

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, MAY 13, 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

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- **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 APRIL 1, 2016 VCTC MEETING - PG. 7

Recommended Action:

Approve

Responsible Staff: Donna Cole

8B. APPROVE SUMMARY FROM APRIL 22, 2016 SPECIAL VCTC MEETING - PG. 13

Recommended Action:

Approve

Responsible Staff: Donna Cole

8C. MONTHLY BUDGET REPORT - PG. 17

Recommended Action:

Receive and File

Responsible Staff: Sally DeGeorge

8D. PASSENGER RAIL UPDATE - PG. 23

Recommended Action:

Receive and File

Responsible Staff: Ellen Talbo

8E. PROPOSED POLICY FOR TRANSPORTATION DEVELOPMENT ACT LOCAL

TRANSPORTATION FUND USE -PG.27

Recommended Action:

Approve TDA Policy that TDA funds allocated to eligible claimants and passed-through to other entities retain TDA requirements for policy implementation effective July 1, 2016.

Responsible Staff: Sally DeGeorge

8F. COUNTY OF VENTURA CONGESTION MITIGATION AIR QUALITY (CMAQ) PROJECT FUND TRANSFER - PG. 29

Recommended Action:

Approve the transfer of \$160,000 in Congestion Mitigation Air Quality (CMAQ) funds from the Rio Real Elementary School Pedestrian Street Improvement Project to the Camarillo Heights and Somis Elementary School Pedestrian Improvement Project.

Responsible Staff: Judith Johnduff

8G. AMENDMENT TO THE VCTC INTERCITY TRANSIT SERVICES PROGRAM BUDGET TO ADDRESS FAREBOX SHORTFALL AND EXCESS HOURS OF SERVICE- PG. 31 Recommended Action:

- Approve the following amendment to the VCTC Intercity Transit Services Budget:
 - Reduction of Farebox Revenues line-item by \$80,000 from \$1,310,000 to \$1,230,000
 - Increase of Contract Services line-item by \$30,000 from \$7,645,577 to \$7,675,577;
 - Correspondingly increase the STA Fund Transfer Revenues line-item by \$110,000, from \$4,222,764 to \$4,332,764; and,
- Amend the VCTC STA budget, by increasing the STA Fund Transfer expenditures by \$110,000.

Responsible Staff: Aaron Bonfilio

8H. LOSSAN AMTRAK PACIFIC SURFLINER PASSENGER TRANSFER AGREEMENT-PG.33 Recommended Action:

Approve Cooperative Agreement with LOSSAN for facilitating passenger transfers between Pacific Surfliner Intercity Rail Service and VCTC Intercity Transit service effective June 1, 2016 thru June 30, 2017.

Responsible Staff: Treena Gonzalez/Ellen Talbo

8I. COMMUTER SERVICES QUARTERLY REPORT - PG.47

Recommended Action:

Receive and file

Responsible Staff: Alan Holmes

8J. CITY OF THOUSAND OAKS PROPOSITION 1B TRANSIT CAPITAL AGREEMENT AMENDMENT- PG. 55

Recommended Action:

Approve the attached Amendment to the Sub-recipient Agreement with the City of Thousand Oaks for the administration of \$2,111,601 of Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds.

Responsible Staff: Judith Johnduff

8K. AMENDMENT TO AGREEMENT WITH WILSON & COMPANY FOR ADDITIONAL LOAD CALCULATION ANALYSIS - PG. 59

Recommended Action:

Approve an amendment to the agreement with Wilson & Company not to exceed \$25,000 for additional engineering services to perform in depth bridge load capacity calculations on the Santa Paula Branch Line (SPBL).

Responsible Staff: Steve DeGeorge

8L. LEGISLATIVE UPDATE AND POSITION ON BILLS - PG.63

Recommended Action:

Receive and file

Responsible Staff: Peter De Haan

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9. FEDERAL EARMARK REPURPOSING - PG. 81

Recommended Action:

- Authorize repurposing of a \$496,750 VCTC earmark for the Highway Monitoring Camera project to the Route 101 Widening Environmental Document. Support repurposing of approximately \$1 million in unexpended funds by the City of Oxnard from the Rice/101 Interchange Improvement earmark to another project to be selected by Oxnard
- Support the repurposing of approximately \$2 million in unexpended funds by the City of Simi Valley from the Ronald Reagan Freeway Landscaping project to another project to be selected by Simi Valley.

Responsible Staff: Peter De Haan

10. <u>AMERICANS WITH DISABILITIES ACT ELIGIBILITY CERTIFICATION UPDATE</u>- PG.83 *Recommended Action:*

- Receive and file Attachment A report on the Mobility Management Partners, Inc. for eligibility certification services for complementary paratransit under the Americans with Disabilities Act.
- Approve Attachment B contract amendment increasing the maximum number of determinations from 1,150 per year to 1,350 for Fiscal Year 2015/16 and to 1,550 per year for the following years; and increasing the corresponding contract ceiling for each year with the total not-to-exceed amount for the three-year base period being increased by \$157,296, from \$635,088 to \$792,384.
- Amend Fiscal Year 2015/16 Budget to increase the Senior and Disabled Transportation Services
 Consultant line item by \$21,700; increase the Senior and Disabled Transportation Services revenue
 by \$17,360 in FTA 5307 funds added to the budget and by \$4,340 in Local Transportation Funds
 transferred from Transit Grant Administration revenue; and reduce Transit Grant Administration
 Consultant line item by \$4,340.

Responsible Staff: Peter De Haan

11. FISCAL YEAR 2016/2017 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS FINDINGS – PG.95

Recommended Action:

- Prior to the Commission's actions, an action from the Unmet Needs Hearing Board is needed to close
 out the Hearing Board's role in the Unmet Needs process. Staff recommends a first motion by the
 sub-committee to approve the 2016/2017 Unmet Transit Needs Report and its findings that there are
 no unmet transit needs that are reasonable to meet.
- Staff recommends a second motion from the Commission to approve the Fiscal Year 2016/2017 Unmet Transit Needs Report (provided separately) and its findings that there are no unmet transit needs that are reasonable to meet
 - Staff recommends Commission adoption of Resolution No. 2016-05 (Attachment A)

Responsible Staff: Ellen Talbo/Martin Erickson/Treena Gonzalez

12. <u>VENTURA COUNTY TRANSPORTATION INVESTMENT / EXPENDITURE PLAN</u> - INFORMATION ON ALL REVENUES – PG.101

Recommended Action:

Receive and file

Responsible Staff: Peter De Haan

- 13. VCTC GENERAL COUNSEL'S REPORT
- 14. AGENCY REPORTS

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17. 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: Fillmore & Western Railway, Inc. v. Commissioners of the Ventura County
 Transportation Commission, City of Fillmore Redevelopment Agency, City of Fillmore
- (2) Public Employee Performance Evaluation (Pursuant to Government Code Section 54957) Title: General Counsel
- 18. ADJOURN to 9:00 a.m. Friday, June 3, 2016

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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, APRIL 1, 2016 9:00 AM

MEMBERS PRESENT: Keith Millhouse, City of Moorpark, Chair

Bryan MacDonald, City of Oxnard, Vice Chair

Steve Bennett, County of Ventura

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

Severo Lara, City of Ojai Bill Little, City of Camarillo Kathy Long, County of Ventura

Manuel Minjares, City of San Buenaventura Carl Morehouse, City of San Buenaventura

Linda Parks, County of Ventura Steve Sojka, City of Simi Valley Jim White, Citizen Rep., County Carrie Bowen, Caltrans District 7

ABSENT: Brian Humphrey, Citizen Rep. Cities

John Zaragoza, County of Ventura

CALL TO ORDER

PLEDGE OF ALLGIANCE

ROLL CALL

PUBLIC COMMENTS FOR THOSE ITEMS NOT LISTED ON THIS AGENDA

Chuck Cronin – Thousand Oaks Resident, thanked VCTC for facilitating the widening of Hwy 118, West of Hwy 23 and South of Los Angeles Ave. The Environmental Impact Review must include sound studies. No sound studies were done for the Phase II widening and no sound studies were reported in the negative declaration.

Karen Mitkovitch has lived in Thousand Oaks 24 years. Freeway noise became very noticeable and now the Simi Valley Landfill expansion is adding trucks to the noise level. Please perform sound studies on the west side of Hwy 23 in Phase III of Hwy 118 widening to prove this area is deserving of a sound wall.

CALTRANS REPORT -

Carrie Bowen reported that there is \$230 million for Ventura Projects included in the budget that was passed. Projects that were ready for design will move forward to design.

Volunteers are welcome to participate in the 21st annual state litter pick up this Earth Day. Safety training will be provided.

COMMISSIONERS REPORT

Commissioner MacDonald reported on the FRA media event held at the Oxnard Train Station, saying that he is grateful and happy to have the support of Julia Brownley.

Commissioner Morehouse gave a reminder for the SCAG General Assembly in LaQuinta May 5-6. Also tomorrow is the City of San Buenaventura's 150 year anniversary. There will be many celebratory events happening in the city.

Commissioner Bill-de la Peña displayed the award Thousand Oaks received from California Association for Commuter Transportation for outstanding transit agency of the year (referred to in the Executive Director Report)

Commissioner Millhouse thanked the FRA, Julia Brownley and City of Oxnard for grant funding for Rice Road.

Commissioner Parks reported on the ribbon cutting for the Donlon Road Realignment. Both commuters and residents are very happy

EXECUTIVE DIRECTOR REPORT -

AWARD FOR EXCELLENCE IN FINANCIAL REPORTING - The Certificate of Achievement for Excellence in Financial Reporting has been awarded to the Ventura County Transportation Commission by the Government Finance Officer Association for its comprehensive annual financial report (CAFR). The Certificate of Achievement is the highest form of recognition in the area of governmental accounting and financial reporting, and its attainment represents significant accomplishment by a government and its management. This is the seventh consecutive year that VCTC has achieved this award.

THOUSAND OAKS TRANSIT AWARD – Congratulations to the City of Thousand Oaks, which this week received from the California Association for Commuter Transportation its award for outstanding transit agency of the year. In the awards presentation Thousand Oaks was recognized for its many service improvements and for its having taken the lead in providing coordinated service with adjacent transit operators.

VENTURA TRANSIT CENTER – In 2004 VCTC provided \$427,000 in CMAQ funds to the City of Ventura for transit improvements at the Pacific View Mall. Over the years the City has gone through multiple project rescopings and design reviews, during which time VCTC continued to successfully advocate that the Federal Transit Administration keep the grant open despite the slow progress. Eventually, a project was designed and put out to bid which would provide bus shelters at the transit center. On March 21st the City Council voted to award the contract, and on March 30th city staff informed VCTC that there is no further feasible way to move forward with the project. Staff is now going to find out from FTA if the funds in the grant are going to be lost to the County, or if there is a way that VCTC can recapture the money for use on another project. It is worth noting that the Ventura Transit Center is important to passengers of VCTC Intercity buses, since that location represents about 50% of the daily VCTC Intercity boardings.

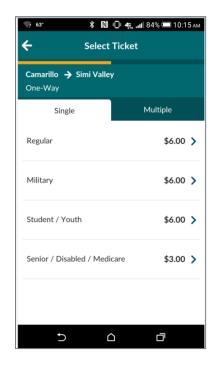
FEDERAL RAILROAD ADMINISTRATION PRESS CONFERENCE – Last month staff reported on the Administration's decision to award a \$1.5 million grant for the design of the Rice Bridge in Oxnard. This past Tuesday, FRA held a press conference announcing the grant, with FRA Administrator Sarah Feinberg and Congresswoman Julia Brownley taking part.

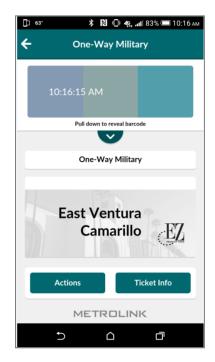
CALIFORNIA TRANSPORTATION COMMISSION EXECUTIVE DIRECTOR - Staff is pleased to announce that the California Transportation Commission has decided to promote Susan Bransen, its Chief Deputy Executive Director, to the position of Executive Director to replace the retiring Will Kempton. VCTC looks forward to continuing to work with Susan in her new capacity.

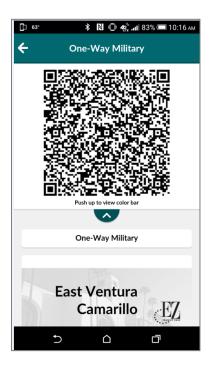
EARMARK REPURPOSING – The federal 2016 budget appropriation included a one-time opportunity for state transportation departments to move old federal earmarks to different projects within a 50-mile radius. We are currently working with Caltrans to identify possible projects to receive repurposed funds, and Caltrans and VCTC staffs are in agreement that priority will go to projects sponsored by the original earmark recipients. Staff expects to come to you next month with a recommendation.

It should be noted that there has been a great deal of confusion due to the publication by FHWA of lists of earmarks said to be potentially available for repurposing. However, the vast majority of the projects on those lists cannot be repurposed, because they only have residual balances representing the amount of funds which Congress authorized, but never appropriated, following a practice known as a "haircut." The earmark balances which appear as candidates for repurposing are \$496,750 to VCTC for highway monitoring cameras, \$1,430,081 to Simi Valley for Route 118 landscaping, and a balance to be determined to the City of Oxnard for the Rice/101 interchange.

METROLINK MOBILE TICKETING APP - Metrolink's mobile ticketing app is now available to Ventura County line riders and the rest of the system. The app allows riders the option to purchase their ticket on a smartphone, tablet or other mobile device. A mobile ticketing pilot started earlier this month on Metrolink's Inland Empire-Orange County line. The app is available in both Google Play and the Apple App stores and allows passengers to connect to participating bus operators including VCTC Intercity and Metro Bus in LA County. Metrolink is also working with Amtrak to eventually allow mobile tickets to be scanned by Amtrak conductors. Here are some screenshots of what Ventura County line riders can expect from the mobile







ADDITIONS/REVISIONS -. None

CONSENT CALENDAR – Commissioner Millhouse requested to pull Item #8E for discussion. Commissioner MacDonald made a motion to approve all other items as recommended. Commissioner Long seconded the motion which passed unanimously.

- 8A. APPROVE SUMMARY FROM MARCH 4, 2016 VCTC MEETING Approve
- 8B. MONTHLY BUDGET REPORT Receive and File
- 8C. PASSENGER RAIL UPDATE Receive and File
- 8D. SUPPORT FOR ASSEMBLY CONCURRENT RESOLUTION (ACR) 142 (WILLIAMS) VENTURA COUNTY SHERIFF DEPUTY PETER AGUIRRE JR. MEMORIAL HIGHWAY 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.
- **8F. VENTURA COUNTY TRAFFIC MODEL (VCTM) UPDATE –** Approve a contract with Iteris Inc. 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.

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

Commissioner Little made a motion to:

- 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

The motion was seconded by Commissioner Foy and passed unanimously.

9. LEGISLATIVE UPDATE AND POSITION ON BILLS

Commissioner Parks made a motion to Adopt "Support and Seek Amendment" position on AB 2222 (Holden), to provide cap-and-trade funds for university student bus pass programs. The motion was seconded by Commissioner Gherardi and passed by the following roll call vote:

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

No: None Abstain: None

Absent: Commissioners Humphrey, Zaragoza and Bennett.

10. FISCAL YEAR 2016/2017 DRAFT BUDGET - PUBLIC HEARING -

Public Speakers

David Valenzuela – Oxnard Labor Union of Ventura County. Offered assistance and in support of tax measure.

Commissioner MacDonald made a motion to close the public hearing, seconded by Commissioner Foy.

Commissioner Gherardi requested the Administrative Committee to look at including a COLA in the Final Budget.

Commissioner MacDonald made a motion to Receive the Fiscal Year 2016/2017 Draft Budget The motion was seconded by Commissioner Foy and passed by the following roll call vote:.

Yes: Commissioners Parks, Morehouse, MacDonald, Foy, Gherardi, Little, Long, Sojka, White, Breeze,

Minjares, Lara, Bill-de la Peña, Millhouse

No: None Abstain: None

Absent: Commissioners Humphrey, Zaragoza and Bennett.

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

Commissioner Gherardi made a motion to approve consultant services agreement with AMMA Transit Planning to update the Coordinated Human Services Transportation Plan at a cost not to exceed \$114,868.00. The motion was seconded by Commissioner White and passed by the following roll call vote:

Yes: Commissioners Parks, Morehouse, MacDonald, Foy, Gherardi, Little, Long, Sojka, White, Breeze, Minjares, Lara, Millhouse

No: None Abstain: None

Absent: Commissioners Bill-de la Peña, Humphrey, Zaragoza and Bennett.

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 #8B

VENTURA COUNTY TRANSPORTATION COMMISSION LOCAL TRANSPORTATION AUTHORITY

SPECIAL MEETING Meeting Summary

CAMARILLO CITY HALL 601 CARMEN DRIVE CAMARILLO, CA FRIDAY, APRIL 22, 2016 9:00 AM

MEMBERS PRESENT: Keith Millhouse, City of Moorpark, Chair

Bryan MacDonald, City of Oxnard, Vice Chair

Steve Bennett, County of Ventura

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

Bill Little, City of Camarillo Kathy Long, County of Ventura Manuel Minjares, City of Fillmore Steve Sojka, City of Simi Valley Jim, White, Citizen Rep., County John Zaragoza, County of Ventura Carrie Bowen, Caltrans District 7

ABSENT: Severo Lara, City of Ojai

Carl Morehouse, City of San Buenaventura

Linda Parks, County of Ventura

CALL TO ORDER

PLEDGE OF ALLGIANCE

ROLL CALL

PUBLIC COMMENTS FOR THOSE ITEMS NOT LISTED ON THIS AGENDA

Job Gibson, *Thousand Oaks Resident and Vice Chair of VCEDA* – Is in favor of moving forward with the tax and plan. The business community is behind this and will give their endorsement. As a small business owner in Thousand Oaks he has difficulty recruiting employees because of the time it would take to get to work. Business owners need to support business and community and goods movement He advised all cities to not split a pie we don't have yet. We all need to work together collaboratively in everyone's best interest.

5. VOTER RESEARCH AND ANALYSIS PRESENTATION -

Dr. Richard Bernard of Fairbanks, Maslin, Maullin, Metz & Associates (FM3) presented the findings of voter research conducted in April. *The presentation was received and filed*.

6. TRANSPORTATION MEASURE INVESTMENT/EXPENDITURE PLAN -

Public Comments

John Procter, City of Santa Paula is in support of moving forward.

Andy Fox, *City of Thousand Oaks*, congratulated Kathy Long on her years of public service. He is here today as more of a statesman than advocate for Thousand Oaks. This plan is necessary to drive the economy. Locking in \$3.3 billion for the next 30 years is huge. There are very few things we do that last for 30 years. The City Managers came to a unanimous decision and said 50% should go to streets and roads. This is a rare opportunity to align politics with good policy. It's going to be difficult but our best chance is with a united front of all city managers. Bikes and buses are important, but our most basic needs are local roads. He strongly encouraged VCTC to consider allocating 50% for the cities.

Bruce Stenslie – Economic Collaborative for Ventura County – Our recovery from the recession is stalled because 11,000 construction jobs were lost during the recession. This plan would provide construction jobs and also decentralize workers and job distribution . We are not a central city with hub and spokes. Only 23% of Ventura residents work in the city they live in. This plan is a huge economic and quality of life investment – Support the plan!

Hasan Ikhrata, *Executive Director SCAG* - SCAG is a six county region. Ventura is the only county without a sales tax. Ventura County residents lose tens of millions of dollars every year. This money goes through SCAG to other counties. The new transportation bill provides \$10.5 billion for goods movement. SCAG is working hard to get that money to the region, but projects need a 50% match. Ventura will lose out without the ability to match. This is about the future need to create economic opportunities and the future is not 40 years from now – it is now. In 2006 \$1.6 billion from the state was leveraged to \$17 billion. Move forward – great leaders do these things!

Steve Brown, *Gold Coast Transit* - Would like to see some changes made under Bus Transit funding by eliminating categories. Renaming Paratransit to Seniors and People with Disabilities would provide more flexibility in the way the funds may be used.

Andy Castillo – *Ventura Resident* – supports Tax – It's a win win win!

Jose Garcia – *Laborers International Local 585* – Construction families truly support moving forward with this plan. It would help apprenticeship programs as many workers are retiring and new people are needed in the local work force. The Laborers would be soldiers for this effort!

Robert Lizarraga – *Marketing Rep for Labor-Employers Cooperation and Education Trust Southwest* – The partnership with contractors and labor unions in Ventura is represented by Local 585. He urged support of a sales tax for the county. It is imperative for residents to determine their own fate.

This tax would bring local control and many new jobs. For each dollar invested \$2 are created. Investing in infrastructure goes to economic returns such as tourism. He supports moving forward and offered assistance to support the effort.

Saul Rentaria – *Public Affairs Director for Southern California Laborers* - Represents 28,000 men and women in the construction industry who are in strong support of the plan and tax. It is an investment in the future of Ventura County and its residents. Labor will support and assist with moving it forward.

Vic Kamhi – Thousand Oaks Resident and Retired VCTC Bus Transit Director - Commended the Adhoc Committee on their work. The plan they have come up with is impressive and important. Most of all, it's implementable. There is good balance in this plan.

Commissioner Bennett made a motion to increase the allocation to local streets and roads from 45% to 50%. The motion was seconded by Commissioner Bill-de la Peña, and passed by the following roll call vote:

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

No: None Abstain: None

Absent: Commissioners Lara, Morehouse, Parks

Commissioner Sojka made a motion to make up the extra 5% to the approved 50% to local streets and roads, reduce Bus Transit Enhancements and Fare Support by 1.5%, Metrolink/Passenger Rail by 1.5%, and Bicycle and Pedestrian by 2%. The motion was seconded by Commissioner Foy and passed by the following roll call vote:

Yes: Commissioners Bennett, Long, MacDonald, Foy, Gherardi, Little, Zaragoza, Sojka, White, Breeze,

Minjares, Humphrey, Millhouse No: Commissioner Bill-de la Peña

Abstain: None

Absent: Commissioners Lara, Morehouse, Parks

Commissioner MacDonald made a motion for VCTC, Acting in the capacity of the Ventura County Local Transportation Authority to

- Approve the Ventura County Transportation Measure Investment/Expenditure Plan (The Plan)
 - including the addition of verbage to support future technology and safe routes to schools; deleting references to Southbound 126;.changing references to "Paratransit" to "Senior and Disabled"; and, classifying all state highways in Regional Roads.
- Authorize Chairman to circulate the approved Transportation Measure Investment/Expenditure Plan to and request approval from the governing bodies of Ventura County cities and the County of Ventura.

The motion was seconded by Commissioner Foy and passed by the following roll call vote:

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

No: None Abstain: None

Absent: Commissioners Lara, Morehouse, Parks

7. FISCAL YEAR 2015/16 BUDGET AMENDMENT AND CONTRACT AMENDMENT TO SUPPORT INVESTMENT/EXPENDITURE PLAN, ORDINANCE AND PUBLIC OUTREACH AND EDUCATION Commissioner Foy made a motion to:

• Approve FY 2015-16 budget amendment increasing expenditures in the Regional Transportation Planning task for the following line items:

Consultant Services - \$110,000

Legal - \$12,000

And increase revenues in the amount of \$122,000 from the General Fund Local Transportation Fund Balance

 Approve Amendment No. 2 with Celtis Ventures increasing the not to exceed amount by \$100,000 to \$915,000 to continue public education and outreach efforts for transportation measure plan as described in the attached scope of work.

The motion was seconded by Commissioner Long and passed by the following roll call vote:

Yes: Commissioners Long, MacDonald, Foy, Gherardi, Little Zaragoza, Sojka, White, Breeze, Minjares,

Humphrey, Bill-de la Peña, Millhouse

No: None Abstain: None

Absent: Commissioners Bennett, Lara, Morehouse, Parks

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



Item #8C

May 13, 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 March 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 March 31, 2016 budget reports indicate that revenues were approximately 52.26% of the adopted budget while expenditures were approximately 53.05% 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 MARCH 31, 2016

ASSETS

Assets:

\$ 5,966,657
21,411,203
130
1,551,808
296,556
14,919
25,938,653
33,505,489
<u>\$88,685,415</u>

LIABILITIES AND FUND BALANCE

Liabilities:

Total Liabilities:	\$6,336,716
Deposits	400
Deferred Revenue	3,761,423
Accrued Expenses/Due to other funds	\$ 2,574,893

Net Position:

Invested in Capital Assets	\$59,444,142
Fund Balance	22,904,557
Total Net Position	\$82.348.699

Total Liabilities and Fund Balance: \$88,685,415

VENTURA COUNTY TRANSPORTATION COMMISSION STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES FOR THE NINE MONTHS ENDING MARCH 31, 2016

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)	% Year to Date
Revenues							,	
Federal Revenues	\$ 3,734,524	\$ 0	\$ 0	\$ 0	\$ 3,734,524	\$12,173,199	(8,438,675)	30.68
State Revenues	1,978,259	20,870,987	1,933,305	437,390	25,219,941	45,431,543	(20,211,602)	55.51
Local Revenues	3,385,694	0	0	1,571	3,387,265	4,296,142	(908,877)	78.84
Other Revenues	3,763	0	0	0	3,763	0	3,763	0.00
Interest	261	13,199	22,257	8,403	44,120	82,000	(37,880)	53.80
Total Revenues	9,102,501	20,884,186	1,955,562	447,364	32,389,613	61,982,884	(29,593,271)	52.26
Expenditures								
Administration								
Personnel Expenditures	1,740,247	0	0	0	1,740,247	3,110,900	(1,370,653)	55.94
Legal Services	12,637	0	0	0	12,637	25,000	(12,363)	50.55
Professional Services	92,673	0	0	0	92,673	153,000	(60,327)	60.57
Office Leases	111,967	0	0	0	111,967	152,200	(40,233)	73.57
Office Expenditures	278,199	0	0	0	278,199	458,000	(179,801)	60.74
Total Administration	2,235,723	0	0	0	2,235,723	3,899,100	(1,663,377)	57.34
Programs and Projects								
Transit & Transportation Program								
Senior-Disabled Transportation	101,103	0	0	0	101,103	219,000	(117,897)	46.17
Fare Collection APC Systems	246,512	0	0	0	246,512	737,600	(491,088)	33.42
VCTC Interciy Bus Service	6,157,187	0	0	0	6,157,187	8,231,049	(2,073,862)	74.80
HVT Bus Contract Services	1,520,263	0	0	0	1,520,263	2,285,112	(764,849)	66.53
Nextbus	144,565	0	0	0	144,565	305,400	(160,835)	47.34
Transit Grant Administration	1,836,752	0	0	0	1,836,752	9,000,028	(7,163,276)	20.41
Total Transit & Transportation	10,006,382	0	0	0	10,006,382	20,778,189	(10,771,807)	48.16

	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	617,120	617,120	993,000	(375,880)	62.15
Highway Project Management	220	0	0	0	220	852,300	(852,080)	0.03
SpeedInfo Highway Speed Sensor	0	0	0	77,100	77,100	144,000	(66,900)	53.54
Total Highway	220	0	0	694,220	694,440	1,989,300	(1,294,860)	34.91
Rail Program								
Metrolink & Commuter Rail	3,792,337	0	0	0	3,792,337	5,739,467	(1,947,130)	66.07
LOSSAN & Coastal Rail	820	0	0	0	820	3,300	(2,480)	24.85
Santa Paula Branch Line	356,584	0	0	0	356,584	973,090	(616,506)	36.64
Total Rail	4,149,741	0	0	0	4,149,741	6,715,857	(2,566,116)	61.79
Commuter Assistance Program								
Transit Information Center	1,410	0	0	0	1,410	5,500	(4,090)	25.64
Rideshare Programs	12,826	0	0	0	12,826	83,100	(70,274)	15.43
Total Commuter Assistance	14,236	0	0	0	14,236	88,600	(74,364)	16.07
Planning & Programming								
Transportation Development Act	169,595	18,735,083	0	0	18,904,678	30,716,006	(11,811,328)	61.55
Transportation Improvement Program	23,664	0	0	0	23,664	58,835	(35,171)	40.22
Regional Transportation Planning	231,433	0	0	0	231,433	1,034,800	(803,367)	22.36
Airport Land Use Commission	49,180	0	0	0	49,180	100,580	(51,400)	48.90
Regional Transit Planning	7,324	0	0	0	7,324	104,700	(97,376)	7.00
Freight Movement	227	0	0	0	227	12,500	(12,273)	1.82
Total Planning & Programming	481,423	18,735,083	0	0	19,216,506	32,027,421	(12,810,915)	60.00
General Government								
Community Outreach & Marketing	473,929	0	0	0	473,929	590,800	(116,871)	80.22
State & Federal Relations	74,952	0	0	0	74,952	98,115	(23,163)	76.39
Management & Administration	22,893	0	0	0	22,893	71,500	(48,607)	32.02
Office Building Purchase	129,310	0	0	0	129,310	3,522,000	(3,392,690)	3.67
Total General Government	701,084	0	0	0	701,084	4,282,415	(3,581,331)	16.37
Total Expenditures	17,588,809	18,735,083	0	694,220	37,018,112	69,780,882	(32,762,770)	53.05

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)
Revenues over (under) expenditures	(8,486,308)	2,149,103	1,955,562	(246,856)	(4,628,499)	(7,797,998)	3,169,499
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	4,082,285	0	0	0	4,082,285	9,450,951	(5,368,666)
Transfers Into GF from SAFE	7,305	0	0	0	7,305	21,500	(14,195)
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	(4,082,285)	0	(4,082,285)	(9,450,951)	5,368,666
Transfers Out of SAFE into GF	0	0	0	(7,305)	(7,305)	(21,500)	14,195
Total Other Financing Sources	6,850,815	(2,761,225)	(4,082,285)	(7,305)	0	0	0
Net Change in Fund Balances	(1,635,493)	(612,122)	(2,126,723)	(254,161)	(4,628,499)	(7,797,998)	3,169,499
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>\$ 1,901,820</u>	<u>\$7,397,084</u>	<u>\$9,775,642</u>	<u>\$3,830,011</u>	<u>\$22,904,557</u>	<u>\$16,036,922</u>	<u>\$ 6,867,635</u>

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION INVESTMENT REPORT AS OF MARCH 31, 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	\$ 461.29	0.01%	\$ 5,966,656.64
County of Ventura	Treasury Pool	N/A	43,837.05	050%	21,425,204.20
Total			\$44,298.34		\$27,391,860.84

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 #8D

May 13, 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:

Metrolink

During the month of March, ridership on the Ventura County portion of the VC Line averaged 1,661 total boardings per weekday (inbound and outbound) resulting in a year over year decrease of 15.8% on the line. Systemwide ridership experienced a year over year decrease of 5%. Monthly ridership statistics for the month of March 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 March was 89.0%, indicating a 1% increase from the previous month.

In April, the Metrolink Board proceeded to open a public comment period for evaluating the restructuring of the systemwide fares based on distances traveled by riders. Between January and June 2016, Metrolink has been implementing a \$3 "station to station" fare pilot program intended to demonstrate a demand for short distance fares. The reduced fares led to a revenue loss so Metrolink is considering a \$0.25 per trip fare increase on long-distance fares (12 miles or more). The Metrolink Board will hold a public hearing and take action on the proposed fare restructuring on May 13, 2016. As a result any fare changes will be implemented beginning on July 1, 2016.

Metrolink transmitted its proposed agency budget to the member agencies at the end of April. VCTC's contribution amount for the 2016-17 fiscal year is \$9,500,000; reflecting a decrease of 0.7% from the previous year. Metrolink's proposed budget does not assume potential cost increases for extending the BNSF locomotive lease or future procurement of a new maintenance-of-way contractor. Should Metrolink implement these future actions, VCTC will be asked to amend its contribution for the 2016-17 fiscal year. Additional details will be provided to Commission at the next meeting.

LOSSAN

During April, LOSSAN management staff met with Metrolink executive staff to discuss the future continuance of the R2R program with Metrolink. The discussion included a range of options for continuing the R2R program, including a tiered approach that would allow passengers to select their level of participation in the R2R program. Over the next month LOSSAN staff will continue working with Metrolink to develop a proposal for continuing the R2R program beyond the June 30, 2016 expiration of the current agreement, with the intent to provide a recommendation to the LOSSAN Board of Directors at the June 2016 meeting.

March 2016 Metrolink Ridership

AVERAGE WEEKDAY PASSENGER TRIPS (INBOUND and OUTBOUND) MARCH 2016 vs. FEBRUARY 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-Mar	1,661	3,468	39,081	179
16-Feb	1,682	3,439	39,810	182
Change	-1.25%	0.84%	-1.83%	-1.65%

AVERAGE WEEKDAY PASSENGER TRIPS (INBOUND and OUTBOUND) MARCH 2016 vs. MARCH 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-Mar	1,661	3,468	39,081	179
15-Mar	1,973	3,803	41,374	177
Change	-15.81%	-8.81%	-5.54%	1.13%

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-Mar	3,468	1,661	39,081	179
	15-Mar	3,803	1,973	41,374	177
	14-Mar	3,760	1,682	41,403	156
	Mar-13	3,964	1,976	43,066	224
	Mar-12	3,968	1,907	43,119	197

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Item #8E

May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: PROPOSED POLICY FOR TRANSPORTATION DEVELOPMENT ACT LOCAL

TRANSPORTATION FUND USE

RECOMMENDATION:

 Approve TDA Policy that TDA funds allocated to eligible claimants and passed-through to other entities retain TDA requirements for policy implementation effective July 1, 2016.

BACKGROUND:

The Mills-Alquist-Deddeh Act (SB 325), also known as the Transportation Development Act (TDA), was enacted in 1971 by the California Legislature to fund and improve public transportation services and encourage regional transportation coordination. This law provides funding to be allocated for a wide variety of transit and some non-transit related purposes including community transit services, public transportation, bus and rail projects, pedestrian and bicycle facilities and planning and program activities.

Per the Public Utilities Code, the Ventura County Transportation Commission is the designated Regional Transportation Planning Agency (RTPA) for Ventura County. As the RTPA, VCTC is responsible for apportioning, allocating and monitoring compliance of TDA funds including both the Local Transportation Funds (LTF) and the State Transit Assistance (STA) funds. The RTPA is tasked with ensuring compliance with the TDA regulations set forth in the TDA guidebook and adopts policy in areas where the RTPA has discretionary authority.

VCTC is also required to conduct both fiscal and performance audits. VCTC contracts for fiscal audits conducted annually and performance audits conducted every three years. VCTC is responsible for financial audits of all eligible claimants except for the Gold Coast Transit District which has elected to contract for its own annual fiscal audit. VCTC reviews the completed audits for any findings and assists local agencies with TDA compliance issues. All audits are required to be submitted to the state.

Through the last two financial audit cycles in conjunction with changes brought about by SB 716, SB 203 and AB 664, staff has been reviewing VCTC's policies and procedures as well as local agency compliance with TDA regulations. Through these audits there has been significant work to bring all claimants into conformance with TDA regulations.

DISCUSSION:

TDA criteria are in part designed to ensure efficient service and prudent use of TDA funds. Both TDA Articles 4 and 8c include a variety of compliance criteria. One area where VCTC has found inconsistency in application of TDA funds is with fare box revenue ratios and local support. Fare box revenue ratios are the ratio of fare revenues to operation costs. TDA claimants who provide transit service in urbanized areas are required to meet a fare box revenue ratio of twenty percent or ten percent for non-urbanized areas. TDA claimants who only provide a transit service for the elderly and handicapped are required to meet a ten percent fare box revenue ratio. Should a TDA claimant providing transit service be unable to meet TDA fare revenue requirements, the fare box revenue ratio may be supplemented with local agency general funds, local taxes or local support.

The question has arisen whether it is appropriate for TDA funds passed through a claimant to another agency to be used to meet fare box ratio. Does TDA change its "color" and lose its TDA requirements when passed through? Historically in Ventura County, passed through TDA funds have been treated both ways: remaining as TDA with its requirements and, in one case, as changing its "color" and attached requirements. Although not specifically stated in the TDA regulations, the use of TDA as local support seems to contradict the intent of TDA and caused staff to research the question of whether passed through TDA funds carry the requirements of TDA with it.

In November 2014 staff began researching this issue. Since VCTC does not have a formal policy about this, staff sought clarification from the State. The State indicated that the TDA regulations didn't provide a clear answer to this issue and that the RTPA was allowed some discretion with interpretation.

This fiscal year with the implementation of new TDA laws and the creation of the Gold Coast Transit District, staff again looked at this practice and the potential loop holes available to transit providers to continually operate less efficient transit services. VCTC staff supports and encourages public transit, but after further discussions with the State and internally, staff believes that an interpretation of the TDA regulations that is consistent with the spirit and intent of the Transportation Development Act is in order to promote efficient service and prevent potential misuse of TDA funds.

Should the Commission approve a policy of consistency, there may be impacts. As an example, the City of Ojai operates the Ojai trolley with TDA funds passed-through from Gold Coast Transit District to the City of Ojai and the County of Ventura. The City of Ojai, however, utilizes the TDA funds passed-through to the County as local support to offset its fare box requirements. Without the use of the County's TDA funds as local support, the City will have to examine how they can run a fare box revenue ratio compliant transit service. Some of their options would be to reduce expenditures, adjust service, increase fares, and/or obtain non-TDA local support. Transit service providers within the County are required to constantly examine their services to remain compliant. Most recently, Simi Valley Transit has had to modify their services and fares to comply with TDA regulations.

VCTC staff had several discussions with Ojai and the County in preparation of this new policy. This policy was discussed and supported by TRANSCOM at its April meeting. TRANSCOM also requested that VCTC staff review TDA regulations (including VCTC's Article 4.5 policy) to see if Ojai (via Gold Coast Transit District) could qualify for a lower farebox ratio or the 10% farebox ratio under Article 4.5 community transit service.

Staff's recommendation is that the Commission adopt a policy that TDA funds allocated to eligible claimants and passed-through to other entities remain TDA funds carrying with it all of the TDA requirements. In consideration of changes that Ojai will have to make, staff is recommending that this change be effective with the new fiscal year, beginning July 1, 2016.



Item #8F

May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: COUNTY OF VENTURA CONGESTION MITIGATION AIR QUALITY (CMAQ)

PROJECT FUND TRANSFER

RECOMMENDATION:

 Approve the transfer of \$160,000 in Congestion Mitigation Air Quality (CMAQ) funds from the Rio Real Elementary School Pedestrian Street Improvement Project to the Camarillo Heights and Somis Elementary School Pedestrian Improvement Project.

BACKGROUND:

The County of Ventura currently has \$280,000 of CMAQ funds programmed for the construction phase of the Rio Real Elementary School Pedestrian Street Improvement Project. Recently, the County was approved for Active Transportation Program (ATP) funding for the same project. Therefore, the County is requesting that \$160,000 of CMAQ funds originally programmed for the construction phase of the Rio Real project be transferred to the Camarillo Heights Elementary and Somis Elementary School Pedestrian Improvement Project. The addition of these CMAQ funds would bring the total CMAQ funds for the Camarillo Heights Elementary and Somis Elementary School project to \$560,000. The remainder of the CMAQ funds originally programmed for the Rio Real Elementary School Pedestrian Street Improvement Project (\$120,000) will remain with that project.

The Transportation Technical Advisory Committee (TTAC) reviewed this item at their April 21, 2016 meeting and recommends that the Commission approve reprogramming the funds as requested by the County.

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May 13, 2016

Item #8G

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AARON BONFILIO, PROGRAM MANAGER

SUBJECT: AMENDMENT TO THE VCTC INTERCITY TRANSIT SERVICES PROGRAM

BUDGET TO ADDRESS FAREBOX SHORTFALL AND EXCESS HOURS OF

SERVICE

RECOMMENDATION:

Approve the following amendment to the VCTC Intercity Transit Services Budget:

- Reduction of Farebox Revenues line-item by \$80,000 from \$1,310,000 to \$1,230,000
- Increase of Contract Services line-item by \$30,000 from \$7,645,577 to \$7,675,577;
- Correspondingly increase the STA Fund Transfer Revenues line-item by \$110,000, from \$4,222,764 to \$4,332,764; and,
- Amend the VCTC STA budget, by increasing the STA Fund Transfer expenditures by \$110,000.

BACKGROUND:

Prior to the beginning of each fiscal year staff develops a budget that includes projected ridership (and corresponding fare revenues), and develops anticipated costs for service based on schedule of hours, with a minimal amount of contingency budgeted for delays. With the recent close of the third quarter, ended March 31, 2016, staff has identified variances related to these farebox revenues as well as service costs. Currently, VCTC Intercity transit service is trending at 76% for the fiscal year, or 1% above budgeted cost for the Contracted Services line-item. Similarly regarding budgeted Farebox revenues, VCTC Intercity is at approximately 72% for the fiscal year, or 3% under projected revenues. These two budget line-item variances, Contract Services expenditures and the Farebox revenues, equate to \$76,456, and \$39,300, respectively. Staff recommends that the Commission approve a budget amendment to address the variances related to these two items as discussed below.

Contract Services

While the current trend fiscal-year to-date for the Contract Services line-item, reflects a 1% variance of projected costs to actual, the estimated schedule of hours for the remaining months of the fiscal year decline from prior months due to the Summer break for California State University-Channel Islands. Staff recommends that the Commission amend Contract Services expenditures by increasing the line-item by \$30,000, an increase of approximately 0.4%. Staff anticipates that year-end cost, based on the average daily hours of service including projected time for congestion-caused delays, to be closer a half of this

cost (or approximately \$15,000). However, in an abundance of caution, staff is recommending a \$30,000 budget amendment for this line-item. This is to protect against unusual delays, such as a highway closure or major incident which could prolong service hours. Only the amount required will be utilized. Unneeded STA revenues will remain in the STA Fund.

Farebox Revenues

VCTC, like many agencies, has experienced relatively flat if not declining ridership over the last fiscal year. This year over last year, VCTC has thus far experienced a decline in ridership by approximately 4.5%. While staff typically would have projected a slight increase in ridership (and corresponding increase in Farebox revenues), in preparation of the budget for Fiscal Year 15/16, anticipated Farebox revenues were kept static to hedge against other competing economic factors including low gasoline prices, and only minor gains in the general economic recovery of the region. Even still, the current decline in ridership has impacted Farebox revenues beyond those projected. Accordingly, staff recommends a budget amendment to offset the potential reduction in Farebox revenues, which is currently budgeted at \$1,310,000. The recommended Farebox revenues line-item has been identified at \$1,230,000, a reduction of \$80,000. Again, only the amount required will be utilized and unneeded STA revenues will remain in the STA Fund.



Item #8H

May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: TREENA GONZALEZ, TRANSIT PLANNER

ELLEN TALBO, REGIONAL TRANSIT PLANNING MANAGER

SUBJECT: LOSSAN AMTRAK PACIFIC SURFLINER PASSENGER TRANSFER AGREEMENT

RECOMMENDATION:

 Approve Cooperative Agreement with LOSSAN for facilitating passenger transfers between Pacific Surfliner Intercity Rail Service and VCTC Intercity Transit service effective June 1, 2016 thru June 30, 2017.

BACKGROUND:

The California State Transportation Agency has awarded the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency (LOSSAN) \$1.675 million in Transit and Intercity Rail Capital Program (TIRCP) grant funds to support the Pacific Surfliner Transit Transfer Program, which will allow Pacific Surfliner passengers to transfer more seamlessly to connecting public transit services along the entire Pacific Surfliner route. The TIRCP grant has enabled the LOSSAN Agency to initiate a Pacific Surfliner Transit Transfer Program on a one-year pilot basis with various connecting transit services along the corridor. The LOSSAN Agency will be promoting the new program.

The Cooperative Agreement between LOSSAN and VCTC allows for Pacific Surfliner passengers to transfer to VCTC Intercity Bus services for free by presenting a valid Pacific Surfliner ticket. VCTC will be reimbursed by the LOSSAN Agency on a quarterly basis for the number of Pacific Surfliner passengers carried based on the average fare for Zone 1 and Zone 2 trips (see Exhibit A of Agreement). The Agreement will go into effect June 1, 2016 with a maximum reimbursement amount of \$15,000 through the end of FY 16-17.

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Item # 8H Attachment

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COOPERATIVE AGREEMENT NO. L-6-0012

BETWEEN

LOS ANGELES - SAN DIEGO - SAN LUIS OBISPO RAIL CORRIDOR AGENCY

AND

VENTURA COUNTY TRANSPORTATION COMMISSION

FOR

FACILITATING TRANSFERS BETWEEN PACIFIC SURFLINER INTERCITY RAIL SERVICE AND LOCAL TRANSIT SERVICES

THIS COOPERATIVE AGREEMENT (Agreement), is effective as of this 13th day of May ______, 2016, by and between the Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency, 600 S. Main St., Orange, California, 92863, a joint powers authority (hereinafter referred to as "LOSSAN AGENCY"), and the Ventura County Transportation Commission, 950 County Square Dr., Suite 207, Ventura, California, 93003, a public corporation of the State of California (hereinafter referred to as "VCTC"), each individually known as "Party" and collectively known as "Parties".

RECITALS:

WHEREAS, LOSSAN AGENCY is a joint powers authority charged with local management and oversight of the state-funded, Amtrak-operated Pacific Surfliner intercity rail service between San Diego, Orange, Los Angeles, Ventura, Santa Barbara and San Luis Obispo counties per the terms of an interagency transfer agreement with the State of California effective July 1, 2015; and

WHEREAS, LOSSAN AGENCY and VCTC, both provide public transportation services operating to, within, or through the six-county, 351-mile Los Angeles – San Diego – San Luis Obispo rail corridor (hereinafter referred to as "LOSSAN rail corridor"; and

WHEREAS, Amtrak currently operates 23 daily state-funded Pacific Surfliner intercity trains on portions of the LOSSAN rail corridor per an operating contract with LOSSAN AGENCY serving 31 stations; and

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Item # 8H Attachment

AGREEMENT NO. L-6-0012

WHEREAS, in the absence of this Cooperative Agreement, passengers purchasing an Amtrak Pacific Surfliner train ticket and desiring to transfer to VCTC's, service must pay a separate fare on VCTC's, service; and

WHEREAS, LOSSAN AGENCY applied for and was awarded a Transit and Intercity Rail

WHEREAS, LOSSAN AGENCY applied for and was awarded a Transit and Intercity Rail Capital Program grant in the amount of One Million Six Hundred Seventy Five Thousand Dollars (\$1,675,000) to support a Pacific Surfliner Transit Transfer Program (hereinafter referred to as "PROGRAM") for a one-year demonstration period; and

WHEREAS, the Parties desire to enter into this Agreement to facilitate transfers between the Parties' services and thereby provide greater convenience and mobility for public transportation users in the region; and

WHEREAS, LOSSAN AGENCY and VCTC both desire to provide a fully coordinated public transit service for the benefit of the public, in compliance with Public Utilities Code Section 130262; and

WHEREAS, this Agreement defines the specific terms, conditions, and roles and responsibilities between LOSSAN AGENCY and VCTC only as they relate to the PROGRAM and no other purpose;

NOW, THEREFORE, in consideration of their mutual obligations set forth herein, the parties agree as follows:

ARTICLE 1. COMPLETE AGREEMENT

A. This Agreement, including any attachments incorporated herein and made applicable by reference, constitutes the complete and exclusive statement of the term(s) and conditions(s) of this Agreement between LOSSAN AGENCY and VCTC and it supersedes all prior representations, understandings, and communications. The invalidity in whole or in part of any term or condition of this Agreement shall not affect the validity of other term(s) or conditions(s) of this Agreement. The above referenced Recitals are true and correct and are incorporated by reference herein.

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AGREEMENT NO. L-6-0012

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- B. LOSSAN AGENCY's failure to insist on any instance(s) of VCTC's performance of any term(s) or condition(s) of this Agreement shall not be construed as a waiver or relinquishment of LOSSAN AGENCY's right to such performance or to future performance of such term(s) or condition(s), and VCTC's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this Agreement shall not be binding upon LOSSAN AGENCY except when specifically confirmed in writing by an authorized representative of LOSSAN AGENCY by way of a written amendment to this Agreement and issued in accordance with the provisions of this Agreement.
- C. VCTC's failure to insist on any instance(s) of LOSSAN AGENCY's performance of any term(s) or condition(s) of this Agreement shall not be construed as a waiver or relinquishment of VCTC's right to such performance or to future performance of such term(s) or condition(s), and LOSSAN AGENCY's obligation in respect thereto shall continue in full force and effect. Changes to any portion of this Agreement shall not be binding upon VCTC except when specifically confirmed in writing by an authorized representative of VCTC by way of a written amendment to this Agreement and issued in accordance with the provisions of this Agreement.

ARTICLE 2. SCOPE OF AGREEMENT

This Agreement specifies the roles and responsibilities of the Parties as they pertain to the PROGRAM. Both LOSSAN AGENCY and VCTC agree that each will cooperate and coordinate with the other in all activities covered by this Agreement and any other supplemental agreements that may be required to facilitate purposes thereof.

ARTICLE 3. RESPONSIBILITIES OF LOSSAN AGENCY

LOSSAN AGENCY agrees to the following responsibilities for PROGRAM:

 LOSSAN AGENCY shall pay complete and accurate invoices submitted by VCTC on a quarterly basis within 30 days of receipt of the invoice.

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AGREEMENT NO. L-6-0012

ARTICLE 4. RESPONSIBILITIES OF VCTC

VCTC agrees to the following responsibilities for PROGRAM:

- Commencing as of the date of this Agreement, VCTC shall honor valid Amtrak Pacific Surfliner fare media for a single one-way boarding on its connecting transit services originating from, or destined to, a Pacific Surfliner station on the routes identified in Exhibit A, under the following conditions:
 - a. One-way and round-trip Amtrak Pacific Surfliner paper and electronic tickets valid for the same calendar date of travel will be honored as valid fare media for one-way boardings on VCTC service to or from a Pacific Surfliner station.
 - b. Valid ten-trip and monthly Amtrak Pacific Surfliner tickets will be honored as valid fare media for one-way boardings on VCTC service to or from a Pacific Surfliner stations.
 - c. VCTC shall be reimbursed as provided herein based on the average fare for a one-way trip on its transit service, as indicated in Exhibit A.
 - d. For purposes of counting transferring passengers, the number of passengers transferring to VCTC service from a Pacific Surfliner train, or to a Pacific Surfliner train from VCTC service shall be defined as the number of transferring passengers from whom no fares were collected by VCTC service due to presentation of a valid Amtrak Pacific Surfliner paper or electronic ticket.
 - VCTC shall track the number of passengers transferring to VCTC services using a valid Pacific Surfliner ticket utilizing ridership counts conducted by VCTC operators via the GFI Farebox and Data System.

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Item #8H AGREEMENT NO. L-6-0012 Attachment 3. 1 VCTC shall submit quarterly invoices to LOSSAN AGENCY for reimbursement for all 2 recorded transfers using a Pacific Surfliner ticket. Each invoice shall include the following information: 3 a. Agreement Number L-6-0012; 4 b. The time period covered by the invoice; 5 c. The number of transfers recorded and the reimbursement rate specified in Exhibit A; 6 d. Itemized expenses including support documentation incurred during the billing period; 7 Invoice Certification signed by an authorized representative of VCTC; 8 Certification statement shall be as follows: 9 "I hereby certify that invoice(s) dated _____ for the period covering _____ 10 to _____ are true, complete and correct statements of reimbursable costs 11 and progress. The backup information included with the invoices is true, complete and correct in all material aspects. All payments due and owing to 12 13 subcontractors and suppliers have been made, if applicable. Timely 14 payments will be made to subcontractors and suppliers from proceeds of the 15 payment covered by the certification, if applicable. The invoices do not 16 include any amounts which VCTC intends to withhold or retain from a 17 subcontractor or supplier unless so identified on the invoices, if applicable." Invoices shall be submitted to: 18 19 Accounts Payable 20 LOSSAN Rail Corridor Agency 21 600 S. Main St. 22 Orange, CA 928638. 23 Such other information as requested by LOSSAN. 24 25 26 Page 5 of 12

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ARTICLE 5. MUTUAL RESPONSIBILITIES

- Disagreements concerning the number of passengers transferring between Pacific Surfliner and VCTC services shall be resolved by making a good faith effort to create a joint survey team, to include representatives of both LOSSAN AGENCY and VCTC, whose task would be to conduct a passenger survey to verify transfer rates.
- 2. Each party shall cooperate in the dissemination of information to the public regarding the PROGRAM and the services offered by the other party, including, but not limited to, printed collateral materials at stations and onboard transit and rail vehicles, social media posts, digital marketing, and on-board announcements.
- 3. Each party shall notify the other within thirty (30) days in advance of adopting any fare changes that might affect reimbursement rates or any aspect of transfer privileges.

ARTICLE 6. DELEGATED AUTHORITY

The actions required to be taken by VCTC in the implementation of this Agreement are delegated to its Executive Director, or designee, and the actions required to be taken by LOSSAN AGENCY in the implementation of this Agreement are delegated to LOSSAN AGENCY's Managing Director or designee.

ARTICLE 7. MAXIMUM OBLIGATION

Notwithstanding any provisions of this Agreement to the contrary, LOSSAN AGENCY and VCTC mutually agree that LOSSAN AGENCY's maximum cumulative payment obligation hereunder shall be Fifteen Thousand Dollars (\$15,000.00), unless agreed to and amended by both Parties.

ARTICLE 8. AUDIT AND INSPECTION

VCTC shall maintain a complete set of records in accordance with generally accepted accounting principles. Upon reasonable notice, VCTC shall permit the authorized representatives of the LOSSAN AGENCY to inspect and audit all work, materials, books, accounts, and other data and records of VCTC related to PROGRAM for a period of four (4) years after final payment, or until any ongoing audit is completed. For purposes of audit, the date of completion of this Agreement shall be the

date of LOSSAN AGENCY's payment of LOSSAN AGENCY final billing (so noted on the invoice) under this Agreement. LOSSAN AGENCY shall have the right to reproduce any such books, records, and accounts. The above provision with respect to audits shall extend to and/or be included in contracts with VCTC's contractor.

ARTICLE 9. INDEMNIFICATION

A. To the fullest extent permitted by law, LOSSAN AGENCY shall defend (at LOSSAN AGENCY's sole cost and expense with legal counsel reasonably acceptable to VCTC), indemnify, protect, and hold harmless VCTC, its officers, directors, employees, and agents (collectively the "Indemnified Parties"), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively "Claims"), including but not limited to Claims arising from injuries to or death of persons (LOSSAN AGENCY's employees included), for damage to property, including property owned by VCTC, or from any violation of any federal, state, or local law or ordinance, alleged to be caused by the negligent acts, omissions or willful misconduct of LOSSAN AGENCY, its officers, directors, employees or agents in connection with or arising out of the performance of this Agreement.

B. To the fullest extent permitted by law, VCTC shall defend (at VCTC's sole cost and expense with legal counsel reasonably acceptable to LOSSAN AGENCY), indemnify, protect, and hold harmless LOSSAN AGENCY, its officers, directors, employees, and agents (collectively the "Indemnified Parties"), from and against any and all liabilities, actions, suits, claims, demands, losses, costs, judgments, arbitration awards, settlements, damages, demands, orders, penalties, and expenses including legal costs and attorney fees (collectively "Claims"), including but not limited to Claims arising from injuries to or death of persons (VCTC's employees included), for damage to property, including property owned by LOSSAN AGENCY, or from any violation of any federal, state, or local law or ordinance, alleged to be caused by the negligent acts, omissions or willful misconduct of VCTC, its officers, directors, employees or agents in connection with or arising out of the performance of this

Agreement.

C. The indemnification and defense obligations of this Agreement shall survive its expiration or termination.

ARTICLE 10. ADDITIONAL PROVISIONS

- A. <u>Term of Agreement:</u> This Agreement shall be effective on June 1, 2016, and shall be in full force and effect through June 30, 2017, or until grant funds are exhausted.
- B. <u>Termination:</u> In the event either Party defaults in the performance of their obligations under this Agreement or breaches any of the provisions of this Agreement, the non-defaulting Party shall have the option to terminate this Agreement upon thirty (30) days' prior written notice to the other Party.
- C. <u>Termination for Convenience:</u> Either Party may terminate this Agreement for its convenience by providing thirty (30) days' prior written notice of its intent to terminate for convenience to the other Party.
- D. LOSSAN AGENCY and VCTC shall comply with all applicable federal, state, and local laws, statues, ordinances and regulations of any governmental authority having jurisdiction over the PROJECT.
- E. <u>Legal Authority</u>: LOSSAN AGENCY and VCTC hereto consent that they are authorized to execute this Agreement on behalf of said Parties and that, by so executing this Agreement, the Parties hereto are formally bound to the provisions of this Agreement.
- F. <u>Severability:</u> If any term, provision, covenant or condition of this Agreement is held to be invalid, void or otherwise unenforceable, to any extent, by any court of competent jurisdiction, the remainder of this Agreement shall not be affected thereby, and each term, provision, covenant or condition of this Agreement shall be valid and enforceable to the fullest extent permitted by law.
- G. <u>Counterparts of Agreement:</u> This Agreement may be executed and delivered in any number of counterparts, each of which, when executed and delivered shall be deemed an original and all of which together shall constitute the same agreement. Facsimile signatures will be permitted.

- H. <u>Force Majeure</u>: Either Party shall be excused from performing its obligations under this Agreement during the time and to the extent that it is prevented from performing by an unforeseeable cause beyond its control, including but not limited to; any incidence of fire, flood; acts of God; commandeering of material, products, plants or facilities by the federal, state or local government; national fuel shortage; or a material act or omission by the other Party; when satisfactory evidence of such cause is presented to the other Party, and provided further that such nonperformance is unforeseeable, beyond the control and is not due to the fault or negligence of the Party not performing.
- I. <u>Assignment</u>: Neither this Agreement, nor any of the Parties' rights, obligations, duties, or authority hereunder may be assigned in whole or in part by either Party without the prior written consent of the other Party in its sole and absolute discretion. Any such attempt of assignment shall be deemed void and of no force and effect. Consent to one assignment shall not be deemed consent to any subsequent assignment, nor the waiver of any right to consent to such subsequent assignment.
- J. <u>Governing Law:</u> The laws of the State of California and applicable local and federal laws, regulations and guidelines shall govern this Agreement. Venue for any action arising out of this Agreement shall be Orange County, California.
- K. <u>Litigation fees:</u> Should litigation arise out of this Agreement for the performance thereof, the court shall award costs and expenses, including attorney's fees, to the prevailing party.
- L. <u>Notices</u>: Any notices, requests, or demands made between the Parties pursuant to this Agreement are to be directed as follows:

To VENTURA COUNTY TRANSPORTATION	To LOSSAN RAIL CORRIDOR AGENCY
COMMISSION	
Ventura County Transportation Commission	LOSSAN Rail Corridor Agency
950 County Square Drive	600 South Main Street
Suite #207	P.O. Box 14184
Ventura, CA 93003	Orange, CA 92863-1584
Attention: Darren Kettle	Attention: Michael Litschi

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Item #8H AGREEMENT NO. L-6-0012 Attachment **Executive Director** Deputy Director Cc: Jason Jewell Finance Manager Phone: (805)642-1591x123 Phone: (714) 560 - 5581 E-mail: dkettle@goventura.org E-mail: mlitschi@octa.net This Agreement shall be made effective upon execution by both Parties.

Item #8H AGREEMENT NO. L-6-0012 Attachment 1 IN WITNESS WHEREOF, the Parties hereto have caused this Agreement No. L-6-0012 to be 2 executed on the date first written above. 3 VENTURA COUNTY TRANSPORTATION LOSSAN RAIL CORRIDOR AGENCY 4 COMMISSION 5 By: _____ 6 7 Keith Millhouse Jennifer Bergener Chairperson Managing Director 8 9 APPROVED AS TO FORM: APPROVED AS TO FORM: 10 By: _____ 11 Steven Mattas 12 James M. Donich General Counsel General Counsel 13 Dated : _____ 14 Dated : _____ 15 16 APPROVED AS TO CONTENT: 17 18 19 Darren Kettle **Executive Director** 20 21 Dated : 22 23 Exhibit A: 24 Scope of Services 25 26 Page 11 of 12

EXHIBIT A

Scope of Services SERVICES HONORING AMTRAK PACIFIC SURFLINER TICKETS AS OF JUNE 1, 2016

As per Cooperative Agreement between LOSSAN Rail Corridor Agency (LOSSAN AGENCY), and Ventura County Transportation Commission (VCTC), VCTC shall be reimbursed at the rate stated in Table 1 below for each boarding using a valid Pacific Surfliner ticket.

VCTC shall accept valid Amtrak Pacific Surfliner paper and electronic tickets for a single one-way boarding on VCTC Intercity bus service; and will be reimbursed on routes/lines listed below that provide connecting service to and from Pacific Surfliner station(s).

Table 1:

Station	Route Name/GFI Route Number	Reimbursement Rate Per Boarding*
Camarillo	Highway 101 (Route 50)	\$1.00 (Zone 1)
Moorpark	East County (Route 70)	\$1.00 (Zone 1)
Camarillo, Oxnard	CSUCI (Route 90 & 97), Oxnard-Camarillo (Route 95)**	\$1.00 (Zone 1)
Ventura	Highway 126 (Route 60)	\$1.00 (Zone 1)
Camarillo, Oxnard	Conejo Connection (Route 55)	\$2.67 (Zone 2)
Ventura	Coastal Express (Route 80-89)	\$2.67 (Zone 2)

^{*}Average Fare calculations do not include CSUCI Route data due to various University promotional programs and do not include any Route Guarantee as farebox revenue.

**Oxnard-Camarillo service to be implemented effective July, 2016.

LOSSAN AGENCY	Jennifer Bergener Managing Director	
VENTURA COUNTY TRANSPORTATION COMMISSION		
	Darren Kettle	Date

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Item # 8I

May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: ALAN HOLMES, TRANSPORTATION DEMAND MANAGEMENT

PROGRAM MANAGER

SUBJECT: COMMUTER SERVICES QUARTERLY REPORT

RECOMMENDATION:

Receive and file

DISCUSSION:

Each quarter staff prepares a report on rideshare activities for the Commission's review. The primary focus of the Commuter Services program is to reduce traffic congestion and improve air quality by encouraging voluntary reduction of single occupant vehicle (SOV) commute trips in Ventura County. SOV trips are reduced by offering direct assistance to employers located in Ventura County and through the provision of services to county residents, promoting carpooling, vanpooling, bus pooling, transit, walking, biking, and other Transportation Demand Management (TDM) commute alternatives.

Marketing Activities:

Through the second quarter of Fiscal Year 2015/2016, VCTC staff and its marketing consultant continued to promote the agency's popular Commuter Services program through a variety of channels. During this period, VCTC implemented its Ride Week 2015 campaign and distributed targeted communications via social media and email (eBlast).

Employer Support

• Commuter eBlast – The Commuter Services program's monthly communication continued to be distributed electronically to a database of approximately 250 ETCs located at employers throughout the county. Although monthly eBlasts are the norm, during and after Ride Week, eBlasts were sent more frequently as a way to remind and encourage ETCs to participate. Specific eBlast topics included "Ride Week Starts This Monday," "Ride Week Starts Today," "Ride Week Pledges Mean Cleaner Air for Ventura County," "Thank You for Your Hard Work Promoting Ride Week," "Drum Roll Please ... Ride Week Winners Announced," and "Wishing You a Happy and Peaceful Holiday Season."

- On the Go newsletter (CommuteSmart newsletter) Commuter Services continued hosting and distributing the "On the Go" newsletter (formerly the "CommuteSmart newsletter") to Ventura County ETCs, including monthly availability announcement eblasts. Content was created for the monthly newsletter and uploaded to www.GoVenturaRideshare.org in advance of monthly distribution to approximately 250 contacts.
- Ride Week 2015 VCTC hosted 10 events in support of Ride Week. Eight of these events were held at the worksites of large employers. VCTC also partnered with California State University Channel Islands (CSUCI) to host one on-campus event aimed at both students and employees (details below). In addition, VCTC partnered with Gold Coast Broadcasting to host a "live remote" at the Ventura County Harvest Festival, which reached a broad cross-section of county residents and workers. The full list of events includes:
 - City of Port Hueneme (October 1),
 - Harvest Festival Live Remote (Oct. 4),
 - Anthem (October 5),
 - o CSUCI (October 5),
 - City of Thousand Oaks (October 6),
 - o City of Ventura (October 7),
 - o County of Ventura (October 8),
 - Sloan LED (October 8),
 - o Bank of America (October 9)
 - o Amgen (October 9).

Participation in Rideshare Week was promoted in advance of the weeklong event via social media, VCTC's "On the Move" newsletter, an online announcement on GoVentura.org; promotional packets distributed to local employers, radio advertising, a live remote radio event, and print ads in the Ventura County *Star* as well as eight community newspapers

1,046 participants from over 40 individual worksites throughout Ventura County pledged to participate in Rideshare Week.

As in previous years, Ride Week 2015 included contests and prize drawings to encourage participation. A total of 22 individuals won prizes for their participation, while three businesses were recognized for their achievements. Follow-up communications – including an eBlast and social media posting – were crafted to announce winners and provide a summary of the campaign.

Events

• CSUCI/VCTC Ride Week Partnership – A new element of this year's Ride Week, VCTC collaborated with California State University Channel Islands (CSUCI) to host an event and prize-giveaway opportunity tailored to the college community, including both employees and students. The event, which was co-sponsored by CSUCI Student Government and the CSUCI student bicycle club, drew hundreds of students and faculty, while the prize giveaway, an Instagram photo contest, was judged by a CSUCI student panel. The effort led to record participation at the university.

Social Media

• Facebook and Twitter – Approximately 45 percent of all posts and tweets on Facebook and Twitter during the second quarter encouraged ridesharing. Across the quarter, Facebook "likes" increased approximately 7 percent and Twitter followers increased approximately four percent.

Print Collateral

Ride Week 2015 – Promotional pieces, including posters/flyers, graphics and pledge cards, were
produced in English and Spanish and distributed to local employers in support of Ride Week.
Additional event posters, giveaway items, and printed pledge cards were produced and made
available during on-site Ride Week events.

Digital Media

• Ride Week 2015 – VCTC created and launched a standalone website to promote Rideshare Week. It included an online archive of all Ride Week print collateral from which employers could download and print promotional materials for their worksites. It also included a way for Ride Week participants to make their pledges online. This accomplished two things: it made pledging easy to do from any phone, tablet or computer and it delivered the contact information of new rideshare participants directly into the regional ridesharing database (www.ridematch.info).

Third Quarter FY 2015/2016 Planned Activities:

- Continue distribution of monthly Rideshare-themed eBlasts to employers throughout Ventura County.
- Begin preparations for the Earth Day (April) and Bike to Work Week (May) annual promotions.
- Continue using social media to promote the benefits of ridesharing, the availability of new employer materials, and upcoming events.
- Develop content for the "On the Go" newsletter, host associated files on www.GoVentura.org, and distribute corresponding eBlasts to local employers.

Marketing Program Metrics:

Annual program metrics were developed in order to measure the progress and success of the Commuter Services program. Marketing metrics assess performance against established goals, which are based on anticipated activities as well as prior year performance. Service metrics review current performance against similarly developed goals. Each of the metrics for the second quarter of FY 2015/16 is compared against the overall goal for the year as well as the actual performance from FY2014/15.

Marketing	FY 15/16 2ndQuarter	FY 15/16 Total	FY 15/16 Goal	FY 14/15 Actual
Percent of total VCTC social media content	45%	42.15%	33%	33%
Commuter Services-related eblasts	6	9	12	9
Commuter Services eblast opens	19.5%	19.05%	25%	18.72%
On the Move newsletter articles	4	6	12	18
Worksite/employer events	9	9	18	21
Community events	1	2	10	11
Rideshare Week participants	1046	•	1,000	1,059
Bike to Work Week participants	-	-	275	273
Marketing pieces	2	2	10	15

Commuter Services Overview

Ridesharing enjoys the single largest mode share other than SOVs according to the American Community Survey with almost 13% of Ventura County workers sharing the ride.

The Commuter Services program supports ridesharing and works to reduce traffic congestion and improve air quality by facilitating voluntary reduction of single occupant vehicle (SOV) commute trips in Ventura County. SOV trips are reduced by offering direct assistance to employers located in Ventura County and through the provision of services to county residents, promoting carpooling, vanpooling, bus pooling, transit, walking, bicycling, and other Transportation Demand Management (TDM) commute alternatives.

The Commuter Services staff maintains a database of employers with 100 or more employees. Through the participation in VCTC- provided services, registered employees can find others travelling in the same direction. Employees can access the ride matching system directly with a username/password combination or through VCTC staff via phone or email.

Several variables will affect the number and types of services provided in a particular quarter. Larger employers, those with 100 employees or more at a worksite, are required to conduct a biennial commute survey for compliance with the Ventura County Air Pollution Control District's Transportation Outreach Program, also known as Rule 211. Based on their prearranged schedule with the APCD, the number of employers surveying can vary significantly from one quarter to the next. For example, twenty-two worksites surveyed in second quarter of FY 15/16, compared to thirty-two employers in the preceding quarter. This resulted in fewer RideGuides being produced, which in turn affects other measurables, such as reduction in vehicle miles travelled and pollutants reduced as shown in the Estimated Program Benefits section of the report. Another major factor is the price of gasoline, as higher gas prices will increase the public's interest in ridesharing.

Services	FY 15/16 2nd Quarter	FY 15/16 1 st Quarter	FY 15/16 Goals	FY 14/15 Actual
Database				
Commuters on file	29,518	29,140	30,100	30,082
Commuters active for matching	5,036	5,180	5,700	5,532
Company worksites on file	302	301	300	300
Estimated Avg. Home to work distance	14.26	14.06	N/A	13.36
AVR reports generated	22	32	52	37

Employees can access the ridematching system directly with a username/password combination or through VCTC staff via phone or email. The table below provides the number of commuters requesting personalized ridematching information

Services	FY 15/16 2nd Quarter	FY 15/16 1 st Quarter	FY 15/16 Goals	FY 14/15 Actual
Matching Transactions	Qualter	Qualter		
Number of carpool matches attempted:				
Public (web)	339	583	1,600	1,542
Staff	198	333	850	817
Total carpool matches attempted (RideGuides)	537	916	2,450	2359
Number receiving at least one match	338	693	1,800	1,734
Average age of matching record (days)	197	132	160	190
Average number of matches/RideGuide	7	8	8	10
Avg. distance home/work	15.5	15.3	N/A	18.1
RideSmart Tips generated	2,490	7,274	10,500	9,151
Incoming Call Volume	32	24	120	96

Guaranteed Ride Home Program

Offers a free ride home via taxi or overnight use of a rental car to registered carpoolers, vanpoolers and transit users should they experience a personal emergency or unexpected overtime. Trips of twenty miles or less are provided by taxi; trips over twenty mile by rental car.

	FY 15/16 2nd Quarter	FY 15/16 1st Quarter	FY 15/16 Goals	FY 14/15 Actual
Guaranteed Ride Home Progra	am Usage			
Rental Car Trips	3	3	15	25
Taxi Rides	5	6	25	27
Total	8	9	40	52

Estimated Program Benefits

Program benefits are estimated based on the number of RideGuides generated for a specific time period. The ridematching software utilizes a formula to estimate the reduction in vehicle miles travelled (VMT) using the industry standard placement rate of 7% of employees that receive a RideGuide changes their commute mode from driving alone to an alternative commute mode. The Reduction in Commuting Costs figure is based on latest annual AAA Cost of Driving estimate, currently set at \$0.59 per mile. Reductions in pollution are based on the latest available data from multiple sources, including the Environmental Pollution Agency (EPA), the California Air Resources Board (ARB), and local agencies.

	FY 15/16 2nd Quarter	FY 15/16 1 st Quarter	FY 15/16 Goals	FY 14/15 Actual
Estimated Program Benefits				
Reduction in Vehicles Miles of Travel	573,931	981,519	2,600,000	2,531,410
Reduction in Commuting Costs	\$338,593	\$534,706	\$1,400,000	\$1,366,866
Reduction in carbon monoxide (tons)	5.94	10.17	32.0	26.23
Reduction in volatile organic compounds (tons)	.65	1.11	3.85	2.87
Reduction in Oxides of Nitrogen (tons)	.43	.75	1.2	1.93

A more detailed description of services offered to Ventura County's commuters is below.

Customized reports

The RidePro ridematching software has a robust report writer feature that allows the user to create origin/destination reports by mode. This has proven to be a useful feature for employers considering beginning or expanding a carpool and /or vanpool program.

• Employer Rideshare Program Enhancement

Customized rideshare programs are developed for employers upon request. The program is based on several factors including available budget, site location, amenities, employee classification, and local resources.

Commuter Benefits education/updates

Provide information and updates for employers regarding Transportation Fringe Benefits (IRS code section 132(f)) which allows employees to withhold pre-tax up to \$130/month for transit/vanpool fares and up to \$20/month for bicycle commuting costs.

CalVans:

The California Vanpool Authority (CalVans) is a Joint Powers Authority which operates commuter vanpools within jurisdictions of its member agencies. A full suite of third-party vanpool services are available including vehicle acquisition, insurance, maintenance, driver recruitment and training. Thirteen vanpools are currently based in Ventura County and over four hundred are operating statewide reducing traffic congestion, air pollution and saving participants thousands of dollars per year compared to driving alone. CalVans operations in the county are supported solely by passenger fares.

The second quarter saw normal winter seasonal decrease of agricultural vanpool usage. The holidays, coupled with a smaller strawberry, or short crop production, resulted in the return of five agricultural vanpools. To balance this decrease in ridership, four current and one new vanpool traveled through the Heritage Valley to work the citrus crops from Ventura County to Maricopa County. These vanpools travel close to one thousand five hundred miles per week and carry full crews.

CalVans Passengers			
	Weekdays	Saturday	Sunday
Oct	5,578	754	156
Nov	4,404	550	194
Dec	4,002	552	95
TOTAL	13,984	1,856	445
	Miles		
	Weekdays	Saturday	Sunday
Oct	20,828	2,898	467
Nov	19,269	3,085	574
Dec	18,358	2,324	284
TOTAL	58,455	8,307	1,325
	Passenger La	ne Miles	
	Weekdays	Saturday	Sunday
Oct	238,526	35,914	5,505
Nov	231,836	37,682	7,339
Dec	196,202	28,061	3,129
TOTAL	666,564	51,374	15,973

Staff conducted two outreach presentations at Implant Direct in Thousand Oaks, which currently has three commuter vanpools originating in the Oxnard plains area. The group is currently recruiting more riders. In the upcoming quarter, staff anticipates many, if not more, vans returning to service as strawberry production increases.

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May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: CITY OF THOUSAND OAKS PROPOSITION 1B TRANSIT CAPITAL AGREEMENT

AMENDMENT

RECOMMENDATION:

• Approve the attached Amendment to the Sub-recipient Agreement with the City of Thousand Oaks for the administration of \$2,111,601 of Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds. (Attachment 1)

BACKGROUND:

On January 8, 2016, VCTC approved reprogramming City of Thousand Oaks Proposition 1B Transit Capital Fund project balances and accrued interest from the following completed projects totaling approximately \$15,991 to the Bus Purchase Project to purchase a new transit support vehicle:

- the Portable Bus Lift Project,
- the Bus Parking Improvement Project, and
- the CNG Fueling Upgrade Project.

The recommended programming changes were submitted to Caltrans for approval. On April 7, 2016 VCTC received notice that Caltrans approved reprogramming the funds. It is therefore recommended that the Commission approve the attached amendment to the City of Thousand Oaks Sub-recipient Agreement.

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AMENDMENT TO THE COOPERATIVE AGREEMENT BETWEEN

THE VENTURA COUNTY TRANSPORTATION COMMISSION

AND

THE CITY OF THOUSAND OAKS

WHEREAS, the Ventura County Transportation Commission (VCTC) and the City of Thousand Oaks (City) entered into an agreement (the "Agreement") regarding the administration of funds from the Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA); and,

WHEREAS, the Agreement includes \$2,111,601 in PTMISEA grant funds for the following projects: \$1,250,000 for expansion of the Thousand Oaks Transit Center; \$150,000 for expansion of bus parking; \$571,601 for purchase of transit buses; \$65,000 for a portable bus lift and maintenance shelter; and \$75,000 for fuel storage expansion (Projects); and,

WHEREAS, the Portable Bus Lift Project, the Bus Parking Expansion Project, and the Fueling Storage Expansion Project have been completed and have remaining funds and accrued interest totaling approximately \$15,991, and

WHEREAS, the City of Thousand Oaks is in need of additional funding to purchase a transit service vehicle, and

WHEREAS, VCTC approved reprogramming these project balances along with any accrued interest to purchase a transit service vehicle on January 8, 2016,

NOW THEREFORE, the City of Thousand Oaks Proposition 1B PTMIESA Agreement is hereby amended as follows:

- 1) Project balances as well as accrued interest from the Portable Bus Lift Project, the Bus Parking Improvement Project, and the CNG Fueling Upgrade Project, totaling approximately \$15,991, are reprogrammed to the Bus Purchase Project to be used to purchase a new support vehicle for the City of Thousand Oaks Transit Program.
- 2) This amendment shall become effective on May 13, 2016.
- 3) Except as modified hereby, the Agreement remains in full force and effect.

CITY OF THOUSAND OAKS	VENTURA COUNTY TRANSPORTATION COMMISSION
J <mark>oel Price</mark>	Keith Millhouse
Mayor	Chairman

ATTEST:	
Cynthia M. Rodriguez, City Clerk	Donna Cole, Clerk of the Board
APPROVED AS TO FORM:	
Scott Mitnick City Manager	Darren M. Kettle Executive Director
Tracy Noonan City Attorney	Steven T. Mattas General Counsel



Item #8K

May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR

SUBJECT: AMENDMENT TO AGREEMENT WITH WILSON & COMPANY FOR ADDITIONAL

LOAD CALCULATION ANALYSIS

RECOMMENDATION:

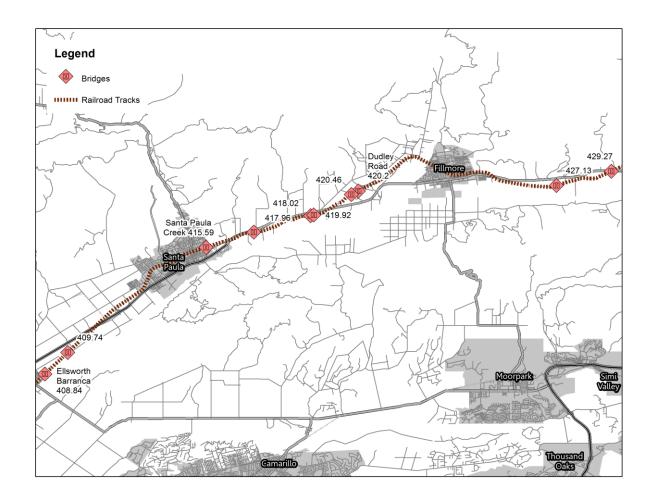
 Approve an amendment to the agreement with Wilson & Company not to exceed \$25,000 for additional engineering services to perform in depth bridge load capacity calculations on the Santa Paula Branch Line (SPBL).

BACKGROUND:

In July of 2010 the Federal Railroad Administration (FRA) enacted Title 49, Code of Federal Regulations (CFR) Part 237, and Bridge Safety Standards which mandated that owners of railroads develop and adopt a Bridge Management Plan (BMP). As part of the BMP, bridges must be visually inspected annually for safety and engineering deficiencies and by March of 2017 all bridges in service must have bridge load capacity ratings performed to determine the safe load carrying ability of each bridge. In December of 2015 the Commission approved a consultant services agreement with Wilson & Company to conduct both the annual inspections and the bridge load calculations.

DISCUSSION:

Wilson & Company delivered the Bridge Inspection Report on schedule in early January and it was largely consistent with past reports but showing some deterioration of conditions on a few bridges. The Bridge Load Calculation Report was delivered on schedule in April and revealed that ten (10) out of the thirty-seven (37) bridges on the SPBL were rated at levels that warrant additional study to ensure they can safely carry the loads being applied to them. Please see the map below for the bridge locations. This additional information is critical to assess the true condition and cost of repair to these ten bridges and the line as a whole.



The original Scope of Work with Wilson & Company to perform the load calculations recognized that that not all bridges would require a deeper structural analysis and recommended that it be done on an as needed basis after the initial study, thereby saving significant cost. Wilson & Company provided a not to exceed price of \$24,405 to perform the additional work which would bring their total contract cost to \$115,534, still significantly lower than the estimated cost for this work.

The significant savings of the Wilson & Company agreement allows for this additional work to be funded through the adopted SPBL Fiscal Year 2015/2016 Budget without the need for any additional funds. Staff therefore recommends the Commission approve an amendment to the Wilson & Company agreement not to exceed \$25,000 for the work described in Attachment 1 to this item. Staff will bring the completed analysis and the full Bridge Load Calculation Report to the Santa Paula Branch Line Advisory Committee (SPBLAC) and the full Commission when the work is completed.

WILSON &COMPANY

Attachment 1

625 E. Carnegie Drive, Ste. 100 San Bernardino, CA 92408 909-806-8000 phone 909-806-8099 fax Alaska Arizona California Colorado Kansas Louisiana Minnesota Missouri Nebraska New Mexico Texas Utah

May 4, 2016

Steve DeGeorge Ventura County Transportation Commission 950 County Square Drive, Suite 207 Ventura, CA 93003

RE: Ventura County Transportation Commission (VCTC) – Bridge Load Ratings on the Santa Paula Branch Line – Additional Services

Mr. DeGeorge,

Several bridges along the Santa Paula Branch Line have normal & maximum ratings less than E50 at normal operating speeds. Due to the low ratings and potential safety issues, it is recommended that these structures be further investigated for specific on-track equipment. To provide VCTC with the appropriate recommendations, Wilson & Company has established the following scope of work for your review.

Scope of Work

- Meet with VCTC at your offices to establish the minimum operating requirements of the SPBL and after the analysis is complete, hold a conference call to summarize the findings and review the final deliverable.
- Utilize an existing equipment list for detailed load and geometric information for use in load calculations. Five pieces of equipment will be utilized in the analysis to determine the maximum live load stress under normal operating condition.
- 3. Also utilize a typical EMD SD70ACe locomotive (408,000 lb GW) for maximum operating condition.
- 4. Calculations will assume;
 - Up to a 10 mph speed restriction, unless directed otherwise through scope item #1.
- 5. List of structures to be investigated for specific operating equipment;

Bridge	Material	E80 Normal Rating	E80 Max. Rating
408.84b	Steel	37.2	56.8
409.74	Timber	35.8	44.2
415.59A	Steel	43.8	68.9
417.96	Timber	32	39.3
418.02	Timber	44.8	54.3
419.92	Timber	40.7	49.8
420.2	Timber	37.8	46.1
420.46	Timber	40.5	49.4
427.13	Steel	32.2	47.5
429.27	Steel	19.6	29.2

Culvert 422.89 will not be reviewed, as an empirical rating was performed.



Wilson & Company Inc. Engineers & Architect



- 6. Provide a Memo format report for each structure indicating:
 - Structure Description
 - Applied live load diagrams for controlling equipment.
 - Calculate an equivalent E-rating for specific normal operating equipment and maximum equipment (scope item #2)
 - o Speed restriction, if any.
 - For structures whose calculated ratings do not exceed the controlling equipment's equivalent E-ratings, we will provide structural repair/improvement recommendations and an engineer's estimate of construction costs
 - o All calculations included in an appendix.

Estimate Fee

Our price is a cost plus maximum (not to exceed) proposal, including labor and expenses, for the scope described above.

Bridge Number	Fee
MP 408.84b	\$1,935.00
MP 409.74	\$1,935.00
MP 415.59a	\$1,935.00
MP 417.96	\$1,935.00
MP 418.02	\$1,935.00
MP 419.92	\$1,935.00
MP 420.20	\$1,935.00
MP 420.46	\$1,935.00
MP 427.13	\$1,935.00
MP 429.27	\$1,935.00
Subtotal:	\$19,350.00
Project Management & Coordination:	\$3,580.00
Expenses:	\$1,475.00
Total (Labor + Expenses):	\$24,405.00

Please review the above information. If you have any questions I can be reached via phone at (303) 501-1216 or email at andy.leifheit@wilsonco.com.

Sincerely,

WILSON & COMPANY

Andrew Leifheit, PE

Principal-in-Charge / Associate Vice President



Item #8L

May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

Receive and file.

DISCUSSION

Federal Issues

The Senate Appropriations Committee has approved the annual transportation appropriations bill, keeping highway and transit accounts at levels authorized by the Fixing America's Surface Transportation (FAST) authorizing legislation. The bill appropriates \$44 billion for highway programs and \$12.3 billion for transit. The discretionary TIGER program is increased by \$25 million to \$525 million.

State Issues

Attachment A provides the monthly report of Delaney Hunter, the Commission's state lobbyist. Attachment B is the monthly update on the status of bills being tracked by VCTC. The Commission should note that the two bills, AB 2222 and SB 824, for which VCTC had voted to request amendments, have now been amended to address VCTC's issues, so the position on both of those bills has now been changed to simply "Support."



VENTURA COUNTY TRANSPORTATION COMMISSION
MONTHLY STATE ADVOCACY REPORT
APRIL 2016

Legislative Update

The month of April was consumed by lengthy, policy committee hearings in both the Senate and Assembly, as April 22nd was the deadline for bills in the first house to be passed out of their respective policy committees, if the bills have a fiscal impact. Consequently, there was a rush for all of the newly introduced bills from this year to advance out of committee. Now that the deadline has passed, these bills will be headed to the Appropriations Committee in each house. In this committee, bills without a significant fiscal impact will be heard in the next few weeks before moving to the Assembly or Senate Floor. Bills that have a larger price tag will be placed on the suspense file and will be taken up for a hearing near the end of May. Upon returning from spring recess, the Legislature quickly moved to hear the thousand newly introduced bills that were waiting for a committee hearing. The GQHC lobby team will continue to track the relevant transportation bills, as they advance out of the policy committee process and move to their fiscal committees and onto the floor.

Special Session

In addition to the bills moving out of committee in the regular legislative session, the Transportation and Infrastructure Special Session has also received some attention. SBX1-1 by Senator Beall was recently amended to reflect negotiations made in the Senate, which included some of the Republican demands, such as CTC independence, CEQA streamlining, P3 extension, and Caltrans efficiencies. The new SBX1-1 includes eliminating the Board of Equalization's annual adjustment of the gas excise tax, restoring the gas excise tax rate by 6 cents to its pre-2015 level, in addition to increasing the gas excise tax by 6 cents and indexing it, which is expected to raise approximately \$1.7 billion annually. The new proposal also increases the diesel excise tax by 22 cents and sales tax to 5.25% to generate an estimated \$900 million annually. There would also be an annual road access fee of \$35 per vehicle, an annual \$100 fee for zero-emission vehicles, and a vehicle registration adjustment of \$35 per vehicle. The restoration of existing weight fees would generate about \$500 million. Lastly, the package provides that outstanding loans (approximately \$1 billion) made to the General Fund from the State Highway Account, the Motor Vehicle Fuel Account, the Highway Users Tax Account, and the Motor Vehicle Account will be repaid with a one-

time payment. Ultimately, the amendments to SBX1-1 would lead to \$5.5 billion in ongoing money and \$1 billion in one-time funding.

The SBX1-1 amendments would also increase the percentages going to the Transit and Intercity Rail Capital Program and the Low Carbon Transit Operations Program. Additionally, the amendments include additional reporting procedures for Caltrans to increase efficiency and the creation of the Office of the Transportation Inspector General. Self-help counties would receive 5 percent of the funding annually, and the proposal also calls for a 50/50 split between local and state needs. Funding would also be dedicated to trade corridors, transit, and the State Transit Assistance program. Despite the amendments and continued negotiations, it does not seem likely that the Legislature can garner the necessary 2/3 votes to pass the proposal. The Governor's budget proposal and Assemblyman Frazier's regular session plan are still on the table, but the recent amendments suggest that, if a plan were to move forward, it would be in the SBX1-1 vehicle.

Transportation Oversight Hearings

The Senate Budget Subcommittee on Transportation recently held a hearing on a number of important transportation issues, including the High Speed Rail, the Transit and Intercity Rail Capital Program (TIRCP), the California Transportation Commission, the Department of Transportation, among others. Specifically, for the TIRCP, the Legislature discussed the factors that have pointed to new transit ridership in the future, including new technology, transportation network companies increasing first mile, last mile, and new investments in transit infrastructure. Senator Pavley was concerned with the additional \$400 million because there are a limited amounts of funds and there is a need to address carbon sequestration. Senator Nielsen also wanted to ensure that the funds benefit rural and urban areas. The increased funding item was held open in committee for additional discussion.

During this subcommittee hearing, the Senate also discussed the recent State Transit Assistance Program changes. Specifically, there have been issues regarding the allocations of funds that are allocated through the STA program. The methodology for distribution may have changed and may have resulted in unexpected allocation results. The State Controller's Office is responsible for administering a portion of the STA funds. Based on a historical interpretation of the statutes, the Controller's Office had been using an allocation to the transit agencies who would then give them to transit operators based on certain criteria. They had started to receive inquiries from different transit operators about why some were receiving funds and others were not. However, others have a different interpretation of the allocations. The staff recommendation is to continue with the current funding allocations and put a hold on the new changes. Their preference is to work through a regular, policy bill in the future to address a more permanent solution. The recommendation was to adopt placeholder trailer bill language that includes the regular allocations for the 3rd and 4th quarter. The changes will be paused for 2 years to use the same recipients as used in the 4th quarter of 2014 to 2015. In the meantime, there will be work on a policy bill. The staff recommendation was ultimately passed 3 to 0.

Update on VCTC Supported Bills

AB 2090 (Alejo) which would provide money from cap-and-trade funds for ongoing transit operations for a transit agency that is experiencing a fiscal emergency. Specifically, the bill would authorize funds that are appropriated from the LCTOP program to be used for the operation of existing bus or rail services, if the

governing board of the transit agency declares a fiscal emergency within 90 days. We registered VCTC's support in the Assembly Transportation Committee on April 11, and the bill passed out on a unanimous 16 to 0 vote. AB 2090 was set in the Appropriations Committee on April 27, but the author waived presentation, since the bill will be moving to the suspense file.

AB 2222 (Holden) creates the Transit Pass Program from the greenhouse gas reduction fund to provide free or reduced cost transit passes to students. After VCTC adopted a support position on the bill, we testified in support in the Assembly Transportation Committee, where it passed out 16 to 0. The bill was set in the Appropriations Committee this week, but was moved to the suspense file due to state costs. GQHC will continue to monitor the bill and will track AB 2222 when the suspense file is taken up at the end of May.

AB 2034 (Salas) deletes the January 1, 2017, sunset for Caltrans to waive its right to sovereign immunity from lawsuits brought in federal court so that Caltrans can indefinitely continue to assume the role of the U.S. DOT for National Environmental Policy Act (NEPA) decision making. The bill passed out of the Assembly Transportation Committee and the Appropriations Committee on the consent calendar, and it is now on the Assembly Floor. GQHC has expressed VCTC's support for the bill to the author and committee members and will continue to track the measure and update VCTC staff.

SB 824 (Beall) makes a number of changes in how transit agencies utilize their Low Carbon Transit Operations (LCTOP) formula shares, including banking funds, pooling funds, issuing letters of no prejudice, among a few other modifications to increase the flexibility of transit agencies. The GQHC team worked to secure a VCTC requested amendment relative to allowing letters of no prejudice to be issued for capital and operating needs. The bill passed out of the Senate Transportation Committee on a 10 to 1 vote, with only Senator Gaines voting against. We listed VCTC's support in committee. SB 824 is heading to the Senate Appropriations Committee, where it will be heard within the next few weeks. GQHC will continue to testify on the bill on behalf of VCTC and report back any updates.

Upcoming Bill Deadlines and Priority Legislation

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

May 27 - Last day for fiscal committees to hear and report to the Floor bills introduced in their house. Last day for fiscal committees to meet prior to June 6.

May 31-June 3 Floor Session only. No committee may meet for any purpose except Rules Committee, bills referred pursuant to Assembly Rule 77.2, and Conference Committees.

AB 156 (Perea D) California Global Warming Solutions Act of 2006: disadvantaged communities.

Introduced: 1/20/2015

Status: 4/25/2016-Withdrawn from committee. Re-referred to Com. on RLS.

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. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.

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 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 1549 (Wood D) Department of Transportation: state highway rights-of-way: fiber optic cables: inventory.

Introduced: 9/11/2015

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

Summary: Would require the Department of Transportation to maintain an inventory of all conduits owned by the department that house fiber optic communication cables, that are located on state highway rights-of-way, and that were installed on or after January 1, 2017, and to make that information available upon request of verified companies or organizations working on broadband deployment.

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

Introduced: 1/4/2016

Status: 4/12/2016-Re-referred to Com. on APPR.

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, and benefitting individuals living in, disadvantaged communities and a separate and additional unspecified percentage to projects that benefit low-income households, as specified, with a fair share of those moneys targeting households with incomes at or below 200% of the federal poverty level.

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 1780 (Medina D) Greenhouse Gas Reduction Fund: trade corridors.

Introduced: 2/3/2016

Status: 4/20/2016-In committee: Set, first hearing. Referred to APPR. suspense file.

Summary: Would, beginning in the 2016-17 fiscal year, continuously appropriate 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the California Transportation Commission to be allocated to reduce greenhouse gas emissions in trade corridors consistent with specified guidelines, thereby making an appropriation.

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

Introduced: 2/8/2016

Status: 4/14/2016-In Senate. Read first time. To Com. on RLS. for assignment.

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

Introduced: 2/8/2016

Status: 4/12/2016-Re-referred to Com. on APPR.

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. This bill would require the agency to establish a comprehensive technical assistance program, upon the appropriation of moneys from the fund, for eligible applicants, as specified, assisting eligible communities, as defined.

AB 1818 (Melendez R) Transportation funds.

Introduced: 2/8/2016

Status: 2/9/2016-From printer. May be heard in committee March 10.

Summary: Current law establishes a policy for expenditure of certain state and federal funds available to the state for transportation purposes. Under this policy, the Department of Transportation and the California

Transportation Commission are required to develop a fund estimate of available funds for purposes of adopting the state transportation improvement program, which is a listing of capital improvement projects. This bill would make a nonsubstantive change to this provision.

AB 1819 (Melendez R) State highway routes: route numbers.

Introduced: 2/8/2016

Status: 2/9/2016-From printer. May be heard in committee March 10.

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 nonsubstantive changes to these provisions.

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

Introduced: 2/9/2016

Status: 4/26/2016-Re-referred to Com. on APPR.

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

Introduced: 2/11/2016

Status: 4/21/2016-In committee: Hearing postponed by committee.

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

Introduced: 2/12/2016

Status: 4/27/2016-Action From APPR.: Do pass.

Summary: Current authorizes super ultra-low emission vehicles, ultra-low emission vehicles, partial zero-emission vehicles, or transitional zero-emission vehicles, as specified, that display a valid identifier issued by the Department of Motor Vehicles to use these HOV lanes until January 1, 2019, or until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first. This bill would extend the operation of the provisions allowing specified vehicles to use HOV lanes until the date federal authorization expires, or until the Secretary of State receives a specified notice, whichever occurs first.

AB 2014 (Melendez R) Freeway Service Patrol Program Assessment.

Introduced: 2/16/2016

Status: 4/14/2016-Re-referred to Com. on APPR.

Summary: Would, by June 20, 2018, and every 5 years thereafter, require the Department of Transportation to publish and submit to the Legislature and the Department of Finance, as specified, a statewide Freeway Service Patrol Program Assessment that would, among other things, identify, quantify,

and analyze existing freeway service patrols, identify opportunities to increase or expand service levels, and analyze and provide recommendations regarding the current and anticipated future financial condition of the program, as specified.

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

Introduced: 2/16/2016

Status: 4/21/2016-Read second time. Ordered to Consent Calendar.

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 2090 (Alejo D) Low Carbon Transit Operations Program.

Introduced: 2/17/2016

Status: 4/27/2016-Action From APPR.: To APPR. SUSPENSE FILE.

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 2109 (Dahle R) Greenhouse gas emissions reduction: state agencies.

Introduced: 2/17/2016

Status: 2/18/2016-From printer. May be heard in committee March 19.

Summary: The California Global Warming Solutions Act of 2006 designates the State Air Resources Board as the state agency charged with monitoring and regulating sources of emissions of greenhouse gases. The state board is required to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires state agencies to consider and implement strategies to reduce their greenhouse gas emissions. This bill would make technical, nonsubstantive changes to this provision.

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

Introduced: 2/17/2016

Status: 4/12/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 16. Noes 0.) (April 11).

Re-referred to Com. on APPR.

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

Introduced: 2/18/2016

Status: 4/20/2016-In committee: Set, first hearing. Referred to APPR. suspense file.

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) Greenhouse Gas Reduction Fund: Transit Pass Program.

Introduced: 2/18/2016

Status: 4/27/2016-Action From APPR.: To APPR. SUSPENSE FILE.

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 require that funding be allocated by the Controller, as specified, upon a determination by the Department of Transportation, that transit pass programs of public agencies to provide free or reduced-fare transit passes to public school students and community college, California State University, and University of California meet certain requirements.

Position: Support

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

Introduced: 2/18/2016

Status: 4/26/2016-Re-referred to Com. on APPR.

Summary: Would require an online posting of an agenda by a local agency to have a prominent direct link to the current agenda itself. The bill would require the link to be on the local agency's Internet Web site homepage, not in a contextual menu on the homepage, and would require the agenda to be posted in an open format that meets specified requirements, including that the agenda is platform independent and machine readable. The bill would make these provisions applicable on and after January 1, 2019. This bill contains other related provisions and other existing laws.

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: 4/21/2016-Read second time. Ordered to Consent Calendar.

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: 4/12/2016-Re-referred to Com. on APPR.

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

AB 2343 (Garcia, Cristina D) Greenhouse Gas Reduction Fund: study.

Introduced: 2/18/2016

Status: 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To

Consent Calendar. (Ayes 9. Noes 0.) (April 18). Re-referred to Com. on APPR.

Summary: Current law requires the Department of Finance to annually submit a report to the appropriate committees of the Legislature on the status of the projects funded with moneys in the Greenhouse Gas Reduction Fund. This bill would require the department to include additional data in that annual report, as specified.

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

agencies: ramps. Introduced: 2/18/2016

Status: 4/11/2016-In Senate. Read first time. To Com. on RLS. for assignment.

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 2411 (Frazier D) Transportation revenues.

Introduced: 2/19/2016

Status: 4/20/2016-In committee: Set, first hearing. Referred to APPR. suspense file.

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

Introduced: 2/19/2016

Status: 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To

Consent Calendar. (Ayes 15. Noes 0.) (April 18). Re-referred to Com. on APPR.

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 2564 (Cooper D) Air Quality Improvement Program: Clean Vehicle Rebate Project.

Introduced: 2/19/2016

Status: 4/21/2016-Re-referred to Com. on APPR.

Summary: Would require the State Air Resources Board to adopt regulations for the purposes of the Clean Vehicle Rebate Project that would establish the maximum gross annual income at specified levels for a person to be eligible for a rebate; increase rebate payments by \$500 for low-income applicants, as defined; include outreach to low-income household s; and prioritize rebate payments for low-income applicants. This bill contains other existing laws

AB 2620 (Dababneh D) Passenger rail projects: funding.

Introduced: 2/19/2016

Status: 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 15. Noes 0.) (April 18).

Re-referred to Com. on APPR.

Summary: Would reallocate funds allocated pursuant to the Clean Air and Transportation Improvement Act of 1990 that are not expended or encumbered by July 1, 2020, to any other existing passenger rail project with existing rail service. The bill would require the California Transportation Commission to determine the projects pursuant to this reallocation. By reallocating unexpended or unencumbered funds to any other existing passenger rail project, the bill would make an appropriation.

AB 2693 (Dababneh D) Contractual assessments: financing requirements: property improvements.

Introduced: 2/19/2016

Status: 4/25/2016-ASM. B. & F. Vote - Do pass as amended and be re-referred to the Committee on Local

Government.

Summary: Current law defines "property assessed clean energy bond," commonly known as a PACE bond, to mean a bond that is secured by a voluntary contractual assessment or by certain special taxes on property, as specified. This bill would delete the reference to bonds secured by special taxes. This bill contains other related provisions and other current laws.

AB 2708 (Daly D) Department of Transportation: Lean 6-SIGMA program.

Introduced: 2/19/2016

Status: 4/27/2016-Action From APPR.: To APPR. SUSPENSE FILE.

Summary: Would require the Department of Transportation to conduct a study to assess the implementation of the Lean 6-SIGMA program as provided through the Governor's Office of Business and Economic Development and the Government Operations Agency to determine the effectiveness of streamlining the application process for private architectural and engineering firms seeking to provide professional and technical project development services to the department.

AB 2722 (Burke D) Transformative Climate Communities Program.

Introduced: 2/19/2016

Status: 4/21/2016-Re-referred to Com. on APPR.

Summary: Would create the Transformative Climate Communities Program, to be administered by the Strategic Growth Council. The bill would provide that, upon appropriation by the Legislature, up to \$250,000,000 shall be available from the Greenhouse Gas Reduction Fund to the council to administer the program. The bill would require the council, in coordination with the California Environmental Protection Agency Assistant Secretary for Environmental Justice and Tribal Affairs, to award competitive grants to specified eligible entities for the development of transformative climate community plans, and projects that implement plans, that contribute to the reduction of emissions of greenhouse gases.

AB 2741 (Salas D) Long-range transportation planning: California Transportation Plan.

Introduced: 2/19/2016

Status: 4/27/2016-Action From APPR.: Do pass. To CONSENT CALENDAR.

Summary: Current law requires the Department of Transportation to complete the first update of the California Transportation Plan by December 31, 2015, and to update the plan every 5 years thereafter. Existing law requires the California Transportation Commission to review the plan and make certain recommendations. This bill would require the plan to be approved by the commission.

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

Introduced: 2/19/2016

Status: 4/12/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (April 11).

Re-referred to Com. on APPR.

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 2796 (Bloom D) Active Transportation Program.

Introduced: 2/19/2016

Status: 4/27/2016-Action From APPR.: To APPR. SUSPENSE FILE.

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 and a minimum of 10% of all available Active Transportation Program funds to be programmed for noninfrastructure purposes, except as provided.

AB 2847 (Patterson R) High-Speed Rail Authority: reports.

Introduced: 2/19/2016

Status: 4/19/2016-From committee: Do pass and re-refer to Com. on APPR. with recommendation: To

Consent Calendar. (Ayes 15. Noes 0.) (April 18). Re-referred to Com. on APPR.

Summary: Current law requires the High-Speed Rail Authority, on a biennial basis, to prepare a business plan containing specified elements and also requires the preparation of various other reports. This bill would require the business plan to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill, in the business plan and in another report, would require the authority to identify any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.

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

ACR 142 (Williams D) Ventura County Deputy Sheriff Peter Aguirre, Jr. Memorial Highway.

Introduced: 2/19/2016

Status: 4/11/2016-In Senate. To Com. on RLS.

Summary: This measure would designate a specified portion of State Highway Route 33 in the County of Ventura as the Ventura County Deputy Sheriff Peter Aguirre, Jr. Memorial Highway. The measure would also request the Department of Transportation to determine the cost of appropriate signs showing this special designation and, upon receiving donations from nonstate sources covering the cost, to erect those signs.

Position: Support

SB 254 (Allen D) Campaign finance: voter instruction.

Introduced: 2/18/2015

Status: 4/27/2016-Action From E. & R.: Do pass. To APPR...

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 a voter instruction asking whether California's elected officials should use all of their constitutional authority, including proposing and ratifying one or more amendments to the United States Constitution, to overturn Citizens United v. Federal Election Commission (2010) 558 U.S. 310, and other applicable judicial precedents, as specified.

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

Introduced: 1/7/2016

Status: 4/20/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 10. Noes 1.) (April 19).

Re-referred to Com. on APPR.

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: 4/22/2016-Failed Deadline pursuant to Joint Rule 61(b)(5). (Last location was S. T. & H. on

2/4/2016)

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 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: 4/21/2016-Set for hearing May 3.

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 require the authority, if selling the real property or interest therein, to send notification by certified mail to the last known owner of the real property or interest therein at his or her last known address, advising him or her that the real property or interest therein will be offered for sale. The bill would require the authority to wait at least 30 days after the notification has been sent to sell the real property or interest therein.

SB 951 (McGuire D) Transportation: Golden State Patriot Passes Program.

Introduced: 2/4/2016

Status: 4/26/2016-Read second time and amended. Re-referred to Com. on APPR.

Summary: Would create the Golden State Patriot Passes Program to be administered by the Department of Transportation to provide veterans with free access to transit services. The bill would require the department to develop guidelines that describe the methodologies that a participating transit operator would use to demonstrate that proposed expenditures would increase veteran mobility and fulfill specified requirements.

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

Introduced: 2/16/2016

Status: 4/26/2016-Read second time. Ordered to consent calendar.

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 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 1397 (Huff R) Highway safety and information program.

Introduced: 2/19/2016

Status: 4/21/2016-Read second time and amended. Re-referred to Com. on APPR.

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 highwaysystem that would include a demonstration phase of the project as a condition precedent to the full implementation of the agreement, as specified.

SB 1405 (Pavley D) Zero-emission vehicles: transportation systems.

Introduced: 2/19/2016

Status: 4/21/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 20).

Re-referred to Com. on APPR.

Summary: Would require the State Air Resources Board , by March 1, 2017, to revise its zero-emission vehicle standard regulation to expand the definition of "transportation systems eligible for zero-emission vehicle credits" under that regulation to include additional entities utilizing fleets of zero-emission vehicles, including rental car companies, transportation network companies, taxicab companies, and car-sharing companies, to the extent that the operations of those entities involve ridesharing features offered by those entities that reduce per-passenger emissions. This bill contains other related provisions and other existing laws.

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

Introduced: 2/19/2016

Status: 4/21/2016-From committee: Do pass and re-refer to Com. on APPR. (Ayes 7. Noes 0.) (April 20).

Re-referred to Com. on APPR.

Summary: Current law requires the Department of Finance, in consultation with the state board and any other relevant state agency, to develop and update, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the investment plan to, among other things, identify priority programmatic investments of moneys that will facilitate the achievement of feasible and cost-effective greenhouse gas emissions reductions toward achievement of greenhouse gas reduction goals and targets by sector. This bill would require, in identifying priority programmatic investments, that the investment plan assess how proposed investments interact with current state regulations, policies, and programs, and evaluate if and how the proposed investments could be incorporated into existing programs.

SBX1 1 (Beall D) Transportation funding: environmental mitigation: oversight.

Introduced: 6/22/2015

Status: 4/21/2016-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.

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.

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY May 3, 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	Passed Assembly Transportation Committee 16-0. Passed Asembly Appropriations Committee 16-0. Passed Assembly 76- 0. To Senate.	
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	Passed Assembly Transportation Committee 16-0. In Assembly Appropriations Committee.	
AB 2170 Frazier	Provides that National Highway Freight Program funds be distributed within California through the Transportation Corridor Improvement Fund (TCIF) program.	Support	Passed Assembly Transportation Committee 16-0. In Assembly Appropriations Committee.	
AB 2222 Holden	Allocates cap-and-trade funds to support university student bus pass programs. Amended to provide formula allocation of funds to county commission and transit operators.	Support	Passed Assembly Transportation Committee 16-0. In Assembly Appropriations Committee.	
ACR 142 Williams	Designates Route 33 from West Ojai Avenue to Fairview Road as the Ventura County Sheriff Deputy Peter Aguirre Jr. Memorial Highway	Support	Passed Assembly Transportation Committee 16-0. Passed Assembly Appropriations Committee 18-0. Passed Assembly 77- 0. To Senate.	

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY May 3, 2016

	Way 5, 2010		
BILL/AUTHOR	SUBJECT	POSITION	STATUS
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. Amended to provide for expenditure on approved projects prior to receipt of funds.	Support	Passed Senate Transportation & Housing Committee 10-1. In Senate Approprations Committee.
SB X1-1 Beall	Increases fuel taxes and vehicle fees to raise \$6.5 million annually for transportation.	Support	In Senate Appropriations Committee.



Item #9

May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: FEDERAL EARMARK REPURPOSING

RECOMMENDATION:

- Authorize repurposing of a \$496,750 VCTC earmark for the Highway Monitoring Camera project to the Route 101 Widening Environmental Document.
- Support repurposing of approximately \$1 million in unexpended funds by the City of Oxnard from the Rice/101 Interchange Improvement earmark to another project to be selected by Oxnard.
- Support the repurposing of approximately \$2 million in unexpended funds by the City of Simi Valley from the Ronald Reagan Freeway Landscaping project to another project to be selected by Simi Valley.

BACKGROUND:

The Fiscal Year 2016 federal budget appropriation act included language providing a one-time opportunity for unexpended earmarks approved by Congress in 2005 or earlier to be "repurposed" to different transportation projects. For a project to receive repurposed funds, it must meet the general federal eligibility requirements and be located within 50 miles of the location of the original earmark. Although Caltrans has the authority to decide where California's funds will go, Caltrans staff have stated that the general intent is to abide by the wishes of the agency that was the recipient of the original earmark, in consultation with the appropriate county transportation commission.

VCTC is the recipient of one unused federal earmark, specifically a \$496,750 authorization from the 2003 federal appropriation, for Ventura County Highway Monitoring Cameras. This earmark was the second of two earmarks for the same project, with the funds for the first earmark having been used for a preliminary evaluation study which did not lead to further implementation work. There was no match required for these earmarked funds.

There are two additional earmarks in the county that are candidates for repurposing. The earmark for Ronald Reagan Freeway Landscaping in Simi Valley has an unexpended balance of nearly \$2 million, and the project is indefinitely delayed due to the drought. The earmark for the Rice/101 Interchange in Oxnard is anticipated to have an unexpended balance of slightly less than \$1 million. Both Simi Valley and Oxnard have eligible projects that can use these balances.

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DISCUSSION:

Ventura County Highway Monitoring Cameras

For many years there has been no further progress on implementing the video monitoring cameras project, because of the recommendation not to develop a fiber optic network until such a time when it could be coupled with another project. Furthermore, installation of fiber optic cables is no longer necessary for highway video monitoring cameras given the advances in satellite-based communication technology. Although staff has considering using the remaining \$496,750 earmark for installing satellite-based cameras, after internal review it appears VCTC would receive greater benefit from applying those funds to the Route 101 environmental document. As the Commission will recall, \$14 million was approved for this environmental document, but staff believes that the additional \$496,750 will be needed given the likely cost of the anticipated required corridor preliminary engineering and analysis.

Rice/101 Interchange

The City of Oxnard took the lead in constructing the Rice/101 Interchange with part of the funds coming from a federal earmark specifically for that project. The City is currently closing out the project and is expected to have a unexpended earmark balance of about \$1 million. As the Commission is aware the design phase for the Rice Avenue Bridge over the Union Pacific Railroad project has received a \$1.5 million federal grant for final design, and VCTC staff has recommended to Oxnard that the Rice/101 balance go towards possible additional final design costs or else for right-of-way acquisition which along with construction is currently unfunded. The City has also identified street rehabilitation work which would be eligible for to use the funds. Caltrans has final authority in the repurposing of the funds and given that both considered uses are eligible staff recommends VCTC supporting whatever decision Oxnard makes.

Ronald Reagan Freeway Landscaping

Given that the landscaping cannot proceed due to the drought the City of Simi Valley is planning to repurpose this earmark, and is considering two options, either street rehabilitation or building a new section of the Arroyo Simi Bike Trail. Given that both considered uses are eligible staff recommends supporting whatever decision Simi Valley makes.



Item #10

May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: AMERICANS WITH DISABILITIES ACT ELIGIBILITY CERTIFICATION UPDATE

RECOMMENDATION:

 Receive and file Attachment A report on the Mobility Management Partners, Inc. for eligibility certification services for complementary paratransit under the Americans with Disabilities Act.

- Approve Attachment B contract amendment increasing the maximum number of determinations from 1,150 per year to 1,350 for Fiscal Year 2015/16 and to 1,550 per year for the following years; and increasing the corresponding contract ceiling for each year with the total not-to-exceed amount for the three-year base period being increased by \$157,296, from \$635,088 to \$792,384.
- Amend Fiscal Year 2015/16 Budget to increase the Senior and Disabled Transportation Services
 Consultant line item by \$21,700; increase the Senior and Disabled Transportation Services
 revenue by \$17,360 in FTA 5307 funds added to the budget and by \$4,340 in Local
 Transportation Funds transferred from Transit Grant Administration revenue; and reduce Transit
 Grant Administration Consultant line item by \$4,340.

BACKGROUND:

During the extensive discussion leading to the selection of Mobility Management Partners for the contract, there were many comments from evaluators, TRANSCOM, VCTC Commissioners, and other interested parties, regarding suggestions for improving the eligibility evaluation process. Furthermore, the RFP had called for the selected contractor to make certain changes from the previous contract. Therefore, upon the commencement of the new contract a top order of business was to prepare an action list of changes and to begin implementing those changes.

DISCUSSION:

Attachment A summarizes how the ADA certification process has been changed over the past year, and quantifies the resulting significant reduction in the amount of time required, on average, for an applicant to receive an eligibility determination. For example, during the first three months of calendar year 2015, the average processing time from initial application receipt to issuance of a determination varied from 47 to 52 days. By August of 2015, that average had already dropped to 28 days, and for March, 2016, the average was only 11 days. At the same time, the total volume of applications and determinations has increased dramatically, being on track to reach about 1,300 determinations for the fiscal year. By comparison, in Fiscal Year 2013/14 there were only 800 determinations. One set of statistics that has not materially changed is the relative proportion of various determination types, with unconditional certifications still averaging around 85%. As described in the report, work has been underway to revise

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the eligibility application which could help address certification accuracy; however staff has been careful with this task to gather extensive input from interested parties.

Due to the unanticipated large increase in application volume, the contract is very close to surpassing its ceiling of 1,150 determinations per year. Accordingly, staff has prepared the Attachment B contract amendment to increase the FY 2015/16 contract ceiling to 1,350, and to provide a proportional increase in the Not-to-Exceed amount for the year of \$30,000, to \$236,681. To accommodate future growth the contract increases future year ceilings to 1,550 determinations annually, and also proportionally increases the Not-to-Exceed amounts for each future year. The contract remains a 3-year contract with two optional 1-year extensions.

PERFORMANCE EVALUATION ADA CERTIFICATION – MOBILITY MANAGEMENT PARTNERS INC.

Background

VCTC's ADA Eligibility Certification Contractor, Mobility Management Partners, Inc. (MMP), entered into a new contract with VCTC effective July 1, 2015. At the outset of this contract, VCTC staff developed a list of process improvements that MMP was directed to implement, with the improvements prioritized based on what items could bring the greatest benefit most quickly. A significant objective during the year has been to eliminate unnecessary application processing steps which waste the time of applicants and staff, and unnecessarily prolong the time involved to make an eligibility determination. Prior to the new contract, MMP as directed by VCTC followed the process that had been used by VCTC when doing certifications with its own staff. Under this process, the first few steps for a new applicant were somewhat automatic namely: (1) after the application was received staff would forward a Physician Evaluation Form to the designated office; and (2) upon receipt of a completed Physician Evaluation Form the applicant would be contacted and asked to come for an in-person interview which included taking a picture for the ADA card. Under this procedure, a professional staff evaluator typically did not look at any of the information from the applicant until just before the interview. Under the revised process, more professional judgement is used earlier in the process to determine the most appropriate steps to make a determination. After receipt of the initial application and while the review process was underway, the paratransit operators would provide service to applicants pending their determination.

Many of the changes made over the past year have been in response to comments from various interested parties during the procurement process. These included some comments by VCTC Commissioners, such as the request for on-line application capability.

Completed Changes

The following table summarizes the changes that have been made over the past year by MMP at VCTC's direction. As these changes were underway staff worked closely to coordinate with the county's transit operators.

Table 1 – ADA Certification Process Changes

Task	Purpose	Completion Date
Online application	Create the ability for applicants to apply online for ADA certification	July 2015
Integration of Travel Training dialogue during eligibility process	Inform applicants of the availability of the travel training program when they apply, when they are interviewed (if applicable), and when they receive notification of their determination	July 2015
Initial Application Review	Check each first-time application to determine whether an inperson interview will be necessary to make a determination, or if the determination can be made based just on the submitted information	August 2015
Change ID cards to no longer require photo	Streamline process for generating ID card by eliminating the need to include passenger photo on ID card	August 2015
Revise determination letter format	Provide clearer definition of "Conditional" determinations	August 2015
Revise list of symptoms used during evaluation process	Create a standardized list of symptoms to be recorded in client database records so all operators have a common understanding of passenger limitations.	September 2015
Provide electronic access to eligibility database for VCTC staff and transit operators	Allow VCTC staff and transit operators to access MMP eligibility database remotely in order to better communicate with applicants calling for information regarding their application.	September 2015

In addition to the changes made by MMP shown in Table 1, in late summer VCTC staff also changed its website for ADA certification information, to include a phone number at VCTC for complaints regarding ADA certification, and also to improve its internal process for specifically tracking complaints regarding ADA certification. Since that process was implemented, however, there have been very few complaints made to VCTC.

One item that has remained unchanged is that despite the streamlining of the certification process, the paratransit operators still provide service to applicants pending receipt of a determination. MMP's now proactively communicates on a daily basis with the paratransit operators regarding who has applied for eligibility.

Performance Results

Tables 2 and 3 provide statistics regarding the ADA Certification program performance over the past year. Table 2 quantifies the dramatic change in processing time of the past year, largely due to the process streamlining. The federal government requires that determinations be issued within 21 days of submittal of a completed application, although in the past VCTC defined "completed application" to include all application steps including the completed interview. Now, however, the average time to determination is well within 21 days even if the application is defined as completed upon receipt of the Physician Evaluation. (Should the 21 day deadline be missed the applicant is required to be presumed eligible although in Ventura County service is already provided upon receipt of the initial application so the presumed eligibility issue is moot.)

Table 3 summarizes total number of determinations by type by month. Since the fiscal year started the average has remained at approximately 85% unconditional determinations, which has not material changed from the previous year.

It is important to note that over time there has been a significant increase in the volume of applications and determinations, such that the projected number of determinations for the fiscal year is likely to be around 1,300, up from 800 just two years ago. The cause of this large increase is uncertain although staff has noticed a disproportionate increase appears to be occurring in Simi Valley.

Next Steps

For several months VCTC has been working with MMP, the transit operators, and others that have shown interest in the ADA certification process, to develop an improved written application that will provide more information up front thus improving determination accuracy and also better identifying applicants that can receive eligibility without an in-person meeting. The English-language version of this application has now been finalized and staff is now working on the Spanish-language version. Once the Spanish-language version is complete and approved by VCTC, MMP will switch to the new application for both paper and on-line applicants. Once the new application is deployed staff intends to work with MMP to develop a more robust in-person evaluation protocol for those selected for interviews, including more complete functional evaluations. It is possible that both the revised applications and evaluation protocol could lead to more accurate determinations and possibly reduce the percentage of unconditional certifications.

Table 2

ADA Eligibility Analysis of Processing Times

Comparing June - February of FY 14/15 vs FY 15/16

Month	Total Count	App to PE	PE to Appt	App to Elig
June 2014	95	19	33	59
June 2015	120	14	25	39
July 2014	97	14	32	47
July 2015	133	14	12	27
August 2014	67	16	32	48
August 2015	109	17	10	28
September 2014	86	17	30	50
September 2015	97	12	10	22
October 2014	83	16	33	56
October 2015	79	7	8	14
November 2014	54	20	32	52
November 2015	73	10	17	27
December 2014	74	21	22	43
December 2015	71	8	9	17
January 2015	95	18	29	47
January 2016	69	7	14	23
February 2015	124	25	27	52
February 2016	117	9	8	16
March 2015	107	14	34	49
March 2016	88	7	8	11

Notes:

- 1) "Total Count" = the total number of applications received during each month that completed the process.
- 2) "App to PE" = the average number of days from receipt of application to the date the completed PE form was received.
- 3) "PE to Appt" = the average number of days from receipt of PE form to when the applicant was interviewed (if applicable).
- 5) "App to Elig" = the average number of days to complete the entire process, from receipt of application to determination.

Table 3 – Summary of Eligibility Determinations

							1011	4				
		_					Eligi	Eligibility				
			Uncont	nconditional	Condi	Conditional	Temp	Temporary	Short	Short-Term	Der	Denials
Month	Applications	Determined	Count	Percent	Count	Percent	Count	Percent	Count	Percent	Count	Percent
Apr-14	136	20	51	73%	12	17%	2	%4	0	%0	2	3%
May-14	101	71	57	%08	12	17%	2	%E	0	%0	0	%0
Jun-14	152	09	46	77%	6	15%	5	%8	0	%0	0	%0
Jul-14	148	86	75	77%	15	15%	4	4%	4	4%	0	%0
Aug-14	115	78	59	%92	10	13%	8	10%	1	1%	0	%0
Sep-14	141	88	79	%06	7	8%	2	2%	0	%0	0	%0
Oct-14	126	104	06	87%	10	10%	1	7%	2	2%	1	1%
Nov-14	88	62	50	81%	7	11%	2	%E	2	3%	1	2%
Dec-14	106	89	28	85%	5	%/	3	4%	1	1%	1	1%
Jan-15	105	84	73	87%	9	%/	1	%1	4	%5	0	%0
Feb-15	113	92	71	93%	4	2%	1	%1	0	%0	0	%0
Mar-15	156	85	72	85%	6	11%	3	%*	0	%0	1	1%
Apr-15	158	127	110	87%	16	13%	1	%1	0	%0	0	%0
May-15	146	109	94	86%	6	%8	5	%5	0	%0	1	1%
Jun-15	156	137	121	88%	12	%6	3	%7	0	%0	1	1%
Jul-15	164	148	136	95%	9	4%	9	%b	0	%0	0	%0
Aug-15	149	119	105	88%	7	%9	5	4 %	2	2%	0	%0
Sep-15	125	131	123	94%	5	4%	1	1%	2	2%	0	%0
Oct-15	130	114	92	81%	7	%9	15	%ET	0	%0	0	%0
Nov-15	26	91	75	82%	10	11%	4	%7	1	1%	1	1%
Dec-15	98	79	53	%29	13	16%	11	14%	2	3%	0	%0
Jan-16	06	75	22	%92	6	12%	8	%11	1	1%	0	%0
Feb-16	145	105	89	85%	8	8%	7	%4	1	1%	0	%0
Mar-16	121	104	83	%08	6	%6	11	%11	1	1%	0	%0

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AMENDMENT NO. 1 TO AGREEMENT BETWEEN VENTURA COUNTY TRANSPORTATION COMMISSION AND MOBILITY MANAGEMENT PARTNERS, INC. FOR AMERICANS WITH DISABILITIES ACT CERTIFICATION SERVICES

THIS AMENDMENT NO. 1 to the Agreement dated May 1, 2015, entered into between Ventura County Transportation Commission (hereinafter referred to as VCTC) and Mobility Management Partners, Inc. (hereinafter referred to as CONTRACTOR) to provide Americans with Disabilities Act Certification Services.

WHEREAS, it appears likely that there will be a greater number of applicants than was anticipated under the Agreement, thus causing the amount payable under the fee structure to surpass the contract ceiling for each of the contract fiscal years.

NOW, THEREFORE, the parties hereto agree as follows:

- 1. <u>Compensation</u>: The second sentence of Section 4 of the Agreement as previously amended is amended to read as follows:
 - "The total maximum compensation payable to the Contractor by VCTC shall not exceed \$792,384 for the entire 3-year base term of this Agreement as shown in Attachment #2.
- 2. **Attachment:** Attachment #2 is hereby amended as shown in the attachment to this Amendment.
- 3. <u>Amendment:</u> Except as hereby amended, the Agreement as earlier amended and extended remains in full force and effect.
- 4. <u>Signatures:</u> IN WITNESS WHEREOF, the parties hereto have caused this amended Agreement to be executed by their duly authorized representatives. Each party represents to the other party that this amended Agreement has been executed by a duly authorized agent of the party so representing.

Dated:	VCTC: VENTURA COUNTY TRANSPORTATION COMMISSION
	By KEITH MILLHOUSE, Chairperson
Dated:	CONTRACTOR:
	By Mobility Management Partners, Inc.

ATTEST:
Donna Cole, Clerk of the Ventura County Transportation Commission
APPROVED AS TO FORM:
Steven Mattas, General Counsel Ventura County Transportation Commission

Attachment

COMPENSATION

Pursuant to Section 4 of the Agreement, the maximum compensation payable to CONTRACTOR for providing the service described in this agreement shall be as follows:

Effective date(s): July 1, 2015 to June 30, 2016

Base Price for 850 determinations: \$149,573

Incremental cost for less than 700 or more than 850 determinations: \$175

Maximum cost per tier of 100: \$15,000

Fees for access to transit operator certification databases: Actual cost

Contract ceiling including database fees (based on maximum of 1,350 evaluations): \$236,681

Effective date(s): July 1, 2016 to June 30, 2017

Base Price for 1,150 determinations: \$202,285

Incremental cost for less than 1,000 or more than 1,150 determinations: \$182

Maximum cost per tier of 100: \$15,600

Fees for access to transit operator certification databases: Actual cost

Contract ceiling including database fees (based on maximum of 1,550 evaluations): \$272,593

Effective date(s): July 1, 2017 to June 30, 2018

Base Price for 1,150 determinations: \$210,306

Incremental cost for less than 1,000 or more than 1,150 determinations: \$189

Maximum cost per tier of 100: \$16,224

Fees for access to transit operator certification databases: Actual cost

Contract ceiling including database fees (based on maximum of 1,550 evaluations): \$283,110

Effective date(s): July 1, 2018 to June 30, 2019 (First optional period)

Base Price for 1,150 determinations: \$216,888

Incremental cost for less than 1,000 or more than 1,150 determinations: \$197

Maximum cost per tier of 100: \$16,873

Fees for access to transit operator certification databases: Actual cost

Contract ceiling including database fees (based on maximum of 1,550 evaluations): \$292,288

Effective date(s): July 1, 2019 to June 30, 2020 (Second optional period)

Base Price for 1,150 determinations: \$225,564

Incremental cost for less than 1,000 or more than 1,150 determinations: \$205

Maximum cost per tier of 100: \$17,548

Fees for access to transit operator certification databases: Actual cost

Contract ceiling including database fees (based on maximum of 1,150 evaluations): \$303,664



Item # 11

May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER

TREENA GONZALEZ, TRANSIT PLANNER MARTIN ERICKSON, DIRECTOR OF TRANSIT

SUBJECT: FISCAL YEAR 2016/2017 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET

TRANSIT NEEDS FINDINGS

RECOMMENDATION

- Prior to the Commission's actions, an action from the Unmet Needs Hearing Board is needed to
 close out the Hearing Board's role in the Unmet Needs process. Staff recommends a first motion
 by the sub-committee to approve the 2016/2017 Unmet Transit Needs Report and its findings that
 there are no unmet transit needs that are reasonable to meet.
- Staff recommends a second motion from the Commission to approve the Fiscal Year 2016/2017
 Unmet Transit Needs Report (provided separately) and its findings that there are no unmet transit needs that are reasonable to meet
- Staff recommends Commission adoption of Resolution No. 2016-05 (Attachment A)

BACKGROUND

The Unmet Transit Needs process is conducted each year to collect requests for new or expanded transit service. Before allocating funds for non-transit purposes, staff determines if there are any unmet transit needs that are "reasonable to meet" as discussed in the attached FY 16-17 Transit Needs Assessment report (provided separately). Adoption of staff's recommendation (first, by the Unmet Needs Hearing Board and second, by the Commission) completes the 2016/17 Unmet Transit Needs process and authorizes distribution of Transportation Development Act (TDA) revenue for non-transit purposes.

DISCUSSION

As part of the annual Unmet Transit Needs process, VCTC held three interactive public forums to collect feedback on transit needs. The forums were held within the public comment period which spanned from January 6 – February 19, 2016. These forums were participant-friendly and intended to encourage public discussion. In addition, this was the first year that a bi-lingual survey was developed and made available on-line allowing the public another method for submitting comments regarding transit needs.

VCTC received 133 unique comments through emails, letters, phone calls, survey comments, and open public comments from the interactive forums. Comments received spanned a range of service requests in areas where either transit service already exists, or requests for more transit options between Ventura

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and Los Angeles (LA) Counties. A large number of comments were received related to bus facility maintenance and amenities. These comments along with comments operational in nature were forwarded to the respective jurisdictions and transit operators for direct response.

Despite new and expanded mechanisms to maximize the collection of public feedback, none of the comments received met the criteria for sufficient broad-based community support (at least 15 requests for general public transit service and 10 requests for disabled service). However, staff evaluated the comments that requested transit service that does not currently exist or would require significant expansion. The findings of the evaluation are discussed in Chapter 7 of the attached Transit Needs Assessment report.

The required legally noticed public hearing was held on February 8, 2016 in the City of Camarillo with a voluntary board of Commissioner Parks, Commissioner White, and Commissioner Humphrey. VCTC received less testimony at the public hearing than the previous year, and only one testimonial was specific to dial-a-ride transit while the remainder of testimonial was specific to bicycling. Additional comments were received unrelated to transit needs during the public comment period were not considered in the evaluation of unmet transit needs, however they were recorded as legitimate concerns and/or comments and directed to the appropriate departments at VCTC for further consideration.

At the public hearing the Unmet Needs Hearing Board voted to exercise their approval action of the findings at the Commission's regularly scheduled May meeting. Approval action by the Unmet Needs Hearing Board will close out their role in the Unmet Needs process so that the Commission can move forward with their approval action.

The SSTAC/CTAC reviewed the Draft FY 16-17 Transit Needs Assessment on April 12, 2016 and concurred with staff's recommendation that there are no unmet needs that are reasonable to meet. In addition, the SSTAC/CTAC recommended that VCTC staff conduct future public outreach activities directly with specialized populations at specific facilities (such as retirement facilities, skilled living facilities, local colleges, etc.) so that public feedback is gathered from a targeted audience to complement the traditional open forum sessions. Staff will incorporate the SSTAC's recommendation into next year's process.

Also, the VCTC Transit Operators Advisory Committee (TRANSCOM) reviewed the draft report on March 17, 2016. Transcom recommended acceptance of the staff recommendations, and note that although not considered "unmet needs" or "reasonable to meet," the public comments received through this process are considered by the individual operators in planning efforts.

RECOMMENDATION

Even though none of the comments received met the criteria for sufficient broad-based community support, there were a number of comments received that staff evaluated under the definition of an unmet need. Those comments were found to be unreasonable to meet due to operational constraints on bus fleet size, spare ratio, and operational cost effectiveness. At this time it would not be feasible to expand VCTC Intercity service beyond the current service boundary. VCTC will continue to coordinate with LA Metro and Metrolink to work towards improved connectivity and transferability for cross-county travel.

At the February 8, 2016 Public Hearing, the Unmet Needs Hearing Board voted to approve the findings prior to the Commission's approval action at the regularly scheduled May 2016 meeting. Based on analysis of comments and consultation with the SSTAC/CTAC and Transcom, staff is recommending that there are no unmet transit needs that are reasonable to meet. Staff also recommends adopting the

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attached Resolution so that available TDA funds can be allocated for non-transit purposes in cities fewer than 100,000 persons per SB 716 guidelines.

FY 16-17 Transit Needs Report (provided separately) Resolution No. 2016-05 (Attachment A) Attachments:

RESOLUTION NO. 2016-05 A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION APPROVING UNMET TRANSIT NEEDS FINDINGS FOR FISCAL YEAR 2016/2017

- I. THE VENTURA TRANSPORTATION COMMISSION DOES HEREBY FIND THE FOLLOWING FACTS AND DECLARE THAT SAID FACTS ARE MATERIAL TO ITS DETERMINATIONS MADE HEREIN:
 - A. The Ventura County Transportation Commission ("VCTC") is the county transportation commission created for Ventura County pursuant to Public Utilities § 130000, et seq.
 - B. Pursuant to Government Code § 29532.4(b), and notwithstanding Government Code § 29532, the transportation commission was created in the County of Ventura by Division 12 (commencing with § 130000) of the Public Utilities Code.
 - C. In § 99222 of the Mill-Alquist-Deddah Act (commonly known as the Transportation Development Act, or "TDA"- Public Utilities Code § 99200, et seq.) the Legislature found and declared:
 - 1) It is the interest of the State that funds available for transit development be fully expended to meet the transit needs that exist in California, and.
 - 2) Such funds be expended for physical improvement to improve the movement of transit vehicles, the comfort of patrons, and the exchange of patrons from one transportation mode to another."
 - D. In furtherance of the aforesaid findings and declarations, pursuant to Public Utilities Code § 99230, the designated Transportation Planning Agency ("TPA") is required to annually determine the amount of local transportation funds ("LTF") to be allocated to each claimant within its jurisdiction.
 - E. The Public Utilities Code requires that the local TPA allocate LTF in order of priority set by statures (Public Utilities Code § 99233.1 through 99233.5, 99233.7 through 99233.9 and statutes referenced therein.)
 - F. Public Utilities Code § 99401.5 requires that:

 "Prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, the transportation planning agency shall annually do all of the following:
 - 1) Consult with the social services transportation advisory council established pursuant to Public Utilities Code 99238.
 - 2) Identify the transit needs of the jurisdiction which have been considered as a part of the transportation planning process, including the following:
 - a) An annual assessment of the size and location of identifiable groups likely to be transit disadvantaged,
 - b) An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided services necessary to implement... the federal Americans with Disabilities Act of 1990... and persons of limited means.
 - c) An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.

- 3) Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The transportation planning agency shall hold at least one public hearing pursuant to [Public Utilities Code] Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction, and that might be reasonable to meet by establishing or contracting for new public transportation and specialized transportation services or by expanding existing services. The definition adopted by the transportation planning agency for the terms 'unmet transit needs' and 'reasonable to meet' shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency's determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.
- 4) Adopt by resolution finding for the jurisdiction after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be that (1) there are no unmet transit needs, (2) there are no unmet transit needs that are reasonable to meet, or (3) there are unmet transit needs, including needs that are reasonable to meet. The resolution shall include information provided pursuant to subdivisions shall include information provided pursuant to subdivisions (a), (b), and (c) which provides that basis for finding.
- 5) If the transportation planning agency adopts a finding that there are unmet needs, including needs that are reasonable to meet, then the unmet needs shall be funded before any allocation is made for streets and roads within the jurisdiction.
- G. Public Utilities Code § 99401.6 provides inter alia that:
 "Upon adoption of a funding ... that there are no unmet needs or that there are no unmet needs that are reasonable to meet, the transportation planning agency may allocate funds for local streets and roads."
- H. A public hearing, as required by Public Utilities Code § 99401.5(c), was held on February 8, 2016, with a subcommittee of VCTC's Commissioners sitting as the hearing board.
- I. The social services transportation advisory council for Ventura County is the Citizens Transportation Advisory Committee/Social Services Transportation Advisory Council ("CTAC/SSTAC"), which has the obligation, pursuant to Public Utilities Code § 99238 (c).(1),to participate in the annual process and to review and recommend to VCTC on the unmet transit needs findings.
- J. The CTAC/SSTAC participated in the annual process by reviewing the public testimony, VCTC staff analysis and recommendations. On April 12, 2016, the CTAC/SSTAC recommended the Commission approve the draft FY 2016/2017 Unmet Transit Needs Findings.
 - Although not required by law, VCTC staff recommendations regarding unmet transit needs in FY 2016/2017 were also reviewed by the Transit Operators Advisory Committee of VCTC ("TRANSCOM") on March 17, 2016.
- K. VCTC has reviewed and incorporates by reference in this Resolution its approvals of the following:
 - The definition of "unmet transit needs" adopted by VCTC on January 5, 1996 VCTC meeting, revised at its December 6, 2013 meeting and reaffirmed at it December 5, 2014 meeting; and,
 - The definition of "reasonable to meet" adopted by VCTC on January 5, 1996 VCTC meeting, revised at its December 6, 2013 meeting and reaffirmed at it December 5, 2014 meeting.
- L. In addition, in compliance with Public Utilities Code § 99401.5(b)(1)(2)(3), VCTC has reviewed all existing transit operations applicable to the Unmet Needs Process.

II. NOW, THEREFORE, THE VENTURA COUNTY TRANSPORTATION COMMISSION DOES HEREBY RESOLVE AND ADOPT ALL OF THE FOLLOWING FOR FISCAL YEAR 2016/2017

There are no Unmet Transit Needs that are reasonable to meet, based on the following actions:

- 1. Continue all existing bus services substantially as they exist.
- 2. Continue and improve public transit in the region. Update and work to implement the recommendations of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.
- 3. Continue to monitor the new and demonstration services throughout the County to determine if an unmet transit need which is reasonable to meet exists.

BE IT FURTHER RESOLVED THAT:

Steven T. Mattas, General Counsel

- 1. The Chair shall execute this Resolution on behalf of VCTC and the Clerk of the Board shall attest to her signature and the adoption of this resolution.
- 2. The Executive Director shall before August 15, 2016 forward to the Department of Transportation on behalf of VCTC all of the following:
 - a. A copy of the notice of hearing and proof of publication and a description of the actions taken to solicit citizen participation pursuant to Public Utilities Code Section 99238.5;
 - A copy of the Resolution or minutes documenting VCTC's definitions of "unmet transit needs" and "reasonable to meet", as determined pursuant to Public Utilities Code (use the symbol) 99401.5; and
 - c. A copy of this Resolution adopted as required by Public Utilities Code § 99401.5(d).

Executed this 13th day of May, 2016

KEITH MILLHOUSE, CHAIR, VCTC

ATTEST:

Donna Cole, Clerk of the Commission

APPROVED AS TO FORM:

Date



Item #12

May 13, 2016

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: VENTURA COUNTY TRANSPORTATION INVESTMENT / EXPENDITURE PLAN -

INFORMATION ON ALL REVENUES

RECOMMENDATION:

Receive and file.

BACKGROUND:

During the discussion of the Transportation Investment / Expenditure Plan at the Commission's April 22nd Special Meeting, Commissioners identified the need for information on total anticipated revenues for the programs contained in the Plan. Attachment A (a separate agenda package document file for legal-size paper) provides the requested information, showing the adopted sales tax distribution of \$3.3 billion over 30 years combined with the anticipated other revenues of \$4.3 billion and the resulting proportional distribution when all funds are combined. Attachment B provides a graphic presentation of the information, while Attachment C provides the definition of each fund source.

DISCUSSION:

The anticipated non-measure revenues are based on assumptions for the continuation of existing state and federal apportionments with reasonably-anticipated growth rates where appropriate. Most of the funds are program-specific and in those cases the Investment Plan assigns those funds to the programs for which they are designated. In some cases where there is flexibility the funds are assigned according to VCTC-adopted policies including those of the Long-Range Transportation Plan. For example, VCTC policy directs and the Investment Plan memorializes that the freeway improvements receive all funds eligible for that purpose, specifically State Transportation Improvement Program (STIP) and federal Surface Transportation Program (STP) funds.

In the case of the FAST Act Freight funds, staff has made what it believes is a very conservative assumption regarding what VCTC might receive should a sales tax measure pass. FAST provides distribution of the new freight program funds both by competitive grants and by formula to states, with California slated to receive slightly over \$100 million per year. Based on the current discussions California's formula freight money will be distributed using the method developed for the Proposition 1B Trade Corridor program, in which VCTC receives a specific proportional share but must provide 50%

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match. The Investment Plan conservatively assumes that VCTC receives its formula share using sales tax money as match, but gets none of the competitive grant funds, even though the measure would in fact help VCTC compete for the competitive funds.

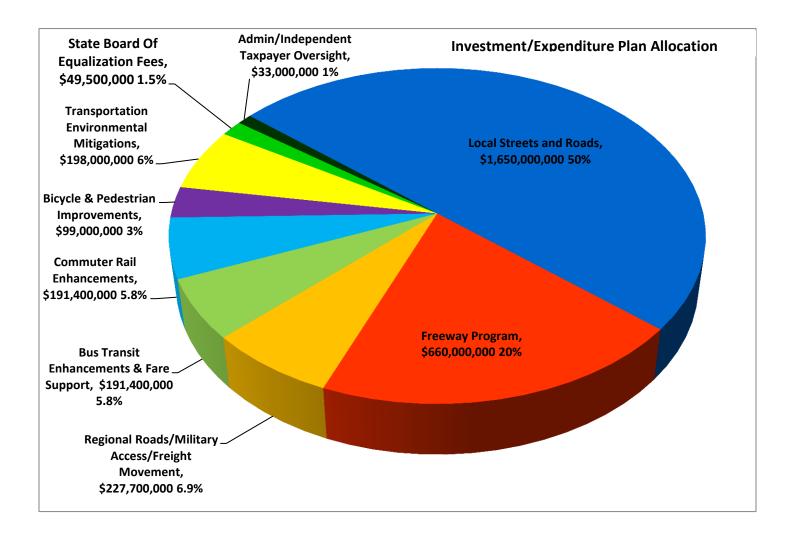
Similarly, for cap-and-trade funds the Investment Plan conservatively assumes that VCTC only receives its current annual apportionment of approximately \$925,000 per year year, escalated for inflation and general economic growth. However, there is currently less than 15% of transit-related cap-and-trade funds distributed by formula, with the rest of the funding being available through competetive grant programs. Although none of those competive funds are included in the Investment Plan, a countywide sales tax measure for transportation would likely leverage a significant amount of competitive cap-and-trade grant funds, allowing implementation of further transit improvements.

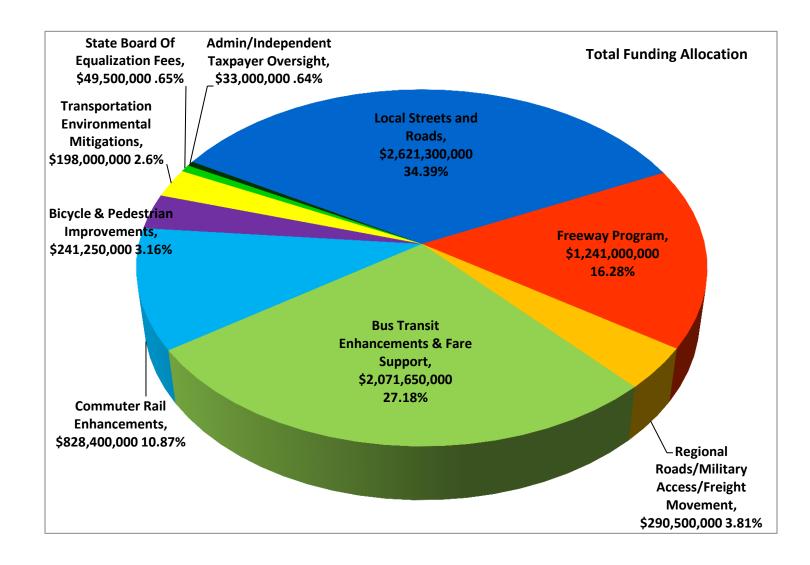
The Investment Plan also conservatively assumes VCTC will only receive its regional share of Active Transportation Program funds and no funds from the statewide pot, even though a countywide sales tax measure would help VCTC better compete for statewide funds as well.

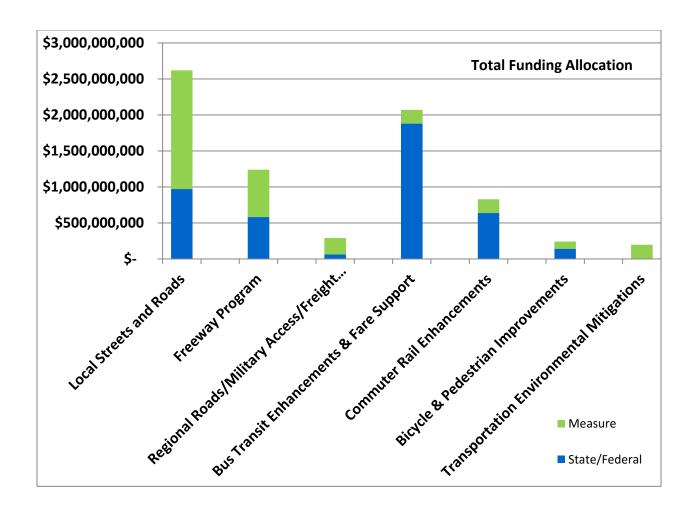
It is significant to note that with all funds combined together, the Bus and Commuter Rail programs receive 38% of the total funding, even though these categories receive 11.9% of measure funds. Furthermore, this analysis does not consider the increases in transit funding being discussed at the state level, including potential large increases in cap-and-trade funding.

As the table shows, the proposed measure will provide significant order-of-magnitude increases in transportation funding for the various categories. For example, with 3% of measure funding, the total Bicycle and Pedestrian program will be increased by more than 2/3rds from \$142 million in anticipated existing funds over 30 years to \$241 million with the measure funds added. Similarly, Local Streets and Roads will increase by 171%, from \$1.0 billion to \$2.6 billion, although it should be noted that this area has experienced recent severe cuts due to loss of Proposition 1B and STP and significantly reduced Local Transportation Funds (LTF) for streets and roads. As the Commission is aware, the need for these significant funding increases has been demonstrated for quite some time, including in the Comprehensive Transportation Plan.

ATTACHMENT B







SUMMARY OF EXISTING FUND SOURCES

<u>HUTA</u>: "Highway Users Tax Account" represents formula distributions to the county and cities from state fuel tax revenues, for use on streets and roads.

<u>LTF</u>: "Local Transportation Fund" is the ¼-cent of the state sales tax provided to VCTC under the Transportation Development Act. Funds are set aside off-the-top for administration, 2% for bicycle & pedestrian, and for commuter rail as determined by VCTC. The remaining funds must be used for transit with the exception of cities under 100,000 outside of the Gold Coast Transit District where the funds can also be used for streets, roads, bicycle & pedestrian.

STA: "State Transit Assistance" is funding from state sales tax on fuel provided to VCTC by formula, for transit operations and capital.

<u>Cap & Trade</u>: The funds shown are the VCTC apportionments under the Low Carbon Transportation Operations Program that distributes by formula a portion of revenues from the state's greenhouse gas emissions regulatory scheme. These apportionments must be used for transit operations and capital projects that reduce greenhouse gas emissions.

STIP: "State Transportation Improvement Program" provides under the auspices of the California Transportation Commission funds for transportation capital projects. State law establishes a mechanism whereby over time each county receives its formula share. The Exenditure Plan continues VCTC's long-standing policy is to use these funds for highway projects.

STP: "Surface Transportation Program" is federal money apportioned to Ventura County by formula for use on transportation capital projects. Based on VCTC's Comprehensive Transportation Plan these funds are programmed in the Investment Plan for freeway improvements.

CMAQ: "Congestion Mitigation and Air Quality" funds are federal money apportioned to Ventura County for use on transportation capital projects that reduce air pollution, as well as short-term operations for new transit services. Based on VCTC's Comprehensive Transportation Plan the Investment Plan programs 50% of these funds for bicycle and pedestrian, and 50% for transit.

FTA: "Federal Transit Administration" funds are distributed by formula for transit capital and operations.

<u>TAP (ATP)</u>: "Transportation Alternatives Program" is a federal program which in California is distributed under the name "Active Transportation Program" for active transportation (such as bicycle and pedestrian) projects. Each region receives a formula share and there is also a statewide competitive pot.