VENTURA COUNTY TRANSPORTATION COMMISSION

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

www.goventura.org

AGENDA*

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

CAMARILLO CITY HALL
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, OCTOBER 2, 2015
9:00 AM

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

1. **CALL TO ORDER**

2. **PLEDGE OF ALLEGIANCE**

3. **ROLL CALL**

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

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

5. **CALTRANS REPORT -**

6. **COMMISSIONERS / EXECUTIVE DIRECTOR REPORT -** *This item provides the opportunity for the commissioners and the Executive Director to report on attended meetings/conferences and any other items related to Commission activities.*

7. **ADDITIONS/REVISIONS** – *The Commission may add an item to the Agenda after making a finding that there is a need to take immediate action on the item and that the item came to the attention of the Commission subsequent to the posting of the agenda. An action adding an item to the agenda requires 2/3 vote of the Commission. If there are less than 2/3 of the Commission members present, adding an item to the agenda requires a unanimous vote. Added items will be placed for discussion at the end of the agenda.*

8. **CONSENT CALENDAR -** *All matters listed under the Consent Calendar are considered to be routine and will be enacted by one vote. There will be no discussion of these items unless members of the Commission request specific items to be removed from the Consent Calendar for separate action.*

8A. **APPROVE SUMMARY FROM SEPTEMBER 11, 2015 VCTC MEETING – PG.5**
Recommended Action:
Approve
Responsible Staff: Donna Cole

8B. **APPROVE SUMMARY FROM SEPTEMBER 11, 2015 SPECIAL VCTC MEETING – PG.11**
Recommended Action:
Approve
Responsible Staff: Donna Cole

8C. JULY, 2015 MONTHLY BUDGET REPORT – PG. 13
Recommended Action:
Receive and File
Responsible Staff: Sally DeGeorge

8D. AUGUST, 2015 MONTHLY BUDGET REPORT – PG.19
Recommended Action:
Receive and File
Responsible Staff: Sally DeGeorge

8E. PASSENGER RAIL UPDATE – PG.25
Recommended Action:
Receive and File
Responsible Staff: Ellen Talbo

8F. LEGISLATIVE UPDATE - PG. 29
Recommended Action:
Receive and File
Responsible Staff: Peter De Haan

8G. AMENDMENT TO THE VCTC INTERCITY TRANSIT SERVICES PROGRAM BUDGET PURSUANT TO THE APPROVED INTERIM AGREEMENT WITH ROADRUNNER MANAGEMENT SERVICES, INC. – PG. 47

Recommended Action:

Approve amendment to the VCTC Intercity Services budget, by increasing the Contract Services line item by $415,577, from $7,230,000 to $7,645,577, and, by increasing the Legal Services line item by $50,000, from $10,000 to $60,000, and by correspondingly increasing the State Transit Assistance (STA) Fund Transfer revenues line item by $465,577 from $3,757,187 to $4,222,764; and, to amend the VCTC STA budget by increasing the STA Fund Transfer expenditures by $465,577.

Responsible Staff: Aaron Bonfilio

8H. PERSONNEL POLICIES AND PROCEDURES UPDATES– PG. 49

Recommended Action:

Approve Updates to the Personnel Policies and Procedures Manual

Responsible Staff: Darren Kettle

8I. AMENDMENT TO EMPLOYMENT AGREEMENT BETWEEN VCTC AND DARREN KETTLE AND APPROVAL OF AMENDMENT TO SALARY SCHEDULE- PG. 57

Recommended Action:

Approve resolution authorizing Amendment No. 2 to the Employment Agreement between VCTC and Darren Kettle, authorizing the Chairperson to sign Amendment No. 2 on behalf of VCTC and approving an amendment to the VCTC Salary Schedule to implement the salary change approved in Amendment No. 2.

Responsible Staff: Darren Kettle

9. 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) SUBMITTAL – PG. 61

Recommended Action

Approve 2016 STIP submittal to the California Transportation Commission.

Responsible Staff: Peter De Haan

10. VCTC SHORT RANGE TRANSIT PLAN AND INTERCITY TRANSIT FIVE YEAR SERVICE PLAN – PG.65

Recommended Action:

Approve the VCTC Short Range Transit Plan (SRTP) and Intercity Transit Five Year Service Plan to provide direction for implementation of Commission transit actions.

Responsible Staff: Vic Kamhi

11. LOSSAN PACIFIC SURFLINER SERVICE UPDATE – PG.67

Recommended Action:

Receive and file a presentation from Jennifer Bergener, Executive Director of the LOSSAN Rail Corridor Agency, who will present on the agency initiatives for 2015 now that the transition of Pacific Surfliner service has transferred from state to local control.

Responsible Staff: Ellen Talbo

12. VCTC GENERAL COUNSEL'S REPORT

13. AGENCY REPORTS

14. CLOSED SESSION –

1) **Conference with Labor Negotiator** (Pursuant to Government Code Section 54957.6)
   Unrepresented Employee: Executive Director
   Agency Negotiators: Peter Foy and Steve Mattas

2) **Conference with Legal Counsel** (Pursuant to Government Code Section 54956.9)
   Existing Litigation: VCTC v. Fillmore & Western, Case No. 56-2014-00449769

3) **Significant Exposure to Litigation**
   (Pursuant to Paragraph (2) of Subdivision (d) of Section 54956.9): 1 case

15. ADJOURN to 9:00 a.m. Friday, November 6, 2015

Item #8A

Meeting Summary

VENTURA COUNTY TRANSPORTATION COMMISSION

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

CAMARILLO CITY HALL
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, SEPTEMBER 11, 2015
9:00 AM

MEMBERS PRESENT: Peter Foy, County of Ventura, Chair
Claudia Bill-de la Peña, City of Thousand Oaks
Douglas Breeze, City of Port Hueneme
Manuel Minjares, City of Fillmore
Betsy Clapp, City of Ojai
Ginger Gherardi, City of Santa Paula
Brian Humphrey, Citizen Rep, Cities
Bill Little, City of Camarillo
Kathy Long, County of Ventura
Bryan MacDonald, City of Oxnard
Carl Morehouse, City of San Buenaventura
Linda Parks, County of Ventura
Steve Sojka, City of Simi Valley
Jim White, Citizen Rep, County
John Zaragoza, County of Ventura
Shirley Choate, Caltrans District 7

ABSENT: Keith Millhouse, City of Moorpark (Attending SCRRA Meeting)
Steve Bennett, County of Ventura

CALL TO ORDER

PLEDGE OF ALLGIANCE

ROLL CALL

PUBLIC COMMENTS FOR THOSE ITEMS NOT LISTED ON THIS AGENDA
Burt Hansen requested an increase in stops on VCTC bus departing the Esplanade N/B at 4:20 am. Currently the first bus of the day travels from Ventura to Goleta without any stops in Carpentaria or Santa Barbara. According to the Ridership on the survey attached in the 5 year plan the ridership on this run averages between 5 and 10 riders. If this bus would make stops at Carpenteria/Eugenia (at approx. 5:05 am) and once again at Gutierrez and Laguna in Santa Barbara (at approx 5:15 am) ridership would increase He also suggested that SBMTD and VCTC could coordinate to have one of the buses going to the Transit Center pick up the passengers at Gutierrez and Laguna where the passengers could get to downtown, and also interface with the other buses leaving the transit center for SBMTD.

5. CALTRANS REPORT -
Shirley Choate reported:

- *$3.7 million in CMAQ & $3.1 million in STP funds from AB 1012 which are in danger of lapsing will be put toward the118 Widening Project to avoid loss.*
- *Liberty Canyon Wildlife crossing environmental documents are complete.*
- *Concrete paving will continue on the 101/23 project until late November with project completion expected in April 2016.*
- *Caltrans has been preparing for the expected winter rain by working on action plans with Office of Emergency Services, in an effort to maximize any reimbursement opportunities. Equipment is being inventoried to enable the sharing of resources and staffing*

6. COMMISSIONERS REPORTS
Commissioner Humphrey reminded us that September 12th is the 7th anniversary of the Chatsworth accident. He stressed the importance of ensuring that all agencies and employees who provide transportation operate as safely as possible.

Commissioner Little requested more information about the recent Metrolink policy Change

Darren Kettle replied that, while the new cab cars have been determined to be very safe, out of concern from the report of the collision, 40 locomotives will be placed in front of the cab cars until a full analysis has been made.

EXECUTIVE DIRECTOR REPORT -
Metrolink Media Event - We are pleased to invite you to Metrolink's Rail Safety Month event to be held at the ***Moorpark Station in Ventura County at 9:30 a.m., Monday, Sept. 14***. This year's event will focus on the three E's (Education, Enforcement and Engineering) of railroad safety and highlight the Ventura County Sealed Corridor Project in the cities of Moorpark and Simi Valley. The project includes grade crossing improvements at Moorpark Avenue in Moorpark, and the crossings of Erringer Road, Sycamore Drive and First Street in Simi Valley. The improvements will include pedestrian sidewalks and gates, street widening, along with railroad and traffic signal improvements. The project cost for the four crossings is more than $12 million, primarily from the Proposition 1B Highway-Railroad Crossing Safety Account (HRCSA) and the Interregional Transportation Improvement Program.

It is a pleasure to introduce 2 new VCTC employees:
Judith Jonduff is our Program Analyst, working under the direction of Peter De Haan. Judith earned her degree in Urban Planning from the University of Illinois. She has over 11 years of experience working in

Transportation Planning on a variety of projects and is a member of the American Institute of Certified Planners, as well as the Association of Pedestrian and Bicycle Professionals. Judith is returning to Ventura County from the City of Salem Oregon where she was working as a Transportation Planner. She and her husband Ed raised their children here in Ventura County and are excited to be returning.

Richard Holzer is our Planning Analyst , working under the direction of Steve DeGeorge. Originally from Scottsdale, Arizona, Richard graduated from the University of Southern California in 2013 with a Bachelor of Science in Sustainable Urban Planning and is currently a graduate student at USC studying Geographic Information Science and Technology in his spare time. After graduating college, he raised $4,500 for affordable housing and joined a team of 29 other young adults riding bicycles coast to coast from New Hampshire to Vancouver. He continued his contributions to affordable housing by working for Twin Cities Habitat for Humanity in Minnesota for two years: leading volunteers on construction sites for a year and designing maps and managing government funding contracts the following year. He also has internship experience working for the City of Inglewood and Orange County.

CTAC/SSTAC Vacancies - We will be placing ads in local papers to recruit volunteers to serve on the Citizens Transportation Advisory Committee/Social Services Transportation Advisory Council (CTAC/SSTAC). We currently have a number of vacancies in nearly every city and the County. Interested parties will be asked to contact VCTC and will then be referred to their respective City Clerks to formally apply as these positions are appointed by the City Councils.

7. ADDITIONS/REVISIONS – ***There were no additions or revisions***

8. CONSENT CALENDAR -
Commissioner MacDonald made a motion to approve all items as recommended on the Consent Calendar. The motion was seconded by Commissioner Sojka and passed by a unanimous roll call vote.

8A. APPROVE SUMMARY FROM JULY, 2015 VCTC MEETING – *Approve*

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

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

8D. PROPOSITION 1B TRANSIT CAPITAL AGREEMENT AND BUDGET AMENDMENT

- *Approve agreement with the City of Simi Valley to provide $1,250,000 in Proposition 1B Transit Capital (PTMISEA) funds for five replacement paratransit vans.*
- *Amend VCTC Fiscal Year (FY) 2015/16 budget to increase Transit Grant Administration Pass-Through Grants expenditures by $1,250,000, and increase the Proposition 1B Transit Capital program revenue by $1,250,000.*

8E. REVISION TO METROLINK PROPOSITION 1B TRANSIT SECURITY CAPITAL PROGRAM –
Approve transfer of the $262,000 unused balance of the Metrolink Tunnel 26 Security Improvements project to the projects at the Moorpark Yard and Station, as listed in the attached table.

8F. VENTURA COUNTY REGIONAL BICYCLE WAYFINDING PROJECT
Approve a contract with Alta Planning + Design not to exceed $150,000 for development of the Ventura County Regional Bicycle Wayfinding Program contained in the approved Fiscal Year 2015/2016 Regional Transportation Planning Budget.

8G. FISCAL YEAR 2014/2015 CARRY-OVER BUDGET AMENDMENTS–
Amend the VCTC Fiscal Year 2015/2016 budget as to carry-forward revenues and expenses from Fiscal Year 2014/2015.

8H. CLAIM FOR LANCE AND JENNIFER MARTIN–
Reject a claim submitted by Lance and Jennifer Martin for tire damage.

8I. REQUEST FOR PROPOSAL, TRAFFIC MODEL AND CONGESTION MANAGEMENT PLAN UPDATE –
Authorize the Executive Director to release a Request for Proposal (RFP) for updates to the Ventura County Traffic Model and Ventura County Congestion Management Plan.

8J. REQUEST FOR PROPOSAL, BRIDGE INSPECTION AND LOAD CALCULATION
Approve releasing a Request for Proposal (RFP) for profession services for annual bridge inspections and to perform bridge load capacity calculations on the Santa Paula Branch Line as required by 49 CFR Part 237, Bridge Safety Standards.

8K. LEGISLATIVE UPDATE - *Receive and File*

8L. REVISED 2015 TITLE VI PROGRAM UPDATE-
Approve by resolution, the REVISED 2015 Title VI Program Update, including the Public Participation Plan and Language Assistance Plan.

8M. CLAIM FOR RONALD PRATT - *Reject a claim submitted on behalf of Ronald Pratt for personal injuries.*

8N. AUTOMATED PASSENGER COUNTERS
Authorize the Executive Director to negotiate the remaining terms of, and for the VCTC Chair to execute, an equipment purchase agreement with Urban Transportation Associates, Inc. (UTA) for Automated Passenger Counter (APC) system in a form and substance approved by VCTC General Counsel in an amount not to exceed $220,000.

8O. AUTHORIZATION FOR DESTRUCTION OF RECORDS- *Approve the destruction itemized records.*

8P. REQUEST FOR QUALIFICATIONS AND PRICING FOR WEED ABATEMENT
Approve the release of a Request for Qualifications and Pricing for weed abatement on VCTC property.

8Q. METROLINK CLAIMS FOR JIAN TAO, ELIZABETH MORONES, MICHAEL ADAMS, JOEL BINGHAM, DIANE COLEMAN, KENT GROENENVELD, SUSAN LLOYD, WILLIAM RHODES, CATHERINE AND ANDREW SOLNER, ROGER OLSON AND MARIA HERRERA, KENDALL LAKROIX, CHERYL HAMILTON, CHRISTOPHER AND LETICIA CARABAJAL, JESSICA PERRY, BRUCE SHELBURNE, KATHY SHELBURNE, CLARICE GERSTEL, AND MARC GERSTEL
Reject eighteen (18) separate claims submitted on behalf of the individual claimants listed above.

9. <u>VCTC SHORT RANGE TRANSIT PLAN AND INTERCITY TRANSIT FIVE YEAR SERVICE PLAN</u> –
This item will be brought back to the October meeting with more information to identify gaps in service and illustrate cooperation with other agencies. Commissioner Breeze requested including a list of all Ventura County agencies and ancillary services along with their budgets to provide the total cost of government provided transit services.

10. <u>AMENDMENT TO VCTC INTERCITY TRANSIT SERVICES PROGRAM BUDGET</u> –
Commissioner Morehouse made a motion to approve the amendment to the VCTC Intercity Services budget, increasing the State Transit Assistance (STA) Fund Transfer revenues line item by $1,384,812 from $2,372,375 to $3,757,187; and, correspondingly decreasing the Federal Transit Administration (FTA) 5307 and 5339 funding line item by $1,205,405, and the Local Contribution funding line item by $179,407,for a combined total value of $1,384,812; and, to amend the VCTC STA budget by increasing the STA Fund Transfer expenditures by $1,384,812. The motion was seconded by Commissioner Gherardi and passed by a unanimous roll call vote.

11. <u>FISCAL YEAR (FY) 2015/16 TRANSIT PROGRAM OF PROJECTS PUBLIC HEARING</u> –
No Speakers
Commissioner Sojka made a motion to open the public hearing and receive testimony and to adopt the final Program of Projects approving the projects to receive Federal Transit Administration funds for all areas of Ventura County in FY 2015/16. The motion was seconded by Commissioner Morehouse and passed by a unanimous roll call vote

12. <u>J.L. PATTERSON AND ASSOCIATES CONTRACT RATIFICATION</u>
Commissioner Breeze made a motion to ratify the agreement with J.L. Patterson and Associates for construction management and inspection services not to exceed $70,000 for repairs to the Santa Paula Branch Line/Highway 126 crossing. The motion was seconded by Commissioner Long and passed by a unanimous roll call vote.

13. VCTC GENERAL COUNSEL'S REPORT – *No Report*

14. AGENCY REPORTS

15. CLOSED SESSION – 2 Items – *No Report from Closed Session*

1. **Conference with Labor Negotiator**
   (Pursuant to Government Code Section 54957.6)
   Unrepresented Employee: Executive Director

2. **Significant Exposure to Litigation**
   (Pursuant to Paragraph (2) of Subdivision (d) of Section 54956.9: 1 case

16. ADJOURN to 9:00 a.m. Friday, October 2, 2015

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Item #8B

SPECIAL MEETING

VENTURA COUNTY TRANSPORTATION COMMISSION

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

www.goventura.org

SUMMARY

CAMARILLO CITY HALL
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, SEPTEMBER 11, 2015
10:30 AM

CALL TO ORDER

MEMBERS PRESENT: Peter Foy, County of Ventura, Chair
Claudia Bill-de la Peña, City of Thousand Oaks
Douglas Breeze, City of Port Hueneme
Manuel Minjares, City of Fillmore
Betsy Clapp, City of Ojai
Ginger Gherardi, City of Santa Paula
Brian Humphrey, Citizen Rep, Cities
Bill Little, City of Camarillo
Kathy Long, County of Ventura
Bryan MacDonald, City of Oxnard
Carl Morehouse, City of San Buenaventura
Linda Parks, County of Ventura
Steve Sojka, City of Simi Valley
Jim White, Citizen Rep, County
John Zaragoza, County of Ventura
Shirley Choate, Caltrans District 7

ABSENT: Keith Millhouse, City of Moorpark (Attending SCRRA Meeting)
Steve Bennett, County of Ventura

PUBLIC COMMENTS – *None*

<u>CONSIDERATION AND ACTION ON THE "AGREEMENT FOR TEMPORARY ADJUSTMENT RELATED TO INTER-CITY TRANSIT SERVICES"</u>
Commissioner MacDonald made a motion to approve an agreement for temporary adjustment related to Inter-City Transit Services and authorize the Executive Director to execute the Agreement. The motion was seconded by Commissioner Zaragoza and passed by a unanimous roll call vote.

ADJOURN

Item # 8C

October 2, 2015

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for July 2015

BACKGROUND:

The monthly budget report is presented in a comprehensive agency-wide format with the investment report presented at the end. The Annual Budget numbers are updated as the Commission approves budget amendments or administrative budget amendments are approved by the Executive Director. Staff monitors the revenues and expenditures of the Commission on an on-going basis.

The July 31, 2015 budget reports indicate that revenues were approximately 2.49% of the adopted budget while expenditures were approximately 6.21% 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.

It should be noted that Fiscal Year 2014/2015 is in the process of being finalized and audited. The fund balances are considered estimates until Fiscal Year 2014/2015 is closed and the audit is final.
Because of the lengthy and time consuming yearend closing process, the invoicing for July reimbursements have not been processed. These revenues will be reflected in the September financials.

Some revenues are received at the beginning of the year while other revenues are received after grants are approved. In many instances, 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 booked annually at yearend.

VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF JULY 31, 2015

ASSETS

Assets:	
Cash and Investments - Wells Fargo Bank	$ 5,577,841
Cash and Investments - County Treasury	17,510,002
Petty Cash	130
Receivables/Due from other funds	9,404,868
Prepaid Expenditures	296,556
Deposits	15,284
Capital Assets, undepreciated	25,938,653
Capital Assets, depreciated, net	33,505,489
Total Assets:	**$92,248,823**

LIABILITIES AND FUND BALANCE

Liabilities:	
Accrued Expenses/Due to other funds	$ 4,286,443
Deferred Revenue	3,516,962
Deposits	400
Total Liabilities:	**$ 7,803,805**
Net Position:	
Invested in Capital Assets	$59,444,142
Fund Balance	25,000,876
Total Net Position	**$84,445,018**
Total Liabilities and Fund Balance:	**$92,248,823**

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE ONE MONTH ENDING JULY 31, 2015

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)	% Year to Date
Revenues								
Federal Revenues	$ 0	$ 0	$ 0	$ 0	$ 0	$ 12,627,786	(12,627,786)	0.00
State Revenues	0	0	0	0	0	42,511,343	(42,511,343)	0.00
Local Revenues	1,484,172	0	0	0	1,484,172	4,472,099	(2,987,927)	33.19
Other Revenues	11	0	0	0	11	0	11	0.00
Interest	63	0	0	3	66	82,000	(81,934)	0.08
Total Revenues	**1,484,246**	**0**	**0**	**3**	**1,484,249**	**59,693,228**	**(58,208,979)**	**2.49**
Expenditures								
Administration								
Personnel Expenditures	190,688	0	0	0	190,688	3,082,700	(2,892,012)	6.19
Legal Services	0	0	0	0	0	25,000	(25,000)	0.00
Professional Services	4,842	0	0	0	4,842	128,000	(123,158)	3.78
Office Leases	11,800	0	0	0	11,800	152,200	(140,400)	7.75
Office Expenditures	19,234	0	0	0	19,234	448,000	(428,766)	4.29
Total Administration	**226,564**	**0**	**0**	**0**	**226,564**	**3,835,900**	**(3,609,336)**	**5.91**
Programs and Projects								
Transit & Transportation Program								
Senior-Disabled Transportation	62	0	0	0	62	219,000	(218,938)	0.03
Fare Collection APC Systems	1,083	0	0	0	1,083	346,400	(345,317)	0.31
VCTC Interciy Bus Service	616,017	0	0	0	616,017	535,472	80,545	115.04
HVT Bus Contract Services	206,020	0	0	0	206,020	9,522,840	(9,316,820)	2.16
Nextbus	0	0	0	0	0	305,400	(305,400)	0.00
Transit Grant Administration	24	0	0	0	24	6,192,300	(6,192,276)	0.00
Total Transit & Transportation	**823,206**	**0**	**0**	**0**	**823,206**	**17,121,412**	**(16,298,206)**	**4.81**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)	% Year to Date
Highway Program								
Motorist Aid Call Box System	0	0	0	107,040	107,040	993,000	(885,960)	10.78
Highway Project Management	8	0	0	0	8	852,300	(852,292)	0.00
SpeedInfo Highway Speed Sensor	0	0	0	0	0	144,000	(144,000)	0.00
Total Highway	**8**	**0**	**0**	**107,040**	**107,048**	**1,989,300**	**(1,882,252)**	**5.38**
Rail Program								
Metrolink & Commuter Rail	1,206,526	0	0	0	1,206,526	4,892,852	(3,686,326)	24.66
LOSSAN & Coastal Rail	41	0	0	0	41	3,300	(3,259)	1.24
Santa Paula Branch Line	4,167	0	0	0	4,167	972,700	(968,533)	0.43
Total Rail	**1,210,734**	**0**	**0**	**0**	**1,210,734**	**5,868,852**	**(4,658,118)**	**20.63**
Commuter Assistance Program								
Transit Information Center	241	0	0	0	241	48,700	(48,459)	0.49
Rideshare Programs	0	0	0	0	0	37,100	(37,100)	0.00
Total Commuter Assistance	**241**	**0**	**0**	**0**	**241**	**85,800**	**(85,559)**	**0.28**
Planning & Programming								
Transportation Development Act	0	1,553,373	0	0	1,553,373	30,683,834	(29,130,461)	5.06
Transportation Improvement Program	29	0	0	0	29	54,900	(54,871)	0.05
Regional Transportation Planning	10,690	0	0	0	10,690	714,800	(704,110)	1.50
Airport Land Use Commission	460	0	0	0	460	35,900	(35,440)	1.28
Regional Transit Planning	1,045	0	0	0	1,045	104,700	(103,655)	1.00
Freight Movement	89	0	0	0	89	12,500	(12,411)	0.71
Total Planning & Programming	**12,313**	**1,553,373**	**0**	**0**	**1,565,686**	**31,606,634**	**(30,040,948)**	**4.95**
General Government								
Community Outreach & Marketing	34,287	0	0	0	34,287	590,800	(556,513)	5.80
State & Federal Relations	28,562	0	0	0	28,562	98,600	(70,038)	28.97
Management & Administration	4,953	0	0	0	4,953	71,500	(66,547)	6.93
Office Building Purchase	15,148	0	0	0	15,148	3,422,000	(3,406,852)	0.44
Total General Government	**82,950**	**0**	**0**	**0**	**82,950**	**4,182,900**	**(4,099,950)**	**1.98**
Total Expenditures	**2,356,016**	**1,553,373**	**0**	**107,040**	**4,016,429**	**64,690,798**	**(60,674,369)**	**6.21**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)
Revenues over (under) expenditures	**(871,770)**	**(1,553,373)**	**0**	**(107,037)**	**(2,532,180)**	**(4,997,570)**	**2,465,390**
Other Financing Sources							
Transfers Into GF from LTF	0	0	0	0	0	4,328,180	(4,328,180)
Transfers Into GF from STA	1,883,649	0	0	0	1,883,649	6,801,769	(4,918,120)
Transfers Into GF from SAFE	0	0	0	0	0	21,500	(21,500)
Transfers Out of LTF into GF	0	0	0	0	0	(4,328,180)	4,328,180
Transfers Out of STA into GF	0	0	(1,883,649)	0	(1,883,649)	(6,801,769)	4,918,120
Transfers Out of SAFE into GF	0	0	0	0	0	(21,500)	21,500
Total Other Financing Sources	**1,883,649**	**0**	**(1,883,649)**	**0**	**0**	**0**	**0**
Net Change in Fund Balances	**1,011,879**	**(1,553,373)**	**(1,883,649)**	**(107,037)**	**(2,532,180)**	**(4,997,570)**	**2,465,390**
Beginning Fund Balance	**3,537,313**	**8,009,206**	**11,902,365**	**4,084,172**	**27,364,804**	**23,834,920**	**3,698,136**
Ending Fund Balance	**$ 4,549,192**	**$6,455,833**	**$10,018,716**	**$3,977,135**	**$25,000,876**	**$18,837,350**	**$ 6,163,526**

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF JULY 31, 2015

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 applicable bond documents.

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo – Checking	Government Checking	N/A	$66.67	0.02%	$ 5,577,840.72
County of Ventura	Treasury Pool	N/A	$0.00	0.0%	$17,524,003.60
Total			**$ 66.67**		**$23,101,844.32**

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.

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 # 8D

October 2, 2015

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for August 2015

BACKGROUND:

The monthly budget report is presented in a comprehensive agency-wide format with the investment report presented at the end. The Annual Budget numbers are updated as the Commission approves budget amendments or administrative budget amendments are approved by the Executive Director. Staff monitors the revenues and expenditures of the Commission on an on-going basis.

The August 31, 2015 budget reports indicate that revenues were approximately 2.69% of the adopted budget while expenditures were approximately 10.03% 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.

It should be noted that Fiscal Year 2014/2015 is in the process of being finalized and audited. The fund balances are considered estimates until Fiscal Year 2014/2015 is closed and the audit is final.
Because of the lengthy and time consuming yearend closing process, the invoicing for July and August reimbursements have not been processed. These revenues will be reflected in the September financials.

Some revenues are received at the beginning of the year while other revenues are received after grants are approved. In many instances, 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 booked annually at yearend.

VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF AUGUST 31, 2015

ASSETS

Assets:	
Cash and Investments - Wells Fargo Bank	$ 6,455,622
Cash and Investments - County Treasury	17,584,568
Petty Cash	130
Receivables/Due from other funds	3,546,930
Prepaid Expenditures	296,556
Deposits	15,164
Capital Assets, undepreciated	25,938,653
Capital Assets, depreciated, net	33,505,489
Total Assets:	**$87,343,112**

LIABILITIES AND FUND BALANCE

Liabilities:	
Accrued Expenses/Due to other funds	$ 1,682,583
Deferred Revenue	3,560,574
Deposits	400
Total Liabilities:	**$ 5,243,557**
Net Position:	
Invested in Capital Assets	$59,444,142
Fund Balance	22,655,413
Total Net Position	**$82,099,555**
Total Liabilities and Fund Balance:	**$87,343,112**

For Management Reporting Purposes Only

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE TWO MONTHS ENDING AUGUST 31, 2015

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)	% Year to Date
Revenues								
Federal Revenues	$ 0	$ 0	$ 0	$ 0	$ 0	$ 12,627,786	(12,627,786)	0.00
State Revenues	0	0	0	0	0	42,511,343	(42,511,343)	0.00
Local Revenues	1,603,932	0	0	0	1,603,932	4,472,099	(2,868,167)	35.87
Other Revenues	3,742	0	0	0	3,742	0	3,742	0.00
Interest	118	0	0	6	124	82,000	(81,876)	0.15
Total Revenues	**1,607,792**	**0**	**0**	**6**	**1,607,798**	**59,693,228**	**(58,085,430)**	**2.69**
Expenditures								
Administration								
Personnel Expenditures	379,075	0	0	0	379,075	3,082,700	(2,703,625)	12.30
Legal Services	0	0	0	0	0	25,000	(25,000)	0.00
Professional Services	11,212	0	0	0	11,212	133,000	(121,788)	8.43
Office Leases	29,367	0	0	0	29,367	152,200	(122,833)	19.30
Office Expenditures	31,660	0	0	0	31,660	443,000	(411,340)	7.15
Total Administration	**451,314**	**0**	**0**	**0**	**451,314**	**3,835,900**	**(3,384,586)**	**11.77**
Programs and Projects								
Transit & Transportation Program								
Senior-Disabled Transportation	80	0	0	0	80	219,000	(218,920)	0.04
Fare Collection APC Systems	2,171	0	0	0	2,171	346,400	(344,229)	0.63
VCTC Interciy Bus Service	1,221,125	0	0	0	1,221,125	535,472	685,653	228.05
HVT Bus Contract Services	367,597	0	0	0	367,597	9,522,840	(9,155,243)	3.86
Nextbus	0	0	0	0	0	305,400	(305,400)	0.00
Transit Grant Administration	24	0	0	0	24	6,192,300	(6,192,276)	0.00
Total Transit & Transportation	**1,590,997**	**0**	**0**	**0**	**1,590,997**	**17,121,412**	**(15,530,415)**	**9.29**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)	% Year to Date
Highway Program								
Motorist Aid Call Box System	0	0	0	190,174	190,174	993,000	(802,826)	19.15
Highway Project Management	8	0	0	0	8	852,300	(852,292)	0.00
SpeedInfo Highway Speed Sensor	0	0	0	23,600	23,600	144,000	(120,400)	16.39
Total Highway	**8**	**0**	**0**	**213,774**	**213,782**	**1,989,300**	**(1,775,518)**	**10.75**
Rail Program								
Metrolink & Commuter Rail	1,206,568	0	0	0	1,206,568	4,892,852	(3,686,284)	24.66
LOSSAN & Coastal Rail	41	0	0	0	41	3,300	(3,259)	1.24
Santa Paula Branch Line	6,125	0	0	0	6,125	972,700	(966,575)	0.63
Total Rail	**1,212,734**	**0**	**0**	**0**	**1,212,734**	**5,868,852**	**(4,656,118)**	**20.66**
Commuter Assistance Program								
Transit Information Center	397	0	0	0	397	48,700	(48,303)	0.82
Rideshare Programs	164	0	0	0	164	37,100	(36,936)	0.44
Total Commuter Assistance	**561**	**0**	**0**	**0**	**561**	**85,800**	**(85,239)**	**0.65**
Planning & Programming								
Transportation Development Act	0	2,842,746	0	0	2,842,746	30,683,834	(27,841,088)	9.26
Transportation Improvement Program	454	0	0	0	454	54,900	(54,446)	0.83
Regional Transportation Planning	10,690	0	0	0	10,690	714,800	(704,110)	1.50
Airport Land Use Commission	760	0	0	0	760	35,900	(35,140)	2.12
Regional Transit Planning	1,303	0	0	0	1,303	104,700	(103,397)	1.24
Freight Movement	89	0	0	0	89	12,500	(12,411)	0.71
Total Planning & Programming	**13,296**	**2,842,746**	**0**	**0**	**2,856,042**	**31,606,634**	**(28,750,592)**	**9.04**
General Government								
Community Outreach & Marketing	103,102	0	0	0	103,102	590,800	(487,698)	17.45
State & Federal Relations	33,236	0	0	0	33,236	98,600	(65,364)	33.71
Management & Administration	8,525	0	0	0	8,525	71,500	(62,975)	11.92
Office Building Purchase	15,148	0	0	0	15,148	3,422,000	(3,406,852)	0.44
Total General Government	**160,011**	**0**	**0**	**0**	**160,011**	**4,182,900**	**(4,022,889)**	**3.83**
Total Expenditures	**3,428,922**	**2,842,746**	**0**	**213,774**	**6,485,442**	**64,690,798**	**(58,205,356)**	**10.03**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)
Revenues over (under) expenditures	**(1,821,129)**	**(2,842,746)**	**0**	**(213,768)**	**(4,877,643)**	**(4,997,570)**	**119,927**
Other Financing Sources							
Transfers Into GF from LTF	0	0	0	0	0	4,328,180	(4,328,180)
Transfers Into GF from STA	1,883,649	0	0	0	1,883,649	6,801,769	(4,918,120)
Transfers Into GF from SAFE	0	0	0	0	0	21,500	(21,500)
Transfers Out of LTF into GF	0	0	0	0	0	(4,328,180)	4,328,180
Transfers Out of STA into GF	0	0	(1,883,649)	0	(1,883,649)	(6,801,769)	4,918,120
Transfers Out of SAFE into GF	0	0	0	0	0	(21,500)	21,500
Total Other Financing Sources	**1,883,649**	**0**	**(1,883,649)**	**0**	**0**	**0**	**0**
Net Change in Fund Balances	**62,520**	**(2,842,746)**	**(1,883,649)**	**(213,768)**	**(4,877,643)**	**(4,997,570)**	**119,927**
Beginning Fund Balance	**3,537,313**	**8,009,206**	**11,902,365**	**4,084,172**	**27,533,056**	**23,834,920**	**3,529,884**
Ending Fund Balance	**$ 3,599,833**	**$5,166,460**	**$10,018,716**	**$3,870,404**	**$22,655,413**	**$18,837,350**	**$ 3,818,063**

VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF AUGUST 31, 2015

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 applicable bond documents.

Institution	Investment Type	Maturity Date	Interest to Date	Rate	Balance
Wells Fargo – Checking	Government Checking	N/A	$123.74	0.01%	$ 6,455,621.57
County of Ventura	Treasury Pool	N/A	$0.00	0.0%	$17,598,569.19
Total			**$ 123.74**		**$24,054,190.76**

Because VCTC receives a large portion of their state and federal funding on a reimbursement basis, the Commission must keep sufficient funds liquid to meet changing cash flow requirements. For this reason, VCTC maintains checking accounts at Wells Fargo Bank.

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 #8E

October 2, 2015

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: ELLEN TALBO, PROGRAM ANALYST

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:

Ridership & On-Time Performance (OTP)

During the month of August, ridership on the Metrolink Ventura County Line averaged 3,673 total boardings per weekday (inbound and outbound) indicating no change from the previous month, and a 0.2% decrease from the same month last year. Systemwide ridership experienced a 3.6% decrease from the previous month. Monthly ridership statistics for the month of August 2015 are provided in the attachment for reference.

On-time performance data (which denotes trains arriving within five minutes of scheduled time) for the month of August was 90.4% indicating a 3.0% decrease from the previous month. Despite the decrease on the Ventura County line, systemwide OTP improved by 1.7% from the previous month.

Board & TAC Updates

Metrolink

During August the Metrolink Board of Directors did not meet so there is little to report. However, the month ended with a workshop attended by the member agency Chief Executive Officers (CEOs), Chief Finance Officers (CFOs), and Technical Advisory Committee members. Metrolink staff briefed the member agencies about the status of launching the mobile ticketing system and the status of the fare analysis study. Currently optical scanners have been distributed to trains running on all the lines. The optical scanners look like iPhone devices with a credit card swipe mechanism on the back and the optical readers at the LA Metro gates look similar to the phone scanning devices common at airport terminal gates. These scanners are designed to read the current ticket stock and will be able to read the future ticket code from the mobile ticket app that riders will be able to download onto their phone. Thus far Metrolink is on track to launch the new ticket system in November.

In September, Metrolink executive staff notified the member agency CEOs and CFOs about increasing the FY 2015-16 Metrolink Operating Budget to enable entering into a lease million with Burlington Northern Santa Fe Railway Company (BNSF). The lease agreement would expand the Metrolink operating budget by approximately $20.1 million. Of that amount, VCTC's contribution would be approximately $1.35 million. This report is a receive and file item and the Commission may decide how to proceed discussing Metrolink's request to expand the operating budget.

In an abundance of caution related to safety management, it has recently been determined that there is need, at least temporarily, to place a locomotive in the lead position on all Metrolink trips, thus facilitating the need to enter a lease with BNSF for 40 locomotives that would be equipped with positive train control (PTC). The actions proposed to the Metrolink Board at their September 25, 2015 meeting were:

1) Decline to authorize the action and the increase in the Operating budget; or
2) Direct staff to develop further alternatives and return to the Board for further direction.

<u>LOSSAN</u>

During August the LOSSAN Board met to approve consultant services for their annual financial audit and they received a major marketing presentation from Amtrak. Currently Amtrak Corporate is going through a reassessment of the Amtrak brand and as a result several improvements listed below will enhance service on the Pacific Surfliner:

- **Customer Experience Program and Revenue Management:** Amtrak redesigned the website to enhance search and booking capabilities as well as optimize the website for mobile & tablet performance

- **Accessible Wi-Fi:** Beginning in fiscal year 16 Amtrak will test and deploy a replacement on-board wi-fi solution since the current solution is nearing end of life. Currently it is unknown when Pacific Surfliner trains will experience improved wi-fi however Amtrak is also evaluating satellite as potential wi-fi solution.

- **On-Board Information Systems: Amtrak** will retrofit 49 Pacific Surfliner cars in partnership with Caltrans to install on-board visual and audio monitors that relay train status information, emergency messaging, and local points of interest along with other on-board advertising. Installation is scheduled to require four years of completion.

August 2015 Metrolink Ridership

AVERAGE WEEKDAY PASSENGER TRIPS (INBOUND and OUTBOUND)
AUGUST 2015 vs. JULY 2015 (MONTH OVER MONTH)

MO/YR	Ventura County Line	System Grand Total	Metrolink Rail 2 Rail on Amtrak North of LA (weekday)
Aug-15	3,673	40,435	152
Jul-15	3,681	40,420	144
Change	*-0.22%*	*0.04%*	*5.5%*

AVERAGE WEEKDAY PASSENGER TRIPS (INBOUND and OUTBOUND)
JULY 2015 vs. JULY 2014 (YEAR OVER YEAR)

MO/YR	Ventura County Line	System Grand Total	Metrolink Rail 2 Rail on Amtrak North of LA (weekday)
Aug-15	3,673	40,435	152
Aug-14	3,431	39,617	175
Change	*7.5%*	*2.6%*	*-0.13%*

5 YEAR SNAPSHOT OF AVERAGE DAILY TOTAL BOARDINGS (INBOUND and OUTBOUND)

MO/YR	Ventura County Line	VC County Portion	System Grand Total	Average Daily Metrolink Monthly Passholders on Amtrak (weekday)
Aug-15	3,673	1,925	40,435	152
Aug-14	3,431	1,858	39,617	175
Aug-13	3,590	1,843	40,701	184
Aug-12	3,674	1,954	42,335	149
Aug-11	3,974	2,010	41,711	282

Item #8F

October 2, 2015

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

Federal Issues

As was mentioned in last month's report, the current short-term MAP-21 surface transportation bill extension has now been extended through October 29, 2015, and the Senate has passed a six-year bill, the "The Developing a Reliable and Innovative Vision for the Economy (DRIVE) Act." Given the other pressing issues including the need to pass an annual budget by the 30th to avoid a government shutdown, there has been little action so far in the House to consider DRIVE. Staff has now learned that the fund transfers approved as part of the MAP-21 extension are projected to provide sufficient Highway Trust Fund capacity through December, so given that the current authorization expiration is only a month away it appears increasingly likely that Congress will take the relatively easy step of approving an additional extension through December.

Recently the acting Federal Railroad Administrator, Sarah Feinberg, indicated that she would enforce the December 31, 2015 deadline for Positive Train Control (PTC) implementation that was established by the Rail Safety Improvement Act of 2008. Under this act, railroads are subject to fines for each day beyond the deadline that they have not implemented PTC. The American Association of Railroads has responded that virtually none of the freight railroads will meet the deadline, and as a result they may find it necessary to shut down many and possibly most of their rail lines to avoid the fine, should Congress not pass a bill to extend the deadline. As the Commission is aware, Metrolink expects to meet the deadline.

State Issues

Attachment A provides the monthly report of Delaney Hunter, the Commission's state lobbyist. At this time the regular legislative session has ended, but the special session regarding infrastructure technically remains open so it is possible that the Legislature could be reconvened to take action should the leadership reach an agreement.

Attachment B contains the status of bills being tracked by VCTC.

ATTACHMENT A

GONZALEZ, QUINTANA & HUNTER, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION
MONTHLY STATE ADVOCACY REPORT
SEPTEMBER 2015

Legislative Update

As the Legislature reconvened on August 17th, fiscal committees commenced for the following two weeks. Concluding this short period, on August 27th, the Assembly and the Senate voted on all of the bills that were held in suspense in their respective Appropriations Committees. August 28th was the final day for Appropriations Committees to meet, and the remaining two weeks of the legislative session consisted of lengthy Floor Sessions each day. Finally, the last day for any bills to be passed for the first year of the session was Friday, September 11, where the Legislature remained on the floor until after midnight. Ultimately, 941 bills passed through the Legislature and will be presented to the Governor. The Governor now has 30 days to sign or veto any legislation, which makes October 11th the final deadline for legislation to be approved.

While the regular session has come to an end for the year, the schedule for the Special Session on Transportation follows a different timeline. The Legislature can extend extra sessions beyond the regular session deadline, so it remains to be seen how the timeline and politics will pan out for the Transportation Session. The Senate continued to hold policy committee hearings on Transportation and Infrastructure Development, but the Assembly did not schedule any hearings. However, the Assembly did waive the rules to pass two placeholder bills straight to the Floor, in the event that a package with the Senate and Administration came together. Governor Brown also released a $3.6 billion transportation funding plan that represents a more modest to Senator Beall's $6 billion package, which are both described in more detail below. The Administration and leadership in both houses continued to have discussions on transportation funding, but ultimately, a deal was not reached. However, SBX1-4 (Beall) was moved to conference committee near the end of the regular legislative session to further the discussions and negotiations on developing a transportation package.

Budget

When the Legislature enacted the budget in July, there were a number of trailer bills that were not approved as part of the final package, including a Cap and Trade funding proposal. However, the Legislature was not able come to a compromise on cap and trade funding during the remaining weeks of the legislative session. This year's budget bill approved $30 million of Greenhouse Gas Reduction Funds to help keep existing cap and trade programs in operation, but the remaining 40 percent was still being negotiated by the Legislature. Until a concession is made and new cap and trade funding allocations are determined, the appropriations will continue to be based on the current formula.

There have been a few funding proposals addressing this issue that were introduced in the Transportation Special Session, but no concessions were made before the regular legislative session concluded. SBX1-8 by Senator Hill would increase the appropriations from Cap and Trade funds being allocated to the Transit and Intercity Rail Capital Program from 10 percent to 20 percent and the annual proceeds to the Low Carbon Transit Operations Program would increase from 5 percent to 10 percent. Another identical proposal to double the funding for transit projects is ABX1-7 by Assembly Member Nazarian that has been introduced on the Assembly side. GQ&H will continue to keep the Commission updated on the status and progression of any new or developing cap and trade funding proposals.

Extraordinary Session 1 - Transportation

The Transportation & Infrastructure Special Session has not yet resulted in a funding package. However, there have been continued discussions between the leadership of both Houses and the Administration, who are attempting to reach a compromise. SBX1-1 by Senator Beall is a $6 billion funding package that creates the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. SBX1-1 passed the Transportation Committee with 9 "aye" votes and 2 "no" votes, and will next be heard in the Senate Appropriations Committee, if the bill moves forward. However, Governor Brown also released a $3.6 billion proposal that would provide $1.8 billion to the state and another $1.8 billion to the local level. The Administration's proposal also includes a number of reforms and accountability measures, including project delivery and environmental streamlining, innovative procurement methods, and reforms at Caltrans related to workload and hiring. Specifically, Governor Brown's plan stabilizes the gas excise tax by eliminating the complicated adjustment process from the fuel tax swap and indexing it to inflation, spends $500 million a year from cap and trade funds, increases the excise tax on diesel fuel, and also adds a $65 per year highway user fee per vehicle. This proposal also calls for a constitutional protection for the increased revenues.

In addition, SCAX1-1 by Senator Huff is a constitutional amendment that would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure passed out of the Senate Transportation Committee on a 13 to 0 vote, and the bill now moves to the Appropriations Committee. It remains to be seen whether Governor Brown's or Senator Beall's proposals will be incorporated into a final funding package that is able to garner the necessary Republican votes. However, SBX1-4 by Senator Beall, currently void of content, was moved into conference committee in the final days of the regular session to leave the door open for negotiations to continue. The conference committee participants have yet to be determined. It also remains to be seen whether a compromise can be made between the Administration and Legislative Leadership, but we will remain involved and communicate any updates on the special session

VCTC Bill Tracking

AB 21 (Perea D) California Global Warming Solutions Act of 2006: scoping plan.
Status: 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2015)
Summary: Would require the State Air Resources Board in preparing its scoping plan to consult with specified state agencies regarding matters involving energy efficiency and the facilitation of the electrification of the transportation sector. This bill contains other related provisions and other existing laws.

AB 156 (Perea D) California Global Warming Solutions Act of 2006: disadvantaged communities.
Status: 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)
Summary: Current law requires the California Environmental Protection Agency to identify disadvantaged communities and requires the Department of Finance, in consultation with the State Air Resources Board and any other relevant state agency, to develop, as specified, a 3-year investment plan for the moneys deposited in the Greenhouse Gas Reduction Fund. Current law requires the 3-year investment plan to allocate a minimum of 25% of the available moneys in the fund to projects that provide benefits to disadvantaged communities. This bill would require the state board to prepare and post on its Internet Web site a specified report on the projects funded to benefit disadvantaged communities.

AB 162 (Rodriguez D) State highways: wrong-way driving.
Status: 7/15/2015-Chaptered by Secretary of State - Chapter 101, Statutes of 2015.
Summary: Would require the Department of Transportation, in consultation with the Department of the California Highway Patrol, to update a 1989 report on wrong-way driving on state highways to account for technological advancements and innovation, to include a review of methods studied or implemented by other jurisdictions and entities to prevent wrong-way drivers from entering state highways, and to provide a preliminary version of the report to specified legislative committees on or before December 1, 2015, and the final report on or before July 1, 2016.

AB 194 (Frazier D) High-occupancy toll lanes.
Status: 9/11/2015-Senate amendments concurred in. To Engrossing and Enrolling.
Summary: Current law authorizes a regional transportation agency, as defined, in cooperation with the Department of Transportation to apply to the California Transportation Commission to develop and operate high-occupancy toll (HOT) lanes. This bill would authorize a regional transportation agency or the department to apply to the commission to develop HOT lanes and other toll facilities, as specified, and would delete the January 1, 2012, deadline for HOT lane applications and remove the existing limitation on the number of facilities that may be approved.

AB 323 (Olsen R) California Environmental Quality Act: exemption: roadway improvement.
Status: 7/6/2015-Chaptered by Secretary of State - Chapter 52, Statutes of 2015.
Summary: The California Environmental Quality Act (CEQA), until January 1, 2016, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements. This bill would extend the above exemption to January 1, 2020.

AB 464 (Mullin D) Transactions and use taxes: maximum combined rate.
Status: 8/17/2015-Vetoed by the Governor
Summary: Current law authorizes cities and counties, and, if specifically authorized, other local governmental entities, subject to certain limitations and approval requirements, to levy a transactions and use tax for general purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law, including a requirement that the combined rate of all taxes imposed in accordance with that law in the county not exceed 2%. This bill would increase that maximum combined rate to 3%.

AB 1030 (Ridley-Thomas D) California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.
Status: 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)
Summary: Current law requires moneys in the Greenhouse Gas Reduction Fund to be used to facilitate the reduction of greenhouse gas emissions and, where applicable and to the extent feasible, to foster job creation by promoting in-state greenhouse gas emissions reduction projects carried out by California workers and businesses. This bill would require priority be given to projects involving hiring that support the targeted training and hiring of workers from disadvantaged communities for career-track jobs.

AB 1171 (Linder R) Construction Manager/General Contractor method: regional transportation agencies: projects on expressways.
Status: 9/3/2015-Ordered to Engrossing and Enrolling.
Summary: Would authorize regional transportation agencies, as defined, to use the Construction Manager/General Contractor project delivery method, as specified, to design and construct certain expressways that are not on the state highway system if: (1) the expressways

are developed in accordance with an expenditure plan approved by voters, (2) there is an evaluation of the traditional design-bid-build method of construction and of the Construction Manager/General Contractor method, and (3) the board of the regional transportation agency adopts the method in a public meeting.

AB 1250 (Bloom D) Vehicles: buses: axle weight.
Status: 9/11/2015- To Engrossing and Enrolling.
Summary: Current law, operative January 1, 2016, provides that the gross weight on any one axle of a bus shall not exceed 20,500 pounds. Current law exempts from this limitation a transit bus procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2013. A violation of this provision is a crime. This bill would exempt from the weight limitation transit buses procured through a solicitation process pursuant to which a solicitation was issued before January 1, 2016.
Position: SUPPORT

ABX1 1 (Alejo D) Transportation funding.
Status: 6/24/2015- Introduced.
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. This bill contains other related provisions and other current laws.
Position: SUPPORT

ABX1 2 (Perea D) Transportation projects: comprehensive development lease agreements.
Status: 6/26/2015- Introduced.
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. 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.

ABX1 3(Frazier D) Transportation funding.
Status: 9/10/2015-Assembly refused to concur in Senate amendments. To Conference Committee.
Summary: Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent,

sustainable sources of transportation funding to maintain and repair highways, local roads, bridges, and other critical infrastructure.

ABX1 4(Frazier D) Transportation funding.
Status: 9/3/2015-Referred to Com. on RLS.
Summary: Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

ABX1 5(Hernández, Roger D) Income taxes: credits: low-income housing: farmworker housing assistance.
Status: 7/17/2015- Introduced.
Summary: Would, under the insurance taxation law, the Personal Income Tax Law, and the Corporation Tax Law, modify the definition of applicable percentage relating to qualified low-income buildings that are farmworker housing projects, as provided. The bill would authorize the California Tax Credit Allocation Committee to allocate that credit even if the taxpayer receives specified federal and state credits or only state credits. The bill would increase the amount the committee may allocate to farmworker housing projects from $500,000 to $25,000,000 per year.

ABX1 6(Hernández, Roger D) Affordable Housing and Sustainable Communities Program.
Status: 7/17/2015- Introduced.
Summary: Current law continuously appropriates 20% of the annual proceeds of the Greenhouse Gas Reduction Fund to the Affordable Housing and Sustainable Communities Program, administered by the Strategic Growth Council, to reduce greenhouse gas emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development and that support other related and coordinated public policy objectives. This bill would require 20% of moneys available for allocation under the program to be allocated to eligible projects in rural areas, as defined.

ABX1 7 (Nazarian D) Public transit: funding.
Status: 7/17/2015- Introduced.
Summary: Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.

ABX1 8(Chiu D) Diesel sales and use tax.
Status: 7/17/2015- Introduced.
Summary: Would, effective July 1, 2016, increase the additional sales and use tax rate on diesel fuel to 5.25%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. This bill contains other related provisions.

ABX1 9(Levine D) Richmond-San Rafael Bridge.
Status: 8/18/2015- Introduced.
Summary: Would require the Department of Transportation, immediately, or as soon as practically feasible, but no later than September 30, 2015, to implement an operational improvement project that temporarily restores the third eastbound lane on State Highway Route 580 from the beginning of the Richmond-San Rafael Bridge in the County of Marin to Marine Street in the County of Contra Costa to automobile traffic and that temporarily converts a specified portion of an existing one-way bicycle lane along the north side of State Highway Route 580 in the County of Contra Costa into a bidirectional bicycle and pedestrian lane.

ABX1 10 (Levine D) Public works: contracts: extra compensation.
Status: 8/20/2015- Introduced.
Summary: Would provide that a state entity in a megainfrastructure project contract, as defined, may not provide for the payment of extra compensation to the contractor until the megainfrastructure project, as defined, has been completed and an independent third party has verified that the megainfrastructure project meets all architectural or engineering plans and safety specifications of the contract. This bill would apply to contracts entered into or amended on or after the effective date of this bill.

ABX1 11 (Gray D) Transportation projects: County of Merced: campus parkway project.
Status: 8/21/2015- Introduced.
Summary: Current law provides various sources of funding for transportation projects. This bill would appropriate $97,600,000 from the General Fund to the Merced County Association of Governments for construction of phase 2 and 3 of the Campus Parkway Project, a planned road project to connect the University of California, Merced to State Highway 99, in the County of Merced.

ABX1 12 (Nazarian D) Los Angeles County Metropolitan Transportation Authority.
Status: 8/27/2015- Introduced.
Summary: Would authorize the Los Angeles County Metropolitan Transportation Authority to enter into agreements with private entities for certain transportation projects in Los Angeles County, including on the state highway system, subject to various terms and requirements. The bill would authorize the authority to impose tolls and user fees for use of those projects. This bill contains other related provisions.

ABX1 13 (Grove R) Greenhouse Gas Reduction Fund: streets and highways.
Status: 9/1/2015- Introduced.
Summary: Would reduce the continuous appropriation to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program by half. This bill contains other related provisions.

ABX1 14 (Waldron R) State Highway Operation and Protection Program: local streets and roads: appropriation.
Status: 9/1/2015- Introduced.
Summary: Would continuously appropriate $1 billion from the General Fund, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by a specified formula for street and road purposes.

ABX1 15 (Patterson R) State Highway Operation and Protection Program: local streets and roads: appropriation.
Status: 9/1/2015- Introduced.
Summary: Would reduce the $663,287,000 appropriation for Capital Outlay Support by $500 million, and would appropriate $500 million from the State Highway Account for the 2015-16 fiscal year, with 50% to be made available to the Department of Transportation for maintenance of the state highway system or for purposes of the State Highway Operation and Protection Program, and 50% to be made available to the Controller for apportionment to cities and counties by formula for street and road purposes. This bill contains other existing laws.

ABX1 16 (Patterson R) State highways: transfer to local agencies: pilot program.
Status: 9/1/2015- Introduced.
Summary: Would require the Department of Transportation to participate in a pilot program over a 5-year period under which 2 counties, one in northern California and one in southern California, are selected to operate, maintain, and make improvements to all state highways, including freeways, in the affected county. The bill would require the department, with respect to those counties, for the duration of the pilot program, to convey all of its authority and responsibility over state highways in the county to a county, or a regional transportation agency that has jurisdiction in the county.

ABX1 17 (Achadjian R) Greenhouse Gas Reduction Fund: state highway operation and protection program.
Status: 9/1/2015- Introduced.
Summary: Current law continuously appropriates 60% of the annual proceeds of the Greenhouse Gas Reduction Fund for transit, affordable housing, sustainable communities, and high-speed rail purposes. This bill, beginning in the 2016-17 fiscal year, would continuously appropriate 25% of the annual proceeds of the fund to fund projects in the state highway operation and protection program.

ABX1 18 (Linder R) Vehicle weight fees: transportation bond debt service.
Status: 9/1/2015- Introduced.
Summary: Would, notwithstanding these provisions or any other law, effective January 1, 2016, prohibit weight fee revenue from being transferred from the State Highway Account to the Transportation Debt Service Fund or to the Transportation Bond Direct Payment Account, and from being used to pay the debt service on transportation general obligation bonds.

ABX1 19 (Linder R) California Transportation Commission.
Status: 9/1/2015- Introduced.
Summary: Would exclude the California Transportation Commission from the Transportation Agency and establish it as an entity in the state government. The bill would also make conforming changes.

ABX1 20 (Gaines, Beth R) State government: elimination of vacant positions: transportation: appropriation.
Status: 9/1/2015- Introduced.
Summary: Current law establishes the Department of Human Resources in state government to operate the state civil service system. This bill would require the department to eliminate 25% of the vacant positions in state government that are funded by the General Fund. This bill contains other related provisions and other current laws.

ABX1 21 (Obernolte R) Environmental quality: highway projects.
Status: 9/1/2015- Introduced.
Summary: Would prohibit a court in a judicial action or proceeding under CEQA from staying or enjoining the construction or improvement of a highway unless it makes specified findings.

ABX1 22 (Patterson R) Design-build: highways.
Status: 9/2/2015- Introduced.
Summary: Would authorize the Department of Transportation to utilize design-build procurement on an unlimited number of projects and would require the department to contract with consultants to perform construction inspection services for those authorized projects. The bill would eliminate the requirement that the department perform the construction inspection services for the projects on or interfacing with the state highway system.

ABX1 23 (Garcia, Eduardo D) Transportation.
Status: 9/5/2015- Introduced.
Summary: Would, by January 1, 2017, require the California Transportation Commission to establish a process whereby the Department of Transportation and local agencies receiving funding for highway capital improvements from the State Highway Operation and Protection Program or the State Transportation Improvement Program prioritize projects that provide meaningful benefits to the mobility and safety needs of disadvantaged community residents, as specified.

ABX1 24 (Levine D) Bay Area Transportation Commission: election of commissioners.
Status: 9/11/2015-Read first time. To print.
Summary: Would, effective January 1, 2017, redesignate the Metropolitan Transportation Commission as the Bay Area Transportation Commission. The bill would require commissioners to be elected by districts comprised of approximately 750,000 residents. The bill would require each district to elect one commissioner, except that a district with a toll bridge, as defined, within the boundaries of the district would elect 2 commissioners. The bill would require commissioner elections to occur in 2016, with new commissioners to take office on January 1, 2017.

ACA 4 (Frazier D) Local government transportation projects: special taxes: voter approval.
Status: 8/27/2015-In committee: Hearing postponed by committee.
Summary: Would provide that the imposition, extension, or increase of a sales and use tax imposed pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or a transactions and use tax imposed in accordance with the Transactions and Use Tax Law by a county, city, city and county, or special district for the purpose of providing funding for local transportation projects, as defined, requires the approval of 55% of its voters voting on the proposition. The measure would also make conforming and technical, nonsubstantive changes.
Position: SUPPORT

SB 9 (Beall D) Greenhouse Gas Reduction Fund: Transit and Intercity Rail Capital Program.
Status: 9/10/2015-Enrolled and presented to the Governor at 3:30 p.m.
Summary: Would modify the purpose of the Transit and Intercity Rail Capital Program to delete references to operational investments and instead provide for the funding of transformative capital improvements, as defined, that will modernize California's intercity, commuter, and urban rail systems and bus and ferry transit systems to achieve certain policy objectives, including reducing emissions of greenhouse gases, expanding and improving transit services to increase ridership, and improving transit safety.

SB 16 (Beall D) Transportation funding.
Status: 9/9/2015-Ordered to inactive file on request of Senator Beall.
Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would provide for the program to be authorized every 5 years by the Legislature, and would provide that authorization for the 2015-16 through 2019-20 fiscal years. The bill would require the California Transportation Commission to identify the estimated funds to be available for the program and adopt performance criteria to ensure efficient use of the funds.
Position: SUPPORT

SB 32 (Pavley D) California Global Warming Solutions Act of 2006.
Status: 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was NAT. RES. on 9/10/2015)
Summary: Would require the State Air Resources Board to approve a statewide greenhouse gas emissions limit that is equivalent to 40% below the 1990 level to be achieved by 2030. The bill

also would state the intent of the Legislature for the Legislature and appropriate agencies to adopt complementary policies that ensure the long-term emissions reductions advance specified criteria. This bill contains other related provisions and other existing laws.

SB 64 (Liu D) California Transportation Plan.
Status: 9/8/2015-Enrolled and presented to the Governor at 4:30 p.m.
Summary: The California Transportation Commission is required to adopt and submit to the Legislature, by December 15 of each year, an annual report summarizing the commission's prior-year decisions in allocating transportation capital outlay appropriations, and identifying timely and relevant transportation issues facing the state. This bill would require that the annual report also include specific, action-oriented, and pragmatic recommendations for legislation to improve the transportation system.

SB 254 (Allen D) State highways: relinquishment.
Status: 7/17/2015-Failed Deadline pursuant to Rule 61(a)(10). (Last location was TRANS. on 6/15/2015)
Summary: Current law provides for the California Transportation Commission to relinquish to local agencies state highway segments that have been deleted from the state highway system by legislative enactment or have been superseded by relocation, and in certain other cases. This bill would revise and recast these provisions to delete the requirement that the portion to be relinquished be deleted from the state highway system by legislative enactment or superseded by relocation.

SB 257 (Bates R) Vehicles: Gold Star Family license plates.
Status: 8/28/2015-Failed Deadline pursuant to Rule 61(a)(11). (Last location was APPR. on 8/27/2015)
Summary: Would, commencing January 1, 2017, require the DMV to issue Gold Star Family license plates as environmental license plates if the requester pays specified environmental license plate fees and specialized license plate fees. The bill would direct the revenue generated from the environmental license plate fees to be deposited into the Motor Vehicle Account within the State Transportation Fund until the DMV's upfront cost of implementing this program is covered. The bill would then direct this revenue to be deposited into the Veterans Service Office Fund.

SB 321 (Beall D) Motor vehicle fuel taxes: rates: adjustments.
Status: 9/11/2015-Failed Deadline pursuant to Rule 61(a)(14). (Last location was INACTIVE FILE on 9/11/2015)
Summary: Would, for the 2016- 17 fiscal year and each fiscal year thereafter, require the State Board of Equalization on March 1 of the fiscal year immediately preceding the applicable fiscal year, as specified, to adjust the rate in a manner as to generate an amount of revenue equal to the amount of revenue loss attributable to the exemption, based on estimates made by the board that reflect the combined average of the actual fuel price over the previous 4 fiscal years and the estimated fuel price for the current fiscal year, and continuing to take into account

adjustments required by existing law to maintain revenue neutrality for each year. This bill contains other existing laws.
Position: SUPPORT

SB 348 (Galgiani D) California Environmental Quality Act: exemption: railroad crossings.
Status: 8/7/2015-Chaptered by Secretary of State - Chapter 143, Statutes of 2015.
Summary: CEQA exempts from its requirements railroad grade separation projects that eliminate existing grade crossings or that reconstruct existing grade separations. CEQA authorizes a lead agency, if it determines that a project is exempt from the requirements of CEQA, to file a notice of exemption with specific public entities. This bill would require a lead agency, if it determines that the above exemption applies to a project that the agency approves or determines to carry out, to file a notice of exemption with the Office of Planning and Research and, in the case of a local agency, with the county clerk in each affected county.

SB 491 (Committee on Transportation and Housing) Transportation: omnibus bill.
Status: 9/3/15 Enrolled and presented to the Governor at 10 a.m.
Summary: Current law, in the area under the jurisdiction of the Bay Area Air Quality Management District, requires at least 40% of fee revenues to 9/3/2015-Enrolled and presented to the Governor at 10 a.m.be proportionately allocated to each county within the district, and requires an entity receiving these revenues, at least once a year, to hold one or more public meetings for the purpose of adopting criteria for expenditure of the funds and to review those expenditures. This bill would instead, at least once a year, require one or more public meetings to adopt criteria for expenditure of funds, if the criteria have been modified from the previous year, and one or more public meetings to review those expenditures.

SB 508 (Beall D) Transportation funds: transit operators: pedestrian safety.
Status: 9/3/2015-Enrolled and presented to the Governor at 5:45 p.m.
Summary: Would delete the requirement for transit operators to maintain higher farebox requirements based on the 1978-79 fiscal year. The bill would exempt additional categories of expenditures from the definition of "operating cost" used to determine compliance with required farebox ratios, including, among others, certain fuel, insurance, and claims settlement cost increases beyond the change in the Consumer Price Index.
Position: SUPPORT

SB 719 (Hernandez D) Department of Transportation: motor vehicle technologies testing.
Status: 8/10/2015-Chaptered by Secretary of State - Chapter 163, Statutes of 2015.
Summary: Current law establishing rules of the road for the operation of a vehicle on state highways and roads require motor vehicles being driven outside of a business or residence district in a caravan or motorcade, whether or not towing other vehicles, to be operated so as to allow sufficient space and in no event less than 100 feet between each vehicle or combination of vehicles so as to enable any other vehicle to overtake or pass. This bill would authorize the Department of Transportation, in coordination with the Department of the California Highway Patrol, to conduct testing of technologies that enable drivers to safely

operate motor vehicles with less than 100 feet between each vehicle or combination of vehicles and would exempt motor vehicles participating in this testing from the above-described rule.

SBX1 1 (Beall D) Transportation funding.
Status: 9/1/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.
Summary: Would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system and for other specified purposes. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund.
Position: SUPPORT

SBX1 2 (Huff R) Greenhouse Gas Reduction Fund.
Status: 9/1/2015-SEN. T. & I.D. Vote - Do pass, but re-refer to the Committee on Appropriations. (AYES 3. NOES 9.) (FAIL)
Summary: Would provide that those annual proceeds shall be appropriated by the Legislature for transportation infrastructure, including public streets and highways, but excluding high-speed rail. This bill contains other existing laws.

SBX1 3 (Vidak R) Transportation bonds: highway, street, and road projects.
Status: 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).
Summary: Would provide that no further bonds shall be sold for high-speed rail purposes pursuant to the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century, except as specifically provided with respect to an existing appropriation for high-speed rail purposes for early improvement projects in the Phase 1 blended system. The bill, subject to the above exception, would require redirection of the unspent proceeds from outstanding bonds issued and sold for other high-speed rail purposes prior to the effective date of these provisions, upon appropriation, for use in retiring the debt incurred from the issuance and sale of those outstanding bonds.

SBX1 4 (Beall D) Transportation funding.
Status: 9/10/2015-Senate refused to concur in Assembly amendments. (Ayes 1. Noes 39.) Ordered to Conference Committee.
Summary: Current law requires the Department of Transportation to improve and maintain the state's highways, and establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact statutory changes to establish permanent, sustainable sources of transportation funding to maintain and repair the state's highways, local roads, bridges, and other critical transportation infrastructure.

SBX1 5 (Beall D) Transportation funding.
Status: 9/1/2015-In Assembly. Read first time. Held at Desk.
Summary: Current law establishes various programs to fund the development, construction, and repair of local roads, bridges, and other critical transportation infrastructure in the state. This bill would declare the intent of the Legislature to enact legislation to establish permanent, sustainable sources of transportation funding to improve the state's key trade corridors and support efforts by local governments to repair and improve local transportation infrastructure.

SBX1 6 (Runner R) Greenhouse Gas Reduction Fund: transportation expenditures.
Status: 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).
Summary: Would delete the continuous appropriations from the Greenhouse Gas Reduction Fund for the high-speed rail project, and would prohibit any of the proceeds from the fund from being used for that project. The bill would continuously appropriate the remaining 65% of annual proceeds of the fund to the California Transportation Commission for allocation to high-priority transportation projects, as determined by the commission, with 40% of those moneys to be allocated to state highway projects, 40% to local street and road projects divided equally between cities and counties, and 20% to public transit projects.

SBX1 7 (Allen D) Diesel sales and use tax.
Status: 9/3/2015-Read second time and amended. Re-referred to Com. on APPR.
Summary: Would restrict expenditures of revenues from the July 1, 2016, increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements. This bill contains other related provisions and other existing laws.

SBX1 8 (Hill D) Public transit: funding.
Status: 9/2/2015-From committee: Do pass and re-refer to Com. on APPR. (Ayes 8. Noes 0.) (September 1). Re-referred to Com. on APPR.
Summary: Current law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. This bill would instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program, and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation. This bill contains other current laws.

SBX1 9 (Moorlach R) Department of Transportation.
Status: 9/14/2015-Returned to Secretary of Senate pursuant to Joint Rule 62(a).
Summary: Current law creates the Department of Transportation with various powers and duties relative to the state highway system and other transportation programs. This bill would prohibit the department from using any nonrecurring funds, including, but not limited to, loan repayments, bond funds, or grant funds, to pay the salaries or benefits of any permanent civil

service position within the department. This bill contains other related provisions and other current laws.

SBX1 10 (Bates R) Regional transportation capital improvement funds.
Status: 9/9/2015-September 8 hearing: Testimony taken. Hearing postponed by committee.
Summary: Current law requires funds available for regional projects to be programmed by the California Transportation Commission pursuant to the county shares formula, under which a certain amount of funding is available for programming in each county, based on population and miles of state highway. Current law specifies the various types of projects that may be funded with the regional share of funds to include state highways, local roads, transit, and others. This bill would revise the process for programming and allocating the 75% share of state and federal funds available for regional transportation improvement projects.

SBX1 11 (Berryhill R) Environmental quality: transportation infrastructure.
Status: 9/4/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & I.D.
Summary: The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report (EIR) on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. This bill would exempt from these CEQA provisions a project that consists of the inspection, maintenance, repair, restoration, reconditioning, relocation, replacement, or removal of existing transportation infrastructure if certain conditions are met, and would require the person undertaking these projects to take certain actions.

SBX1 12 (Runner R) California Transportation Commission.
Status: 8/20/2015-Read second time and amended. Re-referred to Com. on APPR.
Summary: Would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes. This bill contains other related provisions and other existing laws.

SBX1 13 (Vidak R) Office of the Transportation Inspector General.
Status: 9/3/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on APPR.
Summary: 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 build capacity for self-correction into the government itself and to ensure that all state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws.

SBX1 14 (Cannella R) Transportation projects: comprehensive development lease agreements.
Status: 8/17/2015-August 19 set for first hearing canceled at the request of author.
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. 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.

SCA 5 (Hancock D) Local government finance.
Status: 7/16/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on GOV. & F.
Summary: Would exempt from taxation for each taxpayer an amount up to $500,000 of tangible personal property used for business purposes. This measure would prohibit the Legislature from lowering this exemption amount or from changing its application, but would authorize it to be increased consistent with the authority described above. This measure would provide that this provision shall become operative on January 1, 2019. This bill contains other related provisions and other existing laws.

SCA 7 (Huff R) Motor vehicle fees and taxes: restriction on expenditures.
Status: 5/28/2015-From committee with author's amendments. Read second time and amended. Re-referred to Com. on T. & H.
Summary: Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also provide that none of those revenues may be pledged or used for the payment of principal and interest on bonds or other indebtedness.

SCAX1 1 (Huff R) Motor vehicle fees and taxes: restriction on expenditures.
Status: 9/9/2015-From committee: Be adopted and re-refer to Com. on APPR. (Ayes 13. Noes 0.) (September 8). Re-referred to Com. on APPR.
Summary: Would prohibit the Legislature from borrowing revenues from fees and taxes imposed by the state on vehicles or their use or operation, and from using those revenues other than as specifically permitted by Article XIX. The measure would also prohibit those revenues from being pledged or used for the payment of principal and interest on bonds or other indebtedness. This bill contains other related provisions and other existing laws.

ATTACHMENT B

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY September 22, 2015			
BILL/AUTHOR	**SUBJECT**	**POSITION**	**STATUS**
AB 194 Frazier	Removes limitation on the number of toll lanes the California Transportation Commission can approve.	Watch	Passed Senate 27-10. To Governor.
AB 1250 Bloom	Extends the bus axle weight exemption.	Support	Passed Senate 40-0. To Governor.
AB X1-1 Alejo	Provides various transportation revenue enhancements including a prohibition on spending truck weight fees on transportation bond debt service.	Support	No action.
SB 321 Beall	Modifies the gas tax adjustment process to reduce fluctuations.	Support	Passed Assembly 80-0. Failed to receive Senate concurrence with amendments.
SB 508 Beall	Provides flexibility regarding transit cost and farebox ratio requirements.	Support	Passed Assembly 31-9. To Governor.
SB X1-1 Beall	Increases fuel taxes and vehicle fees to raise $3.5 billion annually for transportation over five years.	Support	In Senate Appropriations Committee.

Item # **8G**

October 2, 2015

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **AARON BONFILIO, PROGRAM MANAGER**

SUBJECT: **APPROVE AMENDMENT TO THE VCTC INTERCITY TRANSIT SERVICES PROGRAM BUDGET PURSUANT TO THE APPROVED INTERIM AGREEMENT WITH ROADRUNNER MANAGEMENT SERVICES, INC.**

RECOMMENDATION:

- Approve amendment to the VCTC Intercity Services budget, by increasing the Contract Services line item by $415,577, from $7,230,000 to $7,645,577, and, by increasing the Legal Services line item by $50,000, from $10,000 to $60,000, and by correspondingly increasing the State Transit Assistance (STA) Fund Transfer revenues line item by $465,577 from $3,757,187 to $4,222,764; and, to amend the VCTC STA budget by increasing the STA Fund Transfer expenditures by $465,577.

BACKGROUND:

At the September 11, 2015 Commission meeting, an interim agreement between VCTC and Roadrunner Management Services, Inc. (Roadrunner), was approved which temporarily adjusted the rates paid to Roadrunner for operation and maintenance of the VCTC Intercity transit service. The term of the interim agreement is six-months, from August 1, 2015 to January 31, 2016. The interim agreement provides temporary adjustment to the two monthly charges included in the nine-year VCTC Intercity transit services agreement, the “Fixed Fee” and the “Gate to Gate” fee. The adjusted rate schedule is as follows:

Month	Maximum Fixed Fee Adjustment	Maximum Gate to Gate Adjustment
August 2015	$31,407	$37,820
September 2015	$31,450	$37,820
October 2015	$31,450	$37,820
November 2015	$31,450	$37,820
December 2015	$31,450	$37,820
January 2016	$31,450	$37,820
Subtotal	$188,657	$226,920
Total		**$415,577**

Additionally staff recommends that the Commission approve the increase to the Legal Services line item by $50,000 for incurred and expected legal expense.

By increasing the funding and expenditures by the recommended $465,577, the total program budget will increase from $8,152,872 to $8,618,449 for the fiscal year.

The following funding and expenditures tables reflect the recommended budget amendment:

FUNDING

Funding Source	Current	*Recommended*	Change +/-
FTA 5307 and 5339	$1,475,120	*$1,475,120*	*$0*
STA Fund Transfer	$3,757,187	*$4,222,764*	*$465,577*
Prop 1B Carry-over	$469,972	$469,972	*$0*
Local Contribution	$1,105,593	*$1,105,593*	*$0*
Local Fee - CSUCI	$35,000	$35,000	*$0*
Local Fee - Farebox	$1,310,000	$1,310,000	*$0*
TOTAL FUNDING	**$8,152,872**	**$8,618,449**	***$465,577***

EXPENDITURES

	Current	*Recommended*	Change +/-
Salaries	$164,000	*$164,000*	*$0*
Fringe and Tax Allocation	$88,600	*$88,600*	*$0*
Indirect Cost Allocation	$134,800	*$134,800*	*$0*
Communications Wi-Fi	$20,000	*$20,000*	*$0*
Mileage	$2,500	*$2,500*	*$0*
Postage	$200	*$200*	*$0*
Printing	$800	*$800*	*$0*
Training	$1,750	*$1,750*	*$0*
Travel and Conferences	$5,600	*$5,600*	*$0*
Bank Fees	$4,000	*$4,000*	*$0*
Business Meals	$300	*$300*	*$0*
Supplies and Materials	$350	*$350*	*$0*
Consultant Services	$20,000	*$20,000*	*$0*
Legal Services	$10,000	*$60,000*	*$50,000*
On-board Monitoring Video System	$469,972	*$469,972*	*$0*
Contract Services	$7,230,000	***$7,645,577***	*$415,577*
TOTAL EXPENDITURES	**$8,152,872**	**$8,618,449**	***$465,577***

Item #8H

October 2, 2015

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DARREN M. KETTLE, EXECUTIVE DIRECTOR

SUBJECT: PERSONNEL POLICIES AND PROCEDURES UPDATES

RECOMMENDATION:

- Approve Updates to the Personnel Policies and Procedures Manual.

BACKGROUND:

The Commission previously adopted rules and regulations in 2000, entitled Resolution No: 00-07: A resolution of the Ventura County Transportation Commission establishing a Personnel Procedures and Polices Code for the Ventura County Transportation Commission. The Commission adopted an updated version of that document, entitled, Personnel Policies and Procedures in March of 2011.

The Personnel Policies and Procedures document has not been updated since 2011. Significant new federal and state laws have been passed which need to be incorporated in the manual. The changes also reflect past Commission action, auditor's recommendations, and general clarification of VCTC practices. VCTC's legal counsel has reviewed the changes and VCTC staff members have had an opportunity for review, as well.

Attached is a summary of the highlighted (tracked) changes and the reason for the recommended language changes. The manual will continue to be updated to reflect legal and operational changes as needed and brought to the Commission once a year or as appropriate with changes highlighted.

I recommend approval of the listed changes to the Personnel Policies and Procedures Manual.

The following items are the key changes to VCTC's Personnel Policies and Procedures. Minor typing errors and formatting corrections are included in the final document but not listed below:

Reason for change: Revisions to CalPERS law

2.21.6 Intern: A full-time or part-time student enrolled in a high school, college-level degree program, or graduate-level degree program and may work up to ~~999~~ 960 hours per fiscal year without being enrolled in the retirement system. Should the intern work more than 960 per fiscal year, such intern shall be enrolled in the retirement system. Interns are only eligible for legally mandated benefits, and are not eligible for regular employee health and welfare benefits.

Reason for change: Revisions to CalPERS law

2.21.11 Regular Part-time Employee: A part-time employee has an annual work schedule of between ~~1040~~ 961 hours and 1819 hours, including any paid time off, if eligible for such.

Reason for change: Revisions to CalPERS law

2.21.12 Temporary Employee: Is a VCTC employee who is hired for a particular project or a job of limited or definite duration, and does not exceed ~~999~~ 960 hours in a paid status in any fiscal year. A temporary employee shall not be entitled to the rights or benefits of full-time or part-time employees, except as expressly agreed to in writing by the executive director.

Reason for change: Clarification of VCTC policy

6.5.3 Salary Increases After 6 Months of Employment: Employees may be eligible for merit increase 6 months after the initial appointment, provided that the employee's performance and work habits merit the increase. Advancement to another point~~s~~ on the specific salary range may be made after 12 months of service at each successive salary increase, provided that the employee's performance and work habits merit the increase, as determined by the executive director. Merit increases will be effective on the first full payperiod after the employee's 6 month anniversary date.

7.2.2 Annual Compensation Review: Any salary adjustments must be consistent with the salary schedule for the applicable classification that is submitted as part of the annual budget process and must be as a result of an evaluation~~, to become effective July 1~~. ~~Any salary adjustments for employees working less than one year prior to the June evaluation shall be prorated as determined solely by the executive director.~~

Reason for change: Revisions to CalPERS law

8.4 Retirement: All regular full-time and regular part-time VCTC employees shall participate in the Public Employees' Retirement System and shall be governed by its rules and regulations. Employee's retiring from VCTC and eligible for concurrent retirement with CalPERS have the following benefits:

8.4.1 Retirement Formula: The retirement formula benefit for employees hired prior to 1/1/2013 and for non-new members as defined by the Public Employees' Pension Reform Act of 2013 ("PEPRA") hired on or after 1/1/2013 ~~employees~~ is 2% at age 60. "New members" as defined by PEPRA are enrolled in a 2% at 62 formula and are subject to all requirements of PEPRA. This includes, without limitation, the equal sharing and contribution requirements in Section 7522.30 (a) and (c).

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8.4.3 Single Highest Year: "CalPERS Classic" e~~E~~mployees -may choose any single 12-month consecutive period in which to base their retirement calculations. "CalPERS non-Classic" e~~E~~mployees hired after 01/01/2013 are subject to a three-year final compensation benefit, consistent with the Pension Reform Act of 2012.

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Reason for change: Reflects prior VCTC Commission action

8.4.4 Employer Paid Member Contribution (EPMC): VCTC pays the "CalPERS Classic" employee's portion of the retirement contribution for employees hired prior to 05/01/2015 as well as the employer's portion. "CalPERS Classic" e~~E~~mployees hired after 05/01/2015 are required to pay the full employee's portion of the retirement contribution, regardless of prior CalPERS membership and service. "CalPERS non-Classic" employees hired after 01/01/2013 are required to pay the employee's portion of the retirement contribution, consistent with the Pension Reform Act of 2012.

Reason for change: Reflects prior VCTC Commission action

8.5 Group Health Insurances: These insurances are subject to the terms and conditions of the specific benefit plans.

8.5.1 Insurance Premium: Employees and their eligible dependents shall be provided the minimum PERS medical insurance premium as required by PEMCHA. In addition, VCTC will pay the difference between the minimum PERS medical insurance premium and the full insurance costs for themselves and eligible dependents, with no premium costs to employees.

8.6 Retiree Medical Benefits: Those employees hired prior to 7/1/2010 are eligible for full individual medical insurance premiums. VCTC pays the minimum PERS medical insurance contribution for each employee and the difference between the minimum PERS medical insurance contribution and the individual medical insurance premiums. ~~for employees post retirement on the following basis: For those hired prior to 7/1/2010 are eligible for full individual medical insurance premiums not including any retiree's individual Medicare contribution.~~ Those employees hired 7/1/2010 or later are eligible for only the minimum PERS medical insurance premium contributions not including any retiree's individual Medicare contribution. VCTC does not provide any other post-retirement benefits.

Reason for change: Clarification of leave policy

9.9.10 Extended Absences: Absences that qualify for state disability insurance, job-incurred disability insurance, or long-term disability must have the required documents of a physician's certification that the employee is unable to work and a request for unpaid leave submitted to the executive director for review, approval, and appropriate processing. Employees on extended absences must keep their supervisor informed of their status and their expected return-to-work date. Employees on extended or intermittent absences who do not qualify for FMLA-related leave shall pay the pro-rated costs of their insurance coverage for any absence period that is not covered by FMLA.

Reason for change: Revisions to State law

10.2.9 Sick Leave: Regular full-time, ~~and~~ regular part-time employees, and as of July 1, 2015 eligible temporary employees as described in these Policies and Procedures shall be provided sick leave, which is available only for the actual illness or injury of an employee. Employees shall not be entitled to sick leave as a matter of right, but only in accordance with the provisions of law and VCTC policies. Sick leave is accrued at 8 hours per month for full-time employees. Eligible part-time employees accrue on a pro-rated basis. Unused sick leave may be accrued without limit. The supervisor is responsible to track and follow up on sick leave absences. Generally the supervisor shall receive from the employee a verification by a health care provider of the employee's need for sick leave after 3 days of absence. However, the supervisor may request, in his/her discretion, that the employee produce a certificate issued by a health care provider or other satisfactory proof of illness for any absence of any length or before sick leave is granted. In addition, the executive director may also direct an employee to attend a physical examination by a VCTC-retained licensed physician, at VCTC expense, to ascertain whether the employee is fit to perform the duties of his/her position.

Eligible temporary employees who work at least 30 days per year will be provided 3 days (24 hours) of sick leave on their first day of employment to use during their first year of employment. Temporary employee unused sick days will not carry over to subsequent years, but eligible temporary employees will be provided 3 days (24 hours) of sick leave on each anniversary date of their employment.

10.2.9.4 Unused Sick Leave: Sick leave for permanent employees may ~~be~~ accrue~~d~~ without limit. Temporary employee unused sick leave expires at the end of each year of the temporary employee's employment. An employee shall not receive payment for unused accumulated sick leave upon separation of employment or retirement.

Reason for change: Clarification of leave year calculations

10.4.1.1 Duration: Generally family/medical leave requirements are for periods of up to 12 weeks within a 12-month ~~period~~calendar year, but under some circumstances the law may require such leave for periods of up to 26 weeks in a 12-month period. When medically necessary, family/medical leave may be taken on an intermittent basis or as part of a reduced work schedule. Leave due to qualifying exigencies may also be taken on an intermittent basis. For employees taking such leave for the birth, adoption or foster care placement of a child, the basic minimum duration of the leave is two weeks and the leave must be concluded within one year of the birth or placement for adoption or foster care.

10.4.5.1 ~~Rolling~~ 12-Month Period: This means a ~~rolling~~ 12-month calendar year period from January 1 of each year to December 31 of the same year.~~measured backward from the date leave is taken and continuous with each additional leave day taken~~.

Reason for change: Clarification of floating holiday policy

11.3 Floating Holidays: In addition, employees are entitled to three floating holidays (24 hours) per service year, with hours accrued on a pro-rata basis for those employees hired after the beginning of the calendar year. ~~Employees shall be eligible to use these floating holiday hours after such time as they have completed 6 months of service.~~ The floating holiday hours may be taken at the discretion of the employee, with prior approval of his/her supervisor before the end of each calendar year or it will be lost.

Reason for change: Clarification of Skelly process

16.5.1 Procedure: The executive director shall define the work to be performed and the organizational structure necessary to accomplish VCTC's work program. The work program, organizational structure, and layoffs are subject to approval by the Commission. With Commission approval, the executive director may reduce the work force because of reduced budgetary and program resources, the need to reorganize the staff, or to meet changed operational demands. When, in the judgment of the executive director, it becomes necessary to abolish a position or employment due to lack of funds, curtailment of work, organizational changes, or for other business reasons, the employee holding such position or employment may be laid off or demoted without disciplinary action and without the right of appeal of the lay off decision. An employee who is laid off has no bumping rights, ~~no right of appeal,~~ nor any greater rights to return status. Layoffs shall be by made in accordance with serving the best needs of VCTC. Employees to be laid off shall be given as much notice as possible, prior to separation and provided the opportunity to present their case under Skelly, as required. Prior to separating regular employees, the executive director shall consider reasonable and feasible alternatives to layoffs.

Reason for change: Reflects FTA audit recommendations

17.1 Alcohol and Drug-free Workplace: Pursuant to CFR Title 49 Part 40.655, OMB Circular A-128, the Federal Drug Free Workplace Act of 1988, and the California Drug Abuse Free Workplace Act of 1990, VCTC shall provide a drug- and alcohol-free workplace. ~~VCTC provides a drug free and alcohol free workplace~~. Employees and the public expect a drug and alcohol free working environment and VCTC has an obligation to ensure that employees perform their duties safely and effectively. During work hours, no employee shall have in their possession any open containers of intoxicating beverages, be under the influence of alcohol, consume alcohol, or have in his/her possession any illegal drugs in the workplace.

17.2 Reasonable Suspicion: Upon reasonable suspicion of an employee being under the influence of illegal drugs or alcohol while on duty, VCTC may require the employee to submit to drug and alcohol testing, at VCTC's expense. Employees who decline to submit to such testing may be subject to discipline, up to and including termination of employment. If an employee is misusing alcohol or drugs, VCTC may refer the employee for treatment. This treatment may or may not be covered by VCTC's health plan or the treatment may be at the employee's own expense.

~~1.~~ **17.3 Unlawful Behavior**: No employee shall unlawfully manufacture, distribute, dispense, possess, use, or be under the influence of any alcoholic beverage, drug, or controlled substance as defined in the Controlled Substances Act and Code of Federal Regulations during work hours or in the workplace.

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17.4 Conviction of a Drug-related Offense: Conviction of a felony for use, offer to sell, purchase or obtain, possession, sale, manufacture, distribution, or dispensation, of illegal drugs, or for abuse of legal drugs in the workplace, shall be grounds for imposing discipline, including termination of employment. Conviction of a misdemeanor for use, offer to sell, purchase or obtain, possession, sale, manufacture, distribution or dispensation of illegal drugs may also be

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grounds for disciplinary action up to and including termination of employment. Employees must notify their immediate supervisor within 5 working days of any arrest or conviction of a criminal drug statute (whether a felony or a misdemeanor) and any arrest or conviction of a criminal statute relating to alcohol, including but not limited to driving under the influence. Failure to do so is grounds for disciplinary action.

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17.7 Alcohol and Drug Policy: The Commission has a vital interest in providing its employees with safe and healthful working conditions and providing riders and the public with high quality public transportation that is effective, safe and efficient, and therefore is committed to maintaining an illegal drug- and alcohol-free environment to protect employees, passengers, and the public. This policy prohibits the use, possession, sale, manufacture, distribution or dispensation of alcohol or illegal drugs in the workplace. VCTC will not tolerate any alcohol or illegal drug use which may affect job performance or pose a hazard to the safety and welfare of the employee, the public, or other VCTC employees. VCTC will also not tolerate any prescription drug use that may impair an employee's ability to perform safely and effectively on the job. Substance abuse has been found to be a contributing factor to absenteeism, substandard performance, increased potential for accidents, poor morale and impaired public relations. VCTC is therefore committed to maintaining a drug and alcohol-free environment to protect employees, passengers, and the public.

~~2.~~ **17.8 Alcohol and Drug-free Workplace Awareness Program**: To assist employees to understand and to avoid the perils of alcohol and drug abuse, VCTC shall have an on-going educational effort to help prevent and eliminate alcohol and drug abuse that may affect the workplace. The Alcohol and Drug-free Workplace Awareness program includes the display and distribution of informational material and informs employees about: (1) the dangers of alcohol and drug abuse in the workplace; (2) the consequences of alcohol and/or drug use on personal health safety and the work environment; (3) the manifestation and behavioral cues that may indicate alcohol and/or drug abuse; (4) VCTC's Alcohol and Drug-free Workplace Policy; (5) the availability of treatment and counseling and (6) possible sanctions for violating the Policy.

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A.2 **Alcohol and Drug Policy**:

A.2.1 **Policy Statement**: Ventura County Transportation Commission has a vital interest in providing its employees with safe and healthful working conditions and providing riders and the public with high quality public transportation that is effective, safe and efficient. VCTC will not tolerate any alcohol or drug use which may affect job performance or pose a hazard to the safety and welfare of the employee, the public, other VCTC employees.

Substance abuse has been found to be a contributing factor to absenteeism, substandard performance, increased potential for accidents, poor morale and impaired public relations. VCTC is therefore committed to maintaining a drug and alcohol- free environment to protect employees, passengers, and the public. Safety sensitive employees must be free of job impairing substance on duty when reporting for duty and subject to duty. With this objective in mind, VCTC has established the following Policy with regard to the use, possession, sale, manufacture, distribution or dispensation of alcohol or drugs.

A.2.8 **Conviction of a Drug-related Offense**: Conviction of a felony for use, offer to sell, purchase or obtain, possession, sale, manufacture, distribution, or dispensation, of illegal drugs, or for abuse of legal drugs in the workplace, shall be grounds for imposing discipline, including termination of employment. Conviction of a misdemeanor for use, offer to sell, purchase or obtain, possession, sale, manufacture, distribution or dispensation of illegal drugs may also be grounds for disciplinary action up to and including termination of employment.

Item #8I

October 2, 2015

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **STEVE MATTAS, GENERAL COUNSEL**

SUBJECT: **AMENDMENT TO EMPLOYMENT AGREEMENT OF EXECUTIVE DIRECTOR DARREN KETTLE**

RECOMMENDATION

- Approve a Resolution Authorizing Amendment No. 2 to the Employment Agreement between Darren Kettle and VCTC and an Amendment to the Salary Schedule to incorporate the change set forth in Amendment No. 2.

DISCUSSION

The Ventura County Transportation Commission ("VCTC") and Darren Kettle ("Executive Director") entered into an Employment Agreement dated September 14, 2007 (the "Employment Agreement"). VCTC approved an amendment to the Employment Agreement, dated April 3, 2009, which modified the car allowance and added an administrative leave provision to Mr. Kettle's Employment Contract but did not otherwise modify his compensation.

In the eight years since the Employment Agreement was approved, Mr. Kettle has, pursuant to Section 9.8 of the Employment Agreement, received two cost of living adjustments to his compensation which total 5.5%. Based on survey data from other transportation agencies, the average compensation for similar Director positions at other California regional transportation planning and transit agencies is 25.2% higher than that of the Executive Director of the VCTC.

Following (1) completion of the evaluation process for the Executive Director on May 1, 2015 and (2) in furtherance of Sections 5.2 and 6.2 of the Employment Contract which provides for consideration of salary adjustments at the same time as the annual evaluation, and (3) to ensure that the compensation paid is competitive with similar transportation agency director positions, the attached contract would increase Mr. Kettle's compensation to $220,283 as of June 1, 2015 and to $235,703 on June 1, 2016, following completion of his 2016 annual evaluation.

VCTC annually adopts a salary schedule for all job categories. The attached resolution also authorizes staff to update the salary schedule to include the salary authorized pursuant to Amendment No. 2 to the Employment Agreement.

AMENDMENT NO. 2 TO EMPLOYMENT AGREEMENT
BETWEEN THE VENTURA COUNTY TRANSPORTATION COMMISSION,
AND DARREN KETTLE

This AMENDMENT TO EMPLOYMENT AGREEMENT is made and entered into this ____ day of October, 2015, by and between the VENTURA COUNTY TRANSPORTATION COMMISSION (hereinafter referred to as “VCTC”) and DARREN KETTLE, an individual (hereinafter “Executive Director”). All sections of the Employment Agreement, entered into on September 14, 2007, and the First Amendment to Employment Agreement, dated April 3, 2009, remain in effect except as amended below.

Section 5.1 of the Employment Agreement is hereby amended to read as follows:

5.0 **SALARY**

5.1 Annual Compensation. Effective as of June 1, 2015, VCTC agrees to compensate Executive Director for his services rendered at an annual salary of Two Hundred Twenty Thousand, Two Hundred and Eighty-three Dollars ($220,283) as may be adjusted, from time-to-time, in accordance with Section 5.3 of the Employment Agreement, or as the Employment Agreement may be amended.

VCTC further agrees to increase Executive Director’s annual compensation to Two Hundred Thirty-Five Thousand, Seven Hundred and Three Dollars ($235,703), effective June 1, 2016, following completion of his 2016 annual evaluation, as may be adjusted, from time-to-time, in accordance with Section 5.3 of the Employment Agreement, or as the Employment Agreement may be amended.

IN WITNESS WHEREOF, the parties have caused this agreement to be executed by their duly authorized representatives.

VENTURA COUNTY TRANSPORTATION COMMISSION:

____________________________	_____________
Peter Foy, VCTC Chairperson	Date

APPROVED AS TO FORM:

____________________________	_____________
Steven T. Mattas, General Counsel	Date

EXECUTIVE DIRECTOR:

____________________________	_____________
Darren M. Kettle	Date

RESOLUTION NO. 2015 - 10

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION APPROVING AMENDMENT NO. 2 TO EMPLOYMENT AGREEMENT BETWEEN THE VENTURA COUNTY TRANSPORTATION COMMISSION AND DARREN KETTLE AND APPROVING AN AMENDMENT TO SALARY SCHEDULE TO INCORPORATE THE TERMS OF AMENDMENT NO. 2.

WHEREAS, the Ventura County Transportation Commission ("VCTC") and Darren M. Kettle ("Executive Director") agreed to an employment agreement ("Employment Agreement") on September 14, 2007; and
WHEREAS, VCTC approved an amendment to Executive Director's Employment Agreement on April 3, 2009; and,
WHEREAS, VCTC desires to increase Executive Director's annual compensation in order to bring his compensation closer in line with the average for other California regional transportation planning and transit agency directors and executive officers; and
WHEREAS, VCTC and the Executive Director have agreed to an amendment to the Executive Director's Employment Contract reflecting this compensation increase.

NOW, THEREFORE, BE IT RESOLVED BY THE VENTURA COUNTY TRANSPORTATION COMMISSION:

1. VCTC hereby approves Amendment No. 2 to Employment Agreement of the Executive Director, attached hereto as Exhibit A.

2. The Chairperson of VCTC is hereby authorized and directed to execute Amendment No. 2 to Employment Agreement of the Executive Director.

3. Staff is authorized to amend the Salary Schedule provision related to the Executive Director Compensation to incorporate the salary terms set forth in Amendment No. 2.

PASSED, APPROVED, AND ADOPTED this ____ day of October, 2015.

____
PETER FOY, Chairperson

ATTEST:

____
DONNA COLE, Clerk

APPROVED AS TO FORM:

____
STEVE MATTAS, General Counsel

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Item #9

October 2, 2015

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

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

SUBJECT: **2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP) SUBMITTAL**

RECOMMENDATION:

- Approve 2016 STIP submittal to the California Transportation Commission.

BACKGROUND:

State law requires the adoption and submittal to the California Transportation Commission of a five-year State Transportation Improvement Program (STIP) by December 15 of each odd-numbered year. The Ventura County Transportation Commission (VCTC) is the agency responsible for developing the STIP for Ventura County cooperatively with Caltrans. The STIP is comprised of a five-year list of capital improvement projects to be funded from VCTC's share of STIP Regional Improvement Program (RIP) funds for the period starting July 1, 2016 (FY16/17) and ending June 30, 2021 (FY20/21).

The CTC is responsible for reviewing and approving STIP submittals. After reviewing the submittals, the CTC will publish the 2016 STIP staff recommendations on February 19, 2016. The CTC adoption of the STIP is scheduled for March 17, 2016.

DISCUSSION:

In this STIP cycle, the projected funding for the first three years (FYs 16/17, 17/18, and 18/19) is substantially less than previously forecasted, due to the unanticipated drop in the price of gasoline which has caused a reduction in the price-based excise tax on gasoline that is the primary STIP funding source. As a result, in the current STIP these years are substantially overprogrammed, and virtually all of the funding being added in the last 2 years (FYs 19/20 and 20/21) will be needed to make up the shortfall from the first three years. As a result, the CTC will be forced to delay many projects by one or two years each.

Typically, the CTC publishes county share amounts for each county to program its share of new capacity, but given the current situation with zero new programming capacity, there are no county programming targets.

PROPOSED 2016 PROGRAM

Planning, Programming & Monitoring (PPM)

PPM is utilized annually by VCTC to fund planning and programming activities performed by VCTC staff and consultants, and can be programmed up to a maximum of 5% of the county share. Given that there is no new programming capacity, VCTC cannot add PPM funds, but it may respread PPM funds across the first four years which represent the county share period. There is also the option to leave the first three years of the program at the same level as in the 2014 STIP, and program the last two years at zero in the hop that these funds can be programmed during the 2018 STIP process. Given the dependence of STIP revenues on the uncertain price of gasoline, staff is conservatively recommending that the currently available PPM funds be respread across the four year period of availability.

Programmed PPM Amounts ($1,000)					
FY16/17	**FY17/18**	**FY18/19**	**FY19/20**	**FY20/21**	**Total**
$550	$550	$550	$0	$0	$1,650

Proposed Changes ($1,000)					
FY16/17	**FY17/18**	**FY18/19**	**FY19/20**	**FY20/21**	**Total**
($137)	($137)	$(138)	$412	$0	$0

Proposed PPM Amounts ($1,000)					
FY16/17	**FY17/18**	**FY18/19**	**FY19/20**	**FY20/21**	**Total**
$413	$413	$412	$412	$0	$1,512

Route 101 & Route 118 Project Approval and Environmental Documents (PAED)

The adopted 2014 STIP includes a total of $17 million in FY 17/18 for two projects nominated by VCTC to provide for preliminary planning work on the priority projects as identified in the VCTC Comprehensive Transportation Plan. However, this past May the Commission voted to provide the $17 million from Surface Transportation Program funds instead, to allow the projects to move forward without waiting until 2017. Therefore, VCTC's 2016 submittal will remove these projects from the STIP, and the $17million become an unprogrammed Ventura County share balance. Although VCTC has no other projects ready to be nominated for the STIP at this time, by starting the planning work on the 101 and 118 freeway corridors using STP funds it is likely that VCTC will be ready to nominate some construction projects on those corridors for the 2018 STIP if the state has programming new capacity.

The attached table summarizes the proposed changes to the STIP.

The recommended 2016 STIP program was approved by TTAC at its September 17th meeting.

Attachment 1

Existing 2016 STIP RIP Funding Summary ($1,000)																	
					Project Totals by Fiscal Year						Project Totals by Component						
Agency	Rte	PPNO	Project	Total	Prior	16-17	17-18	18-19	19-20	20-21	R/W	Con	E&P	PS&E	R/W Sup	ConSp
VCTC	--	9002	Planning, Programming & Monitoring	2,474	824	550	550	550	0	0	0	2,474	0	0	0	0
VCTC	101	4625	Rt 101 HOV lanes environmental	14,000	0	0	14,000	0	0	0	0	0	14,000	0	0	0
Caltrans	--	3565	Rt 118 widening environmental	3,000	0	0	3,000	0	0	0	0	0	3,000	0	0	0
			TOTAL	19,474	824	550	17,550	550	0	0						

Proposed Changes in Funding ($1,000)																	
					Project Totals by Fiscal Year						Project Totals by Component						
Agency	Rte	PPNO	Project	Total	Prior	16-17	17-18	18-19	19-20	20-21	R/W	Con	E&P	PS&E	R/W Sup	ConSp
VCTC	--	9002	Planning, Programming & Monitoring	0	0	-137	-137	-138	412	0	0	0	0	0	0	0
VCTC	101	4625	Rt 101 HOV lanes environmental	-14,000	0	0	-14,000	0	0	0	0	0	-14,0000	0	0	0
Caltrans	--	3565	Rt 118 widening environmental	-3,000	0	0	-3,000	0	0	0	0	0	-3,000	0	0	0
			TOTAL	+17,000	0	-137	-17,137	-138	412	0						

VCTC-adopted 2016 STIP RIP Funding Summary ($1,000)																	
					Project Totals by Fiscal Year						Project Totals by Component						
Agency	Rte	PPNO	Project	Total	Prior	16-17	17-18	18-19	19-20	20-21	R/W	Con	E&P	PS&E	R/W Sup	ConSp
VCTC	--	9002	Planning, Programming & Monitoring	2,474	824	413	413	412	412	0	0	2,474	0	0	0	0
VCTC	101	4625	Rt 101 HOV lanes environmental	0	0	0	0	0	0	0	0	0	0	0	0	0
Caltrans	--	3565	Rt 118 widening environmental	0	0	0	0	0	0	0	0	0	0	0	0	0
			TOTAL	2,474	824	413	413	412	412	0						

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Item # **10**

October 2, 2015

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: VIC KAMHI, TRANSIT DIRECTOR

SUBJECT: APPROVE THE VCTC SHORT RANGE TRANSIT PLAN AND INTERCITY TRANSIT FIVE YEAR SERVICE PLAN

RECOMMENDATION:

- Approve the VCTC Short Range Transit Plan (SRTP) and Intercity Transit Five Year Service Plan to provide direction for implementation of Commission transit actions.

BACKGROUND:

At the September 11, 2015 Commission meeting, the draft VCTC Short Range Transit Plan (SRTP) and VCTC Intercity Transit Five Year Service Plan were presented and discussed. Commissioner Parks asked about the Commission's plan for fares, and raised the discussion about uniform fares and media in the plan. Commissioner Breeze requested including a list of all Ventura County agencies and ancillary services along with their budgets to provide the total cost of government provided transit services

The first issue raised by Commissioners at the September 11, 2015 meeting review of the SRTP and VCTC Intercity Transit Five Year Service Plan was regarding the Commission's actions and plans regarding fare policy, and the potential for uniform fares and fare media. Chapter 5 of the VCTC Intercity Transit Five Year Service Plan is a fare study, which focuses on the VCTC services fares, transfer policies between all of the operators in Ventura County, and the future of fares and fare media in the County. The plan provided guidance to the Commission, which the staff used to assist in the development of specific actions regarding the VCTC transit service fare media.

The development of a uniform fare, or fares, is a complicated process, which requires cooperative efforts by all affected agencies. Because each agency has different funding, clientele, and expenses, a single fare is difficult. Currently fares for trips range from free (Kanan Shuttle) to $3 (Coastal Express and Conejo Connection), and some agencies struggle to achieve the state required Transportation Development Act (TDA) farebox recovery ratio, while others are not challenged. In some areas, raising the fares would have a relatively small impact on ridership, while others would find it more significant. However, the Commission was able to find some fare compromises with the "GoVentura" smartcard, and at this time Gold Coast Transit, Thousand Oaks Transit, and Simi Valley Transit have all agreed to accept the VCTC 31-day rolling pass (and programmed their fareboxes to accept VCTC's media). In the near future, the Heritage Valley "Valley Express" will be equipped with compatible fareboxes and accept the VCTC pass.

Commission staff is continuing to explore opportunities to provide compatible card readers for the Ojai Trolley, the Camarillo Area Transit, and Moorpark transit, to allow them to fully participate in the use of the current VCTC fare media. At the same time, the staff is exploring and monitoring the implementation of advanced fare, including the use of bank cards (open payments) and smartphone apps.

A question was also raised at the Commission meeting regarding transportation services NOT included in the SRTP. As noted in the plan, VCTC is currently budgeted to update the federally required Paratransit Coordination Plan, which is a parallel, but separate document from the Short Range Transit Plan and VCTC Intercity Transit Five Year Service Plan. The Paratransit Coordination Plan identifies and examines ways to cooperatively improve the efficient use of the "social service" paratransit operators in the county. While the Commission periodically provides funds to agencies operating "social service" transportation (primarily Federal Section 5310 and Section 5317 funds), VCTC is not a mainstay of their funding, nor does it regulate their operations.

The Paratransit Coordination Plan will include information about the "social service" paratransit operators and their operations in Ventura County. Because of their funding, and their mandates, the data is typically self-reported, however, it does provide a fairly complete picture of what mobility services beyond the traditional public transit providers exists within the county. The plan also provides the Commission an opportunity to work with both the public and private paratransit providers to improve and shape those services.

Finally, a question was raised regarding the budgets of the various public transit services within the county. Because each public transit operator in the County operates independently of the Commission, predominately using local agency funds (including funds allocated to that operator by State law), the Commission does not have a role in approving the budgets of the individual operators. The Commission can look at operating performance and fiscal resources as part of the process of awarding discretionary funds, however, prior to the preparation of the draft SRTP the Commission has not had any comprehensive countywide performance data. The SRTP begins to provide the Commission with this data, although budgetary information has not been included.

The Commission is collecting the transit budgets from the individual public transit agencies as part of the required PUC Code Section 99232.3(a) report on the status and changes to transit service in Ventura County. Because of the changes in funding caused by the creation of the Gold Coast Transit District and the requirements of SB 716, the budgets and operations of the county transit providers is in a state of change, which will in all likelihood continue through at least the current fiscal year. The Statute requires the inclusion of annual budget numbers for transit services provided by the commission, Gold Coast Transit, other multiagency operators, and individual municipal operators.

Attachments:

Ventura County Short Range Transit Plan
VCTC Intercity Service Plan

Item #11

October 2, 2015

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: ELLEN TALBO, PROGRAM ANALYST

SUBJECT: LOSSAN PACIFIC SURFLINER SERVICE UPDATE

RECOMMENDATION:

- Receive and file a presentation from Jennifer Bergener, Executive Director of the LOSSAN Rail Corridor Agency, who will present on the agency initiatives for 2015 now that the transition of Pacific Surfliner service has transferred from state to local control.

DISCUSSION:

The LOSSAN Agency is a joint powers authority (JPA), originally formed in 1989 with the intent of increasing ridership, revenue, capacity, reliability, coordination, and safety on the state-supported intercity Amtrak passenger rail corridor between San Diego, Los Angeles, and San Luis Obispo. The LOSSAN corridor, commonly known as the Pacific Surfliner, was operated by the State and Amtrak until SB 1225 was passed in 2012, which authorized the LOSSAN Agency to oversee the Pacific Surfliner service, subject to approval of an interagency transfer agreement (ITA) with the state. To facilitate the ITA with the state, the Orange County Transportation Authority (OCTA) was named the managing agency of the LOSSAN Agency in November 2013. As the managing agency, OCTA provides all necessary administrative support for the LOSSAN Agency.

The LOSSAN Board includes representatives from nine member agencies (Los Angeles County Metropolitan Transportation Authority (Metro), North County Transit District (NCTD), OCTA, Riverside County Transportation Commission (RCTC), San Diego Association of Governments (SANDAG), San Diego Metropolitan Transit System (SDMTS), San Luis Obispo Council of Governments (SLOCOG), Santa Barbara County Association of Governments (SBCAG), and Ventura County Transportation Commission (VCTC)). Amtrak, Caltrans Department of Rail and Mass Transit, the California High Speed Rail Authority, and the Southern California Association of Governments are non-voting, ex-officio members. Currently Pacific Surfliner service operates seven daily northbound and southbound trains through Ventura County including weekends.

Since February 2015 and in preparation of executing the ITA with the State, LOSSAN management developed a set of seven LOSSAN managing director's initiatives for 2015. The Board discussed establishing a process to annually develop Board initiative and subsequently, in April 2015, the Board directed staff to develop tangible, tactical Board initiatives that could reasonably be accomplished during the remainder of calendar year 2015, while setting the stage for a longer-term goal setting process for future years. These initiatives were presented to the Board in June when the interagency transfer agreement with the State was approved and signed and are included in Attachment A.

Membership in the LOSSAN JPA is particularly beneficial to VCTC because, in addition to improving existing rail service through the County, there have been long-standing goals in the region to provide “commuter-friendly” rail service between Ventura and Santa Barbara counties. The efforts to achieve these goals have faced challenges ranging from communicating with Union Pacific to better understanding the necessary infrastructure needs that would support commuter-friendly service. As a member agency of the LOSSAN joint powers agreement, VCTC can influence more focused goals on Pacific Surfliner service in Ventura County.

LOSSAN

ATTACHMENT A

2015 Los Angeles – San Diego – San Luis Obispo Rail Corridor Agency Board of Directors Initiatives

- **EXPAND** public awareness of the Los Angeles – San Diego – San Luis Obispo (LOSSAN) Rail Corridor Agency (Agency) and Pacific Surfliner service
  - ☐ Initiate marketing plan, including new Web site, social media, and local partnerships
  - ☐ Work to promote distinct Pacific Surfliner branding in coordination with Amtrak

- **ADVOCATE** for long-term sustainable operating and capital funding sources
  - ☐ Plan for annual state and federal advocacy trips; testify before Select Committees
  - ☐ Work with California Intercity Passenger Rail group to maximize cap-and-trade funding for intercity rail corridors and other competitive grant funding

- **SEEK** funding for corridor improvements and Pacific Surfliner operations
  - ☐ Begin developing the annual business plan update for fiscal year (FY) 2016-17, including the annual budget request
  - ☐ Develop detailed schedule for annual budget development and Amtrak contract negotiation

- **LEAD** the transfer of administrative responsibility for the Pacific Surfliner service
  - ☐ Advance and execute the final interagency transfer agreement by June 30, 2015
  - ☐ Implement the transition plan in cooperation with the California Department of Transportation and Amtrak by October 2015, including hiring all dedicated LOSSAN Agency staff
  - ☐ Successfully negotiate FY 2015-16 Amtrak operating agreement prior to October 1, 2015

- **COLLABORATE** with member agencies and emerging corridors
  - ☐ Initiate the transit transfer pass program with participating agencies
  - ☐ Work with member agencies to advance planning for new services, including high-speed rail, Santa Barbara peak-hour service, Coachella Valley, and Coast Daylight

- **ADVANCE** the expansion of the Pacific Surfliner service along the LOSSAN rail corridor
  - ☐ Work with state and Amtrak to update ridership/revenue and operating analyses for proposed Pacific Surfliner service expansions and schedule changes
  - ☐ Collaborate with state and Amtrak leadership to implement LOSSAN key initiatives

- **PLAN** for the future of the LOSSAN Agency and LOSSAN rail corridor
  - ☐ Develop strategic goals for calendar year 2016, including Board workshop; prepare quarterly progress reports
  - ☐ Initiate update of LOSSAN strategic initiatives and prioritization of major/minor capital programs