



VENTURA COUNTY TRANSPORTATION COMMISSION

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

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AGENDA*

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

CAMARILLO CITY HALL
601 CARMEN DRIVE
CAMARILLO, CA

FRIDAY, FEBRUARY 2, 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. ELECTION OF VICE CHAIR

- 5. 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.

6. **CALTRANS REPORT** - *This item provides the opportunity for the Caltrans representative to give update and status reports on current projects.*
7. **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.*
8. **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.*
9. **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.*

9A. [APPROVE SUMMARY FROM JANUARY 12, 2018 VCTC MEETING](#) – PG.5

Recommended Action:

Approve

Responsible Staff: Donna Cole

9B. [MONTHLY BUDGET REPORT](#) – PG. 11

Recommended Action:

Receive and File

Responsible Staff: Sally DeGeorge

9C. [PASSENGER RAIL UPDATE](#) – PG. 17

Recommended Action:

Receive and File

Responsible Staff: Claire Grasty

9D. [LEGISLATION](#) - PG. 21

Recommended Action:

Receive and File

Responsible Staff: Peter De Haan

9E. [REVISION TO PROPOSITION 1B CALIFORNIA TRANSIT SECURITY GRANT PROGRAM \(CTSGP\) AND THE PROPOSITION 1 B TRANSIT CAPITAL PROGRAM](#) - PG. 35

Recommended Action:

Approve reprogramming Proposition 1B project balances totaling \$318,127 (listed below) along with accrued interest from the Ventura County Sealed Corridor Crossing Improvement Project to fund improvements at Metrolink's East Ventura and Moorpark layover facilities:

- o \$178,246 of Proposition 1B California Transit Security Program (CTSGP) funds and,
- o \$139,881 of Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement (PTMISEA) funds.

Responsible Staff: Judy Johnduff

9F. 2017 (FY 2018/19 – FY 2023/24) FEDERAL TRANSPORTATION PROGRAM (FTIP) FINANCIAL RESOLUTION- PG.37

Recommended Action:

Adopt attached resolution 2018-02 certifying that there are sufficient financial resources to fund projects in the 2019 Federal Transportation Improvement Program (2019 FTIP).

Responsible Staff: Judy Johnduff

9G. TRANSFER OF NORTH METROLINK PARKING LOT AT MOORPARK STATION- PG.41

Recommended Action:

Approve transfer of the North Metrolink Parking Lot (APN 512-0-090-120) back to the Ventura County Transportation Commission, and authorize the Executive Director to sign the Grant Deed and all documents required to facilitate the return of the property.

Responsible Staff: Claire Grasty

9H. TRANSPORTATION DEVELOPMENT ACT (TDA), LOCAL TRANSPORTATION FUND (LTF), DRAFT APPORTIONMENT FOR FISCAL YEAR 2018/2019- PG. 47

Recommended Action:

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

Responsible Staff: Sally DeGeorge

9I. U.S. 101 HOV WIDENING, PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT (PAED) FUNDING – PG. 53

Recommended Action:

Authorize the Executive Director to amend the Fund Summary in the Route 101 Widening Project Cooperative Agreement with Caltrans and submit a revised Finance Letter, adding \$3 million of Surface Transportation Program (STP) programmed funds.

Responsible Staff: Steve DeGeorge

9J. REGIONAL TRANSPORTATION PLANNING BUDGET AMENDMENT – PG.55

Recommended Action:

Amend the Fiscal Year 2017/2018 Regional Transportation Planning Budget increasing Local Transportation Funds (LTF) from the LTF General Fund Balance to the LTF Fund Transfer Revenue Line item by \$90,000 and correspondingly increasing the expenses line items by the amount indicated, Salaries \$37,000, Fringe and Tax Allocation \$18,000, Indirect Cost Allocation \$35,000.

Responsible Staff: Steve DeGeorge

9K. SANTA PAULA BRANCH LINE, AMENDMENT 1 TO CITY OF FILLMORE LEASE – PG. 57

Recommended Action:

Authorize the Executive Director to enter into an agreement with the City of Fillmore amending the June 6, 2001 lease agreement for use of the Santa Paula Branch Line.

Responsible Staff: Steve DeGeorge

10. FISCAL YEAR 2018/2019 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS PUBLIC HEARING - PG.61

Recommended Action:

Hold public hearing and receive testimony of Unmet Transit Needs.

Responsible Staff: Claire Grasty

11. [FIRST AMENDMENT TO VCTC INTERCITY SERVICE CONTRACT AMENDMENT, APPROVAL OF RATP DEV USA, LLC AS AN ACCEPTABLE BUYER AND CANCEL RFP #17-90164-FR - PG.67](#)

Recommended Action:

- Approve the First Amendment to the VCTC Intercity Transit Services Agreement.
- Approve RATP Dev USA, LLC as an acceptable buyer of Roadrunner Management Services, Inc.
- Authorize the Executive Director to cancel the Request for Proposals for VCTC Intercity Transit Services (RFP #17-90164-FR).

Responsible Staff: Aaron Bonfilio

12. VCTC GENERAL COUNSEL'S REPORT

13. AGENCY REPORTS

14. CLOSED SESSION

15. ADJOURN to 9:00 a.m. Friday, March 2, 2018



Item # 9A

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, JANUARY 12, 2018
9:00 AM**

MEMBERS PRESENT: Bryan MacDonald, City of Oxnard, Chair
Jan McDonald, City of Camarillo
Manuel Minjares, City of Fillmore
Randy Haney, City of Ojai
Will Berg, City of Port Hueneme
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
Peter Foy, County of Ventura
Kelly Long, County of Ventura
John Zaragoza, County of Ventura
Brian Humphrey, Citizen Rep., Cities
Jim White, Citizen Rep., County
Carrie Bowen, Caltrans District 7

ABSENT: Linda Parks, County of Ventura, Vice Chairs
Ken Simons, City of Moorpark
Steve Bennett, County of Ventura

CALL TO ORDER

PLEDGE OF ALLGIANCE

ROLL CALL

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

CALTRANS REPORT -

Carrie Bowen thanked the Ventura County Sheriff for a well-coordinated emergency center during the mud slides.

To date, statewide highway damage totals \$1.2 billion. For Ventura, that number is currently \$21 million. A large portion of Hwy 33 has collapsed.

Ms. Bowen reminded everyone that public safety is of utmost importance. If roads are closed respect the boundaries, as most times live wires are down.

COMMISSIONERS REPORTS

Commissioner White announced that there will be a benefit concert in City of Ventura on February 3. 100% of the proceeds will go to those not covered by insurance.

EXECUTIVE DIRECTOR REPORT -

VCTC Chair and Vice Chair – As a reminder, the February Commission meeting is when the current seated Vice-Chair becomes Chair of the Commission and the Commission, by a majority vote of the full Commission, selects a new Vice-Chair. The Commission's Administrative Code sets the Chairperson rotation of city member, city member, county member, so the new Vice Chair shall be a Commissioner from a City.

Rice Avenue Railroad Bridge Project - The Rice Avenue Grade Separation project achieved a significant milestone last month with the publication of the Draft Environmental Impact Report / Environmental Assessment. The Public Hearing has been scheduled for Tuesday January 31st, at 6:00 p.m. in the Oxnard Council Chamber. Staff is continuing to work with Caltrans to prepare the SB 1 funding application for \$68,606,000, with Caltrans to submit that application to CTC by the January 30th deadline.

Thomas Fire's Impacts to Transit - As the Commission can well imagine, events of the past month and that ensue today, have and continue to impact VCTC's ability to provide transit service. The following report provides a summary of the impacts and activities.

Immediately following the start of the Thomas Fire, Valley Express service was suspended in the City of Santa for approximately two days. Provision of service was difficult during these days as power fluctuated at the Santa Paula base. Following the first two days, limited service, which ended at 6:00PM (instead of the typical 8:00PM) was operated for the remainder of the week. Ensuring driver availability for both VCTC Intercity and Valley Express services was challenging at times, however all routes and all service was staffed, with some drivers covering other shifts of those displaced.

While there is always room for improvement and lessons learned to discuss at the after-action reviews, the teams from Roadrunner, MV Transportation and VCTC's transit staff performed exceptionally well and in-stride with one another, to ensure accurate and timely coordinated messaging was available to the public. Evidenced throughout the chaos was the team's clear dedication to the public's safety and community needs at large. Chief among the team members, I would like to give special recognition to Roadrunner's VCTC Intercity management team- Syed Shadab, Virgilio Ziranhua and Jeff Brown- as well as MV's Valley Express management team- Veronica Hurtado, Adan Moreria, Teresa Torres and Thomas

Conlon. These folks and their dedicated employees (over 100 people in-total) worked around-the-clock to keep our community safe and moving in its time of need. On VCTC staff I would like to acknowledge our Transit Information Center staff including Dolores Lopez, Violet Villela, and especially Avit Castillo who had the early morning shift on the morning of Tuesday, December 5th. I would also like to thank Devon

Cichoski, a Santa Paula resident, who is a consultant to VCTC for public outreach who kept VCTC's social media feed current with as close to real-time as possible service announcements.

As a courtesy, during what all hoped were the waning days of the Thomas Fire, VCTC offered free service over the weekend of December 8-10, 2017, to all riders of the Valley Express, Coastal Express and Hwy126. Unfortunately, as the fire continued, Coastal Express service was suspended intermittently during the following week. Expectedly, this past month's ridership performance was hampered- as many days were either not operated (altogether or partially) and air quality kept many inside and/or watching out-of-school children.

Effective with the tragic and deadly mudslides in Santa Barbara of this week, service has again been interrupted. It is anticipated that the Coastal Express' route to Santa Barbara will be clear and safe by Monday, January 15, 2018.

ADDITIONS/REVISIONS – None

8. CONSENT CALENDAR -

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

8A. APPROVE SUMMARY FROM DECEMBER 1, 2017 VCTC MEETING – *Approve*

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

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

8D. CASH MANAGEMENT FOR DELAYED FEDERAL TRANSIT ADMINISTRATION GRANTS

Authorize the Executive Director to utilize State Transit Assistance (STA) fund balance for cash-flow purposes for the General Fund, VCTC Intercity Fund and Valley Express Fund expenditures until the Federal Transit Administration (FTA) grants are approved.

8E. VCTC OFFICE SPACE LEASE EXTENSION AND NOTICE TO THE CITY OF CAMARILLO-

- ***Authorize the Executive Director to execute a 24 month lease extension with Lincoln's Inn, Marina Self Storage Inc. for a term of February 1, 2018 through January 31, 2020 at a lease rate of \$11,475 per month (\$1.70/square foot).***
- ***Authorize the Executive Director to provide notice to the City of Camarillo of VCTC's intent to not proceed with the purchase and renovation of the building located at 2220 Ventura Boulevard, Camarillo.***

8F. LEGISLATIVE UPDATE- *Receive and File*

8G. COOPERATIVE FUNDING AGREEMENTS FOR AUTOMATIC VEHICLE LOCATION AND PASSENGER INFORMATION SYSTEM -

- *Approve the Cooperative Funding Agreement between VCTC and the City of Moorpark for the Automatic Vehicle Location and Passenger Information System project and authorize the Executive Director to execute the agreement.*
- *Approve the Cooperative Funding Agreement between VCTC and the City of Thousand Oaks for the Automatic Vehicle Location and Passenger Information System project and authorize the Executive Director to execute the agreement.*
(Item #8G Cont)
- *Approve amendment to the Transit Stop Enhancements program budget by: adding two revenues line-items, Local Contribution–Moorpark, in the amount of \$30,300, and Local Contribution—Thousand Oaks in the amount of \$130,200; and by increasing the expenditures line-item of Professional Services by a commensurate total amount of \$160,500.*

The motion was seconded by Commissioner Haney and passed by a unanimous roll call vote.

9. SENATE BILL (SB) 1 IMPLEMENTATION INCLUDING TRANSIT STATE OF GOOD REPAIR RESOLUTION AND PROJECT LIST -

Commissioner Gherardi made a motion to

- *Support the grant application of the Santa Barbara County Association of Governments (SBCAG) for Transit and Intercity Rail Capital Program (TIRCP) that would support fleet and facility improvements to enable expanded Coastal Express bus service, and contribute approximately \$100,000 in shared operating costs should the grant be successful.*
- *Support the grant application of Southern California Regional Rail Authority (SCRRA) application for the Transit and Intercity Rail Capital Program (TIRCP) including \$62,330,710 for Simi Valley double tracking and platform extension, committing to provide a \$2 million local match contingent on the future availability of local transit apportionments from SB 1.*
- *Approve the Attachment B Resolution #2018-01 authorizing the Executive Director to apply for VCTC's estimated SB 1 State of Good Repair apportionment of \$1,138,883 and to submit a list of Metrolink state of good repair projects to use the funds.*
- *Approve the increase in VCTC's request for Planning, Programming and Monitoring funds, from the \$1,007,000 previously approved to \$1,256,000 as allowed in the final version of the 2018-2023 State Transportation Improvement Program Fund Estimate.*

The motion was seconded by Commissioner Long and passed by a unanimous roll call vote.

10. VCTC INTERCITY SERVICE AND REQUEST FOR PROPOSALS -

Public Comments

Dan Eisentrager, representing Coach USA, Inc, Coach USA is very interested in submitting a proposal for this service. We have both the local expertise through our existing Southern California operation that currently provides similar intercity motor coach contracted services for Amtrak and Los Angeles World Airports FlyAway; and the national and international financial and operation expertise through Coach USA and our parent company Stagecoach Group, plc. Stagecoach Group is a global leader in passenger transportation.

We urge the commission to proceed forward with the Request for Proposal process to allow all qualified and interested companies to submit proposals in an open and fair contract tender process. Assignment of the contract to RATP Dev North America with a significant price increase, that is not market tested, is not in the taxpayers and public best interest.

Brick Conners, CEO Roadrunner, was available to answer questions. He said Roadrunner is committed and it is a privilege to serve.

Blaine Rigler, RATP Dev has gone through a thorough process to learn the Roadrunner business with Darren Kettle to make sure this is what is best for Ventura County. RATP Dev is ready to move forward.

Commissioner McDonald asked for clarification that RATP Dev will take over all business units of Roadrunner, including the City of Camarillo Dial A Ride, Airport Shuttles, etc. She said that there has been no discussion w City of Camarillo that she is aware of. She also asked if they will complete the transportation hub as originally planned. The answer is yes. The lease payments already include enhancements.

Commissioner Judge said that if we do not issue a new RFP he wants to be sure we have protections that the prices in the amendment will be the prices honored.

Commissioner Humphrey made a motion to :

- *Authorize the Executive Director to prepare documents for Commission consideration in February that, if approved by the Commission, would approve RATP Dev North America as an acceptable buyer of Roadrunner Management Services, and, to prepare an Amendment to the VCTC Intercity Transit Services Agreement consistent with the substantive terms set forth in Letter of Intent submitted by RATP Dev North America, dated January 4, 2018.*
- *Authorize the Executive Director to extend the timeline for the Request for Proposals for VCTC Intercity Transit Services (RFP #17-90164-FR) and reschedule the pre-bid conference for February 21, 2018.*

The motion was seconded by Commissioner Long and passed by a unanimous roll call vote.

11. VCTC GENERAL COUNSEL'S REPORT

12. AGENCY REPORTS

13. CLOSED SESSION

14. ADJOURN to 9:00 a.m. Friday, February 2, 2018

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Item # 9B

February 2, 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 December 2017

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 Fund (STA), 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 December 31, 2017 budget reports indicate that revenues were approximately 32.81% of the adopted budget while expenditures were approximately 30.55% of the adopted budget. The revenues and expenditures are as expected. Although the percentage of the budget year completed is shown, be advised that neither the revenues nor the expenditures occur on a percentage or monthly basis. Furthermore, revenues are often billed and reimbursed in arrears.

Some revenues are received at the beginning of the year while other revenues are received after grants are approved. In many instances, the Ventura County Transportation Commission (VCTC) incurs expenses and then submits for reimbursement from federal, state and local agencies which may also cause a slight lag in reporting revenues. Furthermore, the State Transit Assistance (STA), Local Transportation Fund (LTF) and Service Authority for Freeway Emergencies (SAFE) revenues are received in arrears. The State Board of Equalization collects the taxes and remits them to the Commission after the reporting period for the business. STA revenues are paid quarterly with a two to three month additional lag and LTF receipts are paid monthly with a two month lag. For example, the July through September STA receipts are often not received until October or November and the July LTF receipts are not received until September. The Department of Motor Vehicles collects the SAFE funds and remits them monthly with a two month lag.

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

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 year-end.

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

**VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF DECEMBER 31, 2017**

ASSETS AND DEFERRED OUTFLOWS

Assets and Deferred Outflows

Cash and Investments - Wells Fargo Bank	\$ 8,278,755
Cash and Investments - County Treasury	16,631,979
Petty Cash	130
Receivables/Due from other funds	1,818,072
Prepaid Expenditures	31,521
Deposits	17,134
Capital Assets, undepreciated	26,236,268
Capital Assets, depreciated, net	32,286,943
Deferred Outflows for pension	488,680
Total Assets and Deferred Outflows	<u>\$ 85,789,482</u>

LIABILITIES, DEFERRED INFLOWS AND FUND BALANCE

Liabilities and Deferred Inflows:

Accrued Expenses/Due to other funds	\$ 949,981
Deferred Revenue	3,871,388
Deposits	400
Accrued Vacation	159,661
Pension Liability	1,716,672
Deferred Inflows	351,041
Total Liabilities and Deferred Inflows:	<u>\$ 7,049,143</u>

Net Position:

Invested in Capital Assets	\$ 58,523,211
Fund Balance	20,217,128
Total Net Position	<u>\$ 78,740,339</u>

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE SIX MONTHS ENDING DECEMBER 31, 2017

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals Actual	Budgeted Actual	Variance Actual	% Year Actual
Revenues										
Federal Revenues	\$ 1,492,969	\$ 0	\$ 0	\$ 0	\$ 1,925,282	\$ 290,149	\$ 3,708,400	\$ 15,993,241	(12,284,841)	23.19
State Revenues	208,607	12,493,659	895,191	268,305	352,107	186,691	14,404,560	42,568,061	(28,163,501)	33.84
Local Revenues	536,880	0	0	1,038	935,872	1,139,055	2,612,845	4,619,723	(2,006,878)	56.56
Other Revenues	1,265	0	0	0	0	0	1,265	0	1,265	0.00
Interest	1,389	6,052	18,216	10,195	618	181	36,651	105,000	(68,349)	34.91
Total Revenues	2,241,110	12,499,711	913,407	279,538	3,213,879	1,616,076	20,763,721	63,286,025	(42,522,304)	32.81
Expenditures										
Administration										
Personnel Expenditures	1,159,911	0	0	0	85,325	29,520	1,274,756	3,000,950	(1,726,194)	42.48
Legal Services	7,444	0	0	0	0	0	7,444	25,000	(17,556)	29.78
Professional Services	54,824	0	0	0	0	0	54,824	121,200	(66,376)	45.23
Office Leases	79,321	0	0	0	0	0	79,321	158,000	(78,679)	50.20
Office Expenditures	199,232	0	0	0	54,113	18,722	272,067	579,350	(307,283)	46.96
Total Administration	1,500,732	0	0	0	139,438	48,242	1,688,412	3,884,500	(2,196,088)	43.47
Programs and Projects										
Transit & Transportation Program										
Senior-Disabled Transportation	107,443	0	0	0	0	0	107,443	263,500	(156,057)	40.78
Fare Collection APC Systems	8,864	0	0	0	0	0	8,864	511,600	(502,736)	1.73
VCTC Intercity Bus Services	0	0	0	0	4,202,284	0	4,202,284	8,587,800	(4,385,516)	48.93
Valley Express Bus Services	0	0	0	0	0	908,799	908,799	2,027,500	(1,118,701)	44.82
Transit Stop Enhancement	459,196	0	0	0	0	0	459,196	2,298,150	(1,838,954)	19.98
Transit Grant Administration	289,804	0	0	0	0	0	289,804	7,105,300	(6,815,496)	4.08
Total Transit & Transportation	865,307	0	0	0	4,202,284	908,799	5,976,390	20,793,850	(14,817,460)	28.74
Highway Program										
Motorist Aid Call Box System	0	0	0	111,570	0	0	111,570	695,000	(583,430)	16.05
Highway Project Management	4,101	0	0	0	0	0	4,101	697,800	(693,699)	0.59
SpeedInfo Highway Speed Sensor	0	0	0	41,600	0	0	41,600	144,000	(102,400)	28.89
Total Highway	4,101	0	0	153,170	0	0	157,271	1,536,800	(1,379,529)	10.23
Rail Program										
Metrolink & Commuter Rail	2,577,442	0	0	0	0	0	2,577,442	5,040,032	(2,462,590)	51.14
LOSSAN & Coastal Rail	116	0	0	0	0	0	116	4,700	(4,584)	2.47
Santa Paula Branch Line	364,028	0	0	0	0	0	364,028	966,652	(602,624)	37.66
Total Rail	2,941,586	0	0	0	0	0	2,941,586	6,011,384	(3,069,798)	48.93

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	VCTC Intercity Actual	Valley Express Actual	Fund Totals Actual	Budgeted Actual	Variance Actual	% Year Actual
Commuter Assistance Program										
Transit Information Center	8,370	0	0	0	0	0	8,370	30,400	(22,030)	27.53
Rideshare Programs	46,117	0	0	0	0	0	46,117	179,200	(133,083)	25.73
Total Commuter Assistance	54,487	0	0	0	0	0	54,487	209,600	(155,113)	26.00
Planning & Programming										
Transportation Development Act	115,469	9,565,181	0	0	0	0	9,680,650	30,204,232	(20,523,582)	32.05
Transportation Improvement Program	5,348	0	0	0	0	0	5,348	58,900	(53,552)	9.08
Regional Transportation Planning	65,000	0	0	0	0	0	65,000	378,500	(313,500)	17.17
Airport Land Use Commission	19	0	0	0	0	0	19	9,000	(8,981)	0.21
Regional Transit Planning	65,148	0	0	0	0	0	65,148	531,100	(465,952)	12.27
Freight Movement	9,197	0	0	0	0	0	9,197	21,800	(12,603)	42.19
Total Planning & Programming	260,181	9,565,181	0	0	0	0	9,825,362	31,203,532	(21,378,170)	31.49
General Government										
Community Outreach & Marketing	90,547	0	0	0	0	0	90,547	229,400	(138,853)	39.47
State & Federal Relations	52,641	0	0	0	0	0	52,641	108,100	(55,459)	48.70
Management & Administration	27,744	0	0	0	0	0	27,744	74,900	(47,156)	37.04
Office Building Purchase	14,422	0	0	0	0	0	14,422	4,135,801	(4,121,379)	0.35
Total General Government	185,354	0	0	0	0	0	185,354	4,548,201	(4,362,847)	4.08
Total Expenditures	5,811,748	9,565,181	0	153,170	4,341,722	957,041	20,828,862	68,187,867	(47,359,005)	30.55
Revenues over (under) expenditures	(3,570,638)	2,934,530	913,407	126,368	(1,127,843)	659,035	(65,141)	(4,901,842)	4,836,701	1.33
Other Financing Sources										
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	182,829	0	0	0	0	0	182,829	4,433,585	(4,250,756)	4.12
Transfers Into GF from SAFE	1,243	0	0	0	0	0	1,243	28,300	(27,057)	4.39
Transfers Into VI from STA	0	0	0	0	2,732,525	0	2,732,525	3,320,144	(587,619)	82.30
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	(782,829)	0	0	0	(782,829)	(4,433,585)	3,650,756	17.66
Transfers Out of SAFE into GF	0	0	0	(1,243)	0	0	(1,243)	(28,300)	27,057	4.39
Transfers Out of STA into VI	0	0	(2,132,525)	0	0	0	(2,132,525)	(3,320,144)	1,187,619	64.23
Total Other Financing Sources	4,690,803	(4,506,731)	(2,915,354)	(1,243)	2,732,525	0	0	0	0	0.00
Net Change in Fund Balances	1,120,165	(1,572,201)	(2,001,947)	125,125	1,604,682	659,035	(65,141)	(4,901,842)	4,836,701	1.33
Beginning Fund Balance	1,464,395	7,651,852	8,338,130	4,406,925	-	-	21,861,302	17,255,238	4,606,064	127
Long-term Pension Liability adjustment*	(1,491,286)	-	-	-	(87,747)	-	(1,579,033)	-	(1,579,033)	0
Ending Fund Balance	\$ 1,093,274	\$ 6,079,651	\$ 6,336,183	\$ 4,532,050	\$ 1,516,935	\$ 659,035	\$ 20,217,128	\$ 12,353,396	7,863,732	164

*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 DECEMBER 31, 2017**

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, if applicable.

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo – Checking	Government Checking	N/A	\$2,300.01	0.08%	\$ 8,278,754.88
County of Ventura	Treasury Pool	N/A	34,349.70	0.93%	16,627,861.80
Total			\$36,649.71		\$24,906,616.68

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. A 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 checking accounts for the General Fund are swept daily into a money market account. The interest earnings are deposited the following day. The first \$250,000 of the combined deposit balance is federally insured and the remaining balance is collateralized by Wells Fargo Bank. A portion of interest earned in the General Fund is for Proposition 1B funds and is reclassified and is not shown as General Fund interest in the Statement of Revenues, Expenditures and Changes in Fund Balance.

The Commission's Local Transportation Funds (LTF), State Transit Assistance (STA) funds and SAFE funds are invested in the Ventura County investment pool. Interest is apportioned quarterly, in arrears, based on the average daily balance. The investment earnings are generally deposited into the accounts in two payments within the next quarter. Amounts shown are not adjusted for fair market valuations.

For Management Reporting Purposes Only



Item #9C

February 2, 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:

Metrolink Commuter Rail

Ridership and On-Time Performance

Based on data provided by Metrolink, system-wide ridership on commuter rail decreased by 2% over last year's average in the same month with 34,270 Daily Passengers for the month of December. The Ventura County Line, which includes both Ventura County and Los Angeles County Stations, averaged 2,868 daily passenger trips for December; this represents a 6% decline from the previous year's average during the same month and a 17.5% decrease from November's average of 3,479. The significant drop on the Ventura County Line from November's average is the likely result of the seasonal holiday decline routinely seen from November to December coupled with the impact of the "Thomas Fire" in the month of December 2017. 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 December averaged 630 total boardings per weekday. This represents a decrease of 11% compared to the same month in the previous year and a 19% decrease from last month's boardings. Again, the significant decline can likely be attributed to re-occurring seasonal decline and the impact that the Thomas Fire had on local commuter travel. Ventura County boardings represented approximately 22% of all boardings on the Ventura County Line. This proportion continues to see a decline from the historical average of 25%. Staff will be working with Metrolink to promote the Ventura County Line in an effort to boost ridership. Station boardings for the month of December are shown in Attachment B.

Metrolink on-time performance (OTP), which denotes trains arriving within five minutes of scheduled time, averaged 92.25% “On Time” arrival on the Ventura County Line for the month of December, a decrease in performance from 95.01% in November. “On Time” performance on the Ventura County Line performed just below the system-wide average of 93.4% in December. Staff will continue to monitor the OTP of local trains to determine causes and trends moving forward.

LOSSAN Intercity Rail Corridor (Amtrak Pacific Surfliner)

Expanded Capacity for Pacific Surfliner during Highway 101 closure

Following massive mudslides in Santa Barbara on Tuesday, January 9, Highway 101 between Santa Barbara and Ventura was shut down and passage blocked on the railroad tracks through the Montecito area. On Thursday, January 11, tracks were cleared and the Pacific Surfliner resumed service along the rail corridor, albeit with delays due to slow orders traveling through the impacted area as significant cleanup and recovery efforts were underway. Highway 101 remained closed for the following two weeks, making the Pacific Surfliner the only viable public ground transportation available between Ventura and Santa Barbara. In an effort to meet the significantly higher demand for rail service during this time, LOSSAN, in coordination with Amtrak, the California State Transportation Agency, and the two northern California state-supported intercity corridors (San Joaquin and Capital Corridor), secured additional passenger cars and locomotives from the Northern fleet to add to the Surfliner service. Amtrak assembled 2 to 3 car “blocks” that were added to select 700 series trains (trains traveling from Los Angeles through Santa Barbara). Pacific Surfliner operated 10 daily trains through the corridor with the additional blocks adding between 150-270 seats per train. In response to the unprecedented demand for train travel after this disaster, in total, 15 additional railcars were secured from throughout the state adding more than 2,000 seats to serve the local Ventura - Santa Barbara corridor. Delays were incurred throughout the system with the need to add and remove the operating blocks/additional passenger cars as the service continued to San Diego. Despite these efforts, and with Highway 101 remaining closed, passenger demands continued to exceed available capacity, resulting in standing room only conditions on several trains. In response, LOSSAN, in coordination with Union Pacific, secured an additional roundtrip slot between Los Angeles and Santa Barbara that began operation on Saturday, January 20. Highway 101 was reopened Sunday afternoon, January 21, with cleanup and repair work still ongoing. Following the reopening, passenger demand in the area declined. In response to the changing passenger demands, LOSSAN is working on a decommissioning plan with the goal of returning to standard service within a week’s time.

2018 Transit and Intercity Rail Capital Program (TIRCP) Application update

The LOSSAN Agency submitted the “LOSSAN North Improvement Program” TIRCP application on behalf of its member agencies to the California State Transportation Agency (CalSTA) on January 12, 2018. The LOSSAN North corridor application includes two projects located within Ventura County, the Camarillo Station Improvements project and the Leesdale Siding project. The final TIRCP application can be viewed at http://www.octa.net/pdf/Building-UP_LOSSAN-TIRCP-Request.pdf.

Additionally, Metrolink submitted the Southern California Optimized Rail Expansion (SCORE) TIRCP application, which has the goal of delivering an integrated, reliable and cost-effective system in time for the 2028 Olympics and will include providing trains at regular headways, more frequent, reliable and cost effective service and better rail integration. Projects recommended for award are scheduled to be announced in May 2018.

Attachment A

METROLINK RIDERSHIP

10 Year Snapshot of Monthly

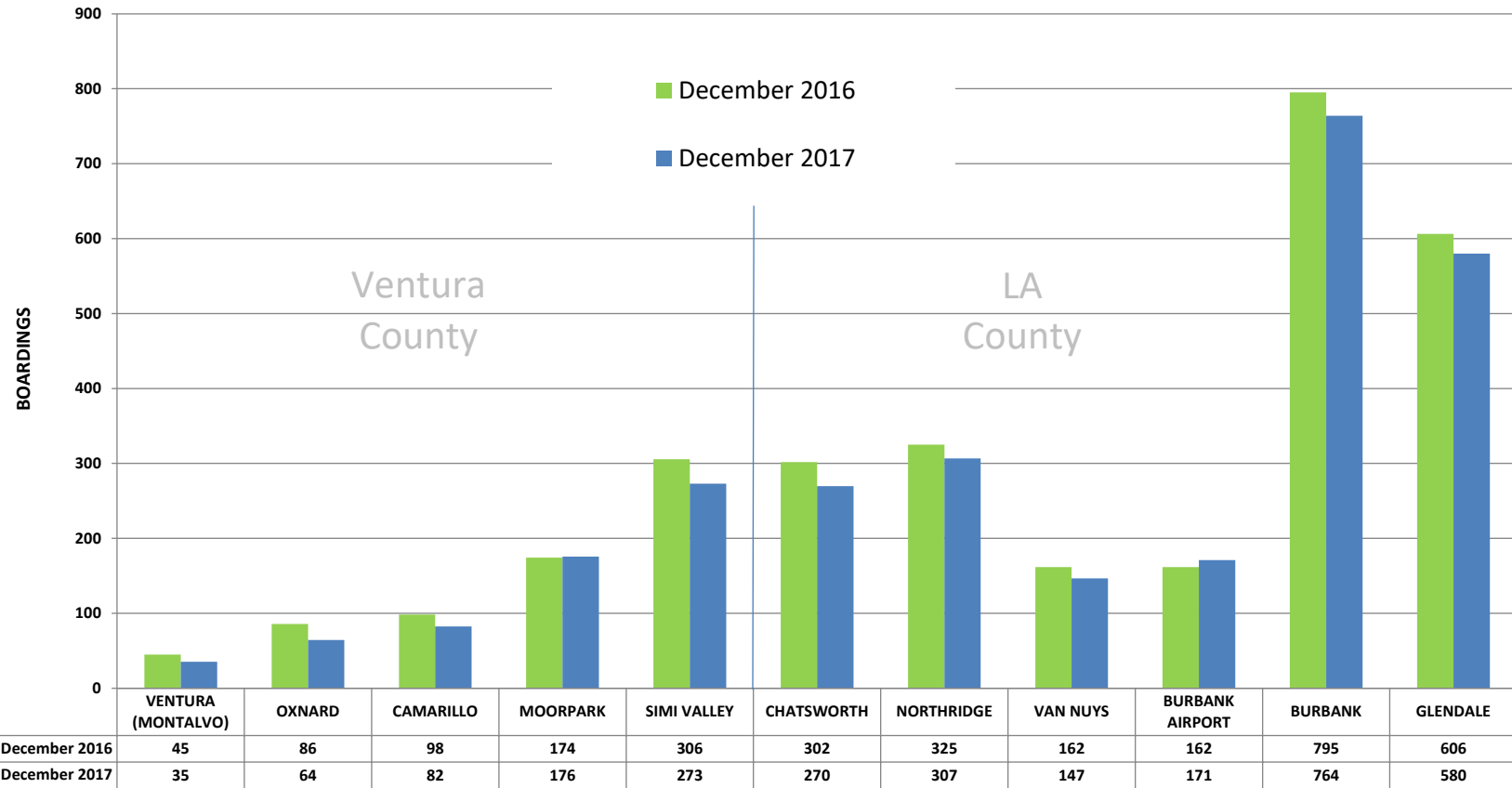
Year over Year Change in Average Weekday Ridership

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
December 2017	630	-11%	2,868	-6%	34,270	-2%
December 2016	709	-9%	3,060	-7%	34,996	-8%
December 2015	778	-13%	3,289	-9%	37,879	-4%
December 2014	898	15%	3,598	12%	39,420	3%
December 2013	783	-9%	3,207	-9%	38,138	-2%
December 2012	857	-1%	3,533	-1%	39,109	0%
December 2011	863	8%	3,580	11%	39,035	9%
December 2010	800	-1%	3,215	-2%	35,669	-5%
December 2009	804	-18%	3,297	-22%	37,532	-12%
December 2008	977	-1%	4,226	7%	42,764	5%

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

Attachment B

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



Source: SCRRRA TAC Reporting Portal.



Item #9D

February 2, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Receive and file Legislative Update.

DISCUSSION

Federal Issues

As Congress returns for its 2018 session, there is some expectation that with passage of the tax reform bill it might now be time to address the President's proposal for an infrastructure package. As the Commission will recall, the general proposal made by the Administration has been to identify \$200 million in federal funds for infrastructure, which would be used to leverage \$800 million of private or state/local funds for a total \$1 trillion investment.

This past month a bipartisan group of 48 House members calling themselves the Problem Solvers Caucus issued a report containing recommendations for the infrastructure package. The recommendations include creation of sustainable funding for the federal Highway Trust Fund, possibly through an increase in the fuel tax.

State Issues

Attached is the monthly report of Delaney Hunter, the Commission's state lobbyist. The report includes information on the Governor's draft Fiscal Year 2018/19 budget.

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CALIFORNIA ADVISORS, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT JANUARY 2018

Legislative Update

The Legislature reconvened on January 3, 2018 amid scandal that has resulted in two members of the State Assembly resigning. These resignations have left Assembly Democrats short of the 2/3rds super majority they enjoyed in 2017. Also, Senator Toni Atkins (D-San Diego) will ascend to Senate President Pro Tempore effective March 21, 2018. With this change it is expected that committee chairmanships and memberships will change. Senator Jim Beall is expected to remain as Chair of Senate Transportation Committee.

Governor's Proposed Budget

The Governor released was released on January 10, 2018. Specific to transportation, Senate Bill 1 revenues are the main focus. While the current 2017-18 Budget provided \$2.8 billion in new funding from SB 1 for transportation projects, the proposed 2018-19 Budget includes \$4.6 billion in new SB 1 funding. SB 1 revenues are allocated by statutory formula to the State for highways, to cities and counties for local roads, and to transit agencies for operations and capital expenditures.

Senate Bill 1 Repeal Ballot Initiative

Proponents of a measure that would require voter approval for any gas tax or vehicle fee increases and applies that mandate retroactively to January 1, 2017 – essentially repealing Senate Bill 1 – report that they have collected upwards of 2/3rds of the required 585,407 signatures required to qualify the measure for the ballot. The requisite signatures must be submitted to the Secretary of State by mid-May.

Upcoming Bill Deadlines and 2 Year Bills

January 31 – Deadline for 2 year bills to make it out of house of origin.
February 16 – Deadline for bill introductions
March 22-April 2 – Spring Recess
April 27 – Policy Committee Deadline

Below is a list of VCTC tracked newly introduced bills:

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 1759 (McCarthy D) General plans: housing element: production report: withholding of transportation funds.

Introduced: 1/4/2018

Status: 1/5/2018 – From printer. May be heard in committee February 4.

Summary: Would require the Department of Housing and Community Development, on or before June 30, 2022, and on or before June 30 every year thereafter and until June 30, 2051, to review each production report submitted by a city or county in accordance with the provisions as specified to determine whether that city or county has met the applicable minimum production goal for that reporting period. The bill would provide that, if the department determines that a city or county has met its applicable minimum production goal for that reporting period, the department shall, no later than June 30 of that year, submit a certification of that result to the Controller.

AB 1866 (Fong R) Transportation funding.

Introduced: 1/12/2018

Status: 1/13/2018 – From printer. May be heard in committee February 12.

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.

Below is a list of VCTC tracked 2 year bills:

AB 33 (Quirk D) Transportation electrification: electric vehicle service equipment: electrical corporations: rates.

Introduced: 12/5/2016

Status: 7/14/2017-Failed Deadline pursuant to Rule 61(a)(10). (Last location was E. U., & C. on 6/14/2017) (May be acted upon Jan 2018)

Summary: Would require the PUC, by March 30, 2018, in consultation with the State Air Resources Board and the Energy Commission, to consider authorizing electrical corporations to offer programs and investments that support customers who purchase a used electric vehicle. If authorized by the PUC, the bill would require that the programs and investments be designed to accelerate widespread transportation electrification, achieve ratepayer benefits, reduce dependence on petroleum, meet air quality standards, and reduce emissions of greenhouse gases.

AB 65 (Patterson R) Transportation bond debt service.

Introduced: 12/13/2016

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 1/19/2017).

Summary: Current law provides for transfer of certain vehicle weight fee revenues to the Transportation Debt Service Fund to reimburse the General Fund for payment of current year debt service on general obligation bonds issued for transportation purposes, including bonds issued for high-speed rail and associated purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century (Proposition 1A of 2008). This bill would specifically exclude from payment under these provisions the debt service for Proposition 1A bonds.

AB 66 (Patterson R) High-Speed Rail Authority: reports.

Introduced: 12/13/2016

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 4/25/2017)

Summary: Would require the business plan of the High-Speed Rail Authority to identify projected financing costs for each segment or combination of segments of the high-speed rail system, if financing is proposed by the authority. The bill would require the authority to identify in the business plan and in another report any significant changes in scope for segments of the high-speed rail system identified in the previous version of each report and to provide an explanation of adjustments in cost and schedule attributable to the changes.

AB 239 (Ridley-Thomas D) California Environmental Quality Act: urbanized areas.

Introduced: 1/30/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was NAT. RES. on 2/6/2017) (May be acted upon Jan 2018)

Summary: CEQA defines the terms "urban area" and "urbanized area" to mean, among other things, an unincorporated area that is completely surrounded by one or more incorporated cities and the population density of the unincorporated area at least equals the population density of the surrounding city or cities. This bill would instead specify that the population density of the unincorporated area be at least 1,000 persons per square mile.

AB 241 (Dababneh D) Personal information: privacy: state and local agency breach.

Introduced: 1/30/2017

Status: 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. on 5/26/2017) (May be acted upon Jan 2018)

Summary: Current law requires a person or business, if it was the source of a data security breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to the person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number. This bill also would require a state or local agency, if it was the source of the breach, to offer to provide appropriate identity theft prevention and mitigation services at no cost to a person whose information was or may have been breached if the breach exposed or may have exposed the person's social security number, driver's license number, or California identification card number.

AB 278 (Steinorth R) California Environmental Quality Act: exemption: existing transportation infrastructure.

Introduced: 2/2/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was NAT. RES. on 2/13/2017)

Summary: Would exempt from the provisions of CEQA a project, or the issuance of a permit for a project, that consists of the inspection, maintenance, repair, rehabilitation, replacement, or removal of, or the addition of an auxiliary lane or bikeway to, existing transportation infrastructure and that meets certain requirements. The bill would require the public agency carrying out the project to take certain actions.

AB 330 (Colley D) Highway safety.

Introduced: 2/7/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was PUB. S. on 4/3/2017)

Summary: Current law prohibits a person while having 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle and concurrently doing any act forbidden by law, or neglecting any duty imposed by law in driving the vehicle, when the act or neglect proximately causes bodily injury to a person other than the driver. This bill would, until January 1, 2022, authorize the court to order a person convicted of a crime described above to enroll and participate in, and successfully complete, a qualified "24/7 Sobriety program," as defined, as a condition of probation, if the program is available and deemed appropriate, and the person committed the crime within 10 years of one or more separate crimes described above that resulted in a conviction.

AB 344 (Melendez R) Toll evasion violations.

Introduced: 2/7/2017

Status: 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 5/10/2017) (May be acted upon Jan 2018)

Summary: Would not require a person contesting a notice of toll evasion violation or notice of delinquent toll evasion to pay the toll evasion penalty until after the processing agency or issuing agency finds as a result of an investigation, or the processing agency finds as a result of an administrative review, or a court finds as a result of a hearing, that the contestant did commit a toll evasion violation, whichever occurs later. The bill would authorize an administrative review to include reviews of multiple notices of toll evasion violation or notices of delinquent toll evasion of a person.

AB 351 (Melendez R) Transportation funding.

Introduced: 2/8/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 2/21/2017)

Summary: Current law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified. This bill, with respect to any loans made to the General Fund from specified transportation funds and accounts with a repayment date of January 1, 2019, or later, would require the loans to be repaid by December 31, 2018.

AB 382 (Voepel R) Fuel taxes: State Parks and Recreation Fund: Off-Highway Vehicle Trust Fund.

Introduced: 2/9/2017

Status: 7/21/2017-Failed Deadline pursuant to Rule 61(a)(11). (Last location was T. & H. on 6/14/2017) (May be acted upon Jan 2018)

Summary: Would provide that in the 2017–18 fiscal year up to \$1,000,000 of the revenues transferred to the State Parks and Recreation Fund may be transferred to the Off-Highway Vehicle Trust Fund to be available for specified purposes and would express the intent of the Legislature to make this transfer in the Budget Act of 2017.

AB 476 (Gipson D) Vehicular air pollution: heavy-duty vehicles.

Introduced: 2/13/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 4/17/2017)

Summary: Current law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Current law defines a heavy-duty vehicle as having a manufacturer's maximum gross vehicle weight rating of 6,001 or more pounds, a light-duty vehicle as having a manufacturer's gross vehicle weight rating of under 6,001 pounds, and a medium duty vehicle as a heavy-duty vehicle having a manufacturer's gross vehicle weight rating under a limit established by the state board. This bill instead would define a heavy-duty vehicle as having a manufacturer's maximum gross vehicle weight rating of 26,001 or more pounds.

AB 548 (Steinorth R) Omnitrans Transit District.

Introduced: 2/14/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 3/23/2017)

Summary: Would create the Omnitrans Transit District in the County of San Bernardino. The bill would provide that the jurisdiction of the district would initially include the Cities of Chino, Chino Hills, Colton, Fontana, Grand Terrace, Highland, Loma Linda, Montclair, Ontario, Rancho Cucamonga, Redlands, Rialto, San Bernardino, Upland, and Yucaipa, and unspecified portions of the unincorporated areas of the County of San Bernardino. The bill would authorize other cities in the County of San Bernardino to subsequently join the district.

AB 577 (Caballero D) Disadvantaged communities.

Introduced: 2/14/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was E.S. & T.M. on 3/13/2017)

Summary: Current law defines a disadvantaged community as a community with an annual median household income that is less than 80% of the statewide annual median household income for various purposes, that include, but are not limited to, the Water Quality, Supply, and Infrastructure Improvement Act of 2014, eligibility for certain entities to apply for funds from the State Water Pollution Cleanup and Abatement Account, and authorization for a community revitalization and investment authority to carry out a community revitalization plan. This bill would expand the definition of a disadvantaged community to include a community with an annual per capita income that is less than 80% of the statewide annual per capita income.

AB 636 (Irwin D) Local streets and roads: expenditure reports.

Introduced: 2/14/2017

Status: 7/14/2017-Failed Deadline pursuant to Rule 61(a) (10). (Last location was RLS. on 5/10/2017) (May be acted upon Jan 2018)

Summary: Current law, with limited exceptions, requires each city and county to submit to the Controller a complete report of expenditures for street and road purposes by October 1 of each year relative to the preceding fiscal year ending on June 30. This bill would instead require the report to be submitted to the Controller within 7 months after the close of the fiscal year adopted by a county, city, or city and county. The bill would make other conforming changes.

AB 687 (Chen R) State highway routes: route numbers.

Introduced: 2/15/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/15/2017) (May be acted upon Jan 2018)

Summary: Current law gives the Department of Transportation full possession and control of all state highways. Current law describes the authorized routes in the state highway system by route numbers and provides that the route numbers are those given to the routes by the California Transportation Commission. This bill would make nonsubstantive changes to the latter provision.

AB 788 (Frazier D) Department of Transportation: administration.

Introduced: 2/15/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 3/30/2017)

Summary: Current law provides that the Department of Transportation has possession and control of all property, real or personal, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department. This bill would additionally provide that the Department of Transportation has possession and control of all supporting documentation and data, electronic or otherwise, held for the benefit, use, or obligation of the Department of Aeronautics, the Department of Public Works, and the Office of Transportation Planning and Research in connection with the functions of those former organizations that were transferred to or vested in the department.

AB 964 (Calderon D) Economic development: Capital Access Loan Program: California Affordable Clean Vehicle Program.

Introduced: 2/16/2017

Status: 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 7/11/2017) (May be acted upon Jan 2018)

Summary: Would, until January 1, 2027, create the California Affordable Clean Vehicle Program to assist low-income individuals in the purchase or lease of zero emission or plug-in vehicles for personal or commercial use, and other eligible projects. The bill would require the California Pollution Control Financing Authority to administer the program in consultation with the State Air Resources Board and consistent with the requirements of the Capital Access Loan Program and other related programs related to financing of clean energy vehicles.

AB 965 (Kiley R) Department of Transportation: civil liability.

Introduced: 2/16/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was JUD. on 4/17/2017)

Summary: Would provide that, in an action against the Department of Transportation for personal injury, property damage, or wrongful death, based upon principles of comparative fault, the liability of the department for economic damages shall be several only and shall not be joint. The bill would further provide that the department shall be liable in those actions only for the amount of economic damages allocated to it in direct proportion to its percentage of fault, and would require a separate judgment to be rendered against the department for that amount.

AB 980 (Wood D) Department of Transportation: broadband: fiber optic cables: priority areas.

Introduced: 2/16/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was C. & C. on 3/20/2017)

Summary: Current law requires the Department of Transportation to notify companies and organizations working on broadband deployment on its Internet Web site of specified department-led highway construction projects and authorizes those companies and organizations to collaborate with the department to install broadband conduits as part of those projects. This bill would require the department, as part of those projects that are located in priority areas, as defined, to install broadband conduits capable of supporting fiber optic communication cables.

AB 1063 (Fong R) Transportation funds.

Introduced: 2/16/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was PRINT on 2/16/2017) (May be acted upon Jan 2018)

Summary: Current law requires funds in the State Highway Account to be programmed, budgeted, and expended to maximize the use of federal funds and according to a specified sequence of priorities. Current law requires the Department of Transportation to provide certain information to the Legislature to substantiate the department's proposed capital outlay support budget. This bill would make nonsubstantive changes to these provisions.

AB 1233 (Cunningham R) Transportation Inspector General.

Introduced: 2/17/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 3/9/2017)

Summary: Current law creates various state agencies, including the Department of Transportation and the High-Speed Rail Authority, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes. This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that the above-referenced state agencies and all other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.

AB 1324 (Gloria D) Metropolitan planning organizations: transactions and use taxes.

Introduced: 2/17/2017

Status: 1/16/2018 - Action from THIRD READING: Read second time. To THIRD READING.

Summary: Would authorize a metropolitan planning organization or regional transportation planning agency that is authorized by law to levy, expand, increase, or extend a transactions and use tax to levy, expand, increase, or extend that tax in only a portion of the jurisdiction, as an alternative to the entire jurisdiction, in which the organization or agency is authorized to levy, expand, increase, or extend the tax, if approved by the required percentage of the voters in that portion of the jurisdiction.

AB 1363 (Baker R) Transportation revenues.

Introduced: 2/17/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 3/13/2017)

Summary: Current law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. This bill would, on July 1, 2018, delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

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

Introduced: 2/17/2017

Status: 1/18/2018-In committee: Set, first hearing. Referred to APPR. suspense file. From committee: Amend, and do pass as amended. (Ayes 17. Noes 0.) (January 18).

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 1421 (Dababneh D) Railroads: noise and vibration levels.

Introduced: 2/17/2017

Status: 7/14/2017-Failed Deadline pursuant to Rule 61(a) (10). (Last location was RLS. on 6/8/2017) (May be acted upon Jan 2018)

Summary: Current law creates the State Department of Public Health with various powers and duties. This bill would require the department to conduct a study to determine the noise and vibration levels associated with all railroad lines in the vicinity of residential areas or schools.

AB 1436 (Levine D) County highways.

Introduced: 2/17/2017

Status: 7/21/2017-Failed Deadline pursuant to Rule 61(a) (11). (Last location was GOV. & F. on 6/1/2017) (May be acted upon Jan 2018)

Summary: Current law authorizes the board of supervisors of a county, by resolution adopted by a 4/5 vote of its members, to determine that specified activities relating to streets are of general county interest and that county aid shall be extended therefore. This bill would instead authorize the board of supervisors of a county to adopt this resolution by a 3/5 vote of its members and would make nonsubstantive changes to this law.

AB 1454 (Bloom D) Transportation projects: lease agreements.

Introduced: 2/17/2017

Status: 6/2/2017-Failed Deadline pursuant to Rule 61(a)(8). (Last location was RLS. on 5/4/2017) (May be acted upon Jan 2018)

Summary: Would state the intent of the Legislature to reestablish the authority under state law to engage in public-private partnerships for projects on the state highway system with appropriate public interest and safety protections.

AB 1579 (Daly D) California Environmental Quality Act: vehicle-miles-traveled database.

Introduced: 2/17/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was NAT. RES. on 3/30/2017)

Summary: CEQA requires the Office of Planning and Research to develop criteria for determining the significance of transportation impacts of project within transit priority areas that promote, among other things, the reduction of greenhouse gas emissions. CEQA requires the office, in developing the criteria, to recommend potential metrics to measure transportation impacts of projects that may include, among other things, vehicle miles traveled. CEQA authorizes the office to adopt those criteria for determining the significance of transportation impacts of projects outside transit priority areas. This bill would require the office to establish and maintain a vehicle-miles-traveled database containing methodological guidance on which models should be used for particular types of projects and the best sources of trip-length data for various land-use types.

AB 1630 (Bloom D) Transportation: wildlife movement and barriers to passage.

Introduced: 2/17/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 1/3/2018)

Summary: Current law requires the department to seek input from representatives of other state agencies, local government, federal agencies, nongovernmental conservation organizations, landowners, agriculture, recreation, scientific entities, and industry in determining essential wildlife corridors and habitat linkages. Current law also declares that it is the policy of the state to encourage, wherever feasible and practicable, voluntary steps to protect the functioning of wildlife corridors through various means. This bill would authorize the Department of Fish and Wildlife or the Department of Transportation to pursue development of a programmatic environmental review process with appropriate state and federal regulatory agencies for wildlife connectivity-related transportation infrastructure.

AB 1640 (Garcia, Eduardo D) Transportation funding: low-income communities.

Introduced: 2/17/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was TRANS. on 3/16/2017)

Summary: Would require, beginning January 1, 2020, each regional transportation improvement program to allocate a minimum of 25% of available funds to projects or programs that provide direct, meaningful, and assured benefits to low-income individuals who live in certain identified communities or to riders of transit service that connects low-income residents to critical amenities and services. The bill would require the Department of Transportation, in consultation with residents of low-income communities and specified state agencies, to adopt guidelines for this allocation no later than January 1, 2018.

AB 1684 (Bloom D) Vehicles: traffic violator schools.

Introduced: 2/17/2017

Status: 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/3/2017) (May be acted upon Jan 2018)

Summary: Current law requires the Department of Motor Vehicles to license traffic violator schools. Current law prescribes the requirements for a traffic violator school to be licensed, authorizes the department to charge a fee for licensing, and authorizes the department to suspend or revoke a license, as specified. This bill would require department to conduct a study on the impact of the traffic violator school program on reducing subsequent traffic offenses by a violator. The bill would also require the department to submit a report on the findings of the study to the Legislature on or before January 1, 2020.

SB 185 (Hertzberg D) Crimes: infractions.

Introduced: 1/25/2017

Status: 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. SUSPENSE FILE on 8/23/2017) (May be acted upon Jan 2018)

Summary: Existing law requires a court, in any case when a person appears before a traffic referee or judge of the superior court for adjudication of a violation of the Vehicle Code, upon request of the defendant, to consider the defendant's ability to pay, as specified. This bill would require the court, in any case involving an infraction filed with the court, to determine whether the defendant is indigent for purposes of determining what portion of the statutory amount of any associated fine, fee, assessment, or other financial penalties the person can afford to pay.

SB 200 (Morrell R) Public employees' retirement benefits: final compensation.

Introduced: 1/31/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was RLS. on 1/31/2017) (May be acted upon Jan 2018)

Summary: The California Public Employees' Pension Reform Act of 2013 provides, for purposes of determining a retirement benefit paid to a person who first becomes a member of a public retirement system on or after January 1, 2013, that final compensation means the highest average annual pensionable compensation earned, as defined, during a period of at least 36 consecutive months, or at least 3 consecutive school years. This bill would make a nonsubstantive change to that provision.

SB 264 (Nguyen R) High-occupancy toll lanes: Interstate 405 Improvement Project high-occupancy toll lanes.

Introduced: 2/8/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was T. & H. on 4/6/2017)

Summary: Current law requires certain excess revenue generated by the toll facility to be used in the corridor from which the revenue was generated pursuant to an expenditure plan developed by the sponsoring agency, as provided. This bill would instead require net excess toll revenues, as defined, received from high-occupancy toll lanes on a specified portion of an approximately 16-mile-long project corridor in the County of Orange on Interstate 405 and that traverses the Cities of Costa Mesa, Fountain Valley, Huntington Beach, Westminster, and Seal Beach to be allocated to the Orange County Transportation Authority and certain project corridor jurisdictions according to a specified schedule.

SB 389 (Roth D) Department of Transportation: transportation project delivery services.

Introduced: 2/14/2017

Status: 9/1/2017-Failed Deadline pursuant to Rule 61(a)(12). (Last location was APPR. on 8/23/2017) (May be acted upon Jan 2018)

Summary: Would authorize the Department of Transportation to establish a fee schedule and to charge a fee relative to transportation project delivery services requested by a local agency or other entity, as specified, including job mix formula verifications, material plant quality program inspections, and laboratory accreditations. The bill would authorize the department to adopt regulations to, among other things, specify the terms and conditions for performing these tasks and would require that the department's total estimated revenue from the fee schedule not exceed the department's estimated total cost for providing these services.

SB 415 (Vidak R) High-speed rail: rights-of-way.

Introduced: 2/15/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was T. & H. on 2/23/2017)

Summary: Would require the High-Speed Rail Authority to make a good faith effort to sell or exchange real property or an interest in real property acquired by the state for high-speed rail purposes on or after January 1, 2018, within 3 years from the date of acquisition if the authority has not begun construction on the property or interest in the property within that 3-year period. For real property or an interest in real property acquired before January 1, 2018, the bill would require the authority to dispose of the property on or before January 1, 2021, or, for property subject to a lease as of January 1, 2018, within 3 years of the expiration of the lease, if the authority has not begun construction during those 3-year periods.

SB 422 (Wilk R) Transportation projects: comprehensive development lease agreements.

Introduced: 2/15/2017

Status: 1/12/2018-Failed Deadline pursuant to Rule 61(b)(1). (Last location was T. & H. on 3/29/2017)

Summary: Current law authorizes the Department of Transportation and regional transportation agencies, as defined, to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely and would include within the definition of "regional transportation agency" the Santa Clara Valley Transportation Authority, thereby authorizing the authority to enter into public-private partnerships under these provisions.

SB 423 (Cannella R) Indemnity: design professionals.

Introduced: 2/15/2017

Status: 5/12/2017-Failed Deadline pursuant to Rule 61(a)(3). (Last location was JUD. on 3/29/2017)
(May be acted upon Jan 2018)

Summary: Current law provides, with respect to contracts and amendments to contracts entered into on or after January 1, 2011, with a public agency for design professional services, that all provisions, clauses, covenants, and agreements contained in, collateral to, or affecting these contracts or amendments to contracts that purport to require the design professional to defend the public agency under an indemnity agreement, including the duty and the cost to defend, are unenforceable, except for claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the design professional. Current law provides that all contracts and all solicitation documents between a public agency and a design professional are deemed to incorporate these provisions by reference. This bill would make these provisions applicable to all contracts for design professional services entered into by any person or public or private entity on or after January 1, 2018.

SB 545 (Beall D) Vehicles: 24/7 Sobriety program.

Introduced: 2/16/2017

Status: 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017) (May be acted upon Jan 2018)

Summary: Current law prohibits a person who has 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle. Current law also prohibits a person while having 0.08% or more, by weight, of alcohol in his or her blood from driving a vehicle and concurrently doing any act forbidden by law, or neglecting any duty imposed by law in driving the vehicle, when the act or neglect proximately causes bodily injury to a person other than the driver. This bill would authorize the court to order a person convicted of a crime described above to enroll and participate in, and successfully complete, a qualified "24/7 Sobriety program," as defined, as a condition of probation, if the program is available and deemed appropriate, and the person committed the crime within 10 years of one or more separate crimes described above that resulted in a conviction.

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

Introduced: 2/17/2017

Status: 1/18/2018-Action From APPR. SUSPENSE FILE: Do pass as amended.

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 768 (Allen D) Transportation projects: comprehensive development lease agreements.

Introduced: 2/17/2017

Status: 5/26/2017-Failed Deadline pursuant to Rule 61(a)(5). (Last location was APPR. SUSPENSE FILE on 5/25/2017) (May be acted upon Jan 2018)

Summary: Current law authorizes the Department of Transportation and regional transportation agencies to enter into comprehensive development lease agreements with public and private entities, or consortia of those entities, for certain transportation projects that may charge certain users of those projects tolls and user fees, subject to various terms and requirements. These arrangements are commonly known as public-private partnerships. Current law provides that a lease agreement may not be entered into under these provisions on or after January 1, 2017. This bill would extend this authorization indefinitely.



Item # 9E

DATE: February 2, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: REVISION TO THE PROPOSITION 1B CALIFORNIA TRANSIT SECURITY GRANT PROGRAM (CTSGP) AND THE PROPOSITION 1B TRANSIT CAPITAL PROGRAM

RECOMMENDATION:

- Approve reprogramming Proposition 1B project balances totaling \$318,127 (listed below) along with accrued interest from the Ventura County Sealed Corridor Crossing Improvement Project to fund improvements at Metrolink's East Ventura and Moorpark layover facilities:
 - o \$178,246 of Proposition 1B California Transit Security Program (CTSGP) funds and,
 - o \$139,881 of Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement (PTMISEA) funds.

BACKGROUND:

The Ventura County Transportation Commission approved \$781,972 in Proposition 1B funds for grade crossing improvements along the Metrolink rail line in Ventura County. The project received both Proposition 1B California Transit Security Program funds (CTSGP) and Public Transportation Modernization Improvement and Service Enhancement (PTMISEA) funds:

Sealed Corridor Grade Crossing Improvement Project	
Grant Program	Funds
Proposition 1B California Transit Security Program (CTSGP) funds	\$519,972
Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement (PTMISEA) funds	\$262,000
Total	\$781,972

The project included design and construction of grade crossing improvements on Erringer Road, First and Sycamore Streets, and Moorpark Avenue to meet Southern California Regional Rail Authority's (SCRRA) sealed corridor design and engineering standards. Improvements included installation of new gate arms, flashing warning signals, pedestrian channeling, swing gates and advanced sign preemption.

DISCUSSION:

SCRRA completed the construction work on Erringer Road and First and Sycamore Streets in April 2017. Improvements to the Moorpark Avenue crossing were completed in February 2017. All punchlist items have now been completed and the finished construction work has been accepted by City of Simi Valley, Caltrans and SCRRA. These improvements have been completed with a balance of approximately \$318,127 plus accrued interest.

Staff recommends reprogramming the remaining \$318,127 plus any accrued interest to provide needed improvements at Metrolink's layover facilities in Ventura County. Descriptions of these new improvements are provided in the table below:

Proposed Metrolink Layover Facility Improvements	
Facility	Description of Work
East Ventura Layover Facility	Install three new 30ft light standards with LED fixtures and lamps and replace existing fixtures with new LED light fixtures and lamps.
Moorpark Layover Facility	Regrade area and install new asphalt.

These projects are eligible under both the CTSGP and PTMISEA programs.

The Transit Operators Committee (TRANSCOM) approved reprogramming the remaining funds as recommended by staff at their January 12, 2018 meeting.



Item #9F

February 2, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: 2017 (FY 2018/19 – FY 2023/24) FEDERAL TRANSPORTATION IMPROVEMENT PROGRAM (FTIP) FINANCIAL RESOLUTION

RECOMMENDATION:

- Adopt attached resolution 2018-02 certifying that there are sufficient financial resources to fund projects in the 2019 Federal Transportation Improvement Program (2019 FTIP).

BACKGROUND:

Federal law requires that federally-funded transportation projects, as well as regionally-significant projects funded with state and local funds be included in an adopted Federal Transportation Improvement Program (FTIP). The FTIP is required to be updated every two years and lists projects that are scheduled for implementation within the next four years. The Southern California Association of Governments (SCAG) adopts the FTIP based upon input from each of the six county transportation commissions within the SCAG region. The SCAG 2019 TIP will cover a 6-year period from October 1, 2018 (FY 2018/19) through September 30th of 2024 (FY 2023/24).

The FTIP is required to be financially constrained by year. This means that the amount of funding devoted to projects must not exceed the amount of estimated funding available. Only projects listed in the FTIP are eligible to receive federal transportation funding. Accordingly, the Ventura County Transportation Commission (VCTC) is required to adopt a resolution certifying that sufficient resources are expected to be available for projects programmed in Ventura County.

As with the previous cycle, the Ventura County portion of the 2019 FTIP includes all of the following projects:

- **Congestion Management and Air Quality (CMAQ) and Surface Transportation Program (STP):** The FTIP includes carryover CMAQ projects programmed under the prior calls for projects and STP projects programmed under the Commission's programming policies. The FTIP will be amended in the future to incorporate projects approved by the VCTC Board.
- **FTA Formula-Funded Projects:** These projects are approved annually by the VCTC Board through the Program of Projects (POP). Since VCTC has not yet approved the POP for beyond FY 2017/18, the TIP only contains ongoing programs which the transit operators anticipate continuing based on the assumption of Federal apportionments remaining constant. The TIP will be amended each year to incorporate what is actually approved by VCTC in each year's POP.

STIP Regional Share Projects: VCTC programs projects in the STIP using its regional funding share of the State Transportation Improvement Program (STIP). These dollars are programmed based on the Caltrans Fund Estimate, which is based on anticipated availability of state and federal dollars, assuming current law. The 2018 FTIP includes updated listings for projects.

- Active Transportation Program (ATP): The FTIP includes carryover ATP projects programmed under the prior calls for projects. The FTIP will be amended in the future to incorporate future calls for projects.
- State Operation, Maintenance, and Interregional Projects: These projects are funded by Caltrans and the California Transportation Commission as part of the interregional share of the STIP or as part of the state highway maintenance and operations program. These dollars are also programmed based on the Fund Estimate.
- Discretionary Projects: The TIP includes projects receiving Congressionally-earmarked funds and projects receiving funds from the US Department of Transportation (USDOT), Caltrans or the California Transportation Commission through competitive selection.
- Local Projects: The TIP also includes regionally-significant projects for which local agencies have indicated they have sufficient local funding to implement.

In each case the projects approved for funding in Ventura County were programmed based on the expectation of available federal, state, and/or local revenue. Therefore, based on current law, resources are anticipated to be sufficient to fund all current commitments of the Ventura County transportation program.

RESOLUTION NO.2018-02

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION WHICH CERTIFIES THAT VENTURA COUNTY HAS THE RESOURCES TO FUND THE PROJECTS IN THE FFY 2018/19 – 2023/24 TRANSPORTATION IMPROVEMENT PROGRAM AND AFFIRMS ITS COMMITMENT TO IMPLEMENT ALL PROJECTS IN THE PROGRAM

WHEREAS, the Ventura County Transportation Commission is located within the metropolitan planning boundaries of the Southern California Association of Governments; and

WHEREAS, the Fixing America's Surface Transportation Act (FAST Act) requires SCAG to adopt a regional transportation improvement program for the metropolitan planning area; and

WHEREAS, the FAST Act also requires that the regional transportation improvement program include a financial plan that demonstrates how the transportation improvement program can be implemented; and

WHEREAS, the Ventura County Transportation Commission is the agency responsible for short-range capital and service planning and programming for the Ventura County area within SCAG; and

WHEREAS, as the responsible agency for short-range transportation planning, the Ventura County Transportation Commission is responsible for the development of the Ventura County Transportation Improvement Program, including all projects utilizing federal and state highway/road and transit funds; and

WHEREAS, the Ventura County Transportation Commission must determine, on an annual basis, the total amount of funds that could be available for transportation projects within its boundaries; and

WHEREAS, the Ventura County Transportation Commission has adopted the FFY 2018/19-2023/24 Ventura County Transportation Improvement Program with funding for FFY 2018/19 and 2019/20 available and committed, and reasonably committed for FFY 2020/21 through 2023/24.

NOW, THEREFORE, BE IT RESOLVED by the Ventura County Transportation Commission that it affirms its continuing commitment to the projects in the FFY 2018/19-2023/24 Ventura County Transportation Improvement Program (TIP); and

BE IT FURTHER RESOLVED, that the FFY 2018/19-2023/24 Ventura County TIP Financial Plan identifies the resources that are available and committed in the first two years and reasonably available to carry out the program in the last four years, and certifies that:

1. Projects in the FFY 2018/19-2023/24 Ventura County TIP are consistent with the proposed 2018 State Transportation Improvement Program scheduled to be approved by the California Transportation Commission in April 2018.

2. Ventura County has the funding capacity in its county Surface Transportation Block Grant (STBG) Program and Congestion Mitigation and Air Quality (CMAQ) Program allocation to fund all of the projects in the FFY 2018/19-2023/24 Ventura County TIP; and

3. The local match for projects funded with federal STBG and CMAQ program funds is identified in the TIP.

4. All the Federal Transit Administration funded projects are programmed within the FAST Act Guaranteed Funding levels.

PASSED, APPROVED AND ADOPTED this ____ day of _____, ____.

LINDA PARKS, CHAIR, VCTC

ATTEST:

Donna Cole, Clerk of the Commission

APPROVED AS TO FORM:

Steven T. Mattas, General Counsel

Date



Item # 9G

February 2, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: CLAIRE GRASTY, TRANSIT PLANNING MANAGER

SUBJECT: TRANSFER OF NORTH METROLINK PARKING LOT AT MOORPARK STATION

RECOMMENDATION:

- Approve transfer of the North Metrolink Parking Lot (APN 512-0-090-120) back to the Ventura County Transportation Commission, and authorize the Executive Director to sign the Grant Deed and all documents required to facilitate the return of the property.

BACKGROUND:

The Redevelopment Agency of the City of Moorpark acquired the 2.34 acre site, located at 192 High Street ("Property"), from the Ventura County Transportation Commission (VCTC) on August 8, 1993. This Property was part of a total purchase of 4.77 acres on the south side of High Street. At the time, it was believed that the property the City purchased started at the corner of Moorpark Avenue and High Street, where the Chamber of Commerce building is located, and ended at the edge of the improved paving for the North Metrolink Parking Lot. In 2007, the City conducted an ALTA survey of the south side of High Street from Moorpark Avenue to Spring Road. As a result of that survey, it was determined that the property the City had purchased actually ended 153' west of the improved paving for the North Metrolink Parking Lot. This meant that approximately 15,000 square feet of the property was still in VCTC ownership. In 2008, staff brought up the discrepancy to VCTC, and a lot line adjustment was prepared to move the property line to what was originally intended to be the City's property purchase. The Agency also paid VCTC \$56,000 for the additional land area, since it was not included in the original purchase price. Since that time, the Redevelopment Agency was dissolved and all properties held by the Agency were transferred to the Successor Agency by operation of law. In 2016, it was discovered that when the grant deed for the 15,000 sq. ft. area was recorded in 2008, an incorrect exhibit was attached to the grant deed that included the legal description for the North Parking Lot. This meant that not only was the 15,000 sq ft. parcel transferred to the City of Moorpark, but also the entire North Metrolink Parking Lot.

DISCUSSION:

The north parking lot was never intended to be transferred to the City of Moorpark, and the funding source that VCTC used to purchase the North Metrolink Parking Lot precludes selling the property and leaving it with the City of Moorpark. As such it is appropriate at this time to transfer the property back to VCTC, who is the lawful owner.

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RESOLUTION NO. 2018-03

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION APPROVING AND ACCEPTING THE GRANT DEED FOR THE TRANSFER OF THE NORTH METROLINK PARKING LOT (APN 512-0-090-120) FROM THE CITY OF MOORPARK BACK TO THE VENTURA COUNTY TRANSPORTATION COMMISSION AND AUTHORIZING THE EXECUTIVE DIRECTOR TO SIGN AND EXECUTE A CERTIFICATE OF ACCEPTANCE

WHEREAS, in 1993, as a part of a transaction to acquire 4.77 acres of property on the south side of High Street, the Redevelopment Agency of the City of Moorpark purchased a 2.34 acre site located at 192 High Street ("Property") from the Ventura County Transportation Commission ("VCTC");

WHEREAS, at the time of the transaction, the boundaries of the purchased Property was deemed as beginning at the corner of Moorpark Avenue and High Street, and ending at the edge of the improved paving for the North Metrolink Parking Lot;

WHEREAS, in 2007, pursuant to an American Land Title Association (ALTA) survey conducted by the City of Moor Park, it was discovered that the purchased Property in fact included approximately 15,000 square feet of the improved paving for the North Metrolink Parking Lot, which was not a part of the original purchase and at the time was still property owned by VCTC;

WHEREAS, in 2008, a lot line adjustment was proposed to correct the discrepancy and the Agency paid VCTC an additional \$56,000 to purchase the additional 15,000 square feet area;

WHEREAS, the Agency had since been dissolved and all properties transferred to the Successor Agency to the Redevelopment Agency of the City of Moorpark ("Successor Agency") by operation of state law;

WHEREAS, in 2016, it was discovered when the 15,000 square feet area was purchased and the grant deed was recorded in 2008, an exhibit to the grant deed incorrectly included the legal description of the North Metrolink Parking Lot, which effectively transferred the entire parking lot to the Agency and then to the Successor Agency by operation of law;

WHEREAS, the North Metrolink Parking Lot was never intended to be transferred to the Agency or the Successor Agency, and VCTC is now prevented from selling the parking lot to the Successor Agency due to restrictions set by the original funding source used to purchase the parking lot;

WHEREAS, the parties desire to transfer the North Metrolink Parking Lot from the Successor Agency back to VCTC, the lawful owner of the property.

NOW, THEREFORE, BE IT RESOLVED THAT,

1. The Ventura County Transportation Commission accepts the Grant Deed, as attached hereto as Exhibit A, from the Successor Agency to VCTC transferring the North Metrolink Parking Lot property (APN 512-0-090-120) from the Successor Agency to VCTC.
2. The Ventura County Transportation Commission approves the Certificate of Acceptance accepting the Grant Deed, as attached in Exhibit A, and authorizes the Executive Director or his/her designee to execute the certificate of acceptance on behalf of Ventura County Transportation Commission.

Linda Parks, Chair

ATTEST:

Donna Cole, Clerk of the Commission

APPROVED AS TO FORM:

Steven T. Mattas, General Counsel

RECORDING REQUESTED BY
AND WHEN RECORDED RETURN TO:

Ventura County Transportation Commission
950 County Square Drive, Suite 207
Ventura, CA 93003
Attention: Office Services Manager

APN(s): 5120090120

[SPACE ABOVE FOR RECORDER'S USE ONLY]

This transfer is exempt from Documentary Transfer Tax pursuant to Revenue & Taxation Code Section 11922, and exempt from Recording Fees pursuant to California Government Code Section 6103.

GRANT DEED

THE UNDERSIGNED GRANTOR DECLARES AS FOLLOWS:

FOR VALUABLE CONSIDERATION, receipt of which is hereby acknowledged the SUCCESSOR AGENCY TO THE REDEVELOPMENT AGENCY OF THE CITY OF MOORPARK WHO TOOK TITLE AS THE REDEVELOPMENT AGENCY OF THE CITY OF MOORPARK ("Grantor") hereby grants to the VENTURA COUNTY TRANSPORTATION COMMISSION "Grantee"), the land located in the County of Ventura, State of California, more particularly described on Exhibit A attached hereto and incorporated herein by reference and all improvements and fixtures thereon (collectively, the "Property").

SUBJECT TO:

General and special real property taxes and assessments and supplemental assessments for the current fiscal year; and

All liens, encumbrances, easements, rights of way, covenants, conditions, restrictions, reservations and all other matters of record.

IN WITNESS WHEREOF, Grantor has executed this Grant Deed as of the date set forth below.

Dated: February 2, 2018

SUCCESSOR AGENCY OF THE REDEVELOPMENT AGENCY OF THE CITY OF MOORPARK

By: _____

Steven Kueny, Executive Director

EXHIBIT "A"

Legal Description

Those portions of Lots 34, 35 and 36, Fremont Subdivision of Lot "L" of the Rancho Simi, in the City of Moorpark, County of Ventura, State of California, as per Map recorded in Book 3, Page 39 of Maps, in the office of the County Recorder of said County, being a portion of the land described in the deed dated February 28, 1900, from Madeline R. Poindexter, et al., to the Southern Pacific Railroad Company, recorded March 20, 1900, in Book 64, Page 169 of Deeds, as shown and described as Parcel B on Lot Line Adjustment No. 2006-10, recorded February 8, 2008, as Document No. 20080208-17993 of Official Records.

EXCEPT all minerals and mineral rights, interests and royalties, including without limitation, all oil, gas and other hydrocarbon substances, as well as metallic or other solid minerals of whatever kind or character, whether now known or hereafter discovered, in and under the land below a depth of 500 feet under the surface without regard to the manner in which the same may be produced or extracted from the land, but without any right to enter upon or through the surface down to 500 feet below the surface to extract, drill, explore or otherwise exploit such minerals or mineral rights and without any right to remove or impair lateral or subjacent support, recorded September 27, 1991, as Document No. 91-143119, Official Records.

APN: 512-0-090-120

CERTIFICATE OF ACCEPTANCE
(Government Code Section 27281)

This is to certify that the interest in real property conveyed by the foregoing Grant Deed, dated February 2, 2018, from the City of Moorpark, a political corporation, to the Ventura County Transportation Commission ("VCTC"), a regional transportation planning agency, is hereby accepted by the Executive Director by order of the Ventura County Transportation Commission, pursuant to the authority conferred by the resolution adopted by VCTC on February 2, 2018, and VCTC, as grantee, consents to recordation of the Grant Deed by its duly authorized officer.

I have executed this certificate on February 2, 2018.

By: _____
Darren Kettle, Executive Director
Ventura County Transportation Commission

Approved as to Form:

Steve Mattas
General Counsel, VCTC



Item #9H

February 2, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: TRANSPORTATION DEVELOPMENT ACT (TDA), LOCAL TRANSPORTATION FUND (LTF), DRAFT APPORTIONMENT FOR FISCAL YEAR 2018/2019

BACKGROUND:

Each year the Ventura County Transportation Commission (Commission or VCTC) is responsible for apportioning the quarter cent statewide sales tax funds that accrue to Ventura County under the State Transportation Development Act (TDA) Local Transportation Fund (LTF). Current eligible uses of LTF revenues include funds for Commission administration (amount determined by the Commission), County administration fees, Commission planning activities (capped at 2% of revenues), bicycle and pedestrian projects (capped at 2% after administrative and planning costs are deducted), rail passenger service operations/capital improvements with the remainder going to fund transit and if all transit needs are met, to street and road projects in cities under 100,000 if eligible. Staff works with the County Auditor-Controller to determine the estimated fund balance for the upcoming fiscal year and the projected sales tax revenue. These funds are then apportioned by population and allocated throughout the fiscal year as receipts are received.

In recognition of the volatility of sales tax revenue, in 2011, the Commission adopted a policy to maintain a reserve of roughly 10% of funds to be apportioned for Articles 4 (public transportation) and 8 (other allocations, currently transit and local streets and roads). Should LTF revenues received be lower than estimated, VCTC would be able to draw from the reserves to keep local jurisdictions whole for the fiscal year to smooth out sales tax fluctuations.

In order to operate Commuter Rail (Metrolink) services, VCTC has historically "swapped" its federal funds with Los Angeles County Metropolitan Transportation Authority's local transportation sales tax funds. Although this practice had worked in the past, this "swapping" of funds was unsustainable. In 2013, as the economy continued to recover and the LTF receipts rebounded, the Commission saw an opportunity to become more self-reliant in meeting its Metrolink operations costs obligations. The Commission decided that each time there was an increase in estimated LTF revenues, the increase would be split one-third to Commuter Rail and two-thirds to bus transit.

DISCUSSION:

Each year the Ventura County Auditor-Controller provides a Local Transportation Fund estimate to VCTC for the upcoming fiscal year and notifies VCTC if the previous projection for the current Fiscal Year needs revision (either up or down). The County is projecting that the current Fiscal Year should be increased by \$300,000 to \$34.6 million and then estimates that Fiscal Year 2018/2019 Local Transportation Fund sales tax receipts will increase to \$35.4 million (see Attachment 2). It is estimated that the beginning fund balance will be approximately \$2.7 million, the same as VCTC estimated in Fiscal Year 2017/2018.

After accounting for the estimated \$2.7 million beginning fund balance, \$35.4 million projected tax receipts and \$2.9 million reserve, it is estimated that there will be \$35.2 million to apportion in Fiscal Year 2018/2019. This amount is \$1.1 million higher than the previous fiscal year. The Fiscal Year 2018/2019 apportionment as shown in Attachment 1 includes the following:

- \$4,934,863 Article 3 funds for Commission activities including:
- \$3,230,863 for Metrolink commuter rail purposes. This number is \$366,630 higher than last year as one-third of the increased revenue was allocated to passenger rail in keeping with the policy discussed above.
- \$704,000 (or 2%) for planning activities which include Regional Transportation Planning, Regional Transit Planning, Transportation Improvement Program and Monitoring,
- \$1,000,000 placeholder for administration of Commission activities including ADA and Senior projects, Fare Collection and APC Systems, Nextbus, Grant Administration, Transit Information Center, TDA Administration, Transportation Improvement Program and Monitoring as well as supporting the Commission's office administration and management.
- \$14,500 Article 3 funds for the County Auditor-Controller's administrative costs.
- \$669,630 Article 3 funds for Bicycle and Pedestrian projects.
- \$29,581,007 for apportionment to local jurisdictions as allowed by TDA. This is an increase of approximately \$650,000. The Commission apportions these funds based on the California Department of Finance population estimates. The Department of Finance issues the updated population estimates for the cities and counties in May of each year. The Fiscal Year 2018/2019 draft apportionment is based on the May 2017 population estimate of 857,386. The final LTF apportionment will be adjusted for the new population estimate published in May 2018.

ATTACHMENT 1
VENTURA COUNTY TRANSPORTATION COMMISSION
TDA LOCAL TRANSPORTATION FUND APPORTIONMENT FOR FISCAL YEAR 2018/2019

			DRAFT	FINAL	Change vs. FY	FINAL
			FY 2018/2019	FY 2017/2018	2017/2018	FY 2016/2017
Estimated Unapportioned Cash Balance			2,700,000	2,700,000	0	2,500,000
Contingency Reserve			-2,900,000	-2,900,000	0	-2,900,000
Estimated Annual LTF Receipts			35,400,000	34,300,000	1,100,000	34,500,000
Total Funds Available			35,200,000	34,100,000	1,100,000	34,100,000
Auditor's Administration			14,500	13,500	1,000	13,500
VCTC Administration			1,000,000	960,498	39,502	761,480
VCTC Planning and Programming			704,000	682,000	22,000	682,000
Subtotal			33,481,500	32,444,002	1,037,498	32,643,020
Article 3 Pedestrian and Bicycle Facilities			669,630	648,880	20,750	652,860
Subtotal			32,811,870	31,795,122	1,016,748	31,990,160
Article 3 Rail Passenger Service Operations/Capital			3,230,863	2,864,233	366,630	2,864,233
Total to be Apportioned			29,581,007	28,930,889	650,118	29,125,927
			DRAFT	FINAL	Change vs. FY	FINAL
Article 4 and Article 8 by Agency	Population	Pop %	FY 2018/2019	FY 2017/2018	2017/2018	FY 2016/2017
Camarillo	69,623	8.12%	2,402,090	2,349,298	52,792	2,377,796
Fillmore	15,683	1.83%	541,085	529,194	11,891	528,070
Moorpark	36,828	4.30%	1,270,617	1,242,692	27,925	1,248,510
Santa Paula	30,654	3.58%	1,057,606	1,034,362	23,244	1,045,735
Simi Valley	127,309	14.85%	4,392,337	4,295,804	96,533	4,324,369
Thousand Oaks	131,457	15.33%	4,535,449	4,435,771	99,678	4,501,130
Gold Coast Transit District:						
Ojai	7,553	0.88%	260,589	254,862	5,727	254,259
Oxnard	207,772	24.23%	7,168,422	7,010,878	157,544	7,039,023
Port Hueneme	22,808	2.66%	786,908	769,613	17,295	771,991
San Buenaventura	109,275	12.75%	3,770,139	3,687,281	82,858	3,691,528
Ventura County - Unincorporated	98,424	11.48%	3,395,765	3,321,134	74,631	3,343,516
Total	857,386	100.00%	29,581,007	28,930,889	650,118	29,125,927

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ATTACHMENT 2

JEFFERY S. BURGH
AUDITOR-CONTROLLER

COUNTY OF VENTURA
800 SOUTH VICTORIA AVE.
VENTURA, CA 93009-1540



ASSISTANT
AUDITOR-CONTROLLER
JOANNE McDONALD

CHIEF DEPUTIES
BARBARA BEATTY
AMY HERRON
JILL WARD
MICHELLE YAMAGUCHI

January 10, 2018

Mr. Darren Kettle, Executive Director
Ventura County Transportation Commission
950 County Square Drive
Ventura, CA 93003

SUBJECT: LOCAL TRANSPORTATION FUND FY 2018-19 ESTIMATES AND FY 2017-18 REVISED ESTIMATES

Dear Mr. Kettle:

The Auditor-Controller's conservative estimate of the Local Transportation Fund (LTF) revenues for fiscal year 2018-19 is \$35.4 million. Based on current year projected growth of 2.67 percent, the estimate could be up to \$35.7 million. As you are aware, projections are very uncertain given the current economic climate. It may be prudent to budget a contingency account to be allocated midyear if projections remain strong.

For fiscal year 2017-18 we had projected \$34.3 million. This estimate is currently revised to \$34.6 million. In addition, based on the allocation schedule provided by your office, we estimate that approximately \$39,583 in interest will be earned by the fund during fiscal year 2017-18 and be available for allocation in the subsequent fiscal year.

Based on revised revenue estimates of \$34.6 million, budgeted allocations of \$34.1 million, fiscal year 2016-2017 carryover allocations, and interest of \$39,583 we project a LTF fund balance at June 30, 2018, of approximately \$2,729,747 (see Attachment I).

The Auditor-Controller's estimated LTF administrative costs for fiscal year 2018-19 are \$14,500.

We will continue to monitor growth trends and will notify you in the event of a significant change in projected revenues.

If you have any questions, please contact Jill Ward at (805) 654-3153.

Sincerely,

JEFFERY S. BURGH
Auditor-Controller

Enclosure

ATTACHMENT 1

COUNTY OF VENTURA
AUDITOR-CONTROLLER
LOCAL TRANSPORTATION FUND
PROJECTED ACTIVITY AND FUND BALANCE
AS OF JUNE 30, 2018

Audited Fund Balance as of June 30, 2017	\$ 2,459,052	
Reversal of FY17 Fair Value adjustment	(636)	
Subtotal:		2,458,416
ADD:		
FY 17-18 Actual LTF Receipts as of December 31, 2017	\$ 17,686,459	
Projected LTF receipts for remainder of FY 17-18	16,899,528	
Subtotal: (A)		34,585,987
FY 17-18 interest earnings apportioned as of December 31, 2017	\$ 6,052	
Projected interest earnings for the remainder of FY 17-18	33,531	
Total Interest (B)		39,583
Funding Available		\$ 37,083,986
LESS:		
FY 17-18 allocations as of December 31, 2017	\$ 14,071,912	
Projected allocations for the remainder of FY 17-18(C)	20,028,088	
FY 16-17 carryover allocations	254,239	
Subtotal:		34,354,239
Projected Fund Balance as of June 30, 2018		\$ 2,729,747

(A) FY 17-18 projected LTF receipts are based on FY17-18 actual receipts through December 31, 2017.

(B) Based on actual first quarter earnings and projected second, third, and fourth quarter earnings.

(C) Based on VCTC FY 17-18 Transportation Development Act (TDA) allocations adopted on June 2, 2017.



Item #91

February 2, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR

SUBJECT: U.S. 101 HOV WIDENING, PROJECT APPROVAL/ENVIRONMENTAL DOCUMENT (PAED) FUNDING

RECOMMENDATION:

- Authorize the Executive Director to amend the Fund Summary in the Route 101 Widening Project Cooperative Agreement with Caltrans and submit a revised Finance Letter, adding \$3 million of Surface Transportation Program (STP) programmed funds.

DISCUSSION:

As part of the U.S. 101 HOV Widening Project Approval/Environmental Document (PAED) Request for Proposal (RFP) process, VCTC along with Caltrans have been negotiating with the top ranked firm to determine the total cost and scope of the project. The negotiations are close to being finalized and it is estimated that an additional \$3 million in Surface Transportation Program (STP) funds will be required for consultant services and Caltrans engineering services.

The project cost proposal has come in higher than both the independent cost estimate and that of the Project Study Report (PSR). A number of project elements contribute to the higher cost and these are largely in the areas of hydrology, geometric design, advanced planning studies and project management. The project team has negotiated reductions in each of these areas but the costs remain higher than anticipated. With the more detailed Scope of Work, Caltrans has also reexamined its costs for project management and engineering services and has proposed an increase to the Cooperative Agreement between VCTC and Caltrans.

The Commission's adopted policy of programming all Surface Transportation Funds (STP), with some critical exceptions, for the U.S. 101 HOV Widening has provided a sufficient balance making the additional funds available for this use. In order to prevent contracting delays, staff is requesting that the Commission authorize the Executive Director to amend the Fund Summary in the Caltrans Cooperative Agreement and submit a revised Finance Letter adding \$3 million in STP funds. The additional funds will bring the total project funding to approximately \$17.5 million.

Once contract negotiations and Caltrans review of the RFP process are completed and approved staff will bring all details of the RFP process, contract negotiations, as well as a recommended contract before the Commission for discussion and Commission approval.

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Item #9J

February 2, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR
SUBJECT: REGIONAL TRANSPORTATION PLANNING BUDGET AMENDMENT

RECOMMENDATION:

- Amend the Fiscal Year 2017/2018 Regional Transportation Planning Budget increasing Local Transportation Funds (LTF) from the LTF General Fund Balance to the LTF Fund Transfer Revenue Line item by \$90,000 and correspondingly increasing the expenses line items by the amount indicated, Salaries \$37,000, Fringe and Tax Allocation \$18,000, Indirect Cost Allocation \$35,000.

DISCUSSION:

As the Commission may recall, last fall with the retirement of VCTC's longtime manager of Transportation Demand Management (TDM) Programs the Executive Director and senior staff evaluated the functions of that position and brought to the Commission a recommendation which transferred much of the work to contractors, leaving the staff position open for other work. To date the contractors are performing well and staff believes that it would be appropriate to fill the empty manager's position at this time. The manger level position would focus on more generalized planning duties under the Director of Planning.

Staff is recommending that the Commission amend the Fiscal Year 2017/2018 Regional Transportation Planning Budget increasing Local Transportation Funds (LTF) from the LTF General Fund Balance to the LTF Fund Transfer Revenue Line item by \$90,000 and correspondingly increasing the expenses line items by the amount indicated, Salaries \$37,000, Fringe and Tax Allocation \$18,000, Indirect Cost Allocation \$35,000. It is anticipated that funding for this position will be distributed across other funding sources as appropriate in future fiscal years as the annual budgets are developed.

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Item #9K

February 2, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR
SUBJECT: SANTA PAULA BRANCH LINE, AMENDMENT 1 TO CITY OF FILLMORE LEASE

RECOMMENDATION:

- Authorize the Executive Director to enter into an agreement with the City of Fillmore amending the June 6, 2001 lease agreement for use of the Santa Paula Branch Line.

DISCUSSION:

In 2001 the VCTC entered into an agreement with the City of Fillmore Redevelopment Agency for use of portions of the Santa Paula Branch Line and the right to sublease to the Fillmore & Western Railway Company to operate an excursion train between Santa Paula and the end of the line in Piru. That agreement was terminated in 2013 as the Commission was working to resolve issues on the Line.

As a result of the Commission's action to conclude litigation on November 3, 2017, there have been a number of administrative actions required to reinstitute or amend agreements dealing with operations on the SPBL. Attached below is Amendment 1 to the Fillmore Lease, recognizing that all terms of the 2001 Lease Agreement are being reaffirmed and that the City of Fillmore is made party to the lease as the successor agency to the City of Fillmore Redevelopment Agency.

Staff is recommending that the Commission authorize the Executive Director to enter into the agreement amending the June 6, 2001 agreement with the City of Fillmore Redevelopment Agency.

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AMENDMENT #1
TO THE JUNE 6, 2001
LEASE AGREEMENT FOR RAIL SERVICES ON THE SANTA PAULA
BRANCH

Pursuant to action taken by the Ventura County Transportation Commission ("VCTC") on November 3, 2017, and by the City of Fillmore as Successor Agency to the City of Fillmore Redevelopment Agency on November 14, 2017, this First Amendment to the Lease Agreement for Rail Services for the Fillmore Segment of the Santa Paula Branch, dated June 6, 2001, between the City of Fillmore Redevelopment Agency, a local government agency of the State of California, and the VCTC is made as follows. The June 6, 2001 lease agreement shall be referred to herein as the "Lease Agreement."

The Lease Agreement is amended as follows:

1. The City of Fillmore is made a party to the Lease Agreement as the successor in interest to the dissolved City of Fillmore Redevelopment Agency. All references in the Lease Agreement to the City of Fillmore Redevelopment Agency will now mean and refer to the City of Fillmore.
2. VCTC and the City of Fillmore hereby reaffirm the covenants, conditions, and terms of the Lease Agreement for Rail Services on the Santa Paula Branch dated June 6, 2001, except as modified by this Amendment #1.

IN WITNESS WHEREOF the parties have caused this Amendment #1, consisting of 1 page, to be executed as of this 4th day of November, 2017.

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VENTURA COUNTY TRANSPORTATION COMMISSION

By: _____
Darren Kettle, Executive Director

Attest:

By: Donna Cole, Clerk of the Commission

CITY OF FILLMORE

By:  _____
David W. Rowlands, City Manager

Attest:

 _____
By: Olivia Carrera Lopez, City Clerk



Item #10

February 2, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: CLAIRE GRASTY, TRANSIT PLANNING MANAGER

SUBJECT: FISCAL YEAR 2018/2019 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS PUBLIC HEARING

RECOMMENDATION

- Hold public hearing and receive testimony of Unmet Transit Needs.

BACKGROUND

The California State Transportation Development Act (TDA), which was passed in 1971, provides a major source of funding for local transit, bicycle/pedestrian and street projects. The legislation, as amended, authorizes the Ventura County Transportation Commission (VCTC) to administer the local TDA process and oversee regulatory and fiscal compliance. The intent of the legislation is to expend available State funds for transit needs and to improve the movement of transit vehicles. To assure full consideration is given to meeting the intent of the law, a public hearing to discuss transit needs must be held every year.

Per TDA statute, VCTC is annually required to conduct an "Unmet Transit Needs" process prior to allocating TDA funds for non-transit purposes such as streets and roads. The Unmet Transit Needs process is conducted each year to collect requests for new or expanded transit service. Before allocating funds for non-transit purposes, staff determines if there are any unmet transit needs that are "reasonable to meet." TDA statute allows VCTC to develop its own definitions of "unmet transit needs" and "reasonable to meet" the definitions are attached (see Attachment A).

The purpose of the public hearing is to take testimony on local and/or regional transit needs, and assure that all reasonable transit needs are satisfied. VCTC is required to make those findings, and provide them to the State for review and concurrence prior to allocation of TDA funds to the cities/County for any street or road purpose. In the past, this process was applicable to the entire County and the format of the public hearing process occurred through a voluntary subcommittee of Commissioners. In 2014, TDA legislation changed and Counties with populations over 500,000 were required to use all TDA funds for transit. Ventura County received an exemption in the legislation so that cities with populations under 100,000 are eligible to use TDA funds for non-transit purposes. As of July 1, 2014 only the cities of Camarillo, Fillmore, Moorpark and Santa Paula can claim TDA funds for local street purposes and the Unmet Transit Needs process is applicable only to these cities.

DISCUSSION

Under current law, with respect to any county with a population below 500,000 in 1970, transportation planning agencies, such as VCTC, are required to convene a Social Services Transportation Advisory Committee (SSTAC) to annually identify the transit needs of the county, review and recommend action by the transportation planning agency and conduct at least one public hearing a year. The hearing is required to target "transit dependent and transit disadvantaged populations" (seniors, disabled and low-income). State law included this requirement as a way to ensure these populations had an opportunity to provide comments about transit needs prior to counties using TDA funds for local streets and roads.

Since the Commission's approval of the Unmet Transit Needs findings and recommendations, VCTC has received public comments and service requests through VCTC's public comment form and rider comment email address. An online survey for the general public to provide feedback posted on VCTC's website, one in English and one in Spanish, has been available since mid December and will continue to be until mid February. Additionally, VCTC is holding three community meetings:

- Santa Paula Community Center – January 17, 4-6 p.m.
- Camarillo Council Chambers – January 31, 4-6 p.m.
- Moorpark Community Center – February 8, 4-6 p.m.

Legal notice for today's public hearing was published in the Ventura County Star and Vida News on December 28, 2017 and January 25, 2018. Thus far, VCTC has received over 110 comments through the survey, website, Facebook, Instagram and community events, with the vast majority of them coming through the online survey. Staff is recording and responding to all transportation comments even if they are not applicable to the Unmet Transit Needs process in an effort to better understand the needs of the community and improve transportation. Comments are wide ranging from on-time performance, increased frequency, shorter travel times, more train service, bust stop improvements and a number of other things. An appendix with all comments in addition to a survey analysis will be included as part of the final report sent to the Commission.

After today's hearing, the online unmet needs survey will remain on the www.goventura.org website until February 12, 2018 when the public comment period closes. Testimony heard at today's public hearing will be reviewed by staff and the Citizen's Transportation Advisory Committee and Social Services Transit Advisory Committee (CTAC/SSTAC). Staff will consult and work with the CTAC/SSTAC to develop findings and appropriate recommendations, which will be presented to the Commission in May 2018 for approval action.

Adoption of staff's recommendation completes the 2018/19 Unmet Transit Needs process and authorizes distribution of Transportation Development Act (TDA) revenue for non-transit purposes.

FY 17-18 Unmet Transit Need and Reasonable to Meet Definitions

“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 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 extended hours (less than one (1) hour)
- 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

ATTACHMENT A – continued

“REASONABLE TO MEET”

Outcome	Definitions	Measures & Criteria
<i>Equity</i>	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
<i>Timing</i>	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
<i>Feasibility</i>	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?
<i>Feasibility</i>	There are adequate roadways to safely accommodate transit vehicles	Measure & Criteria: Route inspection to determine adequacy of infrastructure to accommodate transit vehicles and passengers.
<i>Cost Effectiveness</i>	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.
<i>Cost Effectiveness</i>	The proposed service will meet the scheduled passenger fare ratio standards described in Attachment A	Measures and criteria in Attachment A.

Outcome	Definitions	Measures & Criteria
<i>Service Effectiveness</i>	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 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
<i>*Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.</i>		
<i>**A review will take place after 30 months to develop a preliminary determination regarding the discontinuation of proposed services</i>		



Item # 11

February 2, 2018

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: DARREN M. KETTLE, EXECUTIVE DIRECTOR
MARTIN R. ERICKSON, PUBLIC TRANSIT DIRECTOR
AARON B. BONFILIO, PROGRAM MANAGER, TRANSIT SERVICES
STEVE MATTAS, GENERAL COUNSEL**

**SUBJECT: FIRST AMENDMENT TO VCTC INTERCITY SERVICE CONTRACT AMENDMENT,
APPROVAL OF RATP DEV USA, LLC AS AN ACCEPTABLE BUYER AND CANCEL
RFP #17-90164-FR**

RECOMMENDATION:

- Approve the First Amendment to the VCTC Intercity Transit Services Agreement.
- Approve RATP Dev USA, LLC as an acceptable buyer of Roadrunner Management Services, Inc.
- Authorize the Executive Director to cancel the Request for Proposals for VCTC Intercity Transit Services (RFP #17-90164-FR).

BACKGROUND:

After deliberation at the January, 2018 Commission meeting, the Commission voted unanimously to authorize the Executive Director to prepare documents for Commission consideration in February that, if approved by the Commission, would approve RATP Dev USA, LLC ("RATP Dev") as an acceptable buyer of Roadrunner Management Services, and to prepare an amendment to the VCTC Intercity Transit Services Agreement (Agreement) consistent with the substantive terms set forth in the Letter of Intent submitted by RATP Dev North America, dated January 4, 2018.

Since the January meeting, VCTC staff and RATP Dev have negotiated and prepared a First Amendment to Transit Services Agreement ("First Amendment") with terms that are consistent with those set forth in RATP Dev's January 4, 2018 Letter of Intent and Commission direction. Staff has also been advised that the stock purchase agreement between RATP Dev and Roadrunner Management Services, Inc has been completed and will close concurrently or prior to the effective date of the First Amendment. Attached to this item as Attachment A is the First Amendment to the Agreement. Staff has also included as Attachment B a letter from RATP Dev USA, LLC that expresses their intentions once the Commission approves the Agreement and the stock purchase has concluded.

SUMMARY OF PROPOSED CONTRACT MODIFICATIONS

RATP Dev, as the owner of Roadrunner Management Services, Inc. following closing of the stock purchase agreement between RATP Dev and Roadrunner Management Services, would commence operations of the VCTC Intercity transit service effective in early March 2018. The First Amendment would take effect concurrently with, but not before, the closing of the stock purchase agreement.

Modifications which will increase rate(s)

- 1) **Increased Wages and Fringe Benefits.** As set forth in the First Amendment, RATP Dev will cause Roadrunner Management Services to increase average driver wages to approximately \$17.50 per hour, and will adjust other non-driver employee wages by similar amounts. The driver wage scale and other non-management wages would be adjusted upwards within twenty days of the effective date of the First Amendment.
- 2) **Increased Maintenance Expense.** As set forth in the First Amendment, the maintenance cost per mile will increase from approximately \$0.17/mi to \$0.35/mi. In exchange for this increased cost, the First Amendment increases the maintenance obligations related to the bus fleet which are intended to extend the time that the current fleet may be used for VCTC Intercity services. Specifically, the First Amendment requires RATP Dev to increase preventative maintenance, mid-life fleet rebuilds and greater investment in maintenance staff recruitment and retention (i.e., wage and/or benefit increases). The increased maintenance is designed to extend fleet utility beyond the FTA's useful life standards, which is 12 years to upwards of 15 years for motor coaches.

Modifications which decrease, at least initially, proposed rate(s) – Cost-control measures

- 1) **Fuel Pass-through at actual cost vs. agreement.** VCTC currently reimburses Roadrunner at an assumed rate of \$3.90 per gallon for fuel, regardless of the actual market price of the fuel. The First Amendment includes a provision pursuant to which RATP Dev (acting through Roadrunner) will purchase fuel at cost and then invoice VCTC for the actual fuel cost, with no mark-up. The portion of the gate to gate rate that is presently allocated to fuel costs will be credited to VCTC such that VCTC will only pay the actual costs of the fuel. Currently, the current market rate for fuel is less than \$3.90 per gallon amount set for in the Agreement and is actually generally between \$3.25 and \$3.55 per gallon. VCTC costs could, however, increase if the fuel costs increase beyond \$3.90 per gallon. The First Amendment also authorizes VCTC to directly purchase and provide diesel fuel to service the contract. VCTC would also receive a credit against the gate to gate rate if VCTC directly purchases the fuel.
- 2) **Elimination of certain supervisory positions:** The First Amendment modifies the required staffing chart by eliminating two dispatcher and three road supervisor positions, leaving staffing in these areas more in alignment with industry standards for a transit system of VCTC's size. This action reduces an expense to the contract that would otherwise have been compensated if staffed as proposed originally by Roadrunner.
- 3) **Elimination of requirement to expand the maintenance bays:** The original agreement stipulated that if the annual service hours reached 81,500 the contractor would be required to expand the VCTC Intercity Bus Facility to five maintenance bays. While the current annual service hours of 84,000 exceed this threshold, both VCTC staff and RATP Dev agree the current, recently constructed maintenance facility is adequate, and increasing the maintenance bays to five is not necessary. Therefore, the requirement can be eliminated.

**Cost Analysis Related to First Amendment:
Independent Cost Estimate**

At the close of June, 2014, VCTC received proposals from several firms for operation of the VCTC Intercity Transit Service. These proposals generally reflect what can be anticipated as the reasonable range of rates to operate the scope of work specified by VCTC, which included a heightened level of service similar to what is operated today. It is reasonable to assume that, at a minimum, similar rates as those proposed would be anticipated if the solicitation were held again. The proposers included: MV Transportation, First Transit and Roadrunner Management Services.

The following table reflects comparative pricing for the current level of service (rounded to 84,000 hours) from Roadrunner Management Services, RATP Dev, and pricing from the MV Transportation and First Transit proposals.

Firm	<u>Roadrunner (VCTC Bid)</u>	<u>Roadrunner (w/Term Agr.)</u>	<u>RATP Dev (Proposed)</u>	<u>MV Transp. (VCTC Bid)</u>	<u>First Transit (VCTC Bid)</u>
Avg. Annual Cost	\$7,693,229	\$8,556,562	\$9,587,027	\$9,807,494	\$10,682,566
Total (6 years)	\$46,159,372	\$51,339,372	\$57,552,160	\$58,844,966	\$64,095,394

In addition, Staff's analysis included review of similar contracted transit services. While scope of work and commitment of resources by the contracting agency varied, when contract cost per revenue hour is analyzed, the rates proposed by RATP Dev are advantageous to VCTC.

For example, the Clean Air Express contract, a daily commuter-oriented intercity service connecting northern Santa Barbara County with the South Coast area, was recently out to bid. Unlike the VCTC Intercity, 100% of the Clean Air Express fleet is provided by the agency; whereas VCTC's contractor provides approximately half of the fleet and charges this expense back to VCTC. This expense—to provide half of the fleet—accounts for approximately 15% of the annual payments made to VCTC's contractor. If similar fleet requirements were included for the Clean Air Express contract, it is reasonable to expect that these rates would be even higher.

The proposed rates to operate the Clean Air Express, which *does not* require the provision of a fleet by the contractor, were approximately 10-20% higher than those rates that VCTC pays Roadrunner today, and approximately 6%-14% higher than those rates proposed by RATP Dev.

Conclusion:

VCTC has always strived to provide the greatest value for taxpayer dollar in the provision of transit services. RATP Dev's proposal is comprehensive, cogent, and financially attractive when compared to the potential costs of operating the service from a new operator. With the availability of additional transit funding through SB 1, VCTC will endeavor to maintain the current level of transit service even with higher contract rates that are proposed in the Letter of Intent.

VCTC staff recommends the Commission approve the First Amendment to be effective upon closing of the stock purchase agreement pursuant between RATP Dev and Roadrunner Management Services, Inc, approve RATP Dev as an acceptable buyer and cancel RFP #17-90164-FR. Staff recommends this approach as it presents an opportunity to maintain existing continuity of operations with a manageable cost increase that allows for stable and predictable intercity transit operations.

Attachment A: First Amendment to the Transit Services Agreement Attachment B: Letter from RATP Dev USA, LLC