AB 246 (Mathis R) State highways: property leases.

Introduced: 1/22/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Would authorize the Department of Transportation to offer a lease on a right of first refusal basis of any airspace under a freeway, or real property acquired for highway purposes, located in a disadvantaged community, that is not excess property to the city or county in which the disadvantaged community is located for purposes of an emergency shelter or feeding program, or for park, recreational, or open-space purposes for a rental amount of \$1 per month, subject to certain conditions.

AB 252 (Daly D) Department of Transportation: environmental review process: federal program.

Introduced: 1/23/2019

Status: 6/25/2019-Read second time. Ordered to third reading.

Summary: Current federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states may 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, 2020, provides 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 program. This bill would extend the operation of these provisions indefinitely.

AB 285 (Friedman D) California Transportation Plan.

Introduced: 1/28/2019

Status: 6/24/2019-Read second time and amended. Re-referred to Committee on Appropriations.

Summary: Would require the Department of Transportation to address in the California Transportation Plan how the state will achieve maximum feasible emissions reductions in order to attain a statewide reduction of greenhouse gas emissions of 40% below 1990 levels by the end of 2030 and carbon neutrality by 2045. Commencing with the 3rd update to the plan to be completed by December 31, 2025, the bill would require the department to include specified information in the plan, including, among other things, a review, conducted in consultation with the Strategic Growth Council, of the potential impacts and opportunities for coordination of specified grant programs and recommendations for the improvement of the grant programs to better align them to meet long-term common goals.

AB 287 (Voepel R) Public employees' retirement: annual audits.

Introduced: 1/28/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Current law requires each state and local public pension or retirement system, on and after the 90th day following the completion of the annual audit of the system, to provide a concise annual report on the investments and earnings of the system, as specified, to any member who makes a request and pays a fee, if required, for the costs incurred in preparation and dissemination of that report. This bill would also require each state and local pension or retirement system to post a concise annual audit of the information described above on that system's internet website no later than the 90th day following the audit's completion.

AB 313 (Frazier D) Road Maintenance and Rehabilitation Account: University of California: California State University: reports.

Introduced: 1/30/2019

Status: 5/29/2019-Referred to Committee on Rules.

Summary: Would require the University of California and the California State University, on or before January 1 of each year, to each submit a report to the Transportation Agency and specified legislative committees detailing its expenditures of those moneys for the previous fiscal year, including, but not limited to, research activities and administration.

AB 322 (Gallagher R) Political Reform Act of 1974: online filing and disclosure system.

Introduced: 1/30/2019

Status: 5/16/2019-In committee: Hearing postponed by committee.

Summary: Would require a local government agency to post on its internet website a copy of any specified statement, report, or other document filed with that agency in paper format. This bill would require that the statement, report, or other document be made available for four years from the date of the election associated with the filing. By imposing a new duty on local government agencies, this bill would impose a state-mandated local program.

AB 333 (Eggman D) Whistleblower protection: state and local independent contractors.

Introduced: 1/31/2019

Status: 6/26/2019-From committee: Do pass and re-refer to Committee on Judiciary with recommendation: To Consent Calendar. (Ayes 5. Noes 0.) (June 26). Re-referred to Committee on Judiciary. From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to C Committee on Judiciary.

Summary: Current law prohibits an employer, as defined, or any person acting on behalf of the employer, as defined, from, among other things, preventing an employee from, or retaliating against an employee for, providing information to, or testifying before, any public body conducting an investigation, hearing, or inquiry, if the employee has reasonable cause to believe that the information discloses a violation of a law, regardless of whether disclosing the information is part of the employee's job duties. A violation of these provisions is a crime. This bill would extend the protections afforded to employees under these provisions to independent contractors and contracted entities working for state and local government who are tasked with receiving and investigating complaints from facilities, services, and programs operated by state and local government.

AB 352 (Garcia, Eduardo D) California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund: investment plan: Transformative Climate Communities Program.

Introduced: 2/4/2019

Status: 6/18/2019-In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: Would, beginning July 1, 2020, require state agencies administering competitive grant programs that allocate moneys from the Greenhouse Gas Reduction Fund to give specified communities preferential points during grant application scoring for programs intended to improve air quality, to include a specified application timeline, to allow applicants from the Counties of Imperial and San Diego to include daytime population numbers in grant applications, and to require grant eligibility and scoring criteria to define disadvantaged community consistent with specified allocation requirements of the Greenhouse Gas Reduction Fund so as not to preclude low-income communities, as defined, from applying for or being awarded a grant.

AB 355 (Daly D) Public Employee Relations Board: Orange County Transportation Authority.

Introduced: 2/4/2019

Status: 6/12/2019-From committee: Do pass and re-refer to Committee on Judiciary.

Summary: Would require employers and employees of the Orange County Transportation Authority to adjudicate complaints of specified labor violations before PERB as an unfair practice and would authorize specified parties aggrieved by PERB's decision or order to petition for relief from that decision or order, as provided. By requiring the authority to adjudicate claims before PERB, this bill would impose a state-mandated local program.

AB 371 (Frazier D) Transportation: freight: statewide economic vitality assessment.

Introduced: 2/5/2019

Status: 5/17/2019-Failed Deadline – 2-year bill

Summary: Would require GO-Biz, in consultation with the State Air Resources Board, the California Transportation Commission, and the Transportation Agency, to prepare a statewide economic vitality assessment of the California freight industry on or before December 31, 2021, and to update the assessment at least once every five years. The bill would require the assessment to identify specified information, and would require the office, in developing the assessment, to consult with representatives from a cross section of public and private sector freight stakeholders.

AB 380 (Frazier D) Office of the Transportation Inspector General.

Introduced: 2/5/2019

Status: 5/17/2019-Failed Deadline – 2-year bill

Summary: Would eliminate the Independent Office of Audits and Investigations and would instead create the Independent Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that specified state agencies and all external entities that receive state and federal transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would require the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would prohibit the Transportation Inspector General from being removed from office during the term except for good cause.

AB 421 (Waldron R) Transportation finance: De Luz Community Services District

Introduced: 2/7/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: With respect to the portion of revenues that is derived from increases in the motor vehicle fuel excise tax beginning in 2010, current law requires, after certain allocations are made, the Controller to allocate the remaining amount of this portion of revenues 44% to the state transportation improvement program, 12% to the State Highway Operation and Protection Program, and 44% to cities and counties for local street and road purposes. This bill would require the Controller to allocate a portion of these revenues available for counties to the De Luz Community Services District for local street and road purposes as though the De Luz Community Services District were a county. The bill would thereby make an appropriation.

AB 422 (Frazier D) High-speed rail: performance measurement dashboards.

Introduced: 2/7/2019

Status: 5/8/2019-Referred to Committee on Transportation

Summary: Current law requires the High-Speed Rail Authority to establish an independent peer review group for purposes of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of the appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan, including the funding plan for each corridor. This bill would require the authority, in consultation with the peer review group, to develop and update quarterly a set of summary performance measurement dashboards that show ongoing performance of the project and post on its internet website full sets of the summary performance measurement dashboards.

AB 449 (Gallagher R) Local alternative transportation improvement program: Feather River crossing.

Introduced: 2/11/2019

Status: 6/6/2019-Referred to Committee on Transportation.

Summary: Would, with respect to planned state transportation facilities over the Feather River in the City of Yuba City and the Counties of Sutter and Yuba, which facilities are no longer planned to be constructed, would authorize the affected local agencies, acting jointly with the transportation planning agency having jurisdiction, to develop and file with the California Transportation Commission a local

alternative transportation improvement program that addresses transportation problems and opportunities in the area that was to be served by the canceled state facilities.

AB 456 (Chiu D) Public contracts: claim resolution.

Introduced: 2/11/2019

Status: 6/24/2019-In committee: Referred to Appropriations suspense file.

Summary: Current law prescribes various requirements regarding the formation, content, and enforcement of state and local public contracts. Current law establishes, until January 1, 2020, for contracts entered into on or after January 1, 2017, a claim resolution process applicable to any claim by a contractor in connection with a public works project against a public entity, as defined. Current law defines a claim for these purposes as a separate demand by the contractor for one or more of the following: a time extension for relief from damages or penalties for delay, payment of money or damages arising from work done pursuant to the contract for a public work, or payment of an amount disputed by the public entity, as specified. This bill would remove the January 1, 2020, repeal date on these provisions, thereby making this claim resolution process operative indefinitely.

AB 510 (Cooley D) Local government records: destruction of records.

Introduced: 2/13/2019

Status: 5/3/2019-Failed Deadline – 2-year bill

Summary: Current law authorizes the head of a department of a county or city, or the head of a special district to destroy recordings of telephone and radio communications maintained by that county, city, or special district after 100 days if that person receives approval from the legislative body and the written consent of the agency attorney. This bill would exempt the head of a department of a county or city, or the head of a special district from these recording retention requirements if the county, city, or special district adopts a records retention policy governing recordings of routine video monitoring and recordings of telephone and radio communications.

AB 553 (Melendez R) High-speed rail bonds: housing.

Introduced: 2/13/2019

Status: 4/1/2019-In committee: Set, first hearing. Failed passage. Reconsideration granted.

Summary: Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system.

AB 554 (Chen R) Traffic control devices: flares.

Introduced: 2/13/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Would prohibit the Department of Transportation or persons contracting with the department for the construction, maintenance, or repair of a highway from using flares as a traffic control device, as defined. The bill would exclude the Department of the California Highway Patrol's use of flares from this prohibition when it cooperates with the Department of Transportation in the enforcement of the closing, or restriction of use, of any state highway.

AB 652 (Mayes R) Supplemental destination highway signs

Introduced: 2/15/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Would require the Department of Transportation to include a private stadium or sports arena as a facility that qualifies for supplemental destination signs in its regulations if the stadium otherwise meets the criteria for supplemental destination signs described in the California Manual on Uniform Traffic Control Devices.

AB 659 (Mullin D) Transportation: emerging transportation technologies: California Smart City Challenge Grant Program.

Introduced: 2/15/2019

Status: 5/17/2019-Failed Deadline 2-year bill

Summary: Would establish the California Smart City Challenge Grant Program to enable municipalities to compete for grant funding for emerging transportation technologies to serve their transportation system needs and would specify certain program goals. The bill would require the commission to form the California Smart City Challenge Workgroup on or before July 1, 2020, to guide the commission on program matters, as specified. The bill would require the commission, in consultation with the workgroup, to develop guidelines on or before March 1, 2021, for the program, which would not be subject to the Administrative Procedure Act and would authorize the commission to revise them as necessary.

AB 676 (Frazier D) California Transportation Commission: annual report.

Introduced: 2/15/2019

Status: 5/17/2019-Failed Deadline 2-year bill

Summary: Current law requires the California Transportation Commission to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations and identifying timely and relevant transportation issues facing the state. This bill would instead require the commission to adopt and submit the annual report by December 31 of each year.

AB 752 (Gabriel D) Public transit: transit centers: lactation rooms.

Introduced: 2/19/2019

Status: 6/28/2019-(6/6/2019) Referred to Committee on Transportation. (Amended 6/28/2019)

Summary: Would require a multimodal transit station that meets certain criteria, including that it has an enclosed waiting room of no less than 4,000 square feet, or a transit station that is proposed to serve California's high-speed rail system, that commences operations or a renovation on or after January 1, 2021, to include a lactation room. To the extent the bill imposes additional duties on a local agency, the bill would impose a state-mandated local program.

AB 784 (Mullin D) Sales and use taxes: exemption: California Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project: transit bus vehicles.

Introduced: 2/19/2019

Status: 6/24/2019-Read second time and amended. Re-referred to Committee on Appropriations.

Summary: Current state sales and use tax laws impose a tax on retailers measured by the gross receipts from the sale of tangible personal property sold at retail in this state, or on the storage, use, or other consumption in this state of tangible personal property purchased from a retailer for storage, use, or other consumption in this state. The Sales and Use Tax Law provides various exemptions from those taxes. This bill would, until January 1, 2024, provide an exemption from those taxes with respect to the sale of, and the storage and use of, or other consumption in this state of, specified zero-emission technology medium- and heavy-duty transit bus vehicles.

AB 802 (Stone, Mark D) Reports to the Legislature.

Introduced: 2/20/2019

Status: 6/12/2019-Re-referred to Committee on Governmental Organization.

Summary: Would require state and local agencies to submit all reports to the Secretary of the Senate, the Chief Clerk of the Assembly, and the Legislative Counsel electronically, rather than submitting a printed copy, and would eliminate the requirement that state agencies separately submit the summary of the report directly to Members of the Legislature. For reports involving data collection or analysis, the bill would require a state agency to post all data used to generate the report on the agency's internet website at the time the report is posted.

AB 821 (O'Donnell D) Transportation: Trade Corridor Enhancement Account: project nomination: California Port Efficiency Program.

Introduced: 2/20/2019

Status: 4/26/2019-Failed Deadline - 2-year bill

Summary: Current law creates the Trade Corridor Enhancement Account to receive revenues attributable to 50% of a \$0.20 per gallon increase in the diesel fuel excise tax imposed by the Road Repair and Accountability Act of 2017 for corridor-based freight projects nominated by local agencies and the state. Current law makes these funds and certain federal funds apportioned to the state available

upon appropriation for allocation by the California Transportation Commission for trade infrastructure improvement projects that meet specified requirements. This bill would require the commission to allocate not less than 10% of the funds that are required to be allocated to projects nominated by the department to projects nominated pursuant to the California Port Efficiency Program, which this bill would create.

AB 847 (Grayson D) Housing: transportation-related impact fees grant program.

Introduced: 2/20/2019

Status: 4/26/2019-Failed Deadline - 2-year bill

Summary: Would require the Department of Housing and Community Development, on or before June 30, 2020, and on or before June 30 every year thereafter, to review each production report submitted by a city or county in accordance with the provisions described above to determine if that city or county has met its very low, low-, and moderate-income housing goals, as defined, for that reporting period. The bill would require the department, if it determines that a city or county has met one of those housing goals, to submit a certification of that result to the Controller by no later than June 30 of that year.

AB 905 (Chen R) Department of Transportation: Highway Design Manual: fire prone areas.

Introduced: 2/20/2019

Status: 4/26/2019-Failed Deadline - 2-year bill

Summary: Current law provides that the Department of Transportation has full possession and control of the state highway system and associated property. Current law vests various powers in the department including, among others, the planning, designing, constructing, maintaining, and operating of transportation systems under its jurisdiction. This bill would require the department to update the Highway Design Manual to incorporate the use of k-rails, weed mats, or other fire proofing devices in fire prone areas.

AB 931 (Boerner Horvath D) Local boards and commissions: representation: appointments.

Introduced: 2/20/2019

Status: 6/24/2019-Read second time and amended. Re-referred to Committee on Judiciary.

Summary: Current law establishes the policy of the Legislature to ensure equal access to specific information about the many local regulating and advisory boards, commissions, and committees and to ensure equal opportunity to be informed of vacancies on those boards. Current law requires each legislative body of a local agency to prepare an appointments list of all regular and ongoing boards, commissions, and committees that are appointed by the legislative body of the local agency. This bill, on and after January 1, 2030, would require the composition of a local board and commission of a city with a population of 50,000 or greater with appointed members to have a specified minimum number of women board members or commissioners based on the total number of board members or commissioners on that board, thereby imposing a state-mandated local program.

AB 970 (Salas D) California Department of Aging: grants: transportation.

Introduced: 2/21/2019

Status: 6/11/2019-From committee: Do pass and re-refer to Committee on Environmental Quality.

Summary: Would require the California Department of Aging to administer a grant program to receive applications from area agencies on aging to fund transportation to and from nonemergency medical services for older individuals and persons with a disability who reside in rural, desert, or mountain areas within a planning and service area, for the purpose of reducing greenhouse gas emissions. The bill would require that transportation be made available using the purchase, lease, or maintenance of zero-emission or near-zero-emission vehicles with a capacity for 7, 12, or 15 passengers.

AB 992 (Mullin D) Open meetings: local agencies: social media.

Introduced: 2/21/2019

Status: 5/3/2019-Failed Deadline – 2-year bill

Summary: Would provide that the Ralph M. Brown Act does not apply to the posting, commenting, liking, interaction with, or participation in, internet-based social media platforms that are ephemeral, live, or static, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

AB 1017 (Boerner Horvath D) New or modified railroad crossings: approval.

Introduced: 2/21/2019

Status: 6/18/2019-From committee: Do pass and re-refer to Committee on Appropriations.

Summary: Would require the Public Utilities Commission, if a city or county develops and adopts, by resolution upon a majority vote of the city council or the board of supervisors, a plan to improve mobility for multimodal access that calls for new or modified railroad crossings, to make an engineer available from the Rail Crossings and Engineering Branch to assist and advise that city or county on the safety of the planned railroad crossings prior to the filing of an application to the commission for the approval of the new or modified railroad crossings.

AB 1025 (Grayson D) Transportation: California Transportation Commission: San Ramon Branch Corridor: reimbursement.

Introduced: 2/21/2019

Status: 6/6/2019-Referred to Committee on Transportation.

Summary: Current law creates the California Transportation Commission, with various powers and duties relative to the programming of transportation capital projects and the allocation of funds to those projects, pursuant to the state transportation improvement program and various other transportation funding programs. Through certain commission resolutions, the commission allocated moneys appropriated to it in the 1980s from the Transportation Planning and Development Account to the County of Contra Costa for the acquisition of a specified right-of-way, and for associated projects, relating to the San Ramon Branch Corridor. Those resolutions require the county to reimburse the state if the county fails to meet specified conditions. This bill would relinquish the rights of the state to reimbursement pursuant to those resolutions.

AB 1056 (Garcia, Eduardo D) Speed laws: residence districts.

Introduced: 2/21/2019

Status: 5/3/2019-Failed Deadline – 2-year bill

Summary: Would authorize the County of Imperial to implement a demonstration project to expand the definition of a residence district for purposes of existing speed laws to include any portion of a highway and the property contiguous to that highway, with at least 13 separate dwelling houses or business structures located upon both sides of the property contiguous to the highway, collectively, within a distance of 1/4 mile.

AB 1089 (Stone, Mark D) Santa Cruz Metropolitan Transit District.

Introduced: 2/21/2019

Status: 6/25/2019-Read second time. Ordered to Consent Calendar.

Summary: Would require the Santa Cruz Metropolitan Transit District's purchase of supplies, equipment, and materials exceeding \$50,000 to be by contract let to either the lowest responsible bidder or to the responsible bidder that submits a proposal that provides the best value to the district. The bill would require the district to obtain a minimum of 3 quotations, as specified, for a procurement exceeding \$5,000 and, in the case of the purchase of supplies, equipment, or materials, not exceeding \$50,000 or, in the case of the construction of facilities and works, not exceeding \$10,000.

AB 1112 (Friedman D) Shared mobility devices: local regulation.

Introduced: 2/21/2019

Status: 6/19/2019-In committee: Hearing postponed by committee. From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Committee on Transportation.

Summary: Current law generally regulates the operation of bicycles, electric bicycles, motorized scooters, and electrically motorized boards. Current law allows local authorities to regulate the registration, parking, and operation of bicycles and motorized scooters in a manner that does not conflict with state law. This bill would define a "shared mobility device" as a bicycle, electric bicycle, motorized scooter, electrically motorized board, or other similar personal transportation device, that is made available to the public for shared use and transportation, as provided.

AB 1142 (Friedman D) Regional transportation plans.

Introduced: 2/21/2019

Status: 6/19/2019-Re-referred to Committees on Energy, Utilities and Communications and Judiciary.

Summary: Current law requires a regional transportation plan to include a policy element, an action element, a financial element, and, if the transportation planning agency is also a metropolitan planning organization, a sustainable communities strategy. Under current law, the policy element describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, as well as pragmatic objective and policy statements. Current law authorizes the policy element of transportation planning agencies with populations that exceed 200,000 persons to quantify a set of specified indicators. This bill would authorize the inclusion of an additional indicator regarding measures of policies to increase use of existing transit.

AB 1148 (Patterson R) High-speed rail: independent peer review group.

Introduced: 2/21/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Would require the independent peer review group to study and annually report to the Legislature on alternative uses for high-speed rail project infrastructure that is located in the project's Central Valley corridor and the construction of which the group anticipates will be completed by the end of the calendar year in which the report will be submitted to the Legislature.

AB 1167 (Mathis R) Greenhouse Gas Reduction Fund: high-speed rail: forestry and fire protection.

Introduced: 2/21/2019

Status: 4/1/2019-In committee: Set, first hearing. Failed passage. Reconsideration granted.

Summary: Would no longer continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund for certain components of a specified high-speed rail project. The bill, beginning with the 2021–22 fiscal year, would continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Department of Forestry and Fire Protection to purchase new engines and equipment, hire new firefighters, and clear overgrowth or tree mortality and to the Firefighter Home Relief Trust Fund Program.

AB 1237 (Aguilar-Curry D) Greenhouse Gas Reduction Fund: guidelines.

Introduced: 2/21/2019

Status: 6/27/2019-From Consent Calendar. Ordered to third reading.

Summary: Would require an agency that receives an appropriation from the Greenhouse Gas Reduction Fund to post on its internet website the agency's guidelines, as specified, for how moneys from the fund are allocated.

AB 1243 (Fong R) Traffic Relief and Road Improvement Act.

Introduced: 2/21/2019

Status: 4/4/2019-Re-referred to Committee on Transportation

Summary: Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, and certain miscellaneous State Highway Account revenues.

AB 1277 (Obernalte R) Transportation projects: oversight committees.

Introduced: 2/21/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Would require a public agency administering a megaproject, which the bill would define as a transportation project with total estimated development and construction costs exceeding \$1,000,000,000, to take specified actions to manage the risks associated with the megaproject, including establishing a comprehensive risk management plan and regularly reassessing its reserves for potential claims and unknown risks. The bill would require a public agency administering a megaproject to

establish a project oversight committee composed of specified individuals to review the megaproject and perform other specified duties.

AB 1350 (Gonzalez D) Youth Transit Pass Pilot Program.

Introduced: 2/22/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Current law declares that the fostering, continuance, and development of public transportation systems are a matter of state concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would state the intent of the Legislature to enact legislation that would create a Youth Transit Pass program for purposes of creating lifelong transit riders and reducing greenhouse gas emissions.

AB 1351 (Lackey R) Transit operators: paratransit and dial-a-ride services: assessment

Introduced: 2/22/2019

Status: 6/19/2019-Re-referred to Committee on Transportation.

Summary: Would require the Transportation Agency, in consultation with public transit operators, to conduct an assessment of the procedures public transit operators use to provide dial-a-ride and paratransit services to individuals with disabilities who are visiting their service territories and are certified to use another in-state public transit operator's similar dial-a-ride and paratransit services. The bill would require the agency to publish the assessment on its internet website on or before October 1, 2020.

AB 1374 (Fong R) Department of Transportation: state highways.

Introduced: 2/22/2019

Status: 5/3/2019-Failed Deadline – 2-year bill

Summary: Current law establishes the Department of Transportation and the California Transportation Commission and provides that the department has full possession and control of all state highways and all property and rights in property acquired for state highway purposes and authorizes and directs the department to lay out and construct all state highways between the termini designated by law and on the locations as determined by the commission. This bill would make nonsubstantive changes to these provisions.

AB 1402 (Petrie-Norris D) Active Transportation Program.

Introduced: 2/22/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Would require the Department of Transportation, instead of the California Transportation Commission, to award funds to projects in the statewide and small urban and rural region distribution categories and to adopt a program of projects for those distribution categories. The bill would require that 75% of available funds be awarded to MPO's in urban areas with populations greater than 200,000, in proportion to their relative share of the population, 15% to small urban and rural regions with populations of 200,000 or less, competitively awarded by the department to projects in those regions, and 10% to projects competitively awarded by the department, in consultation with the commission, on a statewide basis.

AB 1411 (Reyes D) Integrated action plan for sustainable freight.

Introduced: 2/22/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Would establish as a state goal the deployment of 100,000 zero-emission medium- and heavy-duty vehicles and off-road vehicles and equipment, and the corresponding infrastructure to support them, by 2030.

AB 1413 (Gloria D) Transportation: local transportation authorities: transactions and use taxes.

Introduced: 2/22/2019

Status: 6/25/2019-From committee: Do pass and re-refer to Committee on Governance and Finance.

Summary: Would authorize a local transportation authority to impose a tax applicable to only a portion of its county if 2/3 of the voters voting on the measure within the portion of the county to which the tax would apply vote to approve the tax, as specified, and other requirements are met, including that the revenues

derived from the tax be spent within, or for the benefit of, the portion of the county to which the tax would apply.

AB 1424 (Berman D) Electric Vehicle Charging Stations Open Access Act.

Introduced: 2/22/2019

Status: 6/27/2019-Read second time and amended. Re-referred to Committee on Energy, Utilities and Communications.

Summary: Would require an electric vehicle charging station to provide to the general public a minimum of 2 out of a list of 4 specified options for payment, in addition to a toll-free telephone number for processing a credit card payment. The bill would prohibit a state agency from requiring a credit card payment, as defined, to be through a physical credit card or magstripe reader on electric vehicle service equipment.

AB 1430 (Garcia, Eduardo D) State government: public investment opportunities: cost-effective definition.

Introduced: 2/22/2019

Status: 5/17/2019-Failed Deadline – 2-year bill

Summary: Current law authorizes the Public Utilities Commission, the State Air Resources Board, the California Transportation Commission, and the Labor and Workforce Development Agency to invest public moneys on various project and programs. Current law requires some of those investments to be cost effective. This bill would require these agencies, by January 1, 2021, to provide a joint assessment of options for redefining the term “cost-effective” to the Legislature for the purposes of prioritizing public investment opportunities.

AB 1442 (Rivas, Luz D) Income taxes: credits: Share Our Values Tax Credit.

Introduced: 2/22/2019

Status: 6/25/2019-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Committee on Governance and Finance.

Summary: Would, for taxable years beginning on or after January 1, 2020, allow an additional tax credit, in an unspecified amount, to qualified taxpayers allocated the tax credits for qualified expenditures for the production of a qualified motion picture in this state, that either relocated to California from, or chose not to pay or incur qualified expenditures for a qualified motion picture in, a state that has pending legislation or existing law that prohibits access to, criminalizes the provision of, or otherwise restricts a woman's access to abortion services after 6 weeks from the beginning of the pregnancy or earlier.

AB 1475 (Bauer-Kahan D) Construction Manager/General Contractor method: transportation projects.

Introduced: 2/22/2019

Status: 6/25/2019-From committee: Do pass and re-refer to Committee on Appropriations.

Summary: Current law authorizes regional transportation agencies, as defined, including a local transportation authority created pursuant to the Local Transportation Authority and Improvement Act, to use the Construction Manager/General Contractor (CM/GC) project delivery method, as specified, to design and construct certain projects, if there is an evaluation of the traditional design-bid-build method of construction and of the CM/GC method and the board of the regional transportation agency adopts the procurement strategy in a public meeting. This bill would expand the authorization to use the CM/GC project delivery method under these provisions by expanding the definition of the term “project” to include any other transportation project that is not on the state highway system.

AB 1515 (Friedman D) Planning and zoning: community plans: review under the California Environmental Quality Act.

Introduced: 2/22/2019

Status: 6/27/2019-Read second time. Ordered to third reading.

Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill, notwithstanding a

specified requirement for a court to enter an order under CEQA, would prohibit a court in an action or proceeding to attack, review, set aside, void, or annul the acts or decisions of the local agency, including a charter city, in adopting an update to a community plan on the grounds of noncompliance with CEQA from invalidating, reviewing, voiding, or setting aside the approval of a development project that meets certain requirements.

AB 1543 (Holden D) Transportation funds: transit operators: fare revenues.

Introduced: 2/22/2019

Status: 5/3/2019-Failed Deadline – 2-year bill

Summary: Would require a fare paid pursuant to a reduced fare transit program to be counted as a full adult fare for purposes of calculating any required ratios of fare revenues to operating costs specified in the Transportation Development Act, except for purposes of providing information in a specified annual report to the Controller or providing information to the entity conducting a fiscal or performance audit pursuant to specified provisions.

AB 1560 (Friedman D) California Environmental Quality Act: transportation: major transit stop.

Introduced: 2/22/2019

Status: 6/25/2019-Read second time and amended. Re-referred to Committee on Housing.

Summary: CEQA requires the Office of Planning and Research to prepare and propose guidelines for the implementation of CEQA by public agencies and the Secretary of the Natural Resources Agency to certify and adopt the guidelines. CEQA requires the office to propose revisions to the guidelines establishing criteria for determining the significance of transportation impacts of projects within transit priority areas to meet certain objectives. CEQA defines “transit priority area” as an area within 1/2 mile of a major transit stop. This bill would revise the definition of “major transit stop” to include a bus rapid transit station, as defined, that is served by a local circulator or a local serving on-demand transit program.

AB 1568 (McCarty D) Housing law compliance: prohibition on applying for state grants.

Introduced: 2/22/2019

Status: 5/17/2019-Failed Deadline – 2-year bill

Summary: The Housing Element Law, prescribes requirements for the preparation of the housing element, including a requirement that a planning agency submit a draft of the element or draft amendment to the element to the Department of Housing and Community Development prior to the adoption of the element or amendment to the element. Current law requires the department to review the draft and report its written findings, as specified. Current law also requires the department, in its written findings, to determine whether the draft substantially complies with the Housing Element Law. This bill would authorize the city or county to submit evidence that the city or county is no longer in violation of state law to the department and to request the department to issue a finding that the city or county is no longer in violation of state law.

AB 1580 (Levine D) Major infrastructure construction projects: oversight committees.

Introduced: 2/22/2019

Status: 6/27/2019-From committee: Amend and do pass as amended and re-refer to Committee on Appropriations.

Summary: Current law requires the Department of Transportation and the Bay Area Toll Authority to establish the Toll Bridge Program Oversight Committee, as provided, to review and provide program direction for seismic retrofit and replacement projects on toll bridges within the geographic jurisdiction of the committee. This bill, except as specified, would similarly require state agency undertaking a publicly funded major infrastructure construction project that is estimated to cost \$1,000,000,000 or more to form an oversight committee, as provided, and to develop and use risk management plans throughout the course of the project.

AB 1633 (Grayson D) Regional transportation plans: traffic signal optimization plans.

Introduced: 2/22/2019

Status: 6/27/2019-Withdrawn from committee. Re-referred to Committee on Appropriations.

Summary: Would authorize each city located within the jurisdiction of MTC to develop and implement a traffic signal optimization plan intended to reduce greenhouse gases and particulate emissions and to

reduce travel times, the number of stops, and fuel use. The bill would also require the Department of Transportation to coordinate with each city that develops a traffic signal optimization plan pursuant to these provisions to ensure that any traffic signals owned or operated by the department are adjusted and maintained in accordance with the plan.

AB 1671 (Berman D) Department of Transportation: motor vehicle technology testing.

Introduced: 2/22/2019

Status: 6/26/2019-Read second time and amended. Re-referred to Committee on Appropriations.

Summary: Current law authorizes the Department of Transportation, in coordination with the Department of the California Highway Patrol, to conduct testing of technologies that enable drivers to safely operate motor vehicles with less than 100 feet between each vehicle or combination of vehicles, exempts motor vehicles participating in this testing from the above-described rule, and prohibits a person from operating a motor vehicle participating in this testing unless the person holds a valid driver's license of the appropriate class for the participating vehicle. Current law requires the department to report its findings from the testing to the Legislature on or before July 1, 2017, and to submit an updated report to the Legislature on or before July 1, 2019. Current law repeals these provisions on January 1, 2020. This bill would extend the operation of these provisions until January 1, 2024 and would require the department to submit an additional updated report to the Legislature on or before April 1, 2023.

AB 1717 (Friedman D) Transit-Oriented Affordable Housing Funding Program Act.

Introduced: 2/22/2019

Status: 5/17/2019-Failed Deadline – 2-year bill

Summary: Would establish the Transit-Oriented Affordable Housing Funding Program, to be administered by the California Housing Finance Agency (CalHFA). The bill would authorize the city council of a city, or the board of supervisors of a city and county, to participate in the program by enactment of an ordinance establishing a transit-oriented affordable housing district, as provided.

AB 1730 (Gonzalez D) Regional transportation plans: San Diego Association of Governments: housing.

Introduced: 2/22/2019

Status: 6/25/2019-Read second time. Ordered to third reading.

Summary: Current law requires each transportation planning agency to adopt and submit to the California Transportation Commission and the Department of Transportation an updated regional transportation plan every four or five years, as specified. This bill would require the updated regional transportation plan, sustainable communities strategy, and environmental impact report adopted by SANDAG on October 9, 2015, to remain in effect for all purposes until SANDAG adopts its next update to its regional transportation plan, which the bill would require it to adopt and submit on or before December 31, 2021.

AB 1736 (Daly D) Notification requirements.

Introduced: 2/22/2019

Status: 6/6/2019-Referred to Committee on Governance and Finance.

Summary: The Local Agency Public Construction Act requires with certain exceptions that a responsible bidder who submitted the lowest bid, as determined in accordance with certain procedures, be awarded the contract. This bill would require a local agency to create and maintain policies for notifying successful and unsuccessful bidders of an awarded contract within a reasonable timeframe, as provided, and to include these policies in the local agency's request for proposals or bid solicitations.

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

Introduced: 12/3/2018

Status: 5/20/2019-Read second time. Ordered to third reading.

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

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

ACR 17 (Irwin D) Sergeant Ronald “Ron” Lee Helus Memorial Highway.

Introduced: 1/28/2019

Status: 6/25/2019-Read second time. Ordered to third reading.

Summary: This measure would designate a specified portion of State Highway Route 101 in the County of Ventura as the Sergeant Ronald “Ron” Lee Helus Memorial Highway. The measure would request that the Department of Transportation determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering that cost, erect those signs.

SB 127 (Weiner D) Transportation funding: active transportation: complete streets.

Introduced: 1/10/2019

Status: 6/6/2019-Referred to Committee on Transportation.

Summary: Would establish an Active Transportation Asset Branch within the Transportation Asset Management Office of the department and require the Transportation Asset Management Plan program manager to develop and meaningfully integrate performance measures into the asset management plan as specified, and to establish interim goals, objectives, and actions to meet the department’s transportation mode shift goals, as specified. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.

SB 137 (Dodd D) Federal transportation funds: state exchange programs.

Introduced: 1/15/2019

Status: 6/18/2019-From committee with author’s amendments. Read second time and amended. Re-referred to Committee on Transportation.

Summary: Current federal law apportions transportation funds to the states under various programs, including the Surface Transportation Program and the Highway Safety Improvement Program, subject to certain conditions on the use of those funds. Current law establishes the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system, and funds that program from fuel taxes and an annual transportation improvement fee imposed on vehicles. This bill would authorize the Department of Transportation to allow the above-described federal transportation funds that are allocated as local assistance to be exchanged for Road Maintenance and Rehabilitation Program funds appropriated to the department.

SB 147 (Beall D) High-Speed Rail Authority.

Introduced: 1/18/2019

Status: 5/2/2019-Referred to Committee on Transportation

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed train system in the state, with specified powers and duties. Current law authorizes the authority, among other things, to keep the public informed of its activities. This bill would revise that provision to instead authorize the authority to keep the public informed through activities, including, but not limited to, community outreach events, public information workshops, and newsletters posted on the authority’s internet website.

SB 152 (Beall D) Active Transportation Program.

Introduced: 1/22/2019

Status: 5/17/2019-Failed Deadline – 2-year bill

Summary: Would require that 75% of available funds be awarded to projects selected by MPOs in urban areas with populations greater than 200,000, with the available funds distributed to each MPO based on its relative share of the population, 15% to fund projects in small urban and rural regions, and 10% to projects of a transformative nature competitively awarded by the commission on a statewide basis. The

bill would require, rather than authorize, the commission to adopt separate guidelines for the MPOs to ensure that they have sufficient discretion to adopt regional guidelines.

SB 168 (Wieckowski D) Climate change: Chief Officer of Climate Adaptation and Resilience.

Introduced: 1/28/2019

Status: 6/27/2019-Read second time and amended. Re-referred to Committee on Appropriations.

Summary: Would establish the Chief Climate Resilience Officer, appointed by the Governor and subject to confirmation by the Senate, in the Office of Planning and Research to serve as the statewide lead for planning and coordination of climate adaptation policy and implementation in California, and would specify the duties of the chief officer. The bill would make the chief officer, or the chief officer's designee, a member of the advisory council and would designate the chief officer, or the chief officer's designee, as the chair of the advisory council.

SB 197 (Beall D) Department of Transportation: retention proceeds.

Introduced: 1/31/2019

Status: 5/6/2019-Referred to Committee on Transportation

Summary: Current law prohibits the Department of Transportation, until January 1, 2020, from withholding retention proceeds when making progress payments for work performed by a contractor. This bill would delete the repeal of this provision, thereby making the prohibition operative indefinitely.

SB 211 (Beall D) State highways: leases.

Introduced: 2/4/2019

Status: 6/6/2019-Referred to Committee on Transportation.

Summary: Would authorize the Department of Transportation to lease on a right of first refusal basis any airspace under a freeway, or real property acquired for highway purposes, that is not excess property, to the city or county in which the airspace or real property is located, or to a political subdivision of the city or county, for purposes of an emergency shelter or feeding program for a lease amount, for up to 10 parcels in the city or county, or political subdivision of the city or county, of \$1 per month, and a payment of an administrative fee not to exceed \$500 per year, as specified.

SB 241 (Moorlach R) Personal Income Tax: California Voluntary Contribution Program.

Introduced: 2/11/2019

Status: 5/17/2019-Failed Deadline – 2-year bill

Summary: Current law contains administrative provisions generally applicable to a new or extended voluntary tax contribution. Current law provides for various voluntary contribution funds to be listed on the personal income tax return, including the California Firefighters' Memorial Fund and the California Peace Officer Memorial Foundation Fund, which are both repealed on January 1, 2021, except as otherwise provided. This bill would remove the repeal dates for the California Firefighters' Memorial Fund and the California Peace Officer Memorial Foundation Fund, thereby allowing those voluntary contribution funds to be listed on the personal income tax return indefinitely.

SB 277 (Beall D) Road Maintenance and Rehabilitation Program: guidelines.

Introduced: 2/13/2019

Status: 6/4/2019-From committee with author's amendments. Read second time and amended. Re-referred to Committee on Transportation.

Summary: The Road Repair and Accountability Act of 2017 continuously appropriates \$200,000,000 annually from the Road Maintenance and Rehabilitation Account for allocation by the California Transportation Commission to local or regional transportation agencies that have sought and received voter approval of taxes or that have imposed certain fees, which taxes or fees are dedicated solely to transportation improvements. Existing law requires the commission, in cooperation with the Department of Transportation, transportation planning agencies, county transportation commissions, and other local agencies, to develop guidelines for the allocation of those moneys, and authorizes the commission to amend the adopted guidelines after conducting at least one public hearing. This bill would require the commission, in cooperation with those same entities, to biennially update the guidelines with final approval of the update occurring on or before January 1 of each even-numbered year.

SB 279 (Galgiani D) High-Speed Rail Authority: supplemental business plan.

Introduced: 2/13/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Would require the High-Speed Rail Authority to develop and adopt a supplemental business plan for the estimated cost of completing the section of the high-speed rail system located between the City of Merced and the northern end of the initial operating segment in the County of Madera on or before February 1, 2020, and submit the supplemental business plan to the Director of Finance, a specified peer review group, and certain legislative committees.

SB 336 (Dodd D) Transportation: fully-automated transit vehicles.

Introduced: 2/19/2019

Status: 5/24/2019-Referred to Committees on Transportation and Communications and Conveyance

Summary: Would require a transit operator, as defined, until January 1, 2025, to ensure each of its fully-automated transit vehicles, as defined, is staffed by at least one of its employees, who has had specified training, while the vehicle is in service. The bill would require a transit operator that deploys a fully-automated transit vehicle to report the results of that deployment to the Legislature on or before March 31, 2025.

SB 340 (Stone R) High-speed rail bonds.

Introduced: 2/19/2019

Status: 4/26/2019-Failed Deadline – 2-year bill

Summary: Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds received from outstanding bonds issued and sold for other high-speed rail purposes before the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.

SB 358 (Committee on Transportation) Transportation.

Introduced: 2/20/2019

Status: 5/24/2019-Referred to Committee on Transportation

Summary: Article XIX of the California Constitution restricts the use of excise tax revenues imposed by the state on fuels used in motor vehicles on public highways to highway and certain mass transit purposes and provides for the deposit of these fuel excise tax revenues in the Highway Users Tax Account for apportionments to cities, among other things. Current law prohibits apportionments from the account to a city pursuant to specified provisions from being made unless the city has set up by ordinance a special gas tax street improvement fund and requires the apportionment of those moneys to be deposited into that fund. This bill would delete the reference to those specified provisions providing for apportionments from the account, thereby prohibiting any and all apportionments from the account to a city from being made unless the city has set up by ordinance a special gas tax street fund, and thereby requiring the apportionment of those moneys to be deposited into that fund.

SB 397 (Glazer D) Public transit operators: passengers with pets: evacuation orders.

Introduced: 2/20/2019

Status: 6/17/2019-From committee with author's amendments. Read second time and amended. Re-referred to Committee on Transportation.

Summary: Would require each public transit operator to develop best practices for allowing pets on public transit vehicles serving areas subject to an evacuation order. If an evacuation order is issued that covers all or a portion of a public transit operator's service area, the bill would require the operator to authorize passengers to board public transit vehicles with their pets in the area covered by the evacuation order, consistent with those best practices.

SB 498 (Hurtado D) Trade Corridors Improvement Fund: grant program: short-line railroads.

Introduced: 2/21/2019

Status: 6/6/2019-Referred to Committee on Transportation.

Summary: Would require the California Transportation Commission, upon appropriation by the Legislature of funds resulting from TCIF program savings, to establish a competitive grant program to provide grants from those funds in the 2020–21 and 2021–22 fiscal years to the Department of Transportation or regional transportation planning agencies, or both, for short-line railroad projects such as railroad reconstruction, maintenance, upgrade, or replacement. The bill would require the commission to adopt guidelines, in consultation with representatives from specified government and industry entities, by July 1, 2020, to be used by the commission to select grant recipients.

SB 526 (Allen D) Regional transportation plans: greenhouse gas emissions: State Mobility Action Plan for Healthy Communities.

Introduced: 2/21/2019

Status: 5/17/2019-Failed Deadline – 2-year bill

Summary: Would require the State Air Resources Board to adopt a regulation that requires a metropolitan planning organization to provide any data that the state board determines is necessary to fulfill the requirements of the above-described report and to determine if the metropolitan planning organization is on track to meet its 2035 greenhouse gas emission reduction target. After completing each report, the bill would require the state board to determine if each metropolitan planning organization is on track to meet its 2035 target.

SB 659 (Borgeas R) Local agency design-build projects.

Introduced: 2/22/2019

Status: 5/17/2019-Failed Deadline – 2-year bill

Summary: Would, in an action or proceeding related to a project involving the development of housing at an infill site brought pursuant to CEQA, authorize the court, upon motion of a party, to award reasonable attorney's fees to a party if the court makes certain findings. The bill would require the Judicial Council to adopt a rule of court to implement this provision.

SB 676 (Bradford D) Transportation electrification: electric vehicles: grid integration

Introduced: 2/22/2019

Status: 6/19/2019-June 26 set for first hearing canceled at the request of author. From committee with author's amendments. Read second time and amended. Re-referred to Committee on Utilities and Energy.

Summary: Would require the PUC, by December 31, 2020, in an existing proceeding, to establish strategies for electric vehicle grid integration, as defined, that would shift, by January 1, 2030, at least 25% of the estimated electrical demand by customers of electrical corporations, community choice aggregators, and electric service providers for electric vehicle charging from peak-demand periods to other periods. The bill would require the PUC to reference the electric vehicle grid integration strategies in all ongoing and subsequent proceedings that address issues of transportation electrification in any part, as applicable, and identify how programs and investments that the PUC may approve will advance the achievement of the strategies.

SB 736 (Umberg D) Creative Economy Task Force.

Introduced: 2/22/2019

Status: 6/19/2019-Coauthors revised. From committee: Do pass and re-refer to Committee on Jobs, Economic Development, and the Economy.

Summary: Would establish the Creative Economy Task Force within GO-Biz, chaired by the Director of GO-Biz and comprised of various representatives from the Governor's Office, the Department of Finance, rural and urban tourism organizations, the California State Association of Counties, and the League of California Cities and representatives appointed by the Senate and the Assembly. The bill would require the task force to study and submit a report to the Legislature by June 30, 2020, regarding the creation of a state fund designated to assist local governments to compete with other states in the bidding processes for major events, which includes arts and cultural events, entertainment events, agricultural events, sporting events, and international conferences.

ACA 1 (Aguiar-Curry)**Summary:**

ACA 1 by Assembly Member Aguiar-Curry would lower the necessary voter threshold from a two-thirds supermajority to 55 percent to approve general obligation bonds and special taxes for affordable housing and public infrastructure projects. The measure also includes additional exception to the 1% limit that would authorize a city, county, city and county, or special district to levy an ad valorem tax to service bonded indebtedness incurred to fund the construction, reconstruction, rehabilitation, or replacement of public infrastructure, affordable housing, or permanent supportive housing, or the acquisition or lease of real property for those purposes

The measure further defines what projects are eligible under the public infrastructure section. It should be noted that the funding of transportation operations is not included.

The full list of eligible projects is listed below:

Water or protect water quality.

Sanitary sewer.

Treatment of wastewater or reduction of pollution from stormwater runoff.

Protection of property from impacts of sea level rise.

Parks and recreation facilities.

Open space.

Improvements to transit and streets and highways.

Flood control.

Broadband internet access service expansion in underserved areas.

Local hospital construction.

Public safety buildings or facilities, equipment related to fire suppression, emergency response equipment, or interoperable communications equipment for direct and exclusive use by fire, emergency response, police or sheriff personnel.

Public library facilities.

Purpose:

This measure seeks to help local communities increase their supply of affordable housing and address other infrastructure challenges. By lowering the vote threshold to 55% for ballot measures this would increase the opportunities for local entities to fund important projects while still requiring significant support for approval.

Existing Law:

The California Constitution prohibits the ad valorem tax rate on real property from exceeding 1% of the full cash value of the property, subject to certain exceptions.

The California Constitution conditions the imposition of a special tax by a local government upon the approval of 2/3 of the voters of the local government voting on that tax and prohibits these entities from imposing an ad valorem tax on real property or a transactions or sales tax on the sale of real property.

The California Constitution prohibits specified local government agencies from incurring any indebtedness exceeding in any year the income and revenue provided in that year, without the assent of 2/3 of the voters and subject to other conditions.

Authors Statement:

"This legislative initiative simply asks the voters of California if they wish to consider a more attainable supermajority for local initiatives to fund local affordable housing and infrastructure projects. In practice, local officials propose a local bond or special tax, and then it is up to the voters in that community to decide whether they support the idea or not. Local governments and local voters know best what their communities need. In some neighborhoods this means a new library or fire station; in others this means an increase in the affordable housing stock. ACA 1 will empower local governments to address local

priorities without needing to wait for state and federal funding initiatives. A majority vote tax measure is much more likely to pass, while voters would still need to overwhelmingly support a bond or special tax in order for it to be approved with 55% of the vote. ACA 1 will level the playing field and create parity between school districts and cities, counties, and special districts, so that all local governments have a viable financing tool to address community needs.”

Support/Opposition:

Support: American Planning Association, California Chapter, Association of California Healthcare Districts, California Association of Councils of Government, California Association of Housing Authorities, California Association of Sanitation Agencies, California Coalition for Rural Housing, California Contract Cities Association, California Housing Consortium, California Housing Partnership, California Labor Federation, Afl-Cio, California Library Association, California Park & Recreation Society, California Professional Firefighters, California Special Districts Association, California State Association Of Counties, California State Association Of Electrical Workers, California State Council Of Laborers, California State Pipe Trades Council, California Transit Association, California Yimby, City of Camarillo, City Of Davis, City of Gustine, City Of Laguna Beach, City Of Lodi, City of Manteca, City Of Moorpark, City Of San Luis Obispo, County of Santa Clara, East Bay for Everyone, East Bay Municipal Utility District, East Bay Regional Parks District, Greater Merced Chamber of Commerce, Housing California, International Union Of Elevator Constructors, Local 18, International Union Of Elevator Constructors, Local 8, International Union Of Operating Engineers, Cal-Nevada Conference, League Of California Cities, Midpeninsula Regional Open Space District, Non-Profit Housing, Association Of Northern California, Professional Engineers In California Government, San Diego Housing Federation, San Mateo County-City/County Association Of Governments, Santa Clara Valley Water District, Silicon Valley At Home, Solano Transportation Authority, Southern California Association Of Nonprofit Housing, Spur, The Two Hundred, Urban Counties Of California, Ventura Council Of Governments, Western States Council Sheet Metal, Air, Rail And Transportation

Opposition: Howard Jarvis Taxpayers Association, Valley Industry and Commerce Association

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY June 28, 2019			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 252 Daly	Makes permanent the delegation to Caltrans of project approvals under the National Environmental Policy Act.	Support	Passed Senate Transportation Committee 11-0. Passed Senate Appropriations Committee 7-0. In full Senate.
AB 1413 Gloria	Enables county transportation commissions to submit to the voters a sales tax measure for a portion of the county.	Support	Passed Senate Transportation 7-3. In Senate Government & Finance Committee.
ACA 1 Aguiar-Curry	Places measure before voters to lower to 55% the supermajority requirement for new local taxes funding specified infrastructure including housing and transportation.	Support	In full Assembly.
SB 498 Hurtado	Reallocates unexpended Proposition 1B Trade Corridor funds to short line freight railroad projects. Amended to apply only to unprogrammed balances after May 1, 2020; therefore position changed to "Watch."	Watch	In Assembly Transportation Committee.

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

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Item #10

July 12, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: DARREN M. KETTLE, EXECUTIVE DIRECTOR
MARTIN R. ERICKSON, PUBLIC TRANSIT DIRECTOR
AARON BONFILIO, PROGRAM MANAGER
STEVE MATTAS, GENERAL COUNSEL**

**SUBJECT: SECOND AMENDMENT TO THE VCTC INTERCITY TRANSIT SERVICES
AGREEMENT AND THE PURCHASE OF LEASED TRANSIT BUSES**

RECOMMENDATION:

- Approve the Bill of Sale and Purchase Agreement for the purchase of sixteen transit buses and authorize the VCTC Chair to execute the Agreement;
- Approve the Second Amendment to the VCTC Intercity Transit Services Agreement and authorize the VCTC Chair to execute the Second Amendment;
- Approve Amendment to the Fiscal Year 2019/2020 VCTC Intercity Transit Services Budget Task, adding \$5,488,893 to the STA Fund Transfer revenues line-item, reducing \$978,841 from the FTA 5307, 5339 and CMAQ transfer revenues line-item, and adding \$5,488,893 to the Bus and Bus Equipment expenditures line-item, and reducing \$978,841 from the Contract Services expenditures line-item.

BACKGROUND:

At the February 2018 Commission meeting, the Commission approved the First Amendment to the Transit Services Agreement between VCTC and Roadrunner Management Services Inc., in which RATP Dev USA LLC acquired Roadrunner and its VCTC Transit Services Agreement. Since acquiring Roadrunner, RATP Dev's management of the VCTC Intercity service has led to overall positive results.

Following the acquisition process, VCTC and Roadrunner began discussing further ways to effectively reduce VCTC's cost to run the service. Among the paths described was the potential for Roadrunner to transfer ownership of buses they own, which could eliminate VCTC's capital lease expense that it currently pays as part of a fixed monthly fee. This expense adds approximately \$1.1M per year to the cost of the contract for VCTC, which VCTC pays for with recurring FTA funds.

At the February 2019 Commission meeting, the Commission authorized staff to conduct due diligence activities related to the potential acquisition of the remainder of the VCTC Intercity fleet provided by Roadrunner, as well as authorized the Executive Director to negotiate with Roadrunner regarding potential terms for a transfer agreement. Since that time, VCTC has engaged with a third-party inspection and appraisal firm to assess the leased fleet for potential purchase. Following that, and pursuant to the Commission's authorization, VCTC and Roadrunner entered into negotiations concerning the terms of a potential sale. In addition, VCTC and Roadrunner negotiated terms of a corresponding amendment to the VCTC Intercity Transit Services Agreement that addresses removal of costs for the bus leases.

Negotiations concluded this past June and, the Bill of Sale and corresponding Second Amendment to the VCTC Intercity Transit Services Agreement were drafted. Attached to the report are the negotiated Second Amendment to the VCTC Intercity Transit Services Agreement (“Second Amendment”) and Bill of Sale and Purchase Agreement for the purchase of sixteen transit buses (“Bill of Sale”).

DISCUSSION

As noted above, Roadrunner provides a portion of the fleet required to operate VCTC’s bus service. In total, there are thirty-six buses in the VCTC Intercity fleet: twenty (20) VCTC-owned buses and sixteen (16) leased Roadrunner-provided buses. Following the last request for proposals process to solicit service providers, VCTC began acquiring its own fleet to operate the service. Beginning in 2014, VCTC purchased fourteen (14) buses, subsequently VCTC has continued to purchase new buses, rather than lease. Fleet ownership mitigates risk for the agency, as well as reduces VCTC’s recurring costs associated with provisioning of the fleet. Virtually every other fixed-route transit agency in the tri-counties region owns its fleet. This is true whether the service is contracted out or run in house.

Currently Roadrunner’s fleet is mid-life, with the average age being 4 years (or model year 2015). The FTA’s default useful-life standard is 14 years. That is, fleet replacement (depending on the vehicle) would not necessarily begin for another 7-10 years—per FTA. Based on VCTC’s recently adopted TAM Plan, VCTC’s benchmark useful life is 10 years before replacements are planned.

Vehicle Lease Expense

Presently, under the VCTC Intercity Transit Services Agreement, the Commission pays a monthly fixed fee to Roadrunner of \$351,810. This fee compensates Roadrunner for the leased fleet, as well as for fixed costs such as insurance, facility rent and certain staffing. The monthly fee has a modest escalator of 2-3% annually. The remaining term for the Agreement is under five years at 57 months. The Agreement has a three-year extension option, during which the fixed fee would escalate in accordance with CPI. Purchase of the fleet would eliminate vehicle lease expenses for the entirety of the term, and during any potential extension. For this fiscal year, that savings would be equal to \$978,841 (effective August 1, 2019 – June 30, 2020).

Fleet Appraisals and Negotiated Sale Price

An inspection and appraisal firm, TRC Engineering, was selected to assess the fleet. They reviewed each of the proposed vehicle’s maintenance records, conducted a physical inspection, fluid analysis, and researched current and historical sales data to determine fair-market value. The Inspection and Appraisal Reports are attached to this report as Attachment C.

A price range was established for each vehicle. Kelly Blue Book was used to determine the high end of the range while low-end pricing considered multiple factors, such as vehicle defects, existing marketplace inventory, i.e. “aggregate industry value”, and discount for the bulk purchase. The price range, however, did not include VCTC’s prior investment or added sunk costs for each bus. Currently each bus is painted and branded with decals to the standard VCTC design (livery). In addition, VCTC has equipped each bus with service-specific equipment (fareboxes, onboard security cameras, automatic passenger counters, passenger Wi-Fi and “CAD/AVL” systems). TRC’s valuation did not factor in these after-market additions, or installation costs.

There are effectively two groups of buses provided by Roadrunner: eleven (11) model year 2015 MCI D4505 motor coaches (MCI’s) and five Volvo 9700 motor coaches (Volvo’s).

The range in appraised value for the MCI's was minimal—between **\$345,569 and \$310,000**. Generally, the buses are in good condition and MCI's tend to hold their value and have high resale value. For this set of vehicles, VCTC and Roadrunner agreed to the Kelly Blue Book value of \$345,569 each, for a total of \$3,801,259. As noted in the report, Roadrunner's MCI buses are in fine condition. VCTC's fleet are all MCI buses and utilize much of the same parts inventory. In addition, as mentioned, VCTC has spent considerable time and expense to provision Roadrunner's vehicles for service (approximately \$10,000 to \$16,000 depending on the vehicle).

The appraised range in pricing for the remaining five Volvo buses was larger. In total, all five buses were valued between \$1,570,682 and \$1,015,00, a delta of \$555,682 between Kelly Blue Book and the low-end valuation. Due to the varied condition of the buses and wide range in the appraisal, VCTC and Roadrunner agreed to "meet in the middle", at \$1,292,841 (i.e. half-way between the low-end valuation and the high-end).

Altogether, the negotiated purchase price for the entire Roadrunner fleet is, \$5,094,100 (i.e. \$3,801,259 for the 11 MCI's, and, 1,292,841 for the 5 Volvo's). Roadrunner will convey the fleet to VCTC free and clear of any liens, security interests, charges or encumbrances.

Proposal

The negotiated reduction to the fixed fee is \$92,461 on average, per month. This is equal to a total reduction in costs of **\$5,270,279** to VCTC for the almost five-year term. The negotiated purchase of the fleet is **\$5,094,100**; which including tax comes to \$5,488,893.

With scheduled rebuilds, the fleet's useful life is approximately six to ten years. Pursuant to the Bill of Sale Agreement, Roadrunner is required to repair all identified defects noted in the inspection report prior to execution of the agreement. Pursuant to the corresponding Second Amendment, Roadrunner is required to perform not less than an average of two engine/transmission rebuilds per year to the fleet.

Staff recommends that the Commission approve—and authorize the Commission Chair to execute—the Bill of Sale and Purchase Agreement and the Second Amendment to the VCTC Intercity Transit Services Agreement. Correspondingly, staff recommends that the Commission approve the necessary budget amendment to the VCTC Intercity transit service program to fund the purchase of the fleet and the related reduction in capital lease expenses. If approved, following execution of all materials, Roadrunner will process the transfer of fleet ownership, and, titling and registration will take place.

Recommended Action:

- Approve the Bill of Sale and Purchase Agreement for the purchase of sixteen transit buses and authorize the VCTC Chair to execute the Agreement;
- Approve the Second Amendment to the VCTC Intercity Transit Services Agreement and authorize the VCTC Chair to execute the Second Amendment;
- Approve Amendment to the Fiscal Year 2019/2020 VCTC Intercity Transit Services Budget Task, adding \$5,488,893 to the STA Fund Transfer revenues line-item, reducing \$978,841 from the FTA 5307, 5339 and CMAQ transfer revenues line-item, and adding \$5,488,893 to the Bus and Bus Equipment expenditures line-item, and reducing \$978,841 from the Contract Services expenditures line-item.

Attachments:

Attachment A: Second Amendment to the VCTC Intercity Transit Services Agreement

Attachment B: Bill of Sale Purchase Agreement

Attachment C: TRC Engineering – VCTC Fleet Inspection and Appraisal Reports

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Item #11

July 12, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: APPROVE FISCAL YEAR 2019/20 PROGRAM OF PROJECTS

RECOMMENDATION:

- Open public hearing and receive testimony.
- Approve the attached Program of Projects (POP) for federal transit operating, planning and capital assistance for FY 2019/20.

BACKGROUND:

The Federal Transit Administration (FTA) requires that the public be provided an opportunity to review 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 each of the four urban areas in Ventura County. VCTC prepares the POP using separate programs for the Oxnard/Ventura, Thousand Oaks/Moorpark, Simi Valley, and Camarillo urbanized areas, as defined by the U.S. Census Bureau.

In early summer of each year VCTC approves a draft POP which can be used as the basis for a TIP amendment to incorporate the projects into the TIP. The Final POP, to be adopted in September, could incorporate changes based on adopted transit operator budgets, or other updated funding figures, such as the final adopted Metrolink budget.

It should be noted that the estimated FY 2019/20 funding is based on the amount authorized in the recently-approved federal legislation Fixing America's Surface Transportation (FAST) Act. Should the adopted FY 2020 Federal budget be lower than assumed, it will be necessary to make changes in the POP. (The adopted FY 2018/19 federal budget provides slightly more than the authorized amount, which is highly unusual.)

The attached Program of Projects table shows the recommended projects for each of the urbanized areas. The Cities of Moorpark, Thousand Oaks, Camarillo, and Simi Valley, as well as Gold Coast Transit, were asked to submit projects to use the funds available to them based on the revenues they generate. These projects have been submitted and were then incorporated into the attached POP.

At this time VCTC is underway with a call for projects for the Section 5310 funds for Enhanced Mobility of Seniors and Individuals with Disabilities program and Section 5307 Jobs Access and Reverse Commute (JARC) program. In its action on April 5th to approve the Guidelines for this call for projects, the

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Commission reserved \$437,000 “off the top” over two years for Interface Family Services for the One-Call/ One-Click transportation information program, based on the designation of that program as the highest priority in VCTC’s Coordinated Public Transit – Human Services Plan. Therefore, the POP shows \$225,197 for One-Call / One-Click, which is the amount requested by Interface for the first year of the program. The final POP will include the remaining projects selected through the 5310 / 5307 JARC call for projects.

As in past years, Metrolink funds are pre-programmed in the POP one year in advance of when needed to facilitate cash flow, and the funds shown for Metrolink Preventive Maintenance represent the amount available to provide a portion of VCTC’s operations contribution.

This year, as in the past, the Countywide Planning costs are taken from the 5307 population-based revenue on a formula basis. Meanwhile, since the VCTC bus operating statistics are all reported to the Oxnard/Ventura area, the Oxnard/Ventura apportionment includes the funds generated by VCTC-operated services including VCTC Intercity and Valley Express.

The attached POP was approved by TRANSCOM at its June 13th meeting. The POP notice was published in the Ventura County Star on July 9th.

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 2019/20 Fiscal Year (FY 2020). The funds available in FY 2020 are estimated to be \$356,000 in Section 5310 funds and \$16,535,000 in other funds for the Oxnard UA, \$248,000 in Section 5310 funds and \$7,070,000 in other funds for the Thousand Oaks UA, \$2,015,000 for the Camarillo UA, and \$3,095,000 for the Simi Valley UA, based on anticipated FY 2020 funds, prior year carry-over funds, and federal discretionary funds. The public hearing will be held at 9:00 a.m. on Friday, July 12, 2019, 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.</p>			
FY 2019/20 Federal Transit Program of Projects			
	Total Cost	Federal Share	Local Share & Other
OXNARD/VENTURA URBANIZED AREA			
Gold Coast Transit			
Operating Assistance			
Operating Assistance	\$ 3,200,000	\$ 1,600,000	\$ 1,600,000
	\$ 3,200,000	\$ 1,600,000	\$ 1,600,000
Capital Assistance			
Preventive Maintenance	\$ 2,158,221	\$ 1,726,577	\$ 431,644
Operations and Maintenance Facility	\$ 754,922	\$ 754,922	\$ -
Debt Service (5339 Funds)			
ADA Paratransit Service	\$ 1,171,979	\$ 937,583	\$ 234,396
	\$ 4,085,122	\$ 3,419,082	\$ 666,040
Total Gold Coast	\$ 7,285,122	\$ 5,019,082	\$ 2,266,040
Ventura County Transportation Commission			
Operating Assistance			
VCTC Intercity Operating Assistance (FY 20/21)	\$ 2,406,802	\$ 1,203,401	\$ 1,203,401
	\$ 2,406,802	\$ 1,203,401	\$ 1,203,401
Planning Assistance			
Regional Transit Information Center (FY 20/21)	\$ 293,750	\$ 235,000	\$ 58,750
Countywide Outreach Activities (FY 20/21)	\$ 600,000	\$ 600,000	\$ -
(CMAQ Funds)			
Fare Collection/Passenger Counting Data	\$ 368,750	\$ 295,000	\$ 73,750
Management (FY 20/21)			
Senior/Disabled Planning/Evaluation (FY 20/21)	\$ 293,750	\$ 235,000	\$ 58,750
Bus Service Planning (FY 20/21)	\$ 130,191	\$ 104,153	\$ 26,038
	\$ 1,686,441	\$ 1,469,153	\$ 217,288
Capital Assistance			
Regional Transit Tech Equipment (FY 20/21)	\$ 118,750	\$ 95,000	\$ 23,750
Regional Transit Tech Equipment (FY 20/21)	\$ 58,198	\$ 58,198	\$ -
(Sec 5339)			
Purchase 3 VCTC Intercity Buses (CMAQ Funds)	\$ -	\$ -	\$ -
VCTC Intercity Preventive Maintenance (FY 20/21)	\$ 248,005	\$ 198,404	\$ 49,601
VCTC Intercity Capital Leasing (FY 20/21)	\$ 173,307	\$ 173,307	\$ -
(Sec 5339)			
Metrolink Preventive Maintenance (FY 20/21)	\$ 1,907,625	\$ 1,907,625	\$ -
Metrolink Capital Rehab (FY 20/21)(Sec 5337)	\$ 3,450,563	\$ 3,450,563	\$ -
Metrolink Prev Maintenance (FY 20/21)(Sec 5337)	\$ 2,065,518	\$ 2,065,518	\$ -
	\$ 8,021,966	\$ 7,948,615	\$ 73,351
Total VCTC	\$ 12,115,209	\$ 10,621,169	\$ 1,494,040
Valley Express			
Operating Assistance			
Operating Assistance (FY 20/21)	\$ 1,328,276	\$ 664,138	\$ 664,138
Total Valley Express	\$ 1,328,276	\$ 664,138	\$ 664,138
TOTAL	\$ 20,728,607	\$ 16,304,389	\$ 4,424,218
THOUSAND OAKS/MOORPARK URBANIZED AREA			
Ventura County Transportation Commission			
Planning Assistance			
Bus Service Planning (FY 20/21)	\$ 463,559	\$ 370,847	\$ 92,712
Transit Planning and Programming (FY 20/21)	\$ 143,605	\$ 114,884	\$ 28,721

		\$ 607,164	\$ 485,731	\$ 121,433
<u>Capital Assistance</u>				
	VCTC Svcs - Capital Maintenance (FY20/21)	\$ 529,159	\$ 423,327	\$ 105,832
	Regional Transit Tech Equipment (FY 20/21)	\$ 38,750	\$ 31,000	\$ 7,750
	Regional Transit Tech Equipment (FY 20/21) (Sec 5339)	\$ 85,402	\$ 85,402	\$ -
	Metrolink Preventive Maintenance (FY /20/21)	\$ 758,120	\$ 758,120	\$ -
	Metrolink Capital Rehab (FY 19/20)(Sec 5337)	\$ 2,360,300	\$ 2,360,300	\$ -
	Metrolink Prev Maintenance (FY 20/21)(Sec 5337)	\$ 1,413,075	\$ 1,413,075	\$ -
		<u>\$ 5,184,806</u>	<u>\$ 5,071,224</u>	<u>\$ 113,582</u>
	Total VCTC	\$ 5,791,970	\$ 5,556,955	\$ 235,015
City of Thousand Oaks				
<u>Planning Assistance</u>				
	Transit Planning & Education	\$ 233,686	\$ 186,949	\$ 46,737
		<u>\$ 233,686</u>	<u>\$ 186,949</u>	<u>\$ 46,737</u>
<u>Capital Assistance</u>				
	Transit Vehicle Maintenance (Bus & DAR)	\$ 375,000	\$ 300,000	\$ 75,000
	Facility/Stop Maintenance and Enhancements	\$ 375,000	\$ 300,000	\$ 75,000
	Transit Vehicle Capital Lease (Sec 5339)	\$ 187,500	\$ 150,000	\$ 37,500
	Summer Beach Bus	\$ 62,500	\$ 50,000	\$ 12,500
	Inter-City ADA	\$ 187,500	\$ 150,000	\$ 37,500
		<u>\$ 1,187,500</u>	<u>\$ 950,000</u>	<u>\$ 237,500</u>
	Total Thousand Oaks	\$ 1,421,186	\$ 1,136,949	\$ 284,237
City of Moorpark				
<u>Operating Assistance</u>				
	Fixed Route/Paratransit Operating Assistance	\$ 250,000	\$ 125,000	\$ 125,000
		<u>\$ 250,000</u>	<u>\$ 125,000</u>	<u>\$ 125,000</u>
<u>Capital Assistance</u>				
	Fixed Route Vehicle Capital Maintenance	\$ 37,109	\$ 29,687	\$ 7,422
	Station Improvements / Upgrades			
	Dial-a-Ride Capital Leases / Cap Maint	\$ 211,000	\$ 168,800	\$ 42,200
		<u>\$ 248,109</u>	<u>\$ 198,487</u>	<u>\$ 49,622</u>
	Total Moorpark	<u>\$ 498,109</u>	<u>\$ 323,487</u>	<u>\$ 174,622</u>
	TOTAL	<u>\$ 7,711,265</u>	<u>\$ 7,017,391</u>	<u>\$ 693,874</u>
CAMARILLO URBANIZED AREA				
Ventura County Transportation Commission				
<u>Planning Assistance</u>				
	Transit Planning and Programming (FY 20/21)	\$ 323,006	\$ 258,405	\$ 64,601
		<u>\$ 323,006</u>	<u>\$ 258,405</u>	<u>\$ 64,601</u>
	Total VCTC	\$ 323,006	\$ 258,405	\$ 64,601
City of Camarillo				
<u>Operating Assistance</u>				
	Camarillo Area Transit Operating Assistance	\$ 968,080	\$ 484,040	\$ 484,040
		<u>\$ 968,080</u>	<u>\$ 484,040</u>	<u>\$ 484,040</u>
<u>Capital Assistance</u>				
	One Replacement Vehicle (Sec 5339)	\$ 60,000	\$ 48,000	\$ 12,000
	One Expansion Vehicle (Sec 5339)	\$ 90,000	\$ 72,000	\$ 18,000
	ADA Paratransit Service	\$ 522,830	\$ 418,264	\$ 104,566
	Bus Capital Maintenance	\$ 736,360	\$ 589,088	\$ 147,272
	Rail Station Capital Maintenance	\$ 25,000	\$ 20,000	\$ 5,000
		<u>\$ 1,434,190</u>	<u>\$ 1,147,352</u>	<u>\$ 286,838</u>
	Total Camarillo	<u>\$ 2,402,270</u>	<u>\$ 1,631,392</u>	<u>\$ 770,878</u>
	TOTAL	<u>\$ 2,725,276</u>	<u>\$ 1,889,797</u>	<u>\$ 835,479</u>
SIMI VALLEY URBANIZED AREA				
Ventura County Transportation Commission				
<u>Planning Assistance</u>				
	Transit Planning and Programming (FY 20/21)	\$ 464,689	\$ 371,751	\$ 92,938
	Total VCTC	<u>\$ 464,689</u>	<u>\$ 371,751</u>	<u>\$ 92,938</u>

City of Simi ValleyOperating Assistance

Simi Valley Transit Operating Assistance	\$ 3,582,860	\$ 1,791,430	\$ 1,791,430
	<u>\$ 3,582,860</u>	<u>\$ 1,791,430</u>	<u>\$ 1,791,430</u>

Capital Assistance

Transit Management System	\$ 80,000	\$ 64,000	\$ 16,000
Preventive Maintenance	\$ 323,400	\$ 258,720	\$ 64,680
Non Fixed-Route ADA Paratransit Capital	\$ 346,484	\$ 277,187	\$ 69,297
Dispatch Software	\$ 50,000	\$ 40,000	\$ 10,000
Bus Technology Equipment (Sec 5339)	\$ 350,888	\$ 292,407	\$ 58,481
	<u>\$ 1,150,772</u>	<u>\$ 932,314</u>	<u>\$ 218,458</u>

Total Simi Valley	<u>\$ 4,733,632</u>	<u>\$ 2,723,744</u>	<u>\$ 2,009,888</u>
TOTAL	<u>\$ 5,198,321</u>	<u>\$ 3,095,495</u>	<u>\$ 2,102,826</u>

FY 2019/20 SECTION 5310 / NEW FREEDOM PROGRAM OF PROJECTS**OXNARD/VENTURA URBANIZED AREA**Capital Assistance

One-Call/One Click Mobility Management	\$ 172,983	\$ 138,386	\$ 34,597
	<u>\$ 172,983</u>	<u>\$ 138,386</u>	<u>\$ 34,597</u>
Total Enhanced Mobility	<u>\$ 172,983</u>	<u>\$ 138,386</u>	<u>\$ 34,597</u>

THOUSAND OAKS/MOORPARK URBANIZED AREACapital Assistance

One-Call/One Click Mobility Management	\$ 108,514	\$ 86,811	\$ 21,703
	<u>\$ 108,514</u>	<u>\$ 86,811</u>	<u>\$ 21,703</u>
Total Enhanced Mobility	<u>\$ 108,514</u>	<u>\$ 86,811</u>	<u>\$ 21,703</u>

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Item #12

DATE: July 12, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: JUDITH JOHNDUFF, PROGRAM MANAGER

SUBJECT: 2019 FEDERAL TRANSIT ADMINISTRATION (FTA) SECTION 5310 LARGE URBANIZED AREA (SENIORS AND DISABLED) FUNDS AND SECTION 5307 JOBS ACCESS/REVERSE COMMUTE (JARC) FUNDS CALL-FOR-PROJETS – PROJECT SELECTION

RECOMMENDATION:

- Program \$437,000 in Federal Transit Administration (FTA) Section 5310 Large Urbanized Area funds (Seniors and Disabled) for the One-Call/One-Click program, and
- Program \$309,228 in Federal Transit Administration (FTA) Section 5310 Large Urbanized Area funds (Seniors and Disabled) and \$510,549 in FTA Section 5307 Jobs Access/Reverse Commute (JARC) funds for a total of \$819,777 for projects listed in Attachment A.

BACKGROUND:

The Ventura County Transportation Commission is the designated recipient of the FTA's annual apportionment of Section 5310 and 5307/JARC funds for the large urbanized areas in Ventura County including the Oxnard/Ventura and Thousand Oaks/Moorpark Urbanized Areas.

- FTA Section 5310: The goal of the 5310 program is 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).
- FTA Section 5307 JARC: 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. FTA 5307/JARC funds may also be used as regular Section 5307 funds for other types of transit capital, operating and mobility management projects implemented by public agencies.

Both the FTA Section 5310 funds and FTA 5307/JARC funds are the primary funding source to support projects and strategies identified in VCTC's Coordinated Public Transit-Human Services Plan.

One-Call/One-Click: On April 5, 2019, VCTC approved reserving \$437,000 of FY18/19 and FY19/20 FTA Section 5310 Funds for the operation of a One-Call/One-Click program pending submittal of an application with a detailed scope of services from Interface Children and Family Services (the operator of 211). The application has been received and was reviewed for consistency with the requirements of the FTA 5310 program and the JARC program. It was also reviewed to ensure that the proposed scope of work meets VCTC's objectives for the One-Call/One-Click Program. The proposed Program meets both FTA's requirements and VCTC's objectives and it is recommended for funding.

2019 Competitive Call-for-Projects: On April 5, 2019, VCTC approved the guidelines and schedule for the 2019 Competitive Call-for-Projects to allocate the remainder of the FY18/19 and FY19/20 FTA Section 5310 funds and the JARC funds.

Funding Availability: Table 1 provides a breakdown of the available funding for the 2019 Competitive Call-for-Projects. This amount includes prior year carryover of 5310 funds. 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. In accordance with FTA rules, not less than fifty-five percent (55%) of the 5310 funds are required to be available for Traditional Section 5310 projects, which primarily includes capital projects. A significant amount of the prior year carryover is reserved for this 55% share.

Table 1: 2019 Competitive Call-for-Projects Available Funding (FY 18/19 and FY 19/20)			
Urbanized Area	JARC	FTA 5310 Traditional	FTA 5310 Non-Traditional
Oxnard/Ventura	\$422,000	\$148,000	\$70,000
T.O./Moorpark	\$104,000	\$97,000	\$64,000
TOTAL	\$526,000	\$245,000	\$134,000

Applications Received: The 2019 FTA 5310 and JARC Call-for-Projects was issued on April 11, 2019. Fifteen (15) applications were received requesting \$2,814,190 in funding.

Eligibility Screening: Staff screened the applications for eligibility. Criteria included: project eligibility, planning consistency and financial feasibility. One portion of the project submitted by Ventura Transit System (VTS) was determined to be ineligible for funding. Ventura Transit System (VTS) requested \$286,000 in JARC funds in addition to \$260,000 requested in FTA Section 5310 funds, however as a private for-profit company VTS is not eligible to receive JARC funds. Therefore, the application was reviewed and scored only for the portion of the project relating to the request for FTA Section 5310 funds. All of the remaining applications are eligible for funding.

Prioritizing Projects: A subcommittee, appointed by TRANSCOM, including two members of TRANSCOM and a VCTC staff member reviewed the project applications utilizing the adopted criteria:

1. Goals and Objectives (20 points)
2. Project Implementation Plan (30 points)
3. Program Performance Indicators (20 points)
4. Communication and Outreach (20 points)
5. Emergency Planning and Preparedness (5 points)
6. Matching Funds (5 points) Note: Private nonprofit organizations were automatically awarded five (5) points for match.
7. Bonus Points for Non-Transit Operator Applicants (5 points)

Each project received a final score based upon the average of the subcommittee's individual scores. The projects were then ranked in accordance with three funding considerations:

- Availability of funding for Non-Traditional Projects: Per FTA, a minimum 55% of the FTA 5310 funds is required to be directed to Traditional projects,
- Availability of funding for each Urbanized Area per population share, and
- Applicant Eligibility for type of 5310 funds – private for-profit transit operators are only eligible for 5310 non-traditional funds.

Recommended Project List: Staff recommends VCTC program \$309,228 in Federal Transit Administration (FTA) Section 5310 Large Urbanized Area funds (Seniors and Disabled) and \$510,549 in FTA Section 5307 Jobs Access/Reverse Commute (JARC) funds for a total of \$819,777 for the projects listed in Table 2 in Attachment A.

In an effort to fund the highest-scoring projects, staff is recommending \$237,000 of funding for the Ventura County Area Agency on Aging (VCAAA) project under the Section 5307/JARC category of funding. VCAAA requested \$350,000 for the ELDERHELP Program. Under the 5310 funding guidelines, the VCAAA project only qualifies for FTA 5310 Non-Traditional funds. The total funding available in this category of funding for the whole County is \$134,000. Although the project does not provide access to jobs, the project is eligible for funding under the regular FTA 5307 program guidelines. This project was the second highest scoring project with a score of 100 points, therefore staff is recommending using \$237,000 of the Section 5307/JARC category of funding for this project.

The City of Thousand Oaks requested \$40,000 for the operation of two years of the Saturday East County Transit Alliance Senior and ADA Dial-a-Ride Intercity Service project. After funding all of the other higher-ranking projects, only \$20,000 was remaining to fund this project, therefore staff is recommending funding the first year of this service.

TRANSCOM is scheduled to review the list of recommended projects for FY18/19 and FY19/20 FTA Section 5307/JARC and Section 5310 funds at their July 11, 2019 meeting. The TRANSCOM recommendation will be reported at the VCTC July 12, 2019 meeting.

As background, the list of all of the applications received in the 2019 Call-for-Projects is provided in Table 3 (Attachment B).

Next Steps: Staff will include the approved projects in a draft Program of Projects which will be brought back to the Commission on September 6, 2019.

Funds approved through this call for projects will not become available for reimbursement until after FTA approval of the grants, which will likely occur this coming fall. Once the grants are approved, FTA regulations allow project sponsors to receive reimbursement of eligible costs dated back to the VCTC Commission approval of the program. However, although VCTC staff has made every effort to accurately evaluate project feasibility based on FTA's requirements, there can be no guarantee of FTA approval of these projects until FTA awards the grants.

Table 2. PROJECTS RECOMMENDED FOR FUNDING 2019 FTA 5310 AND FTA 5307/JARC CALL-FOR-PROJECT					
UZA	AGENCY	PROJECT NAME	JARC	5310	SCORE
THOUSAND OAKS	PATHPOINT	Meeting Transportation Needs		\$ 48,000	100.3
	CITY OF THOUSAND OAKS	East County Transit Alliance Senior and ADA dial-a-Ride Intercity Service Vehicle Lease		\$ 50,000	88.3
	CITY OF THOUSAND OAKS	Route to Success	\$ 100,000		87.7
	CITY OF THOUSAND OAKS	Senior ECTA Dial-a-Ride Intercity Service for Thousand Oaks Residents		\$ 40,000	85.3
	CITY OF THOUSAND OAKS	Saturday East County Transit Alliance Senior and ADA Dial-a-Ride Intercity Service *		\$ 20,000	85.0
OXNARD/VENTURA	HELP OF OJAI	Purchase of one vehicle **		\$ 38,228	93.7
	GOLDCOAST TRANSIT	Wheelchair Ramp/Kneeling System Replacement ***	\$ 53,549		93.3
COUNTYWIDE	AREA AGENCY ON AGING	VCAAA'S ELDERHELP TRANSPORTATION PROGRAM***	\$ 237,000	\$ 113,000	100.0
	COUNTY HUMAN SERVICES AGENCY	RAIN Work Reliability Transport	\$ 120,000		99.7
			\$ 510,549	\$ 309,228	

* Provides funding for the first year of service.

**Help of Ojai was able to purchase a van funded under a previous Section 5310 Call-for-Projects for a lower cost than originally anticipated, therefore staff is recommending funding the project at \$38,228 and using the remaining balance of \$11,774 to complete the \$50,000 funding request for the new vehicle purchase project.

*** Projects recommended for funding from the FTA 5307/JARC apportionment through the regular Section 5307 eligibility rules rather than from JARC.

Table 3: 2019 Call-for-Projects Applications Received								
UZA	AGENCY	PROJECT NAME	JARC	5310	Match	Total Project Cost	SCORE	Eligible for 5310 Non-Traditional Funds
THOUSAND OAKS	City of Thousand Oaks	Route to Success	\$100,000		\$ 20,000	\$ 120,000	87.7	No
	City of Thousand Oaks	Senior ECTA Dial-a-Ride Intercity Service for Thousand Oaks Residents		\$ 40,000	\$ 10,000	\$ 50,000	85.3	No
	City of Thousand Oaks	Saturday East County Transit Alliance Senior and ADA Dial-a-Ride Intercity Service (5310)		\$ 40,000	\$ 8,000	\$ 48,000	85	No
	City of Thousand Oaks	Group Travel Training for Seniors and Disabled		\$ 8,000	\$ 2,000	\$ 10,000	84	YES
	City of Thousand Oaks	East County Transit Alliance Senior and ADA dial-a-Ride Intercity Service Vehicle Lease		\$ 50,000	\$ 10,000	\$ 60,000	88.3	YES
	PathPoint	Meeting Transportation Needs		\$ 48,000	\$ 12,000	\$ 60,000	100.3	YES
OXNARD/VENTURA	Gold Coast Transit	Microtransit Demonstration	\$320,000		\$ 80,000	\$ 400,000	84.3	
	Gold Coast Transit	Wheelchair Ramp/Kneeling System Replacement		\$ 53,549	\$ 13,387	\$ 66,936	93.3	YES
	Gold Coast Transit	Accessible Van & Securement Strap Program		\$ 54,400	\$ 13,600	\$ 68,000	74.3	YES
	Help of Ojai	Purchase of one vehicle		\$ 50,000	\$ 10,000	\$ 60,000	93.7	YES
COUNTYWIDE	Ventura County Area Agency on Aging	VCAAAS Elderhelp Transportation Program		\$ 350,000	\$ 70,000	\$ 420,000	100	No
	Caregivers: Volunteers Assisting the Elderly	Door-Through-Door Transportation Service		\$ 150,000	\$ 215,698	\$ 365,698	82.7	No
	Ventura Transit System	On call demand response 24/7*	\$286,000	\$ 260,000	\$ -	\$ 546,000	40	No
	Mobility Management Partners	"Catch a Ride" Mobility Management Project		\$ 395,556	\$ -	\$ 395,556	70	YES
	Ventura County Human Services Agency	RAIN Work Reliability Transport	\$120,000		\$ 24,000	\$ 144,000	99.7	No
TOTAL			\$826,000	\$1,499,505	\$ 488,685	\$ 2,814,190		
	* Not eligible for 5307/JARC Funding							

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Item #13

July 12, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AARON BONFILIO, PROGRAM MANAGER

SUBJECT: OXNARD-CAMARILLO CONNECTOR PILOT DEMONSTRATION ROUTE

RECOMMENDATION:

- Conclude the Oxnard-Camarillo Connector pilot demonstration effective August 18, 2019 and discontinue service.

BACKGROUND:

At the April 2015 Commission meeting, the Commission approved the launch of a pilot demonstration route, the *Oxnard-Camarillo Connector*. The primary goal of the pilot route was to connect the community of South Oxnard with retail jobs located in Camarillo. Advocacy and input on the route design and schedule came from transit advocates and community organizations, especially CAUSE.

The State's Low Carbon Transit Operations Program (LCTOP) funding was made available to support transit programs that directly affected "Disadvantaged Communities" mapped as having significantly diminished air quality in combination with other health risk-factors. Based on the public engagement, the pick-up points would be at the Gold Coast Transit hubs, C-Street / CenterPoint Mall, and the Oxnard Transit Center. The drop-off destinations included two stops at the Camarillo Outlet Mall, Camarillo City Hall / Carmen Plaza, and the Camarillo Metrolink Station. Early fall of 2016, VCTC began marketing the new route, which included social media, ad buys and other promotional activities. Staff canvassed the Outlet mall storefronts, met with retail staff and attended quarterly business-group meeting. The *Oxnard-Camarillo Connector* route officially launched October 2016, after taking delivery of a new bus dedicated for the for the service. Service promotion continued throughout the fall and was increased during the holiday period, both to retailers for employee trips and to encourage would-be shoppers to try the service.

In May 2017, following approximately six months of service, the route was adjusted, to increase service frequency and extend the route to the California State University Channel Islands (CSUCI) campus. The service expansion was funded by CSUCI. Over the course of service demonstration thus far, the primary destination for the majority of riders was to the Camarillo Metrolink Station, where VCTC's CSUCI and Hwy101 routes meet—not the Camarillo Outlet mall. Seeing this, staff coordinated with CSUCI to expand the demonstration route at the next upcoming schedule change. CSUCI agreed to fund costs associated with the extension, as the demonstration route provided an opportunity for the University to expand its offerings for direct (one-seat) connections – such as to Carmen Plaza or the Outlet Mall. Since that time, the route's design and service levels have remained the same, and the route's funding has been shared, approximately 78% paid by demonstration grants and 22% paid by CSUCI (in addition to passenger

fares). Following the adjustment promotion was expanded to encourage students, both commuter and residential, to try the new route. For students, the route offered more pickup point locations than the pre-existing CSUCI routes, such as the Oxnard Transit Center and Carmen Plaza. For on campus residents, the route offered additional opportunities, such as an additional day of service (Sunday) and more destinations, including Carmen Plaza and the Outlet Mall, and to the Oxnard Transit Center.

PILOT DEMONSTRATION PERFORMANCE

Over the course of the demonstration period (Fiscal Years 2016/2017 to 2018/2019), the *Oxnard-Camarillo Connector* has unfortunately been amongst the lowest performers of the VCTC service lines. The following chart reflects the average passengers per hour for the past three years.

PASSENGERS PER HOUR	FY 16/17	FY17/18	FY18/19
Hwy 126	22.6	17.3	18.3
Hwy 101 - Conejo	12.2	11.1	9.9
Coastal Express	13.2	13.5	13.2
East County	9.9	6.4	7.7
CSU Channel Islands	18.5	21.6	21.3
<i>Oxnard-Camarillo Connector (demo)</i>	7.5	6.2	6.8
<i>East-West (demo)</i>		3.4	5.6

At the end of Fiscal Year 2018/2019, outside grant funding for the route was fully expended. Currently, the *Oxnard-Camarillo Connector* route's funding is supported through a mix of fares, federal FTA funding and by CSUCI. At the end of the Summer Semester, when CSUCI's routes resume for the school year, CSUCI's funding contribution for the route is scheduled to end.

Over the past year VCTC and CSUCI have been in discussions to continue operations of the route. However, following review of rider demand, and the stop-level usage data, the University has determined that its funds would be best applied to support its pre-existing route design, as the majority of riders simply go between the Campus and the Camarillo Metrolink Station. In addition, effective the start of the Fall Semester, CSUCI is modifying its schedule slightly for the new school year, by increasing frequency for Oxnard commuters headed to the Campus or beyond through to Camarillo.

In light of the *Oxnard-Camarillo Connector* route's poor performance, and the depletion of outside funding sources, staff is recommending that the Commission formally conclude the Oxnard-Camarillo pilot demonstration August 18, 2019 and discontinue service. The following day, Monday, August 19, 2019, the FTA and CSUCI-funded *Channel Islands* route will commence operations. The route is a combination of the two pre-existing routes which served the campus for the past 18 years. It will operate on an expanded seven day a week schedule, which will facilitate a direct (one-seat) trip between South Oxnard and the Camarillo Metrolink station. (See [Attachment A](#) for the draft schedule).

Regarding public outreach and notification, the Commission's policy is that any major service reduction to a VCTC line, including in this case its discontinuance, must be presented to and approved by the Commission before the change. In advance of the July Commission meeting, beginning mid-June, notices were posted at affected bus stops, transfer points, onboard VCTC buses, VCTC's website and on social media regarding proposed schedule changes, including the route's proposed discontinuation. On the notices, we advertised the various ways a passenger or member of the public could provide comments for the Commission's consideration, (in addition to attending the upcoming Commission meeting). Any comments received will be collected and presented at the Commission meeting.

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Following the Commission's action to approve staff's recommendation, additional public outreach and education will continue, including coordination with community groups, transit riders and the CSUCI student population, and new materials will be produced and advertised in advance of the Fall Semester schedule change.

Attachments:

Attachment A: Draft CSUCI "Channel Islands" Service Schedule

ATTACHMENT A: Draft CSUCI "CHANNEL ISLANDS" Service Schedule, Effective August 19, 2019

WEEKDAYS (M-F)

TO CAMARILLO -->				
C St Tranfer center (CenterPoint Mall)	Oxnard College	CSUCI	Via Calleugas	Metrolink (Arrive)
7:00 AM	7:07 AM	7:25 AM	Flag Stop	7:35 AM
7:40 AM	7:47 AM	8:05 AM	Flag Stop	8:15 AM
8:20 AM	8:27 AM	8:45 AM	Flag Stop	8:55 AM
9:00 AM	9:07 AM	9:25 AM	Flag Stop	9:35 AM
9:40 AM	9:47 AM	10:05 AM	Flag Stop	10:15 AM
10:20 AM	10:27 AM	10:45 AM	Flag Stop	10:55 AM
11:00 AM	11:07 AM	11:25 AM	Flag Stop	11:35 AM
11:40 AM	11:47 AM	12:05 PM	Flag Stop	12:15 PM
12:20 PM	12:27 PM	12:45 PM	Flag Stop	12:55 PM
1:00 PM	1:07 PM	1:25 PM	Flag Stop	1:35 PM
1:40 PM	1:47 PM	2:05 PM	Flag Stop	2:15 PM
2:20 PM	2:27 PM	2:45 PM	Flag Stop	2:55 PM
3:00 PM	3:07 PM	3:25 PM	Flag Stop	3:35 PM
3:40 PM	3:47 PM	4:05 PM	Flag Stop	4:15 PM
4:20 PM	4:27 PM	4:45 PM	Flag Stop	4:55 PM
5:00 PM	5:07 PM	5:25 PM	Flag Stop	5:35 PM
5:40 PM	5:47 PM	6:05 PM	Flag Stop	6:15 PM
6:20 PM	6:27 PM	6:45 PM	Flag Stop	6:55 PM
7:00 PM	7:07 PM	7:25 PM	Flag Stop	7:35 PM
7:40 PM	7:47 PM	8:05 PM	Flag Stop	8:15 PM
8:20 PM	8:27 PM	8:45 PM	Flag Stop	8:55 PM
9:00 PM	9:07 PM	9:25 PM	Flag Stop	9:35 PM
9:40 PM	9:47 PM	10:05 PM	Flag Stop	10:15 PM
10:20 PM	10:27 PM	10:45 PM	Flag Stop	10:55 PM

TO OXNARD -->			
Metrolink (Depart)	CSUCI	Oxnard College	C St Tranfer center (CenterPoint Mall)
7:00 AM	7:10 AM	7:26 AM	7:35 AM
7:40 AM	7:50 AM	8:06 AM	8:15 AM
8:20 AM	8:30 AM	8:46 AM	8:55 AM
9:00 AM	9:10 AM	9:26 AM	9:35 AM
9:40 AM	9:50 AM	10:06 AM	10:15 AM
10:20 AM	10:30 AM	10:46 AM	10:55 AM
11:00 AM	11:10 AM	11:26 AM	11:35 AM
11:40 AM	11:50 AM	12:06 PM	12:15 PM
12:20 PM	12:30 PM	12:46 PM	12:55 PM
1:00 PM	1:10 PM	1:26 PM	1:35 PM
1:40 PM	1:50 PM	2:06 PM	2:15 PM
2:20 PM	2:30 PM	2:46 PM	2:55 PM
3:00 PM	3:10 PM	3:26 PM	3:35 PM
3:40 PM	3:50 PM	4:06 PM	4:15 PM
4:20 PM	4:30 PM	4:46 PM	4:55 PM
5:00 PM	5:10 PM	5:26 PM	5:35 PM
5:40 PM	5:50 PM	6:06 PM	6:15 PM
6:20 PM	6:30 PM	6:46 PM	6:55 PM
7:00 PM	7:10 PM	7:26 PM	7:35 PM
7:40 PM	7:50 PM	8:06 PM	8:15 PM
8:20 PM	8:30 PM	8:46 PM	8:55 PM
9:00 PM	9:10 PM	9:26 PM	9:35 PM
9:40 PM	9:50 PM	10:06 PM	10:15 PM
10:20 PM	10:30 PM	10:46 PM	10:55 PM

WEEKENDS (SAT + SUN)

TO CAMARILLO -->				
C St Tranfer center (CenterPoint Mall)	Oxnard College	CSUCI	Via Calleugas	Metrolink (Arrive)
7:00 AM	7:07 AM	7:25 AM	Flag Stop	7:35 AM
8:20 AM	8:27 AM	8:45 AM	Flag Stop	8:55 AM
9:40 AM	9:47 AM	10:05 AM	Flag Stop	10:15 AM
11:00 AM	11:07 AM	11:25 AM	Flag Stop	11:35 AM
12:20 PM	12:27 PM	12:45 PM	Flag Stop	12:55 PM
1:40 PM	1:47 PM	2:05 PM	Flag Stop	2:15 PM
3:00 PM	3:07 PM	3:25 PM	Flag Stop	3:35 PM
4:20 PM	4:27 PM	4:45 PM	Flag Stop	4:55 PM
5:45 PM	5:52 PM	6:10 PM	Flag Stop	6:20 PM

TO OXNARD -->			
Metrolink (Depart)	CSUCI	Oxnard College	C St Tranfer center (CenterPoint Mall)
7:40 AM	7:50 AM	8:06 AM	8:15 AM
9:00 AM	9:10 AM	9:26 AM	9:35 AM
10:20 AM	10:30 AM	10:46 AM	10:55 AM
11:40 AM	11:50 AM	12:06 PM	12:15 PM
1:00 PM	1:10 PM	1:26 PM	1:35 PM
2:20 PM	2:30 PM	2:46 PM	2:55 PM
3:40 PM	3:50 PM	4:06 PM	4:15 PM
5:05 PM	5:15 PM	5:31 PM	5:40 PM
6:25 PM	6:35 PM	6:51 PM	7:00 PM