



VENTURA COUNTY TRANSPORTATION COMMISSION

LOCAL TRANSPORTATION AUTHORITY

AIRPORT LAND USE COMMISSION

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

CONSOLIDATED TRANSPORTATION SERVICE AGENCY

CONGESTION MANAGEMENT AGENCY

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AGENDA*

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

CAMARILLO CITY HALL
COUNCIL CHAMBERS
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, FEBRUARY 7, 2020
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. **ELECTION OF CHAIR AND VICE CHAIR**
5. **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.

6. **CALTRANS REPORT** – *This item provides the opportunity for the Caltrans representative to give update and status reports on current projects.*
7. **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.*
8. **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.*
9. **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.*

9A. APPROVE SUMMARY FROM JANUARY 10, 2020 VCTC MEETING – PG. 5

Recommended Action:

Approve

Responsible Staff: Vera Vega

9B. APPROVE SUMMARY FROM JANUARY 10, 2020 VCTC SPECIAL MEETING – PG. 9

Recommended Action:

Approve

Responsible Staff: Vera Vega

9C. MONTHLY BUDGET REPORT – PG. 11

Recommended Action:

Receive and file the monthly budget report

Responsible Staff: Sally DeGeorge

9D. REVISION TO LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) – PG. 19

Recommended Action:

- Approve reprogramming the remaining balance of FY17/18 Low Carbon Transit Operations Program (LCTOP) funds and interest of approximately \$8,935 from the Oxnard to Camarillo Employment Connector Pilot Project to the East-West Connector Service Project.
- Amend the FY19/20 Ventura County Transportation Commission (VCTC) budget to increase the LCTOP revenue and interest line item and the contract expenditure line item by \$8,935.
- Authorize the Executive Director to execute all grant documents to transfer the funds.

Responsible Staff: Judith Johnduff

9E. TRANSPORTATION DEVELOPMENT ACT (TDA), LOCAL TRANSPORTATION FUND (LTF), DRAFT APPORTIONMENT FOR FISCAL YEAR 2020/2021 – PG. 21

Recommended Action:

- Approve the Local Transportation Fund Draft Apportionment for Fiscal Year 2020/2021 apportioning \$39.45 million as shown in Attachment 1.

Responsible Staff: Sally DeGeorge

- 9F. 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL RESOLUTION
PG. 27
Recommended Action:
- Adopt attached Resolution No. 2020-01 certifying that there are sufficient financial resources to fund projects in the 2021 Federal Transportation Improvement Program (2021 FTIP).
- Responsible Staff:** Judith Johnduff
- 9G. REVISION TO CAMARILLO CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM – PG. 31
Recommended Action:
- Approve reprogramming \$635,783 in CMAQ funds from the Las Posas Road Bike Lanes project in Camarillo to the Pleasant Valley Road Bike Lanes project.
- Responsible Staff:** Peter De Haan
- 9H. REVISION TO GOLD COAST TRANSIT DISTRICT CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS – PG. 33
Recommended Action:
- Approve the request from Gold Coast Transit District (GCTD) to repurpose \$1.48 million of unexpended CMAQ funds approved for the Bus Repowering Project, and to reduce the number of repowered buses by 12 and instead replace 3 buses.
- Responsible Staff:** Peter De Haan
10. LEGISLATIVE UPDATE AND POSITIONS ON BILLS – PG. 35
Recommended Action:
- Adopt “Work with Author” position on AB 1350 (Gonzalez) to require transit operators such as VCTC to provide free transit fares for persons under 18, as a condition for receiving state transit funds.
- Responsible Staff:** Peter De Haan
11. FISCAL YEAR 2020/2021 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS PUBLIC HEARING – PG. 57
Recommended Action:
Hold Public hearing and receive testimony of Unmet Transit Needs.
- Responsible Staff:** Claire Grasty
12. NEW POSITION ALLOCATION REQUEST TITLED PROGRAM MANAGER – GOVERNMENT AND COMMUNITY RELATIONS – PG. 63
Recommended Action:
- Approve a new position allocation titled Program Manager- Government and Community Relations that will report to the Executive Director.
 - Amend the VCTC FY 2019/20 Budget as follows:
 - Increase the State and Federal Governmental Relations budget to include an additional \$22,700 in LTF –General Fund balance for the additional staff costs.
- Responsible Staff:** Darren Kettle
13. CITY OF CAMARILLO REQUEST FOR FUTURE AGENDA ITEM TO CONSIDER PROJECT CONSISTENCY REVIEW BY THE VENTURA COUNTY AIRPORT LAND USE COMMISSION – PG. 71

Recommended Action:

1. Consideration of request from City of Camarillo to schedule an agenda item for the Ventura County Airport Land Use Commission to consider an Airport Comprehensive Land Use Plan ("ACLUP") and Camarillo Airport Master Plan ("CAMP") consistency determination for the proposed Cloud Nine Hangar Project (RKR Incorporated) at Camarillo Airport.
2. The Executive Director and General Counsel concur in a recommendation that the Commission not schedule the matter for future consideration.

Responsible Staff: Darren Kettle

14. VCTC GENERAL COUNSEL'S REPORT

15. AGENCY REPORTS

16. CLOSED SESSION –

17. ADJOURN to 9:00 a.m. Friday, March 6, 2020



Item #9A

VENTURA COUNTY TRANSPORTATION COMMISSION

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

**CAMARILLO CITY HALL
COUNCIL CHAMBERS
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, JANUARY 10, 2020
9:00 AM**

Meeting Summary

MEMBERS PRESENT:

Manuel Minjares, City of Fillmore, Chair
Claudia Bill-de la Peña, City of Thousand Oaks, Vice Chair
Linda Parks, County of Ventura
Tony Trembley, City of Camarillo
Ken Simons, City of Moorpark
Randy Haney, City of Ojai
Bryan MacDonald, City of Oxnard
Jenny Crosswhite, City of Santa Paula
Mike Judge, City of Simi Valley
Robert Huber, County of Ventura
Kelly Long, County of Ventura
John Zaragoza, County of Ventura
Brian Humphrey, Citizen Rep. Cities
Jim White, Citizen Rep., County

ABSENT:

Steve Bennett, County of Ventura
Will Berg, City of Port Hueneme
Cheryl Heitmann, City of San Buenaventura
John Bulinski, Caltrans District 7

CALL TO ORDER

PLEDGE OF ALLGIANCE

ROLL CALL

PUBLIC COMMENTS – None

CALTRANS REPORT – None

COMMISSIONERS / EXECUTIVE DIRECTOR REPORT

Commissioner Simons, mentioned at their recent city council there was discussion on SB330, the Emergency Housing legislation which passed in the State of California. He mentioned there are significant housing changes regarding density for transit areas. He noted if your city council has not yet reviewed this with your city attorney he highly recommends that your city council do so as there are substantial changes with processing fees.

VCTC Chair and Vice Chair – As a reminder, the February Commission meeting is when the current seated Vice-Chair becomes Chair of the Commission and the Commission, by a majority vote of the full Commission, selects a new Vice-Chair. The Commission's Administrative Code sets the Chairperson rotation of city member, city member, county member, so the new Vice Chair shall be a Commissioner from a County.

101 Multi-Mobility Communities Connected Study Outreach – This month, VCTC will initiate public outreach for **101 Communities Connected** – a plan to improve mobility for everyone who travels in the U.S. Highway 101 corridor through the cities of Ventura, Oxnard, Camarillo, and Thousand Oaks. VCTC will host the first two of four planned public workshops as follows:

January 28, 2020 from 6 PM – 8 PM at the Museum of Ventura County in Ventura

January 30, 2020 from 6 PM – 8 PM at the Ventura County Community foundation in Camarillo

Workshops will also be held this spring in Oxnard and Thousand Oaks. For anyone who cannot attend the public workshops, an online survey is available at:

surveymonkey.com/101CommunitiesConnected

Workshop information is also available on VCTC's social media, and a page devoted to the study has been added to the VCTC website, where project Fact Sheets are available to download, at:

<https://www.goventura.org/101communities/>

The project is funded by the Southern California Association of Governments and Caltrans, along with match funding from VCTC.

Unmet Transit Needs Process Kicks-off – The Unmet Needs process is underway and VCTC is collecting comments through an online survey, the VCTC website, in person and over the phone. VCTC will also be hosting the following meetings:

Thursday, January 9 at 5 PM at the Moorpark Community Center

Thursday, January 16 at 4 PM at the Camarillo Council Chambers

Thursday, January 23 at 5 PM at the Santa Paula Blanchard Library

Wednesday, January 29 at 5 PM at the Thousand Oaks City Hall

Tuesday, February 4 at 5 PM at the Fillmore Active Adult Center

Friday, February 7 at 9 AM at the Camarillo Council Chambers (public hearing)

We look forward to hearing from the public.

VCTC Intercity Bus Fare Change and Service Improvements – Later this month, VCTC will complete the second phase of its two-phased fare increase program, which began a year ago, January 2019. VCTC transit cash fares and most pass products will see a price increase effective Monday, January 20th. These changes were approved by the Commission after not having raised bus fares for almost 10 years. In addition, effective the same date, time-tables and schedules will be updated to adjust for increasing traffic congestion and to improve transfers. Included with this, VCTC has increased bus options for the commuter market between Ventura County and Santa Barbara, with additional Coastal Express service serving the Camarillo Metrolink station. In addition, the demonstration route which travels between Simi Valley and Ventura has been rebranded the *Cross County Limited* as part of promotional campaign to raise awareness for the route. Public outreach is currently underway and will continue to ramp up as the date nears.

Metrolink Saturday Special Round-Trip – On Saturday January 18, Metrolink will provide a round-trip from Moorpark and all stops in between to Los Angeles Union Station. The Los Angeles County Metropolitan Transportation Authority and VCTC have partnered to support this special train to provide an easy way for Ventura County residents to get to Downtown Los Angeles for the Women's March parade or for recreational activities and avoid traffic and parking costs. The fare is \$10 for a day pass. This Saturday round trip will allow passengers attending the March or other activities in downtown Los Angeles a hassle free ride down to the event. The train will depart Moorpark at 7:30 and the return trip will depart Union Station at 2:30. If these times don't work for passengers, they are encouraged to take the weekend Pacific Surfliner service, though Metrolink tickets will not be accepted on the Surfliner. Parking is free at the Moorpark and Simi Valley Metrolink stations.

FY 18/19 Year End Community Outreach Report – At your desk you will find our Community Outreach Report for the year ending June 30, 2019. The report summarizes the outreach campaigns and activities for all VCTC's programs and also provides metrics used to gauge the success of those campaigns.

ADDITIONS/REVISIONS – *None*

CONSENT CALENDAR –

Commissioner Humphrey pulled Item #8A asked his attendance be noted.

Commissioner Huber moved to approve all items on the Consent Calendar as recommended. The motion was seconded by **Commissioner Trembley** and passed unanimously.

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

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

8C. SYNCROMATICS AUTOMATED VEHICLE (AVL) SYSTEMS PURCHASE

- *Authorize the Executive Director to execute a change order with Syncromatics Corporation to purchase the necessary automatic vehicle location and voice announcement systems (AVL systems) for five additional Gold Coast Transit District buses in an amount not to exceed \$85,000; and,*
- *Approve finding of Sole Source Justification for the subject purchase of the AVL system.*

9. SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (METROLINK) –

The presentation was received and filed.

Metrolink Chief Executive Officer Stephanie Wiggins made a presentation to the Commission.

10. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS' CONNECT SOCAL, 2020 REGIONAL TRANSPORTATION PLAN/SUSTAINABLE COMMUNITIES STRATEGY UPDATE –

The presentation was received and filed.

SCAG Manager of Transportation Planning, Naresh Amatya, made a presentation on Connect SoCal Plan.

11. SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS' I-105 CORRIDOR SUSTAINABLE STUDY STATUS REPORT – Receive and file

The presentation was received and filed.

SCAG Manager of Transportation Planning, Naresh Amatya, made a presentation on SCAG's MultiModal Corridor study for the 105 Corridor.

12. VCTC GENERAL COUNSEL'S REPORT – None

13. CITY OF CAMARILLO REQUEST FOR FUTURE AGENDA ITEM TO CONSIDER PROJECT CONSISTENCY REVIEW BY THE VENTURA COUNTY AIRPORT LAND USE COMMISSION –

*Commissioner Trembley made a motion 1) the Commission waive attorney client privilege with respect to the memorandum which the Commission received from general counsel allowing the complete memorandum be released publicly; and 2) continue any action on the item be made at the next regular Commission meeting. The motion was seconded by **Commissioner Huber** and passed by the following roll call vote:*

Yes: Commissioners Judge, Trembley, Vice Chair Bill-de la Peña, Huber, Crosswhite, Simons, Humphrey, White, Haney, Parks and Chair Minjares

No: None

Abstain: Commissioners MacDonald, Zaragoza and Long

Absent: Commissioners Berg, Heitmann and Bennett

14. AGENCY REPORTS – Commissioner White, mentioned as he was riding his bike returning from the City of Santa Barbara, he had to veer off the road due to an individual who was driving towards into him (the individual was texting while driving). He reminded the members of the community to not drive and text and please remember to wear your helmet.

15. CLOSED SESSION –

16. ADJOURN to 9:00 a.m. Friday, February 7, 2020



Item #9B

VENTURA COUNTY TRANSPORTATION COMMISSION

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

**CAMARILLO CITY HALL
COUNCIL CHAMBERS
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, JANUARY 10, 2020
9:00 AM**

SPECIAL MEETING SUMMARY

MEMBERS PRESENT:

Manuel Minjares, City of Fillmore, Chair
Claudia Bill-de la Peña, City of Thousand Oaks, Vice Chair
Linda Parks, County of Ventura
Tony Trembley, City of Camarillo
Ken Simons, City of Moorpark
Randy Haney, City of Ojai
Bryan MacDonald, City of Oxnard
Jenny Crosswhite, City of Santa Paula
Mike Judge, City of Simi Valley
Robert Huber, County of Ventura
Kelly Long, County of Ventura
John Zaragoza, County of Ventura
Brian Humphrey, Citizen Rep. Cities
Jim White, Citizen Rep., County

ABSENT:

Steve Bennett, County of Ventura
Will Berg, City of Port Hueneme
Cheryl Heitmann, City of San Buenaventura
John Bulinski, Caltrans District 7

CALL TO ORDER

February 7, 2020
Item #9B
Page #2

ROLL CALL

PUBLIC COMMENTS – *None*

CLOSED SESSION – *No Action to Report from Closed Session*
Public Employee Performance Evaluation
(Pursuant to Government Code Section 54957)
Title: General Counsel



Item #9C

February 7, 2020

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for December 2019

DISCUSSION:

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

The December 31, 2019 budget report indicates that the revenues were approximately 28.43% of the adopted budget while expenditures were approximately 34.3% of the adopted budget. The revenues and expenditures are as expected at this time. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on an even percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

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

The Commission's capital assets are presented on the Balance Sheet. Capital assets that are "undepreciated" consist of land and rail lines owned by the Commission. Capital assets that are

depreciated consist of buildings, rail stations, transit equipment, highway callbox equipment and office furniture and equipment. Capital assets and depreciation are adjusted annually at the end of the fiscal year.

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

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

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

Assets and Deferred Outflows

Cash and Investments	\$ 31,431,899
Petty Cash	130
Receivables/Due from other funds	2,870,590
Prepays and Deposits	83,828
Capital Assets, undepreciated	26,496,812
Capital Assets, depreciated, net	31,324,877
Deferred Outflows	724,799
Total Assets and Deferred Outflows	<u>\$ 92,932,935</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses and Due to Other	\$ 2,502,610
Deferred Revenue	3,957,885
Deposits	67,059
Accrued Vacation	168,123
Pension Liability	1,933,376
OPEB Liability	319,425
Deferred Inflows	146,000
Total Liabilities and Deferred Inflows:	<u>\$ 9,094,478</u>

Net Position:

Invested in Capital Assets	\$ 57,428,081
Fund Balance	26,410,376
Total Net Position	<u>\$ 83,838,457</u>

For Management Reporting Purposes Only

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

	General	LTF	STA	SAFE	SGR	SPBL	VCTC	Valley	Fund	Budgeted	Variance	% Year
	Fund Actual	Actual	Actual	Actual	Actual	Actual Intercity	Actual Express	Actual	Totals	Actual	Actual	
Revenues												
Federal Revenues	\$ 2,948,917	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 1,438,063	\$ 233,128	\$ 4,620,108	\$ 23,781,542	(19,161,434)	19.43
State Revenues	559,358	12,571,343	1,762,188	275,004	547,757	0	322,043	0	16,037,693	53,725,850	(37,688,157)	29.85
Local Revenues	141,268	0	0	0	0	284,642	1,065,638	1,107,764	2,599,312	4,671,499	(2,072,187)	55.64
Other Revenues	1,878	0	0	0	0	0	57,964	802	60,644	20,174	40,470	300.60
Interest	12,817	36,030	48,006	29,146	14,980	183	3,415	1,773	146,350	344,000	(197,650)	42.54
Total Revenues	3,664,238	12,607,373	1,810,194	304,150	562,737	284,825	2,887,123	1,343,467	23,464,107	82,543,065	(59,078,958)	28.43
Expenditures												
Administration												
Personnel Expenditures	1,253,302	0	0	0	0	0	123,436	24,814	1,401,552	3,212,000	(1,810,448)	43.63
Legal Services	3,499	0	0	0	0	0	0	0	3,499	26,000	(22,501)	13.46
Professional Services	56,875	0	0	0	0	0	0	0	56,875	134,200	(77,325)	42.38
Office Leases	76,713	0	0	0	0	0	0	0	76,713	151,900	(75,187)	50.50
Office Expenditures	307,357	0	0	0	0	0	63,162	12,697	383,216	303,900	79,316	126.10
Total Administration	1,697,746	0	0	0	0	0	186,598	37,511	1,921,855	3,828,000	(1,906,145)	50.21
Programs and Projects												
Transit and Transportation Program												
Regional Transit Technology	127,898	0	0	0	0	0	0	0	127,898	2,745,717	(2,617,819)	4.66
Senior-Disabled Transportation	112,782	0	0	0	0	0	0	0	112,782	303,500	(190,718)	37.16
VCTC Intercity Bus Services	0	0	0	0	0	0	9,208,135	0	9,208,135	15,606,799	(6,398,664)	59.00
Valley Express Bus Services	0	0	0	0	0	0	0	568,428	568,428	1,837,600	(1,269,172)	30.93
Transit Grant Administration	368,727	0	0	0	0	0	0	0	368,727	6,891,900	(6,523,173)	5.35
Total Transit and Transportation	609,407	0	0	0	0	0	9,208,135	568,428	10,385,970	27,385,516	(16,999,546)	37.93
Highway Program												
Motorist Aid Services	0	0	0	1,032,838	0	0	0	0	1,032,838	1,524,220	(491,382)	67.76
Highway Program Management	1,739,710	0	0	0	0	0	0	0	1,739,710	9,798,883	(8,059,173)	17.75
SpeedInfo Highway Speed Sensor	0	0	0	52,000	0	0	0	0	52,000	144,000	(92,000)	36.11
Total Highway	1,739,710	0	0	1,084,838	0	0	0	0	2,824,548	11,467,103	(8,642,555)	24.63

For Management Reporting Purposes Only

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

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted Actual	Variance Actual	% Year
Rail Program												
Metrolink and Commuter Rail	3,290,978	0	0	0	0	0	0	0	3,290,978	12,703,574	(9,412,596)	25.91
LOSSAN and Coastal Rail	2,751	0	0	0	0	0	0	0	2,751	9,400	(6,649)	29.27
Santa Paula Branch Line	0	0	0	0	0	207,268	0	0	207,268	811,000	(603,732)	25.56
Total Rail	3,293,729	0	0	0	0	207,268	0	0	3,500,997	13,523,974	(10,022,977)	25.89
Commuter Assistance Program												
Reg Transit Information Center	993	0	0	0	0	0	0	0	993	43,500	(42,507)	2.28
Rideshare Programs	68,686	0	0	0	0	0	0	0	68,686	291,000	(222,314)	23.60
Total Commuter Assistance	69,679	0	0	0	0	0	0	0	69,679	334,500	(264,821)	20.83
Planning and Programming												
TDA Administration	88,000	12,391,621	41,526	0	15,914	0	0	0	12,537,061	33,344,066	(20,807,005)	37.60
Transportation Programming	2,421	0	0	0	0	0	0	0	2,421	64,400	(61,979)	3.76
Regional Transportation Planning	39,629	0	0	0	0	0	0	0	39,629	570,300	(530,671)	6.95
Airport Land Use Commission	43	0	0	0	0	0	0	0	43	14,000	(13,957)	0.31
Regional Transit Planning	275,194	0	0	0	0	0	0	0	275,194	1,520,106	(1,244,912)	18.10
Freight Movement	1,804	0	0	0	0	0	0	0	1,804	12,200	(10,396)	14.79
Total Planning and Programming	407,091	12,391,621	41,526	0	15,914	0	0	0	12,856,152	35,525,072	(22,668,920)	36.19
General Government												
Community Outreach	112,675	0	0	0	0	0	0	0	112,675	264,400	(151,725)	42.62
State and Federal Relations	56,015	0	0	0	0	0	0	0	56,015	105,200	(49,185)	53.25
Management and Administration	85,960	0	0	0	0	0	0	0	85,960	326,700	(240,740)	26.31
Total General Government	254,650	0	0	0	0	0	0	0	254,650	696,300	(441,650)	36.57
Total Expenditures	8,072,012	12,391,621	41,526	1,084,838	15,914	207,268	9,394,733	605,939	31,813,851	92,760,465	(60,946,614)	34.30

For Management Reporting Purposes Only

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

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SGR Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues over (under) expenditures	(4,407,774)	215,752	1,768,668	(780,688)	546,823	77,557	(6,507,610)	737,528	(8,349,744)	(10,217,400)	1,867,656	81.72
Other Financing Sources												
Transfers Into GF From LTF	5,816,763	0	0	0	0	0	0	0	5,816,763	5,701,343	115,420	102.02
Transfers Into GF From STA	17,869	0	0	0	0	0	0	0	17,869	3,161,831	(3,143,962)	0.57
Transfers Into GF From SAFE	20,942	0	0	0	0	0	0	0	20,942	34,200	(13,258)	61.23
Transfers Into GF From SPBL	24,680	0	0	0	0	0	0	0	24,680	128,100	(103,420)	19.27
Transfers Into SPBL From LTF	0	0	0	0	0	24,680	0	0	24,680	128,100	(103,420)	19.27
Transfers Into SPBL From STA	0	0	0	0	0	0	0	0	0	524,200	(524,200)	0.00
Transfers Into VI From STA	0	0	0	0	0	0	6,988,893	0	6,988,893	9,707,630	(2,718,737)	71.99
Transfers Out of LTF Into GF	0	(5,816,763)	0	0	0	0	0	0	(5,816,763)	(5,701,343)	(115,420)	102.02
Transfers Out of LTF Into SPBL	0	(24,680)	0	0	0	0	0	0	(24,680)	(128,100)	103,420	19.27
Transfers Out of STA Into GF	0	0	(17,869)	0	0	0	0	0	(17,869)	(2,672,169)	2,654,300	0.67
Transfers Out of STA Into SPBL	0	0	0	0	0	0	0	0	0	(524,200)	524,200	0.00
Transfers Out of STA Into VI	0	0	(6,988,893)	0	0	0	0	0	(6,988,893)	(9,707,630)	2,718,737	71.99
Transfers Out of SAFE Into GF	0	0	0	(20,942)	0	0	0	0	(20,942)	(34,200)	13,258	61.23
Transfers Out SPBL Into GF	0	0	0	0	0	(24,680)	0	0	(24,680)	(128,100)	103,420	19.27
Total Other Financing Sources	5,880,254	(5,841,443)	(7,006,762)	(20,942)	0	0	6,988,893	0	0	489,662	(489,662)	0.00
Net Change in Fund Balances	1,472,480	(5,625,691)	(5,238,094)	(801,630)	546,823	77,557	481,283	737,528	(8,349,744)	(9,727,738)	1,377,994	85.83
Beginning Fund Balance w/o capi	2,297,167	11,311,532	15,217,900	5,141,310	25,362		0	2,608,974	36,602,245	33,572,663	3,029,582	109.02
Long-term Pension/OPEB/Vacatic	(1,723,355)	0	0	0	0	0	(118,770)	0	(1,842,125)	0	(1,842,125)	0.00
Ending Fund Balance	\$ 2,046,292	\$ 5,685,841	\$ 9,979,806	\$ 4,339,680	\$ 572,185	\$ 77,557	\$ 362,513	\$ 3,346,502	\$ 26,410,376	\$ 23,844,925	\$ 2,565,451	110.76

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

For Management Reporting Purposes Only

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

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

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	\$3,190.92	0.10%	\$ 1,918,318.06
County of Ventura	Treasury Pool	N/A	127,396.96	2.47%	21,894,274.01
LAIF	State Pool	N/A	15,761.44	2.34%	7,474,368.73
Total			\$146,349.32		\$31,286,960.80

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

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

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

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

Wells Fargo Bank, County of Ventura and LAIF statements are the source for provided information.

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Item #9D

FEBRUARY 7, 2020

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: JUDITH JOHNDUFF, PROGRAM MANAGER

SUBJECT: REVISION TO LOW CARBON TRANSIT OPERATIONS PROGRAM

RECOMMENDATION:

- Approve reprogramming the remaining balance of FY17/18 Low Carbon Transit Operations Program (LCTOP) funds and interest of approximately \$8,935 from the Oxnard to Camarillo Employment Connector Pilot Project to the East-West Connector Service Project.
- Amend the FY19/20 Ventura County Transportation Commission (VCTC) budget to increase the LCTOP revenue and interest line item and the contract expenditure line item by \$8,935.
- Authorize the Executive Director to execute all grant documents to transfer the funds.

BACKGROUND:

The Low Carbon Transit Operations Program (LCTOP) is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 using funds from the Cap-and-Trade program. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. Eligible projects include new or expanded bus services, operational expenditures that increase transit mode share, and expenditures related to the purchase of zero-emission buses.

DISCUSSION:

The Oxnard to Camarillo Employment Connector pilot project, funded for the most part with LCTOP funds, began service in October of 2016. The pilot demonstration service concluded in August of 2019 with a remaining balance of \$4,035 in LCTOP funds plus \$4,900 in interest. In November 2017, the VCTC launched the East-West line to connect the eastern area of Ventura County with western Ventura County without the need to transfer. Similar to the Oxnard-Camarillo Connector project, the East-West Connector Service is currently operating with LCTOP funds and serves disadvantaged communities. In addition, this demonstration service has brought, for the first time, fixed route service to the community of Somis. At their January 9, 2020 meeting, TRANSCOM approved of reprogramming the remaining project balances along with any accrued interest to the VCTC East-West Connector demonstration project. The additional funds will provide opportunity for expanded promotion and aide with continued operations.

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Item #9E

February 7, 2020

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: SALLY DEGEORGE, FINANCE DIRECTOR
SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA)
LOCAL TRANSPORTATION FUND (LTF)
DRAFT APPORTIONMENT FOR FISCAL YEAR 2020/2021

RECOMMENDATION:

- Approve the Local Transportation Fund Draft Apportionment for Fiscal Year 2020/2021 apportioning \$39.45 million as shown in Attachment 1.

BACKGROUND:

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

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

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

DISCUSSION:

Each year the Ventura County Auditor-Controller provides a Local Transportation Fund estimate to VCTC for the upcoming fiscal year and notifies VCTC if the previous projection for the current Fiscal Year needs revision (either up or down). The County is projecting that the current Fiscal Year should be increased by \$100,000 to \$37.5 million and then estimates that Fiscal Year 2020/2021 Local Transportation Fund sales tax receipts will increase to \$38.5 million (see Attachment 2). The County Auditor-Controller estimates that the beginning fund balance for Fiscal Year 2020/2021 will be \$4.2 million,

After accounting for the estimated \$4.2 million beginning fund balance, \$38.5 million projected tax receipts and \$3.25 million reserve, it is estimated that there will be \$39.45 million to apportion in Fiscal Year 2020/2021. This amount is \$0.9 million higher than the previous fiscal year.

The Fiscal Year 2020/2021 apportionment as shown in Attachment 1 includes the following:

- \$6,303,093 Article 3 funds for Commission activities including:
 - \$4,264,093 for Metrolink commuter rail purposes. This number is \$366,630 higher than last year as one-third of the increased revenue was allocated to passenger rail in keeping with the policy discussed above.
 - \$789,000 (or 2%) for planning activities which include Regional Transportation Planning, Regional Transit Planning, Transportation Programing and Reporting.
 - \$1,250,000 placeholder for administration of Commission activities including ADA and Senior projects, Regional Transit Technologies, Grant Administration, Transit Information Center, TDA Administration, Transportation Programming and Reporting as well as supporting the Commission's office administration and management.
- \$14,500 Article 3 funds for the County Auditor-Controller's administrative costs.
- \$747,930 Article 3 funds for Bicycle and Pedestrian projects.
- \$32,384,477 for apportionment to local jurisdictions as allowed by TDA. This is an increase of approximately \$0.4 million. The Commission apportions these funds based on the California Department of Finance population estimates. The Department of Finance issues the updated population estimates for the cities and counties in May of each year. The Fiscal Year 2020/2021 draft apportionment is based on the May 2019 population estimate of 856,598. The final LTF apportionment will be adjusted for the new population estimate published in May 2020.

ATTACHMENT 1
VENTURA COUNTY TRANSPORTATION COMMISSION
TDA LOCAL TRANSPORTATION FUND APPORTIONMENT FOR FISCAL YEAR 2020/2021

			DRAFT FY 2020/2021	FINAL FY 2019/2020	Change vs. FY 2019/2020	FINAL FY 2018/2019
Estimated Unapportioned Cash Balance			4,200,000	4,350,000	-150,000	2,700,000
Contingency Reserve			-3,250,000	-3,200,000	-50,000	-2,850,000
Estimated Annual LTF Receipts			38,500,000	37,400,000	1,100,000	35,400,000
Total Funds Available			39,450,000	38,550,000	900,000	35,250,000
Auditor's Administration			14,500	14,500	0	14,500
VCTC Administration			1,250,000	1,172,980	77,020	854,747
VCTC Planning and Programming			789,000	771,000	18,000	704,000
Subtotal			37,396,500	36,591,520	804,980	33,676,753
Article 3 Pedestrian and Bicycle Facilities			747,930	731,830	16,100	673,535
Subtotal			36,648,570	35,859,690	788,880	33,003,218
Article 3 Rail Passenger Service Operations/Capital			4,264,093	3,897,463	366,630	3,230,863
Total to be Apportioned			32,384,477	31,962,227	422,250	29,772,355
Article 4 and Article 8 by Agency	Population	Pop %	DRAFT FY 2020/2021	FINAL FY 2019/2020	Change vs. FY 2019/2020	FINAL FY 2018/2019
Camarillo	69,880	8.16%	2,641,878	2,607,431	34,447	2,382,314
Fillmore	15,925	1.86%	602,059	594,209	7,850	552,873
Moorpark	37,020	4.32%	1,399,575	1,381,327	18,248	1,283,811
Santa Paula	30,779	3.59%	1,163,629	1,148,456	15,173	1,079,130
Simi Valley	127,716	14.91%	4,828,421	4,074,461	753,960	4,462,355
Thousand Oaks	129,557	15.12%	4,898,022	4,834,158	63,864	4,512,121
Gold Coast Transit District:				691,004	-691,004	0
Ojai	7,769	0.91%	293,714	289,885	3,829	266,126
Oxnard	209,879	24.50%	7,934,669	7,831,212	103,457	7,156,507
Port Hueneme	23,526	2.75%	889,422	877,826	11,596	829,292
San Buenaventura	108,170	12.63%	4,089,467	4,036,145	53,322	3,856,180
Ventura County - Unincorporated	96,377	11.25%	3,643,621	3,596,113	47,508	3,391,646
Total	856,598	100.00%	32,384,477	31,962,227	422,250	29,772,355

ATTACHMENT 2

JEFFERY S. BURGH
AUDITOR-CONTROLLER

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



ASSISTANT
AUDITOR-CONTROLLER
JOANNE McDONALD

CHIEF DEPUTIES
BARBARA BEATTY
AMY HERRON
JILL WARD
MICHELLE YAMAGUCHI

January 14, 2020

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

SUBJECT: LOCAL TRANSPORTATION FUND FY 2020-21 ESTIMATES AND FY 2019-20 REVISED ESTIMATES

Dear Mr. Kettle:

The Auditor-Controller's conservative estimate of the Local Transportation Fund (LTF) revenues for fiscal year 2020-21 is \$38.5 million. Based on current year projected growth of 3.45 percent, the estimate could be \$39.0 million. As you are aware, projections are uncertain given the unpredictable nature of sales tax. It may be prudent to budget a contingency account to be allocated midyear if projections remain strong.

For fiscal year 2019-20 we had projected \$37.4 million. This estimate is currently revised to \$37.5 million. In addition, based on the allocation schedule provided by your office, we estimate that approximately \$120,491 in interest will be earned by the fund during fiscal year 2019-20 and be available for allocation in the subsequent fiscal year.

Based on revised revenue estimates of \$37.5 million, and interest of \$120,491, we project a LTF fund balance at June 30, 2020 of approximately \$4,196,010 (see Attachment I).

The Auditor-Controller's estimated LTF administrative costs for fiscal year 2019-20 are \$14,500.

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

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

Sincerely,

A handwritten signature in blue ink, appearing to read "Jeffery S. Burgh".

JEFFERY S. BURGH
Auditor-Controller

Enclosure

ATTACHMENT 1

COUNTY OF VENTURA
AUDITOR-CONTROLLER
LOCAL TRANSPORTATION FUND
PROJECTED ACTIVITY AND FUND BALANCE
AS OF JUNE 30, 2020

Audited Fund Balance as of June 30, 2019	\$	5,084,314	
Reversal of FY19 Fair Value adjustment		<u>(6,724)</u>	
Subtotal:			5,077,590
<u>ADD:</u>			
FY 19-20 Actual LTF Receipts as of December 31, 2019	\$	18,798,562	
Projected LTF receipts for remainder of FY 19-20 (CONSERVATIVE ESTIMATE)		<u>18,749,367</u>	
Subtotal: (A)			37,547,929
FY 19-20 interest earnings apportioned as of December 31, 2019.	\$	18,015	
Projected interest earnings for the remainder of FY 19-20		<u>102,476</u>	
Total Interest (B)			<u>120,491</u>
Funding Available	\$		42,746,010
<u>LESS:</u>			
FY 19-20 allocations as of December 31, 2019	\$	18,233,064	
Projected allocations for the remainder of FY 19-20 (C)		<u>20,316,936</u>	
Subtotal:			38,550,000
Projected Fund Balance as of June 30, 2020	\$		<u>4,196,010</u>

(A) FY 19-20 projected LTF receipts are based on FY19-20 actual receipts through December 31, 2019.

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

(C) Based on VCTC FY 19-20 Transportation Development Act (TDA) allocations adopted on June 1, 2019.

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Item #9F

February 7, 2020

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: JUDITH JOHNDUFF, PROGRAM MANAGER
SUBJECT: 2021 FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM FINANCIAL RESOLUTION

RECOMMENDATION:

- Adopt attached Resolution No. 2020-01 certifying that there are sufficient financial resources to fund projects in the 2021 Federal Transportation Improvement Program (2021 FTIP).

BACKGROUND:

Federal law requires that federally-funded transportation projects, as well as regionally-significant projects funded with state and local funds, be included in an adopted Federal Transportation Improvement Program (FTIP). The FTIP is required to be updated every two years and lists projects that are scheduled for implementation within the first four years of the program; it also lists projects that are reasonably expected to be implemented in the fifth and sixth years. The Southern California Association of Governments (SCAG) adopts the FTIP based upon input from each of the six county transportation commissions within the SCAG region. The 2021 FTIP covers Federal Fiscal Year (FFY) 2020/21 through FFY 2025/26.

The FTIP is required to be financially constrained by year. This means that the amount of funding devoted to projects must not exceed the amount of estimated funding available. Only projects listed in the FTIP are eligible to receive federal transportation funding. Accordingly, the Ventura County Transportation Commission (VCTC) is required to adopt a resolution certifying that sufficient resources are expected to be available for projects programmed in Ventura County.

As with the previous cycle, the Ventura County portion of the 2021 FTIP includes all of the following projects:

- Congestion Management and Air Quality (CMAQ) and Surface Transportation Program (STP): The FTIP includes carryover CMAQ projects programmed under the prior calls for projects and STP projects programmed under the Commission's programming policies. The FTIP will be amended in the future to incorporate new projects approved by the Commission.
- FTA Formula-Funded Projects: These projects are approved annually by the Commission through the Program of Projects (POP). Since VCTC has not yet approved the Program of Projects for beyond FFY 2019/20, the TIP only contains ongoing programs which the transit operators anticipate continuing based on the assumption of Federal apportionments remaining constant. The FTIP will be amended each year to incorporate what is actually approved by VCTC in each year's Program of

Projects.

- State Transportation Improvement Program (STIP) Regional Share Projects: VCTC programs projects in the STIP using its regional funding share of the State Transportation Improvement Program (STIP). These dollars are programmed based on the Caltrans Fund Estimate, which is based on anticipated availability of state and federal dollars, assuming current law. The 2021 FTIP includes updated listings for projects.
- Active Transportation Program (ATP): The FTIP includes carryover ATP projects programmed under the prior calls for projects. The FTIP will be amended in the future to incorporate future calls for projects.
- State Operation, Maintenance, and Interregional Projects: These projects are funded by Caltrans and the California Transportation Commission as part of the interregional share of the STIP or as part of the state highway maintenance and operations program. These dollars are also programmed based on the Fund Estimate.
- Discretionary Projects: The TIP includes projects receiving Congressionally-earmarked funds and projects receiving funds from the US Department of Transportation (USDOT), Caltrans or the California Transportation Commission through competitive selection.
- Local Projects: The TIP also includes regionally-significant projects for which local agencies have indicated they have sufficient local funding to implement.

In each case the projects approved for funding in Ventura County were programmed based on the expectation of available federal, state, and/or local revenue. Therefore, based on current law, resources are anticipated to be sufficient to fund all current commitments of the Ventura County transportation program.

RESOLUTION NO. 2020-01

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2020/21 – 2025/26 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, the Ventura County Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments (SCAG); and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the FAST Act also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Ventura County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Ventura County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Ventura County Transportation Commission is responsible for the development of the Ventura County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Ventura County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Ventura County Transportation Commission has adopted the FFY 2020/21-2025/26 Ventura County Transportation Improvement Program with funding for FFY 2020/21 and 2021/22 available and committed, and reasonably committed for FFY 2022/23 through 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2020/21-2025/26 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2020/21-2025/26 Ventura County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2020/21-2025/26 Ventura County TIP are consistent with the proposed 2020 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in March 2020.
2. Ventura County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocation to fund all of the projects in the FFY 2020/21-2025/26 Ventura County TIP; and
3. The local match for projects funded with federal STBG and CMAQ program funds is identified in the TIP.

4. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this 7th day of February 2020.

Claudia Bill-de la Peña, CHAIR, VCTC

ATTEST:

Vera Vega, Interim Clerk of the Commission

APPROVED AS TO FORM:

Steven T. Mattas, General Counsel

Date



Item #9G

February 7, 2020

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: REVISION TO CAMARILLO CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM

RECOMMENDATION:

- Approve reprogramming \$635,783 in CMAQ funds from the Las Posas Road Bike Lanes project in Camarillo to the Pleasant Valley Road Bike Lanes project.

BACKGROUND:

In 2015, as part of the CMAQ call for projects, VCTC programmed \$331,998 for a project in Camarillo to build bike lanes on Las Posas Road north of Pleasant Valley Road, as well as \$2,213,250 for bike lanes on Pleasant Valley from Las Posas to Lewis Road. Later, in 2017, the Commission approved an increase of \$203,785 for Las Posas Road in recognition of a cost savings on a completed Camarillo project. In 2018, the Commission approved a \$100,000 increase for the Las Posas project as part of the effort to increase CMAQ project delivery to prevent a funding rescission. The Camarillo City Council has decided to put the Las Posas Road project on hold pending possible development of a more extensive improvement on that facility. Meanwhile, the cost has increased for the Pleasant Valley Road project.

DISCUSSION:

Since the Commission commits CMAQ funds to specific projects, if an agency drops or places on indefinite hold a previously-programmed project, the general practice is to make that project's funds available for a future call for projects. On the other hand, if a completed project has an unexpended balance, if requested by the project sponsor, staff will recommend shifting the balance to another project that was also selected by VCTC through its competitive process.

Since there is \$203,785 programmed to Las Posas Road that originated as an unexpended balance for another completed project, it would be consistent with past practice to provide the funds to Pleasant Valley Road instead of Las Posas. With regard to the remaining funds programmed to Las Posas Road, an important consideration is that VCTC approved both the Las Posas and Pleasant Valley projects in the same (2015) call for projects. VCTC staff has reviewed the 2015 project ranking and determined that if Camarillo had originally requested those funds for Pleasant Valley instead of Las Posas, it is likely that Pleasant Valley would have gotten those funds. The funding increase for Pleasant Valley is small relative

to the overall funding amount, so the project's ranking would likely not have changed. Also, the highest-scored unfunded project requested \$588,400, which is significantly more than the \$331,998 originally committed to Las Posas, so that project could not have been funded even if the Pleasant Valley Road project scored differently. Staff therefore recommends that the entire \$635,783 in CMAQ programmed for Las Posas be transferred to Pleasant Valley, including the \$331,998 from the 2015 call for projects, the \$203,785 from another completed project's unexpended balance, and the \$100,000 cost increase amount.

This item was on the TTAC January 16th agenda. There was not a quorum when this item was discussed. The Committee members present did not have any objections to this staff recommendation.



Item #9H

February 7, 2020

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: REVISION TO GOLD COAST TRANSIT DISTRICT CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS

RECOMMENDATION:

- Approve the request from the Gold Coast Transit District (GCTD) to repurpose \$1.48 million of unexpended CMAQ funds approved for the Bus Repowering Project, and to reduce the number of repowered buses by 12 and instead replace 3 buses.

BACKGROUND:

As part of the most recent CMAQ call for projects, VCTC programmed \$1,821,046 for the repowering of 14 buses, with another \$1,218,047 included on the Shelf List to repower an additional 12 buses. This past year the Commission approved the remaining \$1,218,047 as part of the effort to reduce the county CMAQ balance to \$0 to avoid the scheduled rescission of federal apportionments. GCTD submitted and received approval to obligate the \$1,218,047 from the CMAQ Shelf List, thus protecting these funds from the rescission.

GCTD's recently-completed TAM Plan found that it will be more prudent to replace 3 buses rather than repower the remaining 12 buses included in the approved project. The 3 buses to be replaced will reach the end of their useful life in 2020. GCTD is therefore recommending that VCTC approve this repurposing of the CMAQ funds.

Generally, when CMAQ funds are deobligated they are returned to the Ventura County balance and become available to another project selected by VCTC through a future call for projects. GCTD is unusual because it is a direct Federal Transit Administration (FTA) recipient, and so under FTA's rules, once funds are transferred to GCTD they cannot be taken away from GCTD's account. As a result, should these funds not be used for the originally-approved purpose, VCTC's only option is to reprogram the funds to another GCTD project.

DISCUSSION:

The change proposed by GCTD results in a project that is substantially different than what was approved by VCTC through its call for projects. However, the Transportation Asset Management (TAM) Plan developed by GCTD documents that to better spread out the future bus replacement burden over multiple

years it will be more prudent to replace at least 3 buses now rather than repower more buses that would all need to be replaced at about the same time as 22 other buses. Thus, the TAM Plan analysis justifies the conclusion that the new scope to replace 3 buses, instead of repowering 12, would be at minimum as high a priority as the original scope, as ranked in the most recent CMAQ call for projects.

This recommendation was approved by TRANSCOM at its January 9th meeting.



Item #10

February 7, 2020

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: LEGISLATIVE UPDATE AND POSITION ON BILLS

RECOMMENDATION:

- Adopt “Work with Author” position on AB 1350 (Gonzalez) to require transit operators such as VCTC to provide free transit fares for persons under 18, as a condition for receiving state transit funds.

DISCUSSION:

State Issues

Attachment A is the monthly report of Delaney Hunter, the Commission’s state lobbyist. The report describes various state issues including the Governor’s proposed Fiscal Year (FY) 2020/21 Budget. The proposed budget does not appear to raise any significant transportation issues.

Attachment B provides the consultant’s analysis of AB 1350 (Gonzalez). California funds transit operations through the Transportation Development Act (TDA), the State Transit Assistance Program, and the Low Carbon Transit Operations Program, and AB 1350 makes all of these funds conditional on transit operators not charging fares for persons under 18. In recent years VCTC consistently supported proposals to provide free or more discounted fares to students, including college/university students as well as secondary and younger. Typically those proposals would have come with additional state funding, while AB 1350 by contrast provides no new funds while requiring transit operators to use existing funds. The bill contains no language regarding an unfunded local mandate, apparently because it does not mandate anything but instead makes all state transit apportionments conditional on compliance with a requirement. Another significant provision is that for the purpose of calculating the required TDA farebox recovery ratio, transit operators will be allowed to take credit for the free youth rides as though the full regular fare was paid. As a result, transit operators will receive less fare revenue but will find it slightly easier to meet with the state’s farebox recovery requirement.

While the Commission is generally supportive of free or discounted transit service for youth, SB 1350 raises issues, particularly the cost of eliminating youth fares for VCTC, Metrolink, Gold Coast Transit, and the county’s municipal bus providers. In the case of VCTC and Gold Coast, the youth ridership is estimated at about 8.5%, so a rough estimate of the lost revenue due to free youth fares would be

\$235,000 for Gold Coast and \$85,000 for VCTC. (The \$85,000 in lost VCTC revenue is approximately equal to the revenue added by the January fare increase.) There could also be increased costs if the free youth fare results in significant additional ridership requiring additional school tripper buses, which would produce virtually no fare revenue. It would therefore seem appropriate for AB 1350 to provide some kind of state financial support to help address the lost revenue and higher expenses. There also needs to be some consideration of the logistical requirements of issuing the free youth passes specified in the bill. For these reasons staff recommends a "Work with Author" position, which will allow staff to work in conjunction with TRANSCOM and the Southern California transportation agencies to consider the issues and support possible amendments.



CALIFORNIA ADVISORS, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT JANUARY 2020

Legislative Update

The Legislature reconvened from their interim recess on January 6th to begin the second year of the two-year legislative session. Legislators have returned to Sacramento to a full schedule of policy committees and floor sessions as they push to meet the “two-year” bill deadline. Two year bills are those bills that were introduced last year and still haven’t moved out of the house they were introduced in. Legislative deadlines require those bills to move into the second house by the end of January.

The Governor also submitted his initial budget proposal to the Legislature on January 10th. This proposal provides the first glimpse of what the Governor’s priorities will be for the coming year. This framework will also serve as the starting point for negotiations to occur with the Legislature over the next five months. The final budget must be passed and signed by the Governor by June 15th. As always, California Advisors will continue to represent VCTC as the budget evolves over the next few months and will keep VCTC apprised of any new relevant legislation that is introduced.

Governor’s Proposed Budget

Governor Gavin Newsom unveiled his initial budget proposal on January 10th, which includes \$151.6 billion in General Fund revenues and would continue to put money aside for the state’s rainy-day fund. Those reserves would reach \$20.5 billion by the end of the coming fiscal year. His budget also assumes \$5.9 billion in surplus funds and he allocates more than \$2.5 billion of surplus dollars to one-time spending proposals. Those proposals include \$750 million in one-time dollars to help reduce homelessness across the state.

Specifically, the budget allocates \$27 billion in total for transportation departments. It also includes \$5.4 billion in funding from the Road Repair and Accountability Act of 2017 (SB 1), of which \$3.5 billion is for road repair and maintenance, with the remaining \$1.9 billion for transit, freight corridors, congestion relief, and active transportation. The budget provides \$1.3 billion in SB 1 funding to be distributed by formula to cities and counties for local road maintenance. It provides \$261 million from SB 1 revenues for transit, commuter, and intercity rail. It also provides \$423 million in SB 1 revenues for formula-based assistance to local transit operators, in addition to roughly \$600 million in other base funding. The budget provides capital

outlay funding of \$2.4 billion all from the Greenhouse Gas Reduction Fund for phase one of the blended system. It includes \$200 million from the Motor Vehicle Account for additional REAL ID workload. This is the second year of the two-year funding for additional staff and new processes provided in the 2019-20 budget. The budget includes \$7 million in ongoing special fund resources for the CHP to establish a task force, in collaboration with the Department of Justice, to identify the illicit distribution of vaping products and take enforcement actions where appropriate.

The budget also proposes to spend \$53.3 billion in state infrastructure over the next five years. This includes \$45 billion for transportation infrastructure over five years, with \$8.7 billion in 2020-21.

Upcoming Bill Deadlines and 2 Year Bills

January 31 – Deadline for 2 year bills to make it out of house of origin.

February 21 – Deadline for bill introductions

April 2 - 13 – Spring Recess

April 24 – Policy Committee Deadline

Below is a list of VCTC tracked bills:

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

Introduced: 12/13/2018

Status: 1/17/2020-Read third time. Passed. Ordered to the Senate. In Senate. Read first time. To Committee on Rules for assignment.

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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 246 (Mathis R) State highways: property leases.

Introduced: 1/22/2019

Status: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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

Introduced: 1/28/2019

Status: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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 315 (Garcia, Christina D) Local government: lobbying associations: expenditure of public funds.

Introduced: 1/30/2019

Status: 1/9/2020-In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: Current law authorizes the legislative body of a local agency, defined as a county, city, or city and county, or a district, defined broadly to include other political subdivisions or public corporations in the state other than the state or a county, city and county, or city, to attend the Legislature and the Congress of the United States, and any committees thereof, and to present information regarding legislation that the legislative body or the district deems to be beneficial or detrimental to the local agency or the district. Current law also authorizes the legislative body of a local agency or a district to enter into an association for these purposes and specifies that the cost and expense incident to the legislative body's or district's membership in the association and the activities of the association are proper charges against the local agencies or districts comprising the association. This bill, with respect to moneys paid to or otherwise received by an association from a local agency or district member of the association, would prohibit an association of local agencies or districts from expending those moneys for any purpose other than the above-described activities and educational activities.

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 352 (Garcia, Eduardo D) Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020.

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 enact the Wildfire Prevention, Safe Drinking Water, Drought Preparation, and Flood Protection Bond Act of 2020, which, if approved by the voters, would authorize the issuance of bonds in the amount of \$3,920,000,000 pursuant to the State General Obligation Bond Law to finance a wildlife prevention, safe drinking water, drought preparation, and flood protection program. The bill would provide for the submission of these provisions to the voters at the November 3, 2020, statewide general election. The bill would provide that its provisions are severable.

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

Introduced: 2/5/2019

Status: 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019) (May be acted upon Jan 2020)

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 pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/1/2019) (May be acted upon Jan 2020)

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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 pursuant to Rule 61(a)(10). (Last location was TRANS. on 5/8/2019)
(May be acted upon Jan 2020)

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

Introduced: 2/13/2019

Status: 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was L. GOV. on 2/21/2019)
(May be acted upon Jan 2020)

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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 pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 4/10/2019) (May be acted upon Jan 2020)

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 pursuant to Rule 61(a)(5). (Last location was APPR. on 3/25/2019) (May be acted upon Jan 2020)

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

Introduced: 2/20/2019

Status: 8/30/2019-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/12/2019) (May be acted upon Jan 2020)

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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

Introduced: 2/21/2019

Status: 1/16/2020-Read second time. Ordered to third reading.

Summary: The Ralph M. Brown Act generally requires that the meetings of legislative bodies of local agencies be conducted openly. That act defines "meeting" for purposes of the act and prohibits a majority of the members of a legislative body, outside a meeting authorized by the act, from using a series of communications of any kind to discuss, deliberate, or take action on any item of business that is within the subject matter jurisdiction of the legislative body. This bill would provide that the prohibition described above does not apply to the participation, as defined, in an internet-based social media platform, as defined, by a majority of the members of a legislative body, provided that a majority of the members do not discuss among themselves, as defined, business of a specific nature that is within the subject matter jurisdiction of the legislative body of the local agency.

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

Introduced: 2/21/2019

Status: 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/7/2019) (May be acted upon Jan 2020)

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

Introduced: 2/21/2019

Status: 7/12/2019-Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 5/29/2019) (May be acted upon Jan 2020)

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: 8/30/2019-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2019)(May be acted upon Jan 2020)

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 1/6/2020)

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 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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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: 1/16/2020-Re-referred to Committee on Appropriations

Summary: Would require transit agencies to offer free youth transit passes to persons 18 years of age and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program. The bill would also require a free youth transit pass to count as a full price fare for purposes of calculating the ratio of fare revenues to operating costs.

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

Introduced: 2/22/2019

Status: 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/22/2019) (May be acted upon Jan 2020)

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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

Introduced: 2/22/2019

Status: 8/30/2019-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/19/2019) (May be acted upon Jan 2020)

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: 5/16/2019-In committee: Hearing postponed by committee. (Set for hearing on 1/23/2020)

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: 8/30/2019-In committee: Held under submission.

Summary: The Personal Income Tax Law and the Corporation Tax Law allow a motion picture credit for taxable years beginning on or after January 1, 2020, to be allocated by the California Film Commission on or after July 1, 2020, and before July 1, 2025. This bill, for taxable years beginning on or after January 1, 2020, would allow an additional tax credit, for qualified motion pictures in the same manner as described above, with modifications including revising the definition of "qualified motion picture" to mean a qualified motion picture 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 8 weeks from the beginning of the pregnancy or earlier and would limit on the aggregate amount of these new credits to be allocated in each fiscal year to \$50,000,000 plus additional specified amounts.

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

Introduced: 2/22/2019

Status: 5/3/2019-Failed Deadline pursuant to Rule 61(a)(3). (Last location was TRANS. on 3/14/2019) (May be acted upon Jan 2020)

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

Introduced: 2/22/2019

Status: 5/16/2019-In committee: Hearing postponed by committee. (Set for hearing on 1/23/2020)

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: 8/30/2019-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/12/2019) (May be acted upon Jan 2020)

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

Introduced: 2/22/2019

Status: 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/8/2019) (May be acted upon Jan 2020)

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 1848 (Lackey R) High-speed rail: Metrolink commuter rail system.

Introduced: 1/6/2020

Status: 1/17/2020-Referred to Committee on Transportation

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state. The Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, approved by the voters as Proposition 1A at the November 4, 2008, general election, provides for the issuance of \$9,000,000,000 in general obligation bonds for high-speed rail purposes and \$950,000,000 for other related rail purposes. This bill would appropriate \$4,000,000,000 of those bond

revenues to the Southern California Regional Rail Authority to fund improvements to the Metrolink commuter rail system.

AB 1908 (Chen R) Department of Transportation: Homeless Encampment and Litter Program.

Introduced: 1/8/2020

Status: 1/9/2020-From printer. May be heard in committee February 8.

Summary: Would require the Department of Transportation, within its maintenance program, to establish a Homeless Encampment and Litter Program to provide timely abatement and cleanup of homeless encampments on department property and expedited and coordinated access to housing and supportive services. The bill would require the department to coordinate with homeless service provider agencies and to establish homeless adult and family multidisciplinary personnel teams. The bill would require the department, upon receiving a report of a homeless encampment, to deploy a multidisciplinary personnel team to expedite and coordinate access to housing and supportive services for occupants of the encampment.

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.

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

Introduced: 1/18/2019

Status: 7/12/2019-Failed Deadline pursuant to Rule 61(a)(11). (Last location was TRANS. on 5/2/2019) (May be acted upon Jan 2020)

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 pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019) (May be acted upon Jan 2020)

Summary: Current law establishes the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation, such as biking and walking. Existing law requires specified funds for the program to be appropriated to the department in the annual Budget Act and allocated to eligible projects by the California Transportation Commission. This bill would require that 60% of available funds be awarded to projects selected by metropolitan planning organizations (MPO) 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 25% to projects competitively awarded by the commission on a statewide basis.

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

Introduced: 1/28/2019

Status: 8/30/2019-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2019) (May be acted upon Jan 2020)

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

Introduced: 2/11/2019

Status: 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019) (May be acted upon Jan 2020)

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

Introduced: 2/13/2019

Status: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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 pursuant to Rule 61(a)(11). (Last location was TRANS. on 5/24/2019) (May be acted upon Jan 2020)

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: 1/17/2020-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 4/26/2019)

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

Introduced: 2/21/2019

Status: 7/10/2019-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/6/2019) (May be acted upon Jan 2020)

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 pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/16/2019) (May be acted upon Jan 2020)

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) California Environmental Quality Act: attorney's fees: infill housing.

Introduced: 2/22/2019

Status: 5/17/2019-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/13/2019) (May be acted upon Jan 2020)

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 736 (Umberg D) Creative Economy Task Force.

Introduced: 2/22/2019

Status: 8/30/2019-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/21/2019) (May be acted upon Jan 2020)

Summary: Would, until January 1, 2031, establish the Creative Economy Incentive Act, which would be administered by GO-Biz, for the purpose of providing financial support to any nonprofit organization, city, county, special district, or any political subdivision of state or local government, including a department, agency, commission, district, joint powers authority, or a combination thereof for the purpose of assisting in financing a creative economy event, as defined.

SB 757 (Allen D) State highways: relinquishment.

Introduced: 2/22/2019

Status: 1/21/2020-January 21 hearing: Placed on APPR. suspense file. Set for hearing January 23.

Summary: Current law vests the Department of Transportation with full possession and control of all state highways. Current law describes the authorized routes in the state highway system and establishes a process for adoption of a highway on an authorized route by the California Transportation Commission. Current law also provides for the commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment.

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AB 1350 (Gonzalez)**Summary:**

AB 1350 by Assemblymember Lorena Gonzalez would require transit agencies to offer free youth transit passes to all Californians age 18 years and under in order to be eligible for state funding under the Mills-Deddeh Transit Development Act, the State Transit Assistance Program, or the Low Carbon Transit Operations Program.

Purpose:

According to the author, while there are a variety of transit pass programs that target youth populations, many of these programs are contingent on school enrollment, or on a means-tested basis for low-to-moderate-income youth. If California is to meet its GHG emissions goals, young Californians must become regular transit users, regardless of income or education status.

AB 1350 would require local transit agencies to offer free transit passes to individuals age 18 and under in order to be eligible for state transportation funds. This bill would also require a free youth transit pass to count as a full price fare for the purposes of calculating the ratio of fare revenues to operating costs. Requiring local transit agencies to offer free transit passes to youth riders, regardless of income or educational status, removes an additional barrier to encourage youth ridership and creating life-long transit users.

Existing Law:

Provides funding for public transportation through the TDA, including the LTF, which is derived from a .25% statewide sales tax, and the STA, which is derived from the sales tax on diesel fuel.

Establishes the GGRF in the State Treasury and requires all monies collected pursuant to the state's cap and trade program, with limited exceptions, to be deposited into the fund and makes the GGRF funds available for appropriation by the Legislature.

Establishes the LCTOP and continuously appropriates 5% of GGRF fund proceeds, beginning in the 2015-16 fiscal year, for transit operations.

Requires transit operators to maintain a specified ratio of fare revenues to operating costs in order to be eligible to receive TDA funds.

Related Legislation:

AB 1543 (Holden) requires 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. AB 1543 did not move in 2020 and is dead.

AB 2034 (Holden) of 2018 requested the University of California Institute of Transportation Studies to prepare and submit a report on reduced fare transit pass programs to the Governor and Legislature by January 1, 2020. AB 2034 was held in the Senate Rules Committee.

AB 17 (Holden) of 2017, would have created a reduced fare transit pass pilot program funded at \$20 million to be administered by the Department of Transportation (Caltrans) to provide free or reduced fare transit passes to low income students. AB 17 was vetoed by Governor Brown.

AB 2222 (Holden) of 2016, would have created a reduced fare transit pass program to be administered by Caltrans for low income students. AB 2222 was held on the Senate Appropriations Committee suspense file.

AB 1555 (Gomez) of 2016, would have appropriated \$800 million from the GGRF to fund a variety of programs including \$10 million for active transportation and transit pass investments. AB 1555 was

referred to the Assembly Committee on Budget and Fiscal Review and returned to the Chief Clerk without being heard.

SB 951 (McGuire) of 2016, would have created and appropriated \$3 million annually from the GGRF through 2020-21 for the Golden State Patriot Passes pilot program to provide veterans with free access to transit. SB 951 was held on the Senate Appropriations Committee suspense file.

SB 862 (Committee on Budget and Fiscal Review), Chapter 36, Statutes of 2014, created and funded with GGRF, the Affordable Housing and Sustainable Communities, the Low Carbon Transportation, and the LCTOP programs.

AB 1002 (Bloom) of 2013, would have increased the tax on vehicle registrations by \$6. 40% of the revenues would have been appropriated to transportation commissions and transit operators to support transit operations and maintain and expand reduced fare programs, including transit passes for students, low-income youth, seniors, and persons with disabilities. AB 1002 was referred to the Assembly Local Government Committee but was returned to the Chief Clerk without being heard.

Support/Opposition:

Support:

None as of 1/22/2020

Opposition:

None as of 1/22/2020

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY January 15, 2020			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 1350 Daly	Requires free youth transit passes as a condition for receipt of state transit funds.	Work with Author	Passed Assembly Transportation Committee 15-0. Passed Assembly Appropriations Committee 18-0. Passed Assembly 75-0. To Senate.

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

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Item #11

February 7, 2020

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: CLAIRE GRASTY, TRANSIT PLANNING MANAGER

SUBJECT: FISCAL YEAR 2020/2021 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS PUBLIC HEARING

RECOMMENDATION

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

BACKGROUND

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

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

The purpose of the public hearing is to take testimony on local and/or regional transit needs, and assure that all reasonable transit needs are satisfied. VCTC is required to make those findings, and provide them to the State for review and concurrence prior to allocation of TDA funds to the cities/County for any street or road purpose. In the past, this process was applicable to the entire County and the format of the public hearing process occurred through a voluntary subcommittee of Commissioners. In 2014, TDA legislation changed and Counties with populations over 500,000 were required to use all TDA funds for transit. Ventura County received an exemption in the legislation so that cities with populations under 100,000 are eligible to use TDA funds for non-transit purposes. As of July 1, 2014 only the cities of Camarillo, Fillmore, Moorpark and Santa Paula can claim TDA funds for local street purposes. Additionally, on June 11, 2018, legislation allowed Thousand Oaks to spend TDA fund on streets and roads. While not required by the legislative change, the City of Thousand Oaks has agreed to follow the spirit of the Unmet Needs process before allocating LTF revenues to streets and roads.

DISCUSSION

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

Since the Commission's approval of the Unmet Transit Needs findings and recommendations in December 2019, VCTC has received public comments and service requests through VCTC's public comment form and rider comment email address. An online survey for the general public to provide feedback posted on VCTC's website, one in English and one in Spanish, has been available since mid December and will continue to be until mid February. Additionally, VCTC is holding five community meetings:

- Moorpark Council Chambers - January 9, 5-7 p.m.
- Camarillo Council Chambers – January 16, 4-6 p.m.
- Santa Paula Blanchard Library – January 23, 5-7 p.m.
- Thousand Oaks Board Community Room – January 29, 5-7 p.m.
- Fillmore Active Adult Center – February 4, 5-7 p.m.

Legal notice for today's public hearing was published in the Ventura County Star and Vida News on December 26, 2019. Thus far, VCTC has received about 100 comments through the survey, website, Facebook, Instagram and community events, with the vast majority of them coming through the online survey. Staff is recording all transportation comments even if they are not applicable to the Unmet Transit Needs process and responding where appropriate in an effort to better understand the needs of the community and improve transportation. Comments are wide ranging from on-time performance, increased frequency, shorter travel times, more train service, bust stop improvements and a number of other things. An appendix with all comments in addition to a survey analysis will be included as part of the final report sent to the Commission.

After today's hearing, the online unmet needs survey will remain on the www.goventura.org website through February 14, 2020 when the public comment period closes. Testimony heard at today's public hearing will be reviewed by staff and the Citizen's Transportation Advisory Committee and Social Services Transit Advisory Committee (CTAC/SSTAC). Staff will consult and work with the CTAC/SSTAC to develop findings and appropriate recommendations, which will be presented to the Commission in May 2020 for approval action.

FY 20-21 Unmet Transit Need and Reasonable to Meet Definitions

“UNMET TRANSIT NEED”

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

Includes:

- Public transit services not currently provided to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and education programs. Service must be needed by and benefit the general public.
- Service expansions including new routes, significant modifications to existing routes, and major increases in service hours and frequency

Excludes:

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

“REASONABLE TO MEET”

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

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

PASSENGER FARE RATIOS

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

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



Item #12

February 7, 2020

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DARREN M. KETTLE, EXECUTIVE DIRECTOR

**SUBJECT: NEW POSITION ALLOCATION REQUEST TITLED PROGRAM MANAGER-
GOVERNMENT AND COMMUNITY RELATIONS**

RECOMMENDATION:

- Approve a new position allocation titled Program Manager- Government and Community Relations that will report to the Executive Director.
- Amend the VCTC FY 2019/20 Budget as follows:
 - Increase the State and Federal Governmental Relations budget to include an additional \$22,700 in LTF –General Fund balance for the additional staff costs.

Under VCTC's Personnel Policies and Procedures, Article 6 Classification and Compensation, the Executive Director may authorize classification studies or job audits to determine the most appropriate staffing levels as position duties and general qualifications change or as the needs of the organization evolve.

BACKGROUND:

In years past the Clerk of the Board position assumed some of VCTC's routine community relations duties and the agency utilized other staff members and consultants to round out the needed outreach efforts. The Clerk of the Board job description was recently reviewed and modified and it is now in active recruitment status. With the changes to the job description, it was acknowledged that VCTC's comparator agencies typically employ a Clerk of the Board/Executive Assistant and a separate professional level Community Relations Manager. While combining some of the basic outreach and marketing duties with the Clerk duties has sufficed to date, it is clear that VCTC needs the fulltime, focused, and experienced direction from a Program Manager level position. The Clerk of the Board position has been retitled and modified in part to remove the community outreach duties in anticipation of creating a separate classification titled Program Manager – Government and Community Relations.

With the addition of the Program Manager position, there will be a designated staff person who can more clearly focus on the community relations work program. VCTC currently retains an outside community relations firm to provide the agency with outreach services; most of those duties will be returned in-house to this new position when the contract is next renewed. Those savings will help to offset the additional costs of the proposed Program Manager position.

Salary Range:

Level	Title	Annual Salary Range
PROPOSED - Manager	Program Manager – Government and Community Relations	\$70,132 - \$115,364

The fully burdened costs for the proposed position of Program Manager – Government and Community Relations are as follows:

FY 2019/2020 - \$75,300 (estimate February-June 30, 2020) This cost is partially offset by FTA Outreach Funds already in the budget.

FY 2020/2021 - \$184,400

The staffing proposal provides for flexible staffing which allows the Executive Director to make an appointment at any point of the specific position's salary range. A flexibly staffed classification pattern allows qualifying individuals to promote upwards when the required level of knowledge, skills, and abilities has been reached. By filling at a lower classification level or a lower step of the salary range, VCTC can control personnel costs and still provide employees upward career mobility and staff development.

ACTION/DISCUSSION:

It is requested to create an additional position allocation that will report to the Executive Director titled Program Manager – Government and Community Relations.

Attachment:

Program Manager – Government and Community Relations job description

Ventura County Transportation Commission
Job Description

Program Manager - Government and Community Relations

Definition

Under general direction, performs professional level government and community relations programming in the region; plans, organizes, and implements a comprehensive government relations communication program, and public outreach program in support of VCTC projects and programs; represents VCTC's positions to special interest groups and local, state, and federal agencies, legislators, and lobbyists. Informs stakeholders and the public of the activities and objectives of VCTC; and provides highly responsible and complex administrative support to the Planning and Policy Director. The Program Manager works closely with other departments and Commission members; and does related work as required.

Distinguishing Characteristics

This is a single-position management-level classification reporting to a department head, and has primary responsibility for the overall government and community relations, customer service, outreach, marketing and research, and media and public affairs activities. This position exercises independent judgment and discretion in formulating, managing, and overseeing the Agency's community relations programs. It is distinguished from the next higher level position of department head, in that the latter has greater responsibility for a wider variety of programs and functions.

Typical and Important Duties

Duties may include, but are not limited to, the following:

- Manages, oversees, coordinates, and participates in the operations and activities of the Agency's public outreach and marketing program.
- Manages public information activities including: media relations, VCTC website, social media presence and various other channels of broad and targeted communications.
- Manages and directs the development and implementation of media programs or campaigns designed to keep the public informed of VCTC's projects, accomplishments and objectives.
- Manages VCTC's public relations, communications and public outreach programs to promote understanding of VCTC's programs, projects and activities.
- Researches, organizes, develops, updates and edits informational material including, but not limited to: technical documents, web pages, social media, newsletter and other publications, public notices, news releases, presentation, advertising scripts and materials.
- Attends and presents at council meetings, public hearings and before transportation special interest groups at the regional, state, and national levels.
- Directs and evaluates the work of contract lobbyist at the state level to influence state decisions affecting transportation.

- Researches, writes, and edits various publications and outreach materials, including press releases, media alerts, photos, internal communications, online communications, social media, brochures, and other materials in support of project initiatives.
- Establishes and maintains liaison, communication, and cooperation with a wide range of citizens groups and individuals, organizations, associations, and appropriate governmental bodies to achieve VCTC goals and objectives.
- Prepares and updates VCTC's Public Participation Plan.
- Receives inquiries from, and provides information to the public regarding a wide variety of topics and successfully communicates with a variety of audiences as they relate to VCTC's programs and projects.
- Responds to difficult and sensitive public inquiries and complaints and assists with resolutions and alternative recommendations.
- Participates in the development and implementation of goals, objectives, policies, and priorities for communications and public outreach programs.
- Serves as the Agency's public information officer and as the primary media contact; refers specific issues to appropriate staff; coordinates and disseminates information to the media and others, as applicable; writes and reviews press releases; coordinates and plans a variety of public events, including media events, ground breakings, and ribbon cutting activities.
- Represents VCTC to the professional community, including making oral and graphic presentations or preparing materials for presentation to the Commission, committees, staff, and interested groups related to government and community relations issues.
- Collaborates with other managers and staff members in order to formulate and implement policies, procedures, goals, and objectives.
- Represents the Agency in meetings with other governmental agencies; makes presentations before commissions, boards, professional organizations, business organizations, community organizations, and the general public.
- Performs related duties and responsibilities as assigned.

Experience and Training

Any combination of experience and training that would provide the required knowledge, skills, and abilities would be qualifying. A typical way to obtain the knowledge, skills, and abilities would be:

Experience: Five years of progressively more responsible professional-level, public agency experience in a public information role, performing government and community relations, outreach, research, strategic planning, and advocacy at the state and/or federal level.

Training: A bachelor's degree from an accredited college with major coursework in business administration, public administration, journalism, communications, public relations, political science, public policy, political science or a related field.

Job-Related Qualifications

Knowledge of:

- Principles, practices, and processes of government relations, legislative actions at the local, state and federal levels and policy development.
- Communications and public outreach program goal setting, development, implementation, and evaluation.
- Principles and practices of public and community relations, advocacy, mass communications, media, written and oral communication, including press release procedures.
- Methods and techniques of public speaking and presentation techniques.
- English usage, grammar, spelling, vocabulary, and punctuation.
- Basic principles and practices of budget development, administration, and accountability.
- Applicable federal, state, and local laws, regulatory codes, ordinances, and procedures related to assigned area of responsibility.
- Recent and on-going developments, current literature, and sources of information related to government relations and legislative programs.
- Techniques for effectively representing VCTC in contacts with governmental agencies, community groups, and various business, professional, educational, regulatory, and legislative organizations.
- Techniques for providing a high level of customer service by effectively dealing with the public, vendors, contractors, and VCTC staff.
- Practices of researching issues, evaluating alternatives, making sound recommendations, and preparing and presenting effective staff reports.
- Current organizational priorities, projects, opportunities and political dynamics affecting the organization.
- Standard administrative practices and procedures, including the use of modern office procedures, standard computer software systems and equipment.

Ability to:

- Plan, research, organize, coordinate, and implement comprehensive government relations and legislative, as well as communications and public outreach programs services suited to the needs of the community and VCTC.
- Deal tactfully and effectively with the public media and representatives of the community.
- Develop effective outreach strategies and campaigns; work effectively with diverse groups of different ages and various socio-economic backgrounds; listen to and discuss problems and complaints tactfully.
- Administer multiple social media accounts, including Facebook, Instagram, and Twitter and the ability to design and manage social media campaigns.
- Manage basic website maintenance tasks.
- Interpret, apply, explain, and ensure compliance with federal, state, and local policies, procedures, laws, and regulations.
- Conduct complex research projects, evaluate alternatives, make sound recommendations, and prepare effective staff reports.

- Use tact, initiative, prudence, and independent judgment within general policy, procedural, and legal guidelines.
- Plan, research, organize, manage, and implement public outreach programs services suited to the needs of the community and VCTC.
- Build consensus and coalitions and lead a diverse group toward common goals.
- Assess current organizational, project and political issues and strategize appropriate plans and actions.
- Implement, monitor, evaluate and adjust strategic plans.
- Recommend and implement goals, objectives, and practices for providing effective and efficient services.
- Demonstrate sound professional judgment, reason logically, and think creatively.
- Communicate effectively in writing, orally, and with others to assimilate, understand, and convey information, in a manner consistent with job functions.
- Prepare and present clear, effective, and accurate reports, correspondence, policies, procedures, and other oral and written materials.
- Establish and maintain effective relationships with those contacted in the course of the work.
- Represent the Agency effectively in contacts with elected and other officials, representatives of other agencies, and the public, occasionally in situations where relations may be difficult or strained.
- Organize own work, set priorities, meet critical deadlines, and follow-up on assignments with a minimum of direction.
- Work in a safe manner modeling correct Agency safety practices and procedures.

Skill in:

- Using a personal computer and associated applications.

Licenses and Certificates

All licenses and certificates must be maintained as a condition of employment.

- A valid appropriate California driver's license may be required.
- Maintain a satisfactory driving record.

Special Requirements

Essential duties require the following physical skills, abilities, and work environment:

Physical Skills: Able to use standard office equipment, including a computer and other electronic equipment; arm, hand, finger, wrist, leg, or foot motion repetitively; firmly or lightly grasp items as needed; sit for prolonged periods; stand, walk, kneel, and maintain sustained posture in a seated or standing position for prolonged periods of time; vision to read printed materials, a computer screen, and to work in a typical office environment; hearing and speech to communicate in person, over the telephone, and to make public presentations; lift and carry 30 pound boxes, files, and materials.

Ability to: Travel to different sites and locations; drive safely to different sites and locations; occasionally works protracted and irregular hours and evening meetings or work unusual hours for meeting attendance or participation in specific projects or programs.

Work Environment: Mobility to work in a typical office setting.

Approved:	February 2020
Revision Dates:	
Former Titles:	
Status:	Exempt/Mid-management
ADA Review:	
DOT:	No
Physical:	No

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Item #13

February 7, 2020

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: DARREN KETTLE, EXECUTIVE DIRECTOR
STEVEN MATTAS, GENERAL COUNSEL**

**SUBJECT: CITY OF CAMARILLO REQUEST FOR FUTURE AGENDA ITEM TO CONSIDER
PROJECT CONSISTENCY REVIEW BY THE VENTURA COUNTY AIRPORT LAND
USE COMMISSION**

RECOMMENDATION:

1. Consideration of request from City of Camarillo to schedule an agenda item for the Ventura County Airport Land Use Commission to consider an Airport Comprehensive Land Use Plan ("ACLUP") and Camarillo Airport Master Plan ("CAMP") consistency determination for the proposed Cloud Nine Hangar Project (RKR Incorporated) at Camarillo Airport.
2. The Executive Director and General Counsel concur in a recommendation that the Commission not schedule the matter for future consideration.

BACKGROUND:

At the December 6, 2019 Commission Meeting, Commissioner Trembley submitted a letter from the City of Camarillo to the Commission bringing attention to a development project at the Camarillo Airport and requesting that the Commission place on a future agenda a project consistency review of the project with the ACLUP and CAMP. The City of Camarillo letter is attached (Attachment "A"). Citing Article IV, Section 4 (H) 1 of the VCTC Administrative Code, Commissioner Trembley requested support for the request from fellow Commissioners and received the required additional two Commissioners support for an item to consider the City's request on a future agenda.

On December 31, 2019, the Executive Director received a letter from the County of Ventura Director of Airports, Kip Turner, describing County's position on the project and review by the Ventura County Airport Land Use Commission. Mr. Turner's letter is attached (Attachment "B"). Mr. Turner provided further clarification of the County's position by way of email dated January 7, 2020. (Attachment "C").

The City of Camarillo added to the record by way of correspondence to the Executive Director dated January 9, 2020. (Attachment "D")

The Commission considered this matter at the January 10, 2020 Commission meeting and opted to postpone discussion to the February 7 meeting and waived privilege and authorized release of the memorandum prepared by VCTC General Counsel. (Attachment "E") VCTC General Counsel's analysis concluded that VCTC does NOT have mandatory jurisdiction over the project but could review voluntarily should it be the consensus of the public agencies involved. The memo also noted Ventura County

General Plan Section 2-14.2(4) and recommended further input from the County regarding potential application of that policy.

DISCUSSION:

VCTC received a letter from County of Ventura County Counsel dated January 17, 2020 providing the County's interpretation of the term "Airport Hazard Zone" in section 2-14.2(4) of the Ventura County General Plan's Goals, Policies and Programs. (Attachment "F"). As stated in VCTC General Counsel's memorandum, having the County's interpretation of the term provides necessary information for the Commission's deliberations.

VCTC's General Counsel has reviewed County Counsel's January 17, 2020 letter and has concluded that (1) he reaffirms the position expressed in his prior opinion that the Commission does not have mandatory jurisdiction and (2) that based on the County's interpretation of its own General Plan, the project would not require referral to the ALUC for review pursuant to General Plan Policy 2-14.2.(4). Also, the City expressly did not rely on Policy 2-14.2(4) as part of its rationale as set forth in its correspondence on January 9, 2020.

The Commission should review the above memorandums and determination that the Commission does not have mandatory jurisdiction or jurisdiction pursuant to Policy 2-14.2(4) and make a decision of whether or not to place an item on a future agenda for a land use consistency determination taking into account the information provided.

The Executive Director and General Counsel concur in Recommendation #2 above that the Commission not schedule the matter for future consideration based on the conclusion by the General Counsel that a mandatory review is not required and acknowledging County Counsel's General Plan General Plan Policy 2-14.2 (4) interpretation memo that the Policy does not apply to the project.

Furthermore, given the General Counsel's conclusion that a mandatory review is not required the Commission would be considering scheduling an item to consider whether to direct ALUC staff do a voluntary review, which would require the County to request such a review. In addition, as the Commission is aware, VCTC does have staff resource limitations and performing a voluntary review of the project would stretch those staff resources at a time when two major planning studies are underway. Last, but certainly not least, is that suggesting that the Commission might consider a voluntary review would establish a new precedent of VCTC, a regional agency, engaging in a local land use decision when there is no mandate to do so.