



Ventura County Transportation Commission

Commissioner Workshop May 2019





**“I’m not the smartest fellow
in the world, but I sure can
pick smart colleagues.”**

Franklin D. Roosevelt



Legislative History

SB 1880 (Davis) 1988 – Ventura County added to the County Transportation Commissions Act, establishing VCTC with a Board of 2 Supervisors, 3 Council Members, and 2 Citizens. Duties:

- ❖ Coordinate among transit systems.
- ❖ Administer TDA including Unmet Needs Process.
- ❖ Authorize transportation ballot measures, and administer if approved.
- ❖ Nominate STIP projects to State CTC.
- ❖ Prepare Ventura County portion of SCAG's Federal Transportation Improvement Program – includes programming of federal funds apportioned to the County.

SB 45 (Kopp) 1997 – Revised STIP / Created SHOPP.

- ❖ 75% of STIP divided in county shares for “Regional Improvements” chosen by county commissions.
- ❖ 25% for Interregional projects selected by Caltrans (rural highways and intercity rail).
- ❖ Caltrans selects SHOPP projects – highway rehab & operational improvements only.



Legislative History

AB 2784 (Pavley) 2004 – Expanded Commission to include all 10 Cities / 5 Supervisors.

SB 716 (Wolk) 2009 – By 2014, all TDA must go to transit (not streets), subject to a VCTC transit organizational (consolidation?) study and further legislation.

AB 664 (Williams) 2013 – Established Gold Coast Transit District.

- ❖ Consists of Oxnard, Ventura, Port Hueneme, Ojai, County Unincorporated.
- ❖ Other jurisdictions in Ventura County can choose to join.
- ❖ Eliminated separate local TDA apportionments within the District.
- ❖ Required all District TDA apportionments to be used for transit and not local streets.

SB 203 (Pavley) 2013 – Allowed cities <100,000 to use TDA for streets, subject to Unmet Needs.



State and Federal Government Relations



- ❖ State Lobbyist = Delaney Hunter of California Advisors LLC
- ❖ No federal lobbyist, but work with other agencies' lobbyists when needed
- ❖ Key Issues from adopted Legislative Program adopted in January –
 - Protecting SB 1
 - Possible state TDA reform?
 - Federal Trust Fund Shortfall / Reauthorization / Other Infrastructure Initiatives



Finance

Why should *you* care?

- ❖ Provides timely and accurate information to the Commission and Public
- ❖ Ensures integrity and quality with strong Internal Controls
- ❖ Demands transparency and accountability
- ❖ Supports departments allowing Project Managers to do their job

Comprehensive Budget

- ❖ Annual Budget is the most important financial document approved each year
- ❖ Financial guidance and accountability
 - General information about Commission activities
 - Monthly “Budget to Actual” reporting to the Commission and Public
 - Individual monthly budgets (22) to Project Managers
- ❖ On-going monitoring and review

Cash Management

- ❖ Collection of Revenues
 - Invoicing to Federal, State, Local and Other
 - 30+ funding sources and transfers
- ❖ Distribution of Funds
 - Vendors, Employees and Others
- ❖ Account Reconciliation



Finance

Grant Support

- ❖ Federal, State and Local financial reporting
- ❖ ICAP allows allocation of indirect costs to grants

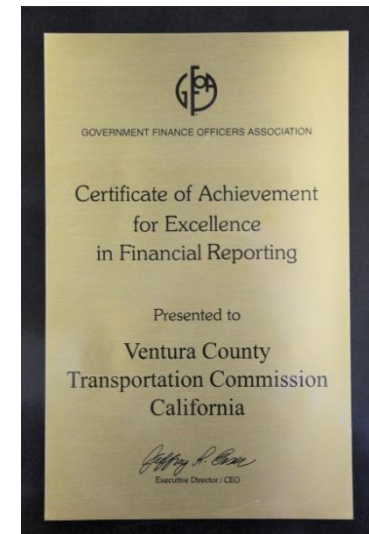
Investments

- ❖ Adopted Policy received Investment Policy Certification from CMTA in 2017

Capital Assets and Risk Management

Audits

- ❖ Annual Audited Report or CAFR
 - Certificate of Achievement for Excellence in Financial Reporting -10 consecutive years
 - “Clean audits” year-after-year
- ❖ Additional Audits (9 to 15) per year
 - Single Audits (1 to 2)
 - TDA (7)
 - ICAP Review/Audit
 - Workers Comp
 - Triennial TDA Performance
 - Triennial FTA
 - State Grant funds
 - IPERIA





Our Outreach Strategy

Through our Community Outreach program, VCTC uses a variety of communications tools to:

- ❖ Educate the public about VCTC's work and mission
- ❖ Grow transit ridership
- ❖ Encourage ridesharing and active transportation
- ❖ Foster productive relationships with partners
- ❖ Inspire the next generation to get involved in transportation

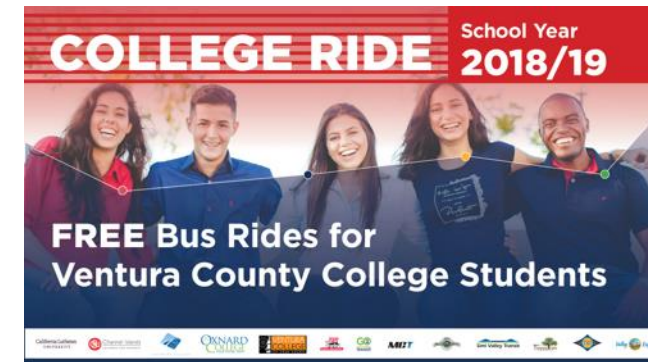




Build on the Brand



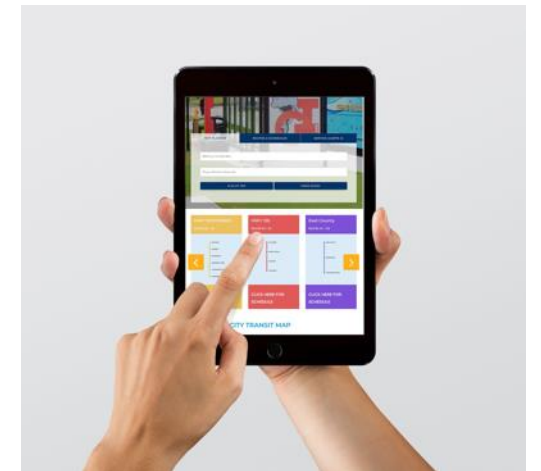
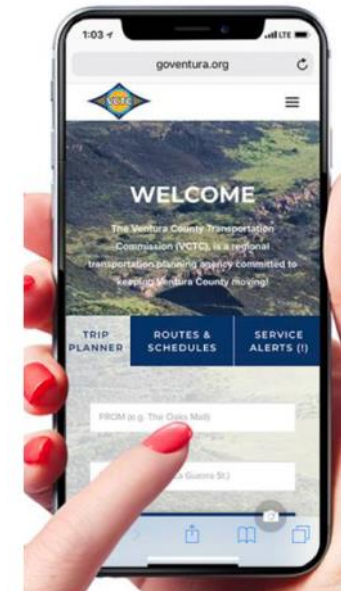
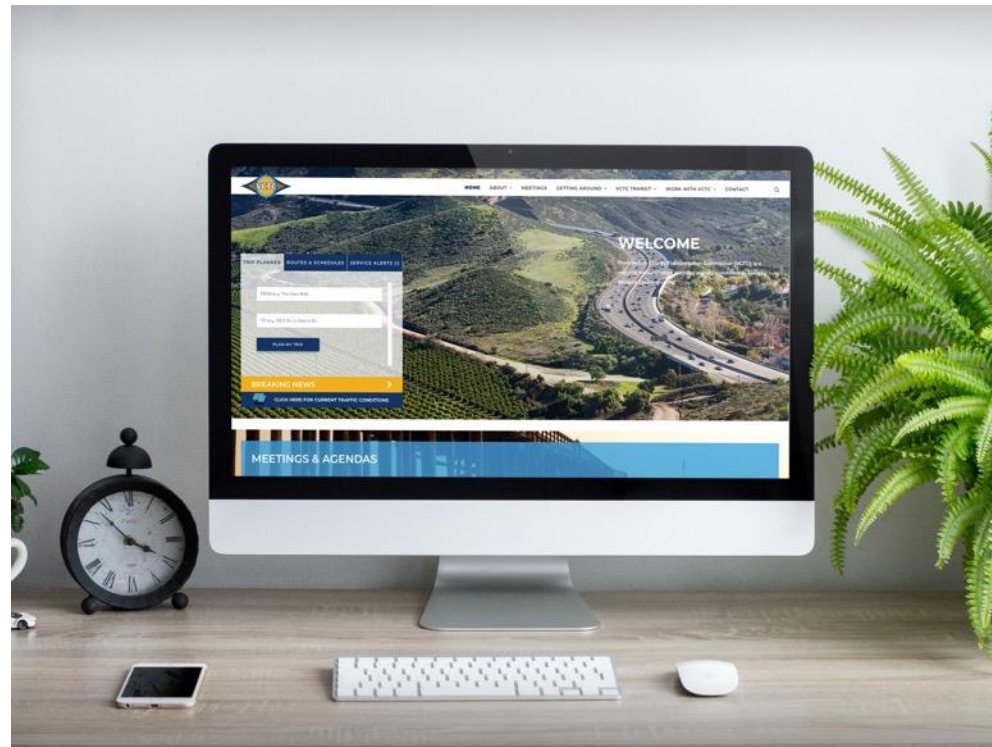
Cohesive branding extends to every aspect of VCTC's business to increase recognition and awareness





Modernized Website

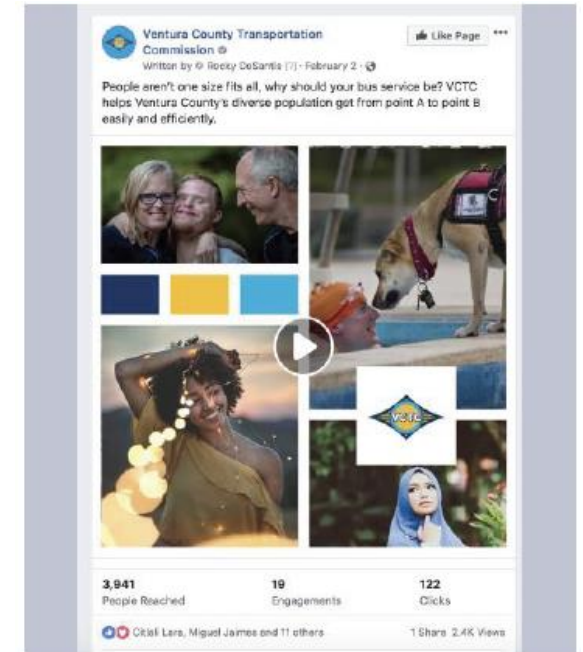
A mobile-friendly website with an intuitive user interface facilitates customer information and trip planning





High-Impact Digital

Smart digital communications focus on results
(measured by impressions, clicks & real-world engagement)





VCTC in the Field

Working with community partners, VCTC is strategic in event participation, boosting our impact in the field with social media





Enhanced Outreach

VCTC proactively creates opportunities to share our story with new and diverse audiences



Broadband: Creating Technology-Driven Communities

Enhance the economic prosperity, health, education, civic involvement, environment and overall quality of life in the communities of Ventura, Santa Barbara and San Luis Obispo Counties through the wide-spread proliferation of high-speed Internet access (broadband).

With a Focus on Technology and Transportation

From autonomous and self-driving vehicles to innovative public transit, the transformation of transportation has only just begun. This year's Ventura County Broadband Summit will include a glimpse of the disruptive changes to be expected in technology, policy, and regional collaboration in the very near future.

**Thursday, October 11, 2018
8:30 – 11:30 a.m.**

**Ventura County Community Foundation
4001 Mission Oaks Blvd., Camarillo, CA 93012**



ECONOMIC
DEVELOPMENT
COLLABORATIVE





Regional Transit Information Center

The Regional Transit Information Center (RTIC) provides **bi-lingual countywide transit customer service, passenger assistance and mobility management information** for the residents and travelers in the greater Ventura County region. **Serving over 3,000 customers per month.**

- ❖ Comprehensive information for people new, or existing riders, to Ventura's transit, commuter and rail services – hours of operation: *Monday – Friday 7am – 6pm.*
- ❖ VCTC recently began selling passes on-line, with the RTIC serving as the fulfillment center for pass distribution.
- ❖ General information and materials for services offered by social service agencies and agency-sponsored or eligibility-based transportation programs.
- ❖ Primary point of sale for regional transit fare media.
- ❖ Primary point of contact for customer service matters related to VCTC's services, and manages intake of the federally required formal complaint process for VCTC's programs (including for ADA and Title VI compliance).



Transportation Development Act

Transportation Development Act (TDA)

- ❖ Aka Mills-Alquist-Deddeh Act - July 1, 1972
- ❖ VCTC assumed administration from SCAG
 - Assist local agencies
 - Apportion LTF funds
 - Process claims, allocations and audits

Two funding sources for the development and support of public transportation needs

- ❖ Local Transportation Fund (LTF)
 - Derived from the ¼ cent of the general sales tax
- ❖ State Transit Assistance (STA)
 - Derived from the State portion of the sales tax on diesel fuel

Major Changes to TDA in Ventura County

- ❖ Streets and Roads claims (SB 716/203) - July 1, 2014
 - Cities *under* 100,000 population *continue to claim* Streets and Roads
 - Cities over 100,000 population no longer claim Streets and Roads
- ❖ Gold Coast Transit District formed (AB 664) - July 1, 2014
- ❖ Thousand Oaks *can* claim Streets and Roads (exempts from SB 716/203) - July 1, 2018



Transportation Development Act

Local Transportation Fund (LTF)

Article 3

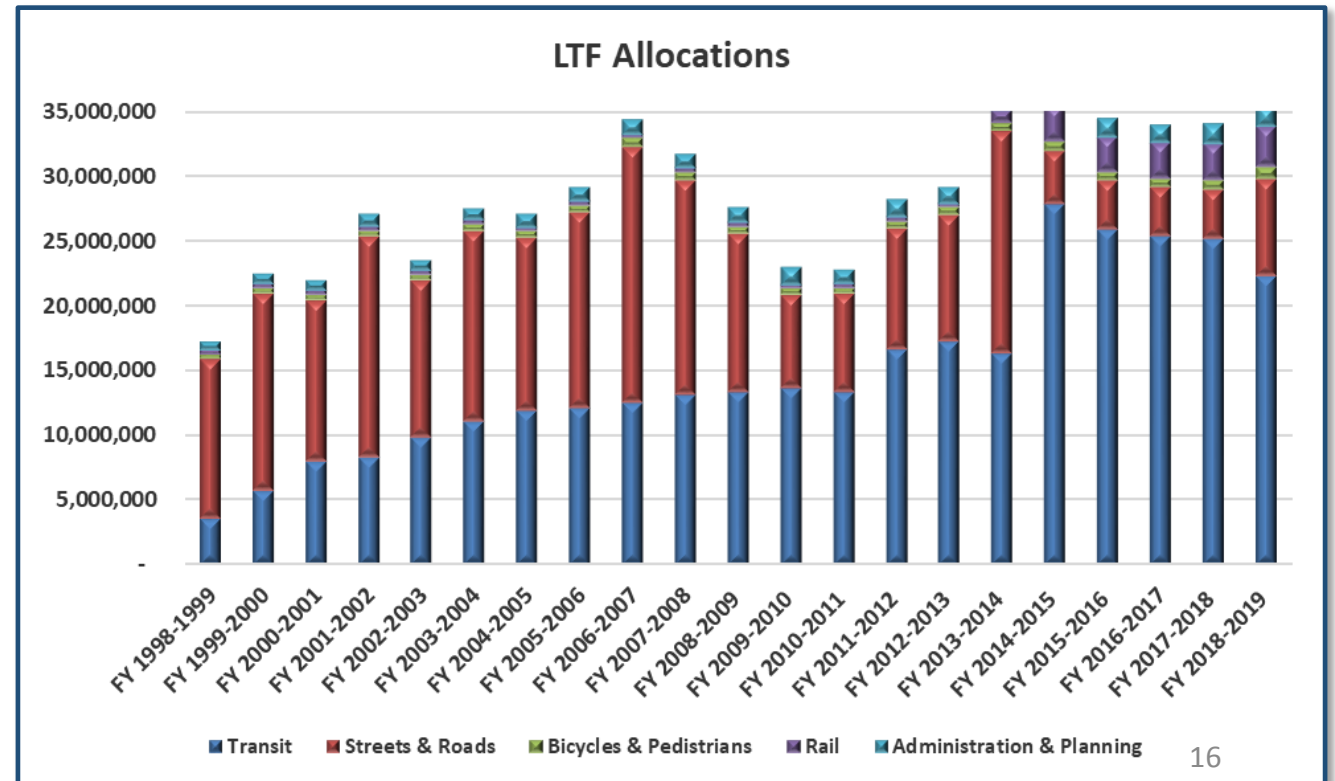
- ❖ VCTC Administration and Planning
- ❖ Passenger Rail Service
- ❖ Bicycle and pedestrian projects

Article 4

- ❖ Public Transportation
- ❖ Rail Passenger Service

Article 8

- ❖ Public Transportation
- ❖ Passenger Rail Service
- ❖ Capital Transit
- ❖ Streets and Roads





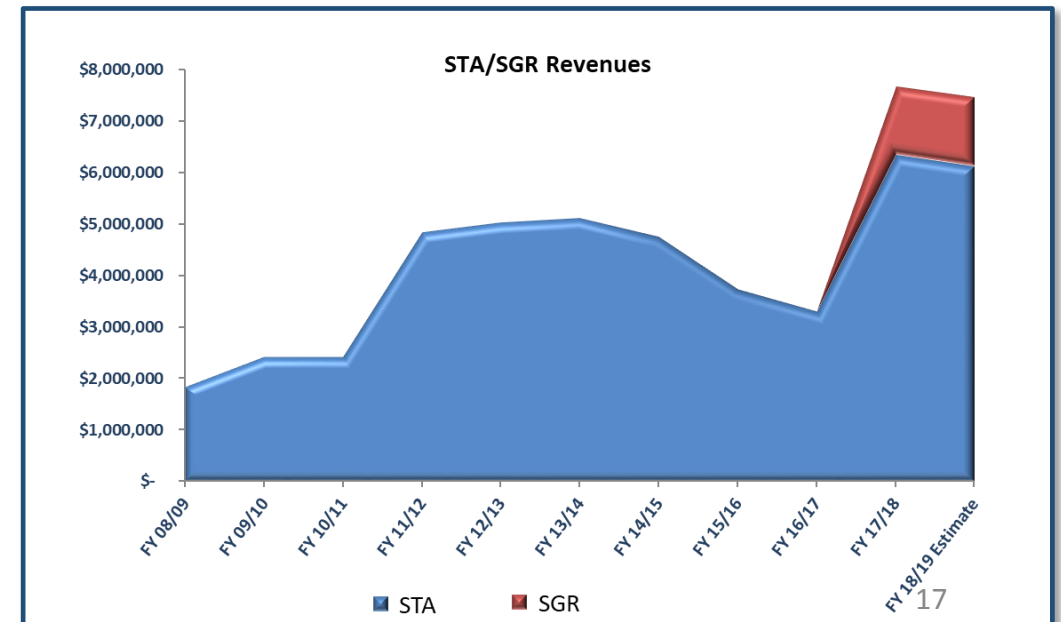
Transportation Development Act

State Transit Assistance (STA)

- ❖ Transportation Planning and Mass Transportation Purposes
 - Allocates 50% by population (PUC § 99313)
 - Allocates 50% by fares and local support (PUC § 99314)
- ❖ SB 1 – secured and increased transportation funding

State of Good Repair (SGR)

- ❖ Not TDA but administered/apportioned similar to STA
- ❖ SB 1 – effective April 28, 2017
- ❖ Provide new transportation funding for
 - Maintenance
 - Rehabilitation
 - Capital Projects
- ❖ Formula distribution (PUC § 99313)
- ❖ Caltrans approval (PUC § 99314)





Regional Transit Planning

VCTC aims to coordinate the activities of the county's **nine** public transit operators through **leadership of key initiatives, transit planning and improvement of transit and paratransit services throughout Ventura County** and support the providers of those services.

Regional Transit Planning has achieved successes through innovation of required functions:

- ❖ Implemented the College Ride Program **which stemmed the drop in transit ridership and provided non-TDA revenue to operators.**
- ❖ Complete the TDA Triennial Audit
- ❖ Update the Human Services Coordinated Plan
- ❖ Coordinate transit fare activities and transfers between operators
- ❖ Manage and complete the annual Unmet Transit Needs process.
- ❖ Prepare VCTC grant applications as funding opportunities arise
- ❖ Update the Short Range Transit Plan (SRTP)
- ❖ Completed the Transit Asset Management federally mandated (TAM) Plan
- ❖ Introduced Key Performance Indicators (KPI) reporting to Commission

Current Projects:

- ❖ Continue College Ride Pilot Program with an aim to make it self-sustaining
- ❖ Develop Transportation Emergency Preparedness Plan
- ❖ Conduct the TDA Triennial Audit
- ❖ Implement the One-Call, One-Click Program
- ❖ Conduct origin/destination, transfer and customer satisfaction surveys



Regional Transit Planning – Not Simple

How did we get here? It all started with SB 716

SB 716 sought to re-shape Ventura County's transit in 2010 by mandating that VCTC develop a plan for transit, subject to approval by the State Legislature

VCTC Regional Transit took the lead, working with a consultant, over 18 months in crafting the community response; concurrently, the county's transit operators worked to craft a separate proposal (operators proposal) which ultimately became the basis for VCTC adopting the Countywide Transit Plan in 2012, stipulating that:

- ❖ Gold Coast Transit Becoming a District (GCTD) for the west county
- ❖ VCTC operating the intercity service, and later Valley Express
- ❖ The East County Transit Alliance (ECTA) being formed for the east county
- ❖ Cities over 100,000 would have to expend all their TDA revenue on transit, while cities under 100,000 would retain the flexibility to spend TDA on streets/roads once all transit needs were met. *Recent legislation sponsored by Thousand Oaks allows them the same flexibility as cities under 100,000.*

The 2012 operators proposal was meant to be a starting point, yet this is the transit construct we still operate under today...

However, the final report indicated **“further consolidation would be pursued at a future, undetermined date...”**



VCTC Intercity Transit

VCTC Intercity Transit (VCTC Transit) operates regional intercity commuter bus service for the residents and commuters in Ventura County. Previously operated under the name “VISTA”, VCTC Transit has been in service since 1994, **connecting the various cities of Ventura County to each other, and to Santa Barbara and Ventura Counties.** VCTC Transit’s goal is to provide a high-quality commuter service at a reasonable price to its passengers.

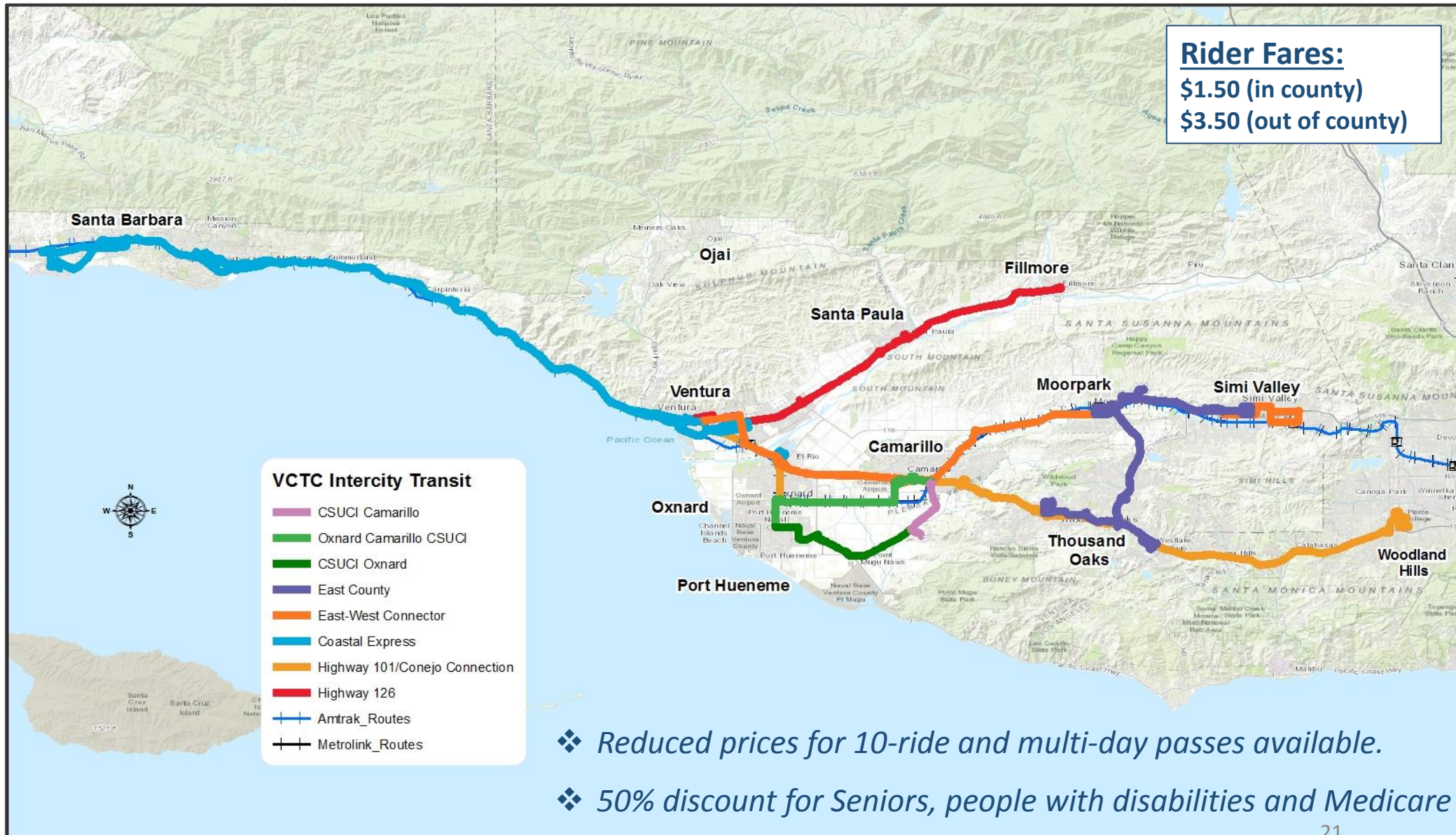
With over 2,600 passenger trips provided each weekday, VCTC serves 13 cities across Ventura, Los Angeles and Santa Barbara counties.

Features of the system include:

- ❖ High-capacity all Motor-coach fleet
- ❖ Onboard Passenger Wifi and Reclining Seats
- ❖ Discounted Pass Options for Frequent and Eligible Riders
- ❖ Live bus tracking with mobile apps and live arrival signs
- ❖ Expanded bike rack and storage capacity
- ❖ Numerous Park and Ride facilities



VCTC Intercity Transit: Fares and Service Area



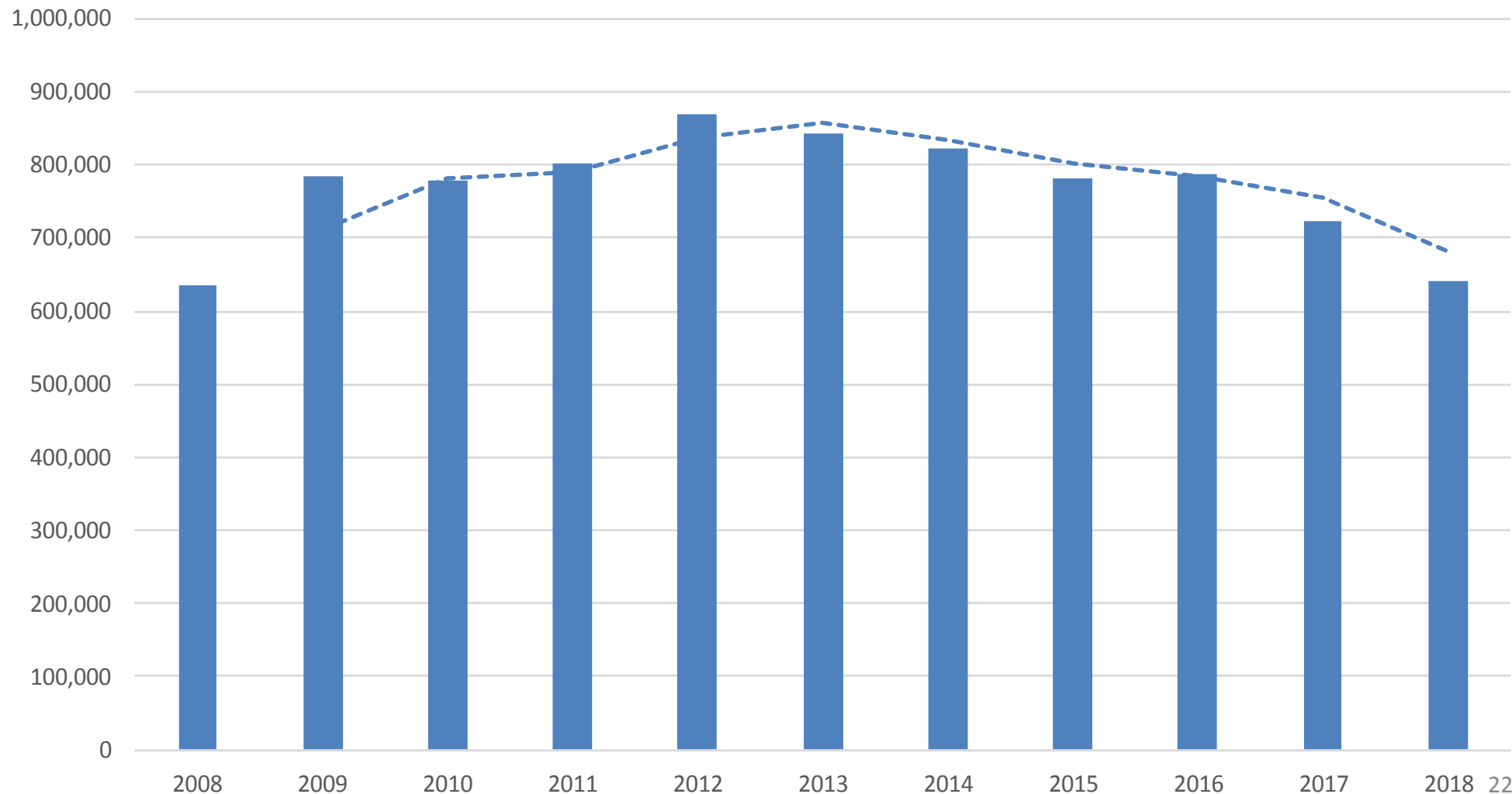


VCTC Intercity Transit Service: Service Performance



VCTC Intercity Ridership since 2008

VCTC, FEB 2019





VCTC Intercity Transit Service: Innovative Partnerships



VCTC Intercity's most successful routes have been a response to a community transit need – through effective, long-term partnerships

- ❖ Coastal Express service to Santa Barbara County – nearly 20 year partnership with SBCAG since 2000
- ❖ CSUCI service – partnership with CSUCI to help campus with parking challenges/provide students with options

VCTC successfully utilizes partnerships that generate significant non-TDA revenue – critical for maintaining Farebox recovery ratios



VCTC Intercity Transit: Challenges and Opportunities

VCTC Intercity Challenges and Opportunities

- ❖ Bus transit ridership falling – VCTC’s College Ride Program has stabilized the falling transit ridership trend in Ventura County, for now...
- ❖ *How do we continue to attract new riders to transit, and retain existing riders?*
- ❖ January fare increase has not led to a ridership drop – setting up long term fiscal stability when transit costs will continue to rise
- ❖ Continue to build upon an expand our successful transit brand – and successful transit partnerships
 - Coastal Express “Routes to Rail” Expansion
 - CSU Channel Islands Service Update
 - Making College Ride Pilot program a permanent program
- ❖ Leverage technology to attract and retain riders through GoVCBUS, regional real-time arrival information for passengers





Valley Express Bus Service

From the mid-1990's to 2015, VCTC contracted a general public dial-a-ride in the Santa Clara River Valley communities of:

- ❖ Santa Paula
- ❖ Fillmore
- ❖ County unincorporated (Piru)

Based on a rural transit study in 2014, the service was modified to include a fixed-route component, as well as a DAR.

Since 2015 VCTC has administered the Valley Express Transit Service.

The service is a mix of general public Dial-a-Ride and Fixed Route. The service also connects with the VCTC Intercity service along the 126, linking Fillmore, Santa Paula and Ventura.



DIAL-A-RIDE IS AS EASY AS

- 1 Plan your trip
- 2 Call 805.933.2267 to reserve your seat
- 3 Enjoy your ride!





Senior and Disabled Transportation Services

- ❖ Americans with Disabilities Act (ADA) requirement of local bus operators: Service for people who can't ride a bus, certification process for eligibility
- ❖ Transit operators agreed: VCTC do all certifications on their behalf.
- ❖ Application process has evolved over time
- ❖ Has increased to 1,300 determinations per year - up from 800 in 2013!
- ❖ 2016 streamlining effort: Cut average processing time from 50 days to 9. Interviews only when necessary at central locations – about 25% of new applicants.
- ❖ VCTC's contractor = Mobility Management Partners, Inc., contract up for rebid in 2020.

2017/2018 ADA CERTIFICATIONS SUMMARY

Approved - Unconditional	1,125	86%
Approved - Conditional or Temporary	176	13%
Denied	9	1%
TOTAL	1,310	100%



Regional Transit Technology

VCTC is leading the regional effort to update a countywide real-time bus info program

- ❖ Previously, VCTC had offered real-time bus info through Next Bus, and also offered a regional SmartCard fare system, although both systems experienced very low utilization
- ❖ The new AVL vendor, Syncromatics, was selected by a committee representing the operators for its robust features – which will be necessary as we seek to gain new riders



GOVCbus

REAL TIME BUS INFO
COMING SOON

Track any bus anywhere
in Ventura County

- Download the free app
- Get info via text
- View online at GOVCbus.com





Transit Grant Administration

- ❖ VCTC programs all Federal Transit funds.
- ❖ FTA directly pays VCTC, Gold Coast, Simi Valley, and Metrolink .
- ❖ Federal “Rural” funds for Ojai operations – administered by Caltrans.
- ❖ All others are VCTC subrecipients.
- ❖ Per FTA Policy, VCTC must monitor subrecipient performance / compliance.
- ❖ Requirements checked through FTA Triennial Review – currently underway.
- ❖ FY 2017/2018: **\$14.14 million** in FTA grants for VCTC & subrecipients.



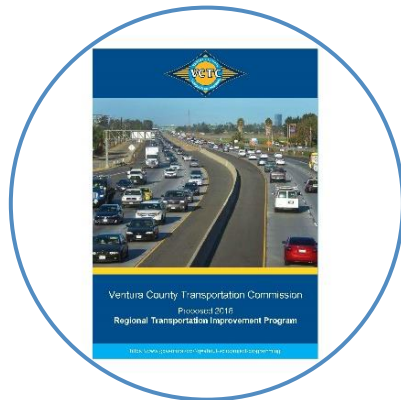
Transit Grant Administration

CURRENT VCTC SUBRECIPIENTS FOR FTA FUNDS

Transit Operators	Bus Stop Agencies	JARC Recipients	5310 Recipients
Thousand Oaks	Ventura	County Human Services	Area Agency on Aging
Moorpark	Oxnard	CalVans	The Arc
Camarillo	Ojai	Downtown Ventura Partners	HELP of Ojai
	County Public Works		Mobility Management Partners
			Ventura Cab
			Interface/211



Transportation Programming and Reporting



FUNDING PRIORITIES

- 2020 RTIP / STIP
- Calls-for-Projects (CMAQ, Article 3 and FTA 5310 & 5307)
- FY 19/20 FTA Program of Projects
- LCTOP and SGR



FUNDING

PROCESS

- FTIP (Federal Transportation Improvement Program
- Allocation of Funds
- Project Reporting
- Project Delivery



PARTICIPATE

- Development of Funding Guidelines
- CTC Meetings
- Regional Committees and Roundtables to Support VCTC Agenda



SUPPORT

- Information Clearinghouse
- Technical Assistance
- Project Support
- Track Project Progress



Transportation Programming and Reporting

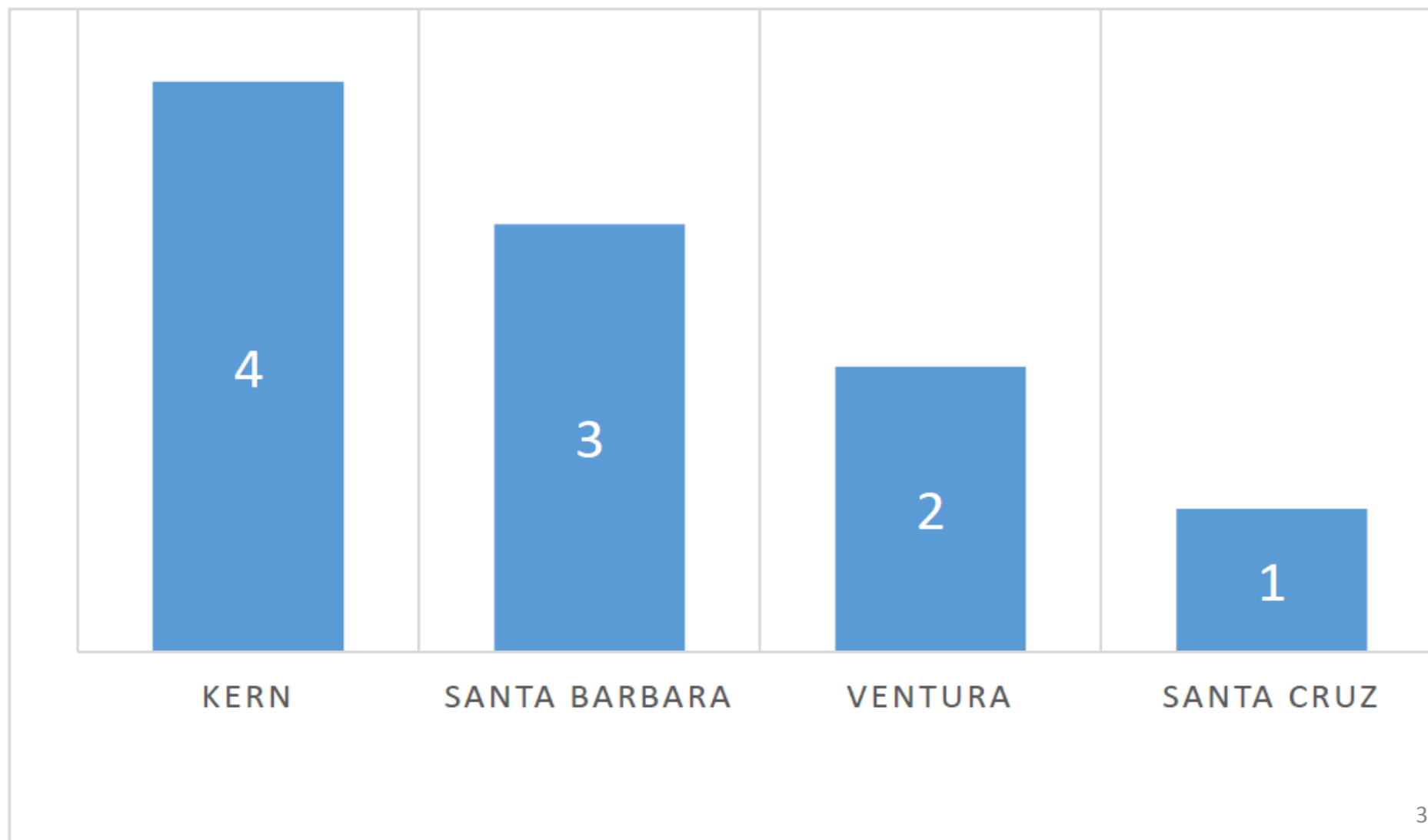
Transportation Funding Programs

FUND TYPE	PURPOSE
FEDERAL:	
STP	Transportation capital
FTA 5307	Transit capital, bus operations
FTA 5310	Transit for seniors / persons with disabilities
FTA 5311	Rural bus capital and operations
FTA 5337	Rail capital
FTA 5339	Bus capital
FTA JARC	Jobs access transit for low income individuals
CMAQ	Transportation to improve air quality
STATE:	
SHOPP	State highway maintenance / operations
STIP	Transportation capital
TCEP	Good movement capital
ATP	Bicycle / pedestrian capital / education
LOCAL GAS TAX	Local streets and roads
CONG. CORRIDORS	Capital projects from multimodal corridor plan
LOCAL PARTNERSHIP	Matching funds for local transportation taxes
LTF	Transit, in some cases local streets
STA	Transit capital / operations
Article 3	Bicycle / pedestrian capital / education
SGR	Transit rehabilitation / replacement
LCTOP	Transportation to reduce greenhouse gases
TIRCP	Transit / Intercity Rail Capital
FSP	Freeway Service Patrol



Transportation Programming & Reporting

RTPA Programming Staff





Highway Program Management

VCTC, an active leader in the development of Ventura County highway projects and prioritized federal Surface Transportation Program (STP) funds for U.S. 101 for purposes of having projects shovel ready.

U.S. 101 – S.R. 23 to S.R. 33

Project Approval and Environmental Documentation (PA/ED)Phase

- ❖ VCTC managed \$15.2 million procurement to provide PAED outreach, engineering and environmental services to meet CEQA and NEPA requirement
- ❖ 42 month project schedule
- ❖ VCTC managed Project Development Team (PDT) process
- ❖ Recently completed public scoping meetings
- ❖ www.ourfuture101.org

SR 118 - Tapo Canyon Road to Los Angeles Ave.

Project Approval and Environmental Documentation (PA/ED)Phase

- ❖ Mitigated Negative Declaration/Environmental Assessment - FONSI certified
- ❖ Project Report Published





Regional Transportation Planning

Regional Transportation Planning covers a wide a array of activities that inform and support the Commission's initiatives through the development of studies and plans, participation in regional planning efforts, and outreach activities.

Studies on the Horizon

Comprehensive Transportation Plan (CTP) Update

- ❖ Current CTP was adopted in 2013, provided guidance to the Commission in setting priorities and policies. The CTP was the foundation for 2016 Measure AA.

Current Studies Underway

Multi-Modal Corridor Study

- ❖ Examines opportunities to reduce auto trips on U.S. 101 through transit, bicycling and pedestrian movements.
- ❖ Will qualify Ventura County to compete for SB1 Solutions for Congested Corridor funds

Freight Corridor Study

- ❖ Will examine connectivity for truck traffic from the Port of Hueneme to points beyond U.S. 101, especially S.R. 126 and I 5



Freight Movement



- ❖ Not just a big city issue!
- ❖ Access to Port of Hueneme; logistics industry; agriculture
- ❖ VCTC participation in Southern California Freight Collaborative Working Group
- ❖ Benefit of So Cal participation = we're at the table to get funding of our projects!
- ❖ TCEP = State's freight program combining state/federal freight funds
- ❖ VCTC's priority is Rice Bridge in Oxnard, received \$69 million TCEP grant in 2018.



Airport Land Use Commission

CAL. Pub. Util. Code 21670 calls for orderly development of CA airports and the surrounding areas and establishes the creation of Airport Land Use Commissions (ALUC). VCTC was designated the ALUC by the Ventura County Board of Supervisors.

VCTC works with the local jurisdictions surrounding the County's airports to ensure the continued viability of the airports and the safety of the surrounding community. VCTC was the project sponsor of the Joint Land Use Study (JLUS) with Naval Base Ventura County to identify land use compatibility issues surrounding naval facilities



Guidance for land use policies surrounding the County's 4 airports is provided through two documents, ***Ventura County Airport Comprehensive Land Use Plan (CLUP) adopted, July 2000***, and ***Caltrans Division of Aeronautics, California Airport Land Use Planning Handbook***.

Airports within Ventura County

- ❖ Camarillo
- ❖ Oxnard
- ❖ Santa Paula
- ❖ NBVC, Point MUGU





Airport Land Use Commission

Ventura County Airport Comprehensive Land Use Plan (CLUP)

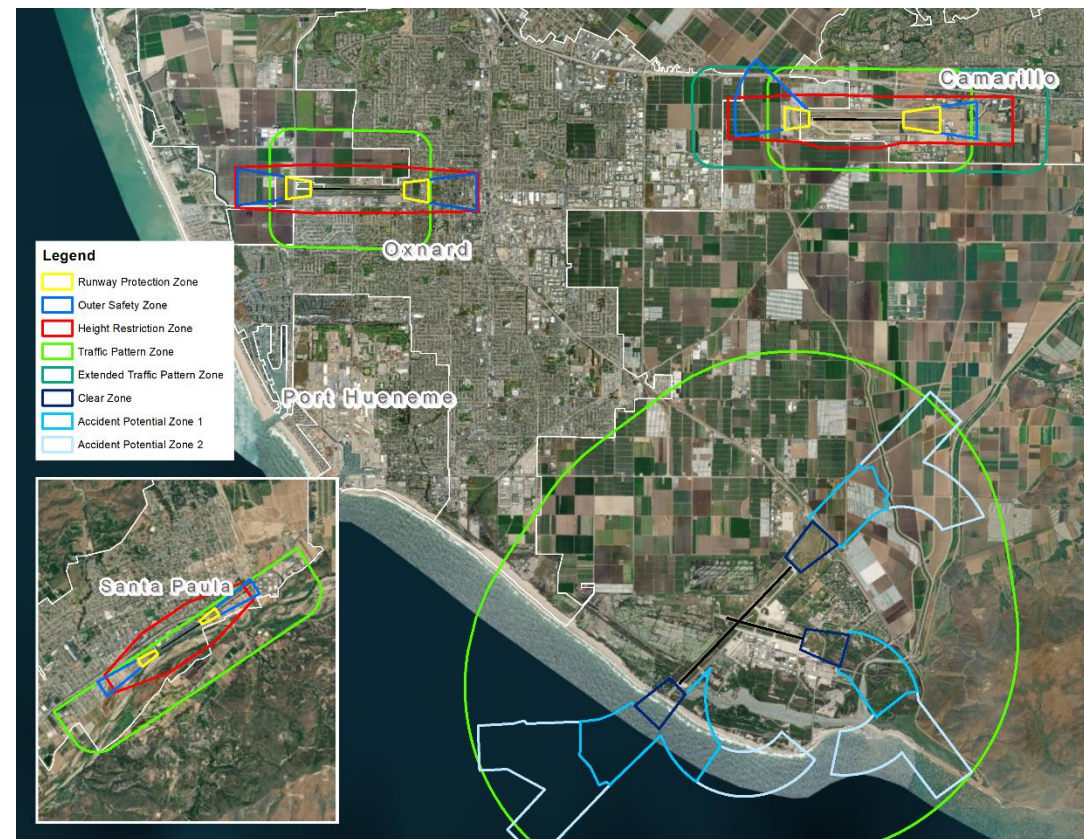
The CLUP establishes Safety Zones Around each of the County's airports and provides guidance on land use compatibility.

VCTC works with local jurisdictions to ensure the consistency of proposed projects with the CLUP. If consistency cannot be determined at the staff level, items may be brought to the ALUC for a review and formal finding.

Local responsible agencies may override the ALUC with a 2/3 vote.

ALUC Challenge:

- ❖ Current CLUP is nearly 20 years old
- ❖ Updates necessary to reflect changes in California Airport Land Use Planning Handbook and NBVC Air Installations Compatible Use Zone (AICUZ) study
- ❖ No funding available for update





Metrolink





Metrolink

Southern California Regional Rail Authority (SCRRA)

- ❖ Five county (Ventura, Los Angeles, Orange, Riverside, San Bernardino) regional rail system – **all members except VCTC have self-help sales tax**
- ❖ Service began in 1992 when Southern California counties came together after purchasing rail lines with Prop 116 rail bonds
- ❖ Initially, service ran only to Moorpark – was expanded to Camarillo and Oxnard after the Northridge earthquake in 1994 (and ultimately to east Ventura in 2002).
- ❖ Seven routes – networked rail system
- ❖ 538 route-mile network – **VCTC generates over \$3M in attributable FTA funds through service in Ventura County.**
- ❖ 3rd largest commuter rail system in country
- ❖ Over 39,000 average weekday riders – about 3,500 on VC line
- ❖ VCTC part of Metrolink JPA – **because rail lines purchased w tax free bonds for commuter rail, our fund agreement stipulates commuter rail will operate *in perpetuity*.**

VCTC Owned Right-of-Way (ROW)

- ❖ Approx. 15 miles from LA County Line to western City limit of Moorpark
- ❖ VCTC has operating rights and 40' of right-of-way (ROW))
- ❖ Own train stations at East Ventura, Camarillo, Moorpark, and Simi Valley (platform)
- ❖ Work with contractors to maintain vegetation control, fire suppression, homeless encampments and encroachments along the VCTC ROW



VCTC as a member agency of Metrolink JPA

- ❖ Represent VCTC at Board level
 - Brian Humphrey is currently the Board Chair
- ❖ Nearly daily VCTC staff interaction with Metrolink staff on a variety of issues.

Challenges

- ❖ Ventura County line ridership within Ventura County has been falling
- ❖ Metrolink operating costs are rising
- ❖ Rehabilitation backlog is significant at \$450M
- ❖ Single track limits expanded service

Recent Achievements/Opportunities

- ❖ Seasonal Saturday service
- ❖ SCORE program (nearly \$1B new funding)
- ❖ SCORE includes proposed double-track and new platform in Simi Valley
- ❖ Tier 4 locomotives





Santa Paula Branch Line

The Santa Paula Branch Line (SPBL) has a long history dating back to 1887 when the line was constructed by the Southern Pacific Transportation Company (SP). The SPBL carried passengers up to 1934 and freight service slowly declined in the years following.

In 1978 storm damage severed the line and approximately 16 miles of track from Piru to Saugus was removed. By the 1990's SP wanted to abandon the line triggering the local interest in preservation and recreational use.

In 1995 VCTC purchased the SPBL and the abandoned Ojai Branch Line from SP for \$8.5 million. The purchase was a joint effort between VCTC, Ventura, Santa Paula, Fillmore, and the County of Ventura with each of the jurisdictions receiving certain rights to use the rail line and/or receive revenue from existing leases.

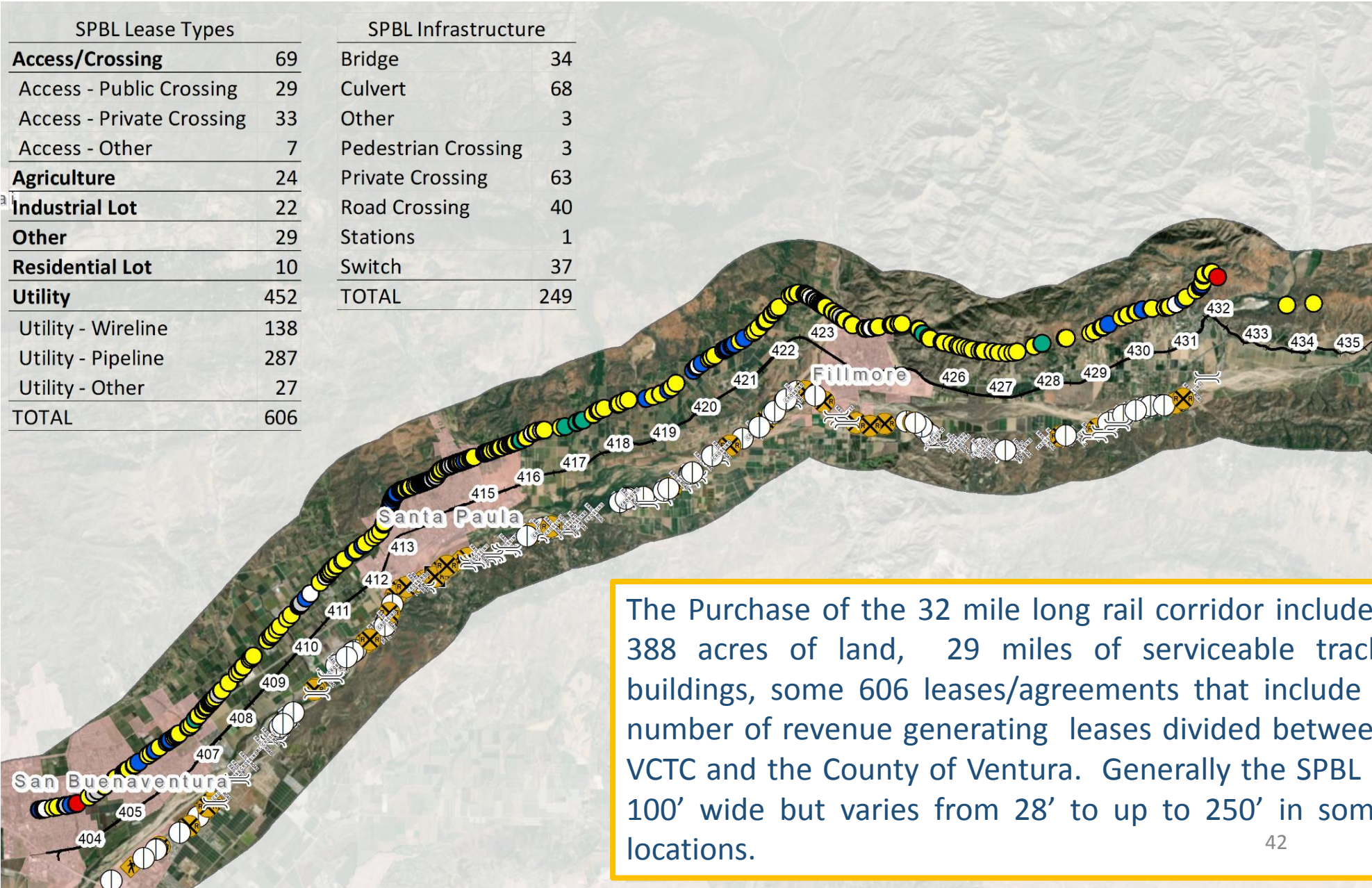
The Santa Paula Branch Line was purchased for the dual purpose of preserving the line for future commuter rail and establishing a recreational trail. The Ojai Branch Line was purchased for recreational trail purposes for the City of Ventura.

The purchase was funded through a combination of federal and local funds:

- ❖ **Surface Transportation Program (STP) - \$4 million**
- ❖ **Transportation Enhancement Activities (TEA) - \$3.5 million**
- ❖ **Local Match, Ventura, Santa Paula, Fillmore, and the County of Ventura - \$1 million**



Santa Paula Branch Line



The Purchase of the 32 mile long rail corridor included 388 acres of land, 29 miles of serviceable track, buildings, some 606 leases/agreements that include a number of revenue generating leases divided between VCTC and the County of Ventura. Generally the SPBL is 100' wide but varies from 28' to up to 250' in some locations.

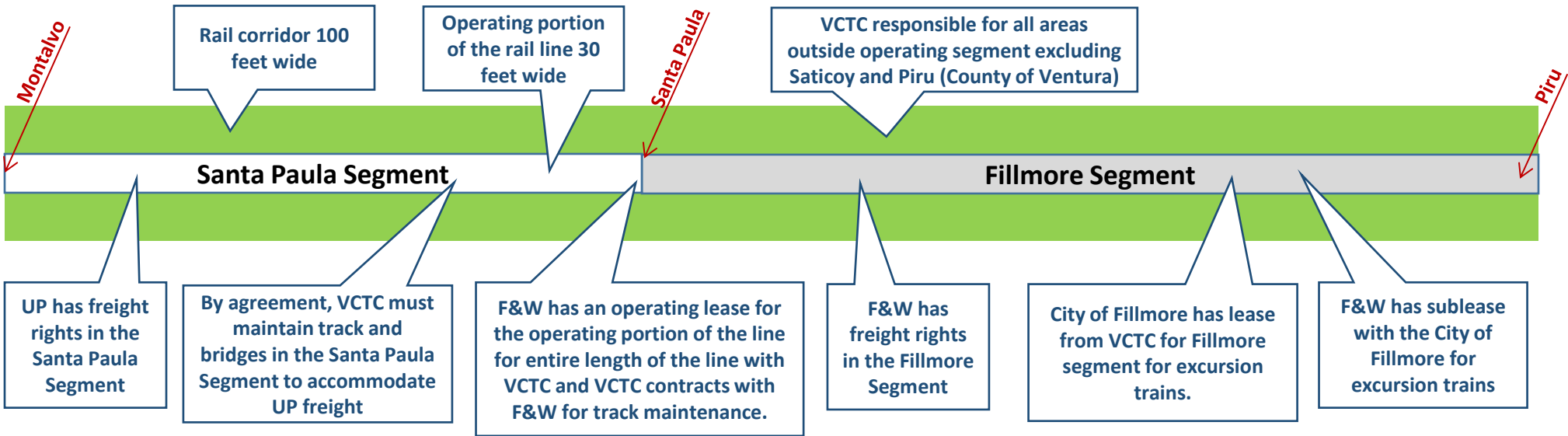


Santa Paula Branch Line



Santa Paula Branch Line Rail Operations

The SPBL is an active rail line with two rail operators with rights on the line, Union Pacific and the Fillmore & Western Railway Company. Together they provide limited freight service, tourist excursion trains, and movie filming. As an active rail line, SPBL is subject to all state and federal regulations governing rail. To understand the roles and responsibilities on the line it has to viewed in a segmented fashion.





Santa Paula Branch Line

Federal Railroad Administration (FRA) Bridge Management Plan

The FRA mandates that owners of rail lines inspect all bridges on their lines annually. The SPBL has 34 bridges, that are inspected for deficiencies and repair estimates developed, each year. VCTC current has total repair estimate of **\$977,000** for its bridges on the SPBL.

Good Neighbor Policy

VCTC is responsible for the non-operating portion of the rail corridor, the outer 70', except in Saticoy and Piru. Responsible stewardship of the asset demands that VCTC performs trash removal, weed abatement (for both nuisance and fire needs), tree trimming, homeless encampment cleanup along the length of the corridor.





Santa Paula Branch Line

Lease Revenue

Of the 606 agreements on the Branch Line, only 76 leases provide ongoing revenue, most provided a one time payment for a perpetual license to use the property. The revenue generating leases include, rail crossings, utility crossings, access roads, cultivation, as well as perpendicular and longitudinal pipelines for oil and natural gas. Approximately **\$270,000** in revenues are generated annually and as a matter of policy are the first funds used to support the SPBL.

Fillmore & Western Agreement

In 2001, VCTC entered into a 20 year lease which allows Fillmore & Western to operate on the SPBL.

- ❖ Fillmore & Western pays VCTC approximately **\$10,000** annually and 5% of filming approximately **\$5,000 - \$7,000** annually
- ❖ VCTC Pays Fillmore & Western **\$450,000** annually for track maintenance , excluding bridges
- ❖ June of 2021, the current lease with Fillmore & Western expires

SPBL Challenge

In June of 2021, agreement with the current rail operator expires, VCTC must determine the future of the SPBL, continue with current operator, find a new operator, discontinue the use of the line.

- ❖ Annual operating cost = **\$841,000**
- ❖ Annual revenue generated by SPBL = **\$286,800**
- ❖ Annual STA subsidy = **\$434,000**
- ❖ Commission policy of Cost Neutral **has been unachievable**



LOSSAN/CRCC

Los Angeles – San Diego – San Luis Obispo Rail Corridor (**LOSSAN Corridor**) travels through a six-county (Ventura, Los Angeles, Orange, San Diego, San Luis Obispo and Santa Barbara) coastal region in Southern California

- ❖ 351-miles
- ❖ Second busiest intercity passenger rail corridor in the United States and fully-funded by the State of California
- ❖ Annual ridership of nearly 3 million
- ❖ 5 Ventura County stations – Ventura, Oxnard, Camarillo, Moorpark, Simi Valley
- ❖ Business model is for longer trips
- ❖ Not Commuter Rail like Metrolink
- ❖ One of the few bright spots when it comes to ridership
- ❖ Received State grant funding for Camarillo-Oxnard double track project
- ❖ Formerly administered by Caltrans, now under corridor control by LOSSAN Joint Powers Agency

VCTC as a member agency of LOSSAN

- ❖ Represent VCTC at Board and staff level
 - Bryan MacDonald (member) and Jim White (alternate)





Coast Rail Coordinating Council (CRCC)

Ventura, Santa Barbara, San Luis Obispo, Monterey, San Benito, Santa Cruz, San Mateo and Santa Clara Counties

- ❖ Single purpose is expansion of Amtrak passenger services on Central Coast





Rideshare Programs

Goal: Reduce congestion and greenhouse gas emissions, increase mobility, and improve air quality by encouraging residents to reduce single occupant vehicle trips and use alternative modes of transportation.

- ❖ Regional Ridematch Database
 - Partnership with LA Metro/OCTA/RCTC/SBCTA
- ❖ Air Pollution Control District Partnership and Rule 211
 - VCTC manages the processing of surveys from County employers.
 - Guaranteed Ride Home Program.
- ❖ RideGuides and Ridesmart Tips
- ❖ California VanPool Authority (CalVans)
- ❖ Rideshare Week and Bike to Work Week (Starting next week: May 13-17)



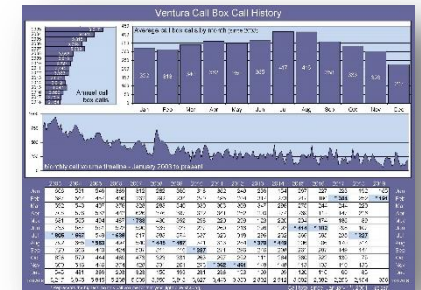


Motorist Aid Services

In 1985 Senate Bill 1190 enabled counties to establish a **Service Authority for Freeway Emergencies (SAFE)** for the purpose of providing a callbox system on freeways and select highways. The legislation enables counties to provide a wide array of motorist aid services funded through a \$1 fee on vehicles registration.

Callboxes

- ❖ VC SAFE operates 428 callboxes throughout the county.
- ❖ Originally 17,000 calls per year, calls declined to just over 2000 calls per year.
- ❖ Call box usage is tracked: total calls, minutes, highway, (Highway 33 highest use), and anomalous behaviors.
- ❖ Regular maintenance is required as well as removals and replacement for construction and knock downs.
- ❖ Callbox challenges ahead....declining call volume and migration to 5G



SpeedInfo

- ❖ Roadside, real time speed sensors that provide incident detection and travel time data to Caltrans District 7 traffic management center.





Motorist Aid Services

Upcoming Services funded through SAFE:

Incident Responder Grant Program (Summer 2019)

Grants for capital purchases by agencies that respond to and/or clear highway incidents.

- ❖ In 2017, fire departments, countywide, responded to a total of 4496 traffic collisions, 1539 on the SAFE highway network, of those 107 were categorized as “Heavy Rescue”.



Freeway Service Patrol (anticipated early 2020)

Tow trucks circulate in most congested areas during peak periods to speed recovery from disabled vehicles in traffic lanes.





All in a day's work

“The strength of the team is each individual member. The strength of each member is the team.”

Phil Jackson





Ventura County Transportation Commission

Commissioner Workshop May 2019

