



VENTURA COUNTY TRANSPORTATION COMMISSION

LOCAL TRANSPORTATION AUTHORITY

AIRPORT LAND USE COMMISSION

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

CONSOLIDATED TRANSPORTATION SERVICE AGENCY

CONGESTION MANAGEMENT AGENCY

www.goventura.org

AGENDA*

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

CAMARILLO CITY HALL

601 CARMEN DRIVE

CAMARILLO, CA

FRIDAY, APRIL 1, 2016

9:00 AM

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Board at (805) 642-1591 ext 101. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

- 4. PUBLIC COMMENTS** – *Each individual speaker is limited to speak three (3) continuous minutes or less. The Commission may, either at the direction of the Chair or by majority vote of the Commission, waive this three minute time limitation. Depending on the number of items on the Agenda and the number of speakers, the Chair may, at his/her discretion, reduce the time of each speaker to two (2) continuous minutes. In addition, the maximum time for public comment for any individual item or topic is thirty (30) minutes. Also, the Commission may terminate public comments if such comments become repetitious. Speakers may not yield their time to others without the consent of the Chair. Any written documents to be distributed or presented to the Commission shall be submitted to the Clerk of the Board. This policy applies to Public Comments and comments on Agenda Items.*

Under the Brown Act, the Board should not take action on or discuss matters raised during Public Comment portion of the agenda which are not listed on the agenda. Board members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration

5. **CALTRANS REPORT** - *This item provides the opportunity for the Caltrans representative to give update and status reports on current projects.*
6. **COMMISSIONERS / EXECUTIVE DIRECTOR REPORT** - *This item provides the opportunity for the commissioners and the Executive Director to report on attended meetings/conferences and any other items related to Commission activities.*
7. **ADDITIONS/REVISIONS** – *The Commission may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*
8. **CONSENT CALENDAR** - *All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no discussion of these items unless members of the Commission request specific items to be removed from the Consent Calendar for separate action.*

8A. APPROVE SUMMARY FROM MARCH 4, 2016 VCTC MEETING – PG. 5

Recommended Action:

Approve

Responsible Staff: Donna Cole

8B. MONTHLY BUDGET REPORT – PG. 11

Recommended Action:

Receive and File

Responsible Staff: Sally DeGeorge

8C. PASSENGER RAIL UPDATE – PG. 17

Recommended Action:

Receive and File

Responsible Staff: Ellen Talbo

**8D. SUPPORT FOR ASSEMBLY CONCURRENT RESOLUTION (ACR) 142 (WILLIAMS)
VENTURA COUNTY SHERIFF DEPUTY PETER AGUIRRE JR. MEMORIAL HIGHWAY
PG.21**

Recommended Action:

Adopt Support position for ACR 142 (Williams) to name Route 33 from West Ojai Avenue to Fairview Road as the Ventura County Sheriff Deputy Peter Aguirre Jr. Memorial Highway.

Responsible Staff: Peter DeHaan

**8E. REVISION TO VCTC CMAQ & LCTOP PROGRAMS AND AMENDMENT TO THE
VCTC INTERCITY TRANSIT SERVICE BUDGET FOR PURCHASE OF SINGLE BUS
FOR PLANNED DEMONSTRATION ROUTE BETWEEN SOUTH OXNARD AND
CAMARILLO – PG.23**

Recommended Action:

- *Approve a transfer of \$334,959 of Congestion Mitigation and Air Quality (CMAQ) funds from the East/West Connector to the Oxnard/Camarillo Commuter Bus Service, for the purchase of a single bus; and. Approve a transfer of an equal amount of Low Carbon Transit Operations Program (LCTOP) funds from the Oxnard/Camarillo Commuter Bus Service to the East/West Connector.*

(Item #8E Recommendation – Continued)

- Approve amendment to the VCTC Intercity Transit Service Budget, by adding a Bus Purchase line item of \$630,000, which increases the total program from \$8,618,449 to \$9,248,449; and, correspondingly adding new revenue line items for Low Carbon Transit Operations Program (LCTOP) in the amount of \$295,041 and Congestion Mitigation Air Quality (CMAQ) in the amount of \$334,959 for total revenues of \$9,248,449.
- Approve the use of unobligated State Transit Assistance (STA) funds up to \$334,959 as an advance for cash flow purposes until the CMAQ funds are received.
- Adopt Resolution 2016-04 in Attachment A authorizing the Executive director to execute all required documents to receive VCTC's FY 2015/16 Cap-and-Trade apportionment for the East/West Connector project

Responsible Staff: Peter DeHaan/Aaron Bonfilio

8F. VENTURA COUNTY TRAFFIC MODEL (VCTM) UPDATE – PG. 27

Recommended Action:

Approve a contract with Iteris Incorporated for an amount not to exceed \$171,940 to develop a countywide traffic model as identified and funded in VCTC's Regional Transportation Planning Fiscal Year 2015/2016 Task Budget.

Responsible Staff: Steve DeGeorge

9. LEGISLATIVE UPDATE AND POSITION ON BILLS –PG. 29

Recommended Action:

Adopt "Support if Amended" position on AB 2222 (Holden), to provide cap-and-trade funds for university student bus pass programs.

Responsible Staff: Peter De Haan

10. FISCAL YEAR 2016/2017 DRAFT BUDGET – PUBLIC HEARING – PG. 53

Recommended Action:

- Receive the Fiscal Year 2016/2017 Draft Budget.
- Conduct Public Hearing to receive testimony on the Draft Fiscal Year 2016/2017 Budget.

Responsible Staff: Sally DeGeorge

11. CONSULTANT SERVICES CONTRACT WITH AMMA TRANSIT PLANNING TO UPDATE THE COORDINATED HUMAN SERVICES TRANSPORTATION PLAN – PG. 57

Recommended Action:

Approve consultant services agreement with AMMA Transit Planning to update the Coordinated Human Services Transportation Plan at a cost not to exceed \$97,543.00.

Responsible Staff: Ellen Talbo

12. VCTC GENERAL COUNSEL'S REPORT

13. AGENCY REPORTS

14. CLOSED SESSION

- (1) *Conference with Legal Counsel: Existing Litigation*
(Pursuant to Paragraph (1) of subdivision (d) of Government Code Section 54956.9)
Name of case: *Scott A. Spencer and Patricia Spencer v. Rancho Simi Recreation and Park District; Union Pacific Railroad Company; Ventura County Transportation Commission; Bank of America, N.A.; Shell Oil Company*
- (2) *Conference with Legal Counsel: Existing Litigation*
(Pursuant to Paragraph (1) of subdivision (d) of Government Code Section 54956.9)
Name of case: *Fillmore & Western Railway, Inc. v. Commissioners of the Ventura County Transportation Commission, City of Fillmore Redevelopment Agency, City of Fillmore*
- (3) *Public Employee Performance Evaluations*
(Pursuant to Government Code Section 54957)
Titles: *Executive Director and General Counsel*

15. ADJOURN to 9:00 a.m. Friday, May 13, 2016



Item #8A

Meeting Summary

VENTURA COUNTY TRANSPORTATION COMMISSION

LOCAL TRANSPORTATION AGENCY

AIRPORT LAND USE COMMISSION

SERVICE AUTHORITY FOR FREEWAY EMERGENCIES

CONSOLIDATED TRANSPORTATION SERVICE AGENCY

CONGESTION MANAGEMENT AGENCY

CAMARILLO CITY HALL

601 CARMEN DRIVE

CAMARILLO, CA

FRIDAY, MARCH 4, 2016

9:00 AM

MEMBERS PRESENT: Keith Millhouse, City of Moorpark, Chair
Bryan MacDonald, City of Oxnard, Vice Chair
Claudia Bill-de la Peña, City of Thousand Oaks
Douglas Breeze, City of Port Hueneme
Peter Foy, County of Ventura
Ginger Gherardi, City of Santa Paula
Brian Humphrey, Citizen Rep., Cities
Severo Lara, City of Ojai
Bill Little, City of Camarillo
Kathy Long, County of Ventura
Carl Morehouse, City of San Buenaventura
Linda Parks, County of Ventura
Steve Sojka, City of Simi Valley
Jim White, Citizen Rep., County
John Zaragoza, County of Ventura
Carrie Bowen, Caltrans District 7

ABSENT: Steve Bennett, County of Ventura
Manuel Minjares, City of Fillmore

CALL TO ORDER

PLEDGE OF ALLGIANCE

ROLL CALL

PUBLIC COMMENTS FOR THOSE ITEMS NOT LISTED ON THIS AGENDA

Todd Shuman, Camarillo Resident - Transportation contributes to 53% of Ventura County's greenhouse gasses. Citizens need to know how the transportation plan will conform to the climate plan to achieve net zero greenhouse gas by 2025.

Jan Dietrick - VC Climate Hub will be forming a green and healthy tax coalition. HOV lanes on 101 will increase emissions. We need a plan that looks at reducing gas fueled vehicles, not just for ethical reasons but also for economic stability.

Ron Whitehurst – VC Climate Hub - We need to think creatively to figure out how to have a good Quality of Life. The transportation plan should promote electric vehicles and charging structures, energy solar roof projects, gas car to electric car conversion programs, and bio fuels from sewage waste. We need to look at the environment aspects of a transportation plan and ask for a bond to fund electric buses.

Yvonne Adan – represents VC COOL- The bicycling community is in favor of a transportation tax. They understand the need, but would like to see a 50/50 split, with 50% dedicated for off road trails and protected routes, more bus routes, and safer places for pedestrians to walk. Complete streets are good for neighborhoods and the economy. A sales tax shouldn't go to make driving better, it should reduce traffic. Infrastructure repair makes sense, but HOV lanes are a band aid on a cancer lesion.

CALTRANS REPORT -

The Active Transportation Program Cycle 3 for 2017 will be coming up soon.

So far 3800 volunteers have signed up for the road chart pilot program. The goal is to have 5000 participants.

COMMISSIONER REPORTS

Commissioner Millhouse – Metrolink introduced a mobile app to purchase tickets by smart phone. It is currently only in the Inland Empire but will eventually expand to other areas.

EXECUTIVE DIRECTOR REPORT

In January VCTC began an education campaign to inform the public of the state of transportation in Ventura County. The tag line, *The Future of Ventura County is in Your Hands* emphasizes the need for public input and involvement. Following is a summary of efforts to date and planned for the next 3 weeks.

Website – The website www.keepVCmoving.org launched in February. The site serves as a repository of public information about Ventura County's transportation challenges and potential solutions. All other aspects of our education/outreach campaign (described below) drive people to this website for more information. Visitors to the site are invited to provide feedback through online surveys and comments forms.

Media – VCTC has begun a campaign to disseminate information about the state of Ventura County transportation through a variety of local media outlets.

- **Print:** "VCTC News," an educational advertorial series, runs every two weeks in nine local newspapers. The series, which launched in December, features timely updates on transportation issues.
- **Radio:** Airtime has been purchased on approximately 10 local radio stations. Beginning in February, 10-15 second radio spots invite the public to give input on transportation issues.

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- **Digital:** Online banners and displays, geo-targeted to internet users in Ventura County, drive traffic to www.keepVCmoving.org. These digital assets launched in March.

Weekly Eblasts and Blog – At the end of 2015, VCTC initiated a program of weekly “VCTC News” eblasts. These weekly emails feature timely and informative transportation stories delivered directly to the inboxes of about 1,000 readers. All stories are archived on the new VCTC News Blog: http://www.goventura.org/vctc_news.

Enhanced Social Media – VCTC has expanded its social media presence (Facebook, Twitter, Instagram) and the frequency of its posting. Engagement is up 26%

“Repair, Preserve, Improve” Video – A short video featuring messages and images of the education/outreach campaign has been released on multiple platforms, including social media, www.keepVCmoving.org and others. The video reached 44,000 people on Facebook alone.

Community Database – Staff created and continues to maintain a database of community, business, education and elected leaders and organizations in Ventura County. This database is a necessary tool for conducting the outreach presentations described below.

Community Outreach Presentations - In January, the Commission unanimously adopted a motion directing me to respectfully request of each city manager 10-15 minutes on an upcoming (before mid-March) City Council agenda to provide a brief update on the State of Transportation in the Ventura County region and the funding challenges that lay ahead. To date, all but two cities have been updated or scheduled. In addition to the cities and city manager group, presentations have also been made to local groups and clubs. Below is a list of all the presentations that have been made and scheduled:

- City of Simi Valley
- City of Moorpark
- City of Santa Paula
- City of Port Hueneme
- Ventura County COLAB
- Ventura Downtown Lions Club
- Oxnard Chamber Business Advocacy Committee
- Ventura County Fire Department
- Ventura County Sheriff's Department
- Ventura County Dept of Education
- Chambers Alliance Breakfast
- Rotary Club of Simi Sunset

Scheduled in March:

- City of Fillmore
- City of Ojai
- City of Camarillo
- City of Thousand Oaks
- United Latin American Citizens
- Santa Paula Rotary
- Climate Hub
- Boys and Girls Club Camarillo
- Railway Assn of Southern California
- Port Hueneme Chamber of Commerce

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- Port of Hueneme Board Meeting
- Student Transportation Summit
- University Village Speaker's Series
- VCEDA
- League of Women Voters Transportation Forum

Upcoming Activities – The following elements of the education/outreach campaign are in development and scheduled for public distribution in March:

- **Direct Mail** – A direct mailer, which will be sent to every household in Ventura County, is currently in the final stages of development. It is designed as a foldable map featuring both text and informational graphics. Although the piece is written in English, a Spanish version will be housed on www.keepVCmoving.org.
- **FAQ and Other Collateral** – Smaller, single-page-formatted versions of the information contained in the direct mailer are under development. These are intended as “leave behinds” for events and presentations.
- **Branded System Signage** – New, branded bus stops signs are currently under constructed and will soon be installed Countywide.

Upcoming Events

Student Transportation Summit - VCTC and CSUCI will bring together college and older high school students from around Ventura County to learn about important transportation issues facing our region, our state and our country. Three speaker panels will focus on the nexus between transportation and various topical areas that correlate with academic majors. The Student Transportation Summit will be held March 15th from 4-7 pm at CSUCI.

Earth Day – In April, VCTC will have a presence (booth) at various city Earth Day festivals. These festivals are an opportunity to interact with users of the County's transportation system, answer questions and provide information.

ADDITIONS/REVISIONS –**CONSENT CALENDAR –**

Commissioner Parks pulled Item #8D for discussion.

Commissioner Parks made a motion to approve all other items as recommended. The motion was seconded by Commissioner Sojka and passed by the following roll call vote:

Yes: Commissioners Bill-de la Peña, Parks, MacDonald, Foy, Gherardi, Zaragoza, Long, Little, White, Breeze, Morehouse, Humphrey, Sojka, Millhouse

No: None

Abstain: Commissioner Lara

Absent: Commissioners Bennett and Minjares

8A. APPROVE SUMMARY FROM FEBRUARY 5, 2016 VCTC MEETING - Approve

8B. MONTHLY BUDGET REPORT - Receive and File

8C. PASSENGER RAIL UPDATE - Receive and File

8E. PROPOSITION 1B TRANSIT CAPITAL AGREEMENT AND BUDGET AMENDMENT-

- *Approve attached agreement with the City of Simi Valley to provide \$1,550,000 in Proposition 1B Transit Capital (PTMISEA) funds for three replacement fixed route compressed natural gas fixed route buses.*
- *Amend VCTC Fiscal Year (FY) 2015/16 budget to increase Transit Grant Administration Pass-Through Grant expenditures by \$1,550,000, and increase the Proposition 1B Transit Capital program revenue by \$1,550,000.*

8F. REVISION TO PROPOSITION 1B TRANSIT CAPITAL PROGRAM

Approve reprogramming Proposition 1B Transit Capital Program funds as follows:

- *Reprogram an estimated \$10,000 in accrued interest from the City of Moorpark 2013 CNG Replacement Bus Purchase Project to the City of Moorpark Metrolink North Parking Lot Project.*
- *Reprogram City of Simi Valley project balances and accumulated interest, estimated at \$78,513, from the Metrolink Station Parking Lot Rehabilitation and ADA Upgrade Project to the 2014 CNG Replacement Paratransit Van Project.*
- *Reprogram project balances and accumulated interest from the City of Simi Valley 2015 Five Replacement Paratransit Van Project to purchase a sixth vehicle and use the remaining balance for the 2014 CNG Replacement Paratransit Van Project.*
- *Reprogram project balances and accumulated interest from the 2014 Gold Coast Transit Fixed Route Replacement Bus Project to purchase two additional buses.*
- *Approve the Attached Sub-recipient Agreement Amendments with the Cities of Moorpark (Attachment 1) and Simi Valley (Attachments 2 and 3) and Gold Coast Transit (Attachment 4).*

8G. FISCAL YEAR 2015/16 CAP-AND-TRADE FUNDING RESOLUTION

- *Program \$17,463 of VCTC's FY 2015/16 Cap-and-Trade operations apportionment to the SCRRRA Metrolink Locomotive Procurement project and \$2,904 to the Oxnard/Camarillo VCTC Intercity Bus Service Project.*
- *Adopt Resolution 2016-03 in Attachment A authorizing the Executive Director to execute all required documents to receive VCTC's FY 2015/16 Cap-and-Trade apportionment.*

8H. REGIONAL GOVERNMENT SERVICES AUTHORITY CONTRACT APPROVAL

- *Approve agreement with Regional Government Services Authority for human resources management and administrative services not to exceed \$100,000 for the time period of March 1, 2016 – June 30, 2017.*
- *Approve amendment to FY 2015/16 Budget increasing revenues and expenditures for Indirect Professional Services in the amount of \$20,000. Revenue source is LTF Fund Balance.*

8I. METROLINK CLAIMS FOR ARMONDO VIZCONDE, RAYMOND SY, FEDERICO GUERRERO, STEPHEN C. COHEN, AND DARRELL ANDERSON

Reject five (5) separate claims submitted on behalf of the following individual claimants:

Armondo Vizconde, Raymond Sy, Federico Guerrero, Stephen C. Cohen, Darrell Anderson

8D. EVALUATION CRITERIA FOR FY 16/17 TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE/PEDESTRIAN APPLICATIONS AND ARTICLE 3 FUNDS FOR BIKE PATH MAINTENANCE-

Commissioner Parks made a motion to adopt the criteria as listed and to also include verbage to emphasize that paving shoulders of popular bike routes is an eligible project.

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- Allocate \$165,444 (25%) of FY 15/16 TDA Article 3 funds for Class 1 bicycle path maintenance based upon the number of Class I pathway miles within each jurisdiction (Attachment 1)
- Allocate 25% of FY 16/17 TDA Article 3 funds (estimated to be \$162,023) for Class 1 bicycle path maintenance.
- Approve the evaluation criteria for FY 16/17 Transportation Development Act (TDA) Article 3 Bicycle/Pedestrian Project Applications (Attachment 2)

The motion as seconded by Commissioner Breeze and passed by the following roll call vote:

Yes: Commissioenrs Bill de la Peña, Parks, MacDonald, Foy, Gherardi, Zaragoza, Long, Little, White, Breeze, Morehouse, Humphrey, Sojka, Millhouse
No: None
Abstain: Commissioner Lara
Absent: Commissioners Bennett and Minjares

9. LEGISLATIVE REPORT AND POSITIONS ON BILLS

Commissioner Gherardi made a motion to adopt the following positions:

- Support AB 2034 (Salas) – Federal environmental approval delegation
- Support AB 2090 (Alejo) – Cap-and-trade transit operations funds expanded eligibility
- Support AV 2170 (Frazier) – National freight program funds distribution
- Support and Seek amendment for SB 824 (Beal) – Cap-and-trade transit operations funds carryover

The motion was seconded by Commissioner Zaragoza and passed unanimously.

10. BICYCLE WAYFINDING PROJECT UPDATE -Receive and File

11. FAIRBANKS, MASLIN, MAULIN, METZ AND ASSOCIATES (FM3) VOTER RESEARCH

Commissioner Long made a motion to approve an increase of fiscal year expenditure authority in excess of the Executive Director's signature authority in the amount of \$8,500 to a total not to exceed amount of \$58,500 with FM3 to conduct voter research. The motion was seconded by Commissioner Gherardi and passed unanimously.

12. VCTC GENERAL COUNSEL'S REPORT - None

13. AGENCY REPORTS

14. CLOSED SESSION – *There was no need for a Closed Session*

CONFERENCE WITH LEGAL COUNSEL: ANTICIPATED LITIGATION

Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9

15. ADJOURN to 9:00 a.m. Friday, April 1, 2016



Item # 8B

April 1, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for February 2016

BACKGROUND:

The monthly budget report is presented in a comprehensive agency-wide format with the investment report presented at the end. The Annual Budget numbers are updated as the Commission approves budget amendments or administrative budget amendments are approved by the Executive Director. Staff monitors the revenues and expenditures of the Commission on an on-going basis.

The February 29, 2016 budget reports indicate that revenues were approximately 45.89% of the adopted budget while expenditures were approximately 47.15% of the adopted budget. The revenues and expenditures are as expected. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on a percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

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

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

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF FEBRUARY 29, 2016**

ASSETS

Assets:

Cash and Investments - Wells Fargo Bank	\$ 6,730,157
Cash and Investments - County Treasury	20,023,753
Petty Cash	130
Receivables/Due from other funds	1,166,491
Prepaid Expenditures	296,556
Deposits	15,064
Capital Assets, undepreciated	25,938,653
Capital Assets, depreciated, net	33,505,489

Total Assets: **\$87,676,293**

LIABILITIES AND FUND BALANCE

Liabilities:

Accrued Expenses/Due to other funds	\$ 1,212,776
Deferred Revenue	3,925,904
Deposits	400

Total Liabilities: **\$ 5,139,080**

Net Position:

Invested in Capital Assets	\$59,444,142
Fund Balance	23,093,071

Total Net Position **\$82,537,213**

Total Liabilities and Fund Balance: **\$87,676,293**

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE EIGHT MONTHS ENDING FEBRUARY 29, 2016**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)	% Year to Date
Revenues								
Federal Revenues	\$ 3,323,858	\$ 0	\$ 0	\$ 0	\$ 3,323,858	\$12,173,199	(8,849,341)	27.30
State Revenues	1,944,633	18,012,708	933,370	377,714	21,268,425	43,881,543	(22,613,118)	48.47
Local Revenues	3,090,257	0	0	1,571	3,091,828	4,296,142	(1,204,314)	71.97
Other Revenues	3,756	0	0	0	3,756	0	3,756	0.00
Interest	240	13,199	22,257	8,402	44,098	82,000	(37,902)	53.78
Total Revenues	8,362,744	18,025,907	955,627	387,687	27,731,965	60,432,884	(32,700,919)	45.89
Expenditures								
Administration								
Personnel Expenditures	1,518,767	0	0	0	1,518,767	3,110,900	(1,592,133)	48.82
Legal Services	9,851	0	0	0	9,851	25,000	(15,149)	39.40
Professional Services	91,785	0	0	0	91,785	153,000	(61,215)	59.99
Office Leases	100,167	0	0	0	100,167	152,200	(52,033)	65.81
Office Expenditures	270,450	0	0	0	270,450	458,000	(187,550)	59.05
Total Administration	1,991,020	0	0	0	1,991,020	3,899,100	(1,908,080)	51.06
Programs and Projects								
Transit & Transportation Program								
Senior-Disabled Transportation	88,016	0	0	0	88,016	219,000	(130,984)	40.19
Fare Collection APC Systems	245,276	0	0	0	245,276	737,600	(492,324)	33.25
VCTC Intercity Bus Service	5,524,918	0	0	0	5,524,918	8,231,049	(2,706,131)	67.12
HVT Bus Contract Services	1,395,802	0	0	0	1,395,802	2,285,112	(889,310)	61.08
Nextbus	7,610	0	0	0	7,610	305,400	(297,790)	2.49
Transit Grant Administration	1,809,568	0	0	0	1,809,568	7,450,028	(5,640,460)	24.29
Total Transit & Transportation	9,071,190	0	0	0	9,071,190	19,228,189	(10,156,999)	47.18

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)	% Year to Date
Highway Program								
Motorist Aid Call Box System	0	0	0	592,186	592,186	993,000	(400,814)	59.64
Highway Project Management	220	0	0	0	220	852,300	(852,080)	0.03
SpeedInfo Highway Speed Sensor	0	0	0	67,000	67,000	144,000	(77,000)	46.53
Total Highway	220	0	0	659,186	659,406	1,989,300	(1,329,894)	33.15
Rail Program								
Metrolink & Commuter Rail	2,855,254	0	0	0	2,855,254	5,739,467	(2,884,213)	49.75
LOSSAN & Coastal Rail	783	0	0	0	783	3,300	(2,517)	23.73
Santa Paula Branch Line	326,932	0	0	0	326,932	973,090	(646,158)	33.60
Total Rail	3,182,969	0	0	0	3,182,969	6,715,857	(3,532,888)	47.39
Commuter Assistance Program								
Transit Information Center	1,263	0	0	0	1,263	5,500	(4,237)	22.96
Rideshare Programs	10,970	0	0	0	10,970	83,100	(72,130)	13.20
Total Commuter Assistance	12,233	0	0	0	12,233	88,600	(76,367)	13.81
Planning & Programming								
Transportation Development Act	169,595	16,223,853	0	0	16,393,448	30,716,006	(14,322,558)	53.37
Transportation Improvement Program	20,509	0	0	0	20,509	58,350	(37,841)	35.15
Regional Transportation Planning	149,500	0	0	0	149,500	1,034,800	(885,300)	14.45
Airport Land Use Commission	49,180	0	0	0	49,180	100,580	(51,400)	48.90
Regional Transit Planning	6,406	0	0	0	6,406	104,700	(98,294)	6.12
Freight Movement	227	0	0	0	227	12,500	(12,273)	1.82
Total Planning & Programming	395,417	16,223,853	0	0	16,619,270	32,026,936	(15,407,666)	51.89
General Government								
Community Outreach & Marketing	436,116	0	0	0	436,116	590,800	(154,684)	73.82
State & Federal Relations	64,452	0	0	0	64,452	98,600	(34,148)	65.37
Management & Administration	21,372	0	0	0	21,372	71,500	(50,128)	29.89
Office Building Purchase	113,922	0	0	0	113,922	3,522,000	(3,408,078)	3.23
Total General Government	635,862	0	0	0	635,862	4,282,900	(3,647,038)	14.85
Total Expenditures	15,288,911	16,223,853	0	659,186	32,171,950	68,230,882	(36,058,932)	47.15

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)
Revenues over (under) expenditures	(6,926,167)	1,802,054	955,627	(271,499)	(4,439,985)	(7,797,998)	3,358,013
Other Financing Sources							
Transfers Into GF from LTF	2,761,225	0	0	0	2,761,225	4,473,180	(1,711,955)
Transfers Into GF from STA	3,566,655	0	0	0	3,566,655	9,450,951	(5,884,296)
Transfers Into GF from SAFE	5,274	0	0	0	5,274	21,500	(16,226)
Transfers Out LTF into GF	0	(2,761,225)	0	0	(2,761,225)	(4,473,180)	1,711,955
Transfers Out of STA into GF	0	0	(3,566,655)	0	(3,566,655)	(9,450,951)	5,884,296
Transfers Out of SAFE into GF	0	0	0	(5,274)	(5,274)	(21,500)	16,226
Total Other Financing Sources	6,333,154	(2,761,225)	(3,566,655)	(5,274)	0	0	0
Net Change in Fund Balances	(593,013)	(959,171)	(2,611,028)	(276,773)	(4,439,985)	(7,797,998)	3,358,013
Beginning Fund Balance	3,537,313	8,009,206	11,902,365	4,084,172	27,533,056	23,834,920	3,698,136
Ending Fund Balance	<u>\$ 2,944,300</u>	<u>\$7,050,035</u>	<u>\$9,291,337</u>	<u>\$3,807,399</u>	<u>\$23,093,071</u>	<u>\$16,036,922</u>	<u>\$ 7,056,149</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF FEBRUARY 29, 2016**

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

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo – Checking	Government Checking	N/A	\$ 406.94	0.01%	\$ 6,730,157.11
County of Ventura	Treasury Pool	N/A	43,837.05	0..50%	20,037,754.29
Total			\$44,243.99		\$26,767,911.40

Because VCTC receives a large portion of their state and federal funding on a reimbursement basis, the Commission must keep sufficient funds liquid to meet changing cash flow requirements. For this reason, VCTC maintains checking accounts at Wells Fargo Bank.

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

The Commission's Local Transportation Funds (LTF), State Transit Assistance (STA) funds and SAFE funds are invested in the Ventura County investment pool. Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the accounts in two payments within the next quarter. Amounts shown are not adjusted for fair market valuations.

For Management Reporting Purposes Only



Item #8C

April 1, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER

SUBJECT: PASSENGER RAIL UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

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

DISCUSSION:

Ridership & On-Time Performance (OTP)

During the month of February, ridership on the Ventura County portion of the VC Line averaged 1,682 total boardings per weekday (inbound and outbound) resulting in a year over year decrease of 10.7% on the line. Systemwide ridership experienced a year over year decrease of 3.4%. Monthly ridership statistics for the month of February 2016 are provided in the attachment for reference. On-time performance data (which denotes trains arriving within five minutes of scheduled time) for the month of January was 88%, indicating a 3% decrease from the previous month.

Board & TAC Updates

Metrolink

In March, the Metrolink Board adopted the 10-Year Strategic Plan and Five-Year Short Range Transit Plan (S RTP). The Strategic Plan and S RTP were prepared over a two-year period by SCRRA at the request of the Board of Directors. The plans incorporate an intensive review of Metrolink as an organization and as a transportation system, and they include feedback from the member agencies and the public.

At the February 26th Board meeting, Metrolink staff informed the Board of a planned schedule change on the Ventura County, San Bernadino, and 91/Perris Valley Lines beginning April 4, 2016. On the Ventura County Line, trains 155 and 115 will revert to the pre-October 5, 2015 schedule to accommodate passenger requests. Specifically, Metrolink Ventura County Line train 115 will depart Union Station 20 minutes later, Metrolink Ventura County Line train 155 will depart Union Station 20 minutes earlier to better accommodate passenger schedules.

LOSSAN

At the March 11, 2016 Metrolink Board meeting, the LOSSAN Chair and CEO attended to participate in a discussion regarding the Rail 2 Rail (R2R) Program with Metrolink and testify the LOSSAN Board's support to execute a new R2R agreement with Metrolink. The previous R2R agreement with Metrolink expired in 2013. Discussion among the Metrolink Board resulted in approval of revising the LOSSAN reimbursement rate through June 2016, and directed Metrolink staff to continue negotiating with LOSSAN on a long term structure for the program.

During March, LOSSAN staff traveled to the City of Ventura on the Pacific Surfliner to make a presentation to the Ventura Visitors and Convention Bureau (CVB). As part of the presentation, staff provided an overview on the history of the Ventura station and upcoming improvements planned there through the state-funded minor projects program. Marketing staff also presented on the Pacific Surfliner winter marketing campaign, which featured a video highlighting attractions in Ventura. The presentation was well received, and opened up conversations with a number of new partners willing to offer discounts to Pacific Surfliner passengers at local hotels, restaurants and attractions.

On March 17, 2016, the LOSSAN CEO and Deputy Director of the California State Transportation Agency (CalSTA) presented to the Santa Barbara County Association of Governments (SBCAG) on the latest efforts to re-time existing Pacific Surfliner trains to provide peak period service to Ventura and Santa Barbara counties. The re-timing effort was previously led by CalSTA, and has recently been shifted to the LOSSAN Agency to lead in continued coordination with CalSTA. As a result, LOSSAN hired a consultant to complete a timetable analysis in pursuit of implementing retimed service in the Fall of 2016. In addition, LOSSAN is pursuing grant funding for a "robust timetable study" which is intended to address timetable and freight scheduling issues over the long term along the northern part of the Surfliner corridor.

February 2016 Metrolink Ridership

AVERAGE WEEKDAY PASSENGER TRIPS (INBOUND and OUTBOUND)
 FEBRUARY 2016 vs. JANUARY 2016 (MONTH OVER MONTH)

MO/YR	Ventura County Portion	Ventura County Line	System Grand Total	Metrolink Rail 2 Rail on Amtrak North of LA (weekday)
16-Feb	1,682	3,439	39,810	182
16-Jan	1,629	3,378	39,354	163
<i>Change</i>	3.25%	1.81%	1.16%	11.66%

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

MO/YR	Ventura County Portion	Ventura County Line	System Grand Total	Metrolink Rail 2 Rail on Amtrak North of LA (weekday)
16-Feb	1,682	3,439	39,810	182
15-Feb	1,884	3,647	41,248	187
<i>Change</i>	-10.72%	-5.70%	-3.49%	-2.67%

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

MO/YR	Ventura County Line	VC County Portion	System Grand Total	Average Daily Metrolink Monthly Passholders on Amtrak (weekday)
16-Feb	3,439	1,682	39,810	182
15-Feb	3,647	1,884	41,248	187
14-Feb	3,677	1,652	41,564	158
13-Feb	3,816	1,938	42,842	226
12-Feb	4,165	1,951	43,198	209

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Item #8D

April 1, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT: SUPPORT FOR ASSEMBLY CONCURRENT RESOLUTION (ACR) 142 (WILLIAMS) –
VENTURA COUNTY SHERIFF DEPUTY PETER AGUIRRE JR. MEMORIAL HIGHWAY**

RECOMMENDATION:

- Adopt Support position for ACR 142 (Williams) to name Route 33 from West Ojai Avenue to Fairview Road as the Ventura County Sheriff Deputy Peter Aguirre Jr. Memorial Highway.

BACKGROUND:

VCTC has received a request from the office of Assembly Member Das Williams to provide a letter of support for the naming of a 1½ mile section of Route 33 in the Ojai Valley in honor of Ventura County Sheriff Deputy Peter Aguirre, Jr., who died in the line of duty on July 17, 1996. Attached is a fact sheet containing additional information. Staff recommends the Commission support the proposed highway naming.

ACR 142 (Williams)

Deputy Sheriff Peter Aguirre, Jr. Memorial Highway

SUMMARY

ACR 142 designates a specified portion of State Highway Route 33 in Ventura County as the Ventura County Deputy Sheriff Peter, Jr. Memorial Highway.

BACKGROUND

On July 17, 1996, Deputy Sheriff Peter Aguirre and other officers responded to a domestic disturbance call in the Ojai Valley. Shortly after arriving at the scene the suspect opened fire on the deputies, fatally wounding Aguirre. He left behind his wife Dina and daughter, Gabriella. The Ventura County community suffered a great loss with Aguirre's tragic death.

Peter Aguirre Jr. was born on October 17, 1969 to Hope Marie and Peter J. Aguirre Sr. He attended Mupu Elementary School in Santa Paula and graduated from Santa Paula High School in 1987. Aguirre earned a bachelor's degree in Liberal Arts at the University of California Northridge. At one point he considered going into teaching, but opted for a career in law enforcement. Aguirre eventually joined the Ventura County Sheriff's Department and served for almost three years. Peter's fellow officers were impressed by his hard work and dedication.

In an essay read during his memorial, Aguirre stated "Today's officer must use all of his intellect, senses and fair judgment. Today's officer needs all the cooperation the community can give". He was a confident and dedicated officer that loved his job despite the dangers.

Deputy Aguirre worked tirelessly upholding public safety in our state and gave his life protecting others.

THE RESOLUTION

ACR 142 honors Sheriff Deputy Peter Aguirre, Jr. for his contributions and public service to our community and the State of California by designating a portion of SR 33 in his name.

FOR MORE INFORMATION

Daisy Luna
Legislative Assistant
Office of Assemblymember Das Williams
Phone: (916) 319-2037
Email: daisy.luna@asm.ca.gov

SUPPORT

- Gold Coast Transit District
- Ojai Valley Land Conservancy
- Oxnard Police Department
- Ventura County Community Development Corporation
- Ventura County Fire Protection District
- Ventura County Sheriff's Office



Item #8E

April 1, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
AARON BONFILIO, PROGRAM MANAGER, TRANSIT SERVICES**

**SUBJECT: REVISION TO VCTC CMAQ & LCTOP PROGRAMS AND AMENDMENT TO THE
VCTC INTERCITY TRANSIT SERVICE BUDGET FOR PURCHASE OF SINGLE BUS
FOR PLANNED DEMONSTRATION ROUTE BETWEEN SOUTH OXNARD AND
CAMARILLO**

RECOMMENDATION:

- Approve a transfer of \$334,959 of Congestion Mitigation and Air Quality (CMAQ) funds from the East/West Connector to the Oxnard/Camarillo Commuter Bus Service, for the purchase of a single bus; and. Approve a transfer of an equal amount of Low Carbon Transit Operations Program (LCTOP) funds from the Oxnard/Camarillo Commuter Bus Service to the East/West Connector.
- Approve amendment to the VCTC Intercity Transit Service Budget, by adding a Bus Purchase line item of \$630,000, which increases the total program from \$8,618,449 to \$9,248,449; and, correspondingly adding new revenue line items for Low Carbon Transit Operations Program (LCTOP) in the amount of \$295,041 and Congestion Mitigation Air Quality (CMAQ) in the amount of \$334,959 for total revenues of \$9,248,449.
- Approve the use of unobligated State Transit Assistance (STA) funds up to \$334,959 as an advance for cash flow purposes until the CMAQ funds are received.
- Adopt Resolution 2016-04 in Attachment A authorizing the Executive director to execute all required documents to receive VCTC's FY 2015/16 Cap-and-Trade apportionment for the East/West Connector project.

BACKGROUND:

At prior VCTC Commission meetings, the Commission approved programming a total of \$1,099,042, equal to VCTC's apportionments for the first two years of LCTOP (FY 2014/15 and FY 2015/16) to the new Oxnard/Camarillo Commuter Bus Service. The funds support the purchase of a bus as well as the operations of the new route. The route will connect the areas for work trips to and from the Camarillo Outlet Mall area as well as increase connectivity between Camarillo and Oxnard generally.

In May 2015, the Commission approved the use of an advance from the State Transit Assistance (STA) fund to pay for the purchase of the bus until the Cap and Trade (LCTOP) funds were available. The Commission received payment from the state for the FYT 2014/15 (LCTOP) apportionment amount of \$295,041 but has not yet received the FY 2015/16 apportionment payment, which is scheduled to arrive in June 2016..

Following the May 2015 meeting, VCTC placed the order for a bus to be used for the new service, with total price of the bus being \$630,000. This cost was included in the project budget, to be fully funded from LCTOP. However, after placing the order, Caltrans issued guidelines for the FY 2015/16 LCTOP program which contained new language that prohibits VCTC from “repaying” back the STA fund balance with LCTOP funds, thus leaving a shortfall of \$334,959.

The new vehicle for the Oxnard/Camarillo route is due to arrive by the end of March 2016, but the FY 2015/16 LCTOP apportionment payment is not scheduled to arrive until June 2016. Actual implementation of the demonstration is scheduled to begin early FY 2016/17.

DISCUSSION AND RECOMMENDATION:

VCTC will combine \$295,041 of FY 2014/15 LCTOP funds and \$334,959 in STA advance to pay for the Oxnard/Camarillo vehicle. Staff recommends that the Commission approve repaying the STA advance with \$334,959 in FY 2015/16 CMAQ funds – instead of LCTOP – from the planned East/West Connector project. As with the Oxnard/Camarillo route project, the East/West Connector project includes funding for the purchase of vehicles as well as operations. While the CMAQ funds are not anticipated to be available to VCTC until later this spring, the Federal transit Administration's guidelines allow the funds to be used to reimburse prior eligible expenditures. To keep whole the approved funding for the East/West Connector project, staff also recommends that VCTC approve shifting an equal amount of FY 2015/16 LCTOP funds (that would have been used for the Oxnard/Camarillo project for the purchase of a single bus) to the East/West Connector project.

As stated above, operation of the new Oxnard/Camarillo route are scheduled to begin this summer, commencing next fiscal. At this time the recommended budget amendment reflects amendment of the revenues and expenditures budget line-items for the specific purpose to purchase the vehicle.

TRANSCOM at its March 17th meeting supported the staff recommendation to transfer the CMAQ and LCTOP funds between the Oxnard/Camarillo and East/West Connector projects.

RESOLUTION NO. 2016-04

**AUTHORIZATION FOR THE EXECUTION OF CERTIFICATIONS AND ASSURANCES
FOR THE LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) AND APPROPRIATION OF
FUNDS FOR THE EAST/WEST CONNECTOR INTERCITY BUS SERVICE PROJECT**

WHEREAS, the Ventura County Transportation Commission is an eligible project sponsor and may receive state funding from the Low Carbon Transit Operations Program (LCTOP) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 862 (2014) named the Department of Transportation (Department) as the administrative agency for the LCTOP; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing LCTOP funds to eligible project sponsors (local agencies); and

WHEREAS, the Ventura County Transportation Commission wishes to delegate authorization to execute these documents and any amendments thereto to the Executive Director.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all LCTOP funded transit projects.

BE IT FURTHER RESOLVED that the Executive Director be authorized to execute all required documents of the LCTOP program and any Amendments thereto with the California Department of Transportation.

BE IT FURTHER RESOLVED that the Commission hereby approves the transfer of \$334,959 of VCTC's FY2015/16 Cap-and-Trade operations allocations from the Oxnard/Camarillo Intercity Bus Service Project to the East/West Connector Intercity Project.

PASSED AND ADOPTED by the VCTC at its regular meeting this 1st day of April 2016.

Keith Millhouse, Chair

ATTEST:

Donna Cole, Clerk

APPROVED AS TO FORM:

Steven Mattas, General Counsel

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Item #8F

April 1, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR
SUBJECT: VENTURA COUNTY TRAFFIC MODEL (VCTM) UPDATE

RECOMMENDATION:

- Approve a contract with Iteris Incorporated for an amount not to exceed \$171,940 to develop a countywide traffic model as identified and funded in VCTC's Regional Transportation Planning Fiscal Year 2015/2016 Task Budget.

BACKGROUND:

The Ventura County Traffic Model (VCTM) is an analytical tool for studying traffic patterns and traffic forecasting. Results of the VCTM are based on known and predicted land uses and associated vehicle trip rates. The current version of the VCTM was developed in 2007 and is based on prerecession land use assumptions, making the 2035 forecast year data highly unreliable.

Historically VCTC updates the VCTM every five to seven years to keep results valid and the model is once again in need of updating. In addition to the normal model update, the County of Ventura has embarked on a General Plan update and will require valid traffic modeling as part of this effort. In the fall, the Commission authorized the release of a Request for Proposal for consultant assistance to develop a new traffic model.

DISCUSSION:

In January, staff released the RFP to update the existing and outdated VCTM. The timing of the RFP release was predicated on the completion of the Southern California Association of Governments' (SCAG's) traffic model for the 2016 Regional Transportation Plan/Sustainable Communities Strategy which VCTC's model must be consistent with. The RFP, again to be consistent with SCAG's model, specified a 2012 base year and a 2040 forecast year and included modules to test changes in transit and active transportation as well as modules that will provide outputs that will address new and emerging requirements of analyzing Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) reductions.

In addition to the technical requirements, as discussed previously with the Transportation Technical Advisory Committee (TTAC), the RFP includes a number of meetings with TTAC to ensure input assumptions such as vehicle trip rates, facility definitions, special generators and other issues are reviewed and on sound technical ground as the model is developed.

The RFP was direct mailed to fourteen known modeling consultants and advertised through various on-line trade portals. Staff received six conforming proposals by the proposal deadline and selected five firms to be interviewed. A Consultant Selection Panel was convened consisting of Chris Stephens, County of Ventura Resource Management Agency Director, Hao Cheng PhD, Senior Modeler SCAG, and Steve DeGeorge, VCTC Planning Director. During the interviews, firms were ranked on a combination of factors including experience, approach, schedule and cost. The firms interviewed and their rankings are shown in the table below.

Firm	Ranking
Iteris Incorporated	1
Fehr & Peers	2
Cambridge Systematics	3
KOA Corporation	4
Caliper Corporation	5

This activity was identified and is fully funded within VCTC's Regional Transportation Planning Fiscal Year 2015/2016 Task Budget. The project is anticipated to take twelve to fourteen months to complete and will coordinate closely with the County of Ventura's General Plan update. Staff is recommending that the Commission approve a contract, provided under separate cover, with Iteris Inc. for an amount not to exceed \$171,940 to develop a new Ventura County Traffic Model.



Item #9

April 1, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: LEGISLATIVE UPDATE AND POSITION ON BILLS

RECOMMENDATION:

- Adopt "Support if Amended" position on AB 2222 (Holden), to provide cap-and-trade funds for university student bus pass programs.

DISCUSSION

State Issues

Attachment A provides the monthly report of Delaney Hunter, the Commission's state lobbyist. Attachment B provides the analysis of AB 2222 (Holden), a bill to provide funds from the state's cap-and-trade program in support of university programs to provide bus passes to all students. This report was provided as requested at the last Commission meeting by Commissioner Parks.

AB 2222 would allocate \$50 million per year for projects to support student bus pass programs on both the grade school and university level. Should Ventura County projects be selected, there could be a significant benefit for transit ridership. However, this bill contains a provision requiring that at least 50% of the funds go to disadvantaged communities. Based on the experience thus far with statewide programs with a required set aside for disadvantaged communities, the legal requirement is addressed by including a Disadvantaged Communities selection criterion, but since highly-competitive statewide programs typically have a very high funding cut off scores, the percentage of money going to disadvantaged communities could be 80% or more, as is typical for the statewide Active Transportation Program funding. Furthermore, AB 2222 requires use of the disadvantaged communities definition of the California Environmental Protection Agency (CalEPA), and that definition encompasses both both pollution and economic factors, with the result that the only Ventura County areas that qualify are southern and eastern Oxnard, Santa Paula south of Route 126, and the Piru area.

Therefore, staff anticipates that under AB 2222 as currently written there would be very little funding going to Ventura County, and any project for CSUCI transit passes would probably need to be limited to students living in the CalEPA-designated areas, in order to be selected for funding. Such a limited program for CSUCI transit passes would be very different from the typical university transit pass program, and probably not very effective for increasing transit ridership for CSUCI as a whole. Typically the disadvantaged communities requirements have been very beneficial for providing funds to projects in Los Angeles County and the Central Valley, so AB 2222 would likely be very useful for universities

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located in the central part of Los Angeles. Staff's recommendation is therefore to not support this bill unless it is amended to eliminated the Disadvantaged Communities set aside, or to otherwise modify that provision such that Ventura County projects could be expected to compete for a reasonable amount of funds.

Attachment C provides the status of bills being tracked by VCTC. All of the bills being tracked are still awaiting approval in the initial policy committees, with the exception of ACA 4 and SB X1-1, which are in the Appropriations Committees of their houses of origin.



**VENTURA COUNTY TRANSPORTATION COMMISSION
MONTHLY STATE ADVOCACY REPORT
MARCH 2016**

Legislative Update

The bill introduction deadline for 2016 was February 19th, and ultimately, a total of 1,327 new Assembly bills were introduced and 666 new Senate bills were brought forward. This leads to a total of 2,877 Assembly bills and 1,472 Senate bills introduced in the 2015 to 2016 legislative session, although a number of the 2 year bills have failed to meet the required deadlines. Bills must be in print for 30 days before being set for a committee hearing date, so the policy committee hearings have just commenced and are now beginning to hear the bills that were introduced early. These newly introduced bills will have to be out of the first house policy committee before Friday, April 22nd. However, the legislative spring recess will commence on March 17th and ends on March 27th, so most bills will be heard the final week of March and the beginning of April, in order to meet the deadline. The GQHC lobby team will continue to track the relevant transportation bills, as they are referred to their respective committees.

Special Session

The regular legislative session has continued to set bills for hearing, but the Transportation and Infrastructure Special Session has not taken much action. The second special session, on health care, was concluded after the Managed Care Organization tax package was passed by the Legislature. With this issue removed from the table, the transportation special session could now receive greater attention and focus. Some have suggested that Senator Beall's proposal, SBX1-1, would be receiving amendments to serve as a vehicle, if a deal comes together. However, amendments for the special session bill have not yet been put into print. The Governor's budget proposal and Assemblyman Frazier's regular session plan are still on the table, but the current rumors suggest that Senator Beall's special session plan would be the vehicle to move any potential transportation funding compromise forward.

Transportation Hearings

There was a joint hearing of the Senate and Assembly, which was titled, Overview of California Air Resources Board (CARB) Air Quality and Emissions Reduction Programs as They Relate to the Transportation Sector. The Legislature questioned many of CARB's programs, with a focus on the Light-Duty Vehicle Program. The Light Duty Program is a multi-prong control program that establishes emission

standards for passenger cars and other light duty vehicles. The first 30 years of this program were focused on criteria emissions, but since the 1493 Pavley regulation, CARB has begun to look at GHG reductions through the program. There was a committee consensus that we need to develop measurable standards to be able to test the success of the programs, and that we need to be able to tell whether the programs are meeting their intended benchmarks.

Lastly, the Senate held an informational hearing on Declining Transportation Revenues: Transportation Project Cuts and the Updated 2016 STIP Fund Estimate. The Self-Help Counties Coalition, the California Association of Councils of Governments, the California State Association of Counties, and the League of California Cities all testified at the hearing and advocated for additional funding to transportation, especially with the recently released, decreasing STIP funding estimates. Chairman Beall expressed concern over the funding shortfalls and the state's additional reliance on the locals. Finally, CTC Executive Director, Will Kempton, explained the new funding estimates and how it would require a regional approach to determine what projects will be most affected. In addition to these two informational meetings, the first Assembly Transportation hearing, where bills were taken up, took place on Monday, March 14th. Upon the conclusion of the spring recess on March 28th, bill hearings will occur much more frequently.

Upcoming Bill Deadlines and Priority Legislation

March 17 - Spring Recess begins upon adjournment

March 28 - Legislature reconvenes from Spring Recess

April 22 - Last day for policy committees to hear and report to fiscal committees fiscal bills introduced in their house

May 6 - Last day for policy committees to hear and report to the Floor nonfiscal bills introduced in their house

May 13 - Last day for policy committees to meet prior to June 6

AB 52 (Gray D) Public accommodations: construction-related accessibility claims.

Introduced: 12/1/2014

Status: 1/22/2016-Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/15/2015)

Summary: Would provide that a defendant's maximum liability for statutory damages in a construction-related accessibility claim against a place of public accommodation is \$1,000 for each offense if the defendant has corrected all construction-related violations that are the basis of the claim within 180 days of being served with the complaint and the defendant demonstrates that the structure or area of the alleged violation was determined to meet standards or was subjected to an inspection, as specified.

AB 79 (Mathis R) State highway routes: route numbers.

Introduced: 1/5/2015

Status: 1/22/2016-Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/15/2015)

Summary: Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system by route numbers and provides that the route numbers are those given to the routes by the California Transportation Commission. This bill would make technical, nonsubstantive changes to these provisions.

AB 212 (Achadjian R) State highways.

Introduced: 2/2/2015

Status: 1/22/2016-Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/15/2015)

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 technical, nonsubstantive changes to these provisions.

AB 326 (Frazier D) Public works: prevailing wage rates: wage and penalty assessments.

Introduced: 2/13/2015

Status: 1/28/2016-Referred to Com. on L. & I.R.

Summary: Current law requires the Labor Commissioner to issue a civil wage and penalty assessment to a contractor or subcontractor, or both, if the Labor Commissioner determines, after investigation, that the contractor or subcontractor, or both, violated the laws regulating public works contracts, including the payment of prevailing wages. This bill would require the department to release the funds deposited in escrow plus interest earned to those persons and entities within 30 days following the conclusion of all administrative and judicial review. This bill contains other existing laws.

AB 457 (Melendez R) High-occupancy toll lanes.

Introduced: 2/23/2015

Status: 1/15/2016-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/1/2015)

Summary: Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation, to apply to the California Transportation Commission to develop and operate high-occupancy toll lanes. Current law requires the commission, in cooperation with the Legislative Analyst, to annually prepare a report on the progress of the development and operation of these facilities. This bill would instead require the commission, in cooperation with the Legislative Analyst, to prepare this report every two years.

AB 1087 (Grove R) Greenhouse Gas Reduction Fund: high-speed rail.

Introduced: 2/27/2015

Status: 1/15/2016-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/1/2015)

Summary: Would provide that the continuous appropriations from the Greenhouse Gas Reduction Fund to the High-Speed Rail Authority are for specified components of the initial operating segment and Phase I blended system, as described in the authority's 2012 business plan, of the high-speed train system that shall be constructed as specified.

AB 1115 (Salas D) School zones: state highways.

Introduced: 2/27/2015

Status: 2/4/2016-Referred to Com. on T. & H.

Summary: Current law generally provides that the Department of Transportation and local authorities have authority over the highways under their respective jurisdictions. This bill would designate a specified portion of State Highway Route 184 in the County of Kern as a school zone and require the zone to be identified with standard "SCHOOL" warning signs. The bill would provide that the specified referenced provisions governing prima facie speed limits in school zones apply in that zone. This bill contains other current laws.

AB 1265 (Perea D) Transportation projects: comprehensive development lease agreements.

Introduced: 2/27/2015

Status: 1/22/2016-Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/29/2015)

Summary: Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. This bill would provide that a lease agreement shall not be entered into under these provisions on or after January 1, 2030, and would delete obsolete cross-references and make technical changes to these provisions.

AB 1364 (Linder R) California Transportation Commission.

Introduced: 2/27/2015

Status: 2/4/2016-Referred to Coms. on T. & H. and G.O.

Summary: Current law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Current law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law. This bill would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.

AB 1550 (Gomez D) Greenhouse gases: investment plan: disadvantaged communities.

Introduced: 1/4/2016

Status: 3/8/2016-In committee: Hearing postponed by committee.

Summary: Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. This bill would require the investment plan to allocate a minimum of 25% of the available moneys in the fund to projects located within disadvantaged communities and a separate and additional 25% to projects that benefit low-income households.

AB 1555 (Gomez D) Greenhouse Gas Reduction Fund.

Introduced: 1/4/2016

Status: 3/17/2016-Referred to Com. on NAT. RES.

Summary: Would state the intent of the Legislature to enact future legislation that would appropriate \$1,700,000,000 from the Greenhouse Gas Reduction Fund for the 2015-16 fiscal year that would be allocated to different entities in amounts to be determined in the future legislation for purposes including low carbon transportation and infrastructure, clean energy communities, and community climate improvements, wetland and watershed restoration, and carbon sequestration.

AB 1569 (Steinorth R) California Environmental Quality Act: exemption: existing transportation infrastructure.

Introduced: 1/4/2016

Status: 3/7/2016-In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: Would exempt from the provisions of the California Environmental Quality Act a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.

AB 1591 (Frazier D) Transportation funding.

Introduced: 1/6/2016

Status: 2/1/2016-Referred to Coms. on TRANS. and REV. & TAX.

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

Position: Support

AB 1661 (McCarty D) Local government: sexual harassment training and education.

Introduced: 1/13/2016

Status: 3/17/2016-From committee chair, with author's amendments: Amend, and re-refer to Com. on L. GOV. Read second time and amended.

Summary: Current law requires all local agency officials to receive training in ethics, at specified intervals, if the local agency provides any type of compensation, salary, or stipend to those officials. This bill would additionally require local agency officials, as defined, to receive sexual harassment training and education if the local agency provides any type of compensation, salary, or stipend to those officials, and would allow a local agency to require employees to receive sexual harassment training or information.

AB 1707 (Linder R) Public records: response to request.

Introduced: 1/25/2016

Status: 3/8/2016-In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: The California Public Records Act requires state and local agencies to make public records available for inspection, unless an exemption from disclosure applies. The act requires a response to a written request for public records that includes a denial of the request, in whole or in part, to be in writing. This bill instead would require that response to be in writing regardless of whether the request was in writing. The bill would require that written response additionally to include a list that contains the title or other identification of each record requested but withheld due to an exemption and the specific exemption that applies to that record.

AB 1768 (Gallagher R) Bonds: transportation.

Introduced: 2/3/2016

Status: 2/29/2016-Re-referred to Com. on TRANS.

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 prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.

AB 1780 (Medina D) Greenhouse Gas Reduction Fund: Sustainable Trade Corridors Program.

Introduced: 2/3/2016

Status: 3/10/2016-In committee: Set, first hearing. Hearing canceled at the request of author.

Summary: Would, beginning in the 2016-17 fiscal year, continuously appropriate 25% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission for the Sustainable Trade Corridors Program, which the bill would establish, thereby making an appropriation.

AB 1812 (Wagner R) Public employees' retirement.

Introduced: 2/8/2016

Status: 2/25/2016-Referred to Com. on P.E., R., & S.S.

Summary: Would prohibit the retirement benefit paid to a member of any public retirement system whose service is not included in the federal social security system from exceeding \$100,000. The bill would prohibit the retirement benefit paid to a member of any public retirement system whose service is included in the federal social security system from exceeding \$80,000. The bill would require that those amounts be adjusted annually by each public retirement system using the Consumer Price Index for All Urban Consumers. This bill contains other related provisions.

AB 1813 (Frazier D) High-Speed Rail Authority: membership.

Introduced: 2/8/2016

Status: 3/15/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (March 14). Re-referred to Com. on APPR.

Summary: Would provide for appointment of one Member of the Senate by the Senate Committee on Rules and one Member of the Assembly by the Speaker of the Assembly to serve as ex officio members of the High-Speed Rail Authority. The bill would provide that the ex officio members shall participate in the activities of the authority to the extent that participation is not incompatible with their positions as Members of the Legislature.

AB 1814 (Allen, Travis R) State highways: roadside rests.

Introduced: 2/8/2016

Status: 3/16/2016-Re-referred to Com. on TRANS.

Summary: Would require the Department of Transportation, by January 1, 2018, to update the Safety Roadside Rest Master Plan, and to identify any changes to state or federal law that would be required in order to facilitate public-private partnerships for roadside rest areas that would be located outside of the highway right-of-way.

AB 1815 (Alejo D) California Global Warming Solutions Act of 2006: disadvantaged communities.

Introduced: 2/8/2016

Status: 3/8/2016-Re-referred to Com. on NAT. RES. In committee: Hearing postponed by committee.

Summary: Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. Would require the agency to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.

AB 1833 (Linder R) Transportation projects: environmental mitigation.

Introduced: 2/9/2016

Status: 3/17/2016-Re-referred to Com. on TRANS.

Summary: Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill, by February 1, 2017, would require the department to establish a steering committee to advise the department in that regard.

AB 1841 (Irwin D) Office of Emergency Services: duties: cybersecurity.

Introduced: 2/9/2016

Status: 2/25/2016-Referred to Coms. on P. & C.P. and G.O.

Summary: Would require the Office of Emergency Services to develop and transmit to the Legislature a state-wide emergency services response plan for cybersecurity attacks on critical infrastructure systems, as defined. The bill would further require the office to develop a comprehensive cybersecurity strategy setting standards for state agencies, as defined, and private entities to prepare for cybersecurity attacks on critical infrastructure systems. The bill would require state agencies, and authorize private entities, to report its cybersecurity strategy to the office.

AB 1886 (McCarty D) California Environmental Quality Act: transit priority projects.

Introduced: 2/11/2016

Status: 2/25/2016-Referred to Com. on NAT. RES.

Summary: CEQA exempts from its requirements transit priority projects meeting certain requirements, including the requirement that the project be within 1/2 mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. CEQA specifies that a project is considered to be within 1/2 mile of a major transit stop or high-quality transit corridor if, among other things, all parcels within the project have no more than 25% of their area farther than 1/2 mile from the stop or corridor. This bill would increase that percentage to 50%.

AB 1908 (Harper R) High-occupancy vehicle lanes.

Introduced: 2/11/2016

Status: 3/17/2016-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Summary: Would prohibit, commencing July 1, 2017, a high-occupancy vehicle lane from being established on a state highway in southern California, unless that lane is established as a high-occupancy vehicle lane only during the hours of heavy commuter traffic, as determined by the Department of Transportation. The bill would require any existing high-occupancy vehicle lane in southern California to be modified to conform with those requirements.

AB 1910 (Harper R) Transportation: advisory question: election.

Introduced: 2/11/2016

Status: 2/25/2016-Referred to Coms. on TRANS. and E. & R.

Summary: Would call a special election to be consolidated with the November 8, 2016, statewide general election. The bill would require the Secretary of State to submit to the voters at the November 8, 2016, consolidated election an advisory question asking whether the California Legislature should "disproportionately target low-income and middle class families with a regressive tax increase on gasoline and annual vehicle registrations to fund road maintenance and rehabilitation, rather than ending the diversion of existing transportation tax revenues for nontransportation purposes, investing surplus state revenue in transportation infrastructure, repaying funds borrowed from transportation accounts, prioritizing roads over high-speed rail, and eliminating waste at the Department of Transportation."

AB 1919 (Quirk D) Local transportation authorities: bonds.

Introduced: 2/11/2016

Status: 2/25/2016-Referred to Com. on TRANS.

Summary: The Local Transportation Authority and Improvement Act provides for the creation in any county of a local transportation authority and authorizes the imposition of a retail transactions and use tax by ordinance, subject to approval of the ordinance by 2/3 of the voters. Current law requires the bond proceeds to be placed in the treasury of the local transportation authority and to be used for allowable transportation purposes, except that accrued interest and premiums received on the sale of the bonds are required to be placed in a fund to be used for the payment of bond debt service. This bill would instead provide for accrued interest and premiums received on the sale of the bonds to be placed in the treasury of the local transportation authority to be used for allowable transportation purposes.

AB 1938 (Baker R) Toll facilities: Metropolitan Transportation Commission

Introduced: 2/12/2016

Status: 2/25/2016-Referred to Coms. on TRANS. and APPR.

Summary: Current law authorizes the Bay Area Toll Authority to make direct contributions to the Metropolitan Transportation Commission in furtherance of the exercise of the authority's powers, including contributions in the form of personnel services, office space, overhead, and other funding necessary to carry out the function of the authority, with those contributions not to exceed 1% of the gross annual bridge revenues. This bill would require this limitation to apply to any revenues derived from bridge tolls, fees, or taxes, regardless of classification.

AB 1943 (Linder R) Vehicles: parking: public grounds.

Introduced: 2/12/2016

Status: 2/25/2016-Referred to Com. on TRANS.

Summary: Current law prohibits a person from driving or parking a vehicle or animal upon the driveways, paths, parking facilities, or grounds of specified public entities, including a public transportation agency and a county transportation commission, except with the permission of, and subject to any condition or regulation that may be imposed by, the governing body of the specified public entity. Current law defines "public transportation agency" for these purposes. This bill would revise the definition of "public transportation agency" to include a county transportation commission.

AB 1964 (Bloom D) High-occupancy vehicle lanes: vehicle exceptions.

Introduced: 2/12/2016

Status: 2/25/2016-Referred to Com. on TRANS.

Summary: Existing federal law authorizes, until September 30, 2025, a state to allow alternative fuel vehicles, as defined, and new qualified plug-in electric drive motor vehicles, as defined, to use HOV lanes. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until January 1, 2029, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.

AB 2014 (Melendez R) Freeway Service Patrol Act: workload study.

Introduced: 2/16/2016

Status: 2/29/2016-Referred to Com. on TRANS.

Summary: Would require, no later than June 30, 2017, and every 2 years thereafter, the Department of the California Highway Patrol, in coordination with the Department of Transportation and in consultation with regional and local entities, to complete a workload study to assess resource needs to supervise existing and expanded freeway service patrols identified by regional and local entities and to submit the study to the Senate Committee on Budget and Fiscal Review and the Assembly Committee on Budget.

AB 2034 (Salas D) Department of Transportation: environmental review process: federal program.

Introduced: 2/16/2016

Status: 3/17/2016-From committee chair, with author's amendments: Amend, and re-refer to Com. on TRANS. Read second time and amended.

Summary: Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. This bill would delete the January 1, 2017, repeal date and thereby extend these provisions indefinitely.

Position: Support

AB 2049 (Melendez R) Bonds: transportation.

Introduced: 2/17/2016

Status: 2/29/2016-Referred to Com. on TRANS.

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 2090 (Alejo D) Low Carbon Transit Operations Program.

Introduced: 2/17/2016

Status: 2/29/2016-Referred to Com. on TRANS.

Summary: Current law continuously appropriates specified portions of the annual proceeds in the Greenhouse Gas Reduction Fund to various programs, including 5% for the Low Carbon Transit Operations Program, which provides operating and capital assistance for transit agencies to reduce greenhouse gas emissions and improve mobility, with a priority on serving disadvantaged communities. This bill would additionally authorize moneys appropriated to the program to be expended to support the operation of existing bus or rail service if the governing board of the requesting transit agency declares a fiscal emergency and other criteria are met, thereby expanding the scope of an existing continuous appropriation.

Position: Support

AB 2094 (Obernolte R) Use fuel tax.

Introduced: 2/17/2016

Status: 3/17/2016-Referred to Coms. on TRANS. and L. GOV.

Summary: The Use Fuel Tax Law imposes a state excise tax on the use of fuel at specified rates. That law defines the term "motor vehicle" for purposes of that law. This bill would make nonsubstantive changes to that definition.

AB 2126 (Mullin D) Public contracts: Construction Manager/General Contractor contracts.

Introduced: 2/17/2016

Status: 3/17/2016-Referred to Com. on TRANS.

Summary: Current law authorizes the Department of Transportation to use the Construction Manager/General Contractor method on no more than 6 projects, and requires 4 out of the 6 projects to use department employees or consultants under contract with the department to perform all project design and engineering services, as specified. This bill would authorize the department to use this method on 12 projects and would require 8 out of the 12 projects to use department employees or consultants under contract with the department to perform all project design and engineering services

AB 2167 (Achadjian R) State highways.

Introduced: 2/17/2016

Status: 3/17/2016-Referred to Com. on TRANS.

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 technical, nonsubstantive changes to these provisions.

AB 2170 (Frazier D) Trade Corridors Improvement Fund: federal funds.

Introduced: 2/18/2016

Status: 3/16/2016-Re-referred to Com. on TRANS.

Summary: Would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to specified provisions. This bill contains other related provisions and other existing laws.

AB 2222 (Holden D) Transit passes.

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on TRANS.

Summary: Would continuously appropriate \$50,000,000 annually from the Greenhouse Gas Reduction Fund for the Transit Pass Program, to be administered by the Department of Transportation. The bill would provide for moneys made available for the program to be allocated by the Controller, as directed by the department, to support transit pass programs of public agencies that provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California students.

AB 2233 (Brown D) Highways: exit information signs.

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on TRANS.

Summary: Would require the Department of Transportation to adopt rules and regulations that allow the placement, near exits and off-ramps on freeways located in urban and rural areas, of information signs identifying the closest hospital owned and operated by a county that includes the full name of the hospital, if the county requests the sign or signs and agrees to pay for the cost. The bill would require the department to erect the sign or signs within 30 days of the receipt of payment from the county.

AB 2257 (Maienschein R) Local agency meetings: agenda: online posting.

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on L. GOV.

Summary: The Ralph M. Brown Act requires the legislative body of a local agency to post, at least 72 hours before the meeting, an agenda containing a brief general description of each item of business to be transacted or discussed at a regular meeting, in a location that is freely accessible to members of the public and to provide a notice containing similar information with respect to a special meeting at least 24 hours prior to the special meeting. This bill would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself.

AB 2276 (Brown D) Greenhouse gases: emissions reduction.

Introduced: 2/18/2016

Status: 2/19/2016-From printer. May be heard in committee March 20.

Summary: Current law requires the Strategic Growth Council to develop and administer the Affordable Housing and Sustainable Communities Program to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would make nonsubstantive changes to that provision. This bill contains other current laws.

AB 2289 (Frazier D) Department of Transportation: capital improvement projects.

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on TRANS.

Summary: Current law requires the Department of Transportation to prepare a state highway operation and protection program for the expenditure of transportation funds for major capital improvements that are necessary to preserve and protect the state highway system and that include capital projects relative to maintenance, safety, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system. This bill would add to the program capital projects relative to the operation of those state highways and bridges.

AB 2293 (Garcia, Cristina D) Greenhouse Gas Reduction Fund: Green Assistance Program.

Introduced: 2/18/2016

Status: 3/14/2016-Re-referred to Com. on NAT. RES.

Summary: Would establish the Green Assistance Program, to be administered by the Secretary for Environmental Protection to, among other things, assist small businesses, small nonprofit organizations, and small cities in applying for moneys from programs using moneys from the fund, as specified.

AB 2332 (Garcia, Eduardo D) Transportation.

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on TRANS.

Summary: Would, by January 1, 2018, require the California Transportation Commission to establish a process whereby the department and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.

AB 2343 (Garcia, Cristina D) Greenhouse Gas Reduction Fund: 3-year investment plan: disadvantaged communities.

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on NAT. RES.

Summary: Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 10% of the available moneys in the fund to projects located within disadvantaged communities. This bill instead would require a minimum of 10% of the moneys in fund to be allocated to projects located in a city of an unspecified population within a disadvantaged community.

AB 2355 (Dababneh D) Intercity rail services: mitigation.

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on TRANS.

Summary: Would require the Department of Transportation to develop a program for the reasonable mitigation of noise and vibration levels in residential neighborhoods along railroad lines where the department contracts for state-funded intercity rail passenger service. The bill would require the department to determine what constitutes a reasonable level of mitigation. The bill would provide that funding for the mitigation program shall be made available from funds appropriated by the Legislature for this purpose.

AB 2374 (Chiu D) Construction Manager/General Contractor method: regional transportation agencies: ramps.

Introduced: 2/18/2016

Status: 3/8/2016-Referred to Com. on TRANS.

Summary: Current law authorizes regional transportation agencies to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting. This bill would authorize regional transportation agencies also to use this authority on ramps that are not on the state highway system, as specified.

AB 2382 (Lopez D) High-Speed Rail Authority: membership.

Introduced: 2/18/2016

Status: 3/8/2016-Referred to Com. on TRANS.

Summary: Current law creates the High-Speed Rail Authority with specified powers and duties relative to development and implementation of a high-speed rail system. The authority is comprised of 9 members, with 5 members appointed by the Governor and 4 members appointed by the Legislature. This bill would require at least one member appointed by the Governor to be a person who works directly with communities in the state that are most significantly burdened by, and vulnerable to, high levels of pollution.

AB 2411 (Frazier D) Transportation revenues.

Introduced: 2/19/2016

Status: 3/8/2016-Referred to Com. on TRANS.

Summary: Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

AB 2426 (Low D) Alternative and renewable fuel and vehicle technology.

Introduced: 2/19/2016

Status: 3/17/2016-Referred to Com. on TRANS.

Summary: The California Alternative and Renewable Fuel, Vehicle Technology, Clean Air, and Carbon Reduction Act of 2007 requires the State Air Resources Board to administer the Air Quality Improvement Program to fund projects to reduce criteria air pollutants, to improve air quality, and to fund research to determine and improve air quality impacts of alternative transportation fuels and vehicles, vessels, and equipment technologies. Current law defines various terms for purposes of those programs. This bill would make nonsubstantive changes in the provision defining those terms.

AB 2542 (Gatto D) Streets and highways: reversible lanes.

Introduced: 2/19/2016

Status: 3/16/2016-Re-referred to Com. on TRANS.

Summary: Would require the Department of Transportation or a regional transportation planning agency, when submitting a capacity-increasing project or a major street or highway lane realignment project to the California Transportation Commission for approval, to demonstrate that reversible lanes were considered for the project.

AB 2575 (Baker R) Prima facie speed limits: rural roads.

Introduced: 2/19/2016

Status: 3/16/2016-Re-referred to Com. on TRANS.

Summary: Would establish a prima facie speed limit of 40 miles per hour when driving on a road designated by a local governing body as a rural road, other than a state highway, as specified. Because the bill would create a new crime, it would impose a state-mandated local program.

AB 2611 (Low D) The California Public Records Act: exemptions.

Introduced: 2/19/2016

Status: 3/17/2016-Referred to Coms. on JUD. and P. & C.P.

Summary: Current requires every public agency to comply with the California Public Records Act and with any subsequent statutory enactment amending the act, or enacting or amending any successor act. Current law exempts from disclosure any investigatory or security file compiled by any other state or local police agency, or any investigatory or security files compiled by any other state or local agency for correctional, law enforcement, or licensing purposes. This bill would expand that exemption to include any investigatory or security audio or video recording.

AB 2708 (Daly D) Department of Transportation: construction inspection services.

Introduced: 2/19/2016

Status: 3/17/2016-Referred to Com. on TRANS.

Summary: Current law, until January 1, 2024, requires the Department of Transportation to perform construction inspection services for certain design-build projects on or interfacing with the state highway system and to retain the authority to stop the contractor's operation wholly or in part and take appropriate action when public safety and convenience are jeopardized on those projects. This bill would make nonsubstantive changes to these provisions.

AB 2741 (Salas D) Traffic control devices.

Introduced: 2/19/2016

Status: 3/17/2016-Referred to Com. on TRANS.

Summary: Current law authorizes the Department of Transportation to place and maintain appropriate signs, signals, and other traffic control devices on highways under its jurisdiction and, with the consent of local authorities, to place and maintain appropriate signs, signals, and other traffic control devices in or along city streets and county roads as may be necessary or desirable to control, or direct traffic, or to facilitate traffic flow, to or from or on state highways. This bill would make nonsubstantive revisions to this authorization.

AB 2742 (Nazarian D) Transportation projects: comprehensive development lease agreements.

Introduced: 2/19/2016

Status: 3/10/2016-Referred to Com. on TRANS.

Summary: Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Current law prohibits a lease agreement from being entered into under these provisions on or after January 1, 2017. This bill would allow a lease agreement to be entered into under these provisions until January 1, 2030.

AB 2762 (Baker R) Toll bridges: pedestrians and bicycles.

Introduced: 2/19/2016

Status: 3/16/2016-Re-referred to Com. on TRANS.

Summary: Current law, until January 1, 2021, prohibits a toll from being imposed on the passage of a pedestrian or bicycle over any bridge that is part of the state highway system, as specified. This bill would extend that prohibition until January 1, 2022.

AB 2796 (Low D) Active Transportation Program.

Introduced: 2/19/2016

Status: 3/10/2016-Referred to Com. on TRANS.

Summary: Current law creates the Active Transportation Program in the Department of Transportation for the purpose of encouraging increased use of active modes of transportation. Current law requires the California Transportation Commission to award 50% and 10% of available funds to projects statewide and to projects in small urban and rural regions, respectively, with the remaining 40% of available funds to be

awarded to projects by metropolitan planning organizations, with the funds available for distribution by each metropolitan planning organization based on its relative population. This bill would require a minimum of 5% of available funds in each of the 3 distribution categories to be awarded for planning and community engagement for active transportation in disadvantaged communities.

AB 2847 (Patterson R) State highways: transfer to local agencies: pilot program.

Introduced: 2/19/2016

Status: 3/14/2016-Referred to Coms. on TRANS. and L. GOV.

Summary: Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 3 counties, one in northern California, one in southern California, and one in the central valley, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county.

AB 2853 (Gatto D) Public records.

Introduced: 2/19/2016

Status: 3/17/2016-Referred to Com. on JUD.

Summary: The California Public Records Act defines the term "public record," for purposes of that act, to mean any writing containing information relating to the conduct of the public's business prepared, owned, used, or retained by any state or local agency regardless of physical form or characteristics. This bill would express the intent of the Legislature to subsequently amend this bill to include provisions that would clarify that the term "public record," for purposes of that act, includes those writings kept on the private cellular phone or other electronic device of an elected official, official, or employee or a public agency if those records relate to the public's business.

ACA 4 (Frazier D) Local government transportation projects: special taxes: voter approval.

Introduced: 2/27/2015

Status: 8/27/2015-In committee: Hearing postponed by committee.

Summary: Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.

Position: Support

SB 8 (Hertzberg D) Taxation.

Introduced: 12/1/2014

Status: 1/22/2016-Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/15/2015)

Summary: Would state legislative findings regarding the Upward Mobility Act, key provisions of which would expand the application of the Sales and Use Tax law by imposing a tax on specified services, would enhance the state's business climate, would incentivize entrepreneurship and business creation by evaluating the corporate tax, and would examine the impacts of a lower and simpler personal income tax. This bill contains other related provisions.

SB 16 (Beall D) Transportation funding.

Introduced: 12/1/2014

Status: 2/1/2016-Died on file pursuant to Joint Rule 56.

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.

Position: Support

SB 321 (Beall D) Motor vehicle fuel taxes: rates: adjustments.

Introduced: 2/23/2015

Status: 9/11/2015-Ordered to inactive file on request of Senator Beall.

Summary: Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.

Position: Support

SB 391 (Huff R) Assault and battery: transit employees.

Introduced: 2/25/2015

Status: 1/15/2016-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/1/2015)

Summary: Would make an assault committed against a transit employee punishable by imprisonment in a county jail not exceeding one year, by a fine not exceeding \$2,000, or by both that fine and imprisonment. By expanding the scope of a crime, this bill would impose a state-mandated local program. This bill contains other related provisions and other existing laws.

SB 595 (Cannella R) Vehicles: prima facie speed limits: schools.

Introduced: 2/27/2015

Status: 1/22/2016-Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/15/2015)

Summary: Under current law, the prima facie speed limit when approaching or passing a school is 25 miles per hour. Current law authorizes a local authority to establish a lower prima facie speed limit within specified distances of a school. This bill would make technical, nonsubstantive changes to that provision.

SB 649 (Roth D) Vehicles: weight limits.

Introduced: 2/27/2015

Status: 1/22/2016-Failed Deadline pursuant to Rule 61(b)(2). (Last location was 2 YEAR on 5/15/2015)

Summary: Current law generally prohibits the total gross weight in pounds imposed on the highway by a group of 2 or more consecutive axles of a vehicle from exceeding a specified weight, depending on the distance in feet between the extremes of a group of 2 or more consecutive axles, and the number of axles. This bill would make technical, nonsubstantive changes to those provisions.

SB 698 (Cannella R) Active Transportation Program: school zone safety projects.

Introduced: 2/27/2015

Status: 1/15/2016-Failed Deadline pursuant to Rule 61(b)(1). (Last location was 2 YEAR on 5/1/2015)

Summary: Would continuously appropriate an unspecified amount from the Greenhouse Gas Reduction Fund to the State Highway Account in the State Transportation Fund for purposes of funding school zone safety projects within the Active Transportation Program. This bill contains other existing laws.

SB 824 (Beall D) Low Carbon Transit Operations Program.

Introduced: 1/7/2016

Status: 3/15/2016-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.

Summary: Would authorize a recipient transit agency that does not submit a project for funding under the Low Carbon Transit Operations Program in a particular fiscal year to retain its funding share for expenditure in a subsequent fiscal year. This bill contains other existing laws.

Position: Support

SB 901 (Bates R) Transportation projects: Advanced Mitigation Program.

Introduced: 1/21/2016

Status: 3/17/2016-March 29 hearing postponed by committee.

Summary: Would create the Advanced Mitigation Program in the Department of Transportation to implement environmental mitigation measures in advance of future transportation projects. The bill would require the department to set aside certain amounts of future appropriations for this purpose.

SB 902 (Cannella R) Department of Transportation: environmental review process: federal program.

Introduced: 1/21/2016

Status: 2/4/2016-Referred to Com. on T. & H.

Summary: Current law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in the surface transportation project delivery program. Current law requires the department, no later than January 1, 2016, to submit a report to the Legislature that includes specified elements. This bill would require the department to instead submit that report to the Legislature commencing January 1, 2021, and every 5 years thereafter.

SB 903 (Nguyen R) Transportation funds: loan repayment.

Introduced: 1/21/2016

Status: 2/4/2016-Referred to Com. on T. & H.

Summary: Would acknowledge, as of June 30, 2015, \$879,000,000 in outstanding loans of certain transportation revenues, and would require this amount to be repaid from the General Fund by June 30, 2016, to the Traffic Congestion Relief Fund for allocation to the Traffic Congestion Relief Program, the Trade Corridors Improvement Fund, the Public Transportation Account, and the State Highway Account, as specified. The bill would thereby make an appropriation. This bill contains other related provisions and other existing laws.

SB 940 (Vidak R) High-Speed Rail Authority: eminent domain: right of first refusal.

Introduced: 2/3/2016

Status: 3/16/2016-Re-referred to Coms. on T. & H. and JUD.

Summary: Under current law, if the High-Speed Rail Authority determines that real property or an interest therein acquired by the state for high-speed rail purposes is no longer necessary for those purposes, the authority is authorized to sell or exchange the real property or interest therein at fair market value as specified. This bill would instead require the authority to sell or exchange the real property or interest therein if it is no longer necessary for high-speed rail purposes.

SB 1066 (Beall D) Transportation funds: fund estimates.

Introduced: 2/16/2016

Status: 2/25/2016-Referred to Com. on T. & H.

Summary: Current law requires the Department of Transportation to submit to the California Transportation Commission an estimate of state and federal funds reasonably expected to be available for future programming over the 5-year period in each state transportation improvement program, and requires the California Transportation Commission to adopt a fund estimate in that regard. This bill would require the fund estimates prepared by the department and the commission to identify and include federal funds derived from apportionments made to the state under the Fixing America's Surface Transportation Act of 2015.

SB 1197 (Cannella R) Intercity rail corridors: extensions.

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on T. & H.

Summary: Current law defines the boundaries of 3 intercity rail corridors, and requires the preparation of an annual business plan for the corridor by each participating joint powers board. This bill, at any time after an interagency transfer agreement between the department and a joint powers board has been entered into, would authorize the amendment of the agreement to provide for the extension of the affected rail corridor to provide intercity rail service beyond the defined boundaries of the corridor. The bill would require a proposed extension to first be recommended and justified in the business plan adopted by the joint powers board, and then would require the approval of the Secretary of Transportation.

SB 1208 (Bates R) California Transportation Commission.

Introduced: 2/18/2016

Status: 3/3/2016-Referred to Com. on RLS.

Summary: Current law creates the California Transportation Commission, with specified powers and duties relative to programming of transportation capital improvement projects and other related matters. Current law authorizes the commission to request and review reports of the Department of Transportation and other entities pertaining to transportation issues and concerns that the commission determines need special study. This bill would make a nonsubstantive change to this provision.

SB 1320 (Runner R) California Transportation Commission.

Introduced: 2/19/2016

Status: 3/3/2016-Referred to Com. on T. & H.

Summary: Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.

SB 1397 (Huff R) Highway safety and information program.

Introduced: 2/19/2016

Status: 3/10/2016-Referred to Com. on T. & H.

Summary: Would enact the Highway Safety and Information Act. The bill would authorize the Department of Transportation, subject to federal approval, to enter into an agreement pursuant to a best value procurement and competitive process for a project with a contractor to construct, upgrade or reconstruct, and operate a network of changeable message signs within the rights-of-way of the state highway system, as specified.

SB 1436 (Bates R) Local agency meetings: local agency executive compensation: discussion of final action taken.

Introduced: 2/19/2016

Status: 3/10/2016-Referred to Com. on GOV. & F.

Summary: Current law prohibits the legislative body from calling a special meeting regarding the salaries, salary schedules, or compensation paid in the form of fringe benefits, of a local agency executive, as defined. This bill would require the final action on the salaries, salary schedules, or compensation paid in the form of fringe benefits of a local agency executive to be made a separate discussion item and not placed on a consent calendar.

SB 1464 (De León D) California Global Warming Solutions Act of 2006: greenhouse gas emissions reduction.

Introduced: 2/19/2016

Status: 3/10/2016-Referred to Com. on E.Q.

Summary: Current law requires the State Air Resources Board to consult with other states, the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs. This bill would require the state board to also consult with local agencies for these purposes.

SBX1 1 (Beall D) Transportation funding.

Introduced: 6/22/2015

Status: 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.

Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.

Position: Support

SCA 7 (Huff R) Motor vehicle fees and taxes: restriction on expenditures.

Introduced: 4/9/2015

Status: 1/12/2016-Set for hearing January 19 in E. & C.A. pending receipt.

Summary: Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.

SCA 8 (Mendoza D) Counties: board of supervisors: redistricting.

Introduced: 5/11/2015

Status: 9/11/2015-Ordered to inactive file on request of Senator Mitchell.

Summary: Would, in a charter county that is found at a decennial United States census, beginning with the 2020 United States census, to have a population of more than 2,000,000, require, and deem the county charter to provide for, a governing body consisting of 7 or more members, not to be thereafter reduced to fewer than 7 members even if, in a future decennial United States census, the county is not a county with a population of more than 2,000,000. This bill contains other related provisions and other existing laws.

SCAX1 1 (Huff R) Motor vehicle fees and taxes: restriction on expenditures.

Introduced: 6/19/2015

Status: 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0. Page 72.) (September 8). Re-referred to Com. on APPR.

Summary: Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.

AB 2222 (Holden)**Summary:**

AB 2222 establishes the Transit Pass Program, which would receive a continuous appropriation of \$50,000,000 annually from the GHG fund. The funds for the program would be allocated by the Controller to support transit pass programs that provide free or reduced-fare transit passes to public school students and higher education students. At least 50 percent of the money allocated under the Transit Pass Program would go to benefit disadvantaged communities.

AB 2222 would also require Caltrans, in coordination with the State Air Resources Board, to develop guidelines for how public agencies will use the expenditures to reduce GHG emissions.

Purpose:

Studies suggest that high school and college students are among the most likely to drive their car as a solo rider, without passengers. The same study suggested that providing free or low-cost access to public transit significantly reduced the demand for student parking on college campuses, and that over half of college students polled favored increasing student fees to help fund low-cost transit programs. Using \$50 million of GHG revenues to create the Transit Pass Program is an approach to help incentivize students to take public transit.

Student transit programs at UC Davis and Sacramento State also increased student transit ridership by over 70 percent. Similar programs utilizing at Rio Hondo Community College and Pasadena City College increased student transit ridership nearly 40 percent. However, California does not currently have a program for providing students access to transit programs.

Author's Statement:

Assembly Bill 2222 will not only help reduce our state's greenhouse gas emissions but will also increase public transportation ridership, ensure that students make it to school safely, and will help hard working students remove the heavy burden of transportation cost. The Transit Pass Program will provide low-cost, effective transportation options to budget conscious students, while providing local transportation agencies with statistically proven source of new riders, which should help offset the ridership losses in recent years.

Existing Law:

Health and Safety Code 39719 (a) The Legislature shall appropriate the annual proceeds of the fund for the purpose of reducing greenhouse gas emissions in this state in accordance with the requirements of Section 39712.

(b) To carry out a portion of the requirements of subdivision (a), annual proceeds are continuously appropriated for the following:

(1) Beginning in the 2015–16 fiscal year, and notwithstanding Section 13340 of the Government Code, 35 percent of annual proceeds are continuously appropriated, without regard to fiscal years, for transit, affordable housing, and sustainable communities programs as following...

(2) Beginning in the 2015–16 fiscal year, notwithstanding Section 13340 of the Government Code, 25 percent of the annual proceeds of the fund is hereby continuously appropriated to the High-Speed Rail Authority for the following components of the initial operating segment and Phase I Blended System as described in the 2012 business plan adopted pursuant to Section 185033 of the Public Utilities Code...

Related Legislation:

SB 951 (McGuire) – Transportation: Golden State Patriot Passes Program, which would appropriate \$3,000,000 annually until the 2020-21 fiscal year from the GHG reduction fund for the Golden State Patriot Passes Program, which the bill would create, to be administered by Caltrans to provide veterans with free access to transit services.

Support/Opposition:

Support: Move LA (Sponsor), TransForm (Sponsor), Public Advocates, Gamaliel of California

Opposition: None received as of March 18, 2016.

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATE LEGISLATIVE MATRIX BILL SUMMARY
March 23, 2016**

BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 1591 Frazier	Increases fuel taxes and vehicle fees to raise \$7 million annually for transportation.	Support	In Assembly Transportation and Revenue & Taxation Committees.
AB 2034 Salas	Makes permanent the legal provisions allowing delegation of NEPA authority to Caltrans.	Support	In Assembly Transportation Committee.
AB 2090 Alejo	Amends LCTOP program to allow use of funds to avoid transit cutting services that would otherwise be cut where cutting the service will increase greenhouse gas emissions.	Support	In Assembly Transportation Committee.
AB 2170 Frazier	Provides that National Highway Freight Program funds be distributed within California through the Transportation Corridor Improvement Fund (TCIF) program.	Support	In Assembly Transportation Committee.
AB 2222 Holden	Allocates cap-and-trade funds to support university student bus pass programs.	Support if Amended	In Assembly Transportation Committee.
ACA 4 Frazier	Places before the voters a Constitutional Amendment to reduce to 55% the approval threshold for local transportation funding measures.	Support	In Assembly Appropriations Committee.
AB X1-1 Alejo	Provides various transportation revenue enhancements including a prohibition on spending truck weight fees on transportation bond debt service.	Support	No action.
SB 824 Beall	Allows LCTOP recipients to carry over their apportionments.	Support & Seek Amendment	In Senate Transportation & Housing Committee
SB X1-1 Beall	Increases fuel taxes and vehicle fees to raise \$6 million annually for transportation.	Support	In Senate Appropriations Committee.

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



Item #10

APRIL 1, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: DARREN KETTLE, EXECUTIVE DIRECTOR
SALLY DEGEORGE, FINANCE DIRECTOR**

SUBJECT: FISCAL YEAR 2016/2017 DRAFT BUDGET – PUBLIC HEARING

RECOMMENDATION:

- Receive the Fiscal Year 2016/2017 Draft Budget.
- Conduct Public Hearing to receive testimony on the Draft Fiscal Year 2016/2017 Budget.

DISCUSSION

The Draft Fiscal Year 2016/2017 Budget is divided into two main sections: the Main Budget and the Program Task Budgets. The Main Budget contains the program overviews and projections and is intended to provide a general understanding of VCTC's budgeted activities and programs for the coming fiscal year. The Program Task Budgets contain task level detail of the projects including objectives and accomplishments. This task driven budget is designed to provide fiscal transparency and clarity of VCTC's programs and services to the region.

The Draft Budget is in many ways a "continuation" budget for the majority of VCTC programs and projects. However, after reviewing VCTC's accounting and financial reporting including its measurement focus and basis of accounting and researching industry practice, Governmental Accounting Standards Board (GASB) 34, and other related pronouncements, the budget now includes two proprietary funds to account for its bus services: VCTC Intercity Service and Valley Express. VCTC management has determined that VCTC should present its financial statements of its bus services using the economic resources measurement focus and the accrual basis of accounting. In previous years, the information for the VCTC Intercity Service and Valley Express budgets was shown in the General Fund.

At \$59,908,352, the Draft Fiscal Year 2016/2017 Budget is \$8,302,530 or -12.2% lower than Fiscal Year 2015/2016. This budget, while balanced, invests little in the future due to funding restrictions. The proposed budget contains six programs consisting of the Transit and Transportation program at \$15,274,720, the Highway program at \$1,359,200, the Rail program at \$6,130,476, the Commuter Assistance program at \$538,200, the Planning and Programming program at \$32,231,455 and the General Government program at \$4,374,301. The Fiscal Year 2016/2017 Draft budget is a balanced budget with an estimated ending fund balance of \$14,170,838.

Personnel costs for Fiscal Year 2016/2017 are budgeted at \$2,977,200 or 5% of the budget, which is a decrease of \$133,700 from the previous fiscal year. The decrease is largely due to the Fiscal Year 2015/2016 budget containing fully burdened costs for the five vacant positions which were budgeted at the highest range until actual salaries and benefits were known. This budget currently contains two vacant positions that are fully burdened until the actual costs are known. This information is expected to be adjusted with the final budget. The wage cost of \$2,049,600 includes approximately a \$43,000 pool for merit increases for employees not at the top of their range. Further information about personnel can be found within the Personnel Section of the budget.

Below are some of the major changes in the Draft Fiscal Year 2016/2017 budget as compared to last fiscal year. Additional details of these major changes, as well as smaller changes to all budgets, can be found within the individual budget tasks. The major changes that occurred from last fiscal year include:

- The Fare Collection and APC Systems budget decreased \$424,300 as most of the equipment needs were purchased in Fiscal Year 2015/2016.
- The Nextbus budget is now called the Transit Stop Enhancement budget and decreased by \$32,000 as consultant costs went down but were offset by increased staff costs in anticipation of the new procurement.
- The Transit Grant Administration budget decreased by \$3,903,028 as pass-through projects were completed, but it is expected to increase with the final budget when new pass-through funds to local agencies are included.
- The Valley Express budget decreased \$315,292 largely due to the completion of the purchase of the on-board video equipment.
- The VCTC Intercity Service budget decreased \$403,649 largely due to the completion of the purchase of the on-board video equipment.
- The Callbox System budget decreased by \$550,100 due to the completion of the upgrades to the 3G network.
- The Highway Project Management budget decreased by \$356,500 largely due to the Santa Clara Wetlands Mitigation project which will no longer pass-through VCTC's budget.
- The Metrolink Commuter Rail budget decreased by \$541,291 largely due to the completion of a one-time project in last year's budget.
- The Santa Paula Branch Line budget decreased by \$364,190 largely due to lower than expected non-rail maintenance costs, the completion of the bridge load calculations and lower staff costs than in previous years.
- The Rideshare Program budget decreased by \$13,200 largely due to lower database costs.
- The Transit Information Center budget increased by \$36,700 largely due to a one-time cost to purchase customer relations management software.
- The Airport Land Use Commission budget has decreased by \$104,780 as the JLUS study was completed.
- The Regional Transit Planning budget increased by \$119,500 largely due to the purchase of transit scheduling software and consultant assistance with the asset management plan.
- The Regional Transportation Planning budget decreased by \$524,200 largely due to the completion of the public education campaign and the completion of the Countywide bicycle wayfinding project.
- The Transportation Development Act budget decreased \$510,151 due to a lower beginning fund balance to be disbursed.
- The Transportation Programming and Monitoring budget decreased by \$67,750 as less staff time will be needed for projects in the upcoming year.

- The Community Outreach and Marketing budget increased by \$15,200 due to additional consultant costs devoted to increased public outreach and staff time for the web and social media efforts.
- The Management and Administration budget increased by \$27,000 largely due to increased staffing costs.
- The State and Federal Governmental Relations budget increased by \$19,500 largely due to increased staffing costs.
- The VCTC Office Building budget decreased by \$402,999 as consultants finalized remodeling plans.

The Draft Budget is a “work-in-progress” for VCTC as tasks are fine-tuned. Staff will update the final budget with input received from the Commission and new information as it becomes available from local partners such as Metrolink and funding information from the State and Federal governments.

As required by the VCTC Administrative Code, the proposed Draft Fiscal Year 2016/2017 budget was submitted to the Finance Committee for review with Chair Millhouse and Past-Chair Foy at the March 21st Finance Committee meeting (Vice-Chair MacDonald was unable to attend but was briefed separately by the Executive Director). The Finance Committee recommended forwarding the Draft Budget to the full Commission as presented for review and a public hearing.

As required by the Administrative Code, a public hearing will be held at the April meeting. The final budget is scheduled for adoption at the Commission’s June 2016 meeting, at which time a second public hearing will be held pursuant to the VCTC Administrative Code.

The proposed Draft Fiscal Year 2016/2017 Budget is a balanced budget and is a separate attachment to the agenda. A copy of the Draft Fiscal Year 2016/2017 budget is available on the VCTC website, www.goventura.org.

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Item #11

April 1, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER

**SUBJECT: CONSULTANT SERVICES CONTRACT WITH AMMA TRANSIT PLANNING TO
UPDATE THE COORDINATED HUMAN SERVICES TRANSPORTATION PLAN**

RECOMMENDATION:

- Approve consultant services agreement with AMMA Transit Planning to update the Coordinated Human Services Transportation Plan at a cost not to exceed \$97,543.00.

BACKGROUND:

Under the Moving Ahead for Progress in the 21st Century Act (MAP-21), the Federal Transit Administration (FTA) consolidated several transit programs that provide special benefits to low-income and disabled persons. Specifically, the 5316 (JARC- or Job Access Reverse Commute for low income passengers and to provide reverse-direction commute services) was absorbed by the existing 5307 program and the 5317 program (New Freedoms Initiative for disabled transit services) was absorbed by the existing 5310 program.

Consolidation of these programs does not change eligibility requirements for a grantee and its subrecipients; however any "JARC-like" or "New Freedom-like" transit activities receiving funding under the 5307 and 5310 programs must be derived from a locally coordinated, public transit-human services transportation plan (Coordinated Paratransit Plan). Under federal guidelines, Coordinated Paratransit Plans are to be revised/updated every four years in non-attainment air quality zones. Since the original VCTC Coordinated Paratransit Plan was adopted in 2007 and revised in 2012, a plan revision is due during 2016.

An update of VCTC's Coordinated Paratransit Plan is necessary for several reasons:

- The current plan is no longer consistent with federal changes that affected FTA's 5310, 5311, 5316 and 5317 programs in 2012.
- The current plan does not address changes in regional transit implementation since 2012, such as creation of the Valley Express service or the discontinuance of the regional GoVentura smartcard system.
- An updated plan is needed to discuss and identify the costs of paratransit service and complement the 2015 VCTC Short Range Transit Plan since it is currently not included.

DISCUSSION:

In January 2016, VCTC staff issued a Request for Qualifications (RFQ) to update the agency's Coordinated Paratransit Plan. The RFQ was advertised on the websites for CalACT, California Transit Association, TransitTalent, and the VCTC website in addition to issuing a notice to a list of specific consultants that have worked with VCTC in the past on other projects.

VCTC received one proposal from AMMA Transit Planning. AMMA previously updated the Coordinated Paratransit Plan in 2012. Staff evaluated the proposal using the criteria in the RFQ and determined that the evaluation criteria were adequately met because the proposer's approach largely utilizes the use of a blended transit operator/public stakeholder committee to develop the required elements of the plan. Therefore, a scoring panel was not utilized. Additionally, the proposed rates and total project cost is approximately 12% below the budget allocated for plan update, providing an adequate cost value for the services to be performed.

An updated Coordinated Paratransit Plan ensures continued compliance with the FTA Section 5307 and 5310 programs. It will also include a discussion of the cost of transit services provided by human/social service providers in response to Commissioner Breeze's request at the July 10, 2015 meeting. The updated plan will consist of the federally requires elements including:

- Inventory of current services
- Assessment of transportation needs for individuals with disabilities, older adults, and persons with limited incomes
- Identification of coordination actions to eliminate or reduce duplication in services and strategies for more efficient utilization of resources
- Strategies to address identified gaps in services
- Prioritization of implementation strategies.

AMMA Transit Planning proposed a scope of work comprised of six tasks along a timeline of approximately 8 months, with a draft plan proposed for release by October 2016 and the goal of approving the final draft by December 2016. A copy of the proposed scope is provided as a separate attachment. The scope of work was reviewed by the TRANSCOM on March 17, 2016; and TRANSCOM supported sending the staff recommendation to the Commission.