



VENTURA COUNTY TRANSPORTATION COMMISSION
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, OCTOBER 5, 2018
9:00 AM

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

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. ROLL CALL

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

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

- 5. CALTRANS REPORT** - *This item provides the opportunity for the Caltrans representative to give update and status reports on current projects.*

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

8A. APPROVE SUMMARY FROM SEPTEMBER 7, 2018 VCTC MEETING – PG.5

Recommended Action:

Approve

Responsible Staff: Donna Cole

8B. MONTHLY BUDGET REPORT – PG. 9

Recommended Action:

Receive and File

Responsible Staff: Sally DeGeorge

8C. MONTHLY BUDGET REPORT – PG. 17

Recommended Action:

Receive and File

Responsible Staff: Sally DeGeorge

8D. PASSENGER RAIL UPDATE – PG. 25

Recommended Action:

Receive and File

Responsible Staff: Claire Grasty

8E. FISCAL YEAR 2017/2018 CARRY-OVER BUDGET AMENDMENTS - PG. 31

Recommended Action:

Amend the VCTC Fiscal Year 2018/2019 budget revenues and expenditures as stated in Attachment - Carry-over Budget Amendments from Fiscal Year 2017/2018. To 2018/2019.

Responsible Staff: Sally DeGeorge

8F. LICENSE AGREEMENT WITH THE CITY OF MOORPARK -PG.37

Recommended Action:

Authorize the Executive Director to execute the license agreement between VCTC and the City of Moorpark for use of parcels APN 511-009-040, APN 512-009-017, APN 512-009-014, APN 512- 008-213

Responsible Staff: Claire Grasty

**8G. COAST RAIL COORDINATING COUNCIL MEMORANDUM OF UNDERSTANDING
-PG. 39**

Recommended Action:

Approve and authorize the Executive Director to execute a Memorandum of Understanding to better plan and coordinate efforts to improve passenger rail services on the Coast Route.

Responsible Staff: Heather Miller

8H. LEGISLATIVE UPDATE- PG. 41

Recommended Action:

Receive and file

Responsible Staff: Peter De Haan

9. POSITION ON PROPOSITION 6 - PG.55

Recommended Action:

Adopt "Oppose" position on Proposition 6

Responsible Staff: Peter De Haan

**10. FISCAL YEAR (FY) 2018/19 TRANSIT PROGRAM OF PROJECTS (POP) – PUBLIC HEARING
- PG.61**

Recommended Action:

- *Open public hearing and receive testimony.*
- *Adopt the attached final Program of Projects (POP) approving the projects to receive Federal Transit Administration funds for all areas of Ventura County in FY 2018/19.*

Responsible Staff: Peter De Haan

11. TRANSIT ASSET MANAGEMENT PLAN- PG. 67

Recommended Action:

Approve the Ventura County Group TAM Plan

Responsible Staff: Claire Grasty

12. VCTC INTERCITY FARE PRICING - PG.69

Recommended Action:

Approve implementation of the Fare Change Proposal and Timeline as identified in Exhibit 1

Responsible Staff: Aaron Bonfilio

13. VCTC GENERAL COUNSEL'S REPORT

14. AGENCY REPORTS

15. CLOSED SESSION –

16. ADJOURN to 9:00 a.m. Friday, November 2, 2018

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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, SEPTEMBER 7, 2018
9:00 AM**

MEMBERS PRESENT: Manuel Mijares, City of Fillmore, Vice Chair
Jan McDonald, City of Camarillo
Ken Simons, City of Moorpark
Randy Haney, City of Ojai
Bryan MacDonald, City of Oxnard
Will Berg, City of Port Hueneme
Ginger Gherardi, City of Santa Paula
Mike Judge, City of Simi Valley
Claudia Bill-de la Peña, City of Thousand Oaks
Kelly Long, County of Ventura
John Zaragoza, County of Ventura
Brian Humphrey, Citizen Rep., Cities
Jim White, Citizen Rep., County
Shirley Choate, Caltrans District 7

ABSENT: Linda Parks, County of Ventura, Chair
Neal Andrews, City of San Buenaventura
Steve Bennett, County of Ventura
Peter Foy, County of Ventura

CALL TO ORDER

PLEDGE OF ALLGIANCE

ROLL CALL
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PUBLIC COMMENTS FOR THOSE ITEMS NOT LISTED ON THIS AGENDA - None

CALTRANS REPORT -

Currently in Ventura County there is a total of \$488 million of Projects In Design and \$165 million of Projects Under Construction, including SB1 funds.

In August the California Transportation Commission approved 3 projects to advertise:

Thousand Oaks – Rt. 23 at Westlake Blvd - \$6.6 million

Ventura at Rt 101/33 - \$2.6 million

Rt 126 - \$5 million

Work continues on:

SR 126 from Hallock Drive to LA County Line

SR 126 from Rt 101 to Hallock Drive

Rt 101 from Ventura to Los Angeles County Line

A Suicide prevention project has begun on the Arroyo Simi Overhead. 42x48 inch signs with a 24/7 phone number have been installed.

COMMISSIONERS REPORTS

Commissioner Humphrey reported that September 12 will be the 10 year anniversary of the Metrolink Crash in Chatsworth. Since then the face of rail across the nation has changed. There will be memorial events in both Ventura and LA Counties. Please remember those lost and focus on safety.

Commissioner Judge reported that the SCAG Regional Council approved the FTP for 2018/19.

EXECUTIVE DIRECTOR REPORT -

In August the VCTC online sales outlet for passes was launched. We will report back after it's been running for a few months. Another exciting event for VCTC transit is the rollout of the College pass program. So far there have been many positive responses.

ADDITIONS/REVISIONS – None

8. CONSENT CALENDAR –

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

8A. APPROVE SUMMARY FROM JULY 13, 2018 VCTC MEETING – Approve

8B. MONTHLY BUDGET REPORT – Receive and File

8C. PASSENGER RAIL UPDATE – Receive and File

8D. JOINT RESOLUTION APPROVING THE CONFLICT OF INTEREST CODE PURSUANT TO GOVERNMENT CODE SECTION 87306.5 - Approve the attached joint resolution approving the Conflict of Interest Code for the VCTC Agencies.

8E. ADOPTION OF DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOAL FOR PROJECTS FUNDED BY THE FEDERAL TRANSIT ADMINISTRATION (FTA) -

Adopt a Disadvantaged Business Enterprise (DBE) annual goal of 5.0% for VCTC contracts funded by the Federal Transit Administration for Federal Fiscal Years (FY) 2018/19 through 2020/21.

8F. PROCUREMENT POLICY UPDATE- *Adopt Resolution #2018-10 Amending the Ventura County Transportation Commission Procurement Policy and Procedures*

8G. LEGISLATIVE UPDATE – *Receive and file*

8H. SECTION 5310 FUNDED VAN PURCHASE FOR HELP OF OJAI –

- *Authorize the Chair to execute the attached agreement with HELP of Ojai to provide a paratransit van using \$38,226.21 of Federal Transit Administration (FTA) Section 5310 funds with match provided by HELP of Ojai.*
- *Authorize Executive Director to place order with A-Z Bus Sales to purchase on behalf of HELP of Ojai a Ford Transit 150 lift-equipped paratransit vehicle through the California Association for Coordinated Transportation (CalACT) purchasing schedule, at a total cost of \$45,871.45, contingent the receipt of \$7,645.24 in match from HELP of Ojai.*

8I VCTC INTERCITY BUDGET AMENDMENT - *Approve amendment to the VCTC Intercity Transit Service FY2017/2018 Budget*

8K CASH MANAGEMENT FOR PROGRESS PAYMENTS FOR THE US 101 HOV (PAED) - *Approve the use of State Transit Assistance (STA) fund balance for cash flow management of the US 101 HOV (PAED) project.*

8L. AUTHORIZE STATE ADVOCACY SERVICES CONTRACT REQUEST FOR PROPOSALS –
Authorize staff to issue a Request for Proposals (RFP) for State Advocacy Services, incorporating the attached Scope of Services, for a base term of four years with two possible two-year extensions, and including provision for a 90-day cancellation clause.

The motion was seconded by Commissioner White and passed unanimously.

9. VCTC OWNED TRAIN STATION PARKING ORDINANCE #2018-01-

Commissioner Long made a motion to Waive reading and adopt Ordinance No. 2018-01 Authorizing cities to adopt and enforce parking regulations in VCTC-owned train station parking lots subject to the provisions of the VCTC ordinance. ***The motion was seconded by Commissioner McDonald and passed unanimously.***

10. VCTC INTERCITY FARE PRICING – PUBLIC HEARING -

Public Comments

Jaqueline Star, The fare increase proposal increases single use fares by more than 25% of the current rate. This is not fair to Senior Citizens

Sandra Aldana reviewed all surveys and data. It hard to tell if passengers will continue riding because they have no other alternative. A majority of paratransit users take the regular bus because it is less expensive. She is concerned about underserved populations who are already struggling.

Commissioner Long made a motion to

- *Receive and file Public Comment Report regarding Draft Fare Change Proposal and Timeline.*
- *Open public hearing and receive testimony regarding Draft Fare Change Proposal and Timeline.*

The motion was seconded by Commissioner Gherardi and passed unanimously.

**11. RESOLUTION 2018-11 APPROVING VENTURA COUNTY TRANSPORTATION COMMISSION'S
FY 2018-19 STATE OF GOOD REPAIR PROJECT SUBMITTAL –**

Commissioner Zaragoza made a motion to

- *Approve the use of Ventura County Transportation Commission's (VCTC) estimated FY 2018/19 apportionment of State of Good Repair funds of \$1,132,923 and Southern California Regional Rail Authority's (SCRRA) State of Good Repair revenue formula amount for the portion of the service within Ventura County of \$115,145, for the Metrolink Rehabilitation Project; and*
- *Adopt Resolution 2018-11 (Attachment 2) authorizing the Executive Director to submit all required documents to receive the funds.*

The motion was seconded by Commissioner Bill-de la Peña and passed unanimously.

12. VCTC GENERAL COUNSEL'S REPORT - None

13. AGENCY REPORTS

Commissioner MacDonald reported that Gold Coast Transit is in the final building phase and looking at occupancy during the first quarter of 2019.

14. CLOSED SESSION – None

15. ADJOURN to 9:00 a.m. Friday, October 5, 2018



Item #8B

October 5, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for July 2018

DISCUSSION:

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

The July 31, 2018 budget report indicates that the revenues were approximately 2.05% of the adopted budget while expenditures were approximately 4.85% of the adopted budget. The revenues and expenditures are as expected unless otherwise noted. 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.

It should be noted that Fiscal Year 2017/2018 is in the process of being finalized and has not yet been audited. The fund balances and accruals are considered estimates until Fiscal Year 2017/2018 is closed and the audit is final. Because of the lengthy and time consuming year-end closing process, the invoicing for July reimbursements have not been processed. These revenues will be reflected in the September financials.

Some revenues are received at the beginning of the year while other revenues are received after grants are approved. In many instances, the Ventura County Transportation Commission (VCTC) incurs expenditures and then submits for reimbursement from federal, state, and local agencies which may also cause a slight lag in reporting revenues. Furthermore, the STA, LTF and SAFE revenues are received in arrears. The State Board of Equalization collects the taxes and remits them to the Commission after the

reporting period for the business. STA revenues are paid quarterly with a two to three month additional lag and LTF receipts are paid monthly with a two month lag. For example, the July through September STA receipts are often not received until October or November and the July LTF receipts are not received until September. The Department of Motor Vehicle collects the SAFE funds and remits them monthly with a two month lag.

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

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

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

The VCTC Intercity line item is missing the current month revenues and expenses information for the bus operations as the information was not submitted before this report was prepared. It is anticipated that the information will be included in a later report when the information is received.

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF JULY 31, 2018**

Assets and Deferred Outflows	
Cash and Investments	\$ 26,436,834
Petty Cash	130
Receivables/Due from other funds	9,708,229
Prepays and Deposits	109,236
Capital Assets, undepreciated	26,202,936
Capital Assets, depreciated, net	30,726,626
Deferred Outflows	857,586
Total Assets and Deferred Outflows	<u>\$ 94,041,577</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:	
Accrued Expenses and Due to Other	\$ 4,787,836
Deferred Revenue	4,694,880
Deposits	67,059
Accrued Vacation	164,628
Pension Liability	2,045,090
OPEB Liability	367,865
Deferred Inflows	282,840
Total Liabilities and Deferred Inflows:	<u>\$ 12,410,198</u>
 Net Position:	
Invested in Capital Assets	\$ 56,929,562
Fund Balance	24,701,817
Total Net Position	<u>\$ 81,631,379</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE ONE MONTH ENDED JULY 31, 2018**

	General Fund	LTF	STA	SAFE	SPBL	VCTC Intercity	Valley Express	Fund	Budgeted	Variance	% Year
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Totals	Actual	Actual	
Revenues											
Federal Revenues	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	20,573,629	(20,573,629)	0.00
State Revenues	0	0	0	0	0	0	0	0	48,493,325	(48,493,325)	0.00
Local Revenues	50,663	0	0	0	211,860	222,500	1,013,342	1,498,365	4,068,646	(2,570,281)	36.83
Other Revenues	0	0	0	0	0	0	0	0	0	0	0.00
Interest	361	0	0	23	28	149	57	618	110,000	(109,382)	0.56
Total Revenues	51,024	0	0	23	211,888	222,649	1,013,399	1,498,983	73,245,600	(71,746,617)	2.05
Expenditures											
Administration											
Personnel Expenditures	137,795	0	0	0	0	0	0	137,795	3,066,900	(2,929,105)	4.49
Legal Services	3,686	0	0	0	0	0	0	3,686	25,000	(21,314)	14.74
Professional Services	1,642	0	0	0	0	0	0	1,642	110,700	(109,058)	1.48
Office Leases	18,396	0	0	0	0	0	0	18,396	145,100	(126,704)	12.68
Office Expenditures	97,430	0	0	0	0	0	0	97,430	534,812	(437,382)	18.22
Total Administration	258,949	0	0	0	0	0	0	258,949	3,347,700	(3,088,751)	7.74
Programs and Projects											
Transit and Transportation Program											
Regional Transit Technology	4,225	0	0	0	0	0	0	4,225	351,100	(346,875)	1.20
Senior-Disabled Transportation	18,074	0	0	0	0	0	0	18,074	263,500	(245,426)	6.86
Fare Collection APC Systems	1,630	0	0	0	0	0	0	1,630	0	1,630	0.00
VCTC Intercity Bus Services	0	0	0	0	0	19,663	0	19,663	11,728,600	(11,708,937)	0.17
Valley Express Bus Services	0	0	0	0	0	0	178,998	178,998	1,843,400	(1,664,402)	9.71
Transit Grant Administration	57,342	0	0	0	0	0	0	57,342	8,084,000	(8,026,658)	0.71
Total Transit and Transportation	81,271	0	0	0	0	19,663	178,998	279,932	22,270,600	(21,990,668)	1.26
Highway Program											
Motorist Aid Call Box System	0	0	0	24,841	0	0	0	24,841	470,500	(445,659)	5.28
Highway Project Management	0	0	0	0	0	0	0	0	4,604,500	(4,604,500)	0.00
SpeedInfo Highway Speed Sensor	0	0	0	10,400	0	0	0	10,400	144,000	(133,600)	7.22
Total Highway	0	0	0	35,241	0	0	0	35,241	5,219,000	(5,183,759)	0.68

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE ONE MONTH ENDED JULY 31, 2018**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted Actual	Variance Actual	% Year
Rail Program											
Metrolink and Commuter Rail	1,025,109	0	0	0	0	0	0	1,025,109	9,184,627	(8,159,518)	11.16
LOSSAN and Coastal Rail	0	0	0	0	0	0	0	0	5,800	(5,800)	0.00
Santa Paula Branch Line	0	0	0	0	50,929	0	0	50,929	721,000	(670,071)	7.06
Total Rail	1,025,109	0	0	0	50,929	0	0	1,076,038	9,911,427	(8,835,389)	10.86
Commuter Assistance Program											
Transit Information Center	136	0	0	0	0	0	0	136	19,800	(19,664)	0.69
Rideshare Programs	5,443	0	0	0	0	0	0	5,443	257,000	(251,557)	2.12
Total Commuter Assistance	5,579	0	0	0	0	0	0	5,579	276,800	(271,221)	2.02
Planning and Programming											
Transportation Development Act	0	1,837,326	0	0	0	0	0	1,837,326	31,253,472	(29,416,146)	5.88
Transportation Improvement Program	0	0	0	0	0	0	0	0	45,600	(45,600)	0.00
Regional Transportation Planning	13,184	0	0	0	0	0	0	13,184	431,000	(417,816)	3.06
Airport Land Use Commission	0	0	0	0	0	0	0	0	9,000	(9,000)	0.00
Regional Transit Planning	20,363	0	0	0	0	0	0	20,363	947,584	(927,221)	2.15
Freight Movement	0	0	0	0	0	0	0	0	11,800	(11,800)	0.00
Total Planning and Programming	33,547	1,837,326	0	0	0	0	0	1,870,873	32,698,456	(30,827,583)	5.72
General Government											
Community Outreach and Marketing	38,363	0	0	0	0	0	0	38,363	262,800	(224,437)	14.60
State and Federal Relations	28,821	0	0	0	0	0	0	28,821	110,100	(81,279)	26.18
Management and Administration	5,660	0	0	0	0	0	0	5,660	76,000	(70,340)	7.45
Total General Government	72,844	0	0	0	0	0	0	72,844	448,900	(376,056)	16.23
Total Expenditures	1,477,299	1,837,326	0	35,241	50,929	19,663	178,998	3,599,456	74,172,883	(70,573,427)	4.85

For Management Reporting Purposes Only
VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE ONE MONTH ENDED JULY 31, 2018

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted Actual	Variance Actual	% Year
Revenues over (under) expenditures	(1,426,275)	(1,837,326)	0	(35,218)	160,959	202,986	834,401	(2,100,473)	(927,283)	(1,173,190)	226.52
Other Financing Sources											
Transfers Into GF from LTF	804,747	0	0	0	0	0	0	804,747	4,546,630	(3,741,883)	17.70
Transfers Into GF from STA	0	0	0	0	0	0	0	0	4,636,370	(4,636,370)	0.00
Transfers Into GF from SAFE	0	0	0	0	0	0	0	0	30,000	(30,000)	0.00
Transfers In GF from SPBL	0	0	0	0	0	0	0	0	120,000	(120,000)	0.00
Transfer into SPBL from LTF	0	0	0	0	0	0	0	0	120,000	(120,000)	0.00
Transfer into SPBL from STA	0	0	0	0	0	0	0	0	434,200	(434,200)	0.00
Transfers Into VI from LTF	0	0	0	0	0	0	0	0	72,980	(72,980)	0.00
Transfers Into VI from STA	0	0	0	0	0	1,500,000	0	1,500,000	4,210,842	(2,710,842)	35.62
Transfers Out of LTF into GF	0	(804,747)	0	0	0	0	0	(804,747)	(4,546,630)	3,741,883	17.70
Transfers Out of LTF into SPBL	0	0	0	0	0	0	0	0	(120,000)	120,000	0.00
Transfers Out of LTF into VI	0	0	0	0	0	0	0	0	(72,980)	72,980	0.00
Transfers Out of STA into GF	0	0	(1,500,000)	0	0	0	0	(1,500,000)	(4,636,370)	3,136,370	32.35
Transfers Out of STA into SPBL	0	0	0	0	0	0	0	0	(434,200)	434,200	0.00
Transfers Out of STA into VI	0	0	0	0	0	0	0	0	(4,210,842)	4,210,842	0.00
Transfers Out of SAFE into GF	0	0	0	0	0	0	0	0	(30,000)	30,000	0.00
Transfers Out SPBL into GF	0	0	0	0	0	0	0	0	(120,000)	120,000	0.00
Total Other Financing Sources	804,747	(804,747)	(1,500,000)	0	0	1,500,000	0	0	0	0	0.00
Net Change in Fund Balances	(621,528)	(2,642,073)	(1,500,000)	(35,218)	160,959	1,702,986	834,401	(2,100,473)	(927,283)	(1,173,190)	226.52
Beginning Fund Balance w/o capital assets	2,124,655	9,043,014	12,742,549	4,894,909	-	-	-	28,805,127	33,572,663	(4,767,536)	86
Long-term Pension/OPEB/Vacation Adjustment*	(1,869,458)	-	-	-	-	(133,379)	-	(2,002,837)	-	(2,002,837)	0
Ending Fund Balance	<u>\$ (366,331)</u>	<u>\$ 6,400,941</u>	<u>\$ 11,242,549</u>	<u>\$ 4,859,691</u>	<u>\$ 160,959</u>	<u>\$ 1,569,607</u>	<u>\$ 834,401</u>	<u>\$ 24,701,817</u>	<u>\$ 32,645,380</u>	<u>\$ (7,943,563)</u>	<u>76</u>

*Government Accounting Standards Board Statement 68 and GASB 75 require the full pension liability, inflows and outflows be accrued on financial statements.

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF JULY 31, 2018**

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

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	\$618.33	0.18%	\$ 5,952,279.45
County of Ventura	Treasury Pool	N/A			17,448,486.64
LAIF	State Pool	N/A			3,003,599.67
Total			\$ 618.33		\$26,404,365.76

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

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

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

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

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Item #8C

October 5, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for August 2018

DISCUSSION:

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

The August 31, 2018 budget report indicates that the revenues were approximately 2.09% of the adopted budget while expenditures were approximately 7.10% of the adopted budget. The revenues and expenditures are as expected unless otherwise noted. 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.

It should be noted that Fiscal Year 2017/2018 is in the process of being finalized and has not yet been audited. The fund balances and accruals are considered estimates until Fiscal Year 2017/2018 is closed and the audit is final. Because of the lengthy and time consuming year-end closing process, the invoicing for July and August reimbursements have not been processed. These revenues will be reflected in the September financials.

Some revenues are received at the beginning of the year while other revenues are received after grants are approved. In many instances, the Ventura County Transportation Commission (VCTC) incurs expenditures and then submits for reimbursement from federal, state, and local agencies which may also cause a slight lag in reporting revenues. Furthermore, the STA, LTF and SAFE revenues are received in

arrears. The State Board of Equalization collects the taxes and remits them to the Commission after the reporting period for the business. STA revenues are paid quarterly with a two to three month additional lag and LTF receipts are paid monthly with a two month lag. For example, the July through September STA receipts are often not received until October or November and the July LTF receipts are not received until September. The Department of Motor Vehicle collects the SAFE funds and remits them monthly with a two month lag.

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

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

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

The VCTC Intercity line item is missing the July and August revenues and expenses information for the bus operations as the information was not submitted before this report was prepared. The Valley Express line item is missing the August revenues and expenses information for the bus operations as the information was not submitted before this report was prepared. It is anticipated that the information will be included in the September report.

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF AUGUST 31, 2018**

Assets and Deferred Outflows	
Cash and Investments	\$ 29,803,036
Petty Cash	130
Receivables/Due from other funds	1,490,099
Prepays and Deposits	100,874
Capital Assets, undepreciated	26,339,301
Capital Assets, depreciated, net	30,726,626
Deferred Outflows	857,586
Total Assets and Deferred Outflows	<u>\$ 89,317,652</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:	
Accrued Expenses and Due to Other	\$ 1,723,521
Deferred Revenue	4,731,857
Deposits	67,059
Accrued Vacation	164,628
Pension Liability	2,045,090
OPEB Liability	367,865
Deferred Inflows	282,840
Total Liabilities and Deferred Inflows:	<u>\$ 9,382,860</u>

Net Position:	
Invested in Capital Assets	\$ 56,929,562
Fund Balance	23,005,230
Total Net Position	<u>\$ 79,934,792</u>

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE TWO MONTHS ENDED AUGUST 31, 2018**

	General Fund	LTF	STA	SAFE	SPBL	VCTC Intercity	Valley Express	Fund	Budgeted	Variance	% Year
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Totals	Actual	Actual	
Revenues											
Federal Revenues	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	20,573,629	(20,573,629)	0.00
State Revenues	0	0	0	0	0	0	0	0	48,493,325	(48,493,325)	0.00
Local Revenues	55,965	0	0	0	214,768	222,500	1,033,533	1,526,766	4,082,983	(2,556,217)	37.39
Other Revenues	0	0	0	0	0	0	0	0	0	0	0.00
Interest	581	0	0	31	40	255	76	983	110,000	(109,017)	0.89
Total Revenues	56,546	0	0	31	214,808	222,755	1,033,609	1,527,749	73,259,937	(71,732,188)	2.09
Expenditures											
Administration											
Personnel Expenditures	378,656	0	0	0	0	0	0	378,656	3,066,900	(2,688,244)	12.35
Legal Services	3,686	0	0	0	0	0	0	3,686	25,000	(21,314)	14.74
Professional Services	2,046	0	0	0	0	0	0	2,046	110,700	(108,654)	1.85
Office Leases	29,869	0	0	0	0	0	0	29,869	145,100	(115,231)	20.59
Office Expenditures	102,894	0	0	0	0	0	0	102,894	534,812	(431,918)	19.24
Total Administration	517,151	0	0	0	0	0	0	517,151	3,882,512	(3,365,361)	13.32
Programs and Projects											
Transit and Transportation Program											
Regional Transit Technology	6,185	0	0	0	0	0	0	6,185	351,100	(344,915)	1.76
Senior-Disabled Transportation	36,148	0	0	0	0	0	0	36,148	263,500	(227,352)	13.72
VCTC Intercity Bus Services	0	0	0	0	0	21,804	0	21,804	11,728,600	(11,706,796)	0.19
Valley Express Bus Services	0	0	0	0	0	0	180,638	180,638	1,843,400	(1,662,762)	9.80
Transit Grant Administration	102,804	0	0	0	0	0	0	102,804	8,084,000	(7,981,196)	1.27
Total Transit and Transportation	145,137	0	0	0	0	21,804	180,638	347,579	22,270,600	(21,923,021)	1.56
Highway Program											
Motorist Aid Call Box System	0	0	0	32,596	0	0	0	32,596	470,500	(437,904)	6.93
Highway Project Management	0	0	0	0	0	0	0	0	4,604,500	(4,604,500)	0.00
SpeedInfo Highway Speed Sensor	0	0	0	10,400	0	0	0	10,400	144,000	(133,600)	7.22
Total Highway	0	0	0	42,996	0	0	0	42,996	5,219,000	(5,176,004)	0.82

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE TWO MONTHS ENDED AUGUST 31, 2018**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	SPBL Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals	Budgeted Actual	Variance Actual	% Year
Rail Program											
Metrolink and Commuter Rail	1,031,256	0	0	0	0	0	0	1,031,256	9,184,627	(8,153,371)	11.23
LOSSAN and Coastal Rail	21	0	0	0	0	0	0	21	5,800	(5,779)	0.36
Santa Paula Branch Line	0	0	0	0	111,911	0	0	111,911	721,000	(609,089)	15.52
Total Rail	1,031,277	0	0	0	111,911	0	0	1,143,188	9,911,427	(8,768,239)	11.53
Commuter Assistance Program											
Transit Information Center	136	0	0	0	0	0	0	136	19,800	(19,664)	0.69
Rideshare Programs	24,120	0	0	0	0	0	0	24,120	257,000	(232,880)	9.39
Total Commuter Assistance	24,256	0	0	0	0	0	0	24,256	276,800	(252,544)	8.76
Planning and Programming											
Transportation Development Act	0	3,128,972	0	0	0	0	0	3,128,972	31,253,472	(28,124,500)	10.01
Transportation Improvement Program	16	0	0	0	0	0	0	16	45,600	(45,584)	0.04
Regional Transportation Planning	13,207	0	0	0	0	0	0	13,207	431,000	(417,793)	3.06
Airport Land Use Commission	0	0	0	0	0	0	0	0	9,000	(9,000)	0.00
Regional Transit Planning	28,298	0	0	0	0	0	0	28,298	1,197,584	(1,169,286)	2.36
Freight Movement	858	0	0	0	0	0	0	858	11,800	(10,942)	7.27
Total Planning and Programming	42,379	3,128,972	0	0	0	0	0	3,171,351	32,948,456	(29,777,105)	9.63
General Government											
Community Outreach and Marketing	38,363	0	0	0	0	0	0	38,363	262,800	(224,437)	14.60
State and Federal Relations	33,321	0	0	0	0	0	0	33,321	110,100	(76,779)	30.26
Management and Administration	6,604	0	0	0	0	0	0	6,604	76,000	(69,396)	8.69
Total General Government	78,288	0	0	0	0	0	0	78,288	448,900	(370,612)	17.44
Total Expenditures	1,838,488	3,128,972	0	42,996	111,911	21,804	180,638	5,324,809	74,957,695	(69,632,886)	7.10

For Management Reporting Purposes Only
VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCE
FOR THE TWO MONTHS ENDED AUGUST 31, 2018

	General Fund	LTF	STA	SAFE	SPBL	VCTC Intercity	Valley Express	Fund Totals	Budgeted Actual	Variance Actual	% Year
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Totals	Actual	Actual	
Revenues over (under) expenditures	(1,781,942)	(3,128,972)	0	(42,965)	102,897	200,951	852,971	(3,797,060)	(1,697,758)	(2,099,302)	223.65
Other Financing Sources											
Transfers Into GF From LTF	2,316,463	0	0	0	0	0	0	2,316,463	4,546,630	(2,230,167)	50.95
Transfers Into GF From STA	0	0	0	0	0	0	0	0	4,650,708	(4,650,708)	0.00
Transfers Into GF From SAFE	0	0	0	0	0	0	0	0	30,000	(30,000)	0.00
Transfers Into GF From SPBL	0	0	0	0	0	0	0	0	120,000	(120,000)	0.00
Transfers Into SPBL From LTF	0	0	0	0	0	0	0	0	120,000	(120,000)	0.00
Transfers Into SPBL From STA	0	0	0	0	0	0	0	0	434,200	(434,200)	0.00
Transfers Into VI From LTF	0	0	0	0	0	0	0	0	72,980	(72,980)	0.00
Transfers Into VI From STA	0	0	0	0	0	1,500,000	0	1,500,000	4,210,842	(2,710,842)	35.62
Transfers Out of LTF Into GF	0	(2,316,463)	0	0	0	0	0	(2,316,463)	(4,546,630)	2,230,167	50.95
Transfers Out of LTF Into SPBL	0	0	0	0	0	0	0	0	(120,000)	120,000	0.00
Transfers Out of LTF Into VI	0	0	0	0	0	0	0	0	(72,980)	72,980	0.00
Transfers Out of STA Into GF	0	0	0	0	0	0	0	0	(4,650,708)	4,650,708	0.00
Transfers Out of STA Into SPBL	0	0	0	0	0	0	0	0	(434,200)	434,200	0.00
Transfers Out of STA Into VI	0	0	(1,500,000)	0	0	0	0	(1,500,000)	(4,210,842)	2,710,842	35.62
Transfers Out of SAFE Into GF	0	0	0	0	0	0	0	0	(30,000)	30,000	0.00
Transfers Out SPBL Into GF	0	0	0	0	0	0	0	0	(120,000)	120,000	0.00
Total Other Financing Sources	2,316,463	(2,316,463)	(1,500,000)	0	0	1,500,000	0	0	0	0	0.00
Net Change in Fund Balances	534,521	(5,445,435)	(1,500,000)	(42,965)	102,897	1,700,951	852,971	(3,797,060)	(1,697,758)	(2,099,302)	223.65
Beginning Fund Balance w/o capital assets	2,124,655	9,043,014	12,742,549	4,894,909	-	-	-	28,805,127	33,572,663	(4,767,536)	86
Long-term Pension/OPEB/Vacation Adjustment*	(1,869,458)	-	-	-	-	(133,379)	-	(2,002,837)	-	(2,002,837)	0
Ending Fund Balance	\$ 789,718	\$ 3,597,579	\$ 11,242,549	\$ 4,851,944	\$ 102,897	\$ 1,567,572	\$ 852,971	\$ 23,005,230	\$ 31,874,905	\$ (8,869,675)	72

*Government Accounting Standards Board Statement 68 and GASB 75 require the full pension liability, inflows and outflows be accrued on financial statements.

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF AUGUST 31, 2018**

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

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo	Government Checking	N/A	\$982.78	0.18%	\$ 3,050,614.25
County of Ventura	Treasury Pool	N/A			19,203,353.64
LAIF	State Pool	N/A			7,516,599.67
Total			\$ 982.78		\$29,770,567.56

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

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

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

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

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Item #8D

October 5, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

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:

SCRRA (Metrolink) Commuter Rail

Ridership and On-time Performance

Based on data provided by Metrolink, system-wide ridership on commuter rail declined by 1.5% compared to last year's average in the same month, averaging 38,020 daily passenger trips for the month of August. The Ventura County Line, which includes both Ventura County and Los Angeles County stations, averaged 3,112 daily passenger trips for August, a 10% decrease from the previous year's average during the same month, but a 1% increase from last month. A "10 Year Snapshot" of August ridership trends is provided in Attachment A.

Metrolink ridership originating from Ventura County stations on the Ventura County Line for the month of August averaged 688 total boardings per weekday. This represents a decrease of 12% compared to the same month in the previous year and a 1% decrease from last month. Ventura County boardings represented approximately 22% of all boardings on the Ventura County line, with LA stations averaging 78%. Since 2014, the Ventura County stations proportion has declined from 25% to 22%, a 1% average annual decrease. To address the trend of declining ridership throughout the system, Metrolink has implemented a robust marketing campaign, targeting riders who live and work throughout the service area, especially near a rail station.

October 5, 2018
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Metrolink on-time performance (OTP), which denotes trains arriving within five minutes of the scheduled time, averaged 93% "on-time" arrival on the Ventura County Line for the month of August, a decline in performance from the 95% OTP recorded in July. Of the 463 trains (14 daily) operated in the month of August, 429 arrived "on-time" while 34 were late and 157 arrived early. A total of 71,569 passengers traveled on the Ventura County line for the month. "On-time" performance on the Ventura County Line continues to perform above the 92% system-wide average for August.

2008 Chatsworth Train Collision Memorial

Memorial events were held on Wednesday, September 12th marking the 10th anniversary of the September 12, 2008 Metrolink crash that killed twenty-five people, twenty-one of them from Ventura County, including ten from Simi Valley. The accident occurred when a Metrolink commuter train traveling from Chatsworth to Simi Valley collided head-on with a Union Pacific freight train. Twenty-five people died in the collision, while a total of 135 others were injured, 47 critically. Two memorial events were held, one at Union Station in downtown Los Angeles, led by Commissioner Brian Humphrey, and another event held not far from the accident site in Chatsworth. The Chatsworth ceremony had 200 people in attendance including survivors of the crash. At roughly the same time as the accident, 4:22 PM, Supervisor Linda Parks clanged a bell for each of the twenty-five victims as their names and short biographies were read aloud.

A positive to come out of the tragedy were the safety measures enacted on rail lines, most notably Positive Train Control (PTC). In 2008, Congress passed the Rail Safety Improvement Act of 2008 in direct response to the accident. The legislation required rail lines with regularly scheduled intercity and commuter rail passenger service to fully implement PTC by December 31, 2015. PTC technology uses GPS, radio and computers to remotely monitor trains, and is capable of preventing train-to-train crashes, over-speed derailments and unauthorized incursion into work zones. The technology would have prevented the Chatsworth crash. Metrolink was the first commuter system to deploy the technology and it is fully active on 341 miles of trackage owned by Metrolink.

LOSSAN Intercity Rail Corridor (Amtrak Pacific Surfliner)

Performance of Amtrak's peak-period train

Attachment C provides the ridership of Amtrak's peak period service from Ventura County to Santa Barbara County since its launch in April. Monthly Pass holders have increasingly secured a larger proportion of ticket collection compared to complimentary 10- trip passes (which were distributed by SBCAG initially to promote the service and encourage ridership) and provide a stable outlook of ongoing ridership on the service. The dip in ridership for the week of Sept 3-7 was likely due to the holiday week (Labor Day). Amtrak Train 759 has improved on-time performance with routine early arrivals in the past month increasing to an average 10 minutes. No delays were experienced for the month of August. On-time performance for the last two months is shown in Attachment C.

Attachment A
Metrolink Ridership

10 year Snapshot of Monthly Yr over Yr change in Average Weekday Ridership

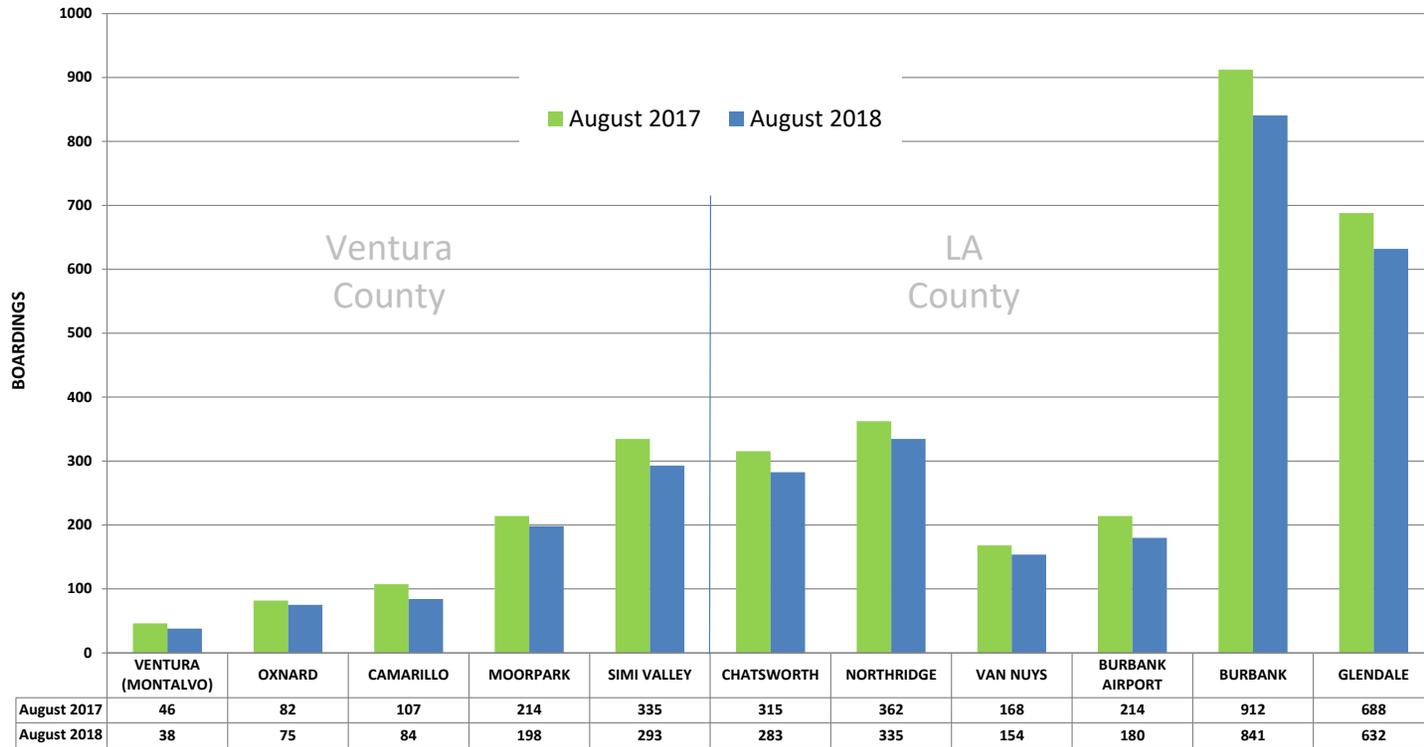
Month Year	Ventura County Station Boardings*	% Change Ventura County Station Boardings	Ventura County Line Passenger Trips	% Change Ventura County Line	Metrolink System Passengers Grand Total	% Change Metrolink System Grand Total
August 2018	688	-12%	3,112	-10%	38,020	-2%
August 2017	784	-2%	3,444	2%	38,628	1%
August 2016	797	-11%	3,368	-8%	38,093	-6%
August 2015	898	3%	3,673	7%	40,435	2%
August 2014	869	-2%	3,431	-4%	39,617	-3%
August 2013	887	-3%	3,590	-2%	40,701	-4%
August 2012	912	-5%	3,674	-8%	42,335	1%
August 2011	963	10%	3,974	13%	41,711	9%
August 2010	879	-3%	3,505	-4%	38,275	-4%
August 2009	906	-17%	3,658	-19%	39,802	-16%

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

Attachment B

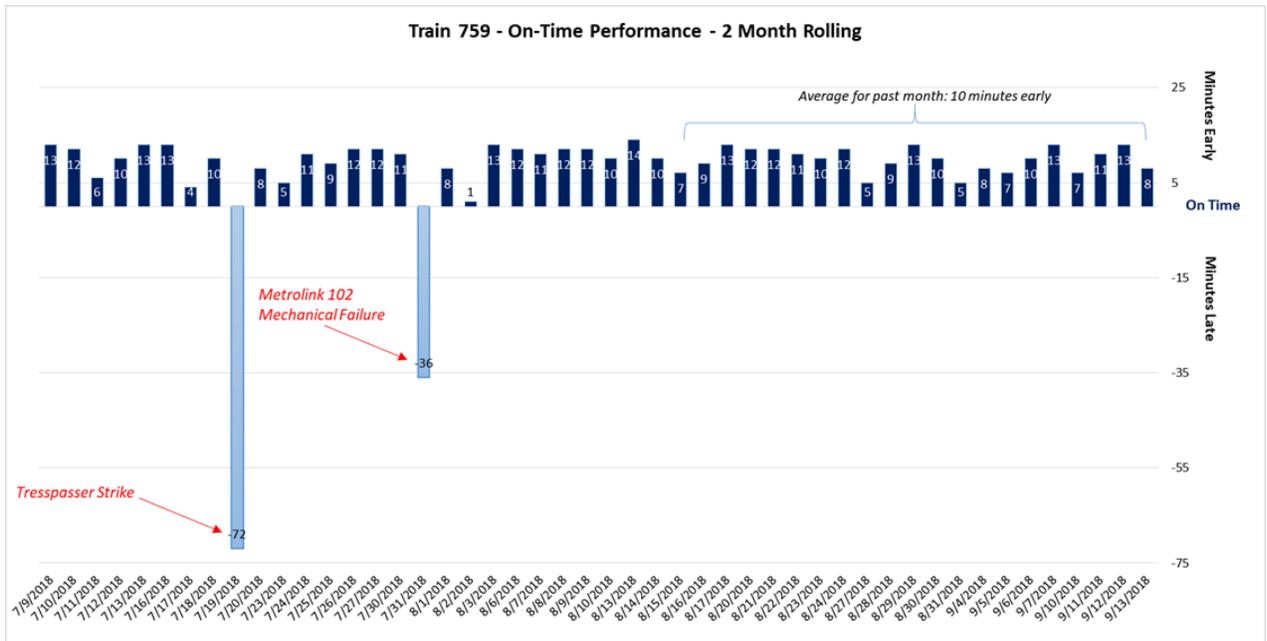
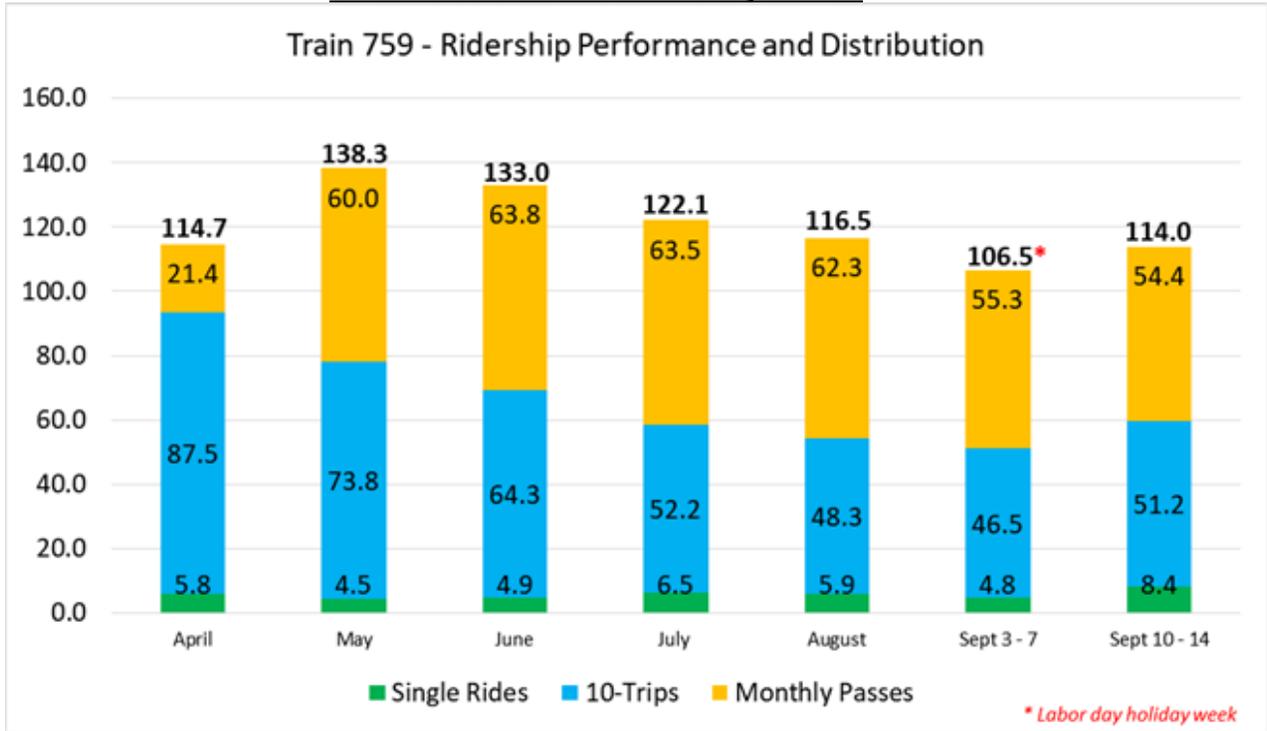
Metrolink Ventura County Station Boardings for the month of August

**Ventura County Line
Average Daily Station Boardings
Year over Year Comparison**



Source: SCRR TAC Reporting Portal.

Attachment C
Amtrak - Pacific Surfliner
Santa Barbara Commuter Friendly Service



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Item #8E

October 5, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: FISCAL YEAR 2017/2018 CARRY-OVER BUDGET AMENDMENTS

RECOMMENDATION:

- Amend the VCTC Fiscal Year 2018/2019 budget revenues and expenditures as stated in Attachment - Carry-over Budget Amendments from Fiscal Year 2017/2018. To 2018/2019.

DISCUSSION:

The Fiscal Year 2018/2019 budget was in part prepared on estimates for projects that occurred in Fiscal Year 2017/2018. Some projects experienced delays, all funds weren't expended as anticipated and/or funds were expended and other funding sources need to be substituted. Therefore, staff is recommending the following budget amendments of revenues and expenditures from the prior year be adjusted to the Fiscal Year 2018/2019 budget as indicated in the "Carry-over Amendments from Fiscal Year 2017/2018 to 2018/2019 Attachment which indicates the budget task, budget line item, funding source, expenditure and explanation.

Attachment
Carry-over Budget Amendments from Fiscal Year 2017/2018 to 2018/2019

Budget Task:	Regional Transit Technology
Funding Source	Adjustment To Revenues
FTA from fare collection budget	\$344,581
FTA from transit stop enhancement budget	1,268,446
LTF Fund Transfer from fare collection budget	13,565
STA Fund Transfer from fare collection budget	66,560
STA Fund Transfer from transit stop enhancement budget	54,151
Local Contributions from transit stop enhancement budget	557,113
Total Funding Increase	\$2,304,416

Expenditure	Adjustment to Expenditures
Equipment	\$40,000
Professional Services	2,264,416
Total Expenditures Increase	\$2,304,416

The Equipment and Professional services funds for the AVL Real-time Information System were not expended in FY 17/18.

Budget Task:	Transit Grant Administration
Funding Source	Adjustment To Revenues
Prop 1B	\$79,542
Total Funding Increase	\$79,542

Expenditure	Adjustment to Expenditures
Equipment	\$79,542
Total Expenditures Increase	\$79,542

The Equipment funds for the purchase of Rail Station Security Cameras were not expended in FY 17/18.

Budget Task:	VCTC Intercity
Funding Source	Adjustment To Revenues
FTA	\$6,426
Total Funding Increase	\$6,426

Expenditure	Adjustment to Expenditures
Outreach	\$6,426
Total Expenditures Increase	\$6,426

The Outreach funds for VCTC outreach and promotional activities were not expended in FY 17/18.

Budget Task:		Callbox System
Funding Source	Adjustment To Revenues	
SAFE Fund Transfer	\$409,500	
Total Funding Increase	\$409,500	

Expenditure	Adjustment to Expenditures	
Consultant	\$409,500	
Total Expenditures Increase	\$409,500	

The consultant funds for the modernization upgrades of the callboxes were not expended in FY 17/18.

Budget Task:		Highway Project Management
Funding Source	Adjustment To Revenues	
STP	\$565,444	
PPM	85,176	
Total Funding Increase	\$650,620	

Expenditure	Adjustment to Expenditures	
Consultant	\$650,620	
Total Expenditures Increase	\$650,620	

The consultant funds for the 101 and 118 PSRs were not expended in FY 18/19.

Budget Task:		Metrolink
Funding Source	Adjustment To Revenues	
LTF Fund Transfer	\$275,824	
Total Funding Increase	\$275,824	

Expenditure	Adjustment to Expenditures	
Equipment	\$132,300	
Operations	117,000	
Weed Abatement	26,524	
Total Expenditures Increase	\$275,824	

The Equipment, Operational and Weed Abatement funds were not expended by SCRRA in FY 17/18.

Budget Task:		Regional Transit Information Center
Funding Source	Adjustment To Revenues	
FTA	\$7,200	
LTF Fund Transfer	1,800	
Total Funding Increase	\$9,000	

Expenditure	Adjustment to Expenditures	
Training	\$1,000	
Hardware/Software	8,000	
Total Expenditures Increase	\$9,000	

The staff training and software/equipment funds were not expended in FY 17/18.

Budget Task:	Regional Transit
Funding Source	Adjustment To Revenues
FTA	\$247,590
LTF Fund Transfer	75,000
Total Funding Increase	\$322,590

Expenditure	Adjustment to Expenditures
Consultant	\$315,000
Outreach	7,590
Total Expenditures Increase	\$322,590

The Consultant funds for studies and Outreach were not expended in FY 17/18

Budget Task:	Regional Transportation Planning
Funding Source	Adjustment To Revenues
PPM	\$190,000
Total Funding Increase	\$190,000

Expenditure	Adjustment to Expenditures
Consultant	\$190,000
Total Expenditures Increase	\$190,000

The unexpended Consultant funds from FY 17/18 will be used to support of the two new grants received from SCAG.

Budget Task:	Transportation Development Act
Funding Source	Adjustment To Revenues
LTF Funds and Fund Transfer	\$379,377
STA Fund Transfer	237,567
Total Funding Increase	\$616,944

Expenditure	Adjustment to Expenditures
Article 3 - Bicycles and Pedestrians	\$366,877
Audits	12,500
Pass-Through PUC 99314	237,567
Total Expenditures Increase	\$616,944

The pass-through STA 99314 funds were not expended in FY 17/18. The Article 3 funds to Ventura County (\$11,991) and Simi Valley (\$160,580) were not claimed in FY 17/18. Camarillo returned \$194,306 that is being reprogrammed to the County. Funds for TDA audits unexpended in FY 17/18 are being carried-over.

Budget Task:	Transportation Programming
Funding Source	Adjustment To Revenues
LTF Funds in the general fund	\$40,000
PPM	(40,000)
Total Funding Increase	\$0

The Transportation Programming FY 18/19 budgeted included \$40,000 of PPM carry-over funding; however, at the end of FY 17/18, there were no PPM funds to carry-over. Staff is recommending using LTF funds in the general fund instead.

Budget Task:	STA Fund
Expenditure	Adjustment to Expenditures
STA Fund Transfer out	358,278
Total Expenditures Increase	\$358,278

Update the STA budget transfer-out line item for funds transferred to other VCTC funds.

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October 5, 2018

Item #8F

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: MARTIN R. ERICKSON, PUBLIC TRANSIT DIRECTOR
CLAIRE GRASTY, PROGRAM MANAGER
SUBJECT: LICENSE AGREEMENT WITH THE CITY OF MOORPARK

RECOMMENDATION:

- Authorize the Executive Director to execute the license agreement between VCTC and the City of Moorpark for use of parcels APN 511-009-040, APN 512-009-017, APN 512-009-014, APN 512-008-213

DISCUSSION:

To accommodate the start of the Metrolink rail service, in 1991 VCTC utilized State Proposition 116 funding to purchase 40' of rail right-of-way (ROW) for approximately 40 miles of the Ventura Main line between the City of Moorpark and the Los Angeles County line. This purchase also included the Moorpark train station, which became the Metrolink train station, as well as the parking lots adjacent to the train station. There is approximately a 100 foot long portion of VCTC's Moorpark Metrolink station property that is encroached upon by property owned by the City of Moorpark, and a private entity. The purpose of this license agreement, which grants a revocable license to the City of Moorpark, is to facilitate (at the request of the City of Moorpark) a transit-oriented development project that is planned to be built on the property owned by the City of Moorpark adjacent to the Metrolink station.

There are four VCTC owned parcels along the rail tracks in Moorpark near the Metrolink Station where 20 feet of VCTC's ROW is north of a fence that separates it from the tracks. Along these four parcels, various uses are encroaching on VCTC's ROW north of the fence. The main active uses are the post office, a hay operation and a proposed transit oriented development in one of the vacant parcels.

This license agreement with the City of Moorpark will address the encroachment issue and is the first step to address any issues as a result of the encroachment while still granting allowable uses in the parcels. The license agreement allows for fencing, parking stalls, landscaping and other hardscape improvements. The agreement will charge a nominal license fee of \$1 per year, which is all that is allowable due to the tax-free Proposition 116 bonds used to purchase the ROW.

With this license agreement in place, the City of Moorpark will be able to enter into sublicense agreements with additional parties to permit uses that are not city functions. VCTC will receive notice and information on any and all proposed sublicense agreements and sublicensees, and be able to review, consent, or withhold consent to any sublicense agreements prior to their execution. The license agreement is included as a separate document.

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Item #8G

October 5, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: COAST RAIL COORDINATING COUNCIL MEMORANDUM OF UNDERSTANDING

RECOMMENDATION:

- Approve and authorize the Executive Director to execute a Memorandum of Understanding to better plan and coordinate efforts to improve passenger rail services on the Coast Route.

DISCUSSION:

The Coast Rail Coordinating Council (CRCC) is a coalition of coastal county transportation and planning agencies organized to improve passenger rail services on the Coast Route between Los Angeles and San Jose. The coalition includes Santa Barbara County Association of Governments (SBCAG), San Luis Obispo Council of Government (SLOCOG), Transportation Agency for Monterey County (TAMC), Santa Cruz County Regional Transportation Commission (SCCRTC) and Ventura County Transportation Commission (VCTC).

The CRCC acts as an interregional forum to discuss all intercity rail issues of mutual concern, including, but not limited to intercity rail plans, local and state rail plans, freight railroad issues, and capital improvement projects. Primarily, the CRCC is working with the Caltrans Rail Program, LOSSAN, Amtrak and Union Pacific to initiate a new train San Jose to downtown Los Angeles – the “Coast Daylight” train.

In 1992, through the passage of Assembly Resolution 39, State legislators requested that coastal transportation planning agencies prepare an upgrade study for the Pacific Coast Railroad Route between downtown Los Angeles and downtown San Francisco. Six transportation agencies from coastal counties (Los Angeles, Ventura, Santa Barbara, San Luis Obispo, Monterey, and Santa Cruz) committed local funds to produce the Coast Rail Improvement Study. Following this study, CRCC produced the 2000 Coast Daylight Implementation Plan which provided an operating plan for the reinstatement of the “Coast Daylight” service that until 1971 had provided an intercity rail between San Luis Obispo and Salinas. In 2013, Caltrans’ Coast Corridor Service Development Plan (SDP) was completed which identified the proposed service expansion and operational improvements. In 2016, Amtrak completed the Coast Daylight Feasibility Study which includes details of how the new train service would be operated and supported.

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The “Coast Daylight” service would supplement the two existing intercity services operating on the Coast Route, the *Coast Starlight* which runs daily between Seattle and Los Angeles via Oakland and San Jose, and the state-funded *Pacific Surfliner*, which runs daily between San Luis Obispo and San Diego via Los Angeles and is administered by LOSSAN. The long-distance *Coast Starlight* train traveling through the coast corridor is not intended to serve the needs of intra-state travelers between the San Francisco Bay Area and Los Angeles. The *Pacific Surfliner* only provides service from San Luis Obispo southward. The “Coast Daylight” service is proposed to fill a gap in rail service between the cities of San Jose, Salinas, San Luis Obispo, Santa Barbara, Ventura, Oxnard, and Los Angeles. CRCC offers the essential support needed to achieve this goal.

The CRCC includes a Technical Committee which is made up of staff members from the various agencies, and a Policy Committee which is made up of elected officials from each of the agencies. Commissioner Bryan MacDonald currently serves as VCTC’s representative to the CRCC Policy Committee.

The goal of the Memorandum of Understanding (MOU) is to formalize the relationships among the five partner agencies in order to facilitate rail improvements along the Coast corridor. Under the MOU, agencies agree to work together to raise awareness of the importance of the Coast corridor; identify improvement needs, funding options and strategies; and coordinate with Caltrans and CalSTA to develop projects that support the corridor. The CRCC MOU has been approved by SBCAG, SLOCOG and TAMC and is provided as a separate attachment.



Item #8H

October 5, 2018

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

RECOMMENDATION:

- Receive and file.

DISCUSSION:

Attachment A is the monthly report of Delaney Hunter, the Commission's state lobbyist. Attachment B is a matrix providing the status of the bills being tracked by VCTC.

With regard to AB 1912 (Rodriguez), the bill opposed by VCTC which requires Joint Powers Agency (JPA) members to accept the pension liability for the agency, amendments were passed which ameliorated some of the financial concerns, to the extent that CSAC, the League of Cities, the JPA Association, Los Angeles County METRO, and others, removed their opposition. Other agencies including Orange County Transportation Authority and Riverside County Transportation Commission continue to be opposed. The bill still increases the risk of a JPA member agency having to assume substantial pension costs of a JPA should it become insolvent.

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CALIFORNIA ADVISORS, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT SEPTEMBER 2018

Legislative Update

August 31 marked the end of the two-year legislative session, where all items had to be closed out and finalized. As a result, the weeks leading up to the deadline consist of long floor sessions each day in both houses. Since 2018 is the second year of the legislative session, all legislation had to be acted upon before the end of August, as bills could not be continued over into the next year. Most of the transportation bills we have been tracking made it through the final steps of the process and one measure – Senate Bill 502, detailed below – popped up at the end of session. We are anxiously awaiting final action by the Governor on measures on his desk – he has until September 30.

Now legislators are home and focused on the November elections.

Important Legislation

With the legislative session coming to a close in the next few days, California Advisors has continued to advocate VCTC's position on important bill that is continuing to move through the legislative process.

SB 502 (Portantino) provides the necessary statutory authorization for Metrolink to pursue a Construction Management/ General Contractor (CM/GC) approach to facilitate the delivery of the Southern California Optimized Rail Expansion (SCORE) program by 2028. SB 502 was a late amended bill – essentially being drafted the last week of the Session. SB 502 was signed by the Governor on September 20, 2018 – Chapter 602.

SB 1119 (Beall) which waives the requirement for transit agencies to spend 50% of funds from the Low Carbon Transit Operations Program (LCTOP) on projects or services that benefit disadvantaged communities (DACs), and deems that all applicable DAC and low-income requirements are met, if the funding is spent on certain transit activities, such as reduced fare student transit passes. SB 1119 moved through the Assembly Transportation Committee, Assembly Appropriations Committee and both the Assembly and Senate Floor's with strong support. SB 1119 was signed by the Governor on September 20, 2018 – Chapter 606.

Upcoming Bill Deadlines and Priority Legislation

September 30 – Last day for Governor to sign or veto bills passed by the Legislature on or before Sept. 1 and in the Governor's possession after Sept. 1

November 6 – General Election

December 3 – 2019-20 Session Convenes

Below is a list of VCTC tracked bills:

AB 1395 (Chu D) State highways: uniform financial plan.

Introduced: 2/17/2017

Status: 8/17/2018-Failed Deadline pursuant to Rule 61(b) (15). (Last location was S. APPR. SUSPENSE FILE on 8/13/2018)

Summary: Would require the Department of Transportation, on or before January 1, 2019, to develop a uniform financial plan to remediate debris to maintain and preserve the state highway and freeway systems. The bill would require the uniform financial plan to include recommendations that allow a municipality to carry out obligations specified in the plan with reimbursement provided by the state. By imposing new duties on local municipalities, the bill would impose a state-mandated local program.

AB 1756 (Brough R) Transportation funding.

Introduced: 1/4/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. TRANS. on 1/16/2018)

Summary: Would repeal the Road Repair and Accountability Act of 2017. This bill contains other related provisions.

AB 1759 (McCarthy D) Public trust lands: City of Sacramento.

Introduced: 1/4/2018

Status: Status: 9/5/2018-Approved by the Governor. Chaptered by Secretary of State - Chapter 250, Statutes of 2018.

Summary: Would grant and convey in trust in relation to real property known as the Sand Cove Parcels, as described, to the City of Sacramento, in the County of Sacramento, and to its successors, all of the rights, title, and interests of the state, to be held by the city in trust for the benefit of all the people of the state for public trust purposes, as provided. The bill would authorize the city to use the trust lands for the construction, reconstruction, repair, and maintenance of any transportation, utility, or other infrastructure that is incidental, necessary, or convenient to promote or accommodate uses consistent with the public trust doctrine.

AB 1866 (Fong R) Transportation funding.

Introduced: 1/12/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. TRANS. on 1/29/2018)

Summary: Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road

Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, revenues from certain diesel fuel sales and use taxes, revenues from certain vehicle registration fees, and certain miscellaneous State Highway Account revenues.

AB 1912 (Rodriguez D) Public Employees' retirement: joint powers agreements: liability.

Introduced: 1/23/2018

Status: 9/11/2018-Enrolled and presented to the Governor at 4:30 p.m.

Summary: The Joint Exercise of Powers Act generally authorizes 2 or more public agencies, by agreement, to jointly exercise any common power. Under the act, if an agency is not one or more of the parties to the agreement but is a public entity, commission, or board constituted pursuant to the agreement, the debts, liabilities, and obligations of the agency are the debts, liabilities, and obligations of the parties to the agreement, unless the agreement specifies otherwise. The act also authorizes a party to a joint powers agreement to separately contract for, or assume responsibilities for, specific debts, liabilities, or obligations of the agency. This bill would eliminate that authorization, and would specify that if an agency established by a joint powers agreement participates in, or contracts with, a public retirement system, member agencies, both current and former to the agreement, would be required, upon termination or a decision to dissolve or cease operations of the agency, to mutually agree as to the apportionment of the agency's retirement obligations among themselves, within 60 calendar days, provided that the agreement equals the total retirement liability of the agency.

AB 2017 (Chiu D) Public employers: employee organizations.

Introduced: 2/5/2018

Status: 8/17/2018-Failed Deadline pursuant to Rule 61(b) (15). (Last location was S. APPR. on 5/3/2018)

Summary: Current law prohibits a public employer, as defined, from deterring or discouraging public employees from becoming or remaining members of an employee organization. Under current law, a public employer is defined, for these purposes, to include counties, cities, districts, the state, schools, transit districts, the University of California, and the California State University, among others. Existing law grants the Public Employment Relations Board jurisdiction over violations of these provisions. This bill would include in the definition of "public employer" under these provisions those employers of excluded supervisory employees and judicial council employees.

AB 2034 (Kalra D) Human trafficking: notice.

Introduced: 2/6/2018

Status: 9/4/2018-Enrolled and presented to the Governor at 3 p.m.

Summary: Would require a business or other establishment that operates an intercity passenger rail, light rail, or bus station, on or before January 1, 2020, to train its new and existing employees who are likely to interact with, or to come into contact with, a victim of human trafficking or who are likely to receive a report from another employee about suspected human trafficking, in recognizing the signs of human trafficking and how to report those signs to the appropriate law enforcement agency, as specified.

AB 2061 (Frazier D) Near-zero-emission and zero-emission vehicles.

Introduced: 2/7/2018

Status: 9/20/2018-Approved by the Governor. Chaptered by Secretary of State - Chapter 580, Statutes of 2018.

Summary: Current law sets specified limits on the total gross weight imposed on the highway by a vehicle with any group of 2 or more consecutive axles. This bill would authorize a near-zero-emission vehicle or a zero-emission vehicle, as defined, to exceed axle, tandem, gross, or bridge formula weight limits, up to a 2,000 pound maximum, by an amount equal to the difference between the weight of the vehicle attributable to the fueling system carried by that vehicle and the weight of a comparable diesel tank and fueling system.

AB 2062 (Maienschein R) State highways: landscaping.

Introduced: 2/7/2018

Status: 8/20/2018-Approved by the Governor. Chaptered by Secretary of State - Chapter 165, Statutes of 2018.

Summary: Would require highway planting projects undertaken or approved by the Department of Transportation to include, when appropriate, California native wildflowers as an integral and permanent part of the planting design, with priority given to those species of wildflower that will help rebuild pollinator populations.

AB 2127 (Ting D) electric vehicle infrastructure: assessment and roadmap.

Introduced: 2/8/2018

Status: 9/13/2018-Approved by the Governor. Chaptered by Secretary of State - Chapter 365, Statutes of 2018.

Summary: Would require the Energy Commission, in consultation with the State Air Resources Board and the PUC, to create a statewide assessment of electric vehicle charging infrastructure needed to support the levels of electric vehicle adoption needed for the state to reduce emissions of greenhouse gases to 40% below 1990 levels by 2030.

AB 2249 (Cooley D) Public contracts: local agencies: alternative procedure.

Introduced: 2/13/2018

Status: 8/20/2018-Approved by the Governor. Chaptered by Secretary of State - Chapter 169, Statutes of 2018.

Summary: Would authorize public projects of \$60,000 or less to be performed by the employees of a public agency, authorize public projects of \$200,000 or less to be let to contract by informal procedures, and require public projects of more than \$200,000 to be let to contract by formal bidding procedures.

AB 2304 (Holden D) Transit pass programs: status report.

Introduced: 2/13/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. RLS. on 5/30/2018)

Summary: Current law declares that the fostering, continuance, and development of public transportation systems are a matter of statewide concern. Current law authorizes the Department of Transportation to administer various programs and allocates moneys for various public transportation purposes. This bill would require the department to submit a report to specified committees of the Legislature on or before January 1, 2022, on the status of transit pass programs statewide, as specified.

AB 2307 (Frazier D) High-speed rail.

Introduced: 2/13/2018

Status: 6/1/2018 – Vetoed by Governor.

Summary: The California High-Speed Rail Act creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties. Current law requires the authority to establish an independent peer review group for the purpose of reviewing the planning, engineering, financing, and other elements of the authority's plans and issuing an analysis of the appropriateness and accuracy of the authority's assumptions and an analysis of the viability of the authority's funding plan for each corridor. This bill would correct an inaccurate cross-reference and make a nonsubstantive change in these provisions.

AB 2353 (Frazier D) Construction defects: actions: statute of limitations.

Introduced: 2/13/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. INACTIVE FILE on 8/16/2018)

Summary: Current law specifies the requirements for actions for construction defects. Current law includes a statute of limitations that, except as specified, prohibits an action from being brought to recover under these provisions more than 10 years after substantial completion of the improvement but no later than the date the notice of completion is recorded. This bill would shorten the 10-year period to 5 years.

AB 2530 (Melendez R) Bonds: transportation.

Introduced: 2/14/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. TRANS. on 3/5/2018)

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

AB 2543 (Eggman D) State agencies: infrastructure project budget and schedule: report.

Introduced: 2/15/2018

Status: 8/27/2018-Enrolled and presented to the Governor at 3 p.m.

Summary: Would require each state agency or department authorized to undertake large and complex infrastructure projects to develop and implement a policy for publicly reporting any significant change in the cost or schedule of a large and complex infrastructure project that would result in the project exceeding its projected budget by 10 percent or more or being delayed by 12 months or longer. The bill would require that the report include documentation and an explanation justifying a decision to proceed with the large and complex infrastructure project.

AB 2615 (Carrillo D) Department of Transportation: powers and duties: memoranda of understanding.

Introduced: 2/15/2018

Status: 9/18/2018-Approved by the Governor. Chaptered by Secretary of State - Chapter 496, Statutes of 2018.

Summary: Would require the Department of Transportation to enter into memoranda of understanding with all appropriate public agencies, including the Department of Parks and Recreation and any local public entity, for purposes of providing maximum and safe pedestrian access to state and local parks.

AB 2629 (Eggman D) Department of Transportation: state highways.

Introduced: 2/15/2018

Status: 9/17/2018-Approved by the Governor. Chaptered by Secretary of State - Chapter 436, Statutes of 2018.

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

AB 2712 (Allen, Travis R) Bonds: Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century.

Introduced: 2/15/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. TRANS. on 3/8/2018)

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

AB 2734 (Frazier D) California Transportation Commission.

Introduced: 2/15/2018

Status: 9/14/2018-Vetoed by Governor.

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

AB 2851 (Grayson D) Regional transportation plans: traffic signal optimization plans.

Introduced: 2/16/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. RLS. on 8/28/2018)

Summary: Would require each city located within the jurisdiction of a metropolitan planning organization to develop and implement a traffic signal optimization plan, as prescribed, and would require each metropolitan planning organization to consider and incorporate those plans developed by cities located within its jurisdiction into its regional transportation plan. The bill would create the Traffic Signal Optimization Fund and would require the Department of Transportation, upon appropriation by the Legislature, to award grants from moneys deposited in the fund on a competitive basis to cities that can deliver the greatest per capita reduction in emissions of greenhouse gases through the implementation of their traffic signal optimization plans and that provide matching funds.

AB 3124 (Bloom D) Vehicles: length limitations: busses: bicycle transportation devices

Introduced: 2/16/2018

Status: 6/1/2018-Approved by the Governor. Chaptered by Secretary of State - Chapter 22, Statutes of 2018.

Summary: Current law imposes a 40-foot limitation on the length of vehicles that may be operated on the highways, with specified exemptions. Current law exempts from this limitation an articulated bus or articulated trolley coach that does not exceed a length of 60 feet, and authorizes the bus or trolley to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles. Current law prohibits the above-described device from extending more than 36 inches from the front body of the bus when fully deployed, and prohibits a bicycle that is transported on that device from having the bicycle handlebars extend more than 42 inches from the front of the bus. This bill would additionally authorize an articulated bus or articulated trolley coach that does not exceed a length of 60 feet to be equipped with a folding device attached to the front of the bus or trolley if the device is designed and used exclusively for transporting bicycles as long as the device does not extend more than 40 inches from the front body of the bus when fully deployed.

AB 3135 (Frazier D) High-Speed Rail Authority: rights-of-way: security: Department of the California Highway Patrol.

Introduced: 2/16/2018

Status: 9/19/2018-Vetoed by Governor.

Summary: Current law, the California High-Speed Rail Act, creates the High-Speed Rail Authority to develop and implement a high-speed rail system in the state, with specified powers and duties, including the power to acquire rights-of-way through purchase or eminent domain. This bill would authorize the High-Speed Rail Authority to contract with the Department of the California Highway Patrol to provide any necessary security services for property acquired by the state as a right-of-way for high-speed rail purposes.

AB 3246 (Committee on Transportation) Transportation: omnibus bill.

Introduced: 2/22/2018

Status: 8/24/2018-Approved by the Governor. Chaptered by Secretary of State - Chapter 198, Statutes of 2018.

Summary: Current law authorizes a county, upon the adoption of a resolution by its board of supervisors, to impose a fee on motor vehicles, as specified, that is paid quarterly to the Controller and continuously appropriated for disbursement to the county, as specified, to be used to fund programs relating to vehicle theft crimes. Existing law requires a county that imposes this fee to issue an annual report to the Controller on or before August 31. Existing law requires the Controller to suspend a county's fee for one year if the county fails to submit the report by November 30 and requires the Controller to inform the Department of Motor Vehicles on or before January 1 that a county's authority to collect the fee is suspended. This bill would instead require the Controller to inform the Department of Motor Vehicles on or before February 1 that a county's authority to collect the fee described above is suspended.

SB 760 (Wiener D) Transportation funding: active transportation: complete streets.

Introduced: 2/17/2017

Status: 6/29/2018-Failed Deadline pursuant to Rule 61(b)(13). (Last location was A. TRANS. on 4/19/2018)

Summary: Would establish a Division of Active Transportation within the Department of Transportation and require that an undersecretary of the Transportation Agency be assigned to give attention to active

transportation program matters to guide progress toward meeting the department's active transportation program goals and objectives. The bill would require the California Transportation Commission to give high priority to increasing safety for pedestrians and bicyclists and to the implementation of bicycle and pedestrian facilities.

SB 957 (Lara D) Vehicles: high-occupancy vehicle lanes.

Introduced: 1/30/2018

Status: 9/13/2018-Approved by the Governor. Chaptered by Secretary of State. Chapter 367, Statutes of 2018.

Summary: Current law makes identifiers for ULEVs valid until January 1, 2019, and makes identifiers for SULEVs, enhanced AT PEZEVs, and TZEVs valid until January 1, 2019, January 1, 2022, or January 1 of the 4th year after the year in which they were issued, as specified. Current law, except as specified, prohibits a vehicle from being issued an identifier more than once. This bill would authorize an identifier to be issued to SULEVs, enhanced AT PEZEVs, and TZEVs for a vehicle that had previously been issued an identifier and would make that identifier valid until January 1 of the 4th year after the year in which the identifier was issued if the applicant for the identifier has a household income at or below 80% of the statewide median income, or at or below a specified threshold designated as low income.

SB 980 (Cannella R) High-occupancy vehicle lanes.

Introduced: 2/1/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. RLS. on 2/1/2018)

Summary: Under current law, the Department of Transportation and local authorities, with respect to highways under their respective jurisdictions, may authorize or permit exclusive or preferential use of highway lanes for high-occupancy vehicles, as specified, and are required to place and maintain signs and other traffic control devices to designate those exclusive or preferential lanes, the applicable vehicle occupancy levels, and the hours of high-occupancy vehicle use, as specified. This bill would make technical, nonsubstantive changes to those provisions.

SB 993 (Hertzberg D) Sales tax: services.

Introduced: 2/5/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. GOV. & F. on 5/9/2018)

Summary: Would, on and after January 1, 2019, expand the Sales and Use Tax Law to impose a tax on the purchase of services by businesses in California at a specified percentage of the sales price of the service. The bill would require the tax to be collected and remitted by the seller of the purchased services. The bill would exempt certain types of services, including health care services, from the tax and would exempt from the tax a business with gross receipts of less than \$100,000 in the previous 4 quarters.

SB 1000 (Lara D) Charging stations: zero-emission vehicles.

Introduced: 2/5/2018

Status: 9/13/2018-Approved by the Governor. Chaptered by Secretary of State. Chapter 368, Statutes of 2018.

Summary: Current law provides that it is the policy of the state to promote and encourage the use of electric vehicle charging stations and to limit obstacles to their use. This bill would state the intent of the Legislature to enact legislation to promote neutrality and interoperability in charging stations and zero-emission vehicles.

SB 1037 (Cannella R) State government finance: Road Maintenance and Rehabilitation Program.
Introduced: 2/8/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. RLS. on 2/8/2018)

Summary: Prior to receiving an apportionment of funds under the Road Maintenance and Rehabilitation Program from the Controller in a fiscal year, current law requires a city or county to submit to the California Transportation Commission a list of projects proposed to be funded with these funds. Current law requires the commission to report to the Controller the cities and counties that have submitted a list of projects and requires the Controller, upon receipt of an initial or subsequent report, to apportion funds to cities and counties included in the report, as specified. This bill would make nonsubstantive changes to the provisions requiring the commission to submit the specified reports to the Controller.

SB 1077 (Wilk R) Construction contracts: wrap-up insurance and indemnification.

Introduced: 2/12/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was A. INACTIVE FILE on 8/28/2018)

Summary: Current law regulates the use of wrap-up insurance or other consolidated insurance programs in connection with specified construction projects. Current law distinguishes, in this regard, between residential construction projects, private residential works of improvement, as specified, and public works and other projects that are not residential, as specified. This bill would recast the wrap-up insurance or other consolidated insurance program requirements, as specified, into a single provision regulating all contracts for public and private works of improvement, entered into or amended on and after January 1, 2019, for which a wrap-up insurance policy or consolidated insurance program is applicable. The bill would provide that, notwithstanding any other law, any waiver of its provisions is contrary to public policy and void.

SB 1117 (Beall D) Department of Transportation: highway engineers.

Introduced: 2/13/2018

Status: 8/31/2018-Failed Deadline pursuant to Rule 61(b)(18). (Last location was S. RLS. on 2/13/2018)

Summary: Current law provides that the Department of Transportation has full possession and control of the state highway system. Current law specifies certain powers and duties of the department relative to the recruitment and retention of highway engineers, including participation by the department in student loan repayment, offering of salaries above the lowest salary step, and various other provisions. This bill would make a nonsubstantive change to these provisions.

SB 1119 (Beall D) Low Carbon Transit Operations Program.

Introduced: 2/13/2018

Status: 9/20/2018-Approved by the Governor. Chaptered by Secretary of State. Chapter 606, Statutes of 2018.

Summary: Current law requires, for recipient transit agencies whose service areas include disadvantaged communities, as specified, that those recipient transit agencies expend at least 50% of the total moneys they received as part of the Low Carbon Transit Operations Program on projects or services that meet specified requirements and benefit those disadvantaged communities. This bill would authorize a recipient transit agency to satisfy the above-stated requirement by expending at least 50% of program funds received on transit fare subsidies, specified transit connections, or technology improvements that reduce emissions of greenhouse gases.

SB 1153 (Stern D) Local initiatives: review.

Introduced: 2/14/2018

Status: 7/20/2018-Approved by the Governor. Chaptered by Secretary of State. Chapter 155, Statutes of 2018.

Summary: Would require the county counsel for county initiative measures and the city attorney for municipal initiative measures to initiate a public review process for a period of 30 days by (1) posting the text of the proposed initiative measure on its Internet Web site and (2) inviting, and providing for the submission of, written public comments on the proposed initiative measure. By imposing new duties on local county counsels and city attorneys, the bill would impose a state-mandated local program

SB 1172 (Beall D) High-Speed Rail Authority.

Introduced: 2/14/2018

Status: 9/12/2018-Enrolled and presented to the Governor at 5 p.m.

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

SB 1262 (Beall D) Construction Manager/General Contractor project delivery method: Department of Transportation.

Introduced: 2/15/2018

Status: 9/17/2018-Approved by the Governor. Chaptered by Secretary of State. Chapter 465, Statutes of 2018.

Summary: Would remove the cap on the number of projects for which the Department of Transportation is authorized to use the CM/GC method, eliminate the minimum construction costs limitation, and make conforming changes to existing provisions. The bill would impose the requirement to use department employees or consultants to perform project design and engineering services on at least 2/3 of the projects delivered by the department utilizing the CM/GC method. The bill would delete the existing report requirements. This bill contains other related provisions and other existing laws.

SB 1328 (Beall D) Mileage-based road usage fee.

Introduced: 2/16/2018

Status: 9/22/2018-Signed by the Governor

Summary: Current law requires the Chair of the California Transportation Commission to create a Road Usage Charge (RUC) Technical Advisory Committee in consultation with the Secretary of the Transportation Agency. Under current law, the purpose of the technical advisory committee is to guide the development and evaluation of a pilot program to assess the potential for mileage-based revenue collection as an alternative to the gas tax system. Current law requires the technical advisory committee to study RUC alternatives to the gas tax and to make recommendations to the Secretary of the Transportation Agency on the design of a pilot program, as specified. Current law repeals these provisions on January 1, 2019. This bill would extend the operation of these provisions until January 1, 2023.

SB 1427 (Hill D) Discrimination: veteran or military status.

Introduced: 2/16/2018

Status: 8/28/2018-Enrolled and presented to the Governor at 3:30 p.m.

Summary: Current law declares that housing discrimination on the basis of race, color, religion, sex, gender, gender identity, gender expression, sexual orientation, marital status, national origin, ancestry, familial status, source of income, disability, or genetic information is against public policy. This bill would state findings and declarations of the Legislature regarding the importance of housing for veterans and its priority and declare that housing discrimination on the basis of veteran or military status is against public policy.

SB 1434 (Leyva D) Transportation electrification: electricity rate design.

Introduced: 2/16/2018

Status: 8/17/2018-Failed Deadline pursuant to Rule 61(b)(15). (Last location was A. APPR. SUSPENSE FILE on 8/8/2018)

Summary: Would require the PUC to direct electrical corporations with more than 100,000 service connections in California to file rate design applications, specific to transit agencies as commercial customers, that support and accelerate the deployment of zero-emission transit buses to reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases to 40% below 1990 levels by 2030 and to 80% below 1990 levels by 2050. The bill would authorize an electrical corporation with 100,000 or fewer service connections in California to file rate design applications for those purposes.

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY September 24, 2018			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 1912 Rodriguez	Requires joint powers authority members to accept CalPERS pension liability for authority employees.	Oppose	Passed Senate 27-10.
SB 1119 Beall	Simplifies the administration and tracking of the requirement to spend 50% of LCTOP apportionment to benefit disadvantaged communities.	Support	Passed Assembly 80-0. Signed by Governor.



Item #9

October 5, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: POSITION ON PROPOSITION 6

RECOMMENDATION:

- Adopt "Oppose" position on Proposition 6.

BACKGROUND:

Last month's agenda reported that the initiative to repeal Senate Bill (SB) 1, the Road Repair and Accountability Act, has qualified for the ballot and been designated as Proposition 6. As the Commission is well aware, SB 1 was passed in April 2017 by a two-thirds vote of the Legislature, and is estimated to provide an estimated \$52.4 billion in new resources for transportation over the next 10 years. However, Proposition 6, was specifically designed to repeal SB 1 by prohibiting any motorist-related tax increase subsequent to January 2017 without voter approval. Any future attempt to increase motorist taxes or fees would also require voter approval, something that has happened only once in the past century, with Proposition 111 in 1990. At all other times, the decision to raise the fuel tax was made by the Legislature with no popular vote.

DISCUSSION:

Committed SB 1 Project Funds

The state has committed that over the next five years Ventura County will receive the following from SB 1:

- \$120 million for the ten cities and the county to better maintain their streets and roads. (The estimated annual apportionments by jurisdiction are shown in Attachment A).
- \$69 million to fully-fund the Rice Avenue Bridge over the railroad at Fifth Street in Oxnard.
- \$25 million for transit operations and maintenance.
- \$3 million for active transportation (bicycle/pedestrian) projects.

In addition to these specific SB 1 commitments in Ventura County, the county will benefit from the following other transportation programs that are committed for funding at least in part by SB 1, and include work within or in close proximity to this county:

- \$5.75 billion over the next five years statewide for state highways rehabilitation and operational improvements.
- \$764 million for the Metrolink SCORE project to expand system capacity, including Ventura County Line improvements in the vicinity of Simi Valley.
- \$247 million to widen the Route 5 Freeway in Santa Clarita in Los Angeles County.
- \$148 million for capacity and reliability enhancements to the LOSSAN North (“Amtrak Pacific Surfliner”) Corridor between Los Angeles and San Luis Obispo, including improvements in Oxnard and Camarillo.
- \$104 million to widen the Route 101 Freeway through Carpinteria and Summerland in Santa Barbara County.
- \$9 million for enhanced bus service between Ventura County, Santa Barbara, and Goleta.

SB 1 Support for VCTC’s Responsibilities

Although SB 1 provides significant funding for state highway and street maintenance, as well as rail system improvements, and congestion reduction on freeways frequently used by Ventura County residents, for the Commission an important added consideration is the specific responsibility VCTC faces in the areas of safety, freeway improvements planning, asset protection, and continuation of ongoing service.

Due to SB 1, the Rice Bridge Is Now Fully Funded

The train crash three years ago at the Rice Avenue crossing in Oxnard highlighted the need to grade separate that location, and VCTC has been able to prioritize funds to keep that project’s design moving. Until SB 1 there was virtually no money available for the project’s property acquisition and construction, but the state has now committed funds from SB 1 such that this project is fully funded. However, should Proposition 6 pass the Commission will have to face the daunting challenge of identifying the required funding absent the \$69 million in SB 1 funds committed to build the project. At best, there would likely be a lengthy delay while other funding sources are sought, resulting in cost increases, and prolonging the safety risk at this location crossing.

SB 1 Provides Consistent Funding for Freeway Improvements

VCTC is currently underway with planning for improvements to Route 101, and part of this work scope is to develop a strategy of “Early Action Improvements” that can be implemented using available highway funds. The “Early Action Improvements” will likely focus on operational improvements such as auxiliary lanes.

SB 1 provides the strong possibility that the Route 101 “Early Action Improvements” can be funded through a partnership between Caltrans and VCTC. For Caltrans, the significant SB 1 funding for the State Highway Operations and Protection Program (SHOPP) will provide resources to partner with county transportation commissions to implement operations improvements such as auxiliary lanes. SB 1 also provides for stabilizing the funding in the State Transportation Improvement Program (STIP), providing VCTC with the wherewithal to provide its share to leverage the Caltrans operational improvement funds. Proposition 6 would eliminate both the likely Caltrans funds for operational improvements and a significant amount of the Ventura County STIP share available for the “Early Action Program.”

In addition, Proposition 6 could also result in a loss of as much as \$350,000 of VCTC’s annual apportionment of state planning funds that come from the STIP, reducing resources for VCTC’s planning work starting in FY 2019/20.

SB 1 Supports VCTC's Asset Maintenance

The Commission has a responsibility to adequately maintain the assets it owns for the benefit of the public and the protection of the investment. These assets include not only the VCTC-owned buses but also the infrastructure associated with the rail corridor used by Metrolink, Amtrak, and Union Pacific between Moorpark and the Los Angeles County line, for which VCTC also has a contractual obligation with the railroads to provide adequate upkeep. In the past few years it has become clear that the prior level of rehabilitation investment provided by VCTC was woefully inadequate and there is now a significant maintenance backlog for this rail line. The additional \$1.3 million in Transit State of Good Repair funds committed from SB 1 to VCTC would be a key resource for maintaining these assets.

SB 1 Supports VCTC's Ongoing Operations

VCTC's adopted FY 2018/19 budget benefits from \$1.9 million from SB 1 to cover increased VCTC Intercity Bus contracting cost, rail expenses, and pass-through to local agencies. Due to the SB 1 revenues generated prior to the November election, for 2018/19 these budgeted funds are not at risk from Proposition 6. However, should Proposition 6 pass, similar funding will not be available for the FY 2019/20 budget and so the Commission will need to make difficult choices, such as service reductions, to eliminate the shortfall. Also, since much of the available funding is flexible the Commission would face difficult tradeoffs between VCTC's bus service, local bus service, Metrolink service, and the contractually-required rail corridor maintenance.

Constitutional Protection for State Transportation Revenues Including SB 1

Proposition 69 on the June ballot, which VCTC supported, provides that under the State Constitution, the revenues derived from SB 1 can be used only for transportation purposes. Furthermore, the previously-existing transportation revenues have been protected since 2010, when the voters passed Proposition 22, which VCTC also supported.

Cost to Motorists

According to the "Yes on 6" campaign, Proposition 6 will save the typical two-car family \$780 in taxes per year. According to the "No on 6" campaign, it will save \$117 in taxes per driver. Per the State Budget graphic shown in Attachment B, under SB 1 the gasoline tax paid per gallon, when adjusted for inflation, is now approximately the same as it was in 1994.

Organizations Opposing Proposition 6

Proposition 6 is opposed by the California Chamber of Commerce, the California State Association of Counties, the League of California Cities, the California Association of Councils of Governments, the City of Moorpark, the City of Ojai, the Los Angeles County Metropolitan Transportation Authority, the Riverside County Transportation Commission, the Southern California Association of Governments, and the Ventura Council of Governments.

Conclusion

The Commission has consistently taken positions on ballot propositions where the issue is related to protecting transportation revenues. Proposition 6, if passed, would repeal a significant new source of transportation revenue. It is critical that these gas tax funds remain available for VCTC to carry out its responsibilities for transportation system safety, congestion reduction, asset maintenance, and continuation of the current service level. Staff estimates that the passage of Proposition 6 would eliminate as much as \$3.5 million in annual revenue sources that support VCTC's FY 2018/19 budget

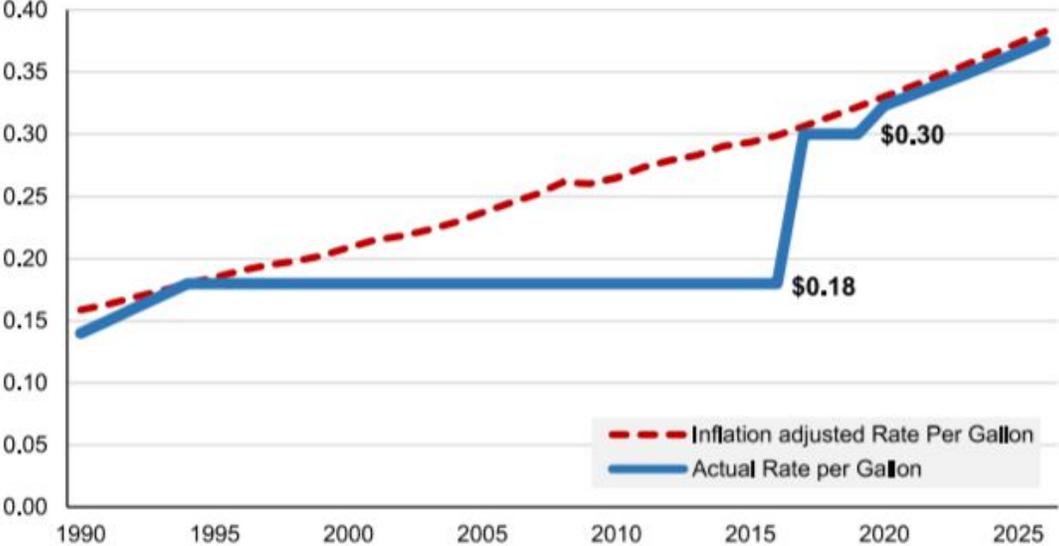
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spending but would not be available for the FY 2019/20 budget. In addition, VCTC must be concerned with the overall integrated transportation system, and Proposition 6 would, if passed, eliminate a large source of road maintenance funding for Caltrans, the County and the cities, inevitably leading to significantly degraded roads unless replaced with other funds. For these reasons staff recommends the Commission adopt an "Oppose" position on Proposition 6.

Projected Local SB1 Apportionments 18/19

Ventura County	Road Maintenance Rehab Acct
<i>Camarillo</i>	<i>1,164,933</i>
<i>Fillmore</i>	<i>262,408</i>
<i>Moorpark</i>	<i>616,206</i>
<i>Ojai</i>	<i>126,377</i>
<i>Oxnard</i>	<i>3,476,443</i>
<i>Port Hueneme</i>	<i>381,624</i>
<i>San Buenaventura</i>	<i>1,828,390</i>
<i>Santa Paula</i>	<i>512,903</i>
<i>Simi Valley</i>	<i>2,130,135</i>
<i>Thousand Oaks</i>	<i>2,199,540</i>
<i>Ventura County Unincorporated</i>	<i>10,825,448</i>
<i>Ventura County Total</i>	<i>23,524,407</i>

Figure TRN-01
SB 1 Restored Lost Purchasing Power for the Gas Tax



SOURCE: Governor’s FY 2017/18 State Budget Submittal



Item #10

October 5, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: FISCAL YEAR (FY) 2018/19 TRANSIT PROGRAM OF PROJECTS (POP) – PUBLIC HEARING

RECOMMENDATION:

- Open public hearing and receive testimony.
- Adopt the attached final Program of Projects (POP) approving the projects to receive Federal Transit Administration funds for all areas of Ventura County in FY 2018/19.

BACKGROUND:

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

The FY 2018/19 POP was developed using the same methodology that was first developed for the FY 2003/04 POP, which provides a fair share distribution of revenues and expenses between the four urbanized areas in the County. A draft of this POP was reviewed and approved by TRANSCOM at its May 2018 meeting, and by the VCTC on June 1, 2018.

DISCUSSION:

The attached POP table shows the recommended projects for each of the urbanized areas. The most significant changes from the draft are due to Congress unexpectedly passing a FY 2017/18 budget which appropriated funds for certain transportation programs at a greater amount than was authorized by the Fixing America's Surface Transportation (FAST) Act. Since the FY 2017/18 POP revenue estimates were based on the authorized amounts, the appropriation created a surplus for 2017/18 which has carried over to 2018/19 and is available for programming. For transit, the Section 5337 and 5339 formula programs were recipients of funding above the authorized amounts.

For Section 5337, the State of Good Repair Program for which SCRRRA is the county's only eligible recipient, the FY 2017/18 apportionments were \$737,861 above the estimate for the Oxnard/Ventura area and \$515,786 over the estimate for the Thousand Oaks/Moorpark area. These amounts have been

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added to the 2018/19 POP Metrolink Rehabilitation item with the amounts shown as available during the current fiscal year. SCRRRA will be able to use these additional funds to help address the significant maintenance backlog that has been identified.

The Section 5339 Bus account received an additional \$226,036 above the estimate for Oxnard/Ventura and an additional \$130,820 above the estimate for remainder of the county. Since Section 5339 funds are only programmed to Gold Coast and VCTC, staff recommends that due to the relatively small amount of additional funds and the fact that Gold Coast can easily use the funds for debt service on its operations facility, that the Oxnard/Ventura area surplus be programmed for Gold Coast operations facility debt service, and the surplus for the other areas be programmed for VCTC vehicle leases, which VCTC can use.

Another change to the Final POP is that VCTC was notified by the Ventura County Human Services Agency (HSA) that they had misunderstood the application for the most recent JARC/5310 call for projects and had intended to apply for \$120,000 to cover two years' worth of funds, rather than the \$60,000 for which they were approved. Since there is an unused balance of available JARC funds, staff has revised the recommended Final POP to provide the additional \$60,000 to the HSA for the Work Reliability Transportation Project, by adding \$30,000 for FY 2017/18, which will be in addition to the \$30,000 in the FY 2017/18 POP; and also increasing the FY 2018/19 amount from \$30,000 to \$60,000. This funding at a rate of \$60,000 per year is in line with what the HSA had been receiving from JARC in prior years, so staff believes it is appropriate to approve the additional funds to provide the two years' worth of funds as would be expected given that the call for projects was for two years' worth of funds.

Although the FY 2017/18 federal budget was passed at a higher level than authorized, thus creating the carryover that is programmed in this recommended FY 2018/19 POP, it has been conservatively assumed that FY 2018/19 federal budget will return to the level authorized under the FAST Act. As a result, although the POP programs the unexpected funds from FY 2017/18, it does not incorporate any such additional funds from the FY 2018/19 appropriation. Thus far, the FY 2018/19 transportation appropriation has passed the Senate but not the House. Although the Senate bill includes additional funds above the authorized amount, similar to the approved 2017/18 budget, it is not known at this time what eventual budget agreement will be developed.

The final POP was approved at the September 13, 2018 TRANSCOM meeting. The public hearing notice was published in the Ventura County Star on September 25, 2018.

ATTACHMENT

Program of Projects			
<p>The Ventura County Transportation Commission (VCTC) will hold a public hearing on the Program of Projects (POP) for the Oxnard, Thousand Oaks, Camarillo and Simi Valley Urbanized Areas (UAs) for projects to be funded with Federal Transit Administration funds in the 2018/19 Fiscal Year (FY 2019). The funds available in FY 2019 are estimated to be \$425,000 in Section 5310 funds and \$22,960,000 in other funds for the Oxnard UA, \$170,000 in Section 5310 funds and \$7,200,000 in other funds for the Thousand Oaks UA, \$2,615,000 for the Camarillo UA, and \$3,325,000 for the Simi Valley UA, based on anticipated FY 2019 funds, prior year carry-over funds, and federal discretionary funds. The public hearing will be held at 9:00 a.m. on Friday, October 5, 2018, in the Camarillo City Council Chamber, 601 Carmen Drive, in Camarillo. The POP is available for public inspection at 950 County Square Drive, Suite 207, Ventura CA 93003. Unless a subsequent list is published, this list will become the final Program of Projects for inclusion in the Southern California Association of Governments Federal Transportation Improvement Program.</p>			
FY 2018/19 Federal Transit Program of Projects			
	Total Cost	Federal Share	Local Share & Other
OXNARD/VENTURA URBANIZED AREA			
Gold Coast Transit			
<u>Operating Assistance</u>			
Ventura Road Transit Service (FY 18/19 & 19/20) (CMAQ Funds)	\$ 2,751,717	\$ 2,436,095	\$ 315,622
Operating Assistance	\$ 2,500,000	\$ 1,250,000	\$ 1,250,000
	\$ 5,251,717	\$ 3,686,095	\$ 1,565,622
<u>Capital Assistance</u>			
Preventive Maintenance	\$ 1,662,895	\$ 1,330,316	\$ 332,579
Midlife Bus Refurbishment & Engine Replacement for 14 buses (CMAQ Funds)	\$ 2,056,982	\$ 1,821,046	\$ 235,936
Operations and Maintenance Facility Debt Service	\$ 486,815	\$ 389,452	\$ 97,363
Operations and Maintenance Facility Debt Service (5339 Funds)(FY 17/18)	\$ 282,545	\$ 226,036	\$ 56,509
Operations and Maintenance Facility Debt Service (5339 Funds)	\$ 888,185	\$ 710,548	\$ 177,637
ADA Paratransit Service	\$ 1,147,500	\$ 918,000	\$ 229,500
	\$ 6,524,922	\$ 5,395,398	\$ 1,129,524
Total Gold Coast	\$ 11,776,639	\$ 9,081,493	\$ 2,695,146
Ventura County Transportation Commission			
<u>Operating Assistance</u>			
VCTC Intercity Operating Assistance (FY 19/20)	\$ 2,449,156	\$ 1,224,578	\$ 1,224,578
CalVans Vanpool (JARC funds)	\$ 100,000	\$ 25,000	\$ 75,000
County Human Services Agency Work Reliability Transport (FY 2017/18 - JARC funds)	\$ 36,000	\$ 30,000	\$ 6,000
County Human Services Agency Work Reliability Transport (FY 2018/19 - JARC funds)	\$ 72,000	\$ 60,000	\$ 12,000
	\$ 2,657,156	\$ 1,339,578	\$ 3,996,734
<u>Planning Assistance</u>			
Transit Planning and Programming (FY 19/20)	\$ 393,783	\$ 315,026	\$ 78,757
Regional Transit Information Center (FY 19/20)	\$ 280,000	\$ 224,000	\$ 56,000
Countywide Outreach Activities (FY 19/20) (CMAQ Funds)	\$ 600,000	\$ 600,000	\$ -
Fare Collection/Passenger Counting Data Management (FY 19/20)	\$ 350,000	\$ 280,000	\$ 70,000
Elderly/Disabled Planning/Evaluation (FY 19/20)	\$ 278,750	\$ 223,000	\$ 55,750
Bus Service Planning (FY 19/20)	\$ 565,000	\$ 452,000	\$ 113,000
	\$ 2,467,533	\$ 2,094,026	\$ 373,507
<u>Capital Assistance</u>			
Regional Transit Tech Equipment (FY 19/20)	\$ 118,750	\$ 95,000	\$ 23,750
Purchase 3 VCTC Intercity Buses (CMAQ Funds)	\$ 2,138,099	\$ 1,892,859	\$ 245,240
Metrolink Preventive Maintenance (FY 19/20)	\$ 1,820,228	\$ 1,820,228	\$ -
Metrolink Capital Rehab (Sec 5337)	\$ 737,861	\$ 737,861	\$ -
Metrolink Capital Rehab (FY 19/20)(Sec 5337)	\$ 2,477,608	\$ 2,477,608	\$ -
Metrolink Prev Maintenance (FY 19/20)(Sec 5337)	\$ 2,460,937	\$ 2,460,937	\$ -
	\$ 9,634,733	\$ 9,389,493	\$ 245,240
Total VCTC	\$ 14,759,421	\$ 12,823,097	\$ 4,615,480

Valley Express			
<u>Operating Assistance</u>			
Operating Assistance (FY 19/20)	\$ 1,254,396	\$ 627,198	\$ 627,198
Total Valley Express	\$ 1,254,396	\$ 627,198	\$ 627,198
TOTAL	\$ 27,790,456	\$ 22,531,788	\$ 7,937,824
THOUSAND OAKS/MOORPARK URBANIZED AREA			
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Planning and Programming (FY 19/20)	\$ 570,971	\$ 456,777	\$ 114,194
	\$ 570,971	\$ 456,777	\$ 114,194
<u>Capital Assistance</u>			
VCTC Svcs - Cap Leases (FY19/20)	\$ 352,981	\$ 282,385	\$ 70,596
VCTC Svcs - Cap Leases (FY19/20) (Sec 5339)	\$ 166,735	\$ 166,735	\$ -
Regional Transit Tech Equipment (FY 19/20)	\$ 37,500	\$ 30,000	\$ 7,500
Regional Transit Tech Equipment (FY 19/20) (Sec 5339)	\$ 144,600	\$ 144,600	\$ -
Metrolink Preventive Maintenance (FY 19/20)	\$ 742,381	\$ 742,381	\$ -
Metrolink Capital Rehab (Sec 5337)	\$ 515,786	\$ 515,786	\$ -
Metrolink Capital Rehab (FY 19/20)(Sec 5337)	\$ 1,694,545	\$ 1,694,545	\$ -
Metrolink Prev Maintenance (FY 19/20)(Sec 5337)	\$ 1,683,883	\$ 1,683,883	\$ -
	\$ -	\$ -	\$ -
	\$ 5,338,411	\$ 5,260,315	\$ 78,096
Total VCTC	\$ 5,909,383	\$ 5,717,092	\$ 192,291
City of Thousand Oaks			
<u>Planning Assistance</u>			
Transit Planning & Education	\$ 187,500	\$ 150,000	\$ 37,500
	\$ 187,500	\$ 150,000	\$ 37,500
<u>Capital Assistance</u>			
Transit Vehicle Maintenance	\$ 500,000	\$ 400,000	\$ 100,000
Transit Facilities / Bus Stops Maintenance	\$ 187,500	\$ 150,000	\$ 37,500
Transit Vehicle Capital Lease	\$ 187,500	\$ 150,000	\$ 37,500
Inter-City ADA	\$ 62,500	\$ 50,000	\$ 12,500
	\$ 937,500	\$ 750,000	\$ 187,500
Total Thousand Oaks	\$ 1,125,000	\$ 900,000	\$ 225,000
City of Moorpark			
<u>Operating Assistance</u>			
Fixed Route/Paratransit Operating Assistance	\$ 240,000	\$ 120,000	\$ 120,000
	\$ 240,000	\$ 120,000	\$ 120,000
<u>Capital Assistance</u>			
Metrolink Station South Entrance + Other Station Improvements / Upgrades	\$ 126,928	\$ 101,542	\$ 25,386
Dial-a-Ride Capital Leases / Cap Maint	\$ 93,750	\$ 75,000	\$ 18,750
	\$ 220,678	\$ 176,542	\$ 44,136
Total Moorpark	\$ 460,678	\$ 296,542	\$ 164,136
TOTAL	\$ 7,495,060	\$ 6,913,634	\$ 581,426
CAMARILLO URBANIZED AREA			
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Planning and Programming (FY 19/20)	\$ 164,430	\$ 131,544	\$ 32,886
	\$ 164,430	\$ 131,544	\$ 32,886
<u>Capital Assistance</u>			
VCTC Svcs - Cap Leases (FY18/19) (Sec 5339)	\$ 186,125	\$ 186,125	\$ -
VCTC Svcs - Cap Leases (FY19/20) (Sec 5339)	\$ 169,392	\$ 169,392	\$ -
	\$ 355,517	\$ 355,517	\$ -
Total VCTC	\$ 519,947	\$ 487,061	\$ 32,886
City of Camarillo			
<u>Operating Assistance</u>			
Camarillo Area Transit Operating Assistance	\$ 924,100	\$ 462,050	\$ 462,050

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Item #11

October 5, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: TRANSIT ASSET MANAGEMENT (TAM) PLAN

RECOMMENDATION:

- Approve the Ventura County Group TAM Plan

BACKGROUND:

In 2012, Moving Ahead for Progress in the 21st Century Act (MAP-21) mandated the Federal Transit Administration (FTA) develop a rule establishing a strategic and systematic process of operating, maintaining, and improving public capital assets effectively through their entire life cycle. The resulting FTA Transit Asset Management (TAM) Final Rule 49 USC 625 became effective in 2016 and set forth federal regulations establishing minimum asset management practices for transit providers. The final rule requires transit agencies to maintain and document minimum TAM standards, which will prioritize funding based on the condition of transit assets in order to achieve or maintain transit networks in a State of Good Repair (SGR).

The purpose of the FTA rulemaking is to help achieve and maintain SGR for the nation's public transportation assets. Currently, there is an estimated \$89.8 billion transit SGR backlog. The TAM rule aims to address the backlog by requiring transit providers create TAM plans that will help them systematically address their maintenance needs and develop prioritized asset investment plans. Well-developed asset management systems have been shown to have lower long-term maintenance costs and increase efficiency and service reliability. Additionally, the TAM Plan will have important non-quantifiable benefits, such as improved transparency and accountability. Implementing a TAM system requires transit providers to collect and use asset condition data, set targets, and develop strategies to prioritize investments to meet their goals. The rule develops a framework for transit agencies to monitor and manage public transportation assets, improve safety, increase reliability and performance, and establish performance measures and targets.

DISCUSSION:

As the designated recipient of funds, which passes along funds to subrecipients that own or operate capital assets used in providing public transportation, VCTC must sponsor a group TAM plan on behalf of its subrecipients. Accordingly, VCTC is the sponsoring agency of the Ventura County Group TAM Plan.

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The Group TAM Plan includes VCTC Intercity service, Valley Express, Camarillo Area Transit, Moorpark City Transit, Simi Valley Transit, Thousand Oaks Transit and the small operators of Downtown Ventura Partners, Help of Ojai and Ventura Transit System. All of these operators are subrecipients with the exception of Simi Valley Transit which has elected to be part of the group plan.

TAM Plans for Tier II operators (operators with 100 or less peak vehicles) require the following:

- Inventory of Capital Assets
- Condition Assessment
- Decision Support Tools
- Investment Prioritization

The TAM Plan includes inventory of all assets used by the operators in the group plan as well as a condition assessment, decision support tools and investment prioritization for all assets owned by the operators. Also included is an inventory and condition assessment of the rail station platforms utilized by the Metrolink system, four of which are owned by VCTC. The TAM plan also includes targets for each asset type and a list of capital investments through 2023.

At the September 13 meeting, Transcom approved the TAM Plan, pending any comments received by September 20, which have been incorporated into the Plan.

The Ventura County Group TAM Plan is included as a separate attachment.



Item #12

October 5, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: AARON B. BONFILIO, PROGRAM MANAGER

SUBJECT: VCTC INTERCITY FARE PRICING

RECOMMENDATION:

- Approve implementation of the Fare Change Proposal and Timeline as identified in Exhibit 1.

BACKGROUND:

The proposition of raising passenger fares is not one that the Ventura County Transportation Commission takes lightly. The last time the Commission approached the issue of raising fares was 2009. At that time, fare increases were approved and implemented over a two-phase, two-year period: first in 2010 and then again in 2011. Fares have remained at the same prices since. Service levels have generally been unchanged, as well. However a small reduction was implemented May 2017 to reduce operating costs. Currently VCTC provides approximately **2,900** passenger trips per weekday and an average of **900** trips per Saturday and Sunday.

As discussed previously with the Commission, these are the primary reasons VCTC staff is recommending a fare increase: 1) between 2012 and present, VCTC Intercity contractor costs increased 48%; 2) VCTC's fares are currently lower than our neighboring agencies, and similar commuter bus transit services; and, 3) it is a 'best practice' to periodically review and consider fare increases.

Most recently, VCTC began its review of another possible fare increase during the Fall of 2017. A survey of VCTC riders was conducted onboard the buses which solicited input regarding a potential increase in prices. Cross tabulation analysis regarding respondent's typical route utilization, household income and ethnic/racial backgrounds was conducted. This type of study—an equity analysis for constitutionally protected classes—is required of larger-sized transit agencies to ensure U.S. Title VI compliance. Even though VCTC was not required to do so, it conducted such a survey as a best-practice to inform the Commission. The report regarding the survey was presented to the Commission at the May 11, 2018 VCTC meeting. That report is attached to this item as *Attachment A*.

Following the May 2018 meeting, the Commission received a follow-up report at its July 2018 Commission meeting. The presentation included the historical trends for farebox performance and the increase in operating costs, as well as, current ridership and fare payment data. In addition, a draft *Fare Change Proposal and Timeline* was presented to the Commission, with the understanding that the next step of any potential fare change, would be for VCTC to provide an opportunity for public comment prior to the Commission acting. See *Attachment B* for the July 2018 report and the presentation of the Fare Change Proposal and Timeline.

Following the July 2018 meeting, the formal public comment period started August 1, 2018. Notices requesting comments were posted on buses, at bus stops, in local newspapers, online through VCTC's website and promoted through social media. The public comment period culminated September 7, 2018 at the VCTC Commission meeting, during which the Commission held a voluntary public hearing. At the meeting, the Public Comment Report was presented, and two speakers provided testimony. In total there were fifty-nine (59) formal comments submitted via an online survey and two (2) comments received during the public hearing. See *Attachment C* for the September 2018 Public Comment Report.

DISCUSSION

Contractor Cost Increases

As noted above, the cost of VCTC's contract providers **increased 48%** since the last time fares were adjusted. In 2012, approximately one year after the last fare increase, the then-VISTA contractor, Coach America filed for bankruptcy. Shortly there-after the contractor notified VCTC it would discontinue operating service. VCTC was able to solidify short-term agreements with Roadrunner, a local provider, for approximately three years at generally the same rates as the prior operator.

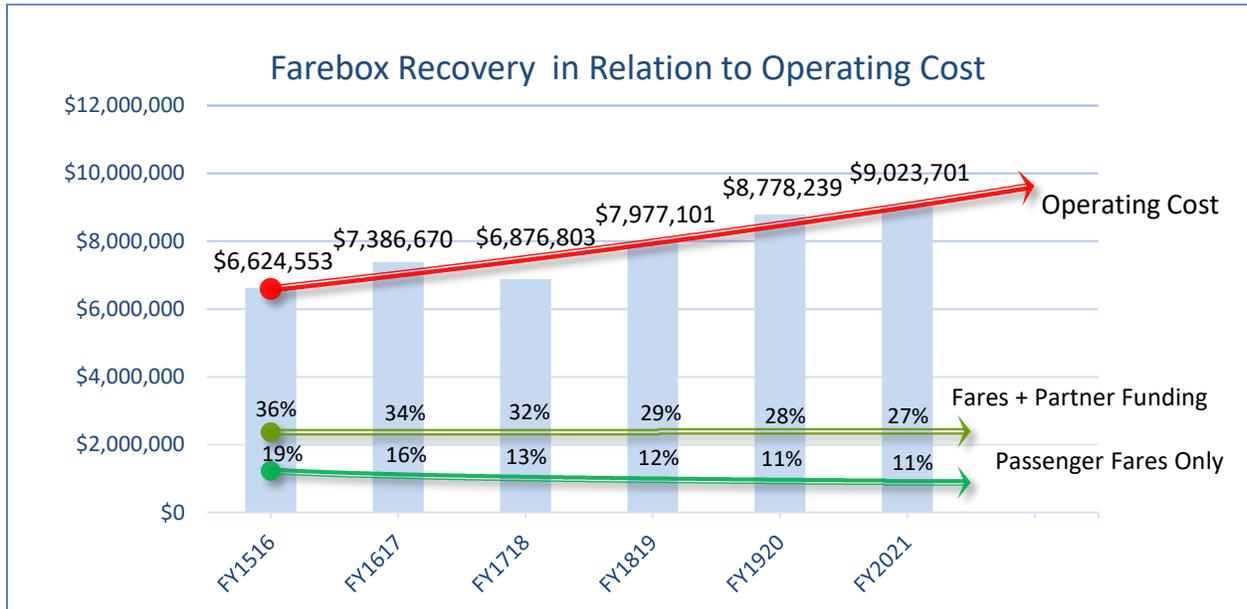
In 2014 service was put out to bid for a long-term agreement which would begin 2015. The bids received were much higher than the prior rates charged by VCTC's service providers. The contract was awarded to the incumbent provider, Roadrunner, who submitted the lowest price bid.

Shortly after start of the contract, Roadrunner notified VCTC of substantial cost-overruns. Following a two-year's long negotiation process (which ultimately led to a settlement agreement in 2017), Roadrunner was acquired by a multi-national transit firm, RATP Dev, who assumed the VCTC contract May 2018. At that time, the contract rate was amended upward slightly to account for increased payroll and maintenance costs, and additional modifications to the contract were implemented. Among the changes implemented, were improvements to staffing levels and increased starting wages (to address recruitment/turnover), and an investment in the vehicle maintenance program.

In light of potential increasing costs, two of VCTC's funding partners, the Santa Barbara County Association of Governments (SBCAG) and the California State University Channel Islands (CSUCI)—which supports operation for two of VCTC Intercity's services—requested VCTC reduce their applicable route's service levels to help contain costs. These service changes, effective May 2017, reduced the relative amounts of local revenues provided by the funding partners.

While VCTC made similar cost-containment reductions to underperforming VCTC-funded routes, loss in passenger fares (particularly from Coastal Express) and decreases in local revenues from those funding partners, *combined with increased costs*, has meant that vital "outside funding" (i.e. non-Federal or non-State revenues), has decreased, while operating costs have continued to increase. This "ratio"—of passenger fares and non-State/non-Federal revenues relative to operating cost—is known as the "farebox recovery ratio". Pursuant to State regulation, transit operators like VCTC must fund a minimum percentage of operating costs with eligible outside funds. In the case of VCTC, this funding requirement is currently 20%.

The following chart reflects the farebox recovery ratio for the past three years, as well as projected ratios for Fiscal Years 2018-2019, 2019-2020 and 2020-2021¹.



VCTC Fares and Current Transit Market Pricing

Because of the large service area that the VCTC Intercity operates, there are two fare structures: “Zone 1” fares – charged for service within Ventura County; and “Zone 2” fares – charged for service between Ventura County and neighboring counties (Los Angeles and Santa Barbara).

At present **VCTC’s Zone 1 (Z-1)** passenger fares for intra-county service are at, or below, those rates charged by most other local fixed route transit operators, with exception of Moorpark and Camarillo.

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

Unlike the local operators, the VCTC passenger trip lengths are an average distance that are **2 to 3 times** per passenger longer than other transit operators, providing connections between multiple cities. For example, VCTC’s Zone 1 average trip length is **13 miles** per passenger trip, whereas Gold Coast’s is approximately 4 miles and Valley Express is 6 miles.

Similarly, **VCTC’s Zone 2 (Z-2)** intercounty fares are generally less than those of comparable services. The Zone 2 service includes routes which serve Los Angeles-Woodland Hills and Santa Barbara County. The average VCTC Zone 2 trip length is **28 miles** per passenger trip. The following chart shows those

¹ FY1819 demos excluded. FY1920 & FY2021 incl. operation of Oxn/Cam/CSU route post-demo; does not include East/West route; assumes system-wide ridership flat (0% change). (Note: service cuts eff. 5/2017.)

rates charged by other intercounty, or “long-haul,” commuter operations (i.e. routes that are at least 25 miles apart).

<u>VCTC (Z-2)</u> \$3.00	<u>AVTA</u> \$8.25	<u>SB C.A. Expr.</u> \$7.00	<u>Foothill</u> \$5.00	<u>Santa Clarita</u> \$4.00	<u>SLO RTA</u> \$3.25
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It should be noted that in 2012, during the US101 expansion project completed just north and south of the Ventura/Santa Barbara county line, a supplemental commuter bus service was implemented: the “Coastal Limited.” This service, operated by SBCAG, using project funds provided to mitigate impact from construction, travelled along the same corridor and the same distances as the existing VCTC Coastal Express from 2012 to 2015. *However, the fares for Coastal Limited were \$4.00 versus the \$3.00 for the existing Coastal Express service.* At the expiration of the expansion project (and thus the funding), the Limited service was discontinued. But because of the success of the program, i.e. because of the hundreds of additional daily commuters that relied on it, VCTC’s Coastal Express service expanded capacity to absorb those passengers, which otherwise would have been displaced. Following absorption of the service, Coastal Limited’s ridership began paying the lower VCTC Coastal Express fares.

The recommended changes both to Zone 1 and Zone 2 fares, realigns VCTC’s rates to be comparable to that of neighboring operators, as well as, the prior Coastal Limited service. As with the 2009 proposal, the proposed timeline includes a phased-in approach over a two-year period to mitigate the impact over-time.

Fare Price Review Process

Through this process, VCTC is currently undergoing its second-only fare increase since service started approximately 25 years ago. For many years VCTC enjoyed what were arguably below-market rates charged by its contract provider. Following the bankruptcy of the service provider, the agency received the market rates for the provision of service. In addition, updates to California regulations affecting wages and employee benefits, have greatly impacted the cost of service over the past two to three years.

Periodic reviews of VCTC’s fee structure and other revenue streams can help identify and stem cost increases, and mitigate impacts to riders when increased fares become necessary. Because transit agencies must undergo a series of steps to ensure compliance with policy and regulation prior to making changes in fares, this elongates the fare change process. Having such reviews completed more regularly can help reduce lead-time for changes.

Fare Change Proposal and Timeline

The proposed changes to the VCTC fare structure are noted on the following page (see Exhibit 1).

The anticipated increases in fare prices are conservatively estimated to generate **between 19% to 23%** additional fare revenues over the two-year period from current revenues. The projected elasticity impact, i.e. decline in ridership following the phased increases, is 11%. This projected decrease in ridership and increase in revenues is based on the price elasticity formula popularized by the Simpson-Curtin study (aka the “Simpson-Curtin Rule”). However, in VCTC’s prior experience during the 2010/2011 fare changes, ridership *increased* by approximately 7.8%.

In addition to a phased implementation, the following measures may mitigate the impact of proposed fare changes:

1. No change to existing 31-Day (unlimited) Zone 1 passes; prices will remain the same [*proposed*]
2. New discounted passes (full and reduced prices) for a “5-day Unlimited Ride Pass”, available onboard VCTC buses (Zone 1) [*proposed*]
3. Deployment of online sales i.e. expanded availability for discounted passes [*underway*]
4. Grant-funded free fare pilot-program for college student populations of Ventura Community College District, CSUCI, and California Lutheran University [*underway*]

EXHIBIT 1: VCTC INTERCITY FARE CHANGE PROPOSAL AND TIMELINE

The below tables reflect the recommended proposed fare changes and associated timeline. Staff recommendation is to proceed with the two-phase fare change. The first change is effective January 2019 (Column 1). The second increase is effective January 2020 (Column 2). If approved by the Commission, public outreach will begin November 1, 2018 approximately 60 days prior to the first effective increase in rates.

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

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Agenda Attachments:

Attachment A: May 2018 Passenger Fare Equity Survey

Attachment B: July 2018 Fare Change Proposal and Timeline Report

Attachment C: September 2018 Public Comment Report

**VENTURA COUNTY TRANSPORTATION COMMISSION
OCTOBER 5, 2018
ITEM #12: VCTC INTERCITY FARE PRICING
EXHIBIT 2**

DECLARATION OF FINDING: EXEMPTION TO CALIFORNIA ENVIRONMENTAL QUALITY ACT

The Ventura County Transportation Commission (VCTC) finds that the proposed fare increase is exempt from the California Environmental Quality Act (CEQA) pursuant to Title 14 of California Code of Regulations, Chapter 3, Article 18, Section 15273 and California Public Resources Code Section 21080(b)(8).

Rate increases may be subject to the provisions of CEQA when such increases are intended to fund capital projects for the expansion of a system. CEQA grants an exemption under Title 14, Chapter 3, Article 18, Statutory Exemptions, Section 15273 for the establishment, modification, structuring, restructuring, or approval of rates, tolls, fares, or other charges by public agencies which the public agency finds are for the purpose of 1) meeting operating expenses, including employee wage rates and fringe benefits, (2) purchasing or leasing supplies, equipment, or materials, (3) meeting financial reserve needs and requirements, (4) obtaining funds for capital projects necessary to maintain service within existing service areas, or (5) obtaining funds necessary to maintain those intracity transfers as are authorized by city charter (CCR §15273; CA Pub. Res. § 21080(b)(8)).

In order to claim an exemption under Section 15273, the agency must make written findings in the record stating the facts supporting the claim of exemption. Accordingly, the Commission makes the following declarative statement:

The proposed fare increase for Ventura County Transportation Commission is exempt under Article 18 of CEQA in that the increase is being undertaken in furtherance of one of the permitted purposes stated in Section 15273(a), Rates, Tolls, Fares, and Charges. The Ventura County Transportation Commission finds that the rate increase is for the purpose of:

- 1) Meeting operating expenses, including employee wage rates and fringe benefits,
- 2) Purchasing or leasing supplies, equipment, or materials, and
- 3) Obtaining funds for capital projects, necessary to maintain service within existing service areas.

As the cost of VCTC's contract providers has increased by 48% since 2012, such fare increase is necessary to meet operating expenses for existing levels of service. Further, the fare increase will be used to purchase replacement equipment and vehicles to maintain existing levels of service. In addition, funding generated through this rate increase will be used to ensure the Commission will continue to receive Federal and State transit funding to meet operational and capital requirements to continue to operate existing service levels and are not being used to fund capital projects for the expansion of the system.