



AGENDA

**CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)**

TUESDAY, OCTOBER 16, 2018 -- 1:30 PM – 3:30 PM

County Government Center – **Hall of Administration Atlantic Meeting Room****
800 South Victoria Avenue, Ventura, CA 93009

- 1. CALL TO ORDER**
- 2. SELF INTRODUCTIONS**
- 3. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA**
- 4. FY 2018/19 ELECTION OF CHAIR AND VICE CHAIR**
- 5. SB 1 UPDATE**
- 6. APPROVAL OF 5/8/18 MEETING SUMMARY**
- 7. APPROVE FY 18/19 UNMET TRANSIT NEEDS PUBLIC HEARING SCHEDULE, PROCEDURES, AND DEFINITIONS OF “UNMET TRANSIT NEEDS” AND “REASONABLE TO MEET”**
- 8. DISCUSSION OF ITEMS FOR FUTURE AGENDAS**
- 9. CHAIRMAN'S REPORT**
- 10. COMMITTEE MEMBER REPORTS**
- 11. ADJOURN TO NOVEMBER 13, 2018**

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.

**** Please note change in meeting room for this meeting only!**

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Item #5

October 16, 2018

**MEMO TO: CITIZENS ADVISORY COMMITTEE / SOCIAL SERVICE TRANSPORTATION
ADVISORY COMMITTEE**

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: SB 1 UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

At its October 5th meeting the VCTC Board voted to take an "Oppose" position on Proposition 6, an initiative on the November ballot which would repeal SB 1, the Road Repair and Accountability Act (SB 1), which passed in April, 2017. Attached is the agenda item from that meeting.



Item #5 Attachment

October 5, 2018

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

RECOMMENDATION:

- Adopt "Oppose" position on Proposition 6.

BACKGROUND:

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

DISCUSSION:

Committed SB 1 Project Funds

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

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

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

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

SB 1 Support for VCTC’s Responsibilities

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

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

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

SB 1 Provides Consistent Funding for Freeway Improvements

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

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

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

SB 1 Supports VCTC's Asset Maintenance

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

SB 1 Supports VCTC's Ongoing Operations

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

Constitutional Protection for State Transportation Revenues Including SB 1

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

Cost to Motorists

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

Organizations Opposing Proposition 6

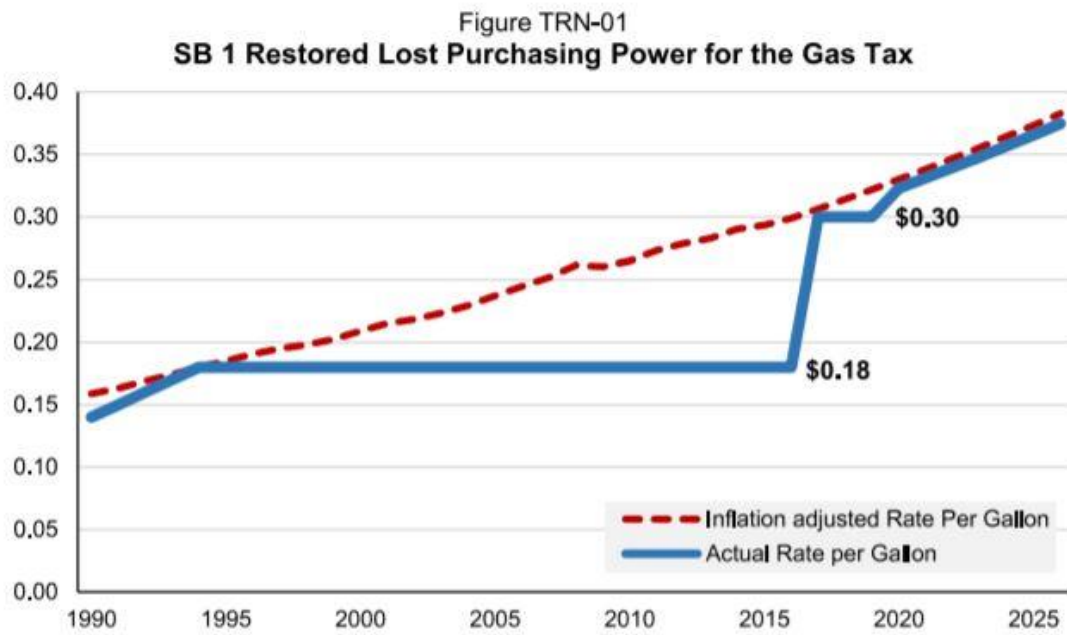
Proposition 6 is opposed by the California Chamber of Commerce, the California State Association of Counties, the League of California Cities, the California Association of Councils of Governments, the City of Moorpark, the City of Ojai, the Los Angeles County Metropolitan Transportation Authority, the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

Conclusion

The Commission has consistently taken positions on ballot propositions where the issue is related to protecting transportation revenues. Proposition 6, if passed, would repeal a significant new source of transportation revenue. It is critical that these gas tax funds remain available for VCTC to carry out its responsibilities for transportation system safety, congestion reduction, asset maintenance, and continuation of the current service level. Staff estimates that the passage of Proposition 6 would eliminate as much as \$3.5 million in annual revenue sources that support VCTC's FY 2018/19 budget spending but would not be available for the FY 2019/20 budget. In addition, VCTC must be concerned with the overall integrated transportation system, and Proposition 6 would, if passed, eliminate a large source of road maintenance funding for Caltrans, the County and the cities, inevitably leading to significantly degraded roads unless replaced with other funds. For these reasons staff recommends the Commission adopt an "Oppose" position on Proposition 6.

Projected Local SB1 Apportionments 18/19

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



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

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Item #6

MEETING SUMMARY
**CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)**

TUESDAY, MAY 8, 2018 -- 1:30 PM – 3:30 PM

County Government Center – Hall of Justice Pacific Meeting Room
800 South Victoria Avenue, Ventura, CA 93009

1. **CALL TO ORDER**
2. **SELF INTRODUCTIONS**
3. **PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA - *None***
4. **APPROVAL OF 3/13/18 MEETING SUMMARY –**
Susan Leech made a motion to approve the Summary, The motion was seconded by Sandra Aldana and passed unanimously.
5. **APPROVAL OF 4/10/18 MEETING SUMMARY –**
Susan Leech made a motion to approve the Summary. The motion was seconded by Chaise Rasheed and passed unanimously.
6. **CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN PROGRAMS UPDATE**
Received and Filed
7. **STATUS OF DISCRETIONARY SB 1 GRANT APPLICATIONS – *Received and Filed***
8. **GOLD COAST TRANSIT SERVICE UPDATE- *Beatris Megerdichian provided an update on GCT. New ADA compliant bus signs have been installed with a logo that is visible at night. Additionally, paperless bus passes are now available for purchase on your phone.***
9. **CHAIRMAN'S REPORT-**
10. **COMMITTEE MEMBER REPORTS**
11. **ADJOURN TO OCTOBER 9, 2018**

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Item #7

October 16, 2018

MEMO TO: CITIZENS ADVISORY COMMITTEE / SOCIAL SERVICE TRANSPORTATION ADVISORY COMMITTEE

FROM: CLAIRE GRASTY, PROGRAM MANAGER

SUBJECT: FY 19/20 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS SCHEDULE, PROCEDURES AND DEFINITIONS OF “UNMET TRANSIT NEEDS” AND “REASONABLE TO MEET”

RECOMMENDATION:

- Review and Approve Unmet Transit Needs Schedule and Definitions

DISCUSSION:

Each year, the State Transportation Development Act (TDA) requires a public hearing be held to discuss public transit. The purpose of the annual public hearing is to take testimony on local and/or regional transit needs, and then develop findings that ensure that all reasonable transit needs are satisfied before TDA funds can be allocated for street and road purposes. The testimony is reviewed against adopted definitions describing what are “unmet transit needs” and what is “reasonable to meet”.

A schedule for the FY 19/20 public hearing is attached. A public hearing is required by the State to approve the Unmet Needs process.

For the past two years, VCTC has utilized an on-line comment tool for soliciting comments countywide garnering hundreds of comments and facilitating the public’s ability to provide input. Additionally, VCTC chooses to hold its required public hearing at the regular Commission meeting (in large part to avoid schedule conflicts that arise with coordinating a separate unmet needs public hearing and hearing board). Moreover, having the hearing at a regular Commission meeting allows transit users interested in testifying to do so before the entire Commission instead of only a few Commissioners.

The findings will be brought back to CTAC/SSTAC for discussion and approval so appropriate action can be taken prior to VCTC’s staff recommendation to the Commission. The CTAC/SSTAC also has the option of submitting a formal recommendation in addition to the staff recommendation to the May Commission meeting.

The definition of “unmet transit needs” and “reasonable to meet” remain unchanged from last year’s adoption by the CTAC/SSTAC and the Commission and they are presented in the attachment for reference.

Attachment A: Unmet Transit Needs Definition
Attachment B: FY 18-19 Unmet Needs Schedule

“UNMET TRANSIT NEED”

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

Includes:

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

Excludes:

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

“REASONABLE TO MEET”

Outcome	Definitions	Measures & Criteria
Equity	The proposed service will not cause reductions in existing transit services that have an equal or higher priority	Measures: Vehicle revenue service hours and revenue service miles. Criteria: Transit vehicle service hours and miles will not be reduced on existing routes to fund the proposed service
Timing	The proposed service is in response to an existing rather than future transit need	Criteria: Same as definition that proposed service is in response to an existing rather than future transit need; based on public input
Feasibility	The proposed service can be provided with the existing fleet or under contract to a private provider	Measure: Vehicle spare ratio: Transit system must be able to maintain FTA's spare ratio requirement of 20% (buses in peak service divided by the total bus fleet cannot fall below 20%). If less than 20%, can additional buses be obtained (purchased or leased) or can service be provided under contract to a private provider?
Feasibility	There are adequate roadways to safely accommodate transit vehicles	Measure & Criteria: Route inspection to determine adequacy of infrastructure to accommodate transit vehicles and passengers.
Cost Effectiveness	The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole	Measure: Total estimate annual passenger fare revenue divided by total annual operating cost (the entire service including the proposed service) Criteria: fare revenue/operating cost cannot fall below the operator's required passenger fare ratio.
Cost Effectiveness	The proposed service will meet the scheduled passenger fare ratio standards described in Attachment A	Measures and criteria in Attachment A.
Service Effectiveness	Estimated passengers per hour for the proposed service will not be less than the system-wide average after three years.	Measure: Passengers per hour. Criteria: Projected passengers per hour for the proposed service is not less than 70% of the system-wide average (without the proposed service) at the end of 12 month of service, 85% at the end of 24 months of service, and 100% at the end of 36 months of service.

PASSENGER FARE RATIOS

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

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

Fiscal Year 19/20 Unmet Transit Needs Public Hearing and Process Schedule

October 16, 2018	CTAC/SSTAC reviews and approves definitions and unmet needs schedule
December 7, 2018	VCTC approves FY 19/20 Unmet Transit Needs schedule and definitions
December 17, 2018	Unmet Transit Needs information and survey will be posted to the www.goventura.org website and social media promotion will begin
December 28, 2018	30-day legal notice for public hearing appears in print on VC Star, La Vida News
February 1, 2019	Public Hearing 9:00 AM, Camarillo City Hall (in conjunction with VCTC meeting)
March 12, 2019	CTAC/SSTAC approves unmet needs findings and staff recommendation
May 3, 2019	9 am Camarillo City Hall: <ul style="list-style-type: none"> - VCTC Unmet Needs Staff Presentation of Findings and Public Hearing - VCTC adopts Unmet Transit Needs Public Hearing Findings
June 7, 2019	VCTC adopts FY19-20 TDA apportionments
August 15, 2019	Deadline to submit to State for review of findings

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Item #8

October 16, 2018

**MEMO TO: CITIZENS ADVISORY COMMITTEE / SOCIAL SERVICE TRANSPORTATION
ADVISORY COMMITTEE**

FROM: DONNA COLE ZIMMERMANN, VCTC STAFF

SUBJECT: FY 19/20 CTAC/SSTAC MEETING SCHEDULE

RECOMMENDATION:

- Provide direction for upcoming agendas.

DISCUSSION:

CTAC/SSTAC is required to meet a minimum of six times per year. As we have done in past years, CTAC/SSTAC remains dark through the summer. We have reserved the meeting room for the next 8 months, giving us some flexibility to cancel two meetings if there is no substantive business to discuss. Listed below are the dates reserved for our meeting. In bold are required action items for October and April. I have also noted what was on the agenda for that month in 2017. Please come prepared to discuss topics you would like to see on this year's agenda.

OCTOBER 16 -	Election of Chair and Vice Chair -Approve FY 18/19 Unmet Transit Needs Public Hearing Schedule, Procedures, and Definitions of "Unmet Transit Needs" and "Reasonable to Meet" -SB 1 Update (Not required) -
NOVEMBER 13 -	(Last year no meeting – room was not available)
DECEMBER 11 -	(Last year SCAG presentation 2017 Local Profile for Ventura County)
JANUARY 8 -	(Last year no meeting)
FEBRUARY 12 -	(Last year, Unmet Transit Needs Update and Transit Funding Update)
MARCH 12 -	(Last year, Updates on other county bus systems)
APRIL 9 -	Approve Unmet Transit Needs Findings and Staff Recommendation
MAY 14	(Last year, VCTC Transit Ridership Update)