



VENTURA COUNTY TRANSPORTATION COMMISSION

LOCAL TRANSPORTATION AUTHORITY

AIRPORT LAND USE COMMISSION

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

CONSOLIDATED TRANSPORTATION SERVICE AGENCY

CONGESTION MANAGEMENT AGENCY

www.goventura.org

AGENDA*

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

CAMARILLO CITY HALL
COUNCIL CHAMBERS
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, SEPTEMBER 6, 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 JULY 12, 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

Responsible Staff: Sally DeGeorge

8C. SUBRECIPIENT AGREEMENT WITH INTERFACE CHILDREN AND FAMILY SERVICES – PG. 13

Recommended Action:

Authorize the Chair to execute the attached agreement with Interface Children and Family Services for administration of Federal Transit Administration funds by VCTC.

Responsible Staff: Clair Grasty

8D. BUDGET AMENDMENT – SENIOR AND DISABLED TRANSPORTATION SERVICES – PG. 23

Recommended Action:

Amend the Fiscal Year (FY) 2019/20 program budget for Senior and Disabled Services as follows: increase Consultant Services Expenditure by \$40,000; and, increase Federal Transit Administration (FTA) Section 5307 revenue by \$32,000 and Local Transportation Fund (LTF) General Fund, Fund Balance revenue by \$8,000.

Responsible Staff: Peter De Haan

8E. RESOLUTION 2019-05 APPROVING VENTURA COUNTY'S FY2019-20 STATE OF GOOD REPAIR PROGRAM PROJECT LIST – PG. 25

Recommended Action:

Adopt Resolution 2019-05 (Attachment 1) approving the project list for the FY2019/20 State of Good Repair funds for a total of \$1,371,792 and authorizing the Executive Director to submit all required documents to receive the funds.

Responsible Staff: Judith Johnduff

8F. RESOLUTION SUPPORTING “CALIFORNIA CLEAN AIR DAY”, OCTOBER 2, 2019 PG. 31

Recommended Action:

Approve a Resolution 2019-06 supporting “California Clean Air Day” on October 2, 2019

Responsible Staff: Martin Erickson

8G. INCREASE OF VCTC PUBLIC OUTREACH CONTRACT – PG. 33

Recommended Action:

Increase contract with Celtis Ventures by \$70,000 to include LCTOP grant fund at a cost not to exceed \$645,000.

Responsible Staff: Martin Erickson

8H. QUARTERLY VCTC BUS AND RAIL TRANSIT RIDERSHIP AND PERFORMANCE MEASURES REPORT – PG. 35

Recommended Action:

Receive and File

Responsible Staff: Heather Miller

8I. APPOINTMENT OF B. SCOTT FARRENKOPF TO CTAC/SSTAC-PG.49

Recommended Action:

Appoint Scott Farrenkopf as a VCTC At-Large representative to the Citizens’ Transportation Advisory Committee/Social Services Advisory

Responsible Staff: Donna Zimmermann

9. FISCAL YEAR (FY) 2019/20 TRANSIT PROGRAM OF PROJECTS (POP) – PUBLIC HEARING – PG. 51

Recommended Action:

- *Open public hearing and receive testimony.*
- *Adopt the attached final Program of Projects (POP) approving the projects to receive Federal Transit Administration funds for all areas of Ventura County in FY 2019/20.*

Responsible Staff: Peter De Haan

10. 2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) SUBMITTAL– PG. 55

Recommended Action:

Approve 2020 STIP submittal to the California Transportation Commission.

Responsible Staff: Peter De Haan

11. VCTC INTERCITY FARE CHANGE REPORT – PG. 59

Recommended Action:

Receive and file report.

Responsible Staff: Martin Erickson

12. ORIGIN/DESTINATION, TRANSFER AND CUSTOMER SATISFACTION SURVEYS UPDATE - PG.65

Recommended Action:

Receive a presentation on the recently completed Origin/Destination, Transfer and Customer Satisfaction Surveys conducted by Moore and Associates.

Responsible Staff: Martin Erickson

13. LEGISLATIVE UPDATE - PG. 67

Recommended Action:

Receive and file.

Responsible Staff: Peter DeHaan

VCTC
September 6, 2019
Page Four

14. VCTC GENERAL COUNSEL'S REPORT

15. AGENCY REPORTS

16. CLOSED SESSION –

17. ADJOURN to 9:00 a.m. Friday, October 4, 2019



Item #8A

VENTURA COUNTY TRANSPORTATION COMMISSION

**LOCAL TRANSPORTATION AUTHORITY
AIRPORT LAND USE COMMISSION
SERVICE AUTHORITY FOR FREEWAY EMERGENCIES
CONSOLIDATED TRANSPORTATION SERVICE AGENCY
CONGESTION MANAGEMENT AGENCY**

www.goventura.org

MEETING SUMMARY

**CAMARILLO CITY HALL
COUNCIL CHAMBERS
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, JULY 12, 2019
9:00 AM**

CALL TO ORDER

MEMBERS PRESENT: Manuel Minjares, City of Fillmore, Chair
Linda Parks, County of Ventura, Immediate Past Chair
Tony Trembley, City of Camarillo
Ken Simons, City of Moorpark
Randy Haney, City of Ojai
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
Steve Bennett, County of Ventura
Robert Huber, County of Ventura
John Zaragoza, county of Ventura
Brian Humphrey, Citizen Rep., Cities
Jim White, Citizen Rep., County
John Bulinski, Caltrans District 7

ABSENT: Claudia Bill-de la Peña, City of Thousand Oaks
Kelly Long, County of Ventura

PLEDGE OF ALLEGIANCE

ROLL CALL

PUBLIC COMMENTS

Joey Juhasz-Lukomski, Executive Director, Bike Ventura, a non-profit organization advocating safety and city bikability. In a recent survey Ventura ranked 33 of 500 cities as very bikable. There will be another survey beginning in August. He would like VCTC and the cities in the county to help with outreach. Details can be found at www.peopleforbikes.org.

Eric Reese, public member, suggested a proposal for VCTC to partner with SBCAG and LOSSAN to acquire the rail line from UP to provide better service for residents. Multiple diesel units can be used on a run from Goleta to Moorpark, which could take 2 lanes off the freeway and save billions

COMMISSIONERS / EXECUTIVE DIRECTOR REPORT –

Commissioner MacDonald said the Gold Coast Transit District ribbon cutting for their new facility will be Saturday July 13 in Oxnard.

Commissioner Heitmann attended the National League of Cities where she learned the Indigo Bus Transportation system runs like light rail. There is a dedicated lane. The city has promised residents runs every 15 minutes.

Darren Kettle introduced Rachel Wagner, recently appointed SCAG liason for Ventura County, Palmdale and Lancaster.

August Service Change As is typical each year, a service change is going into effect this August for VCTC's bus service. The timing provides an opportunity to adjust stop times, if necessary, before the return of "school-year" commute patterns. New this year, the *Coastal Express* line (which serves commuters to Santa Barbara and Goleta) will be extended to begin and end in Camarillo. Coastal Express service currently begins in Oxnard and Ventura. Demand for the Camarillo extension surfaced from some of our most loyal riders, as well as following the launch of the new morning northbound *Surfliner* rail trip. Extending the bus route will provide not just traditional bus passengers, but also potential train riders more options.

In addition, CSUCI set of routes will be combined. The new *Channel Islands* line will provide a streamlined, single-seat trip for passengers headed not just to the university, but also between Oxnard and Camarillo. Previously the CSUCI routes, one from Oxnard and one from Camarillo, terminated (turned around) at the campus. Now the route will travel "through". This is being done, in part, to help mitigate impacts of other service changes, as well as, create efficiencies for passengers which historically had to transfer buses on campus.

GoVCBus Soft-launch Shortly after the June meeting, VCTC deployed its dedicated "real-time arrival" GoVCBus app for its riders. In what has been a soft-launch while final programming and training takes place, the new app and service integrates schedules and trip information for all of Ventura County's nine transit operators, as well as provide arrival predictions for waiting passengers, and operational and planning tools for agency staff. The GoVCBus program has been implemented across the county, with only Gold Coast Transit remaining. Following Gold Coast's move to its new facility, installations are expected to resume this fall. Official notice and release of the app's launch is slated to take place as more of the Gold Coast fleet comes online. Every operator from Ojai to Simi Valley is taking part in the project and demonstrations of the service will take place at a future Commission meeting. Passengers

can try the service out by either going to www.govcbus.com or by downloading the free app from the Google Play and Apple App store.

Outreach Update VCTC is sponsoring a Public Transportation Photo Contest at the Ventura County Fair. The top photographer in each division will win a \$100 gift card and a 31-day VCTC bus pass. The contest will run within the Ventura County Fair's annual photo competition. All photos submitted will be displayed during the Fair in the Photography building and on VCTC's social media channels. For specific details please refer to the VCTC Website.

In addition to the Photo Contest, VCTC is also sponsoring a Kids Art Contest for all Ventura County Boys and Girls Clubs. The theme is "Oh the Places You'll Go", and is open to club members of Boys & Girls Clubs in Ventura County aged 5 to 17. Entrants will submit a hand drawn picture of their favorite way to travel around their community and should include the mode of transportation (such as car, bus, bike or walking) and a place in their city where they would like to go. Winning artwork from each club will be enlarged and reproduced for display on the exterior of VCTC's intercity bus fleet. Winners' artwork will also be featured on VCTC's social media platforms. [The](#) contest will run July 1 - July 31, 2019.

On your desk is a summary report for our digital outreach campaign, which ran from February to June. Behind the scenes footage gave the campaign a personalized touch, avoiding any stock imagery, only using authentic photos and videos of VCTC buses, employees, and riders. The down-to-earth campaign appealed to the local community and gave a fresh voice to the VCTC brand

Ken Epperson, SBCAG, showed a video created for the am/pm train service to and from Santa Barbara. He requested help in getting the word out through newsletters and social media to constituents.

ADDITIONS/REVISIONS –

8. CONSENT CALENDAR - Public Comment

Eric Reese re Item #8B Use marketing funds to partner with Metrolink and develop a customer rewards program where riders can earn points for free tickets. Also partner with events and vendors such as Starbucks for discounts for transit riders.

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

8A. APPROVE SUMMARY FROM JUNE 7, 2019 VCTC MEETING – Approve

8B. MONTHLY BUDGET REPORT – Receive and file the monthly budget report for May 2019

8C. REVISION TO PROPOSITION 1B TRANSIT CAPITAL PROGRAM - 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.

8D. WEED ABATEMENT BUDGETING –

- 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.

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

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

- *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.*

The motion was seconded by Commissioner Huber and passed unanimously.

**9. LEGISLATIVE UPDATE AND POSITION ON BILL –
Public Comment**

Eric Reese, re SB 168 – He asked for VCTC's support on this bill to be used as a stepping stone to achieve climate change resiliency. He suggested a partnership with Board of Supervisors, Caltrans and FHWA to explore the use of reflective pavements, which can reduce temperature and sound levels and absorb storm water runoff.

Commissioner MacDonald requested for an update in September on AB 516.

Commissioner Humphrey made a motion to adopt "Support" position on HR 3040 (Julia Brownley), the Safe and Friendly for the Environment (SAFE) Streets Act. The motion was seconded by Commissioner Judge and passed by a unanimous roll call vote.

Commissioner Bennett made a motion to 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. The motion was seconded by Commissioner Zaragoza and passed by the following roll call vote:

Yes: Commissioners Heitmann, Crosswhite, Zaragoza, Berg, Bennett, Simons, White, Trembley, Haney, Minjares

No: Commissioners Judge, Huber, Humphrey, MacDonald

Abstain: Commissioner Parks

Absent: Commissioners Long, Bill-de la Peña

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

Commissioner Humphrey made a motion to:

- *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;*
- (Continued on Next page)***

(Item #10 – Continued)

- 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.

The motion was seconded by Commissioner Judge and passed unanimously.

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

Commissioner Judge made a motion to:

- 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.

The motion was seconded by Commissioner Huber and passed unanimously.

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–

Public Comment

Mike Cullver, Director of Operations for MMP. This non-profit in Camarillo has been serving Ventura County for 10 years. The nature of what they do is to help people how to learn to use available resources and find new resources primarily for people with disabilities and the senior population.

MMP applied for a grant but was unsuccessful. The requested grant was for their mileage reimbursement program. Funding wil run out in December 2019. Many seniors are reliant on this program.. He is advocating for the non profit community. Most who were awarded have other sources of funding availability. He urged VTC to look for other funds to help non profits.

Commissioner White made a motion to:

- 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.

The motion was seconded by Commissioner Heitmann and passed unanimously.

13. OXNARD-CAMARILLO CONNECTOR PILOT DEMONSTRATION ROUTE -

Commissioner MacDonald made a motion to conclude the Oxnard-Camarillo Connector pilot demonstration effective August 18, 2019 and discontinue service. The motion was seconded by Commissioner Huber and passed unanimously.

14. VCTC GENERAL COUNSEL'S REPORT – None

15. AGENCY REPORTS

Commissioner Parks reported some good news resulting from SCAG's annual profiles. Compared to the rest of the SGAG region Ventura County scored higher in many areas, including income, travel time and homeownership. Details are available on the SCAG website.

16. CLOSED SESSION – None

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

THIS PAGE INTENTIONALLY LEFT BLANK



Item #8B

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file.

DISCUSSION:

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

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

THIS PAGE INTENTIONALLY LEFT BLANK



Item #8C

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: SUBRECIPIENT AGREEMENT WITH INTERFACE CHILDREN AND FAMILY SERVICES

RECOMMENDATION:

- Authorize the Chair to execute the attached agreement with Interface Children and Family Services for administration of Federal Transit Administration funds by VCTC.

BACKGROUND:

At the April 2019 meeting, the Commission approved reserving \$437,000 for the operation of a One-Call/One-Click Program from the FY18/19 and FY19/20 FTA Section 5310 Large Urbanized Area (Seniors and Disabled) funds. At the July 2019 meeting, the Commission programmed \$437,000 in 5310 funds to the One-Call/One-Click program.

The One-Call/One-Click Program was one of the top priorities recommended in the Ventura County Coordinated Public Transit-Human Services Transportation Plan and is a countywide program. The intent is to provide integrated call center and online information regarding demand responsive transportation alternatives. Beyond the basic functions of a trip planner, it would allow passengers with mobility needs to plan trips on paratransit and nonprofit transit services.

In the previous Call-for-Projects, VCTC received one application from Interface Children and Family Services (the operator of 211) to operate a One-Call/One-Click service for Ventura County; however the scope of services did not meet the goals and priorities of the Coordinated Plan. Since the program was such a high priority of the plan, VCTC set up a subcommittee of transit operators and social service agencies and retained the services of AMMA Transit Planning to help define the scope of services. Interface submitted an application in the most recent call for projects, which reflected the recommendations of the subcommittee and AMMA.

DISCUSSION:

Attached is the Interface Children and Family Services subrecipient agreement recommended by staff for approval.

COOPERATIVE AGREEMENT**BETWEEN****VENTURA COUNTY TRANSPORTATION COMMISSION****AND****INTERFACE CHILDREN & FAMILY SERVICES**

THIS AGREEMENT ("Agreement") is entered into on this sixth day of September 2019 between Ventura County Transportation Commission (hereinafter referred to as VCTC) and Interface Children & Family Services (hereinafter referred to as RECIPIENT) regarding the administration of the Department of Transportation (DOT) and Federal Transit Administration (FTA) funds for use in the provision of A One-Call / One-Click transit information program throughout Ventura County.

WHEREAS Chapter 53 of Title 49, United States Code, as amended, authorizes the Secretary of Transportation to apportion funds for public transportation projects for planning, capital, and operating assistance purposes; and,

WHEREAS, VCTC serves as the administrator of federal funds apportioned by FTA to Ventura County; and,

WHEREAS, RECIPIENT is an eligible non-profit organization for FTA reimbursement funds for transit projects; and,

WHEREAS, VCTC authorized VCTC staff to apply for FTA funds on behalf of public transit mobility management providers including RECIPIENT; and,

WHEREAS, RECIPIENT as the operator of Ventura County 2-1-1- is uniquely positioned to provide the One-Call / One-Click transit information program which was identified by VCTC in its Coordinated Public Transit - Human Services Transportation Plan, dated April 2017, as a priority for FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program funding, with the possibility of future FTA Section 5307 Jobs Access and Reverse Commute funding; and,

WHEREAS, it is therefore the intention of VCTC to enter into this Cooperative Agreement with RECIPIENT regarding the administration of funds obtained through the FTA Section 5310 program, as a mutually acceptable agreement is a pre-condition of acceptance of funding.

NOW THEREFORE THE PARTIES DO AGREE AS FOLLOWS:**I. FUNDING/PROGRAM MANAGEMENT**

1. **Responsibilities of Participants:** VCTC hereby agrees to engage RECIPIENT and RECIPIENT hereby agrees to carry out the work in connection with the administration of the FTA funds. RECIPIENT will be responsible for assuring that RECIPIENT meets all grant requirements placed on federal fund recipients.
2. **Scope of Services:**
 - a. **Grant Administration:** VCTC agrees to carry out the administrative requirements necessary to reserve, apply for, and receive FTA funds.

- b. **Contract Administration:** RECIPIENT hereby agrees that RECIPIENT will provide the committed local match funds and provide the one-call, one-click services described in Attachment A. RECIPIENT also agrees that it shall remain, during the term of this Agreement, in compliance with all applicable DOT assurances and requirements, including all applicable procurement requirements.
3. **Duration of Agreement:** This Agreement is effective as of the date that VCTC notifies RECIPIENT that FTA has awarded the initial Section 5310 grant for the One-Call / One-Click program, and shall continue until the earlier of the following events: (1) the grant(s) has/have been exhausted, or (2) the Agreement is terminated by either party after thirty (30) days' written notice.
4. **Amendments to the Agreement:** The provisions of this Agreement may be amended upon written acceptance and ratification of any such amendment by both VCTC and the RECIPIENT.
5. **Method of Payment:** VCTC, as the grant applicant, shall receive reimbursement payment from FTA in accordance with FTA grant procedures. Upon RECIPIENT's submittal of an invoice for an eligible expense, VCTC will transfer the FTA funds to RECIPIENT within thirty (30) days. Notwithstanding the foregoing, if VCTC has not yet received funds from the FTA for the funding of the expenses covered by any such invoice when such invoice is received by VCTC from RECIPIENT, VCTC will transfer funds to RECIPIENT for any such invoice within five (5) working days after actual receipt of VCTC of such funds from FTA. RECIPIENT shall only invoice for the types of expenses specified in the grant(s), and shall invoice for actual costs incurred in carrying out the grant activity, including, but not limited to, salary and benefits costs and vendor payments. All invoices must include the full supporting documentation required by FTA, including payroll documentation tracking hours worked on the One-Call / One-Click project and, vendor invoicing, and documentation of vendor payment such as accounts payable check copies. As allowed in FTA regulations, in the absence of a federally-approved indirect cost allocation plan the RECIPIENT may invoice indirect overhead expense of no more than 10% of payroll cost funded by FTA grants.

It is mutually acknowledged that RECIPIENT's funding application to VCTC for Fiscal Years 2019/20 and 2020/21 committed to the provision of in-kind local match through staff salary of \$46,238. In addition to the required documentation in support of invoices for federal grant funds, RECIPIENT shall also provide VCTC with documentation of the in-kind match. VCTC expects that RECIPIENT shall provide the committed \$46,238 in-kind match within two years of the commencement of work funded by this agreement.

VCTC shall not be held responsible or liable for any late or nonpayment from FTA for any reason.

6. **Quarterly Reporting:** RECIPIENT shall submit a quarterly report to VCTC of the RECIPIENT program funded under this Agreement, using the reporting template provided by VCTC. The reporting includes but is not limited to the status of One-Call / One-Click project implementation including achievement of scheduled milestones, the number of transportation-related information requests completed, the status of activity milestones, and the status of any ongoing grant-funded procurements. These reports shall be presented by RECIPIENT to TRANSCOM on a quarterly basis.

II. FEDERAL REQUIREMENTS

RECIPIENT shall note that the following provisions apply to grants-in-aid from DOT, and RECIPIENT must take all necessary action to ensure their compliance as though they were the grantee directly.

1. Equal Employment Opportunity: During the performance of this Agreement, RECIPIENT agrees as follows: RECIPIENT shall not discriminate against any employee or applicant for employment on the basis of race, color, religion, political belief, marital status, age, national origin, sex, or handicap. RECIPIENT shall take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, marital status, religion, political belief, age, national origin, sex, or any handicap not limiting the ability of the person to perform the job contemplated. Such action shall include but not be limited to the following: employment, upgrading, demotion, or transfer; recruitment, or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection of training, including apprenticeship. Such shall be in compliance with Executive Order 11246 amended by Executive Order 11375 and as supplemented in Department of Labor regulations (41 CFR, Part 60). RECIPIENT agrees to post in conspicuous places, available to employees and applicants for employment, notices setting forth the provisions of the Equal Opportunity Clause.
2. Audit and Inspection: RECIPIENT shall permit, and shall require that its contractors permit, the authorized representatives of VCTC, the US DOT and the Controller General of the United States to inspect and audit all data and records of RECIPIENT relating to its performance under this Agreement, as required in FTA Circular 9030.1C, Chapter VI, Application Instruction, Section 9(d), Oversight.

RECIPIENT also agrees, and shall require that its contractor(s) agree, to maintain all required records relating to this project for at least three (3) years after the funds are expended under this Agreement.

3. Debarred Bidders: RECIPIENT shall require that its contractors funded by this Agreement, including any of its officers or holder of a controlling interest, inform RECIPIENT whether or not it is or has been or is on any debarred, suspended, proposed for debarment, or declared ineligible list, or voluntarily excluded from participation in any Federal Contracts. Should a contractor be included on such a list during the performance of this project, it should so inform RECIPIENT and RECIPIENT shall take appropriate action with respect to that contractor in accordance with federal law and regulations.
4. Title VI of the Civil Rights Act of 1964: During the performance of this Agreement, RECIPIENT, for itself, its assignees, and successors in interest agrees as follows:
 - a. Compliance with Regulations: RECIPIENT shall comply with the Regulations relative to nondiscrimination in federally-assisted programs of the Department of Transportation (hereinafter, "DOT") Title 49, Code of Federal Regulations, Part 21, as they may be amended from time to time, (hereinafter referred to as the Regulations), which are herein incorporated by reference and made a part of this Agreement.
 - b. Nondiscrimination: RECIPIENT with regard to the work performed by it during the Agreement, shall not discriminate on the grounds of race, color or national origin in the selection and retention of contractors, including procurement of materials and leases of equipment. The contractor shall not participate either directly or indirectly in the discrimination prohibited by Section 21.56 of the Regulations, including employment practices when the contract covers a program set forth in Appendix B of the Regulation.
 - c. Solicitation for Subcontractors, Including Procurement of Materials and Equipment: In all solicitations either by competitive bidding or negotiation made by RECIPIENT for work to be performed under a contract, including procurement of materials or leases of equipment, each potential contractor or supplier shall be notified by RECIPIENT of the contractor's obligations under this contract and regulations relative to non-discrimination on the grounds of race, color, national origin and other federally-protected categories.

- d. Information and Reports: RECIPIENT shall require that subcontractor provide all information and reports required by the Regulations or directives issued pursuant thereto, and permit access to its books, record, accounts, other sources of information, and its facilities as may be determined by FTA to be pertinent to ascertain compliance with such regulations, orders and instructions. Where any information required of a contractor is in the exclusive possession of another who fails or refuses to furnish this information, the contractor shall so certify to VCTC or FTA as appropriate, and shall set forth what efforts it has made to obtain the information.
 - e. Sanctions for Noncompliance: In the event of a contractor's noncompliance with nondiscrimination provisions of this Agreement, VCTC shall impose contract sanctions as it or the FTA may determine to be appropriate, including, but not limited to:
 - i. Withholding of payments to RECIPIENT until the contractor complies; and/or
 - ii. Cancellation, termination, or suspension of the contract, in whole or in part.
 - f. Incorporation of Provisions: RECIPIENT shall include the provisions of paragraphs "a" through "e" of this section 4 of Part II in every contract funded through this Agreement, including procurement of materials and leases of equipment, unless exempt by the Regulations, or directives issued pursuant thereto. RECIPIENT shall take such reasonable action with respect to any contract or procurement as VCTC or FTA may direct as a means of enforcing such provisions including sanctions for noncompliance; provided, however, that, in the event a contractor becomes involved in, or is threatened with, litigation with a subcontractor or supplier as a result of such direction, RECIPIENT may request VCTC, and in addition, RECIPIENT may request the United States to enter into such litigation to protect the interest of the United States.
5. Bid Protest Procedures: RECIPIENT shall adopt bid award Protest Procedures for any Federal Grants-In-Aid Procurement of over \$25,000 as required by FTA.
6. Federal Privacy Act: RECIPIENT hereby agrees to comply with, and assures the compliance of its employees with, the information, restrictions, and other applicable requirements of the Privacy Act of 1974, 5 USC 552a. RECIPIENT agrees to obtain the express consent of the Federal Government before operating a system of records on behalf of the Federal Government. RECIPIENT shall include this requirement in each subcontract to administer any system of records on behalf of the Federal Government, financed in whole or in part with FTA funds.

III. MISCELLANEOUS PROVISIONS

1. Insurance

A. LIABILITY INSURANCE

Before distribution of any funds pursuant to this Agreement, RECIPIENT, at its own cost and expense, unless otherwise specified below, shall procure the types and amounts of insurance listed below against claims for injuries to persons or damages to property that may arise from or in connection with the operation by RECIPIENT, its agents, representatives, employees, and subcontractors of vehicles or equipment purchased pursuant to this Agreement. Consistent with the following provisions, RECIPIENT shall provide proof satisfactory to VCTC of such insurance that meets the requirements of this section and under forms of insurance satisfactory in all respects, and that such insurance is in effect prior to operating any vehicle or equipment purchased pursuant to this Agreement and prior to receiving any funds pursuant to this Agreement. RECIPIENT shall not allow any subcontractor to commence work on any subcontract funded through this Agreement until

RECIPIENT has obtained all insurance required herein for the subcontractor(s). RECIPIENT shall maintain all required insurance listed herein for the duration of this Agreement.

B. COMMERCIAL GENERAL INSURANCE

Commercial General Liability (CGL): Insurance Services Office Form CG 00 01 covering CGL on an "occurrence" basis, including products and completed operations, property damage, bodily injury and personal & advertising injury with limits no less than **\$2,000,000** per occurrence. If a general aggregate limit applies, either the general aggregate limit shall apply separately to this project/location (ISO CG 25 03 or 25 04) or the general aggregate limit shall be twice the required occurrence limit.

C. WORKERS' COMPENSATION INSURANCE

RECIPIENT will provide Workers' Compensation insurance as required by the State of California, with Statutory Limits, and Employer's Liability Insurance with limit of no less than **\$1,000,000** per accident for bodily injury or disease.

D. ALL POLICIES REQUIREMENTS

Acceptability of insurers. All insurance required by this section is to be placed with insurers with a Bests' rating of no less than A:VII.

Verification of coverage. Prior to beginning operations of any vehicles or equipment purchased under this Agreement and prior to any disbursement of funds pursuant to this Agreement, RECIPIENT shall furnish VCTC with complete copies of all policies delivered to RECIPIENT by the insurer, including complete copies of all endorsements attached to those policies. All copies of policies and certified endorsements shall show the signature of a person authorized by that insurer to bind coverage on its behalf. If VCTC does not receive the required insurance documents prior to RECIPIENT beginning equipment or vehicle operation, this shall not waive RECIPIENT's obligation to provide them. VCTC reserves the right to require complete copies of all required insurance policies at any time.

Notice of Reduction in or Cancellation of Coverage. A certified endorsement shall be attached to all insurance obtained pursuant to this Agreement stating that coverage shall not be suspended, voided, canceled by either party, or reduced in coverage or in limits, except after thirty (30) days' prior written notice by certified mail, return receipt requested, has been given to VCTC. In the event that any coverage required by this section is reduced, limited, cancelled, or materially affected in any other manner, RECIPIENT shall provide written notice to VCTC at RECIPIENT's earliest possible opportunity and in no case later than ten (10) working days after RECIPIENT is notified of the change in coverage.

Any failure of RECIPIENT to comply with reporting provisions of the policies shall not affect coverage provided to VCTC and its officers, employees, agents, and volunteers.

Occurrence or accident basis. The insurance coverage required by this Section shall cover on an occurrence or an accident basis, and not on a claims-made basis.

Additional insured; primary insurance. VCTC and its officers, employees, agents, and volunteers shall be covered as additional insureds with respect to each of the following: liability arising out of activities performed by or on behalf of RECIPIENT, including VCTC's general supervision of RECIPIENT; products and completed operations of RECIPIENT, as applicable; premises owned, occupied, or used by RECIPIENT; and automobiles and equipment owned, leased, or used by the RECIPIENT in the course of providing services pursuant to this Agreement. The coverage shall contain no special limitations on the scope of protection afforded to VCTC or its officers, employees, agents, or volunteers. General

liability coverage can be provided in the form of an endorsement to RECIPIENT's insurance (at least as broad as ISO Form CG 20 10, 11 85 or both CG 20 10 and CG 23 37 forms if later revisions used).

A certified endorsement must be attached to all policies stating that coverage is primary insurance with respect to VCTC and its officers, officials, employees and volunteers, and that no insurance or self-insurance maintained by VCTC shall be called upon to contribute to a loss under the coverage.

Deductibles and Self-Insured Retentions. RECIPIENT shall disclose to and obtain the approval of VCTC for the self-insured retentions and deductibles before beginning any of the activities contemplated by any term of this Agreement. Further, if RECIPIENT's insurance policy includes a self-insured retention that must be paid by a named insured as a precondition of the insurer's liability, or which has the effect of providing that payments of the self-insured retention by others, including additional insureds or insurers do not serve to satisfy the self-insured retention, such provisions must be modified by special endorsement so as to not apply to the additional insured coverage required by this Agreement so as to not prevent any of the parties to this Agreement from satisfying or paying the self-insured retention required to be paid as a precondition to the insurer's liability. Additionally, the certificates of insurance must note whether the policy does or does not include any self-insured retention and also must disclose the deductible.

During the period covered by this Agreement, only upon the prior express written authorization of Agreement Administrator, RECIPIENT may increase such deductibles or self-insured retentions with respect to VCTC, its officers, employees, agents, and volunteers. The Agreement Administrator may condition approval of an increase in deductible or self-insured retention levels with a requirement that RECIPIENT procure a bond, guaranteeing payment of losses and related investigations, claim administration, and defense expenses that is satisfactory in all respects to each of them.

Subcontractors. RECIPIENT shall include all subcontractors as insureds under its policies or shall furnish separate certificates and certified endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein.

Wasting Policy. No insurance policy required by Section III, subsection (1) shall include a "wasting" policy limit.

Variation. VCTC may approve a variation in the foregoing insurance requirements, upon a determination that the coverage, scope, limits, and forms of such insurance are either not commercially available, or that VCTC's interests are otherwise fully protected.

Remedies. In addition to any other remedies VCTC may have if RECIPIENT fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, VCTC may, at its sole option exercise any of the following remedies, which are alternatives to other remedies VCTC may have and are not the exclusive remedy for RECIPIENT's breach:

Obtain such insurance and charge RECIPIENT the cost of such premiums; and/or terminate this Agreement.

Waiver of Subrogation. RECIPIENT hereby grants to VCTC a waiver of any right to subrogation which any insurer of RECIPIENT may acquire against VCTC by virtue of the payment of any loss under such insurance. RECIPIENT agrees to obtain any endorsement that may be necessary to affect this waiver of subrogation, but this provision applies regardless of whether or not VCTC has received a waiver of subrogation endorsement from the insurer.

2. Indemnification

To the fullest extent permitted by law, RECIPIENT shall defend, indemnify and hold harmless VCTC, its officers, employees, and agents, from all liability costs, damages, or expenses, including attorneys' fees arising out of or incurred in connection with RECIPIENT and its employees'/agents' and subcontractors' acts or omissions in the performance of activities contemplated in and pursuant to this Agreement, and agrees at its own cost, expense and risk to defend any and all resulting actions, suits, or other legal proceedings brought or instituted against VCTC arising out of its performance of any activities contemplated under this Agreement, and to pay and satisfy any resulting judgments, claims, damages and costs.

To the fullest extent permitted by law, RECIPIENT agrees to defend and pay the entire cost of defending any claim or suit whenever or wherever made or brought against the VCTC based upon an infringement or alleged infringement of any such letters patent arising out of the activities contemplated by this Agreement, and to indemnify and save harmless the VCTC from and against any and all liability, damage, loss or injury adjudged or sustained in any such claim or suit, or adjudged or sustained by reason of the equipment to be furnished hereunder constituting an infringement of any letters patent or adjudged or sustained by reason of inability of the VCTC to use said equipment because of any infringement or alleged infringement of any letters patent.

3. No Joint Venture or Partnership

This Agreement is not intended to create a partnership or joint venture between VCTC and RECIPIENT. VCTC is serving as the administrator of federal funds apportioned by FTA to Ventura County and RECIPIENT is an eligible organization to receive FTA reimbursement funds for transit projects.

4. Attorney's Fees

If a party to this Agreement brings any action, including arbitration or an action for declaratory relief, to enforce or interpret the provisions of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

5. Severability

If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

6. Agreement Administration

This Agreement shall be administered by Peter De Haan ("Agreement Administrator"). All correspondence shall be directed to or through the Agreement Administrator or his or her designee.

INTERFACE CHILDREN &
FAMILY SERVICES

VENTURA COUNTY TRANSPORTATION
COMMISSION

Dr. Carizma Chapman, Chief Program Officer

Manuel Minjares, Chair

Approved as to Content:

Darren M. Kettle
Executive Director

Approved as to Form:

Steven T. Mattas
General Counsel

THIS PAGE INTENTIONALLY LEFT BLANK



Item #8D

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: BUDGET AMENDMENT – SENIOR AND DISABLED TRANSPORTATION SERVICES

RECOMMENDATION:

- Amend the Fiscal Year (FY) 2019/20 program budget for Senior and Disabled Services as follows: increase Consultant Services Expenditure by \$40,000; and, increase Federal Transit Administration (FTA) Section 5307 revenue by \$32,000 and Local Transportation Fund (LTF) General Fund, Fund Balance revenue by \$8,000.

BACKGROUND:

VCTC on behalf of the county's transit operators provides eligibility certification for the special transportation service available under the Americans with Disabilities Act (ADA). After several years of steep increases in the number of applicants, for the past few years the volume of applications has increased at a much slower rate. Accordingly, for FY 2019/20 staff recommended the Commission's budget remain at the same level as the previous year. However, the final FY 2018/19 number show that the number of certification determinations has continued to increase at a rate of approximately 100 per year, for a total of 1,410 determinations in 2018/19. Under VCTC's contract with Mobility Management Partners, Inc. for certification evaluations, the price is based on the number of evaluations. To accommodate another possible modest increase in FY 2019/20, plus a small contingency, staff recommends amending the budget at this time to provide for an additional \$40,000 for this item, to increase the total Senior and Disabled Transportation Services Contract Services budgeted amount from \$255,300 to \$295,300. However, the actual payment to the contractor will be based on the number of certification evaluations performed, as stipulated in the VCTC-approved contract. The contract contains an annual ceiling of \$303,664, and staff is not at this time recommending that the Commission amend that ceiling.

There is sufficient carryover in VCTC's existing FTA grants to pay for the 80% federal share of the \$40,000 increase, to provide a \$32,000 increase in FTA revenues for the FY 2019/20 budget. The required \$8,000 match will come from the LTF General Fund fund balance.

THIS PAGE INTENTIONALLY LEFT BLANK



Item #8E

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: JUDITH JOHNDUFF, PROGRAM MANAGER
SUBJECT: RESOLUTION 2019-05 APPROVING VENTURA COUNTY'S FY2019-20 STATE OF GOOD REPAIR PROGRAM PROJECT LIST

RECOMMENDATION:

- Adopt Resolution 2019-05 (Attachment 1) approving the project list for the FY2019/20 State of Good Repair funds for a total of \$1,371,792 and authorizing the Executive Director to submit all required documents to receive the funds.

BACKGROUND:

Senate Bill 1 (SB1), signed into law in April of 2017, provides a steady source of revenue from the Transportation Improvement Fee on vehicle registrations (approximately \$105 million annually statewide) to rehabilitate and modernize existing local transit systems. This investment in public transit is called the State of Good Repair Program (SGR) and funds are distributed to local agencies using the same formula as State Transit Assistance (STA). Table 1 below provides a breakdown of the available funding for Ventura County:

| Table 1. Estimated FY19/20 State of Good Repair Allocations | | |
|---|-------------|-----------|
| | PUC 99313 | PUC 99314 |
| City of Camarillo | | \$2,366 |
| Gold Coast Transit | | \$63,329 |
| City of Moorpark | | \$3,127 |
| City of Simi Valley | | \$5,628 |
| City of Thousand Oaks | | \$6,352 |
| Southern California Regional Rail Authority (SCRRA) (for the portion of service within Ventura County) | | \$136,500 |
| Ventura County Transportation Commission (VCTC) | \$1,154,490 | |
| Total | \$1,154,490 | \$217,302 |

DISCUSSION:

To avoid permanently losing the State of Good Repair apportioned funds, VCTC is required to compile and forward to Caltrans a combined list of eligible projects for the region proposed to be funded with State of Good Repair funds.

September 6, 2019

Item #

Page#

Eligible State of Good Repair Projects include:

- transit capital projects or services to maintain or repair existing vehicles or transit facilities;
- the design, acquisition and construction of new vehicles or facilities that improve existing transit services; and
- transit services that complement local efforts for repair and improvement of local transportation infrastructure.

The proposed FY 2019/20 State of Good Repair projects for Ventura County are listed in Table 2 below:

| Table 2. FY 2019/20 State of Good Repair Project List | | | |
|--|--|--|-----------------------------|
| Agency | Project Title | Project Description | Proposed SGR Funding |
| City of Camarillo | Annual Rolling Stock Replacement | Annual replacement of a paratransit vehicle | \$2,366 |
| Gold Coast Transit | Vehicle/Engine Replacements and Preventive Maintenance | -Near-Zero Engine Replacement Project (26 total) -Preventive Maintenance -Service Vehicles (6) | \$63,329 |
| City of Moorpark | Metrolink North Parking Lot Rehabilitation and Expansion | Rehabilitation and expansion of the existing Moorpark Metrolink Station North Parking Lot | \$3,127 |
| City of Simi Valley | Bus Stop Improvements | Purchase and installation of bus stop signage and amenities; renovation of existing bus stops; and construction of new bus stops and transit center identified in the Short Range Transit Plan | \$5,628 |
| City of Thousand Oaks | MSC Fuel Island Upgrade | Repair and upgrade of fuel island dispensers at the Municipal Service Center | \$6,352 |
| SCRRA | Culvert Replacement Project | Replace 4 worn culverts, built between 1901 and 1904, along the Metrolink rail line between the Moorpark Metrolink Station and L.A. County line | \$1,290,990 |
| Total | | | \$1,371,792 |

The SCRRA project includes both VCTC's PUC 99313 population formula funds of \$1,154,490 and SCRRA's PUC 99314 revenue formula funds of \$136,500 based upon the portion of Metrolink's service

September 6, 2019
Item #8E
Page #3

within Ventura County. As part of the budget process, the Commission approved using VCTC's FY2019/20 State of Good Repair allocation for Metrolink rehabilitation projects to address critical repairs needed on the rail line within Ventura County.

Staff has reviewed the projects submitted by local transit operators for their revenue formula funds (PUC 99313) and determined the projects are consistent with the requirements of the SGR program. Therefore, staff recommends the Commission adopt Resolution #19-05 approving the list of SGR projects for FY2019/20 State of Good Repair funds and authorizing the Executive Director to submit all required documents to receive the funds.

THIS PAGE INTENTIONALLY LEFT BLANK

RESOLUTION #2019-05

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION
APPROVING THE PROJECT LIST TO RECEIVE
FY2019/20 CALIFORNIA STATE OF GOOD REPAIR PROGRAM FUNDS**

WHEREAS, Senate Bill 1 (SB1), the Road Repair and Accountability Act of 2017, established the State of Good Repair (SGR) program to fund eligible transit maintenance, rehabilitation and capital projects to maintain the public transit system in a state of good repair; and

WHEREAS, to be eligible for State of Good Repair funding, each year all potential recipient agencies are required to provide the Regional Transportation Planning Agency a list of projects proposed to be funded with their State of Good Repair apportionment, and

WHEREAS, the Ventura County Transportation Commission, as the Regional Transportation Planning Agency, is required to compile and submit the list of eligible projects for the region to Caltrans for approval allowing the State Controller's Office to release the funds for the approved projects, and

WHEREAS, the Ventura County Transportation Commission receives and distributes State of Good Repair funds to project sponsors for eligible transit capital projects; and

WHEREAS, local Transit Operator's have submitted their proposed project lists to the Ventura County Transportation Commission; and

WHEREAS, VCTC has determined the projects listed in Exhibit A are consistent with the adopted 2019 SGR Program Guidelines.

NOW, THEREFORE, BE IT RESOLVED that the Ventura County Transportation Commission approves the region's State of Good Repair project list in Exhibit A for Fiscal Year 2019-20 State of Good Repair Program Funds.

NOW, THEREFORE, BE IT RESOLVED the Ventura County Transportation Commission agrees to comply with the requirements of the SGR Program.

NOW THEREFORE, BE IT FURTHER RESOLVED that the Executive Director of the Ventura County Transportation Commission is authorized to execute all required documents to receive the funds.

PASSED AND ADOPTED on this 6th day of September 2019 by VCTC action.

Manuel Minjares, Chair

ATTEST:

APPROVED AS TO FORM:

Donna Zimmermann, Clerk of the Board

Steve Mattas, General Counsel

Exhibit A

| FY 2019/20 State of Good Repair Project List | | |
|---|--|---|
| Agency | Project Title | Project Description |
| City of Camarillo | Annual Rolling Stock Replacement | Annual replacement of a paratransit vehicle |
| Gold Coast Transit | Vehicle/Engine Replacements and Preventive Maintenance | -Near-Zero Engine Replacement Project (26 total) -Preventive Maintenance -Service Vehicles (6) |
| City of Moorpark | Metrolink North Parking Lot Rehabilitation and Expansion | Rehabilitation and expansion of the existing Moorpark Metrolink Station North Parking Lot |
| City of Simi Valley | Bus Stop Improvements | Purchase and installation of bus stop signage and amenities; renovation of existing bus stops; and construction of new bus stops and transit center identified in the City of Simi Valley Short Range Transit Plan. |
| City of Thousand Oaks | MSC Fuel Island Upgrade | Repair and upgrade of fuel island dispensers at the City of Thousand Oaks Municipal Service Center. |
| SCRRA | Culvert Replacement Project | Replace 4 worn culverts, built between 1901 and 1904, along the Metrolink rail line between Moorpark Metrolink Station and L.A. County line. |



Item # 8F

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MARTIN R. ERICKSON, PUBLIC TRANSIT DIRECTOR
SUBJECT: RESOLUTION SUPPORTING “CALIFORNIA CLEAN AIR DAY”, OCTOBER 2, 2019

RECOMMENDATION:

- Approve a Resolution 2019-06 supporting “California Clean Air Day” on October 2, 2019

BACKGROUND:

California Clean Air Day is a multifaceted program based on the idea that shared experiences unite people to action to improve our health (in this case, through improving air quality). This statewide effort, a project of the Coalition for Clean Air (www.ccair.org), celebrated its first California Clean Air Day on October 3, 2018. This year VCTC participated in the coalition through a series of meetings sponsored by the Port of Hueneme, which included participants from the public, private and non-profit sector. Participants included the County Health Care agencies from Ventura and Santa Barbara County, the Air Pollution Control Districts from each county, as well as private hospitals.

The over-arching goal of Clean Air Day is to encourage individuals across the state to take a pledge on the Clean Air Day website (www.cleanairstay.org), and commit to an activity to clear the air. Through the agency meetings, a goal of achieving the maximum number of Ventura County residents pledging participation in Clean Air Day was established. VCTC plans to encourage individuals to choose a mobility activity to help improve air quality: taking transit (bus or rail), biking to work, walking to work, or car-pooling. Gold Coast Transit District (GCTD) is also taking resolution to their Board to support. VCTC will also share information about Clean Air Day at the September 12 transit operators (TRANSCOM) meeting, including the “toolkits” that the Coalition for Clean Air has prepared for local governments and social media outreach.

Attachment A: Resolution Supporting California Clean Air Day, October 2, 2019

RESOLUTION NO. 2019-06
A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION SUPPORTING
AND DECLARING “CLEAN AIR DAY” ON OCTOBER 2, 2019

Whereas, VCTC serves as the Regional Transportation Planning Agency, Designated Recipient, and provider of Intercity bus transit for Ventura County; and

Whereas, air pollution contributes to higher rates of cancer and heart and lung diseases, which adversely affect health; and

Whereas, California has some of the most polluted regions in the United States; and

Whereas, it is vital that we protect the health and well-being of our residents, visitors, and workforce; and

Whereas, emissions from vehicles, industry, and even household sources significantly affects the natural environment, air quality and well-being of residents, employees, and visitors to the County of Ventura; and

Whereas, individual actions such as not idling vehicles, walking or biking to work and school, carpooling, taking transit, and conserving energy can directly improve air quality in our region; and

Whereas, education about air quality can raise community awareness, encourage our community to develop better habits, and improve our community health; and

Whereas, Californians will be joining together across the state to clear the air on October 2, 2019; and

Whereas, VCTC is committed to the health of our residents, workforce, visitors, and community at large. Now, therefore be it resolved, by VCTC that October 2, 2019 be declared “Clean Air Day”, and

Be it further resolved that we encourage all residents, businesses, employees, and community members to participate in Clean Air Day and help clear the air for all California.

Adopted the 6th day of September, 2019.

MANUEL MINJARES, CHAIR, VCTC

ATTEST:

Donna Zimmermann, Clerk of the Commission

APPROVED AS TO FORM:

Steven T. Mattas, General Counsel

Date



Item #8G

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: DONNA ZIMMERMANN, PUBLIC INFORMATION OFFICER
MARTIN ERICKSON, TRANSIT DIRECTOR**

SUBJECT: INCREASE OF VCTC PUBLIC OUTREACH CONTRACT

RECOMMENDATION:

- Increase contract with Celtis Ventures by \$70,000 to include LCTOP grant fund at a cost not to exceed \$645,000.

BACKGROUND:

VCTC entered into a contract with Celtis Ventures for Public Outreach in July, 2015. Since that time, the Celtis team has made great strides in raising the public profile of VCTC throughout the county.

At the end of June, after the Celtis contract extension was approved, the State approved VCTC grants for the College Ride Pilot Program, East West Connector and Metrolink Seasonal Saturday Service through the Low Carbon Transit Operations Program (LCTOP), each of which included funding for outreach.

The College Ride Pilot Program, part of the Regional Transit budget, allows college students attending CSUCI, Cal Lutheran University, Oxnard College, Moorpark College or Ventura College to ride the bus for free by reimbursing the operator for rides taken. As part of this grant, \$25,000 was included to provide outreach and promote the program. This will increase outreach for Regional Transit from \$60,000 to \$85,000.

The East West Connector, part of the VCTC Intercity Transit budget, is a demonstration route funded by LCTOP and CMAQ funds that provides service between Ventura and Simi Valley, serving the cities of Oxnard, Camarillo and Moorpark in between. As part of this grant, \$20,000 was included to provide outreach and promote the service. This will increase outreach for VCTC Intercity Transit from \$100,000 to \$120,000.

With these LCTOP funds, Metrolink Seasonal Saturday Service will be provided on the Ventura County Line for the first time, through the Metrolink budget. The service will provide one round trip from East Ventura to LA Union Station on Saturdays from April to October. As part of this grant, \$25,000 was included to provide outreach and promote the service. This will add \$25,000 of outreach funds to the Metrolink budget, which did not previously include any.

The outreach budgets for VCTC Outreach (\$265,000) and Commuter Services (\$150,000) will remain the same. With the addition of the LCTOP grant funds, the new not to exceed cost of the Celtis contract is \$645,000. The expiration date of June 30, 2020 will not change.

CONTRACT AMENDMENT NO. 5

VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)

PUBLIC OUTREACH PROGRAM

This Contract Amendment No. 5 ("Amendment") by and between the Ventura County Transportation Commission ("VCTC"), herein referred to as "VCTC" and Celtis Ventures, hereinafter referred to as "CONTRACTOR", is entered into as of this 6th day of September, 2019.

WHEREAS, on July 1, 2015, VCTC entered into a consulting contract ("Contract") for development of a Public Outreach Program.

NOW, THEREFORE, VCTC and CONTRACTOR agree as follows:

1. Section 4 of the Contract is hereby amended to increase the period of the contract to June 30, 2020 at a cost not to exceed \$645,000.
2. Except to the extent amended hereby, the Contract remains in full force and effect.

**VENTURA COUNTY
TRANSPORTATION COMMISSION**

By: _____
Manuel Minjares, Chair

APPROVED AS TO FORM:

By: _____
Steve Mattas, General Counsel

CONTRACTOR: CELTIS VENTURES

By: _____
Matt Raymond



Item #8H

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: CLAIRE GRASTY, PROGRAM MANAGER – REGIONAL PLANNING
HEATHER MILLER, TRANSIT PLANNER**

**SUBJECT: QUARTERLY VCTC BUS AND RAIL TRANSIT RIDERSHIP AND PERFORMANCE
MEASURES REPORT**

RECOMMENDATION:

- Receive and File

DISCUSSION:

In an effort to continue VCTC's objective to become a more data driven and transparent organization, VCTC provides quarterly reports that detail ridership, performance measures, and goals for the VCTC Intercity Bus transit and Metrolink/LOSSAN rail services. In March 2019, VCTC presented its first comprehensive bus and rail combined report; this report covers the year-ending fourth quarter.

Overall, the VCTC Intercity bus report is positive, with quarterly ridership unchanged but year-ending ridership increasing by 2%. Any ridership attrition due to the fare increase implemented in January 2019 was likely tempered by a successful "College Ride" program which allows students to ride local bus service for free. The grant funded "College Ride" program was approved for a second year and will continue through the 2019-20 academic year. Adjustments to routes also continue as performance is evaluated and underperformers identified; the Oxnard-Camarillo-CSUCI demonstration route did not meet expectations and was cut with the August 2019 service change while the new East West Connector continues to see growing ridership.

The intent of presenting this report is twofold: 1. To establish a quarterly reporting method of the bus and rail ridership and performance measures to the Commission; and 2. to memorialize what has been internal staff practice over the years in tracking transit performance measures and utilizing planning guidelines to develop new service, and improve existing service.

The data reports are built around the four following priorities of VCTC transit service provision:

1. Safety
2. Increasing Mobility and Transportation for as Many People as Possible
3. Providing Effective, Efficient and Reliable Service
4. Providing Outstanding Customer Service

The attached report includes Fourth Quarter (April-May-June) FY 2018-2019 Performance Metrics.

VCTC Transit Key Performance Measures Quarterly Report

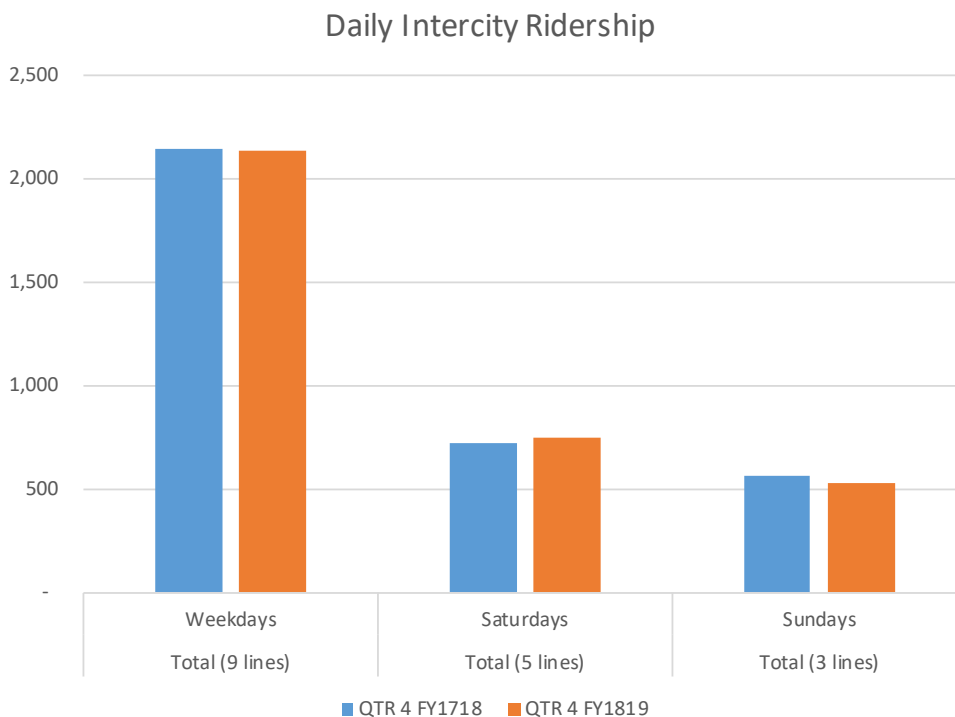
Fourth Quarter FY 2018-2019

Fourth Quarter FY 2018-2019 and Year-end Intercity Bus Performance Measures and Goals

Ridership

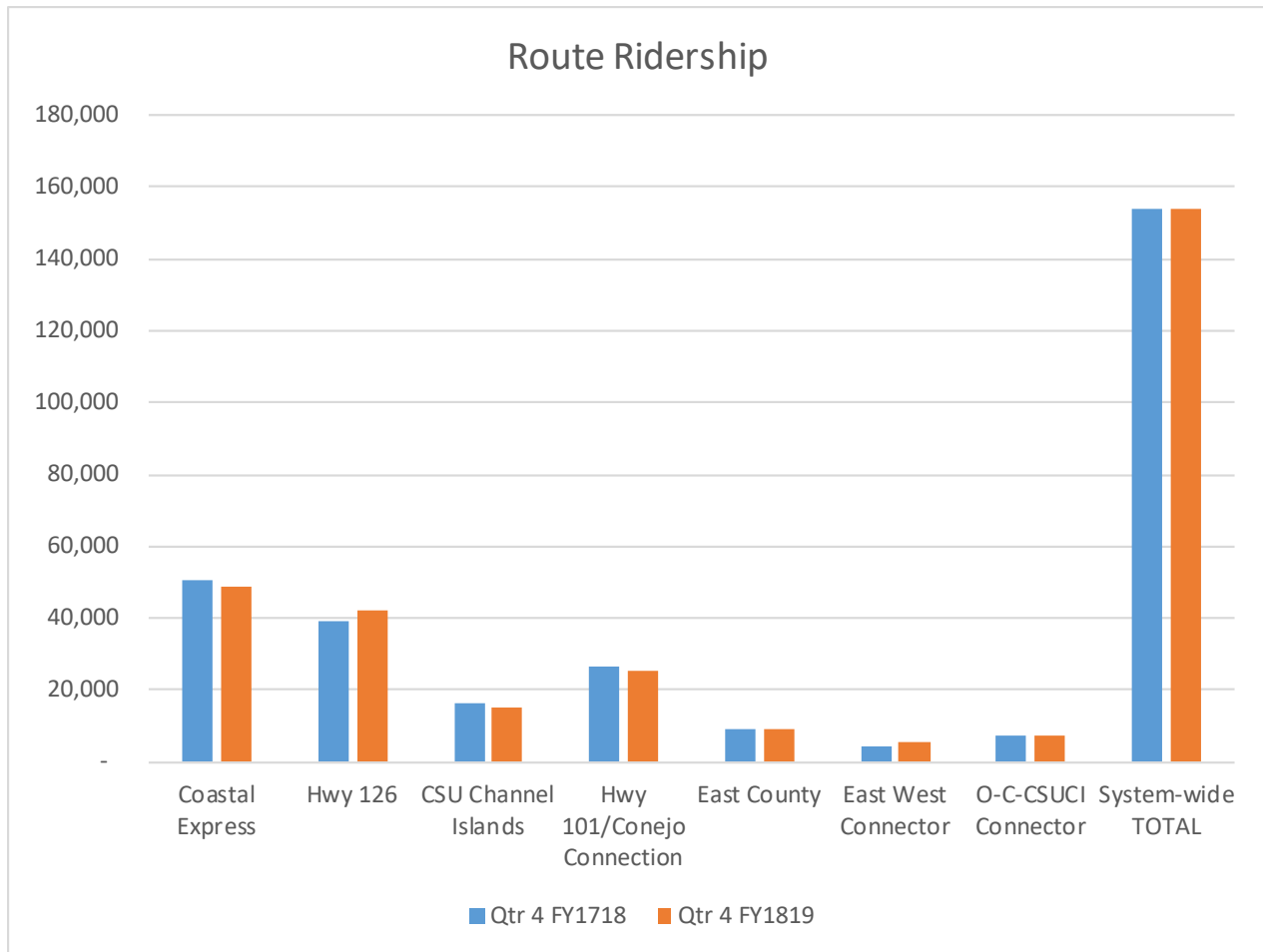
Performance goal: Increase in passengers quarter over quarter

The figure below provides 4th quarter FY 2018-2019 Weekday, Saturday and Sunday system-wide daily ridership totals compared to the same quarter last year. Overall system ridership saw little movement in the quarterly comparison with 153,905 riders last year compared to 153,834 riders this year. The FY 2018-2019 ended with 651,447 annual Intercity ridership compared to 640,121 annual ridership for FY 2017-2018, a 2% increase. Routes that improved ridership year over year include Highway 126, CSU Channel Islands, O-C-CSUCI and the East West Connector.



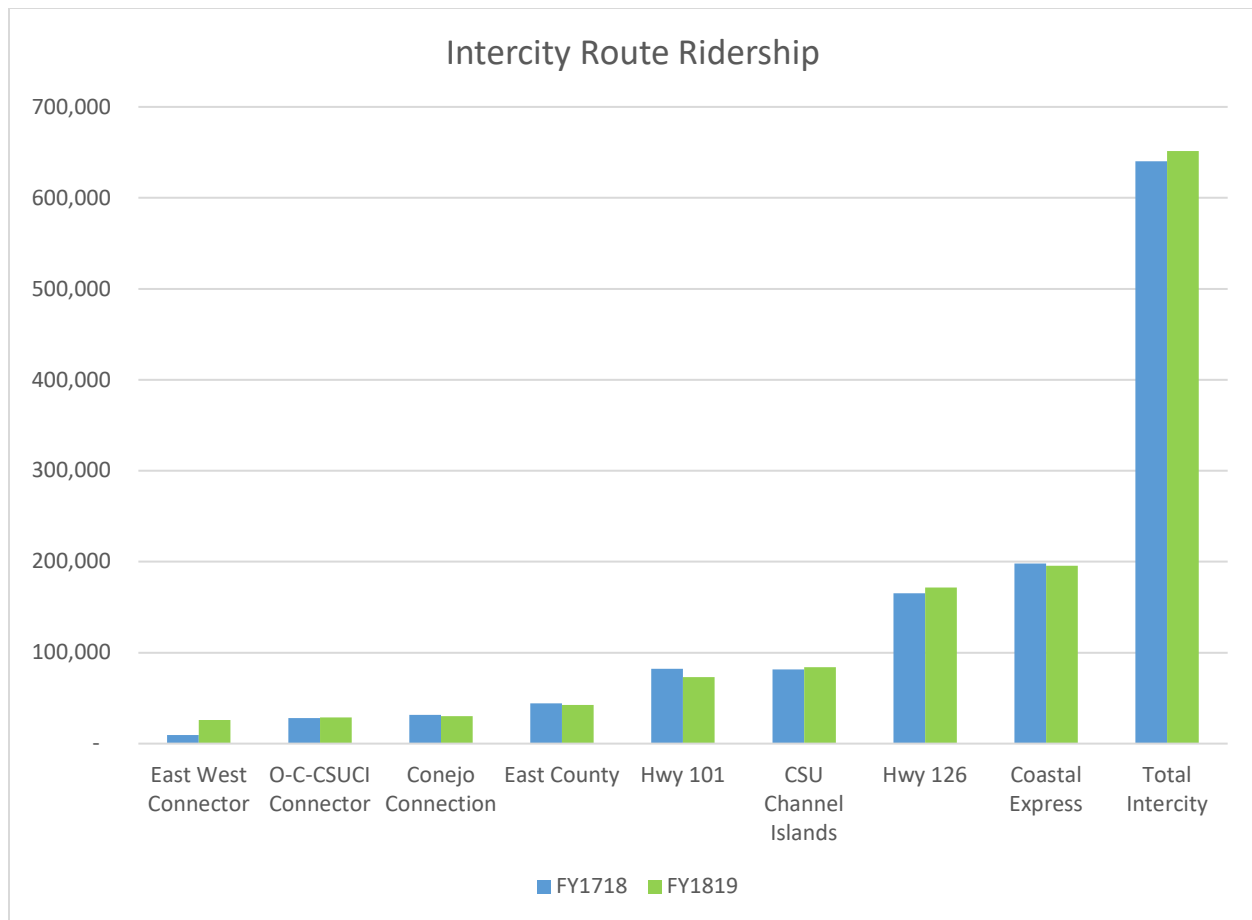
Two notable events likely impacting Intercity ridership for FY 2018-2019 fiscal year include the launch of the College Ride Program in August 2018, allowing local college students to ride the bus service for free; and the recent fare increase for Intercity service implemented in January 2019. The East West Connector service will see its two-year anniversary this November and continues to see growth in ridership. The Oxnard-Camarillo-CSUCI Connector, a grant funded demonstration route started in 2016, was discontinued with the August 2019 schedule change due to underperformance. Routes 90 and 97 CSU Channel Islands routes were combined into Route 99, serving Oxnard, Camarillo and the CSUCI campus. Additionally, service to the Camarillo Metrolink Station was added to many Coastal Express trips starting with the new August schedule change.

4th Quarter Comparison



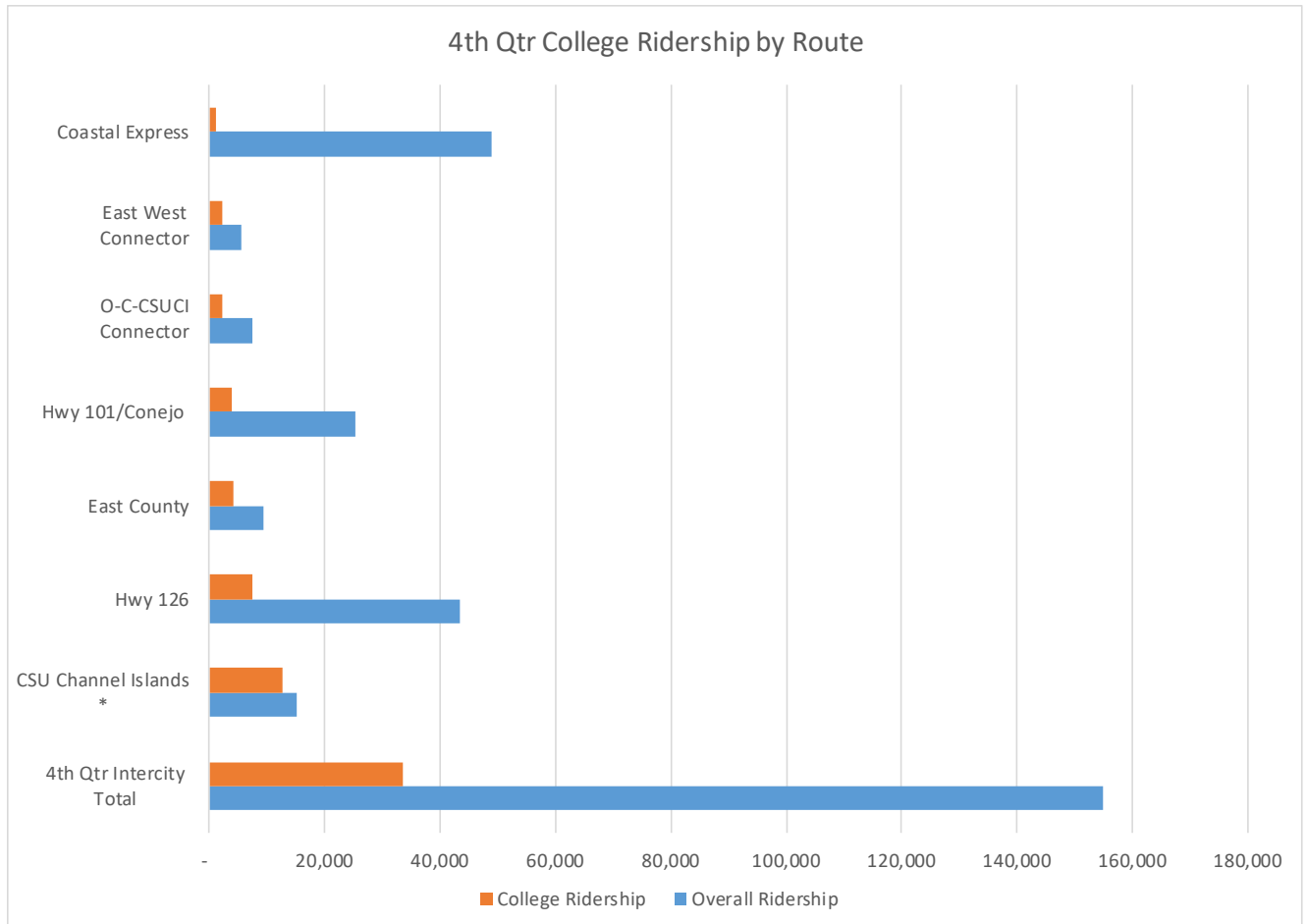
| Ridership | | 4th Quarter | | | Year-end Total | | |
|--------------------------|---------------------------|----------------|----------------|-----------|----------------|----------------|-----------|
| Route # | Line | FY2017/2018 | FY2018/2019 | % Change | FY2017/2018 | FY2018/2019 | % Change |
| 80-89 | Coastal Express | 50,589 | 48,777 | -4% | 197,857 | 195,463 | -1% |
| 60-62 | Hwy 126 | 39,021 | 42,302 | 8% | 165,196 | 171,536 | 4% |
| 50-55 | Hwy 101/Conejo Connection | 26,600 | 25,216 | -5% | 113,862 | 103,454 | -9% |
| 90-97 | CSU Channel Islands | 16,447 | 15,124 | -8% | 81,448 | 84,028 | 3% |
| 70-73 | East County | 9,421 | 9,284 | -1% | 44,122 | 42,340 | -4% |
| 96 | O-C-CSUCI Connector | 7,658 | 7,492 | -2% | 28,094 | 28,702 | 2% |
| 77 | East West Connector | 4,169 | 5,639 | 35% | 9,542 | 25,924 | 172% |
| System-wide TOTAL | | 153,905 | 153,834 | 0% | 640,121 | 651,447 | 2% |

Year-end Comparison FY 2017-2018/FY 2018-2019



College Ride Ridership

In the 4th quarter of FY1819, College Ride ridership comprised 22% of Intercity ridership with over 33,500 riders using the program as shown in the table below. CSU Channel Islands led all routes with over 12,000 riders for the quarter. CSUCI went on summer recess in mid-May, so ridership dropped from the 21,000 that utilized the program last quarter. The College Ride program celebrates a full year from its launch in August 2018 with an annual total of 162,035 Intercity passenger trips provided since inception. The State recently approved continuing the grant funding allowing an extension of the program through the upcoming 2019-2020 academic year.



| Route | 4th Qtr Total | | | Year-end College Ride Totals |
|------------------------|-------------------|-------------------|----------------|---------------------------------|
| | Overall Ridership | College Ridership | % College Ride | |
| CSU Channel Islands * | 15,124 | 12,599 | 83% | 67,064 |
| Hwy 126 | 43,302 | 7,585 | 18% | 33,460 |
| East County | 9,284 | 4,098 | 44% | 22,324 |
| Hwy 101/Conejo | 25,216 | 3,803 | 15% | 17,026 |
| O-C-CSUCI Connector | 7,492 | 2,155 | 29% | 7,206 |
| East West Connector | 5,639 | 2,122 | 38% | 10,447 |
| Coastal Express | 48,777 | 1,143 | 2% | 4,508 |
| Intercity Total | 154,834 | 33,505 | 22% | 162,035 |

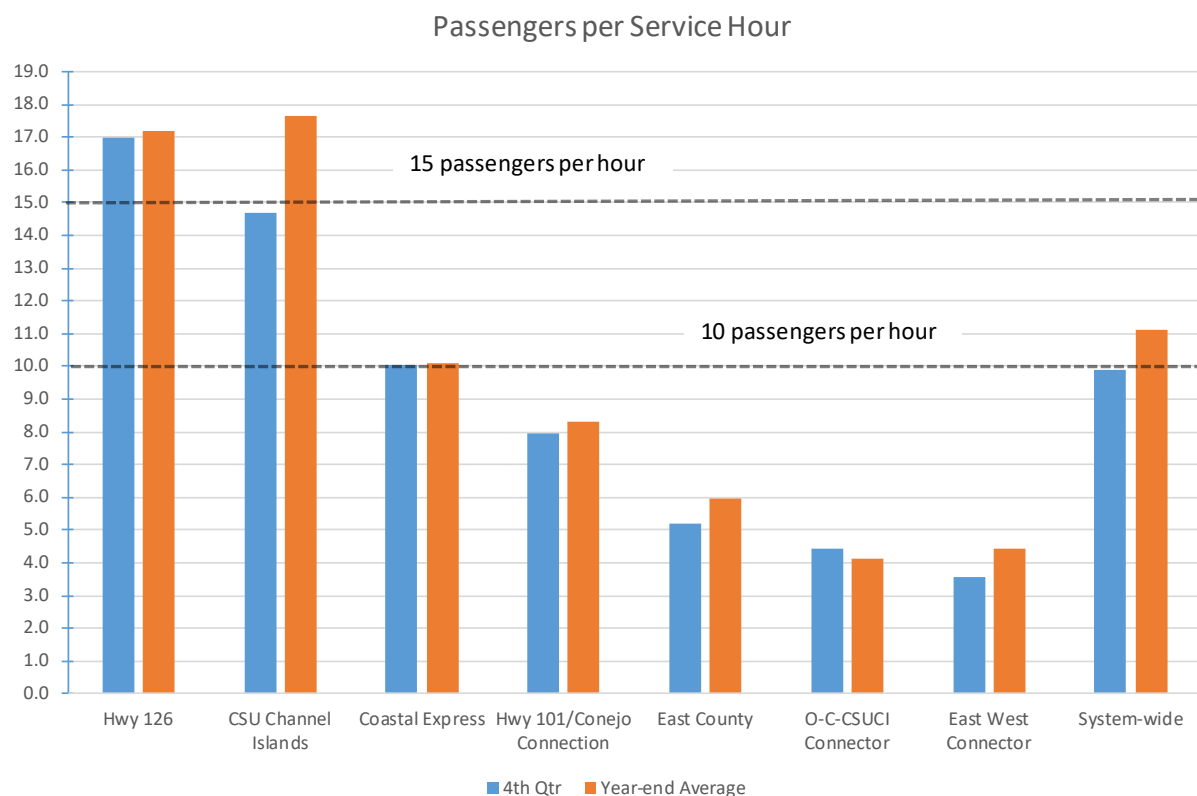
* May 11 2019 CSUCI Summer session

Productivity & Efficiency of Service

Performance goal: “Trunk” routes (designed to connect cities via local freeway and arterial streets and with few stops) carry at least 10 passengers per hour and “commuter” routes (peak period routes to employment centers with fewer stops and longer distances) carry at least 15 passengers per hour.

By year-end, Highway 126 and CSU Channel Islands and Coastal Express routes met or exceeded standards while remaining routes fell short of the performance goal. Overall, Intercity service (excluding

demonstration routes in less than three years of service) averaged 11.1 passengers per hour for the quarter. The Oxnard-Camarillo-CSUCI route, averaging 4.4 passengers per hour this quarter, failed to improve over the duration of service and the route was cut with the new August service change. The new East West Connector launched in November 2017 averaged 3.6 passengers per hour this quarter but improved since last year's fourth quarter average of 2.8 passengers per hour and ended the year with 4.1 passengers per hour. The East West Connector, with a 38% increase in ridership quarter over quarter, is likely to see modest improvement in passengers per hour if the trend in ridership continues to grow.



| Service | | 4th Quarter | | | Year-end Total | | | Performance |
|----------------------|---------------------------|-------------|-------------|-------------|----------------|-------------|-------------|--------------|
| Routes # | Line | FY2017/2018 | FY2018/2019 | % Change | FY2017/2018 | FY2018/2019 | % Change | Goal |
| 60-62 | Hwy 126 | 17.0 | 17.0 | 0% | 18.1 | 17.2 | -5% | 10-15 |
| 90,97 | CSU Channel Islands | 19.2 | 14.7 | -23% | 20.4 | 17.7 | -13% | 15 |
| 80-89 | Coastal Express | 11.8 | 10.1 | -14% | 12.1 | 10.1 | -16% | 10-15 |
| 50-55 | Hwy 101/Conejo Connection | 9.4 | 8.0 | -15% | 10.1 | 8.3 | -18% | 10-15 |
| 70-73 | East County | 5.5 | 5.2 | -6% | 6.5 | 6.0 | -9% | 10 |
| 77 | East West Connector | 2.8 | 3.6 | 29% | 2.5 | 4.1 | 66% | 10 |
| 96 | O-C-CSUCI Connector | 4.5 | 4.4 | -2% | 4.4 | 4.4 | 0% | 10 |
| System-wide * | | 11.8 | 10.6 | -11% | 12.7 | 11.1 | -12% | 10-15 |

* Excludes East West Connector and O-C-CSUCI.

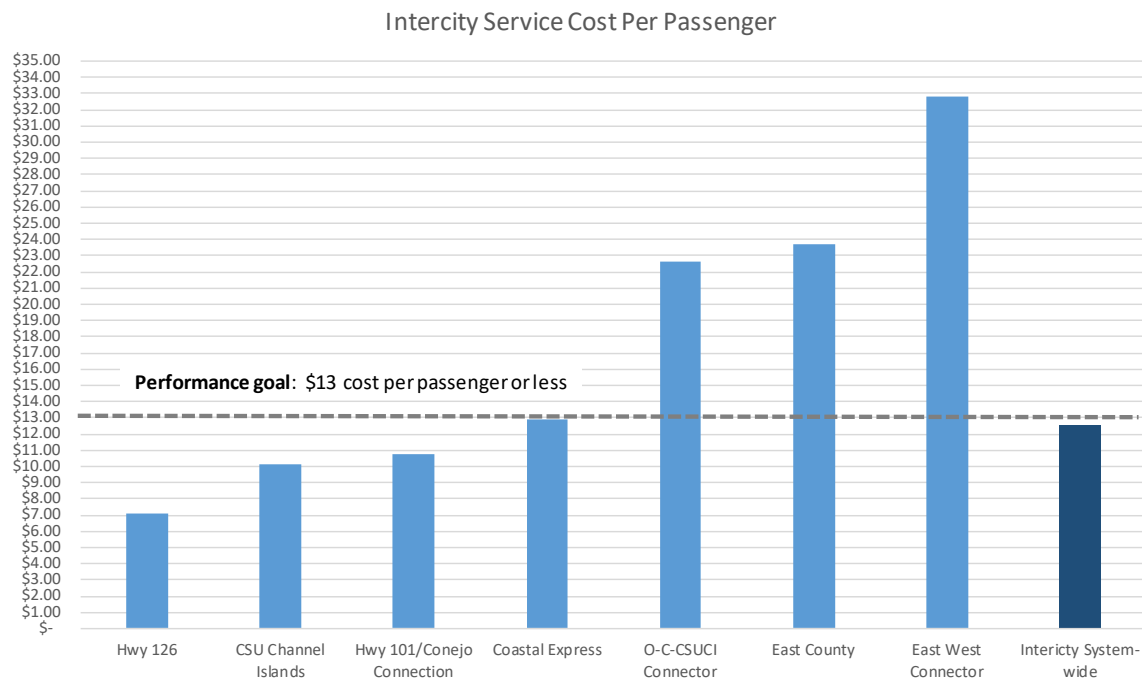
Note: Intercity service lines may include both trunk and commuter routes; as such, the performance goal below includes a range between 10 and 15 passengers per hour for these lines.

Operating Costs and Revenue

Operating Costs

Performance goal: Less than \$13.00 cost per passenger (adjusted annually according to CPI)

Although ridership remained relatively flat, passenger revenue increased by 16% for the quarter and 12% by year-end likely due to the recent fare increase adopted in January 2019. A new operating contract with RATP Dev went into effect May 2018 mid-quarter of last year. The year-end totals saw an increase in revenue miles and hours and operating cost rose by 13%. Overall, cost per passenger increased by 12% year-end from \$10.42 to \$11.62 per passenger. The East West Connector service is the most costly service, which is expected of a new route with lower starting ridership and lengthier trip times topping at 2 hours from Simi Valley to Ventura. The Oxnard-Camarillo-CSUCI route continued to perform below expectations with high a cost per passenger despite shorter trip times and was eliminated with the August 2019 schedule change.



| System-wide* | 4th Quarter | | | Year-end Total | | |
|-----------------------------|-----------------|-----------------|-----------|-----------------|-----------------|------------|
| | FY2017/2018 | FY2018/2019 | % Change | FY2017/2018 | FY2018/2019 | % Change |
| Revenue Miles | 388,962 | 391,125 | 1% | 1,470,538 | 1,667,617 | 13% |
| Revenue Hours | 15,187 | 16,571 | 9% | 57,790 | 66,419 | 15% |
| Operating Cost | \$ 2,024,931 | \$ 2,205,789 | 9% | \$ 7,633,441 | \$ 8,654,652 | 13% |
| Passenger Revenue | \$ 240,337 | \$ 278,575 | 16% | \$ 963,851 | \$ 1,083,532 | 12% |
| Operating Cost less Revenue | \$ 1,784,594 | \$ 1,927,215 | 8% | \$ 6,669,590 | \$ 7,571,120 | 14% |
| Cost per Hour | \$ 118 | \$ 116 | -1% | \$ 115 | \$ 114 | -1% |
| Cost per Mile | \$ 4.59 | \$ 4.93 | 7% | \$ 4.54 | \$ 4.54 | 0% |
| Passengers | 153,905 | 153,834 | 0% | 640,121 | 651,447 | 2% |
| Cost per Passenger | \$ 11.60 | \$ 12.53 | 8% | \$ 10.42 | \$ 11.62 | 12% |

* includes demonstration routes (O-C-CSUCI & East-West Connect)

Revenue

Performance goal: 25% farebox recovery ratio

Farebox recovery ratio (FRR) is a ratio of passenger fares and other locally generated revenues divided by operating costs. Revenue typically includes passenger fares but may also include revenue generated by local sales tax, assessment fees, bond proceeds, and other sources. The FRR calculation excludes demonstration routes (Ox-Cam-CSUCI Connector and East-West Connector).

A system-wide Intercity fare increase went into effect on January 14, 2019 with a second phase fare increase scheduled for January 2020.

Passenger revenue increased by 16% compared to last year's quarter; however, operating costs also increased by 11% while ridership declined 1% for the quarter. The increase in operating costs was offset somewhat by the increase in passenger revenue producing an overall improvement in the FRR from 13.6% to 14.2% excluding route guarantees, and declining from 34.5% to 33.2% with route guarantees. Year-end, operating costs totaled more than \$7M with passenger revenue at over \$1M producing a FRR of 14.1% without route guarantees and 31.7% with route guarantees.

Passenger Revenue, Operating Cost and Farebox Recovery Ratio:

| System-wide * | 4th Quarter | | | Year-end Total | | |
|--|--------------|--------------|----------|----------------|--------------|----------|
| | FY2017/2018 | FY2018/2019 | % Change | FY2017/2018 | FY2018/2019 | % Change |
| Operating Cost ** | \$ 1,673,300 | \$ 1,851,164 | 11% | \$ 6,876,803 | \$ 7,329,001 | 7% |
| Passenger Revenue | \$ 227,370 | \$ 263,628 | 16% | \$ 926,810 | \$ 1,030,185 | 11% |
| Farebox Recovery Ratio | 13.6% | 14.2% | | 13.5% | 14.1% | |
| Passengers | 142,078 | 140,703 | -1% | 640,121 | 651,447 | 2% |
| Revenue per Passenger | \$ 1.60 | \$ 1.87 | 17% | \$ 1.45 | \$ 1.58 | 9% |
| Cost per Passenger | \$ 11.78 | \$ 13.16 | 12% | \$ 10.74 | \$ 11.25 | 5% |
| Subsidy per Passenger | \$ 10.18 | \$ 11.28 | 11% | \$ 9.30 | \$ 9.67 | 4% |
| Passenger Revenue w/ Route Guarantees | \$ 578,120 | \$ 586,083 | 1% | \$ 2,168,406 | \$ 2,319,969 | 7% |
| Farebox Recovery Ratio w/ Route Guarantees | 34.5% | 31.7% | | 31.5% | 31.7% | |

* excludes Ox-Cam-CSUCI and East West demo routes.

** Operating cost includes admin costs.

Customer Satisfaction

Performance goal: Valid complaints are not to exceed ten (10) per 100,000 boarded passengers

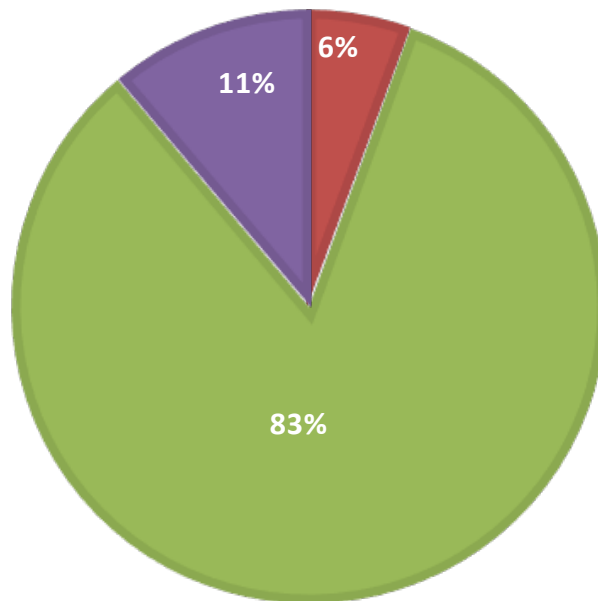
Customer complaints are documented by VCTC when a rider reports dissatisfaction with the service. The complaint is then investigated for validity. VCTC's expectation is to respond to or resolve the complaint within five (5) days of the reported incident.

FY 2018-2019 Quarter 4 totaled eighteen (18) valid complaints for 140,703 passenger trips, equal to thirteen (13) complaints per 100,000 passengers, a decline from last quarter's 14 complaint average.

The distribution of valid complaints is shown below. Eighty-three percent of the complaints recorded, or fifteen (15) total, related to a driver complaint. Of these driver complaints, four referred to unsafe driving, four referred to a missed stop or bus off route or late, with the remainder related to customer service issues (e.g. "rude driver"). Additionally, one complaint was attributed to "scheduling and routing" which includes late buses (outside of the control of a driver, e.g. traffic congestion) and two complaints were associated with "equipment" (e.g. wifi connection). All complaints, especially those related to safety, were followed up with and addressed by the operator RATP Dev.

INTERCITY CUSTOMER SERVICE COMPLAINTS QTR 4 FY1819

■ Accident ■ Agency Complaint ■ Driver Complaint ■ Equipment
■ Incident ■ Scheduling & Routing ■ Supervisor Complaint ■ Vehicle Complaint



Maintenance Reliability & Safety

Road Calls

Performance goal: Less than ten (10) road calls per 200,000 revenue miles

In the 4th Quarter of FY 2018-19, a total of thirty-nine (39) road calls were reported over 391,125 revenue miles for a range of issues. Primary issues included A/C belt (7), coolant/oil leak (5), transmission issue (4), flat tire (4), and wheelchair seat/lift malfunction (4). The amount of road calls averaged twenty (20) per 200,000 revenue miles, an increase from last quarter's twenty-three (23) total or twelve (12) per 200,000 revenue miles. RATP Dev has been increasingly diligent in reporting these issues since assuming the contract and VCTC is working closely with the operator to identify recurring issues in order to address any developing trends.

Accidents/Injuries

Performance goal: One (1) or less injury/preventable accident per 100,000 revenue miles

For the 4th quarter of FY 2018-2019, Intercity operator, RATP, reported a total of four (4) preventable accidents but no injuries over 391,125 revenue miles. The 4th quarter's rate was one (1) accident per 100,000 revenue miles, declining from last year's 4th quarter rate of two (2) per 100,000 revenue miles. The accidents reported this quarter were minor in nature (e.g. did not exceed \$10,000 in damages or cause personal injury) and included incidents involving contact with another vehicle.

VCTC continues to work with our operator, RATP Dev to track and improve upon these metrics to continue to offer our riders the best transit experience possible.

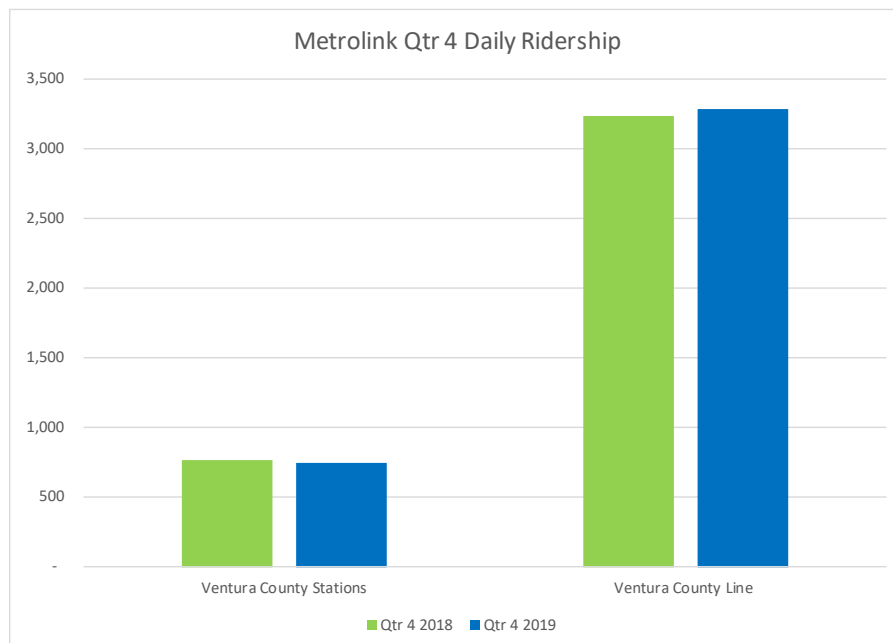
Fourth Quarter FY 2018-2019 Rail (Metrolink/Amtrak) Performance Measures

Metrolink Quarter over Quarter Ridership

Metrolink system-wide ridership in the 4th quarter of FY 2018-2019 increased over 2% compared to the same quarter last year. The Ventura County Line, ending at LA Station and including both Ventura County and LA County stations, also increased approximately 2% while stations within Ventura County saw decreases in ridership averaging 1%.

In FY 2018-2019, Metrolink achieved the highest annual ridership in its nearly 27-year history with close to 12 million riders. Metrolink has seen 5 years in a row of ridership increases on the system overall.

Ventura County Line weekday ridership totaled over 278,000 passengers for the 4th quarter. The average cost per passenger trip for those passengers boarding from Ventura County stations was approximately \$43 in the 4th quarter of FY 2018-2019, no change from last quarter.



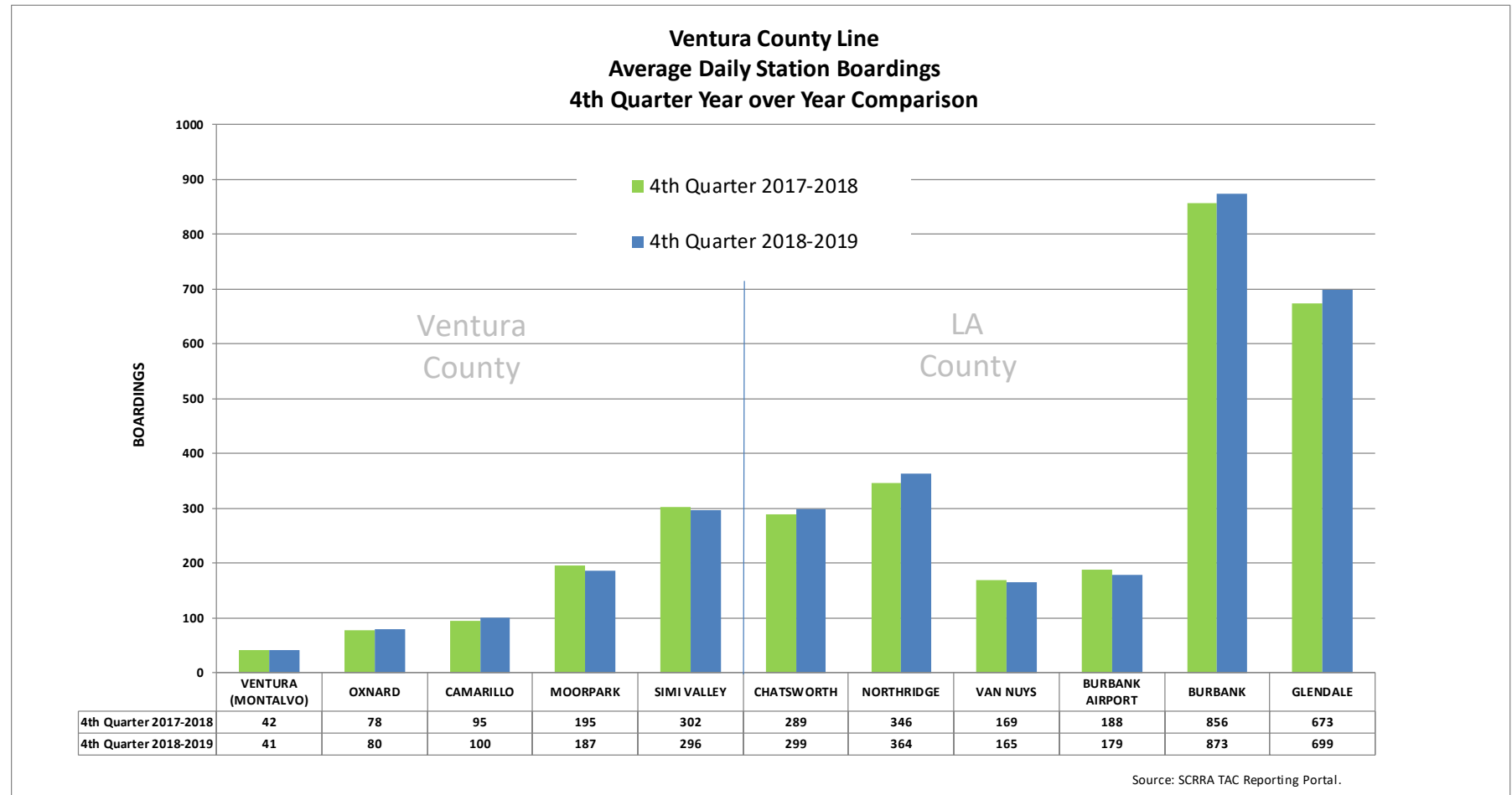
** East Ventura, Oxnard, Camarillo, Moorpark and Simi Valley.*

Daily Passenger Trips

| Qtr FY | Ventura County Stations | Ventura County Line | System Total |
|------------|-------------------------|---------------------|--------------|
| Qtr 4 2018 | 764 | 3,232 | 38,619 |
| Qtr 4 2019 | 750 | 3,281 | 39,513 |
| Change | -1.83% | 1.52% | 2.31% |

Metrolink Ventura County Station 4th Qtr Daily Boardings

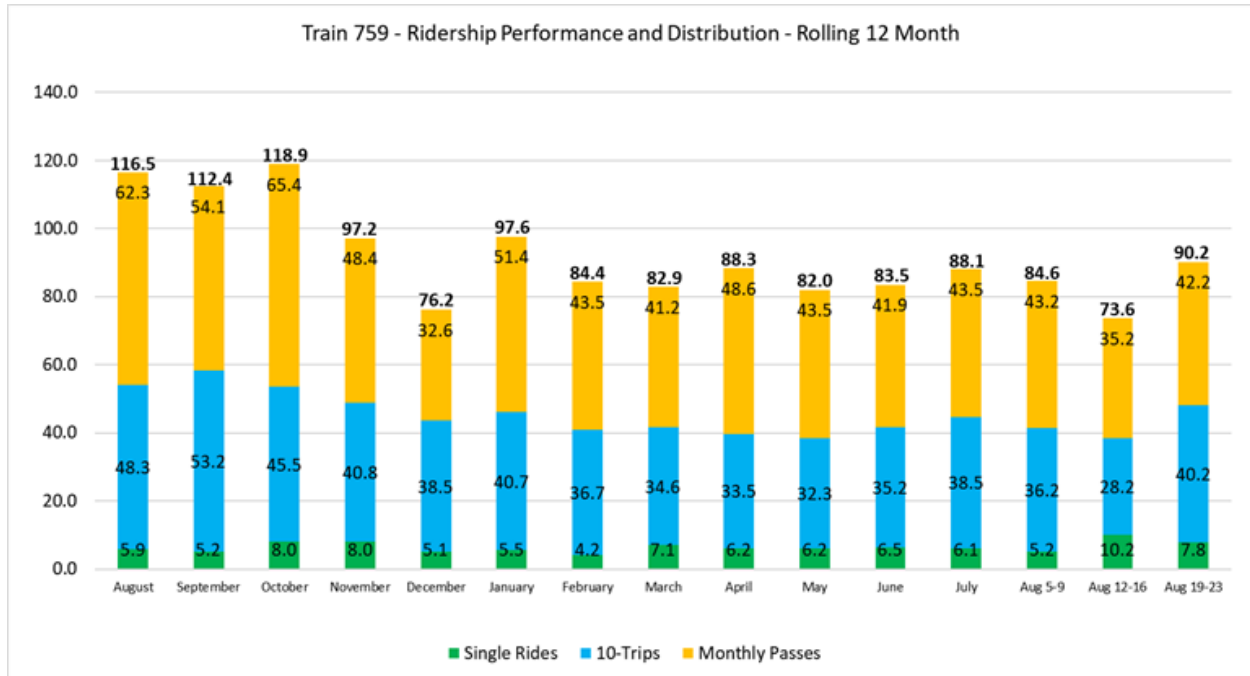
Ventura County Stations comprise roughly 21.5% of overall boardings on the Ventura County Line and saw a decrease in ridership of 1% this quarter compared to the same quarter last year, contrary to growing ridership trends on the VC Line and the Metrolink system overall.



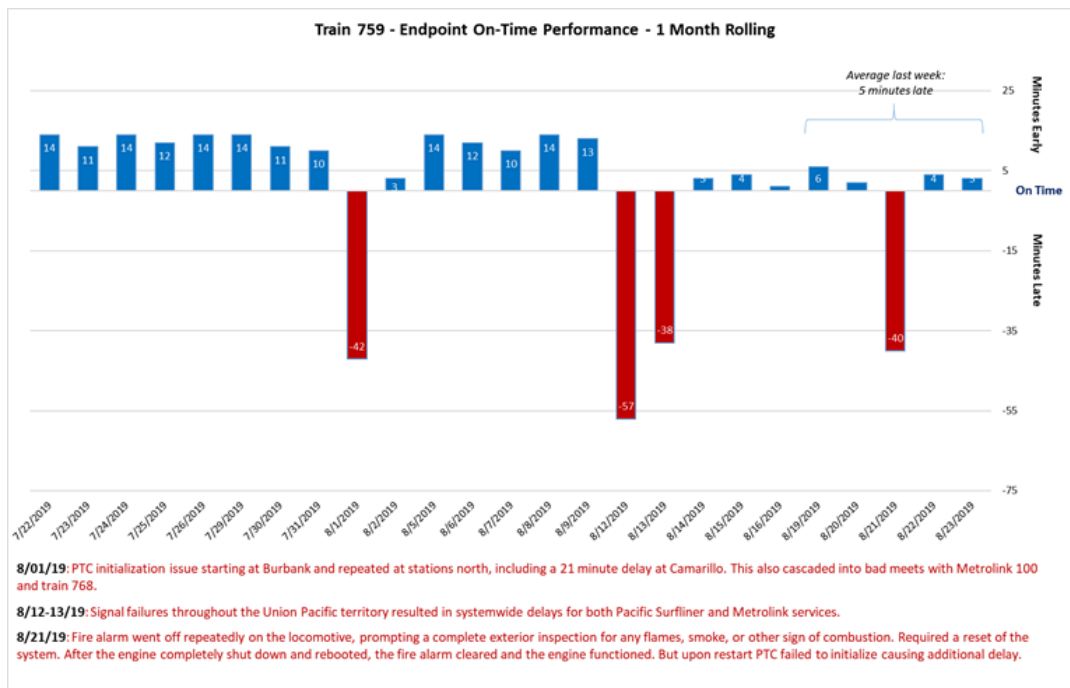
* East Ventura, Oxnard, Camarillo, Moorpark and Simi Valley.

Amtrak Peak Period Train

The following table provides Amtrak peak period train ridership to Santa Barbara County from Ventura County stations since August 2018. January -July ridership averaged 87 riders.

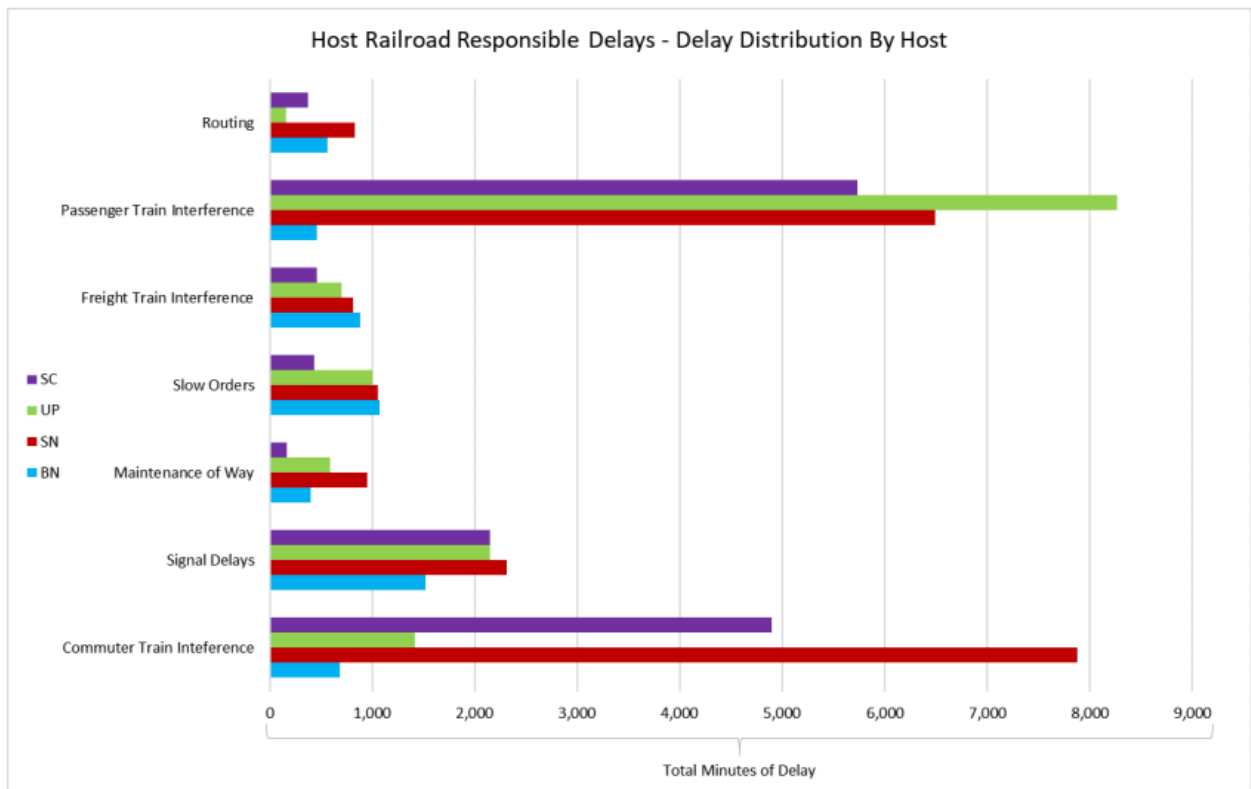


The chart below provides endpoint on-time performance (OTP) for the month to date (August 2019). Arrival to the endpoint Goleta station averaged 5 minutes late for the last week due to Positive Train Control (PTC) issues and signal failures throughout Union Pacific (UP) territory.



LOSSAN recently performed an in-depth OTP analysis identifying high/low performers by train, host railroad/dispatcher and responsible delay for the Surfliner service. The following chart identifies the causes for train delays and responsible host railroad during the period of study. The analysis will serve to identify problem issues and potential remedies in order to improve OTP moving forward. Union Pacific (UP) and Metrolink (SC: SCRRA) are the responsible hosts/dispatcher for territory within Ventura County. Passenger and Commuter train interference are the primary causes for delay in the region, meaning trains “out of slot” competing for travel time cause cascading delays for other trains further down the line.

Delay Analysis: FFY Q2 – Distribution by Host



SC: Metrolink

UP: Union Pacific

SN: North County Transit District

BN: Burlington Northern Santa Fe

THIS PAGE INTENTIONALLY LEFT BLANK



Item #81

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: DONNA ZIMMERMANN, CLERK OF THE BOARD
SUBJECT: APPOINTMENT OF SCOTT FARRENKOPF TO CTAC/SSTAC

RECOMMENDATION:

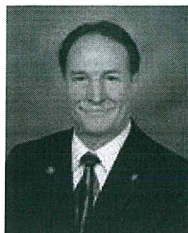
- Appoint Scott Farrenkopf as a VCTC At-Large representative to the Citizens' Transportation Advisory Committee/Social Services Advisory

BACKGROUND:

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

There are two VCTC At-Large positions appointed by VCTC. One position is held by Dr. Sandra Aldana and the other is vacant. Commissioner Huber contacted Mr. Farrenkopf about filling the vacant position. Mr. Farrenkopf would like to be considered for the appointment..

Mr. Farrenkopf is a resident of Moorpark. He brings 36 years of experience in the transportation industry, developing high technology motor vehicle products and is heavily involved with Rotary International. Staff feels she would be a great asset to the CTAC/SSTAC.



B. Scott Farrenkopf
Motor Vehicle Industry Executive
Experienced Technology Grower
COO & Board Director - GoTek Energy[®], Inc.

Scott Farrenkopf is an enterprising engineer turned business executive and entrepreneur with a successful career of 36 years in the transportation industry developing and launching high technology motor vehicle products plus manufacturing processes including leading global multi-site operations with P&L over US\$120M.

Scott has held senior executive management roles with General Motors Corporation, Delphi Corporation/Automotive Systems, Schneider Electric/Kavlico, Trimentum Management Partners, and the startup GoTek Energy[®], Inc. where he is COO/Board Director and is instrumental in the development and launch of a new DynaKinetic[™] rotary clean fuel combustion engine and energy efficient compressor/pump.

As a P&L executive, Scott has had a very successful career and contributed to significant global lifetime revenue growth of over one-half billion US dollars, major annual cash flow increases of over US\$3M, outstanding annual operational cost reductions and efficiency improvements of over US\$25M, large ten-fold quality issue reductions, organizational realignments, operational movements and consolidations, and operation start-ups. He has extensive experience in the South American, Asian, and European markets including new product, line/cell, or plant launches in all 3 regions as well as in North America. He spent 4 years on assignment in São Paulo, Brazil and 4 years in Juarez, Mexico.

As an engineering executive, Scott had responsibility for global Technical Center operations employing up to 1800 engineers and technicians. He has significant experience in chassis and powertrain motor vehicle systems. He was instrumental in leading the development and production launches of modules and subsystems such as powertrain variable-nozzle turbo charger control for Volvo Truck, cam phasing for Hyundai, chassis modules for the Chevrolet Celta, Gen-3 wheel bearings for the Chevrolet Astra, MagneRide suspension for the Corvette, Integrated Chassis for Cadillac, brake-by-wire for the GM EV, and the controlled suspension system for Chrysler's 6-wheeled T-Rex prototype pickup. He has also held component engineering responsibility for valves, electric motors, sensors, controllers along with their embedded algorithms including diagnostics and communications, wiring, and batteries.

In the area of supply chain, Scott has managed over US\$60M in purchased material from 180 suppliers encompassing over 1600 active part numbers which were shipped from 49 lines/cells to 414 customers over 710 locations at volumes over 315,000 per week. He headed up chassis Supplier Development and Quality for Delphi in South America and localized over 80 suppliers during a time of significant currency devaluation impacting imported material in 1999. He championed Delphi's global sensor and actuator annual cost reduction effort from Mexico for 3 years. He has also led site certifications to both ISO9000 and TS16949. Finally, he acted as a corporate beta site for a new ERP system and achieved implementation in 6 months.

Scott holds a Bachelor of Science in Electrical and in Computer Engineering from the University of Cincinnati in the United States and has completed Graduate studies at the University of Dayton in the United States. Scott is also certified as a Shainin Rolling Top 5 Manager and holds a professional engineer EIT certification from Ohio. He has 3 patents granted in the United States with each pending in 8 other foreign countries.

He has participated in the professional associations of the Society of Automotive Engineers (SAE), the Institute of Electrical and Electronics Engineers (IEEE), and the Society of Manufacturing Engineers (SME). He has also been very active in the charitable organization of Rotary International including being the Club President of the Rotary Club of Moorpark and Executive Assistant Governor and Board Director for Rotary District 5240 covering the 4 California counties of Ventura, Santa Barbara, San Luis Obispo, and Kern. Scott has sat on 5 NPO boards and 2 private corporation boards.

Scott also speaks fluent Portuguese.

www.linkedin.com/in/bscottfarrenkopf

sfarrenkopf@gotekenergy.com

+1-805-908-1095



Item #9

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT: FISCAL YEAR (FY) 2019/20 TRANSIT PROGRAM OF PROJECTS (POP) –
PUBLIC HEARING**

RECOMMENDATION:

- Open public hearing and receive testimony.
- Adopt the attached final Program of Projects (POP) approving the projects to receive Federal Transit Administration funds for all areas of Ventura County in FY 2019/20.

BACKGROUND:

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

The FY 2019/20 POP was developed using the same methodology that was first developed for the FY 2003/04 POP, which provides a fair share distribution of revenues and expenses between the four urbanized areas in the County. A draft of this POP was reviewed and approved by TRANSCOM at its June 2019 meeting, and by the VCTC on July 12, 2019.

DISCUSSION:

The attached POP table shows the recommended projects for each of the urbanized areas. . The only significant change to the final program is the addition of the first year of funding for projects approved at the July Commission meeting for the Section 5310 / Jobs Access Reverse Commute (JARC) call for projects. There have also been a few changes in the titles of VCTC projects based on FTA feedback regarding VCTC's most recent grant.

Although the FY 2018/19 federal budget was passed at a higher level than authorized, it has been conservatively assumed that FY 2019/20 federal budget will return to the level authorized under the FAST Act. Thus far, the FY 2019/20 transportation appropriation has not passed either house.

The final POP was approved at the July 11, 2019 TRANSCOM meeting. The public hearing notice was published in the Ventura County Star on September 3, 2019.

| 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, September 6, 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. Unless a subsequent list is published, this list will become the final Program of Projects for inclusion in the Southern California Association of Governments Federal Transportation Improvement Program.</p> | | | |
| FY 2019/20 Federal Transit Program of Projects | | | |
| | Total Cost | Federal Share | Local Share & Other |
| OXNARD/VENTURA URBANIZED AREA | | | |
| Gold Coast Transit | | | |
| <u>Operating Assistance</u> | | | |
| Operating Assistance | \$ 3,200,000 | \$ 1,600,000 | \$ 1,600,000 |
| | \$ 3,200,000 | \$ 1,600,000 | \$ 1,600,000 |
| <u>Capital Assistance</u> | | | |
| Preventive Maintenance | \$ 2,158,221 | \$ 1,726,577 | \$ 431,644 |
| Operations and Maintenance Facility Debt Service (5339 Funds) | \$ 754,922 | \$ 754,922 | \$ - |
| Wheelchair Ramp/Kneeling System Replacement | \$ 66,936 | \$ 53,549 | \$ 13,387 |
| ADA Paratransit Service | \$ 1,171,979 | \$ 937,583 | \$ 234,396 |
| | \$ 4,152,058 | \$ 3,472,631 | \$ 679,427 |
| Total Gold Coast | \$ 7,352,058 | \$ 5,072,631 | \$ 2,279,427 |
| Ventura County Transportation Commission | | | |
| <u>Operating Assistance</u> | | | |
| VCTC Intercity Operating Assistance (FY 20/21) | \$ 2,406,802 | \$ 1,203,401 | \$ 1,203,401 |
| County Human Services Agency Work Reliability Transport (JARC) | \$ 44,244 | \$ 36,870 | \$ 7,374 |
| | \$ 2,451,046 | \$ 1,240,271 | \$ 1,210,775 |
| <u>Planning Assistance</u> | | | |
| Regional Transit Information Center (FY 20/21) | \$ 293,750 | \$ 235,000 | \$ 58,750 |
| Transit Planning and Prioritization (FY 20/21) | \$ 95,163 | \$ 76,130 | \$ 19,033 |
| Countywide Outreach Activities (FY 20/21) (CMAQ Funds) | \$ 600,000 | \$ 600,000 | \$ - |
| Fare Collection/Passenger Counting Data Management (FY 20/21) | \$ 368,750 | \$ 295,000 | \$ 73,750 |
| Senior/Disabled Planning/Evaluation (FY 20/21) | \$ 293,750 | \$ 235,000 | \$ 58,750 |
| Bus Service Planning (FY 20/21) | \$ 165,816 | \$ 132,653 | \$ 33,163 |
| | \$ 1,817,229 | \$ 1,573,783 | \$ 243,446 |
| <u>Capital Assistance</u> | | | |
| Regional Transit Tech Equipment (FY 20/21) | \$ 118,750 | \$ 95,000 | \$ 23,750 |
| Regional Transit Tech Equipment (FY 20/21) (Sec 5339) | \$ 58,198 | \$ 58,198 | \$ - |
| VCTC Intercity Preventive Maintenance (FY 20/21) | \$ 248,005 | \$ 198,404 | \$ 49,601 |
| VCTC Intercity Capital Leasing / Rehab (FY 20/21)(Sec 5339) | \$ 173,307 | \$ 173,307 | \$ - |
| 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 | \$ 12,290,241 | \$ 10,762,669 | \$ 1,527,572 |
| Valley Express | | | |
| <u>Operating Assistance</u> | | | |
| Operating Assistance (FY 20/21) | \$ 1,328,276 | \$ 664,138 | \$ 664,138 |
| Total Valley Express | \$ 1,328,276 | \$ 664,138 | \$ 664,138 |
| TOTAL | \$ 20,970,575 | \$ 16,499,438 | \$ 4,471,137 |
| THOUSAND OAKS/MOORPARK URBANIZED AREA | | | |

Ventura County Transportation CommissionOperating Assistance

| | | | |
|-----------------------------------|-----------|-----------|----------|
| County Human Services Agency Work | \$ 27,756 | \$ 23,130 | \$ 4,626 |
| Reliability Transport (JARC) | | | |

| | | | |
|--|-----------|-----------|----------|
| | \$ 27,756 | \$ 23,130 | \$ 4,626 |
|--|-----------|-----------|----------|

Planning Assistance

| | | | |
|--|------------|------------|-----------|
| Bus Service Planning (FY 20/21) | \$ 427,934 | \$ 342,347 | \$ 85,587 |
| Transit Planning and Prioritization (FY 20/21) | \$ 143,605 | \$ 114,884 | \$ 28,721 |

| | | | |
|--|------------|------------|------------|
| | \$ 571,539 | \$ 457,231 | \$ 114,308 |
|--|------------|------------|------------|

Capital Assistance

| | | | |
|--|------------|------------|------------|
| 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) | \$ 85,402 | \$ 85,402 | \$ - |

| | | | |
|------------|--|--|--|
| (Sec 5339) | | | |
|------------|--|--|--|

| | | | |
|--|------------|------------|------|
| 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 | \$ - |
|---|--------------|--------------|------|

| | | | |
|--|--------------|--------------|------------|
| | \$ 5,184,806 | \$ 5,071,224 | \$ 113,582 |
|--|--------------|--------------|------------|

| | | | |
|------------|--------------|--------------|------------|
| Total VCTC | \$ 5,784,101 | \$ 5,551,585 | \$ 232,516 |
|------------|--------------|--------------|------------|

City of Thousand OaksOperating Assistance

| | | | |
|-----------------------------------|-----------|-----------|-----------|
| Free Low Income Bus Passes (JARC) | \$ 60,000 | \$ 50,000 | \$ 10,000 |
| | \$ 60,000 | \$ 50,000 | \$ 10,000 |

Planning Assistance

| | | | |
|------------------------------|------------|------------|-----------|
| Transit Planning & Education | \$ 233,686 | \$ 186,949 | \$ 46,737 |
| | \$ 233,686 | \$ 186,949 | \$ 46,737 |

Capital Assistance

| | | | |
|--|------------|------------|-----------|
| 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 |
|----------------|------------|------------|-----------|

| | | | |
|--|--------------|------------|------------|
| | \$ 1,187,500 | \$ 950,000 | \$ 237,500 |
|--|--------------|------------|------------|

| | | | |
|---------------------|--------------|--------------|------------|
| Total Thousand Oaks | \$ 1,481,186 | \$ 1,186,949 | \$ 294,237 |
|---------------------|--------------|--------------|------------|

City of MoorparkOperating Assistance

| | | | |
|--|------------|------------|------------|
| Fixed Route/Paratransit Operating Assistance | \$ 250,000 | \$ 125,000 | \$ 125,000 |
| | \$ 250,000 | \$ 125,000 | \$ 125,000 |

Capital Assistance

| | | | |
|---|-----------|-----------|----------|
| 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 |
|--|------------|------------|-----------|

| | | | |
|--|------------|------------|-----------|
| | \$ 248,109 | \$ 198,487 | \$ 49,622 |
|--|------------|------------|-----------|

| | | | |
|--|------------|------------|------------|
| | \$ 498,109 | \$ 323,487 | \$ 174,622 |
|--|------------|------------|------------|

| | | | |
|----------------|------------|------------|------------|
| Total Moorpark | \$ 498,109 | \$ 323,487 | \$ 174,622 |
|----------------|------------|------------|------------|

| | | | |
|-------|--------------|--------------|------------|
| TOTAL | \$ 7,763,396 | \$ 7,062,021 | \$ 701,375 |
|-------|--------------|--------------|------------|

CAMARILLO URBANIZED AREA**Ventura County Transportation Commission**Operating Assistance

| | | | |
|---------------------------------------|-----------|-----------|----------|
| Area Agency on Aging MediRide Program | \$ 36,685 | \$ 30,571 | \$ 6,114 |
| | \$ 36,685 | \$ 30,571 | \$ 6,114 |

Planning Assistance

| | | | |
|--|------------|------------|-----------|
| Transit Planning and Prioritization (FY 20/21) | \$ 284,793 | \$ 227,834 | \$ 56,959 |
| | \$ 284,793 | \$ 227,834 | \$ 56,959 |

| | | | |
|------------|------------|------------|-----------|
| Total VCTC | \$ 321,478 | \$ 258,405 | \$ 63,073 |
|------------|------------|------------|-----------|

City of Camarillo

| | | | | |
|---|--------------|--------------|------------|--|
| <u>Operating Assistance</u> | | | | |
| Camarillo Area Transit Operating Assistance | \$ 968,080 | \$ 484,040 | \$ 484,040 | |
| | \$ 968,080 | \$ 484,040 | \$ 484,040 | |
| <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 | |
| | \$ 1,434,190 | \$ 1,147,352 | \$ 286,838 | |
| Total Camarillo | \$ 2,402,270 | \$ 1,631,392 | \$ 770,878 | |
| TOTAL | \$ 2,723,748 | \$ 1,889,797 | \$ 833,951 | |

SIMI VALLEY URBANIZED AREA

Ventura County Transportation Commission

| | | | | |
|--|------------|------------|-----------|--|
| <u>Operating Assistance</u> | | | | |
| Area Agency on Aging MediRide Program | \$ 54,671 | \$ 45,559 | \$ 9,112 | |
| | \$ 54,671 | \$ 45,559 | \$ 9,112 | |
| <u>Planning Assistance</u> | | | | |
| Transit Planning and Prioritization (FY 20/21) | \$ 407,740 | \$ 326,192 | \$ 81,548 | |
| | \$ 407,740 | \$ 326,192 | \$ 81,548 | |
| Total VCTC | \$ 462,411 | \$ 371,751 | \$ 90,660 | |

City of Simi Valley

| | | | | |
|--|--------------|--------------|--------------|--|
| <u>Operating Assistance</u> | | | | |
| Simi Valley Transit Operating Assistance | \$ 3,582,860 | \$ 1,791,430 | \$ 1,791,430 | |
| | \$ 3,582,860 | \$ 1,791,430 | \$ 1,791,430 | |
| <u>Capital Assistance</u> | | | | |
| 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 | |
| | \$ 1,150,772 | \$ 932,314 | \$ 218,458 | |
| Total Simi Valley | \$ 4,733,632 | \$ 2,723,744 | \$ 2,009,888 | |
| TOTAL | \$ 5,196,043 | \$ 3,095,495 | \$ 2,100,548 | |

FY 2019/20 SECTION 5310 PROGRAM OF PROJECTS

OXNARD/VENTURA URBANIZED AREA

| | | | | |
|--|------------|------------|-----------|--|
| <u>Planning Assistance</u> | | | | |
| Program Administration | \$ 28,834 | \$ 28,834 | \$ - | |
| | \$ 28,834 | \$ 28,834 | \$ - | |
| <u>Operating Assistance</u> | | | | |
| Area Agency on Aging MediRide Program | \$ 84,000 | \$ 70,000 | \$ 14,000 | |
| | \$ 84,000 | \$ 70,000 | \$ 14,000 | |
| <u>Capital Assistance</u> | | | | |
| Purchase One Vehicle for HELP of Ojai | \$ 45,946 | \$ 38,288 | \$ 7,658 | |
| One-Call/One Click Mobility Management | \$ 166,800 | \$ 138,386 | \$ 28,414 | |
| One-Call/One Click (FY 20/21) | \$ 80,000 | \$ 80,000 | \$ - | |
| | \$ 292,746 | \$ 256,674 | \$ 36,072 | |
| Total Enhanced Mobility | \$ 405,580 | \$ 355,508 | \$ 50,072 | |

THOUSAND OAKS/MOORPARK URBANIZED AREA

| | | | | |
|--|------------|------------|-----------|--|
| <u>Planning Assistance</u> | | | | |
| Program Administration | \$ 18,088 | \$ 18,088 | \$ - | |
| | \$ 18,088 | \$ 18,088 | \$ - | |
| <u>Operating Assistance</u> | | | | |
| Thousand Oaks Senior Intercity Service | \$ 24,000 | \$ 20,000 | \$ 4,000 | |
| Area Agency on Aging MediRide Program | \$ 34,644 | \$ 28,870 | \$ 5,774 | |
| | \$ 58,644 | \$ 48,870 | \$ 9,774 | |
| <u>Capital Assistance</u> | | | | |
| Purchase One Vehicle for Pathpoint | \$ 60,000 | \$ 48,000 | \$ 12,000 | |
| ECTA Intercity Service Vehicle Lease | \$ 30,000 | \$ 25,000 | \$ 5,000 | |
| One-Call/One Click Mobility Management | \$ 108,514 | \$ 86,811 | \$ 17,824 | |
| One-Call/One Click (FY 20/21) | \$ 21,000 | \$ 21,000 | \$ - | |
| | \$ 219,514 | \$ 180,811 | \$ 34,824 | |
| Total Enhanced Mobility | \$ 296,246 | \$ 247,769 | \$ 44,598 | |



Item #10

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT: 2020 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)
SUBMITTAL**

RECOMMENDATION:

- Approve 2020 STIP submittal to the California Transportation Commission.

BACKGROUND:

State law requires the adoption of a five-year State Transportation Improvement Program (STIP) by April 1st of each even-numbered year. The Ventura County Transportation Commission (VCTC) is the agency responsible for developing the STIP for Ventura County working cooperatively with Caltrans. The STIP is comprised of a five-year list of capital improvement projects to be funded from VCTC's share of STIP Regional Improvement Program (RIP) funds for the period starting July 1, 2020 (FY20/21) and ending June 30, 2025 (FY 24/25).

The 2020 STIP for Ventura County is due to the California Transportation Commission (CTC) on December 15, 2019. Projects to be included in the STIP must be submitted to SCAG for modeling no later than September 24th. The CTC is responsible for reviewing and approving STIP submittals. The CTC is scheduled to publish the 2020 STIP staff recommendations on February 28, 2020, and adopt the 2020 STIP on March 25, 2020.

DISCUSSION:

In recent memory, there was significant variability in funding available from one STIP cycle to the next. However, SB 1, passed in 2017, stabilized STIP funding by indexing the state fuel tax to inflation, rather than to the fuel price as had been the previous policy for the fuel tax that supported the STIP. Although the 2020 STIP has significantly less programming capacity than the 2018 STIP, the reduction is mostly caused by extensive advanced allocations. These advanced allocations did not change the total amount of funding but changed the timing of those funds; therefore fewer funds are projected to be available during the upcoming STIP period. As a result, in future STIPs the available programming capacity is expected to recover to a level that is only slightly less than what was in the 2018 STIP. The slight reduction in the long-term projection is caused by gradually decreasing fuel consumption leading to reduced fuel tax revenues.

The 2020 STIP submittal was on the TTAC August 15th agenda, however, there was not a quorum for the meeting. Those present did not have any comments regarding the staff recommendation.

PROPOSED 2020 PROGRAM

Planning, Programming & Monitoring (PPM)

PPM is utilized annually by VCTC to fund planning and programming activities performed by VCTC staff and consultants, and can be programmed up to a maximum of 5% of the county share. There is \$518,000 in new programming capacity for PPM over the last two years of the STIP. Due to the reduced county share availability in the 2020 STIP, as already described, the amount available for the last two years is significant less than what was programmed for earlier years. Since the next STIP cycle is anticipated to recover most of the prior funding capacity, staff recommends that the 2020 STIP contain only a slight reduction for PPM in the first two years, with the expectation that the larger reduction programmed for later years can be adjusted upwards in the 2022 STIP submittal. The recommended PPM program submittal is summarized in the following tables.

| 2018 STIP Programmed PPM Amounts (\$1,000) | | | | | |
|--|---------|---------|---------|---------|---------|
| FY18/19 | FY19/20 | FY20/21 | FY21/22 | FY22/23 | Total |
| \$412 | \$412 | \$419 | \$419 | \$418 | \$2,080 |

| Proposed Changes (\$1,000) | | | | | |
|----------------------------|---------|---------|---------------|---------------|--|
| FY20/21 | FY21/22 | FY22/23 | FY23/24 (New) | FY24/25 (New) | |
| (\$18) | (\$18) | (\$110) | \$308 | \$356 | |

| 2020 STIP Proposed PPM Amounts (\$1,000) | | | | | |
|--|---------|---------|---------|---------|---------|
| FY20/21 | FY21/22 | FY22/23 | FY23/24 | FY24/25 | Total |
| \$401 | \$401 | \$308 | \$308 | \$356 | \$1,774 |

Route 101 Construction

Under VCTC's adopted policy, the Route 101 Improvement project is the priority for both STIP funds as well as federal Surface Transportation Program (STP) funds. Without a source of local funds, these state and federal resources can only provide a relatively small portion of what is required for the full project. However, upon completion of the environmental document currently underway, it will be possible to program whatever funds have accumulated for "Early Action" improvements to 101. Therefore, after programming \$518,000 of new STIP funds for PPM, the remaining \$60,675,000 accumulated in the Ventura County share can be carried over to the future. It is anticipated that the Route 101 environmental clearance will have proceeded sufficiently to allow the nomination of a specific Early Action improvement phase of the Route 101 Improvement Project for the 2022 STIP, with construction funds for construction likely becoming available in FY 25/26.

Meanwhile, staff estimates that by 2021 there will be over \$70 million in Surface Transportation Program (STP) funds available that should be sufficient to fund the design phase of the Early Action Items on Route 101 that can be accomplished with the available funding. The state apportions these funds to counties from the federal Surface Transportation Block Grant (STBG) program which stipulates that funds apportioned to states lapse if not used within three years of appropriation. State law applies this three-year lapsing rule to the county STP apportionments. Since STP is commonly used for large projects that require multiple years of apportionment, California counties routinely "loan" apportionments to each other to prevent a lapse. Because of this need to carryover a large STP balance over multiple years, the Commission has approved loans of \$21.5 million to Orange County and \$14.3 million to San Bernardino County, with both loans scheduled to be repaid in September, 2021 so that these funds will be part of the \$70 in STP funds available at that time for the 101 project.

Attachment 1

| Existing 2020 STIP RIP Funding Summary (\$1,000) | | | | | | | | | | | | | | | | |
|---|-----|------|------------------------------------|-------|-------------------------------|-------|-------|-------|-------|-------|-----------------------------|-------|-----|------|---------|-------|
| Agency | Rte | PPNO | Project | Total | Project Totals by Fiscal Year | | | | | | Project Totals by Component | | | | | |
| | | | | | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | R/W | Con | E&P | PS&E | R/W Sup | ConSp |
| VCTC | -- | 9002 | Planning, Programming & Monitoring | 2,080 | 824 | 419 | 419 | 418 | 0 | 0 | 0 | 2,080 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 2,080 | 824 | 419 | 419 | 418 | 0 | 0 | | | | | | |

| Proposed Changes in Funding (\$1,000) | | | | | | | | | | | | | | | | |
|--|-----|------|------------------------------------|-------|-------------------------------|-------|-------|-------|-------|-------|-----------------------------|-----|-----|------|---------|-------|
| Agency | Rte | PPNO | Project | Total | Project Totals by Fiscal Year | | | | | | Project Totals by Component | | | | | |
| | | | | | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | R/W | Con | E&P | PS&E | R/W Sup | ConSp |
| VCTC | -- | 9002 | Planning, Programming & Monitoring | 518 | 0 | (18) | (18) | (110) | 308 | 356 | 0 | 518 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 518 | 0 | (18) | (18) | (110) | 308 | 356 | | | | | | |

| VCTC-adopted 2020 STIP RIP Funding Summary (\$1,000) | | | | | | | | | | | | | | | | |
|--|-----|------|------------------------------------|-------|-------------------------------|-------|-------|-------|-------|-------|-----------------------------|-------|-----|------|---------|-------|
| Agency | Rte | PPNO | Project | Total | Project Totals by Fiscal Year | | | | | | Project Totals by Component | | | | | |
| | | | | | Prior | 20-21 | 21-22 | 22-23 | 23-24 | 24-25 | R/W | Con | E&P | PS&E | R/W Sup | ConSp |
| VCTC | -- | 9002 | Planning, Programming & Monitoring | 2,598 | 824 | 401 | 401 | 308 | 308 | 356 | 0 | 2,598 | 0 | 0 | 0 | 0 |
| | | | TOTAL | 2,598 | 824 | 401 | 401 | 308 | 308 | 356 | | | | | | |

THIS PAGE INTENTIONALLY LEFT BLANK



Item #11

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AARON B. BONFILIO, PROGRAM MANAGER

SUBJECT: VCTC INTERCITY FARE CHANGE REPORT

RECOMMENDATION:

- Receive and file report.

BACKGROUND:

At the October 2018 Commission meeting the Commission approved the implementation of a two-phased fare change. This marked the first time that VCTC increased its fares since 2012. Since that time contract operator costs have increased by more than 48%. The two phases were scheduled one year apart; the first phase effective January 2019, and the second is scheduled effective January 2020. The goal of the two-phase adjustment process is to mitigate impact for passengers, while arriving at fare price structure that addresses VCTC's increased operating costs and sets the agency on a sustainable financial course for future years. Additionally it improves the agency's compliance with California State law for a minimum 20% farebox recovery ratio (which is mandated by the Transit Development Act).

Upon approving the fare change process, the Commission requested that staff return September 2019 to present on the progress of the fare change to-date. The attached report provides a summary of key performance data related to VCTC's Farebox Recovery Ratio. Highly summarized, the main point of the report is that while it is not uncommon for public transit systems to experience a drop in ridership due to fare increases, in fact, VCTC experienced a 2% increase in ridership and an approximate 12% increase in revenues.

In addition to the attached report, staff will provide a brief presentation at the September 6, 2019 Commission meeting.

Attachment:

VCTC Intercity Fare Change Report Fiscal Year 2018/2019.

VCTC INTERCITY FARE CHANGE REPORT

FISCAL YEAR 2018/2019

On January 14, 2019, VCTC implemented “phase one” of a two-phase fare adjustment process for its Intercity transit service. Prior to that, VCTC had not raised its fares since 2012. During the same time-period, VCTC’s contract costs had increased approximately 48%. The Commission adopted the two-phase fare adjustment plan at its October 2018 meeting. This report summarizes trends in ridership and fare revenues since the October 2018 meeting.

Background

The two-phase program adopted by the Commission adjusts fares in two steps. This was done to mitigate the change between current pricing at the time to the eventual pricing. The first phase was scheduled effective January 2019, and phase two will be effective January 2020.

At the time of the Commission’s approval, VCTC Intercity’s fares were below market rates. While providing an intercity service, its fares for “Zone 1” within Ventura County (intra-county trips) were less than many of the local operator fares, as well as in comparison to neighboring agencies, such as SBMTD. Its intercountry fare pricing was similarly less than many comparable sister agencies around the region.

VCTC intra-county “Zone 1” Fares (before the Jan. 2019 fare increase)

| <u>VCTC (Z-1)</u> | <u>SB MTD</u> | <u>Gold Coast</u> | <u>Simi Valley</u> | <u>Th. Oaks</u> | <u>Ojai Trolley</u> | <u>Valley Expr.</u> | <u>Moorpark</u> |
|-------------------|---------------|-------------------|--------------------|-----------------|---------------------|---------------------|-----------------|
| \$1.25 | \$1.75 | \$1.50 | \$1.50 | \$1.50 | \$1.50 | \$1.25 | \$1.00 |

VCTC intercountry “Zone 2” Fares (before the Jan. 2019 fare increase)

| <u>VCTC (Z-2)</u> | <u>AVTA</u> | <u>SB C.A. Expr.</u> | <u>Foothill</u> | <u>Santa Clarita</u> | <u>SLO RTA</u> |
|-------------------|-------------|----------------------|-----------------|----------------------|----------------|
| \$3.00 | \$8.25 | \$7.00 | \$5.00 | \$4.00 | \$3.25 |

While the plan included price increases for the majority of fare media products offered by VCTC , prices were *not* increased for the Zone 1 31-Day passes. These passes are accepted by most of Ventura County’s transit providers, and was/is the number one pass purchased by reduced fare eligible riders, i.e. seniors, persons with disabilities and Medicare recipients. In addition, VCTC launched a *new* lower-cost fare product – a \$10 unlimited ride “5-Day” pass—available for sale onboard VCTC buses.

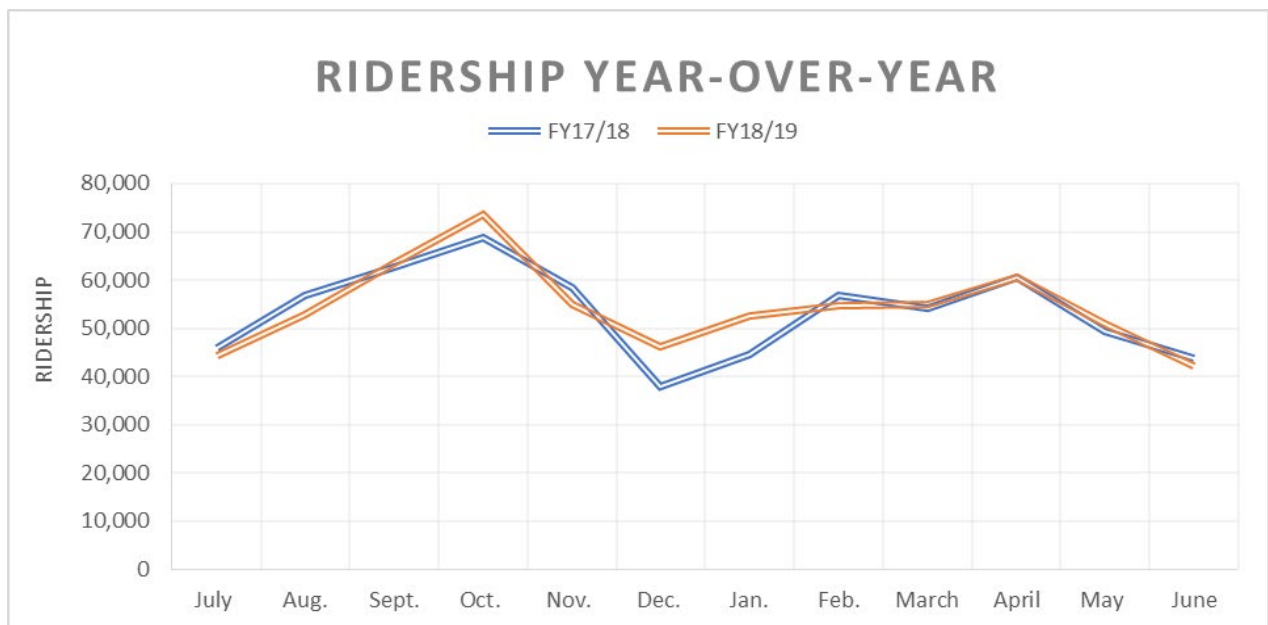
The adopted two-phased program was designed to mitigate impacts to riders, while also addressing the ongoing challenge of VCTC’s requirement to meet state mandated farebox recovery ratio requirements, which are directly impacted by operating cost increases.

Overview of fare changes by phase

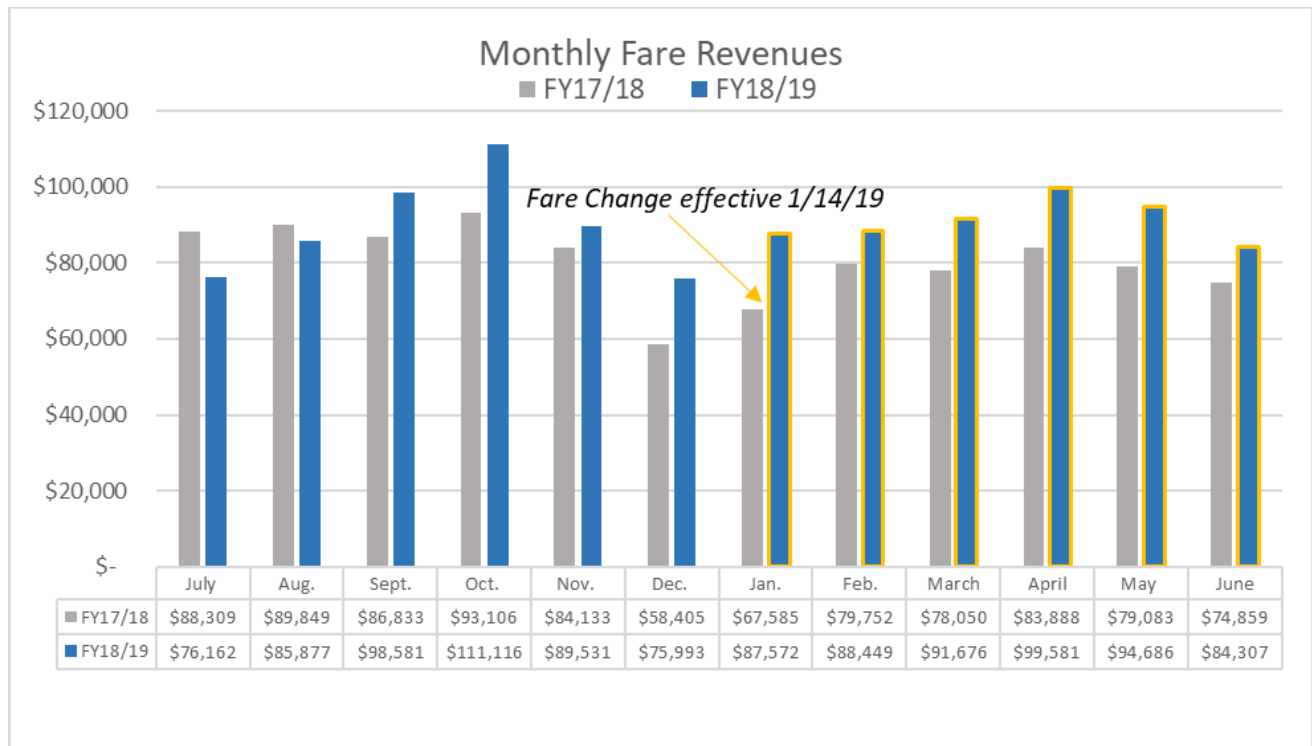
| ZONE 1 – INTRA-COUNTY FARES | | |
|--|--|--------------------------------|
| Full Fare / Reduced Fare | | |
| <u>Phase 1 (Current)</u> January 2019 | <u>Phase 2 (Final)</u> January 2020 | <u>Previous</u> (Eff. 2011) |
| <u>Cash Fare</u> | <u>Cash Fare</u> | <u>Cash Fare</u> |
| \$1.50 / \$0.75 | \$1.75 / \$0.80 | \$1.25 / \$0.60 |
| <u>10-Ride Ticket</u> | <u>10-Ride Ticket</u> | <u>10-Ride Ticket</u> |
| \$13.00 / \$6.50 | \$15.00 / \$7.00 | \$11.00 / \$5.50 |
| <u>31-Day Pass (no change)</u> | <u>31-Day Pass (no change)</u> | <u>31-Day Pass</u> |
| \$50.00 / \$25.00 | \$50.00 / \$25.00 | \$50.00 / \$25.00 |
| <u>5-Day Pass (NEW)</u> | <u>5-Day Pass (no change)</u> | |
| \$10.00 / \$5.00 | \$10.00 / \$5.00 | |
| ZONE 2 – INTERCOUNTY FARES | | |
| Full Fare / Reduced Fare | | |
| <u>Cash Fare</u> | <u>Cash Fare</u> | <u>Cash Fare</u> |
| \$3.50 / \$1.75 | \$4.00 / \$2.00 | \$3.00 / \$1.50 |
| <u>10-Ride Ticket</u> | <u>10-Ride Ticket</u> | <u>10-Ride Ticket</u> |
| \$32.00 / \$16.00 | \$36.00 / \$18.00 | \$27.00 / \$13.50 |
| <u>31-Day Pass</u> | <u>31-Day Pass</u> | <u>31-Day Pass</u> |
| \$115.00 / \$55.00 | \$130.00 / \$65.00 | \$105.00 / \$52.00 |

Impact of the Change

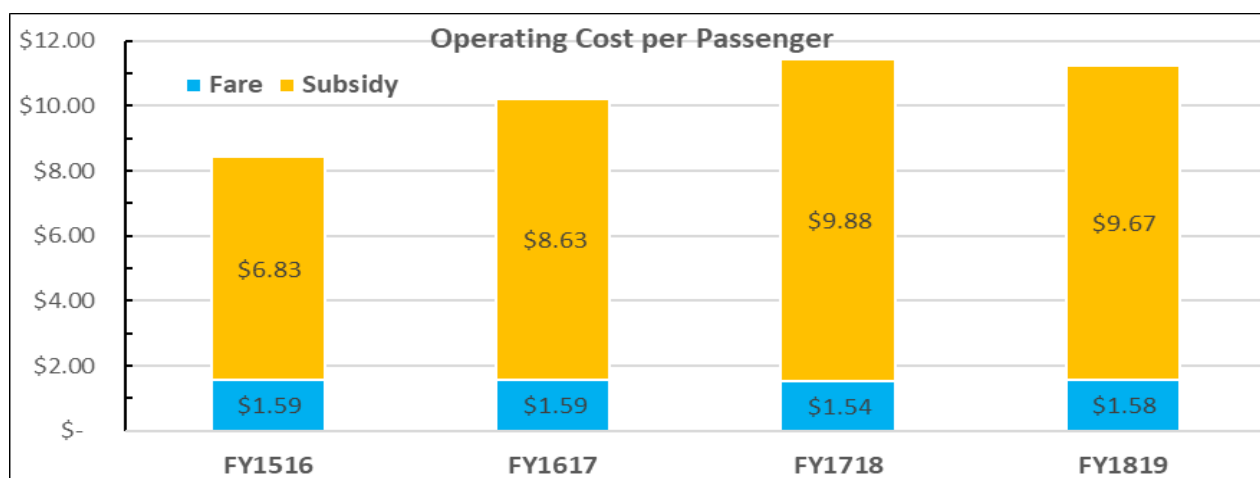
As discussed with the Commission last year, a drop in ridership of 4-7% could be expected based on changes to VCTC's pricing. The public transit industry estimates rider elasticity to be that for every 3% change in fare price upwards, it is anticipated to cause a 1% change in ridership downwards. *However, despite the fare increase, ridership did not go down, rather VCTC ended with a year-over-year 2% increase.*



Similarly, preliminary fare totals for Fiscal Year 2018/2019 suggest VCTC is on track to achieve program targets of approximately 19-23% increase in fare revenues by the end of Fiscal Year 2019/2020, as year-over-year fare revenues increased 12% following phase one, which is more than halfway toward the target benchmark. This trend is highlighted below.

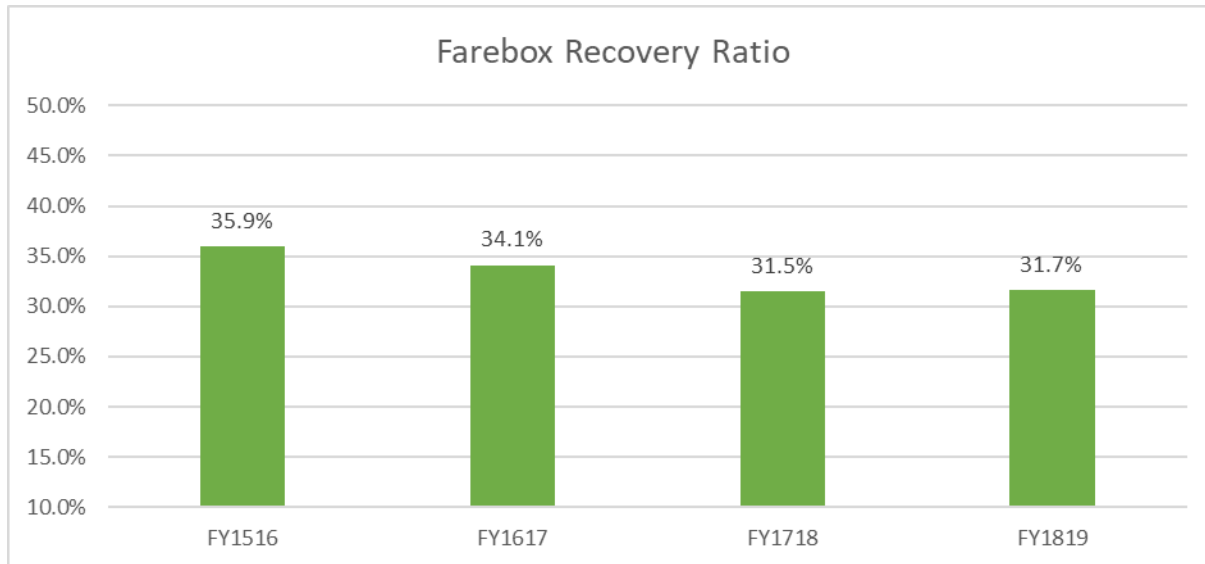


For the first six months of the year (prior to the January 2019 change), fare revenues were trending 1% above last year's totals. **Following the fare change, fare revenues were 15% above the prior year.**¹ Phase two of VCTC's fare adjustment program will implement a 12-16% increase in fare prices effective January 2020. This is having a beneficial impact on VCTC's per-passenger subsidy as well.



¹ December 2017 and January 2018 data excluded to account for service impacted by Thomas Fire.

Prior to the fare change, VCTC had anticipated a Farebox Recovery ratio of approximately 29%, down from 31.5% in Fiscal Year 2017/2018. This projection was based on current fare revenues trends, assumptions of flat ridership, the identified “route guarantee” revenues through funding agreements, and the known contract cost increases following the RATP takeover of Roadrunner Management Services. However, despite operating cost increases of 6.6%, VCTC’s projected year-end Farebox Recovery Ratio is now 31.7%, essentially unchanged.



As noted earlier, VCTC must obtain a minimum 20% Farebox Recovery Ratio per State requirements. Thankfully, VCTC’s funding partners (the Santa Barbara County Association of Governments and CSU Channel Islands) support the Intercity transit service with local revenues that can be categorized as route guarantees. These locally sourced revenues account for approximately half of all eligible revenues counted towards the State farebox recovery requirements. Leaving the other half of the revenues to come from VCTC’s passengers.

As noted, VCTC’s phase two of the fare adjustment program will increase fares approximately 12-16%. To mitigate price escalation for regular transit dependent riders, VCTC excluded the intra-county Zone 1 31-day pass, which is among the highest utilized pass of reduced fare eligible riders. In addition, VCTC instituted a new 5-day pass for regular riders that may find purchasing a pass with similar value difficult. While the *Zone 1 31-day Pass* and *5-Day* pass accounted for 4% and 1% of ridership, respectively, this subset of committed and regular riders was able to receive a daily savings, akin to average pricing from pre-change levels. Additionally, VCTC has instituted other coincidental programs, such as College Ride, which have helped riders saddled with increasing tuition costs. VCTC’s goal is to be both sustainable financially and attractive to its riders many of whom are dependent on transit. The right mix of price adjustments can do both.

While it is difficult to anticipate shifts in ridership trends due to fare changes—much less due to extreme weather events (such as were experienced in 2017 and 2018)—based on current experience, VCTC’s fare adjustment program appears to be going as planned, without having a negative impact on ridership. As has been the case in the recent past, future steps will include regular reporting to the Commission on VCTC’s performance when it comes to ridership trends and farebox revenues.

THIS PAGE INTENTIONALLY LEFT BLANK



Item # 12

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MARTIN R. ERICKSON, PUBLIC TRANSIT DIRECTOR
SUBJECT: ORIGIN/DESTINATION, TRANSFER AND CUSTOMER SATISFACTION SURVEYS UPDATE

RECOMMENDATION:

- Receive a presentation on the recently completed Origin/Destination, Transfer and Customer Satisfaction Surveys conducted by Moore and Associates.

BACKGROUND:

Periodic surveys of transit riders are an industry best practice in the transit industry. Moreover, as VCTC moves toward becoming a “data driven” agency in all its efforts, having recent, relevant data on transit customer trip patterns and levels of customer satisfaction is important (especially as it had been several years since similar surveys were carried out). Therefore, in February 2019, staff recommended and the Commission approved the release of the Origin/Destination, Transfer and Customer Satisfaction Surveys RFP. The RFP was released on February 5, and the Commission awarded the contract to Moore and Associates.

In April VCTC authorized Moore and Associates to conduct a series of surveys on its routes, including an origin/destination survey, a transfer survey and a customer satisfaction survey. Moore and Associates completed the final report of the surveys in July, 2019 (the report is included as a separate attachment).

The origin/destination survey tracked where passengers get on the bus to start their journey and where they depart. This information provides much more robust information about where passengers are travelling than stop ridership can give. All of VCTC’s routes were surveyed as well as some routes from Gold Coast Transit, Simi Valley Transit, Thousand Oaks Transit, Moorpark City Transit and Valley Express routes. All surveys were conducted in English and Spanish.

The transfer survey encompassed 12 different transfer locations throughout Ventura County and one in Santa Barbara, quantifying passengers who are transferring between routes and informing VCTC and the member agencies of the routes that passengers travel between to complete their journey. This data shows how many riders use different operators to make their trip, and is utilized by VCTC and shared with the other operators to make the most effective route planning decisions.

The customer satisfaction survey component included distributing surveys throughout the VCTC Intercity and Valley Express systems.

DISCUSSION:

Some key highlights from the Customer Satisfaction survey included the following:

Nearly half (48.9%) indicated they get information about the bus from the VCTC website.

Regarding top preferences for service improvements, “more frequent service” was the most requested improvement at (53.2%), while the second most preferred service improvement was “later evening service” (39.7%).

VCTC Intercity service rated high, with 95.5% of respondents indicating they were very or somewhat satisfied with the overall service. The lowest attribute was cleanliness of the bus stops (84.7%).

Valley Express service also rated high, with service overall rating 100% of respondents indicating they were very or somewhat satisfied with the overall service. The lowest attribute was availability to book dial-a-ride service at 78.9%.

VCTC plans to conduct another set of Origin/Destination, Transfer and Customer Satisfaction Surveys within the next few years, following industry best practices.



Item #13

September 6, 2019

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Receive and file.

DISCUSSION:

Federal Issues

The Senate Environment and Public Works Committee has passed a five-year transportation reauthorization bill to replace the current bill, Fixing America's Surface Transportation, or FAST, which expires September 30, 2021. The new bill, entitled America's Transportation Infrastructure Act, authorizes \$287 billion of funding from the Highway Trust Fund over five years, representing a 27 increase over the FAST Act funding level of \$225 billion. Significantly, the bill does not address where the additional funds will come from, as that is the jurisdiction of the Senate Committee on Finance. The bill also does not address the structure of transit programs which are under the purview of the Banking, Housing, and Urban Affairs Committee.

The Committee's proposal would extend and increase the ongoing apportioned transportation programs such as the Surface Transportation Block Grant and the Congestion Mitigation and Air Quality (CMAQ) programs. The bill creates a new formula program, the Carbon Reduction Incentive Program, with \$3 billion over five years for eligible projects including public transportation and bicycle and pedestrian facilities.

As the Commission is aware, Congress has passed, and the President has signed, a two-year Budget Act that avoids automatic spending cuts while suspending the debt limit until July 31, 2021. Although it does not provide actual funding appropriations, this Budget Act facilitates the future adoption of the annual budgets for the next two years, by providing budget funding targets while removing the threat of automatic spending caps. It is considered unlikely that Congress will pass the FY 2019/20 budget by the October 1 budget year start, so a Continuing Resolution will likely be needed to avert a federal government shutdown. However, in early July the House passed its version of the FY 2019/20 transportation appropriation, including \$46.4 billion for highway programs and \$10.9 billion for transit programs. As was done in the last two years, the House transportation appropriation uses General Fund money to provide an appropriation that is higher than the amount authorized under FAST. The bill also includes language that prevents the Administration from rescinding \$3.5 billion in high-speed rail grants to California.

September 6, 2019
Item #13
Page #2

State Issues

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

Attachment B provides the status of the bills for which VCTC currently has a position.



CALIFORNIA ADVISORS, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT JULY / AUGUST 2019

Legislative Update

The Legislature was on summer recess from July 12th to August 12th, so there was not much public action during those four weeks. However, committee consultants, legislative staff, and lobbyists were all hard at work trying to finalize legislation before the final push of the session. Right before the summer break, the Assembly and Senate held lengthy policy committee hearings to meet the deadline for bills to be moved through their respective committees. As a result, the end of June and beginning of July the Legislature was solely focused on hearing all the bills in the second house policy committees. Now that the recess has concluded, the next two weeks will be centered on the Appropriations committee hearings for all the bills that are tagged fiscal. A majority of the bills – those generating a significant state cost – have been placed on the committee's suspense files. The fate of these bills will be taken up during the final fiscal committee hearing (on August 30th). The bills that move out of the Appropriations committee will then move to the Senate or Assembly Floor for a full vote of their respective house. If there were any amendments while the bill was in the second house, the legislation must then go back for a concurrence vote in the house of origin. This will all take place in the final weeks of the 2019 legislative session, where there will be lengthy floor session hearings to dispense with the hundreds of bills remaining. All bills must be passed by the Legislature by September 13th, and the Governor then has until October 13th to sign or veto legislation. If bills are not passed, they will ultimately become two-year bills and will be subjected to an expedited deadline schedule in January when the Legislature returns. As always, California Advisors will continue to keep VCTC updated on relevant legislation and important upcoming deadlines.

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. The bill was approved by the Governor and chaptered by Secretary of State on July 31st. (Support)

AB 1413 by Assembly Member Gloria would authorize specified local transportation authorities 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. This bill was amended on August 13th to only apply to agencies in San Diego and Placer County. The Senate Governance and Finance Committee wanted to narrow this legislation to contiguous cities and for counties that were planning on going to the ballot in 2020. The bill is currently pending before the Senate Floor.

ACA 1 by Assembly Member Aguiar- Curry 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. The Assemblymember brought this up for a vote on the Assembly Floor on August 19th to see how many votes they still needed to secure. Their strategy was to bring this measure up early, so they knew exactly how many votes were needed before the session ends in September. Cal Advisors has remained in constant contact with the Assemblymember's office as they continue to secure the 54 required votes to pass this measure. (Support)

| |
|---|
| Upcoming Bill Deadlines and Newly Introduced Legislation |
|---|

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: 7/31/2019-Approved by the Governor. Chaptered by Secretary of State - Chapter 160, Statutes of 2019.

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: 7/8/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/12/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/14/2019-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Committee on Environmental Quality.

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: 8/12/2019-In committee: Referred to Appropriations Committee suspense file.

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: 7/10/2019-Failed Deadline – 2-year bill

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: 8/12/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/12/2019-In committee: Referred to Appropriations Committee suspense file.

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: 7/8/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/12/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/13/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/13/2019 – Read second time. Ordered to third reading.

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

Introduced: 2/21/2019

Status: 8/12/2019-In committee: Referred to Appropriations Committee suspense file.

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: 7/12/2019 – Approved by the Governor. Chaptered by Secretary of State – Chapter 107, Statutes of 2019.

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: 7/12/2019 – Failed Deadline – 2-year bill.

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: 8/19/2019-In committee: Referred to Appropriations Committee suspense file.

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 (Aguiar-Curry D) Greenhouse Gas Reduction Fund: guidelines.

Introduced: 2/21/2019

Status: 8/14/2019 – Read second time. 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 (Obernolte 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: 8/12/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/13/2019 – Read second time and amend. Ordered to third reading.

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: 8/19/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/15/2019-Read second time and amend. Re-referred to Appropriations Committee.

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: 8/19/2019 – Read second time. Ordered to third reading.

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: 8/22/2019-Read third time. Passed. Ordered to the Assembly. In Assembly. Concurrence in Senate amendments pending. May be considered on or after August 24 pursuant to Assembly Rule 77.

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: 8/20/2019-Read second time. Ordered to third reading.

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: 8/12/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/22/2019 – Read second time. Ordered to third reading.

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: 7/8/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/12/2019-In committee: Referred to Appropriations Committee suspense file.

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: 8/19/2019-Read third time. Refused adoption. Motion to reconsider made by Assembly Member Aguiar-Curry.

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: 7/11/2019-Chaptered by Secretary of State- Chapter 120, Statutes of 2019

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: 8/21/2019-August 21 set for first hearing. Placed on Appropriations Committee suspense file.

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: 8/14/2019-August 14 set for first hearing. Placed on Appropriations Committee suspense file.

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: 7/12/2019 – Failed Deadline – 2-year bill.

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: 8/21/2019-August 21 set for first hearing. Placed on Appropriations Committee suspense file.

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: 8/15/2019-Read second time. Ordered to third reading.

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: 8/21/2019-August 21 set for first hearing. Placed on Appropriations Committee suspense file.

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: 8/14/2019-August 14 set for first hearing. Placed on Appropriations Committee suspense file.

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: 7/12/2019 – Failed Deadline – 2-year bill.

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: 8/15/2019 – Read second time. Ordered to third reading.

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: 8/15/2019 – Read second time. Ordered to third reading.

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: 7/10/2019 – Failed Deadline – 2-year bill.

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: 8/22/2019 – Read second time. Ordered to consent calendar.

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: 8/21/2019-August 21 set for first hearing. Placed on Appropriations Committee suspense file.

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.

| VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY August 27, 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 Appropriations Committee 7-0. Passed Senate 39-0. Signed by Governor. |
| AB 1413 Gloria | Enables county transportation commissions to submit to the voters a sales tax measure for a portion of the county. Amended to apply only to San Diego and Placer Counties. | Support | Passed Senate Transportation Committee 7-3. Passed Senate Government & Finance Committee 4-1. In full Senate. |
| ACA 1 Aguilar-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 87 Budget Trailer | Reallocates unexpended Proposition 1B Trade Corridor funds to short line freight railroad projects. Applies only to unprogrammed balances after May 1, 2020. (Bill replaced SB 498 below.) | Watch | Signed by Governor. |
| 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 | Died in Assembly Transportation Committee. |