



# VENTURA COUNTY TRANSPORTATION COMMISSION

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

[www.goventura.org](http://www.goventura.org)

## AGENDA\*

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

CAMARILLO CITY HALL  
601 CARMEN DRIVE  
CAMARILLO, CA  
FRIDAY, JULY 13, 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 JUNE 1, 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. PASSENGER RAIL UPDATE – PG. 15**

***Recommended Action:***

*Receive and File*

**Responsible Staff: Claire Grasty**

**8D. LEGISLATIVE UPDATE -PG. 21**

***Recommended Action:***

*Receive and File*

**Responsible Staff: Peter De Haan**

**8E. REVISION TO PROPOSITION 1B TRANSIT CAPITAL PROGRAM - PG.35**

***Recommended Action:***

- *Approve reprogramming Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) project balances from the City of Simi Valley Paratransit Vehicle Purchase Project totaling \$24,041 to the Simi Valley CNG Fueling Facility Project, and approve Amendment 2 to the CNG Fueling Facility Subrecipient Agreement for the administration of the Proposition 1B funds (Attachment 1), and*
- *Approve Amendment 1 to the City of Simi Valley Replacement Fixed Route Bus Project Subrecipient Agreement for the administration of Proposition 1B PTMISEA funds to extend the performance period of the grant. (Attachment 2)*

**Responsible Staff: Judith Johnduff**

**8F. AMENDMENT #2 TO REGIONAL RIDEMATCHING SERVICES AGREEMENT WITH LOS ANGELES COUNTY TRANSPORTATION AUTHORITY - PG.39**

***Recommended Action:***

*Authorize the Executive Director to execute Amendment #2 to the agreement with Los Angeles County Metropolitan Transportation Authority to provide Regional Ridematching Services extending through October 2018 at an additional cost of \$5,000.*

**Responsible Staff: Steve DeGeorge**

**8G. VCTC INTERCITY BUS PURCHASE -PG.41**

***Recommended Action:***

*Authorize the Executive Director to execute the purchase order for the three new fleet vehicles with bus manufacturer Motor Coach Industries (MCI), and to purchase after-market fleet systems and onboard equipment necessary for revenue service, for a total amount not to exceed \$2,138,100.*

**Responsible Staff: Aaron Bonfilio**

**8H ADAPTATION PLANNING GRANT - PG.45**

***Recommended Action:***

- *Amend the Fiscal Year 2018/2019 Regional Transit budget by \$250,000 for the Transportation Emergency Preparedness Plan by adding \$221,325 of Public Transportation Account (PTA) funds, \$14,337 of Local Contributions from SBCAG and \$14,338 of STA fund transfer and correspondingly increasing the consultant services line item by \$250,000. Also amend the STA fund budget by increasing the STA Fund Transfers expenditures by \$14,338.*
- *Approve Resolution 2018-09 between VCTC and the California Department of Transportation (Attachment A).*

**Responsible Staff: Claire Grasty**

**8I. ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR (FY) 2018/19 ARTICLE 3 BIKE PATH MAINTENANCE FUNDS - PG. 49**

***Recommended Action:***

*Approve the allocations for FY 2018/19 Transportation Development Act (TDA) Article 3 Bicycle/Pedestrian Maintenance Funds (Attached).*

**Responsible Staff: Judith Johnduff**

**8J. AMENDMENT TO NON-EXCLUSIVE EASEMENT (LIMONEIRA LEWIS COMMUNITY BUILDERS) – PG.51**

***Recommended Action:***

*Approve an amendment to the September 8, 2017 non-exclusive easement made between Ventura County Transportation Commission (VCTC) and Limoneira Lewis Community builders LLC.*

**Responsible Staff: Steve DeGeorge**

**9. GRAND JURY REPORT AND RESPONSE - PG.53**

***Recommended Action:***

*Receive the Ventura County Grand Jury Report dated April 19, 2018, approve the SAFE's responses and authorize the Executive Director to transit the response to the Ventura County Grand Jury.*

**Responsible Staff: Darren Kettle**

10. [VCTC INTERCITY FARE PRICING](#) - PG. 57

***Recommended Action:***

- *Receive and file presentation.*
- *Proceed with Draft Fare Change Proposal and Timeline.*

**Responsible Staff: Aaron Bonfilio**

11. [COLLEGE RIDE PILOT PROGRAM](#) - PG.67

***Recommended Action:***

- *Adopt MOU with Ventura County Community College District (VCCCD), California State University Channel Islands (CSUCI) and California Lutheran University (CLU)*
- *Approve Reimbursement Agreement with Ventura County Operators*

**Responsible Staff: Claire Grasty**

12. [VCTC WEBSITE](#)- PG.87

***Recommended Action:***

*Receive and File*

**Responsible Staff: Donna Cole**

13. VCTC GENERAL COUNSEL'S REPORT

14. AGENCY REPORTS

15. CLOSED SESSION –

16. ADJOURN to 9:00 a.m. Friday, September 7, 2018



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, JUNE 1, 2018  
9:00 AM**

**MEMBERS PRESENT:** Linda Parks, County of Ventura, Chair  
Manuel Minjares, City of Fillmore, Vice Chair  
Jan McDonald, City of Camarillo  
Ken Simons, City of Moorpark  
Randy Haney, City of Ojai  
Neal Andrews, City of San Buenaventura  
Ginger Gherardi, City of Santa Paula  
Mike Judge, City of Simi Valley  
Claudia Bill-de la Peña, City of Thousand Oaks  
Steve Bennett, County of Ventura  
Brian Humphrey, Citizen Rep., Cities  
Jim White, Citizen Rep., County  
Paul Marquez, Caltrans District 7

**ABSENT:** Bryan MacDonald, City of Oxnard  
Will Berg, City of Port Hueneme  
Peter Foy, County of Ventura  
Kelly Long, County of Ventura  
John Zaragoza, County of Ventura

**CALL TO ORDER**

**PLEDGE OF ALLGIANCE**

**ROLL CALL**

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

**CALTRANS REPORT -**

Paul Marquez announced a workshop on the morning of July 12 at the Camarillo Public Library. Topics to be discussed include SB1, Highway Projects, Small Businesses, Active Transportation and Broadband. Local electeds and their staff will be invited.

**EXECUTIVE DIRECTOR REPORT -**

**VCTC OUT AND ABOUT** – During the past six weeks, VCTC staff have attended a variety of outreach events – The Fillmore Earth Day Festival, Pleasant Valley 50+ Expo, Simi Valley Wellness Expo, and National Senior Health & Fitness Day event hosted by the Ventura YMCA. Cumulatively, these events reached 2,000 local residents. With the month of May being ‘Older Americans Month,’ VCTC staff shared the benefits of public transit with this growing demographic. Also, we look forward to attending the Santa Paula Senior Expo in July.

During May VCTC supported the Ventura County Fire Department’s and City of Ventura’s bike events during Bike to Work Week (May 14-18) by helping them promote the events on social media/ebcasts and providing giveaways. We also supported a corporate event at Shire in Thousand Oaks as part of the Rideshare program.

These events were in addition to our regularly scheduled Earth Day events. This year VCTC participated in events in the cities of Oxnard, Thousand Oaks and Ventura. A new snap chat filter was developed for those visiting the booth to use. We were able to track posts using the new filter.

**RICE AVENUE GRADE SEPARATION** – As you probably heard there has been a great deal of news on the Rice Avenue Grade Separation. First and foremost, on May 16<sup>th</sup> the California Transportation Commission approved, as part of the Senate Bill 1 program, \$68.6 million to complete the funding for this project. Coincidentally on the same day the project’s final environmental clearance was signed off by the responsible agencies, Caltrans and the Federal Railroad Administration. Now the project can move forward to final design and right-of-way acquisition, with construction scheduled to start in 2020. There was a press conference announcing the SB 1 funds for the project, featuring Assembly Member Jacqui Irwin and Oxnard Mayor Tim Flynn, with the Governor scheduled to speak but unfortunately missing the event due to a delayed flight. The Governor did however speak to the reporters present by conference call, and there was extensive media coverage.

**APPROVAL OF SB 1 PLANNING GRANTS (Batting .750)** – I am pleased to report that Caltrans has selected for funding three out of four of VCTC’s proposed planning grants, including the Transportation Emergency Preparedness Plan, the Route 101 Multi-modal Corridor Study, and the Port Access Study Update. These grants will provide VCTC with a total of \$421,325 for these planning efforts. You approved the submittal of these grant applications at your March meeting.

**ADDITIONS/REVISIONS** – None

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

**8A. APPROVE SUMMARY FROM MAY 11, 2018 VCTC MEETING** *Approve*

**8B. MONTHLY BUDGET REPORT** – *Receive and File*

**8C. PASSENGER RAIL UPDATE – Receive and File**

**8D. RESOLUTION FOR VCTC TO CLAIM FISCAL YEAR 2018/2019 TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUNDS AND STATE TRANSIT ASSISTANCE FUNDS**

*Approve the attached Resolution #2018-08 authorizing VCTC's claims for Fiscal Year 2018/2019 Transportation Development Act Local Transportation Funds and State Transit Assistance funds for transit, planning, and administration.*

**8E. RECLASSIFICATION OF POSITION FROM PROGRAM ANALYST TO PROGRAM MANAGER – PROGRAMMING**

- *Reclassify a current allocation in the Programming Department from Program Analyst to Program Manager – Programming*
- *Amend the Salary Schedule to reflect the action*

**8F. CONTRACT EXTENSION FOR CASE SYSTEMS INC. -**

*Approve a two year contract extension for Case Systems Inc. for maintenance of Ventura County's callbox system.*

**8G. CONTRACT EXTENSION WITH TELE TRAN TEK SERVICES -**

*Approve a two year contract extension for Tele Tran Tek Services for monitoring of Ventura County's callbox system.*

**8H. CONTRACT EXTENSION WITH INNOVATIVE TDM SOLUTIONS**

*Approve a one year contract extension with Innovative TDM Solutions for rideshare database management services*

**8I. TRANSPORTATION DEVELOPMENT ACT LOCAL TRANSPORTATION FUND APPORTIONMENT FOR FISCAL YEAR 2018/2019 -**

*Approve the Local Transportation Fund Apportionment for Fiscal Year 2018/2019 apportioning \$35.2 million as shown in Attachment 1.*

**8J. VCTC INTERCITY FISCAL YEAR 2017/2018 BUDGET AMENDMENT-** *Amend the Fiscal Year 2017/2018 VCTC Intercity Transit Service Budget by increasing the STA Fund Transfer revenues by \$50,000 and correspondingly increase the Contract Services expenditure line-item by an equal amount. Also amend the STA Fund budget by increasing the STA Fund Transfer expenditures by \$50,000.*

**8K. AGREEMENTS WITH SOUTHERN CALIFORNIA REGIONAL RAIL AUTHORITY (SCRRA) FOR THE ADMINISTRATION OF PROPOSITION 1B TRANSIT CAPITAL AND TRANSIT SECURITY GRANT FUNDS-** *Approve the attached Sub-recipient Agreements with the Southern California Regional Rail Authority for the administration of California Transit Security Program (CTSGP) funds (Attachment 1) and Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) funds (Attachment 2) for improvements at SCRRA's East Ventura and Moorpark layover facilities.*

***The motion was seconded by Commissioner Minjares and passed unanimously, with Commissioner Humphrey abstaining on Item 8A, May 11, 2018 Meeting Summary.***

**9. FISCAL YEAR 2018/2019 BUDGET – PUBLIC HEARING- (No speakers for the Public Hearing)**

***Commissioner Haney made a motion to:***

- *Conduct Public Hearing to receive testimony on the Fiscal Year 2018/2019 Budget.*
- *Approve a two and one-half percent cost-of-living adjustment effective July 1, 2018.*
- *Adopt the Fiscal Year 2018/2019 salary schedule (Attachment 1 of this item and Attachment C in the Fiscal Year 2018/2019 Budget) effective July 1, 2017.*
- *Adopt, by resolution 2018-07, the proposed Fiscal Year 2018/2019 Budget.*

***The motion was seconded by Commissioner Humphrey and passed unanimously.***

**10. LEGISLATIVE UPDATE AND POSITIONS ON BILLS-**

***Commissioner Gherardi made a motion to:***

*Adopt OPPOSE position on AB 1912 (Rodriguez) to make joint powers authority (JPA) member agencies responsible for joint powers authority (JPA) employee California Public Employee Retirement System (CalPERS) pension liability.*

***The motion was seconded by Commissioner Judge and passed unanimously.***

**11. APPROVE FISCAL YEAR (FY) 2018/19 TRANSIT PROGRAM OF PROJECTS- PUBLIC HEARING**

***Commissioner Simons made a motion to:***

- *Approve the attached Program of Projects (POP) for federal transit operating, planning and capital assistance for FY 2018/19.*
- *Open public hearing and receive testimony.*

***The motion was seconded by Commissioner McDonald and passed unanimously.***

**12. LOCAL AGENCY FORMATION COMMISSION (LAFCO) MUNICIPAL SERVICE REVIEWS (MSR) RELATED TO PUBLIC TRANSIT**

*Receive presentation from LAFCO staff, Kai Luoma and Andrea Ozdy.*

**13. VCTC GENERAL COUNSEL'S REPORT- None**

**14. AGENCY REPORTS - None**

**15. CLOSED SESSION – None**

**16. ADJOURN to 9:00 a.m. Friday, July 13, 2018**





**Item #8B**

**July 13, 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 May 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 May 31, 2018 budget report indicates that the revenues were approximately 66.99% of the adopted budget while expenditures were approximately 64.16% 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.

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 Valley Express and VCTC Intercity line items are 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 with the next report.

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

**Assets and Deferred Outflows**

Cash and Investments - Wells Fargo Bank	\$ 6,740,903
Cash and Investments - County Treasury	18,327,904
Petty Cash	130
Receivables/Due from other funds	735,085
Prepaid Expenditures	31,650
Deposits	16,475
Capital Assets, undepreciated	26,236,268
Capital Assets, depreciated, net	32,286,943
Deferred Outflows for pension	488,680
<b>Total Assets and Deferred Outflows</b>	<b><u>\$ 84,864,038</u></b>

**LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE**

**Liabilities and Deferred Inflows:**

Accrued Expenses/Due to other funds	\$ 992,266
Deferred Revenue	4,090,875
Deposits	67,059
Accrued Vacation	159,661
Pension Liability	1,716,672
Deferred Inflows	351,041
<b>Total Liabilities and Deferred Inflows:</b>	<b><u>\$ 7,377,574</u></b>

**Net Position:**

Invested in Capital Assets	\$ 58,523,211
Fund Balance	18,963,253
<b>Total Net Position</b>	<b><u>\$ 77,486,464</u></b>

For Management Reporting Purposes Only

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

	General Fund	LTF	STA	SAFE	VCTC Intercity	Valley Express	Fund Totals	Budgeted	Variance	% Year
	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual	Actual
<b>Revenues</b>										
Federal Revenues	\$ 3,613,728	\$ 0	\$ 0	\$ 0	\$ 2,976,118	\$ 539,923	\$ 7,129,769	\$ 16,464,104	(9,334,335)	43.30
State Revenues	398,395	26,924,154	3,333,851	595,454	539,225	186,691	31,977,770	42,568,061	(10,590,291)	75.12
Local Revenues	493,899	0	0	2,907	1,845,852	1,247,219	3,589,877	4,816,473	(1,226,596)	74.53
Other Revenues	1,273	0	0	0	0	0	1,273	0	1,273	0.00
Interest	2,676	44,133	61,205	36,643	957	389	146,003	105,000	41,003	139.05
<b>Total Revenues</b>	<b>4,509,971</b>	<b>26,968,287</b>	<b>3,395,056</b>	<b>635,004</b>	<b>5,362,152</b>	<b>1,974,222</b>	<b>42,844,692</b>	<b>63,953,638</b>	<b>(21,108,946)</b>	<b>66.99</b>
<b>Expenditures</b>										
<b>Administration</b>										
Personnel Expenditures	2,131,642	0	0	0	202,673	55,489	2,389,804	3,055,950	(666,146)	78.20
Legal Services	16,353	0	0	0	0	0	16,353	25,000	(8,647)	65.41
Professional Services	89,484	0	0	0	0	0	89,484	121,200	(31,716)	73.83
Office Leases	137,321	0	0	0	0	0	137,321	158,000	(20,679)	86.91
Office Expenditures	130,720	0	0	0	128,535	35,191	294,446	614,350	(319,904)	47.93
<b>Total Administration</b>	<b>2,505,520</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>331,208</b>	<b>90,680</b>	<b>2,927,408</b>	<b>3,974,500</b>	<b>(1,047,092)</b>	<b>73.65</b>
<b>Programs and Projects</b>										
<b>Transit &amp; Transportation Program</b>										
Senior-Disabled Transportation	195,081	0	0	0	0	0	195,081	263,500	(68,419)	74.03
Fare Collection APC Systems	26,064	0	0	0	0	0	26,064	511,600	(485,536)	5.09
VCTC Intercity Bus Services	0	0	0	0	7,257,197	0	7,257,197	8,587,800	(1,330,603)	84.51
Valley Express Bus Services	0	0	0	0	0	1,494,556	1,494,556	2,027,500	(532,944)	73.71
Transit Stop Enhancement	504,012	0	0	0	0	0	504,012	2,549,300	(2,045,288)	19.77
Transit Grant Administration	1,649,503	0	0	0	0	0	1,649,503	7,397,900	(5,748,397)	22.30
<b>Total Transit &amp; Transportation</b>	<b>2,374,660</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,257,197</b>	<b>1,494,556</b>	<b>11,126,413</b>	<b>21,337,600</b>	<b>(10,211,187)</b>	<b>52.14</b>
<b>Highway Program</b>										
Motorist Aid Call Box System	0	0	0	226,410	0	0	226,410	695,000	(468,590)	32.58
Highway Project Management	4,352	0	0	0	0	0	4,352	697,800	(693,448)	0.62
SpeedInfo Highway Speed Sensor	0	0	0	90,452	0	0	90,452	144,000	(53,548)	62.81
<b>Total Highway</b>	<b>4,352</b>	<b>0</b>	<b>0</b>	<b>316,862</b>	<b>0</b>	<b>0</b>	<b>321,214</b>	<b>1,536,800</b>	<b>(1,215,586)</b>	<b>20.90</b>
<b>Rail Program</b>										
Metrolink & Commuter Rail	2,585,458	0	0	0	0	0	2,585,458	5,040,032	(2,454,574)	51.30
LOSSAN & Coastal Rail	1,647	0	0	0	0	0	1,647	4,700	(3,053)	35.04
Santa Paula Branch Line	593,966	0	0	0	0	0	593,966	966,652	(372,686)	61.45
<b>Total Rail</b>	<b>3,181,071</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3,181,071</b>	<b>6,011,384</b>	<b>(2,830,313)</b>	<b>52.92</b>

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals Actual	Budgeted Actual	Variance Actual	% Year Actual
<b>Commuter Assistance Program</b>										
Transit Information Center	12,842	0	0	0	0	0	12,842	30,400	(17,558)	42.24
Rideshare Programs	142,529	0	0	0	0	0	142,529	179,200	(36,671)	79.54
<b>Total Commuter Assistance</b>	<b>155,371</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>155,371</b>	<b>209,600</b>	<b>(54,229)</b>	<b>74.13</b>
<b>Planning &amp; Programming</b>										
Transportation Development Act	207,425	25,645,298	0	0	0	0	25,852,723	30,500,031	(4,647,308)	84.76
Transportation Improvement Program	14,023	0	0	0	0	0	14,023	58,900	(44,877)	23.81
Regional Transportation Planning	104,518	0	0	0	0	0	104,518	378,500	(273,982)	27.61
Airport Land Use Commission	26	0	0	0	0	0	26	9,000	(8,974)	0.29
Regional Transit Planning	115,321	0	0	0	0	0	115,321	531,100	(415,779)	21.71
Freight Movement	10,095	0	0	0	0	0	10,095	21,800	(11,705)	46.31
<b>Total Planning &amp; Programming</b>	<b>451,408</b>	<b>25,645,298</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26,096,706</b>	<b>31,499,331</b>	<b>(5,402,625)</b>	<b>82.85</b>
<b>General Government</b>										
Community Outreach & Marketing	208,808	0	0	0	0	0	208,808	229,400	(20,592)	91.02
State & Federal Relations	87,041	0	0	0	0	0	87,041	108,100	(21,059)	80.52
Management & Administration	45,254	0	0	0	0	0	45,254	74,900	(29,646)	60.42
Office Building Purchase	14,422	0	0	0	0	0	14,422	3,855,801	(3,841,379)	0.37
<b>Total General Government</b>	<b>355,525</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>355,525</b>	<b>4,268,201</b>	<b>(3,912,676)</b>	<b>8.33</b>
<b>Total Expenditures</b>	<b>9,027,907</b>	<b>25,645,298</b>	<b>0</b>	<b>316,862</b>	<b>7,588,405</b>	<b>1,585,236</b>	<b>44,163,708</b>	<b>68,837,416</b>	<b>(24,673,708)</b>	<b>64.16</b>
<b>Revenues over (under) expenditures</b>	<b>(4,517,936)</b>	<b>1,322,989</b>	<b>3,395,056</b>	<b>318,142</b>	<b>(2,226,253)</b>	<b>388,986</b>	<b>(1,319,016)</b>	<b>(4,883,778)</b>	<b>3,564,762</b>	<b>27.01</b>
<b>Other Financing Sources</b>										
Transfers Into GF from LTF	4,506,731	0	0	0	0	0	4,506,731	4,506,731	0	100.00
Transfers Into GF from STA	413,201	0	0	0	0	0	413,201	4,538,528	(4,125,327)	9.10
Transfers Into GF from SAFE	4,117	0	0	0	0	0	4,117	28,300	(24,183)	14.55
Transfers Into VI from STA	0	0	0	0	2,732,525	0	2,732,525	2,914,281	(181,756)	93.76
Transfers Out of LTF into GF	0	(4,506,731)	0	0	0	0	(4,506,731)	(4,506,731)	0	100.00
Transfers Out of STA into GF	0	0	(413,201)	0	0	0	(413,201)	(4,538,528)	4,125,327	9.10
Transfers Out of SAFE into GF	0	0	0	(4,117)	0	0	(4,117)	(28,300)	24,183	14.55
Transfers Out of STA into VI	0	0	(2,732,525)	0	0	0	(2,732,525)	(2,914,281)	181,756	93.76
<b>Total Other Financing Sources</b>	<b>4,924,049</b>	<b>(4,506,731)</b>	<b>(3,145,726)</b>	<b>(4,117)</b>	<b>2,732,525</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0.00</b>
<b>Net Change in Fund Balances</b>	<b>406,113</b>	<b>(3,183,742)</b>	<b>249,330</b>	<b>314,025</b>	<b>506,272</b>	<b>388,986</b>	<b>(1,319,016)</b>	<b>(4,883,778)</b>	<b>3,564,762</b>	<b>27.01</b>
<b>Beginning Fund Balance</b>	<b>1,464,395</b>	<b>7,651,852</b>	<b>8,338,130</b>	<b>4,406,925</b>	<b>-</b>	<b>-</b>	<b>21,861,302</b>	<b>17,255,238</b>	<b>4,606,064</b>	<b>127</b>
<b>Long-term Pension Liability adjustment*</b>	<b>(1,491,286)</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>(87,747)</b>	<b>-</b>	<b>(1,579,033)</b>	<b>-</b>	<b>(1,579,033)</b>	<b>0</b>
<b>Ending Fund Balance</b>	<b>\$ 379,222</b>	<b>\$ 4,468,110</b>	<b>\$ 8,587,460</b>	<b>\$ 4,720,950</b>	<b>\$ 418,525</b>	<b>\$ 388,986</b>	<b>\$ 18,963,253</b>	<b>\$ 12,371,460</b>	<b>6,591,793</b>	<b>153</b>

\*Government Accounting Standards Board (GASB), Statement 68, *Accounting Reporting and Financials for Pensions*, requires the full pension liability be accrued on financial statements.

For Management Reporting Purposes Only

**VENTURA COUNTY TRANSPORTATION COMMISSION  
INVESTMENT REPORT  
AS OF MAY 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.

<b>Institution</b>	<b>Investment Type</b>	<b>Maturity Date</b>	<b>Interest to Date</b>	<b>Rate</b>	<b>Balance</b>
Wells Fargo – Checking	Government Checking	N/A	\$4,239.87	0.08%	\$ 6,740,902.93
County of Ventura	Treasury Pool	N/A	141,763.54	1.39%	18,323,787.20
<b>Total</b>			<b>\$146,003.41</b>		<b>\$25,064,690.13</b>

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 are invested in the Ventura County investment pool. Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the accounts in two payments within the next quarter. Amounts shown are not adjusted for fair market value.



Item #8C

July 13, 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 remained consistent with last year's average in the same month, averaging 38,939 passenger trips for the month of May. The Ventura County Line, which includes both Ventura County and Los Angeles County stations, averaged 3,256 daily passenger trips for May, representing an 8% decline from the previous year's average during the same month and a 2% decrease from the April average of 3,319. A "10 Year Snapshot" of ridership trends is provided in Attachment A.

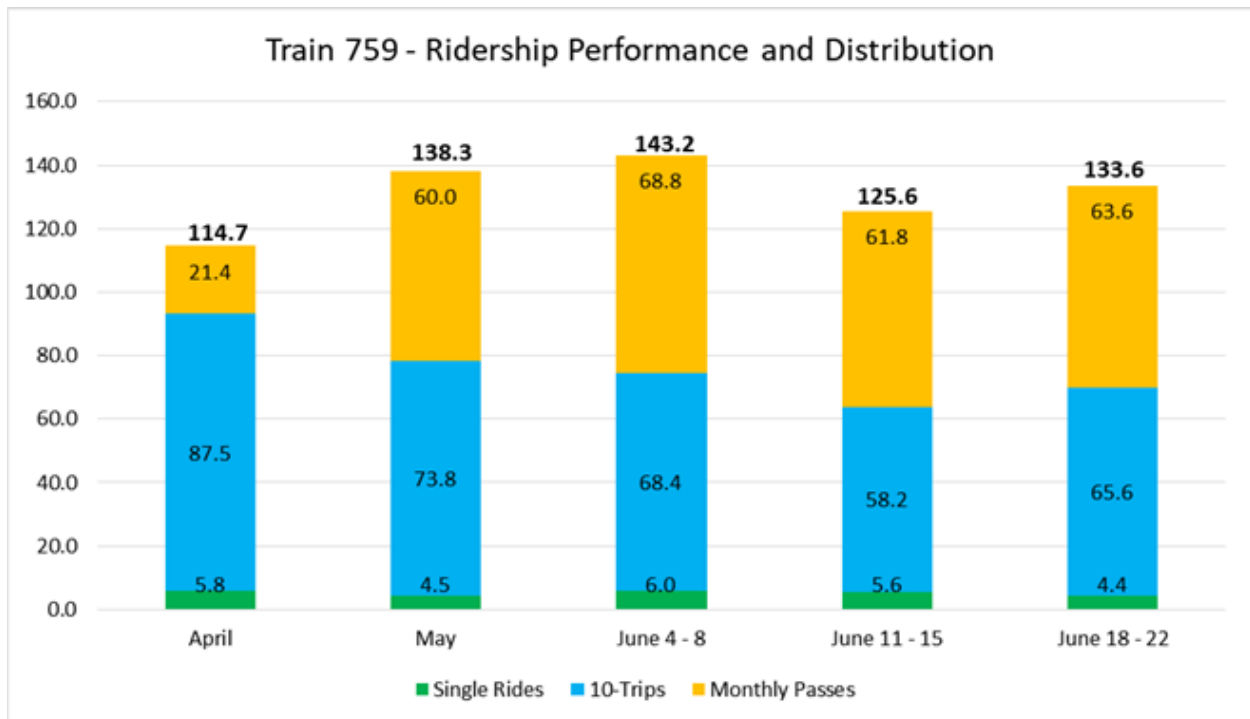
Metrolink ridership originating from Ventura County stations on the Ventura County Line for the month of May averaged 712 total boardings per weekday. This represents a decrease of 12% compared to the same month in the previous year and a 2.5% decrease from last month's ridership. Ventura County boardings 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. SCRRA plans increased marketing efforts as reflected in the FY 2019 budget with a summer campaign that includes targeting the unique demographics of each line.

Metrolink on-time performance (OTP), which denotes trains arriving within five minutes of the scheduled time, averaged 97.5% "on-time" arrival on the Ventura County Line for the month of May, an improvement in performance from the OTP recorded in April of 95%. "On-time" performance on the Ventura County Line continues to perform above the system-wide average of 96% for May.

**LOSSAN Intercity Rail Corridor (Amtrak Pacific Surfliner)**

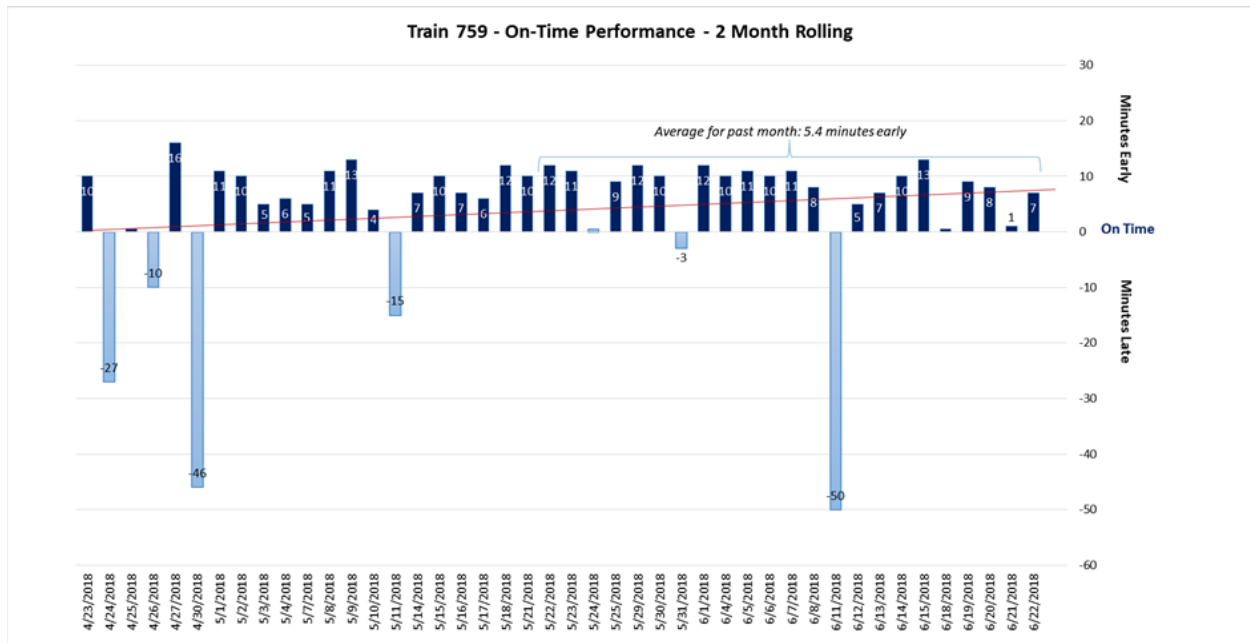
*Performance of Amtrak's peak-period train*

The graph below shows ridership of Amtrak's peak period service from Ventura County to Santa Barbara County since its launch in April. Monthly Pass holders are beginning to comprise a larger proportion of tickets collected as compared to complimentary 10-trip passes which were distributed by SBCAG in the early going to promote the service and encourage ridership. The change in ticket distribution points toward a more lasting measure of core weekday commuter riders.





Additionally, Amtrak Train 759 has improved its on-time performance from frequent delays associated with the initial launch and “out of slot” scenarios to routine early arrivals of five plus minutes as shown in the chart below:



Attachment A

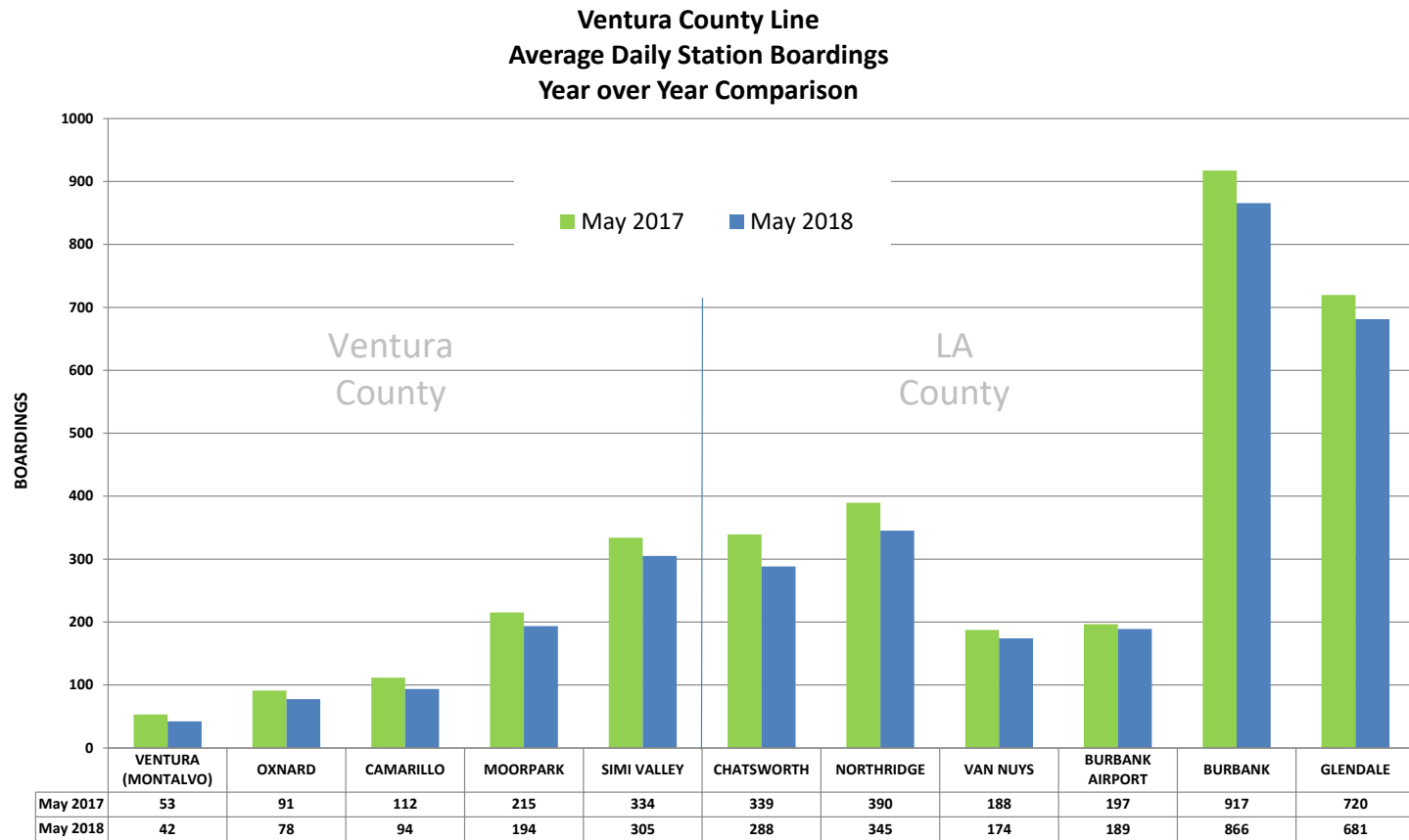
**Metrolink Ridership**

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
May 2018	712	-12%	3,256	-8%	38,939	-1%
May 2017	806	-5%	3,556	0%	39,159	-1%
May 2016	847	-5%	3,557	-2%	39,678	-7%
May 2015	892	-2%	3,617	-1%	42,437	1%
May 2014	909	-11%	3,671	-10%	42,133	-3%
May 2013	1,020	5%	4,076	2%	43,380	-1%
May 2012	975	4%	4,008	4%	44,037	4%
May 2011	940	-2%	3,842	2%	42,318	4%
May 2010	956	-3%	3,755	-9%	40,688	-3%
May 2009	989	-5%	4,134	-1%	41,803	-8%

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

Attachment B  
Metrolink Ventura County Station Boardings for the month of April



Source: SCRRA TAC Reporting Portal.

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**Item #8D**

**July 13, 2018**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR**

**SUBJECT: LEGISLATIVE UPDATE**

**RECOMMENDATION:**

- Receive and file.

**DISCUSSION:**

**Federal Issues**

On June 7<sup>th</sup> the Senate Appropriations Committee unanimously approved its version of the FY 2018/19 transportation funding bill, and this bill is very similar to the House Appropriations Committee version whose approval by that Committee was reported to you last month. The Senate bill contains \$46 billion for highways and \$13.6 billion for transit, which is about the same as the House version. As with the adopted FY 2017/18 bill, the Senate Appropriations bill for FY 2018/19 proposes to supplement the amounts authorized under the Fixing America's Surface Transportation (FAST) authorization act with additional money from the general fund. These supplemental amounts above the FAST Act include \$3.3 billion for highways and \$800 million for transit

Intriguingly, the Senate bill directs that the selection of projects for the multimodal discretionary program that was previously called "Transportation Investment Generating Economic Recovery" (TIGER), but this past year was renamed by the Administration "Better Utilizing Investments to Leverage Development" (BUILD), must use the selection criteria from FY 2016, and cannot use local match as a criterion. The bill provides \$1 billion for this program, down from \$1.5 billion in FY 2017/18, but more than the \$750 million in the House bill.

**State Issues**

Attachment A is the monthly report of Delaney Hunter, the Commission's state lobbyist. The report includes an update on transportation-related bills in currently in the Legislature, and also summarizes the passage of the state budget for FY 2018/19. Attachment B is a matrix providing the status of the bills to be tracked by VCTC.

As in past years, the Legislature's action to approve the budget included the passage of numerous trailer bills. One of this year's trailer bills contained a provision authored by Assembly Member Jacqui Irwin, D-Thousand Oaks, specifically addressing the City of Thousand Oaks' allocation of Transportation Development Act (TDA) funds. Under current law, Ventura County cities with a population of over

**July 13, 2018**  
**Item #8D**  
**Page #2**

100,000 must spend all of the apportioned TDA funds for transit, but the FY 2018/19 budget trailer language allows Thousand Oaks to spend its funds on streets and roads. The bill appears to exempt Thousand Oaks from the Unmet Transit Needs process requirements that all other cities must follow before spending TDA on streets and roads. This exception is believed to have been a drafting oversight. Although The Unmet Transit Needs process might not be legally mandated, City staff has indicated the intent to follow the spirit of the law, by working with VCTC to carry out the Unmet Transit Needs process prior to expending TDA on streets.



## CALIFORNIA ADVISORS, LLC

### VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT JUNE 2018

#### Legislative Update

Much of June has focused on budget negotiations. Specifically, the first two weeks of the month involved lengthy budget conference committee meetings for the Legislature to work out the remaining issues that were not previously settled by the respective Assembly and Senate budget subcommittees. The conferees continued to work through the discrepancies and ultimately sent a full budget to the floor right before the June 15<sup>th</sup> deadline. In addition to the budget, there were policy committee hearings of items that had moved over into the second house prior to the house of origin deadline. All bills that were fiscal had to be heard before June 29<sup>th</sup> deadline, so there were lengthy committee hearings leading up to that point. After this first deadline, the Legislature must then hold all Appropriations Committee hearings by August 17<sup>th</sup>. However, Members will convene a month-long summer recess (June 6<sup>th</sup> – August 6<sup>th</sup>) before tackling the final two weeks of the legislative session. California Advisors will continue to keep VCTC updated on relevant legislation and important committee hearings as bills advance through the second house.

#### Budget Update

After the May Revise was released, the budget subcommittees continued to meet to negotiate the remaining items. After a number of late night and weekend meetings, the conference committee finalized the 2018-19 budget package, which totaled \$138.6 billion in General Fund revenue. This included the standard main budget bill (SB 856) as well as over a dozen trailer bills that addressed a range of policy issues, including transportation (SB 848). In general, the budget reflects the Legislature's commitment to increasing higher education funding, reducing pension costs, and expanding the earned income tax credit. This budget delivers the first full year of funding under Senate Bill 1 – the state's Road Repair and Accountability Act – with \$4.6 billion in new transportation funding in 2018-19. It also includes a \$1.4 billion Cap and Trade Expenditure Plan to invest in programs that further reduce carbon pollution and support climate resiliency efforts, including \$210 million for forest improvement and fire prevention projects that protect the state's forests from wildfires and \$334.5 million for the California Energy Commission and the California Air Resources Board to begin the implementation of a multi-year initiative to accelerate sales of zero-emission vehicles through vehicle rebates and infrastructure investments.

## Important Legislation

Now that bills have moved to the second house, California Advisors has continued to advocate VCTC's positions on a few important bills that are continuing to move through the legislative process.

**AB 1912 (Rodriguez)** which changes Joint Powers Authority (JPA) member agencies' authority to disclaim the JPA's retirement liability passed Senate Public Employment and Retirement Committee and was re-referred to Committee on Judiciary. Assemblymember Rodriguez has agreed to amend the bill to allay many of the concerns of local governments, most specifically the League of Cities. The new amendments ensure:

- The bill no longer applies to every single JPA (only ones who are actually going away)
- The bill no longer contains any joint and several liability provisions (retroactively or prospectively)
- The bill no longer contains language on how future JPA's will regulated.

**SB 1119 (Beall)** which would authorize a recipient transit agency to satisfy current statutory requirements 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 1119 is in Assembly Appropriations Committee. Hearing date is not set yet. California Advisors team will continue advocate VCTC's support.

## Upcoming Bill Deadlines and Priority Legislation

**July 6** – Last day for policy committees to meet and report bills. Summer Recess begins on adjournment, provided Budget Bill has been passed

**August 6** – Legislature reconvene from Summer Recess

**August 17** – Last day for fiscal committees to meet and report bills

*Below is a list of VCTC tracked bills:*

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

**Introduced:** 2/17/2017

**Status:** 6/27/2018-From committee: Do pass and re-refer to Committee on Appropriations.

**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:** 1/16/2018 – Referred to Committee on Transportation



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

**AB 1866 (Fong R) Transportation funding.**

**Introduced:** 1/12/2018

**Status:** 1/29/2018-Referred to Committee on Transportation

**Summary:** Would create the Traffic Relief and Road Improvement Program to address traffic congestion and deferred maintenance on the state highway system and the local street and road system. The bill would provide for the deposit of various existing sources of revenue in the Traffic Relief and Road Improvement Account, which the bill would create in the State Transportation Fund, including revenues attributable to the sales and use tax on motor vehicles, revenues attributable to automobile and motor vehicle insurance policies from the insurer gross premiums tax, 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:** 6/26/2018 - Re-refer to Committee on Judiciary.

**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:** 6/26/2018 - Re-refer to Committee on Appropriations.

**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:** 6/20/2018 - Referred to Appropriations with recommendation: To Consent Calendar.

**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:** 6/26/2018 - Do pass as amended, but first amend, and re-refer to the Committee on Appropriations.

**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:** 6/26/2018-Read second time. Ordered to Consent Calendar.

**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:** 6/21/2018 - Referred to Appropriations with recommendation: To Consent Calendar.

**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:** 6/26/2018-Read second time. Ordered to Consent Calendar.

**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:** 6/18/2018-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Committee on Rules.

**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:** 6/7/2018-Referred to Committee on Judiciary.

**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:** 4/16/2018-In committee: Set, first hearing. Failed passage. Reconsideration granted

**Summary:** Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase I blended system. 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:** 6/21/2018-In committee: Hearing postponed by committee.

**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:** 6/25/2018-In committee: Referred to Appropriations suspense file.

**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:** 6/28/2018-From committee chair, with author's amendments: Amend, and re-refer to committee. Read second time, amended, and re-referred to Committee on Appropriations.

**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:** 4/16/2018-In committee: Set, first hearing. Failed passage. Reconsideration granted

**Summary:** Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 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:** 6/26/2018-From committee: Do pass and re-refer to Committee on Appropriations with recommendation: To Consent Calendar.

**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:** 6/27/2018-From committee: Do pass and re-refer to Committee on Appropriations with recommendation: To Consent Calendar.

**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:** 6/27/2018-From committee: Do pass and re-refer to Committee on Appropriations.

**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 3243 (Committee on Transportation) Transportation: omnibus bill.**

**Introduced:** 2/22/2018

**Status:** 6/20/2018-From committee: Do pass and re-refer to Committee on Appropriations with recommendation: To Consent Calendar.

**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:** 6/25/2018 - June 25 set for first hearing canceled at the request of author.

**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:** 6/26/2018-From committee: Do pass and re-refer to Committee on Appropriations.

**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:** 2/14/2018-Referred to Committee on Rules

**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:** 5/16/2018-May 16 hearing: Heard for testimony only.

**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:** 6/28/2018-From committee: Do pass and re-refer to Committee on Appropriations.

**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:** 2/22/2018-Referred to Committee on Rules

**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:** 6/27/2018 - June 27 hearing postponed by committee.

**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:** 2/22/2018-Referred to Committee on Rules

**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 (Newman D) Low Carbon Transit Operations Program.**

**Introduced:** 2/13/2018

**Status:** 6/26/2018-From committee: Do pass and re-refer to Committee on Appropriations.

**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:** 6/28/2018 - Read second time. Ordered to consent calendar.

**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:** 6/26/2018-From committee: Do pass and re-refer to Committee on Appropriations.

**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 (Newman D) Construction Manager/General Contractor project delivery method:  
Department of Transportation.**

**Introduced:** 2/15/2018

**Status:** 6/26/2018-From committee: Do pass and re-refer to Committee on Appropriations.

**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:** 6/11/2018-From committee: Do pass and re-refer to Committee on Appropriations.

**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:** 6/28/2018-Read second time. Ordered to third reading.

**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:** 5/18/2018 - Set for hearing May 25.

**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.

<b>VENTURA COUNTY TRANSPORTATION COMMISSION</b> <b>STATE LEGISLATIVE MATRIX BILL SUMMARY</b> <b>June 18, 2018</b>			
<b>BILL/AUTHOR</b>	<b>SUBJECT</b>	<b>POSITION</b>	<b>STATUS</b>
AB 1912 Rodriguez	Requires joint powers authority members to accept CalPERS pension liability for authority employees.	Oppose	Passed Assembly Appropriations Committee 12-4. Passed Assembly 49-27. In Senate Public Employment & Retirement and Judiciary Committees.
SB 1119 Beall	Simplifies the administration and tracking of the requirement to spend 50% of LCTOP apportionment to benefit disadvantaged communities.	Support	Passed Senate 38-0. In Assembly Transportation Committee.



Item #8E

July 13, 2018

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: JUDITH JOHNDUFF, PROGRAM MANAGER**

**SUBJECT: REVISION TO PROPOSITION 1B TRANSIT CAPITAL PROGRAM**

**RECOMMENDATION:**

- Approve reprogramming Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) project balances from the City of Simi Valley Paratransit Vehicle Purchase Project totaling \$24,041 to the Simi Valley CNG Fueling Facility Project, and approve Amendment 2 to the CNG Fueling Facility Subrecipient Agreement for the administration of the Proposition 1B funds (Attachment 1), and
- Approve Amendment 1 to the City of Simi Valley Replacement Fixed Route Bus Project Subrecipient Agreement for the administration of Proposition 1B PTMISEA funds to extend the performance period of the grant. (Attachment 2)

**DISCUSSION:**

**CNG Fueling Facility Project:** On April 3, 2015, the Ventura County Transportation Commission (VCTC) approved programming \$1,250,000 of FY 14/15 Proposition 1B PTMISEA funds to purchase Replacement Paratransit Vehicles for the City of Simi Valley. The vehicles have now been purchased and the project is complete with a balance of \$24,041. The City of Simi Valley would like to use the fund balance for the Proposition 1B funded CNG Fueling Facility Project. On July 14, 2018, TRANSCOM approved reprogramming the funds to construct the CNG Fueling Facility. Staff recommends the Commission approve reprogramming the funds and approve Amendment 2 to the Subrecipient agreement to reflect the additional funding and to extend the project performance period to June 30, 2022. (Attachment 1)

**Replacement Fixed Route Bus Project:** On April 3, 2015, VCTC approved programming \$1,550,000 of FY14/15 Proposition 1B PTMISEA funds to purchase 3 Replacement Compressed Natural Gas Fixed Route Buses for Simi Valley Transit. The Subrecipient agreement with the City to administer the Proposition 1B funds includes a grant performance period ending July 30, 2018. The City has postponed purchasing the buses pending completion of their Short Range Transit Plan which is currently underway. Therefore, the City has requested an extension of the performance period to allow for the completion of the study and for the purchase, construction and delivery of the buses. Staff recommends the Commission approve Amendment 1 to the Subrecipient agreement to extend the performance period to June 30, 2022 (Attachment 2).

**AMENDMENT #2 TO  
COOPERATIVE AGREEMENT  
BETWEEN  
VENTURA COUNTY TRANSPORTATION COMMISSION  
AND  
THE CITY OF SIMI VALLEY**

**THIS AMENDMENT #2** to the Cooperative Agreement between the Ventura County Transportation Commission and the City of Simi Valley regarding the administration of funds from the Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) is entered into between Ventura County Transportation Commission (VCTC) and the City of Simi Valley, this \_\_\_\_\_ day of \_\_\_\_\_, 2018.

**WHEREAS**, at its March 5, 2010 meeting the VCTC programmed \$1,267,149 in PTMISEA grant funds for rehabilitation and modernization of Simi Valley compressed natural gas fueling facility to expand capacity to serve regional needs and increase reliability (Project); and,

**WHEREAS**, on January 2, 2018 a Corrective Action Plan was approved by Caltrans showing prior expenditures of FY 07/08 funds in the amount of \$261,764 and a remaining project fund balance of FY 14/15 funds in the amount of \$1,086,877; and,

**WHEREAS**, the City of Simi Valley desires to update the performance period to be consistent with Caltrans' new deadlines which requires Simi Valley to expend the grant funds plus any accumulated interest by June 30, 2022.

**NOW THEREFORE THE PARTIES DO AGREE TO AMEND THE AGREEMENT AS FOLLOWS:**

1. Revisions to Section II "CALTRANS REQUIREMENTS": subsection (3), "Revised Grant Performance Period", shall be amended to read: "Funds and all accumulated interest allocated under this grant shall be expended by June 30, 2022. All funds remaining unexpended shall revert back to Caltrans."
2. No Other Changes: There are no other changes to the agreement made by this amendment.

**CITY OF SIMI VALLEY**

**VENTURA COUNTY  
TRANSPORTATION COMMISSION**

\_\_\_\_\_  
Robert O. Huber, Mayor

\_\_\_\_\_  
Linda Parks, Chair

Approved as to Form:

Approved as to Form:

\_\_\_\_\_  
Eric J. Levitt  
City Manager

\_\_\_\_\_  
Darren M. Kettle  
Executive Director

\_\_\_\_\_  
Lonnie J. Eldridge  
City Attorney

\_\_\_\_\_  
Steven T. Mattas  
General Counsel

**AMENDMENT #1 TO  
COOPERATIVE AGREEMENT  
BETWEEN  
VENTURA COUNTY TRANSPORTATION COMMISSION  
AND  
THE CITY OF SIMI VALLEY**

**THIS AMENDMENT #1** to the Cooperative Agreement between the Ventura County Transportation Commission and the City of Simi Valley regarding the administration of funds from the Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) is entered into between Ventura County Transportation Commission (VCTC) and the City of Simi Valley, this \_\_\_\_\_ day of \_\_\_\_\_ 2018.

**WHEREAS**, at its March 14, 2016 meeting the VCTC programmed \$1,550,000 in PTMISEA grant funds for the Three Replacement Fixed Route CNG Bus Purchase Project; and,

**WHEREAS**, the City of Simi Valley desires to update the performance period from July 30, 2018 to June 30, 2022 in order to complete the purchase of the vehicles.

**NOW THEREFORE THE PARTIES DO AGREE TO AMEND THE AGREEMENT AS FOLLOWS:**

1. Section II.3 Revised Grant Performance Period is hereby amended to read as follows:  
"Funds and all accumulated interest allocated under this grant shall be expended by June 30, 2022. All funds remaining unexpended shall revert back to Caltrans."
2. No Other Changes: There are no other changes to the agreement made by this amendment.

**CITY OF SIMI VALLEY**

\_\_\_\_\_  
Robert O. Huber, Mayor

Approved as to Form:

\_\_\_\_\_  
Eric J. Levitt  
City Manager

\_\_\_\_\_  
Lonnie J. Eldridge  
City Attorney

**VENTURA COUNTY  
TRANSPORTATION COMMISSION**

\_\_\_\_\_  
Linda Parks, Chair

Approved as to Form:

\_\_\_\_\_  
Darren M. Kettle  
Executive Director

\_\_\_\_\_  
Steven T. Mattas  
General Counsel

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Item #8F

July 13, 2018

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**  
**FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR**  
**SUBJECT: AMENDMENT #2 TO REGIONAL RIDEMATCHING SERVICES AGREEMENT WITH LOS ANGELES COUNTY TRANSPORTATION AUTHORITY**

**RECOMMENDATION:**

- Authorize the Executive Director to execute Amendment #2 to the agreement with Los Angeles County Metropolitan Transportation Authority to provide Regional Ridematching Services extending through October 2018 at an additional cost of \$5,000.

**DISCUSSION:**

The Ventura County Transportation Commission (VCTC) works in partnership with LA Metro and the Orange County Transportation Authority (OCTA) to provide Regional Ridematching Services for the three counties. As part of that partnership, in 2014 VCTC entered into an agreement with LA Metro to share the cost of procuring and managing ridematching software.

A new ridematching software procurement is underway and will take until October of 2018 to complete. LA Metro has requested Amendment #2 to the Regional Ridematching Services agreement extending it to October 2018 at an additional cost of \$5,000. The Fiscal Year 2018/2019 Rideshare Task Budget anticipated this extension and sufficient funds are available within the adopted budget. Staff recommends that the Commission authorize the Executive Director to execute Amendment #2 extending the agreement with Los Angeles County Metropolitan Transportation Authority through October 2018 at an additional cost of \$5,000.

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Item #8G

July 13, 2018

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: AARON B. BONFILIO, PROGRAM MANAGER**

**SUBJECT: VCTC INTERCITY BUS PURCHASE**

**RECOMMENDATION:**

- Authorize the Executive Director to execute the purchase order for the three new fleet vehicles with bus manufacturer Motor Coach Industries (MCI), and to purchase after-market fleet systems and onboard equipment necessary for revenue service, for a total amount not to exceed \$2,138,100.

**BACKGROUND:**

At the October 2017 meeting, the Commission approved the funding for three fleet vehicles for the VCTC Intercity service as part of the annual Congestion Mitigation Air Quality Management (CMAQ) program. The CMAQ application itself was previously reviewed at the September 2017 meeting during which the Commission approved VCTC's application. The total approved is \$2,138,100, including \$1,892,859 of federal CMAQ funds and \$245,241 of State Transit Assistance revenues. The funding will go towards replacement of two older vehicles and one expansion vehicle to support VCTC's fleet spare ratio. As noted at the prior meetings, the industry standard is typically for a spare ratio of 20%, and currently the VCTC spare ratio is less than 10%.

Earlier this spring, the FTA grant which included the CMAQ funding was submitted. It is scheduled for final approval by September 2018. As with other federally funded procurements, VCTC has received pre-award authority, which authorizes an agency to initiate procurement actions and purchase items which are federally funded. Staff has been in communication with MCI and related vendors about the anticipated production and delivery timeline and is recommending initiating the purchase presently. If approved the delivery of the vehicles is projected to occur this winter, just prior to the start of calendar year 2019, with post-delivery activities taking place during January. The funds required for the purchase are included in the Fiscal Year 2018/2019 budget.

The fleet purchase is with Motor Coach Industries. VCTC is part of a joint-procurement led by the Victor Valley Transit Authority and as part of the procurement had a base purchase option for 10 vehicles, plus 10 additional options. So far, VCTC has exercised the purchase options for 17 vehicles of the 20 total available. This purchase will fulfill all 20 options afforded to VCTC under this procurement. The agreement term ends March 20<sup>th</sup> 2019. The build specification includes, among other things, seatbelts, front-mounted three-position bike racks, and electrical outlets and USB ports for passengers. The attached quotation letter from the fleet manufacturer is provided for reference.

**July 13, 2018**  
**Item #8G**  
**Page #2**

In addition to the purchase from the vehicle manufacturer, onboard systems—including for automatic passenger counters, 10-camera video surveillance, passenger wifi, and automatic vehicle location—will be procured from the respective vendors.

The anticipated cost breakdown, including tax, is provided below.

Fleet vehicle	\$688,150
Video system (incl. wifi)	15,600
Automatic passenger counters	5,100
Misc. equipment & signage	200
Subtotal - per bus	\$709,050
Total - three buses	\$2,127,150

*Attachments:*

*Quotation Letter from Motor Coach Industries, from M. Harpin, dated June 28, 2018.*



June 28, 2018

Aaron B. Bonfilio  
Program Manager, Transit Services  
Ventura County Transportation Commission  
950 County Square Drive, Suite 207  
Ventura, CA 93003

**Subject: Ventura County TA Option for additional coaches from the VVTA 2013-04 with PPI**

Dear Mr. Bonfilio,

In response to the above subject, Motor Coach Industries, Inc. (MCI) is pleased to submit this letter and PPI calculation for an additional three (3) D4500 coaches. These coaches will be the same specifications less the bike rack in bus bay #1, an additional Apex 3 bike rack in the front of the coach, rear backup camera with display in dash, after treatment extended warranty for a total of 5 years, turn signal switches that are column and floor mounted and roof mounted fleet numbers. Attached is the original breakdown with the PPI calculation and a new total cost per vehicle price:

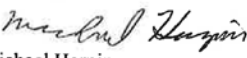
**EXHIBIT B  
SCOPE OF WORK VEHICLE PRICING INCLUDING  
VENTURA COUNTY TA SELECTED OPTIONS**

Base Price MCI D45 Diesel Propulsion System with Electric Fan cooling system	\$574,508.00
Wheel Chair lift Ricon	\$1,400.00
Tire Pressure Monitor System	\$1,500.00
Bike rack in front of bus (APEX 3 Bike Rack)	\$1,250.00
Odyssey farebox	\$15,410.00
Video surveillance prewire	\$400.00
Backup camera with display in dash	\$940.00
After treatment warranty (5 years)	\$2,200.00
Turn signal switches, Column/floor mounted	N/C
Roof mounted fleet numbers (333-335)	\$200.00
Three point seatbelts	\$11,000.00
Remove rear logo panel	N/C
Registration Card Holder	\$51.00
PPI Percentage Change (605,519 x 5.753%)	\$34,813.61
Taxes (7.75%)	\$44,458.96
Tire Fees	\$ 15.75

**Total cost per vehicle** **\$ 688,147.32**

We appreciate the opportunity to submit this updated pricing and look forward to being called upon to fulfill your equipment needs.

Sincerely,

  
Michael Harpin  
Contract Administrator

CC: Dave Dorr (MCI)  
Bruce Wiebe (MCI)

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**Item #8H**

**July 13, 2018**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: CLAIRE GRASTY, PROGRAM MANAGER**

**SUBJECT: ADAPTATION PLANNING GRANT**

**RECOMMENDATION:**

- Amend the Fiscal Year 2018/2019 Regional Transit budget by \$250,000 for the Transportation Emergency Preparedness Plan by adding \$221,325 of Public Transportation Account (PTA) funds, \$14,337 of Local Contributions from SBCAG and \$14,338 of STA fund transfer and correspondingly increasing the consultant services line item by \$250,000. Also amend the STA fund budget by increasing the STA Fund Transfers expenditures by \$14,338.
- Approve Resolution 2018-09 between VCTC and the California Department of Transportation (Attachment A).

**DISCUSSION:**

In May 2018, VCTC was awarded an Adaptation Planning Grant for the Transportation Emergency Preparedness Plan through the California Department of Transportation (TEPP). VCTC will partner with the Santa Barbara County Association of Governments (SBCAG) and coordinate the transit operators in both counties to develop and implement this plan, helping to better prepare the region for future natural disasters.

As part of this grant award, a resolution between VCTC and SBCAG is required.

**BACKGROUND**

The Thomas Fire and Montecito mudslide highlighted how important transportation and transit are in emergencies. It helped identify where we are well prepared, illustrated what can be improved and led to the application for this grant program. Though important bridge services were able to be quickly implemented during the Montecito mudslide, neither VCTC nor SBCAG has a TEPP and the disasters highlighted that need.

It will also work with existing plans so as to not duplicate efforts and to maximize the work that has already been done. This plan will outline communication procedures, including communication within organizations, with counterpart agencies (between SBCAG and VCTC, with transit operators, with emergency service offices) and external communications to the public and transit riders. The plan will cover different types of emergencies such as fires, mudslides, flooding, tsunamis and sea level rise. It will

**July 13, 2018**  
**Item #8H**  
**Page #2**

develop an approach to training and drills for appropriate personnel. It will create a blueprint for evacuation of communities and inventory of transit assets as well as create procedures for the canceling and adding of service. Lastly, it will also create a plan for resumption of service and recovery. The plan will build on lessons learned, not only in Ventura County, but also other areas that have been ravaged by natural disasters and help to reduce the vulnerability of our residents. A goal of this plan is for it to serve as a resource for other areas in the state.

### **RECOMMENDATION**

Staff is recommending approval of Resolution 2018-09 between VCTC and the California Department of Transportation as well as amending the Fiscal Year 2018/2019 Regional Transit budget by \$250,000 for the Transportation Emergency Preparedness Plan by adding \$221,325 of Public Transportation Account (PTA) funds, \$14,337 of Local Contributions from SBCAG and \$14,338 of STA fund transfer and correspondingly increasing the consultant services line item by \$250,000. This includes amending the STA fund budget by increasing the STA Fund Transfers expenditures by \$14,338.

**RESOLUTION NO. 2018-09  
A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION  
AUTHORIZING THE EXECUTIVE DIRECTOR TO EXECUTE AGREEMENTS WITH  
THE CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR  
THE TRANSPORTATION EMERGENCY PREPAREDNESS PLAN**

WHEREAS, the Ventura County Transportation is eligible to receive federal and/or State funding for certain transportation planning related plans, through the California Department of Transportation

WHEREAS, a Restricted Grant Agreement is needed to be executed with the California Department of Transportation before such funds can be claimed through the Transportation Planning Grant Programs

WHEREAS, the Ventura County Transportation Commission wishes to delegate authorization to execute these agreements and any amendments thereto;

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission, authorize the Executive Director, or designee, to execute all Restricted Grant Agreements and any amendments thereto with the California Department of Transportation.

APPROVED AND PASSED this 13th day of July, 2018.

\_\_\_\_\_  
LINDA PARKS, CHAIR, VCTC

ATTEST:

\_\_\_\_\_  
Donna Cole, Clerk of the Commission

APPROVED AS TO FORM:

\_\_\_\_\_  
Steven T. Mattas, General Counsel

\_\_\_\_\_  
Date

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Item #81

July 13, 2018

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: JUDITH JOHNDUFF, PROGRAM MANAGER**

**SUBJECT: ALLOCATION OF TRANSPORTATION DEVELOPMENT ACT FISCAL YEAR (FY)  
2018/19 ARTICLE 3 BIKE PATH MAINTENANCE FUNDS**

**RECOMMENDATION:**

- Approve the allocations for FY 2018/19 Transportation Development Act (TDA) Article 3 Bicycle/Pedestrian Maintenance Funds (Attached).

**BACKGROUND:**

Pursuant to California PUC Section 99233.3, two percent (2%) of Transportation Development Act (TDA) Local Transportation Funds (Article 3) are set aside for planning, constructing and maintaining bicycle and pedestrian facilities. These Article 3 funds are allocated by the Ventura County Transportation Commission (VCTC) according to the policies and procedures established by the Commission.

**DISCUSSION:**

At the March 4, 2016 meeting, VCTC adopted a policy to allocate 25% of the annual TDA Article 3 funds for Class 1 bicycle path maintenance based upon the proportional share of Class I pathway miles within each jurisdiction. This year \$168,384 (25%) of FY18/19 Article 3 funds are available for distribution. Agencies were asked to update the FY 17/18 Class I Bicycle Path Maintenance Mileage table to reflect any changes that occurred over the last year. The attached table provides a breakdown of Class I Bicycle Path mileage for all jurisdictions and their proportional share of the FY 18/19 TDA Article 3 maintenance funds.

The Transportation Technical Advisory Committee reviewed and approved the proposed funding breakdown at their June 21, 2018 meeting. Therefore, staff recommends the Commission approve the allocations as presented in the Attached Table.

FY 18/19 TDA Article 3 Maintenance Funding		
City	Existing Class I Mileage	Class I Maintenance Allocation
Simi Valley	13.60	\$27,107
Oxnard	2.54	\$5,063
Ojai	0.40	\$797
San Buenaventura	32.20	\$64,180
Thousand Oaks	3.00	\$5,980
County	13.00	\$25,911
Port Hueneme	5.10	\$10,165
Camarillo	4.40	\$8,770
Santa Paula	3.00	\$5,980
Fillmore	4.84	\$9,647
Moorpark	2.40	\$4,784
<b>TOTAL</b>	<b>84.48</b>	<b>\$168,384</b>



Item #8J

July 13, 2018

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR**

**SUBJECT: AMENDMENT TO NON-EXCLUSIVE EASEMENT (LIMONEIRA LEWIS COMMUNITY BUILDERS)**

**RECOMMENDATION:**

- Approve an amendment to the September 8, 2017 non-exclusive easement made between Ventura County Transportation Commission (VCTC) and Limoneira Lewis Community builders LLC.

**DISCUSSION:**

In September 2017, the Commission approved a non-exclusive easement with Limoneira Lewis Community Builders LLC to allow for utility, drainage and vehicular crossings of the Santa Paula Branch Line in order to serve the Harvest at Limoneira project. Upon excavation it was discovered that the location specified was already heavily congested with a number of existing utilities and pipelines preventing the installation of electrical utilities to the project. Moving slightly eastward just outside of the existing easement line would allow for a safe installation of the electrical utilities.

To memorialize this minor change, an amendment, provided under separate cover, to the original easement has been drafted and will be recorded if approved. The amendment was drafted by VCTC's General Counsel in cooperation with Counsel for Limoneira Lewis Community Builders LLC. Staff is recommending that the Commission approve the amendment to the September 8, 2017 non-exclusive easement with Limoneira Lewis Community Builders LLC.

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Item #9

July 13, 2018

**MEMO TO: SERVICE AUTHORITY FOR FREEWAY EMERGENCIES**

**FROM: STEVE DEGEORGE, PLANNING AND TECHNOLOGY DIRECTOR**

**SUBJECT: GRAND JURY REPORT AND RESPONSE**

**RECOMMENDATION:**

- Receive the Ventura County Grand Jury Report dated April 19, 2018, approve the SAFE's responses and authorize the Executive Director to transit the response to the Ventura County Grand Jury.

**BACKGROUND:**

The Ventura County Grand Jury is tasked with investigating matters of civil concern within the boundaries of Ventura County including cities, tax-supported agencies, and any agencies or districts created by state law, excluding federal or state agencies operating within Ventura County. The Grand Jury is authorized to inspect and audit books, records, and financial expenditures to ensure public funds are properly accounted for and legally spent. The Grand Jury issues reports based on their investigation and elected boards must respond in 90 days.

The 2017/2018 Ventura County Grand Jury received a complaint regarding a nine dollar (\$9) fee collected by the Department of Motor Vehicles (DMV) from owners of vehicles in Ventura County. The Ventura County Grand Jury investigated four separate recipients of the fees, including the Service Authority for Freeway Emergencies (SAFE), and their handling of the revenue, please see the Grand Jury Report provided under separate cover.

The California Streets and Highway Code, Division 3, Chapter 14, beginning with Section 2555 authorizes the establishment of a Service Authority for Freeway Emergencies (SAFE) in any county. The Chapter further authorizes counties to purchase, install, operate and maintain motorist-aid services including callboxes, Freeway Service Patrol (FSP), incident detection systems and wide array of motorist-aid services. In Ventura County, VCTC is the Service Authority for Freeway Emergencies (SAFE) and collects a one dollar (\$1) per vehicle fee for vehicles registered in Ventura County. Currently in Ventura County SAFE operates 420 Callboxes and a roadway monitoring system which provides input to Caltrans District 7's Traffic management Center (TMC).

**DISCUSSION:**

The Ventura County 2017/2018 Grand Jury requested a response from the Ventura County Transportation Commission on the following Findings/Conclusion and Recommendations, C-01, C-02, C-04, C-06, R-01, and R-02 contained within the Report. The Grand Jury calls for responders to agree or disagree in whole or in part and provide explanations or actions for each of the Conclusions or

Recommendations. The Grand Jury Findings/Conclusions and Recommendations are detailed below along with VCTC's responses.

Staff is recommending that the SAFE Board receive the Ventura County Grand Jury Report, approve the responses below and authorize the Executive Director to transit the response to the Ventura County Grand Jury.

### **Grand Jury Conclusions**

C-01. The Grand Jury concluded that despite a nearly 25% decrease in the number of callboxes, the SAFE program continues to collect twice the amount in vehicle registration fees than it needs to cover the annual program costs.

VCTC. Partially disagree.

The Ventura County Grand Jury is correct in that in Fiscal Year 2017/2018 SAFE revenue was \$827,000 and that the operational costs for Fiscal Year 2018/2019 are \$442,000, or approximately 53% of revenue, but simple operational costs are not the only costs that must be considered. In any technology based program, the migration over time of that technology to current platforms and protocols must be considered. In the past three years SAFE has been required to upgrade all callboxes from 2G to 3G communications at a cost of \$750/box, approximately \$315,000, and SAFE is still in the process of ensuring all existing callbox sites are Americans with Disability Act (ADA) compliant at a cost of approximately \$400,000. SAFE was able to fund both of these upgrades because it sets aside reserve funds for these activities. Similar upgrades and costs must be considered as the program continues into the future.

As an example, SAFE's current roadway monitoring system has been in place since 2007 and the equipment while still operational, is aging and in need of upgrades or replacement so that it can continue to deliver usable data to Caltrans District 7 TMC. This data is critical in incident detection and the provision of traveler information to Ventura County motorists. SAFE is currently investigating the cost to upgrade or replace the roadway monitoring system and funding for that work will have to come from the reserves currently set aside.

C-02. The Grand Jury concluded the SAFE program has built up an excess reserve fund of \$4.4 million, equal to roughly 10 years' worth of current annual expenditures.

VCTC. Partially Disagree

Again, similar to VCTC's answer to C-01 there are costs associated with any technology based program outside of simple operational costs. Migration costs are very difficult to predict and can be mandated by entities outside of SAFE's control. Using the callboxes as an example, SAFE was required to migrate from 2G cellular communication to 3G; this migration was necessitated by cellular communication carriers' machine to machine protocols which were announced with only eighteen months lead time. When announced, there was no technical solution to the problem and one had to be developed prior to the termination of the 2G network. Without an existing solution, the cost to migrate upward was unknown and could not have been anticipated in a normal budget cycle. Without a substantial reserve the callbox network would have been inoperable until such funds became available.

- C-04. The Grand Jury concluded there is no consistent policy on how operating expenses or reserve funding is held by SAFE, the Vehicle Theft Program, or the APCD.

VCTC. Partially Disagree

The Grand Jury may be correct that there are no consistency policies in the three programs/agencies identified. SAFE can only speak to the program and funds it manages because it is unrelated to the other programs and/or agencies. While funding for the fees in question may all come from vehicle registration, the enabling legislation that created these fees are quite different, as are the purposes of the agencies which administer them. A common set of policies guiding all of these funds would most likely not serve all purposes.

SAFE believes that the policies governing SAFE funds are consistent with the direction provided by the enabling legislation and that they serve the public interest in terms of motorist safety.

- C-06. The Grand Jury concluded it is good policy that Carl Moyer does not allow unspent money to accumulate, avoiding the creation of excessive reserves.

VCTC. Disagree

The Grand Jury may be correct about Carl Moyer funds but SAFE does not receive Carl Moyer funds therefore this conclusion does not apply to the SAFE Program.

### **Grand Jury Recommendations**

- R-01. The Grand Jury recommends that the SAFE Board suspend its receipt of DMV funds until the excess reserve is significantly reduced.

VCTC. Disagree

The SAFE program was established to provide the motoring public an additional level of safety on the State's highways. Like the other SAFEs throughout the State, Ventura County SAFE, operated and maintained a callbox network and expanded its safety related services by adding a roadway monitoring systems when funding for such a system allowed. Now as callbox usage declines and funds have grown, Ventura County SAFE has the opportunity to further serve its motoring public with expanded or improved services to increase safety on the County's highways.

To that end SAFE staff is currently engaged in a study to look at the costs associated with a variety of eligible safety related services offered in other Counties such as Freeway Service Patrol (FSP), 511, and other services so that the SAFE Board can decide what would best serve Ventura County motorists and be sustainable over time. It is anticipated that this study will be presented to the SAFE Board in the fall of 2018.

**July 13, 2018**  
**Item #9**  
**Page #4**

R-02. The Grand Jury recommends the SAFE Board develop formal, written policies regarding the size and management of reserve funds.

VCTC. Agree

VCTC agrees with this recommendation but it must be done in the context of a sustainable SAFE program. As the SAFE Board determines the services it wishes to provide to Ventura County motorists and the parameters and costs associated with those services, appropriate reserves can be set so that the SAFE programs is sustainable and responsible to Ventura County taxpayers.





Item #10

July 13, 2018

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: AARON B. BONFILIO, PROGRAM MANAGER**

**SUBJECT: VCTC INTERCITY FARE PRICING**

**RECOMMENDATION:**

- Receive and file presentation.
- Proceed with Draft Fare Change Proposal and Timeline.

**BACKGROUND:**

At the April 2017 Commission meeting, the Commission reviewed VCTC intercity service levels, and in light of increasing service costs and underperforming routes, approved the first-ever systemwide service reduction. At that time, the Commission also discussed the need to look at fare pricing, to address potential cost-escalations. At the May 2018 Commission meeting, the Commission received a presentation regarding the recently completed passenger fare equity survey. The survey collected passenger demographic information in conjunction with their input about possible fare increase scenarios.<sup>1</sup> The Commission discussed the survey, current fare prices and the potential timing for such an adjustment.

The VCTC Intercity service is funded by a mix of federal, state, passenger fare and local funding from partner-agencies. The use of state revenues mandates that VCTC collect farebox revenues at a ratio that is equal to 20% of its operating cost.<sup>2</sup> Failure to meet this requirement could lead to a loss of funding. The relationship of fare revenue to operating expense is referred to as the *farebox recovery ratio*. The intent of the farebox recovery ratio requirement is to encourage cost-efficiency. In addition, there are other revenue sources that may be eligible to be considered as part of the farebox revenues.

Eligible “farebox” revenues include passenger fares, as well as locally-generated revenues, such as from advertising or local tax measures. In VCTC’s case, local funding is provided by Santa Barbara County Association of Governments (SBCAG) and California State University Channel Islands (CSUCI). To meet the mandated recovery ratio, the local revenues are typically applied in one of two ways, 1) as a “route guarantee” (i.e. funds dedicated for a specific route or set of routes), and/or, 2) through fare “buy-down” (i.e. for a third-party to subsidize fare payment for all or only a certain group of riders). SBCAG and CSUCI provide VCTC with route guarantees. In addition, CSUCI has historically provided a nominal fare buy-down for student riders on non-CSUCI funded routes (not included as part of the route guarantee).

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<sup>1</sup> See Attachment #A, *VCTC Title VI Fare Equity Survey*

<sup>2</sup> VCTC utilizes Transportation Development Act (TDA) funds, State Transit Assistance or STA.

At the May 2018 Commission meeting, the Commission discussed the fact that it has been approximately seven (7) years since the last fare change (effective 2011). During that same time-period, ridership has overall been in decline and service costs have increased. As a result, the farebox recovery ratio has correspondingly declined over the years.

As mentioned, the Commission approved a service reduction at the April 2017 meeting to help reduce its operating cost. The changes were primarily to the ‘partner-funded’ services—the *CSUCI Oxnard* and *CSUCI Camarillo*, and the *Coastal Express*. In planning of annual service levels, each of the funding-partners communicated to VCTC their concerns regarding need for cost-containment, and which were then presented to the Commission as part of the May 2017 service modification package. In addition, the Coastal Express Policy Advisory Committee—which advises the Commission on matters of policy and service costs for the *Coastal Express*—recommended that the Commission consider raising the route’s fares to help increase revenues.

The following report covers the Commission with discussion of VCTC’s current fare structure; a draft fare proposal—including recommended fare pricing; and, a proposed implementation timeline. In addition, staff will provide a brief presentation at the Commission meeting. If approved by the Commission, per VCTC policy, staff will proceed with a formal notification and public comment process to collect feedback, which will be reported back Commission prior to any consideration for action.

## CURRENT FARE STRUCTURE

The following tables reflect the historical fares charged by VCTC for intercity fixed route.<sup>3</sup> VCTC intercity bus service has essentially two fare structures: one set of fares for routes which operate *within* Ventura County (“Zone 1”), and another set of prices for those routes which connect to Los Angeles County or Santa Barbara County (“Zone 2”).

### **History of VCTC Fares - within Ventura County (Zone 1)**

<b>Single Trip - Cash Fare</b>	<b>1994</b>	<b>1998</b>	<b>2001</b>	<b>2011</b>
- Full	\$1.00	<i>no change</i>	<i>no change</i>	\$1.25
- Reduced (Sr./Disab.)	\$0.50	<i>no change</i>	<i>no change</i>	\$0.60
- Youth	\$0.75	<i>no change</i>	<i>Eliminated</i>	<i>n/a</i>
<b>Monthly or 31-Day Pass</b>	<b>1994</b>	<b>1998</b>	<b>2001</b>	<b>2011</b>
- Full	\$34.00	\$40.00	<i>no change</i>	\$50.00
- Reduced (Sr./Disab.)	\$15.00	\$20.00	<i>no change</i>	\$25.00
- Youth	\$26.00	\$30.00	<i>Eliminated</i>	<i>n/a</i>

### **Fares to/from Los Angeles or Santa Barbara (Zone 2)**

<b>Single Trip - Cash Fare</b>	<b>2001</b>	<b>2009</b>	<b>2010</b>
- Full	\$2.00	\$2.50	\$3.00
- Reduced (Sr./Disab.)	\$1.00	\$1.25	\$1.50
<b>Monthly or 31-Day Pass</b>	<b>2001</b>	<b>2009</b>	<b>2010</b>
- Full	\$75.00	\$90.00	\$105.00
- Reduced (Sr./Disab.)	\$35.00	\$45.00	\$52.00

<sup>3</sup> In addition, VCTC sells multi-trip tickets which provide a 10% discount. This was first introduced on VCTC’s smartcard system as pre-purchased trip credits, called “E-purse”.

As noted above, the cash fares charged for Zone 1 routes have been increased only once in 25 years of operation. Zone 1 pass prices have been modified *two* times. Similarly the Zone 2 cash fares were last adjusted in 2010, which was part two of two-part “phased approach”, with the prior adjustment effective the year before in 2009.

While the fare prices established by neighboring public transit agencies are dependent on those agencies’ internal operations and levels of service (and the budgetary decisions made by their boards), it is informative to understand the current transit marketplace for local and regional services.

The following tables reflect VCTC fares alongside other transit operators.

**Current Fares: VCTC "Zone 1" and Neighboring/Local Services**

	VCTC (Zone1)	Gold Coast Trans. Dist.	Valley Express (Fixed)	Ojai Trolley	Th. Oaks Trans.	Moorpark City Trans.	Simi Valley Transit	Santa Barb. MTD*
<b>Single Trip - Cash Fare</b>								
- Full	\$1.25	\$1.50	\$1.25	\$1.50	\$1.50	\$1.00	\$1.50	\$1.75
- Reduced (Sr./disab.)	\$0.60	\$0.75	\$0.60	\$0.75	\$0.75	Free	\$0.75	\$0.85
<b>Monthly or 31-Day Pass</b>								
- Full	\$50	\$50	\$20	N/a	\$42	N/a	\$50	\$52
- Reduced (Sr./disab.)	\$25	\$25	\$10	N/a	\$21	N/a	\$25	\$20
<b>Multi-trip Ticket "1 Trip" Price</b>								
- Full	\$1.10	\$1.33	N/a	\$1.20	\$1.20	\$0.91	\$1.19	\$1.15
- Reduced (Sr./disab.)	\$0.55	\$0.67	N/a	N/a	\$0.60	Free	\$0.60	\$0.55

**VCTC "Zone 2" and Regional Services**

	VCTC (Zone2)	Clean Air Express	LA Commuter Exp* (SFV-TO)
<b>Single Trip - Cash Fare</b>			
- Full	\$3.00	\$7.00	\$2.50
- Reduced (Sr./Disab.)	\$1.50	N/a	\$0.75
<b>Monthly or 31-Day Pass</b>			
- Full	\$105	\$150	\$80
- Reduced (Sr./Disab.)	\$52	N/a	N/a
<b>Multi-trip Ticket "1 Trip" Price</b>			
- Full	\$2.70	\$5.00	\$2.30
- Reduced (Sr./Disab.)	\$1.35	N/a	N/a

\*SBMTD and LA Commuter Express utilize revenues from local transportation sales tax measures.

**MEETING “TDA” FAREBOX RECOVERY REQUIREMENTS**

Although VCTC’s fares are in some cases less expensive than neighboring transit agencies (including local operators which on average provide shorter trips<sup>4</sup>), VCTC has been able to generate enough fare revenue over the years with its existing fare structure necessary to meet the state-mandated farebox

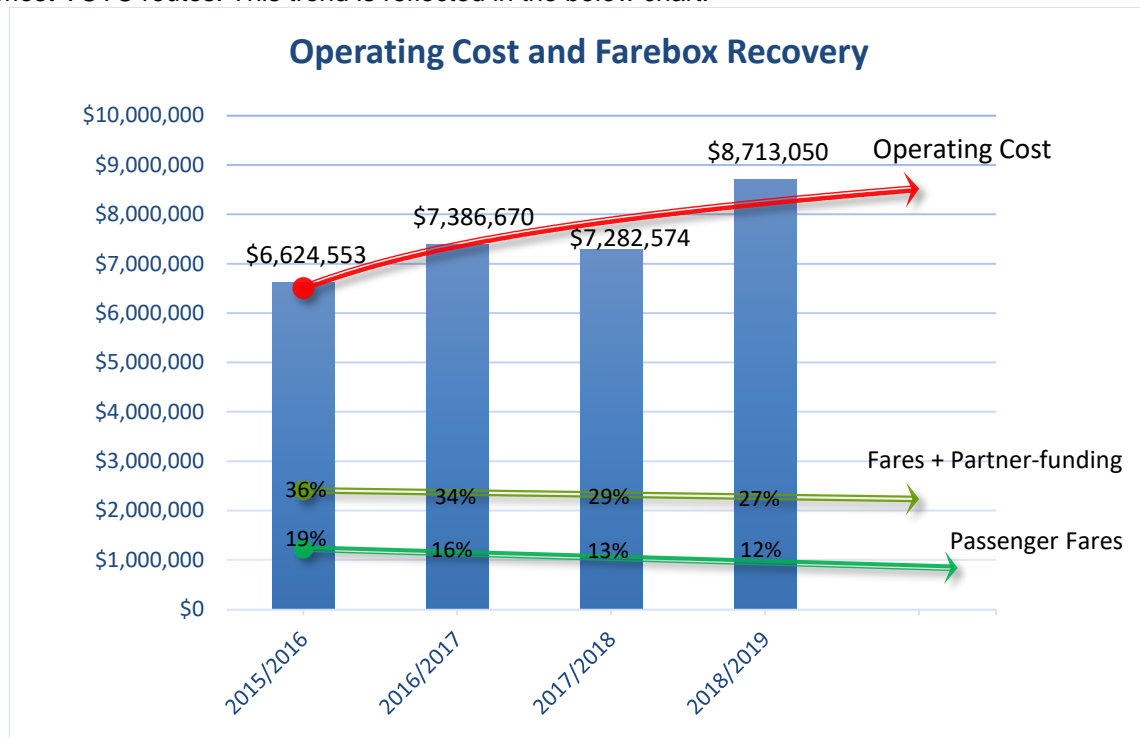
recovery ratios. Until recently this was achieved solely through the collection of passenger farebox revenues at current prices without need for additional funding.

<sup>4</sup> Average trip-lengths: VCTC = 11.6mi; GCTD = 4.1mi; SBMTD = 4.6mi. *No trip-length data available for Ojai, Thousand Oaks or Simi Valley* (source: FY16 NTD)

While VCTC continues to meet the mandated requirements, it is only through the mix of farebox revenues paid by the passengers *and* the eligible “route guarantee” revenues provided by VCTC’s funding partners, SBCAG and CSUCI.<sup>5</sup> That is, VCTC can no-longer achieve the mandated 20% farebox recovery ratio without reliance on outside partner-funding.

As discussed, the route guarantees VCTC receives are utilized to the benefit of the farebox ratio for the entire VCTC system. However, the purpose of VCTC’s partner-funding, is for the support of two VCTC lines or services, the Coastal Express and CSUCI, and the funding is dependent on the agreements between the agencies and the policy and planning direction from each group. Should those services be again reduced per the direction of VCTC’s partners, for example, the ability for VCTC to leverage route guarantees in support of the overall VCTC system would become more and more difficult. In addition, per the agreement between VCTC and SBCAG, funding from SBCAG is constrained to \$850,000/annually for the Coastal Express service. The term of this agreement will expire at the end of fiscal year 2018/2019. Agency staffs are presently working on updated terms.

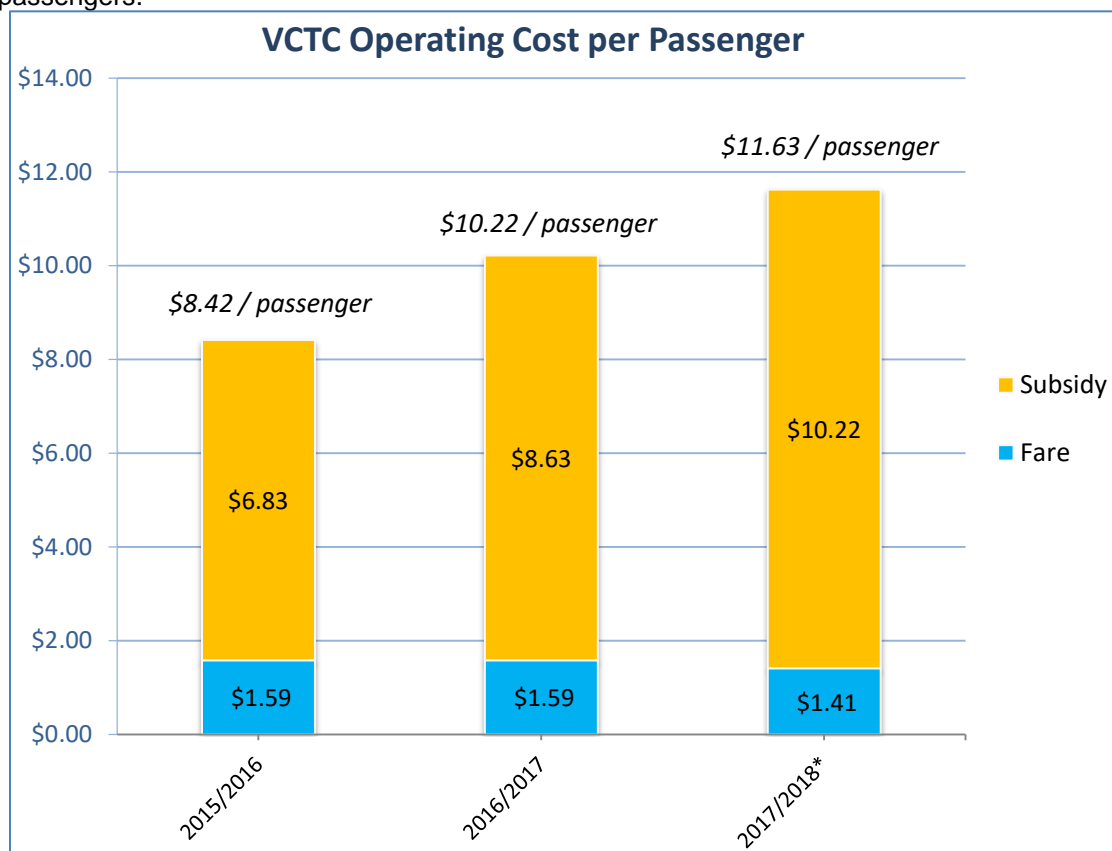
For this year, Fiscal Year 2018/2019, the anticipated farebox recovery ratio of the VCTC system is anticipated to be 27% including route guarantees, and 12% without. Pursuant to the contract with RATP Dev, the operating rates are set to increase between 2-3% annually for the remaining six-year contract term.<sup>6</sup> Currently, the farebox recovery ratio is trending downward as ridership is generally flat or declining for most VCTC routes. This trend is reflected in the below chart.



<sup>5</sup> CSUCI uses non-state funding derived from fees and forfeitures, and SBCAG from the Santa Barbara County voter-approved transportation sales tax measure, Measure “A”.

<sup>6</sup> Excluding fuel payments.

In addition to the above table, staff presents the following *cost effectiveness* information. Cost-effectiveness is typically expressed in terms of operating cost per passenger or subsidy per passenger.<sup>7</sup> The chart below reflects the recent divergence between the shares of operating costs paid by the agency and passengers.<sup>8</sup>



The challenge of meeting the farebox requirement and risk associated with declining eligible farebox revenues (over increasing costs), is demonstrated when viewed on a per-route basis. The below table reflects the per route data for the two fiscal years ended June 30, 2016 and 2017, as well as, through April 30, 2018 (“2017/2018”).

Farebox Ratio By Route		FY2015/2016	FY2016/2017	FY2017/2018
VCTC	Hwy 101	9.8%	8.0%	7.4%
	Conejo Connection	13.9%	11.3%	14.1%
	Hwy 126	18.2%	15.2%	14.1%
Partner	East County	10.4%	8.3%	6.3%
	CSUCI Camarillo	78.6%	72.9%	63.7%
	CSUCI Oxnard	64.1%	62.7%	74.9%
	Coastal Express	59.6%	53.5%	56.1%
Demo	Oxnard/Camarillo Connector	n/a	3.1%	4.1%
	East/West Connector	n/a	n/a	2.2%

<sup>7</sup> VCTC “Ventura County Short Range Transit Plan” – Nelson/Nygaard 2015

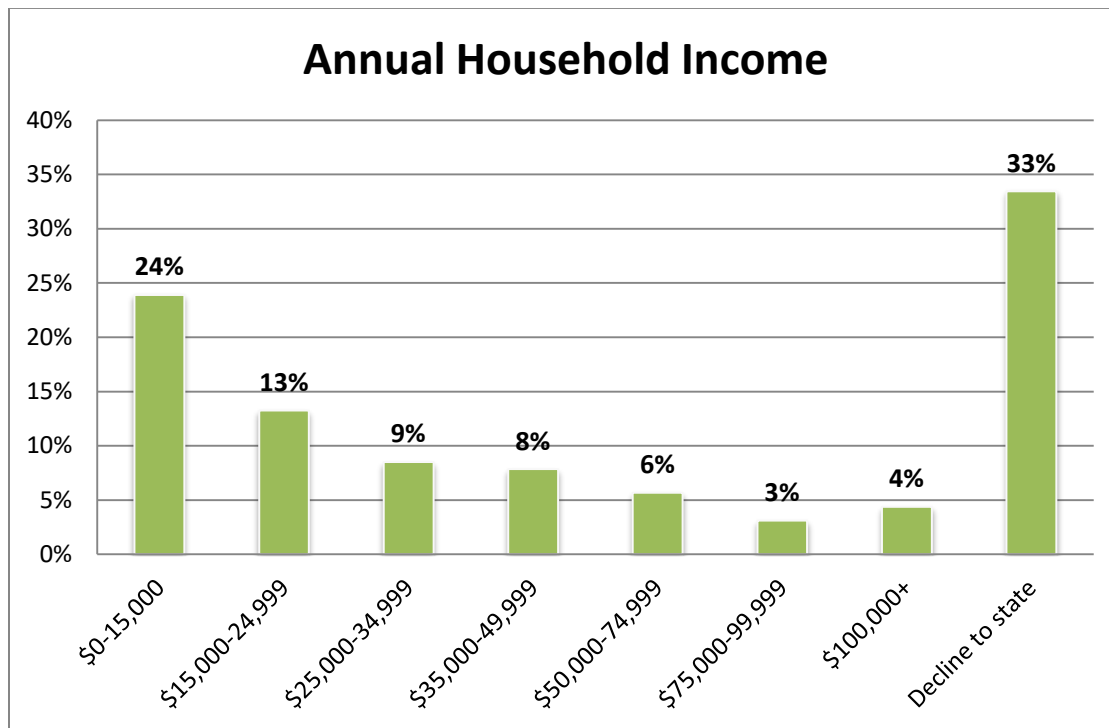
<sup>8</sup> Not including Local Route Guarantee Revenue; \* “2017/2018” = February – April 2018, i.e. post-Thomas Fire.

On their own, only those routes with substantial outside funding, such as CSUCI and Coastal Express, consistently make the 20% farebox recovery ratio.<sup>9</sup> Lacking route guarantees, the only route to achieve the 20% farebox recovery ratio using passenger fare revenues is the Coastal Express, and the ratio is trending downward, (29%, 2015/2016; 24%, 2016/2017; and, 22%, 2017/2018). Separate from Coastal Express and CSUCI, the VCTC-funded routes achieved a 10.3% farebox recovery ratio this past fiscal year.<sup>10</sup> Pursuant to TDA regulations, VCTC's route "HWY 126" could potentially be allowed a lower ("blended") farebox ratio, because the route serves both rural communities and an urbanized area. For that reason, the HWY 126 ratio could be adjusted downward depending on service costs associated with each area.

#### FARE PRICING AND HOUSEHOLD:

At the May 2018 Commission meeting the Commission received a presentation regarding the *VCTC Title VI Fare Equity Survey*. The survey sought information related to rider demographics in correlation to survey responses regarding potential fare increase scenarios. The survey was conducted over a series of weeks during calendar year 2017. The survey was provided in both English and Spanish with trained staff onboard the VCTC fleet to facilitate collection.<sup>11</sup>

As noted at the May meeting, a large proportion of the VCTC ridership (approximately 46%) reported an annual household of \$35,000 or below. The following chart reflects the breakdown regarding annual household income for the 1,646 survey respondents.



Generally speaking, respondent answers regarding annual household income were similar across all VCTC routes, with East County, Coastal Express, CSUCI and Conejo Connection routes reporting the

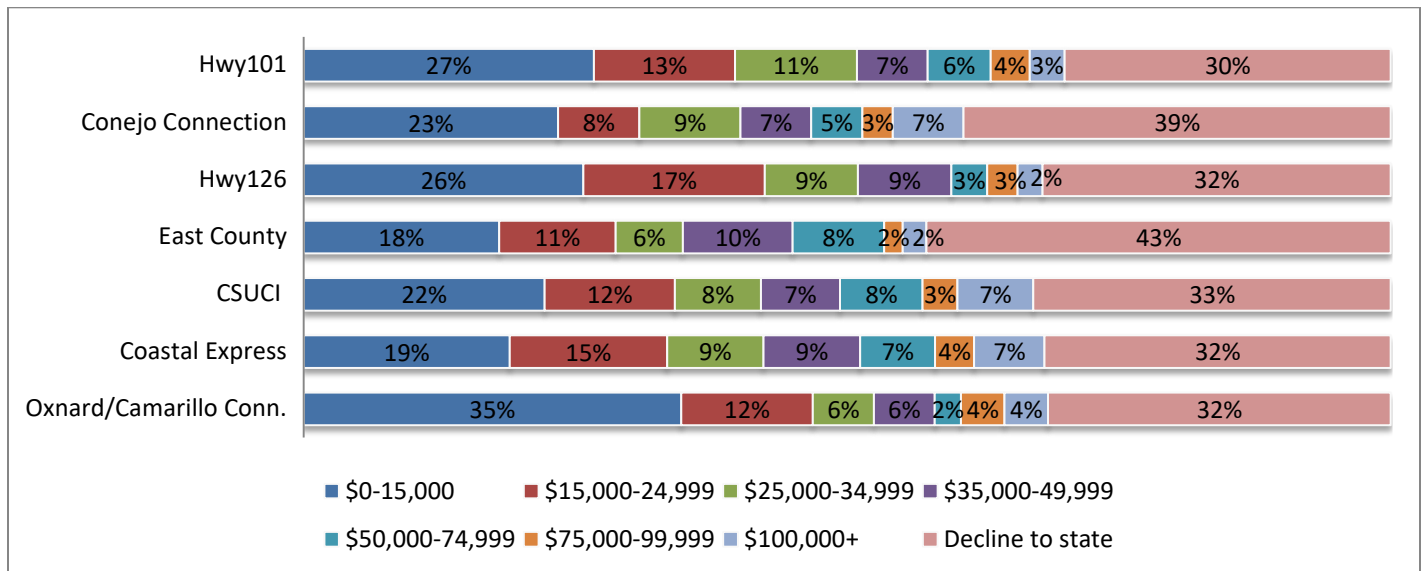
<sup>9</sup> Moorpark College provides \$10,000 per year to the East County route.

<sup>10</sup> Routes include: Hwy101, Conejo Connection, Hwy126, East County and Oxnard/Camarillo Connector.

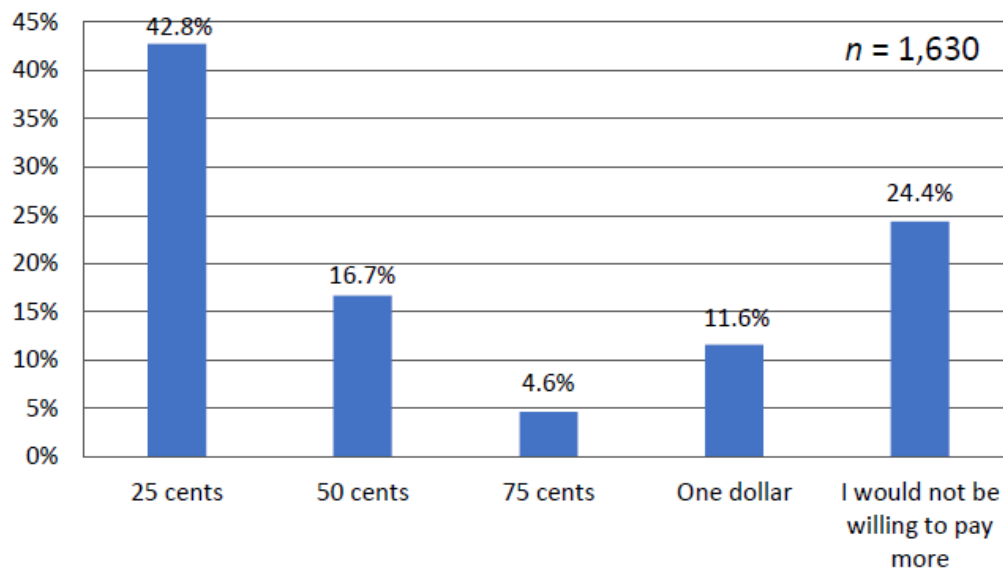
<sup>11</sup> See Attachment #A, *VCTC Title VI Fare Equity Survey (2017)*.

fewest passengers with an annual household income in the lowest income category of “\$0 – 15,000”. The Coastal Express, CSUCI and Conejo Connection routes returned the highest share of riders with reported annual household incomes of at least \$50,000. The response rates per route are noted in the following chart.

**Annual Household Income by Route**



The survey asked riders about their willingness to pay more for transit service. Across all routes, the majority of riders (75.6%) would be willing to pay \$0.25 more. Approximately one-third of respondents (32.9%) would be willing to \$0.50 or more. One quarter (24.4%) stated that they would not be willing to pay more.



## EXPERIENCE WITH FARE INCREASES: VCTC AND NEIGHBORING TRANSIT OPERATORS

The impact of fare increases experienced by transit operators can be instructive. The following was provided to VCTC by neighboring transit agencies. VCTC's experience during the last increase is noted below, as well.

**Gold Coast Transit District (2011):** Gold Coast last raised their regular adult cash fares in 2011 from \$1.25 to \$1.50. Ridership went up in 2011 because service that was cut in 2009 was restored. In 2013 GCTD adjusted some pass prices slightly to even dollar amounts when upgrading fareboxes. At the same time the transfer policy was simplified, the monthly pass was changed to a 31-day pass and a new 15-ride ticket replaced the 10-ride and 20-rides tickets. Initially, some riders did speak out about the fare increase proposal when it was originally proposed around 2009. In response, GCTD split the increase over two years. After implementation there were no complaints that the fare was too high, and GCTD staff does not see any lasting negative impacts from the fare increase. GCTD records show that ridership and fare revenue in FY2011-12 were each up about 4% over the prior year. Because of service changes, it is not possible to measure the impact of just the fare increases. Gold Coast may be considering raising fares during the next few years.

**Thousand Oaks Transit (2011):** Thousand Oaks Transit (TOT) raised fares on their fixed-route and dial-a-ride services in fall 2011. The fixed-route fares went from \$1 to \$1.50. DAR fares rose from \$1.50 to \$2.25 in 2011 and to \$3 on July 1, 2012. TOT had anticipated up to a 5% drop in ridership. Ridership dropped from 174,000 in FY11-12 to 154,000 in FY12-13, decrease of about 11%. At the same time as the fare change, there was a 20% cut in route miles and other minor changes. Because of the service changes it is not possible to determine how much of the ridership loss was due to the fare increase. By FY13-14 the City had added hours and Saturday service as well as a Metrolink shuttle. Ridership that year was 166,000, about 5% below FY11-12. TOT may be considering raising fares during the coming fiscal year.

**Santa Barbara MTD (2009):** The last general fare increase was 2009. The cash fare for regular adult riders went from \$1.25 to \$1.75. In the first six months following the fare increase, ridership decreased by 2.9%. That period of time coincided with the beginning of the decreases associated with the great recession. Typically, following previous fare increases, MTD saw little or no drop in ridership. SBMTD may be considering raising fares during the next fiscal year.

**VCTC (2009/2010, 2011):** The last fare increase was broken up into multiple parts. Full price fares for intercounty routes ("Zone 2") went from \$2.00 to \$2.50 or +25% (2009) and from \$2.50 to \$3.00, or +20% (2010). Intracounty ("Zone 1") fares were raised the following year, as the full price fare was raised from \$1.00 to \$1.25, or +25% (2011).

### Experience with Intercity Routes (Zone 2):

During fiscal year 2009/2010 (the year immediately after the first increase), passenger productivity on affected routes decreased by approximately 10%. However, when looked at over time, the effect of the change is much lower. That is, while prices of Intercounty routes ultimately increased 50% between FY2008/2009 and FY2011/2012, ridership productivity only decreased 6.7%. What's more, following the second phase of the fare increase, passenger productivity *increased* 6.52%.

### Experience with Intra-county Routes (Zone 1)

The last increase to VCTC fares for intra-county routes occurred August 2011. Similar to trends observed for intercounty routes, the intra-county routes passenger productivity increased between FY 2010/2011 at year-end of FY 2011/2012. Year over year, passenger productivity increased between 2%-42% (depending on the route) during the time-frame immediately following the fare increase to intra-county routes.



During the following year, however, ridership dropped precipitously as VCTC's transit operator filed for bankruptcy and subsequently the question of the VCTC intercity service's longevity was raised. Most notably, VCTC's most productive route, the Coastal Express, saw ridership rates drop 22% between FY 2011/2012 and FY 2012/2013. The activities and variables associated with the bankruptcy and the immediate aftermath, sourcing an interim service provider, a change in fleet type, interruption in availability of smartcard fare media, and changes in direction by the VCTC governing board, all in conjunction with the down-turn in the economy makes it difficult to simply connect the fare increase of August 2011 to future service performance.

Since that time, i.e. during the last four years FY 2013/2014 –FY 2016/2017, passenger productivity has decreased 9.1% system-wide.

### **FARE PRICE PROPOSAL AND TIMELINE**

Staff has developed the following recommended fare price proposal for the Commission's consideration. The proposed fares, including pass prices were identified through analysis of those factors mentioned above, with the stated goal of increasing revenue and minimizing loss of ridership and hardship for passengers. In addition, staff will provide in its presentation at the meeting information which details the proposed fare pricing, including current utilization of each pass type, per route ridership and fare sales trends.

To mitigate impact, certain pass prices were left unchanged in the proposal, and it is recommended these passes remain priced "as-is." This serves two goals: 1) offset the increase to the per-trip cash fare, and 2) to re-incentivize purchase of said fare media and thus repeat ridership. In addition, a new pass product was introduced in the proposal: an unlimited-use "5-Day Pass" for Zone 1 routes (intra-county). The intention of this lower-priced fare product is to further mitigate impact of per-trip cash rate increases for riders whom may have difficulty paying for longer-duration monthly pass fare products all-at-once. That is, the 5-Day Pass allows for regular riders with limited means to achieve similar discounts as those who utilize the unlimited-use monthly pass. If approved, VCTC would coordinate implementation of the 5-Day Pass at the same time as the implementation of Phase I changes.

### **DRAFT FARE STRUCTURE**

<b>Zone 1: Intra-county</b>	<b>Current</b>	<b>Phase 1</b> <i>January 2019</i>	<b>Phase 2</b> <i>January 2020</i>
<b>Single Trip - Cash Fare</b>			
- Full	\$1.25	<b>\$1.50</b>	<b>\$1.75</b>
- Reduced (Sr./Disab.)	\$0.60	<b>\$0.75</b>	<b>\$0.80</b>
<b>10-Ride Ticket</b>			
- Full	\$11.00	<b>\$13.00</b>	<b>\$15.00</b>
- Reduced (Sr./Disab.)	\$5.50	<b>\$6.50</b>	<b>\$7.00</b>
<b>31-Day Pass</b>			
- Full	\$50.00	\$50.00 (no change)	\$50.00 (no change)
- Reduced (Sr./Disab.)	\$25.00	\$25.00 (no change)	\$25.00 (no change)
<b>5-Day Pass</b>			
		<b>NEW</b>	
- Full	n/a	<b>\$10.00</b>	\$10.00 (no change)
- Reduced (Sr./Disab.)	n/a	<b>\$5.00</b>	\$5.00 (no change)

**Zone 2: Intercounty****Current****Phase 1***January 2019***Phase 2***January 2020*

Single Trip - Cash Fare			
- Full	\$3.00	<b>\$3.50</b>	<b>\$4.00</b>
- Reduced (Sr./Disab.)	\$1.50	<b>\$1.75</b>	<b>\$2.00</b>
10-Ride Ticket			
- Full	\$27.00	<b>\$32.00</b>	<b>\$36.00</b>
- Reduced (Sr./Disab.)	\$13.50	<b>\$16.00</b>	<b>\$18.00</b>
31-Day Pass			
- Full	\$105.00	<b>\$115.00</b>	<b>\$130.00</b>
- Reduced (Sr./Disab.)	\$52.00	<b>\$55.00</b>	<b>\$65.00</b>

**PROPOSED TIMELINE AND NEXT STEPS**

*The following high-level timeline itemizes VCTC's next steps:*

- *July 13, 2018 - Commission Meeting: Commission reviews fare change proposal and authorizes public hearing*
- *August 1, 2018 - Advertise and provide public notices regarding public hearing and the detail of fare proposal, including prices and implementation, including online, onboard buses, at stops and with social and local media. (Begin formal comment period.)*
- *September 7, 2018 – Commission Meeting: Public hearing on Fare Increase and report of formal comments to-date.*
- *October 5, 2018 – Commission Meeting: Commission considers item related to adoption of fare changes.*
- *October - December 2018 – Staff, contractor and outreach firm prepare for new fare structure and publicize change accordingly.*
- *January 2019 – Phase I fare increase implemented*
- *January 2020 - Phase II fare increase implemented*

**Attachments:**

*Attachment #A - VCTC Title VI Fare Equity Survey*



**Item #11**

**July 13, 2018**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: CLAIRE GRASTY, PROGRAM MANAGER**

**SUBJECT: COLLEGE RIDE PILOT PROGRAM**

**RECOMMENDATION:**

- Adopt MOU with Ventura County Community College District (VCCCD), California State University Channel Islands (CSUCI) and California Lutheran University (CLU)
- Approve Reimbursement Agreement with Ventura County Operators

**DISCUSSION:**

At the April 2018 Commission meeting, the Commission ratified the allocation request submitted for the use of Low Carbon Transit Operations Program (LCTOP) formula funding to facilitate a county-wide transit fare promotion, the College Ride Pilot Program. In addition to the LCTOP funding received directly by VCTC, the Cities of Camarillo, Thousand Oaks, and Simi Valley have all joined in VCTC's submittal and committed their agency's LCTOP formula funds. The total amount for the county-wide program is \$524,984, \$501,875 provided by VCTC's allocation, and \$23,109 contributed from the three Cities.

The College Ride Pilot Program will last the duration of the 2018-19 academic year. The stated goal of the College Ride Pilot Program is to increase transit ridership among the college student population by waiving fares for enrolled students of colleges within Ventura County. The schools include: CSUCI, Ventura College, Moorpark College, Oxnard College and CLU. All enrolled students will be able to ride the for free anytime on any of the Ventura County operators. The grant funding will be used to support a defined per passenger reimbursement to the operators.

VCTC has met with the universities and Community College District in efforts to coordinate and implement this program. VCTC has also worked with all of the county operators to make sure the program is seamless and help ensure success. As part of this program, staff is recommending VCTC enter into a memorandum of understanding with the VCCCD, CSUCI and CLU to collaborate throughout the implementation of this program. Additionally, staff is recommending a reimbursement agreement with the Ventura County operators to reimburse the operators \$1.10 for each student boarding during this program. The College District and Universities as well as the operators are all in the process of or have completed the agreements. The MOU and reimbursement agreement are attached.

**July 13, 2018**  
**Item #11**  
**Page #2**

To promote this program, VCTC will lead a robust marketing campaign with the colleges and universities as well as the operators. This campaign will include a social media push, flyers, physical outreach at the schools and maps and information customized to each campus.

To ensure this pilot's success, staff researched similar college pass programs to see what has worked best and glean lessons learned. This included attending APTA's Public Transportation and Universities Conference in Santa Cruz which has had a partnership with the University of Santa Cruz for 46 years.

### **RECOMMENDATION**

At this time, staff is recommending to enter a Memorandum of Understanding with the Ventura County Community College District, California State University Channel Islands and California Lutheran University to coordinate through the life of this program as well as enter into a reimbursement agreement with Ventura County operators to reimburse them \$1.10 for each student boarding through the Low Carbon Transit Operations Program.

## **MEMORANDUM OF UNDERSTANDING**

### **VENTURA COUNTY TRANSPORTATION COMMISSION COLLEGE RIDE PILOT PROGRAM**

This Memorandum of Understanding (MOU) is entered into effective July 13 2018, between the Ventura County Transportation Commission (VCTC) and the Ventura County Community College District, California Lutheran University, and California State University Channel Islands (hereinafter Agencies). VCTC and the agencies shall be collectively referred to herein as “the Parties.”

#### **RECITALS**

WHEREAS, for some time, there has been discussion and general agreement that development of a transit pass program for Ventura County college students would be a beneficial program to increase transit usage, reduce greenhouse gas emissions, improve mobility, and relieve congestion; and

WHEREAS, the Agencies wish to participate in a College Ride Pilot Program (Program) to enhance and expand regional and local transit services and connections for respective students of the Agencies; and

WHEREAS, funding for the Program will come from revenue derived from the Low Carbon Transit Operations Program (LCTOP), which is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862 using funds from the Cap-and-Trade program; and

WHEREAS, VCTC is an eligible project sponsor and may receive state funding from the LCTOP program now or sometime in the future for transit projects; and

WHEREAS, LCTOP funding is eligible for new or expanded transit service, including promotional activities to increase transit utilization including free or reduced transit fare incentive programs; and

WHEREAS, on April 6 and May 11, 2018, the Ventura County Transportation Commission (VCTC) approved the LCTOP allocation which included \$524,984 for the Program in the largest and most attended colleges and universities within Ventura County, including the entire Ventura Community College District, California State University Channel Islands and California Lutheran University; and

WHEREAS, no financial contribution will be required from the Agencies during the term of the Program; and

WHEREAS, the Agencies wish to improve local and regional transit services for students in their respective campuses through participation in the Program; and

NOW, THEREFORE, in consideration of their mutual promises, obligations, and covenants hereinafter contained, the Parties agree as follows:

#### **ARTICLE I – GENERAL PROVISIONS**

- 1.1. **TERM.** This MOU, including Exhibit A hereto, will be effective when executed by the three Agencies (Effective Date), aimed to coincide with the beginning of the Fall 2018 term (August 20, 2018). The initial term of the MOU will be for a period from the Effective Date to the end of the school year for the Agencies. Thereafter, based upon availability of funding and the success of the Program, the MOU may be extended by VCTC, subject to receipt of a written request from each Agency to extend the MOU for an additional academic year.

- 1.2. NOTICES. Any notices or reports relating to this MOU, and any request, or other communication should be delivered to the representatives of the Parties at the addresses set forth in the attached Exhibit "B".
- 1.3. FURTHER ACTS. In exchange for participation in the Program, the Agencies will promote the goals of the Program (contained in Exhibit "A") throughout their respective campuses, and share information with VCTC staff that will contribute to the success of the Program. The Agencies agree to cooperate fully with one another to attain the purposes and objectives of this MOU.
- 1.4. EXECUTION OF COUNTERPARTS. This MOU may be executed in counterparts, each of which will be deemed an original, but together will constitute one and the same instrument.
- 1.5. GOVERNING LAW. This MOU, including any dispute arising out of it, is governed by the laws of the State of California.

IN WITNESS WHEREOF, the Parties have caused this College Ride Pilot Program MOU to be executed on their behalf as of the dates specified below, respectively, as follows:

VCTC College Ride Pilot Program MOU – Signatures:

VENTURA COUNTY COMMUNITY COLLEGE DISTRICT

Date: \_\_\_\_\_ APPROVED AS TO FORM:

By: \_\_\_\_\_ By: \_\_\_\_\_  
Chancellor Legal Counsel

VCTC College Ride Pilot Program MOU – Signatures (continued)

CALIFORNIA LUTHERAN UNIVERSITY

Date: \_\_\_\_\_ APPROVED AS TO FORM:

By: \_\_\_\_\_  
President



VCTC College Ride Pilot Program MOU – Signatures: (continued)

CALIFORNIA STATE UNIVERSITY CHANNEL ISLANDS

Date: \_\_\_\_\_ APPROVED AS TO FORM:

By: \_\_\_\_\_  
President

VCTC College Ride Pilot Program MOU – Signatures (continued):

VENTURA COUNTY TRANSPORTATION COMMISSION

Date: \_\_\_\_\_ APPROVED AS TO FORM:

By: \_\_\_\_\_ By: \_\_\_\_\_  
Darren M. Kettle, Executive Director Steven Mattas, General Counsel

Exhibit "A"

VCTC College Ride Transit Program MOU  
Transit Goals

- A. Enhance the transit usage among the student population of the Ventura County Community College District, California Lutheran University, and California State University Channel Islands through a cooperative and collaborative partnership, the VCTC College Ride Program, allowing students unlimited use on all Ventura County public transit services.
- B. Improve inter-agency transit connectivity among the transit operators serving the participating Agencies.
- C. Coordinate marketing and promotion activities of the Program to maximize the outreach to students and Program usage.
- D. Share data collected through the Program to help plan and improve transit service provided at the Agencies, and target improvements to the service.

Exhibit "B"  
VCTC College Ride Pilot Program MOU  
Notices

Ventura County Community College District  
Dr. David El Fattal  
Vice Chancellor, Business and Administrative Services  
761 E. Daily Drive, Ste. 200  
Camarillo, CA 93010

California Lutheran University  
Ryan Van Ommeren  
Assistant Vice President for Operations  
60 W. Olsen Road  
Thousand Oaks, CA 91360

California State University, Channel Islands  
Michael Morris  
Chief of Police  
Placer Hall  
One University Drive  
Camarillo, California 93012-8599

Ventura County Transportation Commission  
Claire Grasty  
Regional Transit Planning Manager  
950 County Square Drive, Ste. 207  
Ventura, CA 93003

## **Reimbursement Agreement for Transit Providers**

### **AGREEMENT BETWEEN VCTC AND VENTURA COUNTY TRANSIT OPERATORS**

For good and sufficient consideration, the receipt of which is hereby acknowledged, this Agreement is made and entered into by and among **the Ventura County Transportation Commission (VCTC)** and the **Participating Transit Providers** collectively referred to herein as the "AGENCIES."

#### **Section 1: Purpose**

The purpose of this Agreement is for the VCTC to cooperatively provide reimbursement for the use of AGENCIES' services by Enrolled College Students. Enrolled College Students are those individual college and university students currently enrolled at the Eligible Schools. Eligible Schools include the California State University Channel Islands, the Ventura County Community College District, and California Lutheran University.

#### **Section 2: Term**

The term of this Agreement is effective August 1, 2018 through June 30, 2019. This Agreement can be extended to June 30, 2020, or an earlier date through written approval by the VCTC Executive Director and the Participating Transit Provider's City Manager/General Manager. The Agreement may be terminated by either party with a 30-day written notification.

#### **Section 3: Operation**

The responsibilities of the AGENCIES with respect to the College Ride Pilot Program are as follows:

- **Fare Collection:** The passenger shall provide the transit vehicle operator (driver) the passenger's individual student identification card from the Eligible Schools or the Approved Alternative Fare Media. Approved Alternative Fare Media shall be mutually agreed upon by the AGENCIES prior to acceptance. The collecting AGENCY shall record the ridership data by route for each Eligible School boarding. This data may be captured manually using "Tally Sheets" OR for collected using on-board vehicle technology. The per-route boardings data will be provided as backup to the AGENCIES invoice.
- **Reimbursement:** An accounting invoice listing the number of boardings by Enrolled College Students will be submitted no more than once a month to the VCTC. As backup the Tally Sheets OR original, unedited, and untampered data system reports that accurately reflect the number of times valid Enrolled College Students were provided a passenger trip. The VCTC will reimburse the transit provider agency at a rate of \$1.10 for each trip submitted. The VCTC will provide the reimbursement within thirty days following acceptance of a complete invoice packet (i.e. invoice and tickets). Reimbursement amounts per trip are subject to change if the VCTC adjusts the value of the Enrolled College Student trip, which VCTC may do in its sole discretion. The VCTC shall provide sixty (60) days prior written notice to all transit AGENCIES participating in the program for changes to the reimbursement rate.

#### **Section 4: Beneficiaries of Agreement**

This Agreement is for the sole benefit of the parties hereto and no individual, organization, group, firm, or other entity shall have any claim for benefits hereunder.

#### **Section 5: Changes to Agreement**

This agreement may only be amended by written agreement signed by all parties.

#### **Section 6: Termination of Agreement**

An AGENCY may terminate this Agreement in whole or in part at any time, by provision of thirty (30) days written notice to VCTC and the other AGENCIES, whenever, for any reason, the AGENCY shall determine that such action is in its best interests.

**Section 7: Hold Harmless**

Each of the AGENCIES (individually when referred to herein as the "Indemnifying Party") shall indemnify, protect, defend and hold the other AGENCY, their officers, employees and agents harmless from all liability, claims or damages arising out of, caused by, or resulting from, the Indemnifying Party's negligence in performing its obligations pursuant to this Agreement.

**Section 8: Notices or Notification**

Any notice required to be given in writing under this Agreement, or other notifications, shall be given to the parties at the following addresses:

Darren Kettle  
VCTC  
Executive Director  
950 County Square Drive, #207  
Ventura, CA 93003

Ventura County Transit Operators (See Exhibit "A")

In witness whereof, the parties hereto have executed this Agreement on the dates stated below.

By: \_\_\_\_\_

Date: \_\_\_\_\_

DARREN KETTLE, Executive Director

By: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Agency: City of Camarillo

By: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Agency: City of Moorpark



By: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Agency: City of Ojai

By: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Agency: City of Simi Valley

By: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Agency: City of Thousand Oaks

By: \_\_\_\_\_

Date: \_\_\_\_\_

Name: \_\_\_\_\_

Agency: Gold Coast Transit District

## **EXHIBIT A**

### Ventura County Transit Operators

General Manager  
Gold Coast Transit District  
301 E. Third St.  
Oxnard, CA 93030-6048

City Manager  
City of Simi Valley Transit  
City Hall  
2929 Tapo Canyon Road  
Simi Valley, CA 93063

City Manager  
City of Ojai Transit/Ojai Trolley  
Ojai City Hall  
401 S. Ventura Street  
Ojai, CA 93023

City Manager  
City of Camarillo/Camarillo Area Transit  
City Hall  
601 Carmen Drive  
Camarillo, California 93010

City Manager  
City of Moorpark/Moorpark City Transit  
City Hall  
401 S. Ventura Street  
Ojai, CA 93023

City Manager  
City of Thousand Oaks/Thousand Oaks Transit  
City Hall  
2100 Thousand Oaks Boulevard  
Thousand Oaks, CA 91362

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**Item #12**

**July 13, 2018**

**MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION**

**FROM: DONNA COLE, PUBLIC INFORMATION OFFICER**

**SUBJECT: VCTC WEBSITE**

**RECOMMENDATION:**

- Receive and File.

**DISCUSSION:**

This year VCTC undertook the task of updating our website. Through our outreach contract with Celtis Ventures, guided by VCTC staff, we have updated the site to give it a current look, using local photographs that can be changed as the need arises. The site is easy to navigate and is user friendly on all devices. The website will be presented at the July VCTC meeting.