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, APRIL 13, 2012
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. APPROVE SUMMARY FROM MARCH 2, 2012 VCTC MEETING – PG.5

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

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

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

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

9A. MONTHLY BUDGET REPORT – PG.9
Receive and file
Responsible Staff: Sally DeGeorge

9B. RAIL OPERATIONS UPDATE – PG. 15
Recommended Action:
Receive and file
Responsible Staff: Mary Travis

9C. PROP 1B TRANSIT CAPITAL CALL FOR PROJECTS – PG.19
Recommended Action:
Approve call for projects for Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account
Responsible Staff: Peter De Haan

9D. REVISION TO OMER RAINS COASTAL BIKE PATH FUNDS – PG.21
Recommended Action:
Approve replacing $250,000 of Transportation Enhancement (TE) funds for the Omer Rains Coastal Bike Path in Ventura with $250,000 in Surface Transportation Program (STP) funds.
Responsible Staff: Peter De Haan

9E. CALLEGUS PIPELINE BUDGET AMENDMENT – PG.23
Recommended Action:
Amend Fiscal Year (FY) 2011/12 budget to add a Metrolink line item for $2,600 for consultant services to review the Calleguas Water District plans for a pipeline through Camarillo Station right-of-way, with funds to come from the District’s prior payment to VCTC for the easement.
Responsible Staff: Peter De Haan

10. APPROVE MINI CALL FOR PROJECTS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ), SURFACE TRANSPORTATION PROGRAM (STP) AND TRANSPORTATION ENHANCEMENT (TE) FUNDS – PUBLIC HEARING - PG.25

Recommended Action:

- Program $19,544,769 of STP funds to the projects prioritized "above the line" in Attachment A, $14,255,561 of CMAQ funds to the projects prioritized "above the line" in Attachment B, and $2,600,000 of TE funds for the Surfers Point Bike Path Phase II in Ventura.
- Approve the shelf list of $6,517,626 for projects in Attachment C, for projects to be eligible to receive funds prior to September 30, 2013 should the need arise to avoid loss of funds or of program authority. Projects will receive funds in priority order depending on the need to use unobligated funds.
- Approve the advisory committee recommendations listed in Attachment D.

Responsible Staff: Peter De Haan

11. APPROVE PROJECT SUBMISSION AND ADOPT PROGRAM OF PROJECTS FOR FY 2011/12 FEDERAL TRANSIT ADMINISTRATION SECTION 5316 (JOBS ACCESS & REVERSE COMMUTE) AND SECTION 5317 (NEW FREEDOM) PROGRAMS – PUBLIC HEARING –PG.33

Recommended Action:

- Adopt the attached list of FY 2011/12 project scores (ATTACHMENT B) and Program of Projects (ATTACHMENT A); and,
- Adopt Resolutions #2012-03 and #2012-04 (ATTACHMENTS C and D) authorizing the Executive Director to certify the applications and forward the applications and prioritized list to the California Department of Transportation (Caltrans).

Responsible Staff: Stephanie Young

12. LEGISLATIVE UPDATE – PG.37

Recommended Action:

- Adopt a SUPPORT position on AB 2488 (Williams) to allow bicycle racks holding three bicycles on Gold Coast Transit buses.
- Adopt a SUPPORT IN CONCEPT position on SB 1225 (Padilla), to implement the new LOSSAN Corridor governance structure as proposed by the LOSSAN corridor agencies.

Responsible Staff: Peter De Haan

13. NAVAL BASE VENTURA COUNTY JOINT LAND USE STUDY – PG.49

Recommended Action:

- The Commission consider accepting the responsibilities of Study Sponsor for a Joint Land Use Study with Naval Base Ventura County.
- Should the Commission desire to accept the responsibilities of Study Sponsor, authorize the Executive Director to work with the Department of Defense Office of Economic Adjustment to submit a grant application for a Joint Land Use Study with Naval Base Ventura County.

Responsible Staff: Steve DeGeorge

14. PERSONNEL MODICIFATION – ELIMINATE RETIRED ANNUTANT STAFFING HOURS AND ADD 1 PROGRAM ANALYST POSITION – PG. 51

Recommended Action:

Approve adding (1) Program Analyst I/II position in current year and continue and maintain position in FY 2012/13 budget and eliminate retired annuitant staffing hours effective with FY 2012/13 Budget.

Responsible Staff: Darren Kettle

15. FISCAL YEAR 2012/13 DRAFT BUDGET – PUBLIC HEARING – PG.53
Recommended Action:
- Receive the Fiscal Year 2012/2013 Draft Budget
- Conduct Public Hearing to receive testimony on the Fiscal Year 2012/2013 Draft Budget as presented.

Responsible Staff: Sally DeGeorge

16. VENTURA COUNTY REGIONAL TRANSIT STUDY – PG.55
Recommended Action:
- Receive and file final VCTC Regional Transit Study.
- Authorize the Executive Director to submit the Executive Summary of the study, as the plan called for by SB 716, to Senate Committee on Transportation and Housing and the Assembly Transportation Committee.
- Authorize the Executive Director to pursue legislation consistent with Commission action on March 3, 2012 and for elements of the Executive Summary that require legislative action for implementation.

Responsible Staff: Vic Kamhi

17. GENERAL COUNSEL'S REPORT
This item provides the opportunity for General Counsel to give update and status reports on any legal matters related to Commission activities.

18. AGENCY REPORTS

17. CLOSED SESSION
Pursuant to Government Code section 54957 (b) (1) public employee evaluation:
Executive Director
General Counsel

18. ADJOURN
The next Commission meeting is scheduled to be held at 9:00 a.m. Friday**, May 4, 2012**, Camarillo City Hall, City Council Chambers, 601 Carmen Drive, Camarillo.

Item #5

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, MARCH 2, 2012
9:00 AM

Members Present:

John Zaragoza, Chair, County of Ventura
Steve Sojka, Vice Chair, City of Simi Valley
Steve Bennett, County of Ventura
Jamey Brooks, City of Fillmore
Besty Clapp, City of Ojai
Ralph Fernandez, City of Santa Paula
Tom Glancy, City of Thousand Oaks
Brian Humphrey, Citizen Rep, Cities
Kathy Long, County of Ventura
Jan McDonald, City of Camarillo
Keith Millhouse, City of Moorpark
Carl Morehouse, City of San Buenaventura
Linda Parks, County of Ventura
Irene Pinkard, City of Oxnard
Jon Sharkey, City of Port Hueneme
Keith Turner, Citizen Rep, County
Steve Novotny, Caltrans District 7

Call To Order

Pledge of Allegiance

Roll Call

Presentation to Bill Fulton
Bill Fulton was presented with a plaque of appreciation for his years of service to VCTC.

Public Comments for those items not listed in this agenda - *None*

APPROVE SUMMARY FROM FEBRUARY 3, 2012 VCTC MEETING – *Approved*

CALTRANS REPORT
Steve Novotny provided an update regarding a public comment from the February meeting. A change order is in process to repair the paving on the Conejo Grade. The repairs will take 10 days to complete.

COMMISSIONERS REPORTS
Commissioner Millhouse
SCAG is in the process of final EIR Certification for the Regional Transportation Plan and Sustainable Communities Strategy. Ventura County submitted a petition with 1300 signatures in support of active transportation.

Commissioner Sojka
A dedication ceremony was held for the Simi Valley transit maintenance facility and garage, the city's first Leadership in Energy and Environmental Design (LEED)–certified project.

Commissioner Parks
A Ground Breaking was held for the Wendy/101 interchange project.

EXECUTIVE DIRECTOR REPORT
A Ribbon Cutting was held for the Santa Paula Bike Path, which runs from 12 Street to Peck Road.

Kristen Decas, Executive Director, Oxnard Harbor District was introduced.

ADDITIONS/REVISIONS - *None*

CONSENT CALENDAR
MONTHLY BUDGET REPORT *Received and Filed*

RAIL OPERATIONS UPDATE *Receive and Filed*

REVISION TO THOUSAND OAKS TRANSPORTATION CENTER FUNDING - *Approved*
Replace $260,000 of Transportation Enhancement (TE) funds for the Thousand Oaks Transportation Center parking expansion project with $260,000 in Congestion Mitigation and Air Quality (CMAQ) funds.

SANTA PAULA BRANCH LINE RIGHT-OF-WAY DONATION AGREEMENT - *Approved*
Approve Grant Deed to VCTC from Cabrillo Economic Development Corporation (CEDC) for the purposes of construction and operation of a multipurpose public recreational trail along the Santa Paula Branch Line by the City of Santa Paula, and, grant Trail Right of Way easement to City of Santa Paula and Authorize the Executive Director to sign the documents on behalf of the Commission

COMMUTER SERVICES QUARTERLY REPORT *Received and Filed*

LETTER OF SUPPORT FOR SBCAG CMIA PROJECT - *Approved*
Authorize the Executive Director to send the attached letter of support for the Santa Barbara County Association of Governments (SBCAG) request to transfer Proposition 1B Corridor Mobility Improvement Account (CMIA) funds from the Highway 101 widening project to use for rail corridor capital needs for SBCAG's Ventura-Santa Barbara commuter rail project.

FY 2011/12 PROPOSITION 1B TRANSIT SAFETY, SECURITY DISASTER RESPONSE FUND AVAILABILITY – *Approved*
Approve schedule for transit operators to submit Proposition 1B Transit Safety and Security fund proposals by March 29, 2012.

CALTRANS VENTURA/SANTA BARBARA 101HOV LANE IMPROVEMENT PROJECT PRESENTATION *Received and filed*

LEGISLATIVE UPDATE *Approved*
Adopt an OPPOSE position on the provisions of HR 7 to fund transit exclusively from the General Fund.

TIGER 4 APPLICATION FOR ROUTE 101/23 PROJECT *Approved*

- Approve Resolution #2012-02 authorizing the Executive Director to file a federal TIGER 2012 Discretionary Grant Application to the US Department of Transportation (DOT) in the amount of $19.5 million for the Route 101/23 Regional Corridor Improvements project.
- Approve the attached federal wage rate certification required to be included in with application.

REPORT OF THE REGIONAL TRANSIT STUDY STEERING COMMITTEE – DIRECTION AND POLICY ISSUES FOR FURTHER CONSIDERATION AND CONSIDER LEGISLATIVE POSITION ON AB 1778 (WILLIAMS)
Public Comments:
Nicole Cavaleno - ADA Project Mgr Mobility Management Partners
For the sake of ADA Riders full consolidation would be helpful. There is confusion between the systems, causing riders to become frustrated.

Steve Brown – Gen Mgr Gold Coast Transit
GCT Board took a position in support of the operators proposal. The west county has been making good progress and wants to continue the effort to provide better service.

Mike Houser – Chair, Transcom
Transcom supports the operators plan and pledges cooperation. This is the first step to building a solidf framework for future cooperation and growth.

- Receive the report from the Steering Committee- ***Approved***
- Provide direction to the steering committee and staff- ***The following direction was passed by a Rollcall Vote of 15-1***
  Support the Operators proposal in concept with the understanding that all cities would have flexible use of TDA funds and further discussion of Heritage Valley Service would take place before a proposal is brought back to VCTC on April 13th with the specifics fleshed out and with the recognition that the concept of full consolidation will continue to be discussed as a long term goal. Staff was directed to work with City Managers to flesh out specifics.
- Adopt a position of oppose unless amended on AB 1778 – ***Rollcall Vote Passed 11-5***

GENERAL COUNSEL'S REPORT - *None*

AGENCY REPORTS
SCAG
John Procter announced the 2012 SCAG Regional Conference and General Assembly on April 4-5 at the Bonaventure Hotel in Los Angeles.

CLOSED SESSION - *None*

ADJOURN

Item # 9A

April 13, 2012

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file the monthly budget report for February 2012

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.

February 29, 2012 budget reports indicate that revenues were approximately 57.98% of the adopted budget while expenditures were approximately 50.79% of the adopted budget. 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. For instance, some revenues are received at the beginning of the year while other revenues are received after grants are approved by federal agencies. In many instances, VCTC incurs expenses in advance of the revenues.

VENTURA COUNTY TRANSPORTATION COMMISSION
BALANCE SHEET
AS OF FEBRUARY 29, 2012

ASSETS

Assets:	
Cash and Investments - Wells Fargo Bank	$ 3,090,042
Cash and Investments - County Treasury	18,714,482
Petty Cash	50
Receivables/Due from other funds	836,351
Prepaid Expenditures	1,139,881
Deposits	12,285
Total Assets:	**$23,793,091**

LIABILITIES AND FUND BALANCE

Liabilities:	
Accrued Expenses/Due to other funds	$ 809,265
Deferred Revenue	463,987
Deposits	412
Total Liabilities:	**$ 1,273,664**
Net Assets:	
Fund Balance	**$22,519,427**
Total Liabilities and Fund Balance:	**$23,793,091**

VENTURA COUNTY TRANSPORTATION COMMISSION
STATEMENT OF REVENUES, EXPENDITURES AND CHANGES IN FUND BALANCES
FOR THE EIGHT MONTHS ENDING FEBRUARY 29, 2012

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)	% Year to Date
Revenues								
Federal Revenues	$3,980,265	$ 0	$ 0	$ 0	$ 3,980,265	$13,585,746	(9,605,481)	29.39
State Revenues	274,076	18,379,993	2,432,114	392,242	21,478,425	33,221,363	(11,742,938)	64.65
Local Revenues	4,339,296	0	0	7,500	4,346,796	4,573,819	(227,023)	95.04
Other Revenues	44	0	0	0	44	0	44	0.00
Interest	712	28,821	29,154	10,301	68,988	141,000	(72,012)	48.93
Total Revenues	**8,594,393**	**18,408,814**	**2,461,268**	**410,043**	**29,874,518**	**51,521,928**	**(21,647,410)**	**57.98**
Expenditures								
Administration								
Personnel Expenditures	1,462,014	0	0	0	1,462,014	2,435,900	(973,886)	60.02
Legal Services	14,098	0	0	0	14,098	35,000	(20,902)	40.28
Professional Services	52,417	0	0	0	52,417	89,417	(37,000)	58.62
Office Leases	87,258	0	0	0	87,258	131,300	(44,042)	66.46
Office Expenditures	169,097	0	0	0	169,097	258,263	(89,166)	65.47
Total Administration	**1,784,884**	**0**	**0**	**0**	**1,784,884**	**2,949,880**	**(1,164,996)**	**60.51**
Programs and Projects								
Transit & Transportation Program								
Senior-Disabled Transportation	60,364	0	0	0	60,364	256,800	(196,436)	23.51
Go Ventura Smartcard	90,442	0	0	0	90,442	434,950	(344,508)	20.79
VISTA Fixed Route Bus Service	3,496,965	0	0	0	3,496,965	5,292,818	(1,795,853)	66.07
VISTA DAR Bus Services	1,619,557	0	0	0	1,619,557	2,434,385	(814,828)	66.53
Nextbus	6,000	0	0	0	6,000	212,545	(206,545)	2.82
Trapeze	13,405	0	0	0	13,405	30,000	(16,595)	44.68
Transit Grant Administration	291,051	0	0	0	291,051	5,507,397	(5,216,346)	5.28
Total Transit & Transportation	**5,577,784**	**0**	**0**	**0**	**5,577,784**	**14,168,895**	**(8,591,111)**	**39.37**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)	% Year to Date
Highway Program								
Congestion Management Program	3,375	0	0	0	3,375	19,900	(16,525)	16.96
Motorist Aid Call Box System	0	0	0	190,720	190,720	434,900	(244,180)	43.85
SpeedInfo Highway Speed Sensor	0	0	0	92,600	92,600	144,000	(51,400)	64.31
Total Highway	**3,375**	**0**	**0**	**283,320**	**286,695**	**598,800**	**(312,105)**	**47.88**
Rail Program								
Metrolink & Commuter Rail	1,739,250	0	0	0	1,739,250	1,364,350	374,900	127.48
LOSSAN & Coastal Rail	8,220	0	0	0	8,220	12,750	(4,530)	64.47
Santa Paula Branch Line	403,816	0	0	0	403,816	569,550	(165,734)	70.90
Total Rail	**2,151,286**	**0**	**0**	**0**	**2,151,286**	**1,946,650**	**204,636**	**110.51**
Commuter Assistance Program								
Transit Information Center	14,799	0	0	0	14,799	19,000	(4,201)	77.89
Rideshare Programs	12,160	0	0	0	12,160	56,500	(44,340)	21.52
Total Commuter Assistance	**26,959**	**0**	**0**	**0**	**26,959**	**75,500**	**(48,541)**	**35.71**
Planning & Programming								
Transportation Development Act	83,143	15,049,980	0	0	15,133,123	26,922,672	(11,789,549)	56.21
Transportation Improvement Program	280,751	0	0	0	280,751	2,599,625	(2,318,874)	10.80
Regional Transportation Planning	113,367	0	0	0	113,367	447,050	(333,683)	25.36
Airport Land Use Commission	0	0	0	0	0	2,600	(2,600)	0.00
Regional Transit Planning	124,687	0	0	0	124,687	231,450	(106,763)	53.87
Freight Movement	50,344	0	0	0	50,344	152,500	(102,156)	33.01
Total Planning & Programming	**652,292**	**15,049,980**	**0**	**0**	**15,702,272**	**30,355,897**	**(14,653,625)**	**51.73**
General Government								
Community Outreach & Marketing	150,002	0	0	0	150,002	620,349	(470,347)	24.18
State & Federal Relations	45,189	0	0	0	45,189	66,120	(20,931)	68.34
Management & Administration	545,501	0	0	0	545,501	941,958	(396,457)	57.91
Total General Government	**740,692**	**0**	**0**	**0**	**740,692**	**1,628,427**	**(887,735)**	**45.49**
Total Expenditures	**10,937,272**	**15,049,980**	**0**	**283,320**	**26,270,572**	**51,724,049**	**(25,453,477)**	**50.79**

	General Fund Actual	LTF Actual	STA Actual	SAFE Actual	Fund Totals Actual	Annual Budget	Variance Over (Under)	% Year to Date
Revenues over (under) expenditures	**(2,342,879)**	**3,358,834**	**2,461,268**	**126,723**	**3,603,946**	**(202,121)**	**3,806,067**	
Other Financing Sources								
Transfers Into GF from LTF	1,828,282	0	0	0	1,828,282	1,828,282	0	100.00
Transfers Into GF from STA	1,803,626	0	0	0	1,803,626	2,451,472	(647,846)	73.57
Transfers Into GF from SAFE	19,221	0	0	0	19,221	64,600	(45,379)	29.75
Transfers Out of LTF into GF	0	(1,828,282)	0	0	(1,828,282)	(1,828,282)	0	100.00
Transfers Out of STA into GF	0	0	(1,803,626)	0	(1,803,626)	(2,451,472)	647,846	73.57
Transfers Out of SAFE into GF	0	0	0	(19,221)	(19,221)	(644,300)	625,079	2.98
Total Other Financing Sources	**3,651,129**	**(1,828,282)**	**(1,803,626)**	**(19,221)**	**0**	**(579,700)**	**579,700**	**0.00**
Net Change in Fund Balances	**1,308,250**	**1,530,552**	**657,642**	**107,502**	**3,603,946**	**(781,821)**	**4,385,767**	
Beginning Fund Balance	**1,923,350**	**6,034,477**	**7,950,838**	**3,006,816**	**18,915,481**	**14,617,258**	**4,298,223**	
Ending Fund Balance	**$3,231,600**	**$7,565,029**	**$8,608,480**	**$3,114,318**	**$22,519,427**	**$13,835,437**	**$8,683,990**	

VENTURA COUNTY TRANSPORTATION COMMISSION
INVESTMENT REPORT
AS OF FEBRUARY 29, 2012

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. 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	$819.48	0.02%	$3,090,042.11
County of Ventura	Treasury Pool	N/A	$68,169.00	0.69%	18,656,454.03
Total			**$68,988.48**		**$21,746,496.14**

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.

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.

Item #9B

April 13, 2012

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: MARY TRAVIS, MANAGER, TRANSPORTATION DEVELOPMENT ACT AND RAIL PROGRAMS

SUBJECT: RAIL OPERATIONS UPDATE

RECOMMENDATION:

- Receive and file.

DISCUSSION:

Metrolink Ridership:

Based on passenger counts made by conductors on the Ventura Line, there were 2,046 people who boarded morning peak-hour trains to Los Angeles each weekday in January. This is an increase from the 1,814 morning boardings in December, when ridership typically drops because of the holidays. About 50% of the passengers on the Line, or 1,000 of the riders in January, boarded at Ventura County stations.

Metrolink station counts collected quarterly, and next month a summary of the boardings between January and March 2012 will be attached to this report. While ridership has increased slightly, the boardings at the Ventura County stations have stayed about the same over the past year. The lack of significant ridership growth in this County is a concern and will continue to be evaluated.

Metrolink On-Time Performance:

The Ventura Line's on-time performance (trains arriving within five minutes of scheduled time) continued to be very good. Overall, during the month of January, 96% of the inbound trips and 94% of the outbound trips ran on-time.

Metrolink FY 2012/13 Budget Development:

Metrolink staff is beginning the annual budget development for member agency review and consideration. The draft FY 2012/13 budget is still under development. Unfortunately, initial indications are there will be a significant increase in VCTC's share of the operating budget next year. Metrolink staff has advised us that due largely to increases in contracted services and soaring fuel prices, that VCTC's share of operations/maintenance–of-way might be as much as $800,000 over the current fiscal year. Staff is working with the other member agencies to try to reduce the projected expenses, and also, to evaluate what level of fare increase should be recommended. A detailed presentation on the Metrolink budget and operations will be made to the Commission at the May meeting, when Metrolink Chief Executive Officer John Fenton will be present to respond to any Commission concerns.

LOSSAN Strategic Plan Update/Governance Discussion:

In addition to participating in Metrolink commuter rail operations, VCTC is one of eight transportation agencies providing local input and administrative oversight to the State Division of Rail on LOSSAN intercity passenger rail operations. LOSSAN is the name of the Los Angeles-San Diego-San Luis Obispo Joint Powers Agency. The other agencies involved in LOSSAN are the Los Angeles County Metropolitan Transportation Authority (METRO), the North San Diego Transit District (NCTD), the Orange County Transportation Authority (OCTA), the San Diego Association of Governments, (SANDAG), the San Diego Metropolitan Transit System (MTS), the Santa Barbara Association of Governments (SBCAG), and, the San Luis Obispo Council of Governments (SLOCOG).

Late last year, the LOSSAN Board voted unanimously to move forward with a recommendation to explore further taking over control of the LOSSAN intercity train operations from the State. A similar action was taken on the Capitol Corridor rail service operated between Sacramento and the Bay area in 1998. Clearly there are many details that need to be worked through as this proposal is considered, including State funding guarantees, Board structure and voting, administrative arrangements, etc. It would also require State legislation to accomplish this goal, if it is finally approved for action. Staff is continuing to closely monitor this initiative and will be presenting details for the possible rail reorganization to the Commission for review likely at the May meeting.

Santa Paula Branch Line (SPBL) Operations:

Staff is continuing to work with Fillmore and Western Railway (F&W) and Union Pacific Railroad (UP) which are the two operators on the SPPL, on generating additional revenues with the goal of making this vital asset self-sustaining in the near future. We are also working with Legal Counsel to update the existing VCTC/F&W agreement to reflect the current arrangements more accurately.

FRA Required Bridge Inventory Project:

Work is underway on the Federal Railroad Administration (FRA) required railroad bridge inventory on the SPBL. VCTC has contracted with JL Patterson & Associates to complete Phase I of the inventory work, which will be finished in late June. The project includes collecting data on the rail bridges and developing a management plan for the continued maintenance. Phase 2 of the project will prioritize and rate the bridges and is included in the draft Fiscal Year 2012/13 VCTC budget.

Property Leases:

Staff has been working with F&W to review the existing SPBL leases to determine if additional revenues can be generated to offset the ongoing maintenance work. F&W staff is currently following up on letters sent to all leaseholders asking for their cooperation to review their lease agreement, and also, to make sure safe operations are in place for people working near the rail line. While it does not appear that significant additional revenues can be found at this time, there is some opportunity to approach leaseholders about adding property to their existing leases and bringing in more money; we will continue working on this effort.

Union Pacific (UP) Railroad:

VCTC's agreement with UP requires the Commission maintain the tracks between Montalvo and Santa Paula without charge as long as UP runs freight on the Line. They currently have one customer, International Paper, with deliveries/pickups by rail three times a week. Staff has been in discussion over the past few months with UP and F&W to possibly establish a transloading arrangement, where the freight would be shifted from UP to F&W near Montalvo. In this type of arrangement, UP would pay F&W

to transport freight to the existing UP customer i.e. International Paper, however, F&W could also provide other freight hauling opportunities to customers all along the SPBL corridor. It is possible additional freight customers could be added.

To keep the momentum going with the discussion with UP on this issue, a letter was recently sent requesting their support for the freight service modifications as allowed under the VCTC/UP shared-use agreement; we have not as yet received written response. Staff will continue to strongly advocate for the change consistent with the Commission's goals for the SPBL to become self-sustaining from the revenues generated by SPBL activities.

THIS PAGE INTENTIONALLY LEFT BLANK

Item #9C

April 13, 2012

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: PROPOSITION 1B TRANSIT CAPITAL CALL FOR PROJECTS

RECOMMENDATION:

- Approve call for projects for Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account.

BACKGROUND:

Proposition 1B, approved by the voters in 2006, includes $3.6 billion statewide for transit capital projects, to be distributed to transit operators and regional agencies by formula. VCTC's total apportionment is anticipated to be approximately $39,645,000. The VCTC Transit Investment Study developed a list of recommended transit capital projects to be funded by Proposition 1B, as well as project selection criteria to be used if additional unanticipated funds become available. Subsequent to the development of the project list, unanticipated funds did in fact become available, in the form of $19 million of federal stimulus funds for transit. As a result, the majority of the projects that were on the list have already been funded. Of the remaining projects, VCTC has funded $10,564,603, leaving an unprogrammed balance of approximately $29,080,000. VCTC has held off on programming the remaining funds pending completion of the Regional Transit Study. The Commission policy is to provide two-thirds of the funds for bus projects, and one-third for rail projects.

Eligible uses for Proposition 1B transit funds include rehabilitation of transit facilities; purchase of transit system equipment including vehicles and electronic equipment such as computer systems; capital projects to improve transit safety; and capital projects that result in expansion of transit service. The remaining funds should be available over the next five years, although the funding is contingent upon the state's ability to sell bonds, which at present appears to be fairly reliable.

DISCUSSION:

Given that Proposition 1B provides a fixed amount of funds rather than an ongoing revenue stream, a strategic approach is needed to funding for ready-to-go projects while assuring that sufficient funds are reserved for future priorities. Staff therefore recommends that eligible agencies be required to provide the following items as part of this Proposition 1B Transit Capital call for projects:

1. Updated list of projects to be requested over the remainder of Proposition 1B. (The list need not be limited to projects previously shown in the Transit Investment Study.)

2. List of projects that will be ready-to-go within the next 12 months, which should therefore be submitted at this time for bond funds.

Based on the information received, VCTC will work with the Transit Operators Committee (TRANSCOM) to consider current priorities for Proposition 1B funding. It is anticipated that the result of the process will be a list of projects approved for funding plus a tentative program of future projects for planning purposes. The following is the schedule for nomination and selection of projects.

VCTC Approval of Policy for Call for Projects Availability of Applications	April 13, 2012
Project Information due to VCTC	June 15, 2012
Review by Transit Operators Committee	July 12, 2012
Approval by VCTC	September 7, 2012
Submission of Projects to Caltrans	September 17, 2012
Fund Availability (contingent on bond sales)	January 2013

(Per State law, Proposition 1B Transit Capital projects can proceed prior to fund availability.)

This proposed call for projects and schedule was approved by TRANSCOM at its March 8th meeting. At that meeting, staff also brought to TRANSCOM's attention a state requirement that effective January 1st all Proposition 1B construction projects must comply with state prevailing wage requirements, including Department of Industrial Relations reporting requirements.

Item #9D

April 13, 2012

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: REVISIONS TO OMER RAINS COASTAL BIKE PATH FUNDS

RECOMMENDATION:

- Approve replacing $250,000 of Transportation Enhancement (TE) funds for the Omer Rains Coastal Bike Path in Ventura with $250,000 in Surface Transportation Program (STP) funds.

BACKGROUND:

At the December meeting the Commission approved programming funds for various cost increases to previously-approved projects, with this approval including $250,000 in TE funds for a cost overrun for the repair of the Omer Rains Coastal Bike Path in Ventura. This cost increase was primarily due to unanticipated hazardous materials which needed to be cleaned up.

TE funds pass through the State Transportation Improvement Program (STIP), and therefore are subject to CTC programming policies and allocation. California Transportation Commission (CTC) staff has clarified that, under their policy, once TE funds are allocated, locally-administered projects are not eligible to receive additional funds for cost increases. Fortunately, due to the various amounts of funds requested for projects in the Mini Call for Projects, if all recommended projects are funded, there remains a small STP balance which is within the uncertainty of the revenue estimate. VCTC staff recognizes the strong demand for STP funds, but given the relatively small amount of funds being shifted and the fact that these funds can be allocated quickly, staff recommends the Committee approve the funding of the cost overrun with STP funds, which are not subject to the CTC allocation policies and therefore can be used for this purpose.

This item was reviewed and approved by the Transportation Technical Advisory Committee at its March 15th meeting.

THIS PAGE INTENTIONALLY LEFT BLANK

Item #9E

April 13, 2012

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

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

SUBJECT: **BUDGET REVISION FOR REVIEW OF CALLEGUAS WATER DISTRICT PIPELINE PLAN THROUGH CAMARILLO RAIL STATION**

RECOMMENDATION:

- Amend Fiscal Year (FY) 2011/12 budget to add a Metrolink line item for $2,600 for consultant services to review the Calleguas Water District plans for a pipeline through Camarillo Station right-of-way, with funds to come from the District's prior payment to VCTC for the easement.

BACKGROUND:

Last year the Commission approved an easement agreement with the Calleguas Water District to construct a water salinity management pipeline beneath the northeast corner of the Camarillo Rail Station parking lot. The agreement stipulated the VCTC be given opportunity to review and approve the District's design plans prior to construction.

Staff anticipates using $4,200 of the District's payment of $85,335 to hire an engineering consultant to review the construction plan on behalf of VCTC. However, since the easement agreement was approved subsequent to the VCTC budget, the budget must be amended to include the use of these funds for plan review. It is anticipated that $2,600 will be used during FY 2011/12 to review the plans submitted at 75% completion of design. The final FY 2012/13 budget will include the remaining $1,600 required for the 90% design review. Staff recommends an amendment to the Metrolink project for this consultant services purpose.

The easement agreement provides both a permanent easement for the pipeline and a temporary easement to allowing the District to close a small portion of the parking lot in the little-used northeast corner during the construction period.

The City of Camarillo will also be reviewing the design plans since the pipeline will use city rights-of-way at various locations, and also because the City is responsible for station maintenance.

THIS PAGE INTENTIONALLY LEFT BLANK

Item #10

April 13, 2012

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **PETER DE HAAN, PROGRAMMING DIRECTOR**
STEPHANIE YOUNG, PROGRAMMING ANALYST

SUBJECT: **MINI CALL FOR PROJECTS FOR SURFACE TRANSPORTATION PROGRAM (STP), CONGESTION MITIGATION AND AIR QUALITY (CMAQ), AND TRANSPORTATION ENHANCEMENT (TE) FUNDS – PUBLIC HEARING**

RECOMMENDATION:

- Program $19,544,769 of STP funds to the projects prioritized "above the line" in Attachment A, $14,255,561 of CMAQ funds to the projects prioritized "above the line" in Attachment B, and $2,600,000 of TE funds for the Surfers Point Bike Path Phase II in Ventura.
- Approve the shelf list of $6,517,626 for projects in Attachment C, for projects to be eligible to receive funds prior to September 30, 2013 should the need arise to avoid loss of funds or of program authority. Projects will receive funds in priority order depending on the need to use unobligated funds.
- Approve the advisory committee recommendations listed in Attachment D.

BACKGROUND:

At the December meeting, VCTC approved guidelines for the Mini Call for Projects. Project applications were due to VCTC on February 6th, and as of the deadline staff received $92.3 million in applications. In addition, on February 27th staff received an application from the Port of Hueneme for $6,060,367 in CMAQ for the Multi-Modal Shoreside Power Project. VCTC staff established a list of the projects submitted and gave initial scoring to the projects according to the approved criteria. VCTC staff also met with Ventura County Air Pollution Control District staff to review the CMAQ projects for eligibility, and review the scoring for air quality. A subcommittee, appointed by the Transit Operators Committee (TRANSCOM) and the Transportation Technical Advisory Committee (TTAC), met on February 27th to review the projects listing and the scoring. In addition, as directed by TRANSCOM and TTAC, the subcommittee recommended a project shelf list. VCAPCD staff and the subcommittee did not review the Port of Hueneme project.

Two of the nominated projects were not included in the project ranking as they were determined to be ineligible. Staff discussed one of these projects, the proposed East County Fixed Route Transit Service, with Federal Transit Administration staff, and concluded that it would likely be ineligible for CMAQ funds since much of the service could supplant the existing VISTA East service. As described in Attachment D, the Transit Operators Committee recommended that the City of Simi Valley be given opportunity to revise the project to address the eligibility issue and submit it again for scoring, with the possibility that VCTC could add the project to the shelf list if its score is high enough.

Previously, federal policy required an 11.47% match on all STP and CMAQ projects except for ridesharing, which requires no match. However, a new federal policy allows bridge toll revenues to be used as on a statewide basis as credit against the local match requirement, effectively eliminating the need for local match within California. In the criteria approved by the Commission, local match was not required, but was strongly encouraged. Three cities plus VCTC requested that their projects receive 100% federal funds. However, staff recommends that all local agencies be required to provide at least the minimum match, to allow the funding of more projects given the large number of projects submitted. VCTC is still recommended to receive 100% federal funding to avoid increasing the amount of Local Transportation Funds taken “off the top.” This recommendation was discussed by TTAC, and the Committee approved the staff recommendation, with the caveat, as described in Attachment D, that local match can be reduced below 11.47% should a project’s cost be reduced without reducing its scope.

Attachment E shows the funding distribution by jurisdiction for the recommended program. Some agencies received points based on geographic equity, to bring their totals closer to their share. Other agencies remain below their population share but have no projects that remain unfunded. In particular, Fillmore, Santa Paula, and Port Hueneme did not nominate any projects in this cycle.

Due to the project having been submitted late, the Port of Hueneme shoreside power system project is not recommended for funding. As with other agencies, the Port was informed of the policies and deadlines which the Commission approved for the Mini-Call for Projects. The project would have significant merit, especially in view of its projected air quality benefits, and the Port faces an impending regulatory deadline to install this equipment. However, funding the requested $6 million during the current cycle would displace a significant number of projects whose sponsors have complied with the Commission’s adopted process and deadlines. In an effort to assist the Port in the development of CMAQ applications in the future, VCTC and the Ventura County Air Pollution Control District did score the application, as shown at the bottom of Attachment B.

As in prior discussions regarding federal funds, it is important to note that the upcoming reauthorization could limit the ability to spend STP funds on local road rehabilitation. Although there are a significant amount of funds recommended for local road rehabilitation, since the Mini-Call for Projects is programming funds through FY 2012/13, the ability to use these STP funds for local rehabilitation is subject to possible federal policy changes made through reauthorization. Similarly, should there be a significant reduction in federal funds in the next two years it could be necessary to delay projects to later years.

PROJECT NAME/ DESCRIPTION	AGENCY	FEDERAL FUNDS REQUESTED	FUNDING RECOMMENDED	TOTAL PROJECT COST	TOTAL SCORE
Highway Investment Study	VCTC	$ 500,000	$ 500,000	$ 500,000	65
Pleasant Valley Rd at Sturgis Rd Intersection Improvements	County of Ventura	$ 335,000	$ 335,000	$ 560,000	60
Pleasant Valley Rd at East Fifth St Intersection Improvements	County of Ventura	$ 1,425,000	$ 1,425,000	$ 1,780,000	55
Pleasant Valley Rd Bikelanes	County of Ventura	$ 360,000	$ 360,000	$ 450,000	50
Hueneme Rd Bike Lanes	County of Ventura	$ 168,000	$ 168,000	$ 280,000	50
Erringer Rd at Cochran St Right Turn Lane	Simi Valley	$ 650,000	$ 575,445	$ 650,000	40
Rice Ave at Wooley Rd Intersection Improvements	County of Ventura	$ 200,000	$ 200,000	$ 250,000	40
Road Resurfacing	Ojai	$ 400,000	$ 354,120	$ 400,000	40
Madera Rd Widening between Country Club West and Wood Ranch Pkwy	Simi Valley	$ 1,000,000	$ 885,300	$ 1,000,000	35
Rice Corridor Bridge at Fifth St	Oxnard	$ 1,760,000	$ 1,760,000	$ 2,000,000	35
Pavement Rehab - Moorpark	Moorpark	$ 720,000	$ 637,416	$ 720,000	35
Pancho Rd Improvements	Camarillo	$ 1,500,000	$ 1,500,000	$ 1,694,500	35
Madera Rd Widening between Simi Village Dr and Los Angeles Ave	Simi Valley	$ 600,000	$ 531,180	$ 600,000	30
Kanan Rd Pavement Rehab	County of Ventura	$ 648,000	$ 648,000	$ 1,080,000	30
Hueneme Rd Pavement Rehab	County of Ventura	$ 800,000	$ 800,000	$ 1,330,000	30
Etting Rd Pavement Rehab	County of Ventura	$ 360,000	$ 360,000	$ 600,000	30
West LA Ave Bike Lanes	Simi Valley	$ 2,500,000	$ 2,213,250	$ 2,500,000	30
Pavement Rehab Various Streets Phase I	Camarillo	$ 500,000	$ 500,000	$ 565,000	25
Street Rehab	Simi Valley	$ 4,100,000	$ 3,629,730	$ 4,100,000	25
Rose Ave Resurfacing	Oxnard	$ 2,162,328	$ 2,162,328	$ 2,442,480	25
Del Norte Resurfacing	Oxnard	$ 2,688,479		$ 3,036,800	25
Fifth St Resurfacing	Oxnard	$ 1,062,360		$ 1,200,000	25
Rose Ave Bridge at Fifth St	Oxnard	$ 26,400,000		$ 30,000,000	20
Fleet Maintenance Facility Canopy	Thousand Oaks	$ 300,000		$ 375,000	15
Sturgis Rd Resurfacing	Oxnard	$ 1,472,560		$ 1,663,345	10
Vineyard Ave Resurfacing	Oxnard	$ 1,866,655		$ 2,108,500	10
Harbor Blvd Resurfacing	Oxnard	$ 2,787,808		$ 3,148,998	10
Channel Islands Blvd Resurfacing	Oxnard	$ 3,733,091		$ 4,216,752	10
Camino Del Sol Resurfacing	Oxnard	$ 4,216,043		$ 4,762,276	10
Pavement Rehab Various Streets Phase II	Camarillo	$ 1,000,000		$ 1,130,000	10
TOTAL		$ 66,215,324	$ 19,544,769	$ 75,143,651	

RECOMMENDED CMAQ PROJECTS ATTACHMENT B

PROJECT NAME/DESCRIPTION	AGENCY	FEDERAL FUNDS REQUESTED	FUNDING RECOMMENDED	TOTAL PROJECT COST	TOTAL SCORE
Victoria Ave Corridor Transit Service (3 years of funding requested, only 2 recommended)	Gold Coast	$ 2,405,360	$ 1,369,559	$ 2,717,000	75
Rideshare Programs	VCTC	$ 886,000	$ 886,000	$ 886,000	75
Traffic/Trip Demand Management Plan	Oxnard	$ 132,795	$ 132,795	$ 150,000	75
Victoria Ave Bus Stops	Oxnard	$ 374,962	$ 374,962	$ 423,542	75
Moorpark City Transit Extended Hours	Moorpark	$ 680,000	$ 602,004	$ 680,000	70
Erbes Rd Improvements	Thousand Oaks	$ 4,200,000	$ 4,200,000	$ 5,250,000	65
VCTC Marketing/Community Outreach	VCTC	$ 1,000,000	$ 1,000,000	$ 1,000,000	60
Bike Facilities for the NECSP	Oxnard	$ 643,896	$ 643,896	$ 727,320	60
Extended Bus Service	Thousand Oaks	$ 170,000	$ 170,000	$ 212,500	60
Extended Trolley Service Hours	Ojai	$ 132,795	$ 132,795	$ 150,000	60
C Street Bike Facilities	Oxnard	$ 306,075	$ 306,075	$ 345,730	50
Arneill Rd/Dunnigan St Traffic Signal	Camarillo	$ 250,000	$ 250,000	$ 282,500	50
Transit Stops Enhancement	Oxnard	$ 271,769	$ 271,769	$ 306,979	50
Saturday Bus Service	Thousand Oaks	$ 600,000	$ 600,000	$ 750,000	50
Rose Ave Sidewalk	Oxnard	$ 434,555	$ 434,555	$ 490,856	45
Las Posas Rd Bike Lanes	County of Ventura	$ 230,000	$ 230,000	$ 380,000	45
Citywide Sidewalk Survey	Oxnard	$ 177,060	$ 177,060	$ 200,000	45
Trapeze Software Upgrades	Thousand Oaks	$ 100,000	$ 100,000	$ 125,000	45
Ventura Blvd Sidewalk	Oxnard	$ 913,346	$ 913,346	$ 1,037,680	40
Three Replacement CNG Buses	Simi Valley	$ 1,650,000	$ 1,460,745	$ 1,650,000	40
Four Replacement Paratransit Vans	Simi Valley	$ 400,000	$ -	$ 400,000	40
Transportation Center Improvements	Thousand Oaks	$ 600,000	$ -	$ 750,000	35
CNG Fuel Station at Transportation Center	Thousand Oaks	$ 800,000	$ -	$ 1,000,000	30
Oxnard Bike/Ped Trail Fifth St Segment	Oxnard	$ 2,570,025	$ -	$ 2,903,000	25
Santa Clara River Trail, Victoria Ave Segment	Oxnard	$ 1,425,426	$ -	$ 1,610,105	20
TOTAL		**$ 21,354,064**	**$ 14,255,561**	**$ 24,428,212**	

Submitted After Deadline

Multi-Modal Shoreside Power Project	Port of Hueneme	$ 6,060,367	$ -	$ 10,100,612	50

RECOMMENDED PROJECT SHELF ATTACHMENT C

STP

	PROJECT NAME/DESCRIPTION	AGENCY	FEDERAL FUNDS REQUESTED
1	Del Norte Resurfacing	Oxnard	$ 2,688,479
2	Fifth St Resurfacing	Oxnard	$ 1,062,360
3	Fleet Maintenance Facility Canopy	Thousand Oaks	$ 300,000

CMAQ

	PROJECT NAME/DESCRIPTION	AGENCY	FEDERAL FUNDS REQUESTED
1	Victoria Ave Corridor Transit Service 3rd Year	Gold Coast	$ 712,667
2	Four Paratransit Vans	Simi Valley	$ 354,120
3	Transportation Center Improvements	Thousand Oaks	$ 600,000
4	CNG Fuel Station at Transportation Center	Thousand Oaks	$ 800,000

ATTACHMENT D

ADVISORY COMMITTEE RECOMMENDATIONS

The Transit Operators Committee (TRANSCOM) at its March 8th meeting recommended Commission approval of the approved project list and shelf list, with the following additional recommendation:

- The City of Simi Valley be given 60 days to work with VCTC and other east county cities to revise the East County Transit Service project that VCTC staff had deemed ineligible, and then resubmit the project. The project will then be rescored, and if the project scores at a comparable level or higher than other recommended shelf list projects, then it will be recommended to the Commission for placement on the shelf list.

The Transportation Technical Advisory Committee (TTAC) at its March 15th meeting recommended Commission approval of the project list and shelf list, with the following additional recommendation:

- At the time of the federal authorization of funds, should a project sponsor be able to deliver the project at a lower total cost than shown in the application, without reducing the scope, then the cost savings can first be taken from the local match through use of Toll Credits, without reducing the federal share. However, federal rules to not allow the reduction in the local match share subsequent to the authorization of funds.

FUNDS DISTRIBUTION ATTACHMENT E

Distribution of Funds Assuming Population Shares

(Assumes 2011 populations)

	2011 Population	Population Percentage	Population Share	Cost Increases	Remaining Share	Project Above Funding Cut Off	Over/Under
Camarillo	65,830	7.95%	$3,066,861	$717,000	$2,349,861	$ 2,250,000	(99,861)
Fillmore	15,120	1.83%	$704,404		$704,404	$ -	(704,404)
Moorpark	34,710	4.19%	$1,617,055		$1,617,055	$ 1,239,420	(377,635)
Ojai	7,511	0.91%	$349,919	$50,000	$299,919	$ 486,915	186,996
Oxnard	199,722	24.11%	$9,304,567	$1,342,340	$7,962,227	$ 7,861,566	(100,662)
Port Hueneme	21,477	2.59%	$1,000,562		$1,000,562	$ -	(1,000,562)
San Buenaventura	107,124	12.93%	$4,990,649	$260,000	$4,730,649	$ 3,284,780	(1,445,870)
Santa Paula	29,531	3.56%	$1,375,778	$1,110,000	$265,778	$ -	(265,778)
Simi Valley	125,026	15.09%	$5,824,660	$131,700	$5,692,960	$ 9,295,650	3,602,690
Thousand Oaks	127,557	15.40%	$5,942,574	$967,000	$4,975,574	$ 5,070,000	94,426
City Total	733,608	88.56%	$34,177,031	$4,578,040	$29,598,991	$29,488,330	(110,661)
County	94,775	11.44%	$4,415,339		$4,415,339	$ 4,526,000	110,661
VCTC						$ 2,386,000	
TOTAL	828,383	100.00%	$38,592,370	$4,578,040	$34,014,330	$34,014,330	0
TOTAL+VCTC						$ 36,400,330	

"Cost Increases" represent funds appproved at the December 2011 VCTC meeting.

THIS PAGE INTENTIONALLY LEFT BLANK

Item #11

April 13, 2012

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **STEPHANIE YOUNG, PROGRAM ANALYST**

SUBJECT: **PROGRAM OF PROJECTS FOR FISCAL YEAR (FY) 2011/12 FEDERAL TRANSIT ADMINISTRATION SECTION 5316 (JOBS ACCESS & REVERSE COMMUTE) AND SECTION 5317 (NEW FREEDOM) SMALL URBAN AND RURAL FUNDS – PUBLIC HEARING**

RECOMMENDATION:

- Adopt the attached list of FY 2011/12 project scores (ATTACHMENT B) and Program of Projects (ATTACHMENT A); and,
- Adopt Resolutions #2012-03 and #2012-04 (ATTACHMENTS C and D) authorizing the Executive Director to certify the applications and forward the applications and prioritized list to the California Department of Transportation (Caltrans).

BACKGROUND:

Caltrans Division of Mass Transportation administers Section 5316 JARC and Section 5317 NF funds allocated to Small Urbanized areas (50,000 – 200,000 population) and Non-Urbanized (Rural) areas (less than 50,000 population). JARC funds are available for capital and operating costs for transit projects targeting low income persons and reverse-direction commuters. New Freedom funds are for capital and operating costs for transit services targeted towards persons with disabilities, with the requirements that the service be above and beyond ADA requirements and have started since August, 2005.

At the February 3, 2012 meeting, the Commission approved a call for projects for the FY 2011/12 Section 5316 and 5317 Small Urban and Rural grants, with Small Urban applications due to VCTC from agencies on February 22, 2012. Rural applications were to be submitted to Caltrans directly from agencies. In Ventura County, projects serving Camarillo and Simi Valley are eligible to receive funds from the Small Urban apportionments. Projects serving southern Santa Barbara County are also eligible for Small Urban Funds. Rural apportionments apply to Santa Paula, Fillmore, and the rural portions of the unincorporated areas. Applications received by VCTC were submitted to Caltrans by March 23, 2012, in accordance with the Caltrans adopted timeline for grant applications. Their acceptance by Caltrans is pending Commission approval of this item.

Three JARC Small Urban applications were received as follows:

The Arc of Ventura County	JARC Operating Assistance for existing Employment Transportation Services	$97,596
City of Simi Valley	JARC Operating Assistance for fixed-route service from Simi Valley to Chatsworth	$1,200,000
VCTC	JARC Operating Assistance and Capital Funds for Coastal Express fixed-route service	$325,583

As part of last year's call for projects for Large Urban JARC and NF funds, VCTC also considered projects for Small Urban and Rural funds, and approved $41,300 of NF for the Mobility Management project by Mobility Management Partners (MMP). This project is thus included in the Program of Projects (ATTACHMENT A). VCTC had also approved $48,800 of JARC funds for the Arc Employment Transportation Service, but this project application was resubmitted to increase the amount of funds requested and eliminate the local match as allowed under the federal Toll Credits policy.

Applications for Rural funds were submitted directly to Caltrans from applicants. VCTC submitted one application for JARC Operating Assistance and Capital Funds for its Route 126 fixed-route service. The total amount of funding requested for this project was $658,400, including Toll Credits and no local match.

The California Vanpool Authority (CalVans) also submitted a JARC Rural application and requested a letter of support from VCTC. Since there is a high likelihood that most Rural projects submitted will be funded, staff has provided the requested support letter (ATTACHMENT E).

Grant Timeline

Caltrans has prepared a timeline which calls for the following:

- Small Urban grant applications submitted to VCTC by February 22, 2012.
- VCTC forwards a regional prioritized list with scores and applications to Caltrans by March 23, 2012. Rural grant applications also due to Caltrans on this date.
- Completion of State Review, Evaluation, and Program of Projects by Caltrans in May 2012.
- Tentative Award Announcement made in June 2012. Projects awarded pending FTA grant approval.
- Final Award Announcement made in December 2012.

Project Scoring of Small Urban Projects

VCTC is required to perform the "first level" review and scoring of the JARC Small Urban and NF Small Urban applications. It is the responsibility of VCTC to verify that each applicant meets all federal requirements of the program and to assign initial scores.

Scores adopted by the Commission will not necessarily be the final scores for these projects, and VCTC is not in a position to issue grant funds. Rather, VCTC is the first step in a process to receive grant funds based on a statewide priority list. As part of this initial review, prior to submission to Caltrans, applicants were able to submit additional information and make revisions to their applications which could affect their scores. Following submittal of the scores/rankings approved by the Commission, the applications will be reviewed (and possibly modified) by Caltrans. Project scores assigned by staff can be found in ATTACHMENT B.

At its March 8, 2012 meeting, the Transit Operators Committee (TRANSCOM) recommended the approval of a version of the Program of Projects that did not differentiate between small urban and rural projects and included smaller funding requests for Simi Valley and VCTC. Total project costs and project descriptions of the other projects included on the Program of Projects remain the same. The recommended Program of Projects for Commission approval is provided in ATTACHMENT A. TRANSCOM also recommended the authorization of the VCTC Executive Director to approve the project applications and forward the project list to Caltrans.

ATTACHMENT A

Program of Projects

The Ventura County Transportation Commission (VCTC) will hold a public hearing on the Program of Projects (POP) for the Small Urban and Non-Urban (Rural) Areas for projects to be funded with Federal Transit Administration New Freedom Initiative and Jobs Access Reverse Commute (JARC) funds in the 2011/12 Fiscal Year (FY 2012). The New Freedom funds available in FY 2012 are estimated to be $41,300. The JARC funds available in FY 2012 are estimated to be $2,281,579. The public hearing will be held at 9:00am on Friday, April 13, 2012, in the Camarillo City Council Chamber, 601 Carmen Drive, in Camarillo. The POP is available for public inspection at 950 County Square Drive, Suite 207, Ventura, CA 93003. Unless a subsequent notice is published, this project list will become the final Program of Projects for inclusion in the Southern California Association of Governments Regional Transportation Improvement Program.

FY 2012 New Freedom/JARC Program of Projects

	Total Cost	Federal Share	Local Share & Other
SMALL URBAN APPORTIONMENT			
New Freedom Initiative			
Mobility Management			
Mobility Management Partners			
Mobility Management Services	$41,300	$41,300	$0
Total New Freedom Small Urban	$41,300	$41,300	$0
Jobs Access Reverse Commute			
Operating Assistance			
The Arc of Ventura County			
Arc Employment Transportation Service	$97,596	$97,596	$0
Simi Valley Transit			
Fixed-Route Service to Chatsworth	$1,474,800	$1,200,000	$274,800
Ventura County Transportation Commission			
Coastal Express Transit Service	$130,783	$130,783	$0
Capital Assistance			
Ventura County Transportation Commission			
Coastal Express Transit Service	$194,800	$194,800	$0
Total JARC Small Urban	$1,897,979	$1,623,179	$274,800
RURAL APPORTIONMENT			
Jobs Access Reverse Commute			
Operating Assistance			
Ventura County Transportation Commission			
Route 126 Transit Service	$392,800	$392,800	$0
Capital Assistance			
Ventura County Transportation Commission			
Route 126 Transit Service	$265,600	$265,600	$0
Total JARC Rural	$658,400	$658,400	$0

ATTACHMENT B

SMALL URBAN JARC AND NEW FREEDOMS PROJECT SCORES

Applicant	Project	Federal Funds Requested	Scores					TOTAL
			Section A	Section B	Section C	Section D	Section E	
Simi Valley	Fixed Route Service to/from Chatsworth	$1,200,000	20	30	20	20	8	98
MMP	Mobility Management Services	$41,300	20	29	20	20	9	98
VCTC	Coastal Express fixed-route service	$325,583	20	28	20	20	10	98
The Arc of Ventura County	Employment Transportation Services	$97,596	20	29	20	18	9	96

Item #12

April 13, 2012

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Adopt a SUPPORT position on AB 2488 (Williams) to allow bicycle racks holding three bicycles on Gold Coast Transit buses.
- Adopt a SUPPORT IN CONCEPT position on SB 1225 (Padilla), to implement the new LOSSAN Corridor governance structure as proposed by the LOSSAN corridor agencies.

BACKGROUND:

Federal Issues

The Senate has now passed its authorization bill, called "Moving Ahead for Progress in the 21st Century," or MAP-21, a 2-year bill providing funds at the status quo plus inflation. However, the full House did not vote on its version of the multi-year authorization. As a result, on March 29th, the House and Senate approved the ninth short-term authorization extension, from March 31st to June 30th. This extension continues transportation funding at previous levels.

One provision of MAP-21 of which the Commission should be aware is the broadening of the pollutant categories used in the funding distribution for Congestion Mitigation and Air Quality (CMAQ) funds. Currently CMAQ funds are distributed by formula based on the severity of violation for two pollutants, of which only one, ozone, is violated in Ventura County. As a result, Ventura County receives a relatively lower proportion of funds relative to other counties, including those in Southern California, that violate both standards. MAP-21 would broaden the formula to also account for violation of the standard for particles of 2.5 micrometers or less (referred to as "PM2.5"), for which Ventura County is also in compliance. As a result, the relative formula weight placed on ozone would be reduced, likely causing Ventura County's CMAQ share to be reduced.

On March 29th the House passed the Fiscal Year 2012/13 Budget Resolution which provides guidance for developing the actual budget. The Budget Resolution calls for deep cuts to transportation programs.

State Issues

Attachment A provides the monthly report of Tim Egan, the Commission’s state lobbyist. The report includes recommendations to support two bills, namely AB 2488 (Williams), to allow 3-bicycle racks on Gold Coast Transit buses, and SB 1225 (Padilla), to implement the LOSSAN governance proposal on which VCTC last month took a SUPPORT IN CONCEPT position.

The Attachment B matrix showing the status of bills tracked by VCTC is attached. The matrix also includes AB 1778 (Williams) on which VCTC last month took an OPPOSE UNLESS AMENDED position, and some two-year bills on which VCTC took a position in 2011.

ATTACHMENT A

Capital Representation Group

March 23, 2012

To: Ventura County Transportation Commission
Darren Kettle
Peter DeHaan

From: Tim Egan

Subject: LEGISLATIVE REPORT

STATE LEGISLATION

The deadline for the introduction of bills for 2012 was February 24, 2012 with over 2,000 measures introduced. For the combined 2011-12 Legislative Session 4,324 bills have been introduced. The first legislative committee deadline is April 27 when policy committees must have passed and reported to the Appropriations Committees any fiscal bills introduced in their houses.

AB 1778 (Williams) – VCTC Local Transportation Funds

Earlier this month the Commission considered Assembly Member Das Williams legislation AB 1778 concerning the use of Local Transportation Funds and the timing for the submittal to the Legislature of the Regional Transit Study, and adopted an "oppose – unless amended" position. AB 1778 is currently scheduled to be heard on April 9, 2012 before the Assembly Transportation Committee.

AB 2488 (Williams) – Triple Bicycle Racks on Public Buses

Assembly Member Williams has introduced AB 2488 which is a "spot bill" that will be amended shortly to provide authority for Gold Coast Transit to extend total vehicle length for the installation of triple bicycle racks.

SCAG in their analysis as part of the development of the Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS) has estimated that bicycling in the six county region has increased approximately 50% since 2005. During public workshops on the draft RTP/SCS, SCAG received overwhelming public input throughout the region to expand capacity of existing bicycle access to public transit along with further funding commitment to expand the regional bike network.

Assemblyman Williams intends to amend AB 2488 to provide:

- That Gold Coast may install a front-mounted triple bicycle rack if the following conditions are met:

    1) The device does not extend more than 40 inches from the front body of the bus when fully deployed.
    2) The device, including all bicycles transported on the device, is mounted in a manner that does not materially affect efficiency or visibility of vehicle safety equipment.
    3) The handlebars of a bicycle that is transported on a device described in this subdivision do not extend more than 46 inches from the front of the bus.

Once the amendments are made, it is anticipated that the bill will be referred to the Assembly Transportation Committee for a hearing sometime in April.

RECOMMENDATION – Support AB 2488 as proposed to be amended.

SB 1225 (Padilla) – LOSSAN Intercity Passenger Rail Act of 2012

Senate Bill 1255 is a measure which intends to implement recommendations developed by the LOSSAN Rail Corridor Agency Board of Directors and its member agencies to assume local authority for the intercity rail passenger service between San Luis Obispo and San Diego. SB 1225 is currently a “spot” bill and will be amended soon to reflect the attached legislative language that the LOSSAN Board will consider at its March 30, 2012 meeting in Santa Barbara.

In 2009, the LOSSAN Board and Member Agencies approved an Interagency Memorandum of Understanding (MOU) with its main objectives to; collectively work towards improvements in the LOSSAN Corridor through enhanced and increased service, better coordinated and integrated passenger rail operations and services, and provide direction and reach agreement on the appropriate institutional and organizational structure for the decision making, management and operation of the rail service in the Corridor. The agreement also called for this analysis to be incorporated into a Corridorwide Strategic Implementation Plan with a project manager retained to oversee this effort.

The legislative staffs and Chief Executive Officers (CEOs) of the member agencies have been meeting frequently to reach a consensus on the attached draft legislation and will continue to do so to consider potential voting alternatives proposed by the LOSSAN Board at their March 5, 2012 meeting. The Board previously narrowed the options to the following three alternatives:

- Option A: Specify voting members in the legislation
- Option B: Do not specify members in the legislation, but note that this would be specified in the joint exercise of powers agreement for LOSSAN
- Option C: Additional language to Option A proposed by the Riverside County Transportation Commission (RCTC) staff to include RCTC as a voting member.

The LOSSAN Board approved Option B for the draft legislation and requested that the CEOs continue to meet and discuss possible voting alternatives.

VCTC previously adopted a “support in concept” position relative to the overall framework for a possible local authority to manage the state-supported intercity passenger rail service along the existing LOSSAN Corridor.

SB 1225 will be heard in the Senate Transportation and Housing Committee on April 17, 2012.

RECOMMENDATION – Support SB 1225 as proposed to be amended.

STATE BUDGET

On January 30, 2012, the Legislature passed and the Governor approved shortly thereafter SB 95 (Senate Budget & Fiscal Review Committee) a “budget trailer” bill to the 2011 State Budget, to provide additional authority for the state to borrow various dedicated transportation funds to meet “cash flow” purposes for the State General Fund. SB 95 specifically authorizes the state to borrow up to 15% of the cash balances in the Highway Users Tax Account, Transportation Investment Fund, Motor Vehicle Fuel Account, Transportation Revolving Account and State Highway Account to be available for contingency interim financing for critical state highway and local road projects that would otherwise be financed by General Obligation Bonds. Any cash flow loans to the General Fund would be made as long as such loans do not interfere with the purpose for which the original tax or fund was created, and if a loan is made, would be repaid with principle and interest computed based on the earnings rate of the tax or fund.

As part of SB 95, is a new provision long advocated for by the transportation lobby, local transportation commissions and authorities, and cities and counties to permit for a “continuous appropriation” of Highway Users Tax Account (HUTA) funds in the event of a delayed state budget by the Legislature.

The people of the State of California do enact as follows:

SECTION 1. This act shall be known and may be cited as the Intercity Passenger Rail Act of ~~1996~~2012.

SEC. 2. (a) The Legislature finds and declares all of the following:

(1) An intercity rail passenger system, linking major urban centers and complemented by feeder bus services that provide access to outlying areas and destinations, is an important element of the state's transportation system, and shall remain a state-funded program.

(2) The state has a continuing interest in the provision of cost-effective intercity rail passenger services and has a responsibility to coordinate intercity rail passenger services statewide.

(3) Since 1976, the state has invested over one billion, eight hundred million dollars ($1,8~~0~~00,000,000) in capital improvements and operating support for intercity rail passenger service and must ensure the protection of that investment. ~~Recently, state costs to support operation of this service have increased greatly due to congressional reductions in Amtrak's federal operating support.~~

(b) The Legislature, through the enactment of this act, intends all of the following:

(1) The Secretary of Business, Transportation and Housing shall be responsible for the overall planning, coordination, and budgeting of the intercity passenger rail service.

(2) If the secretary determines that transferring responsibility for intercity rail service in a particular corridor or corridors to statutorily created joint powers agency would result in administrative or operating cost reductions, the secretary may authorize the Department of Transportation to enter into an interagency transfer agreement to effect a transfer of those administrative functions.

(3) Any intercity rail corridor for which administrative responsibility has been transferred to a joint powers board through an interagency transfer agreement shall remain as a component of the statewide system of intercity rail corridors.

(4) The public interest requires expansion of the state intercity rail program in order to keep pace with the needs of an expanding population.

(5) For not less than a ~~three year~~five-year period, the level of state funding for intercity rail service in each corridor shall be maintained at a level equal to at least the current level of service in the corridor, thus providing fiscal stability that will allow appropriate planning and operation of these services.

SEC. 3. Section 14031.8 of the Government Code is amended to read:

14031.8. (a) The Secretary of Business, Transportation and Housing shall establish, through an annual budget process, the level of state funding available for the operation of intercity passenger rail service in each corridor.

(b) Where applicable, operating funds shall be allocated by the secretary to the joint powers board in accordance with an interagency transfer agreement which includes mutually agreed-upon rail services. Funds for the administration and marketing of services, as appropriate, shall also be transferred by the secretary to the joint powers board, subject to the terms of the interagency transfer agreement.

(c) The joint powers board or local or regional entities may, but shall not be required to, augment state-provided resources using local resources to expand intercity passenger rail services, or to address funding shortfalls in achieving agreed-upon performance standards.

(d) The department may provide any support services as may be mutually agreed upon by the board and the department.

(e) Operating costs shall be controlled by dealing with, at a minimum, the current Amtrak cost allocation formula, which beginning in FY 2013-2014 will be subject to federal Passenger Rail Investment and Improvement Act (PRIIA) Section 209 provisions, —and the ability to contract out to Amtrak or other rail operators as a part of federal legislation dealing with Amtrak reauthorization.

(f) Not later than December 31, 1997, and for purposes of the LOSSAN Corridor, no later than December 31, 2014, the secretary shall establish a set of uniform performance standards for all corridors and operators to control cost and improve efficiency.

(g) Notwithstanding provisions in this section, with regard to the LOSSAN Corridor, local resources specified in subdivision (c) shall not be expended to offset the redirection, elimination, reduction, or reclassification of state resources identified in subdivision (b).

SEC. 4. Section 14070.2 of the Government Code is amended to read:
14070.2. (a) If authorized by the secretary, the department may, through an interagency transfer agreement, transfer to a joint powers board, and the board may assume, all responsibility for administering intercity passenger rail service in the corridor. Upon the date specified in the agreement, the board shall succeed to the department's powers and duties relative to that service, except that the department shall retain responsibility for developing budget requests for the service through the state budget process, which shall be developed in consultation with the board, and for coordinating service in the corridor with other intercity passenger rail services in the state.

(b) The interagency transfer agreement shall be executed on or before December 31, 1996, except ~~.~~for an intercity transfer agreement for the LOSSAN Corridor. If an interagency transfer agreement is not entered into with LOSSAN on or before ~~December 31, 2013~~June 30, 2014, the secretary shall provide a report to the Governor and the Legislature on or before ~~January~~July 30, 2014, explaining why an acceptable agreement has not been developed, with specific recommendations for developing an acceptable interagency transfer agreement.

(c) The secretary shall require the board to demonstrate the ability to meet the performance standards established by the secretary pursuant to subdivision (f) of Section 14031.8.

SEC. 5. Section 14070.4 of the Government Code is amended to read:
14070.4. (a) An interagency transfer agreement between the department and a joint powers board, when approved by the secretary, shall do all of the following:

(1) Specify the date and conditions for the transfer of responsibilities and identify the annual level of funding, which for purposes of an interagency transfer agreement for the LOSSAN Corridor shall be for the initial five years of the transfer, and ensure that the level of funding is consistent with and sufficient for the planned service improvements within the corridor.

(2) Identify, for the initial year and subsequent years, the funds to be transferred to the board including state operating subsidies made available for intercity rail services in the corridor, and funds currently used by the department for administration and marketing of the corridor, with the amounts adjusted annually for inflation and in accordance with the business plan.

(3) Specify the level of service to be provided, including identifying a minimal service level within the LOSSAN Corridor, set as that amount of

intercity passenger service provided within the LOSSAN corridor as of January 9, 2012, for purposes of an interagency transfer agreement for the LOSSAN Corridor, the respective responsibilities of the board and the department, the methods that the department will use to assure the coordination of services with other rail passenger services in the state, and the methods that the department will use for the annual review of the business plan and annual proposals on funding and appropriations.

(4) Describe the terms for transferring to the joint exercise of powers agency car and locomotive train sets, and other equipment and property owned by the department and required for the intercity service in the corridor including, but not limited to, the number of units to be provided, liability coverage, maintenance and warranty responsibilities, and indemnification issues.

(5) Describe auditing responsibilities and process requirements, reimbursement and billing procedures, the responsibility for funding shortfalls, if any, during the course of each fiscal year, an operating contract oversight review process, performance standards and reporting procedures, the level of rail infrastructure maintenance, and other relevant monitoring procedures. The description shall contain an evaluation of the impact of any transfer of equipment on other intercity corridors. The agreement shall endeavor to minimize the impact and maximize the efficient use of the equipment, including continued joint use of equipment that is currently shared by one or more corridors.

(b) Use of the annual state funding allocation, as set forth in the interagency transfer agreement, which for the LOSSAN Corridor shall be the allocation for the initial five years, shall be described in an annual business plan submitted by the board to the secretary for review and recommendation by April 1 of each year. The business plan, when approved by the secretary, shall be deemed accepted by the state. The budget proposal developed by the department for the subsequent year shall be based upon the business plan approved by the secretary. The business plan shall be consistent with the interagency transfer agreement and shall include a report on the recent as well as historical performance of the corridor service, an overall operating plan including proposed service enhancement to increase ridership and provide for increased traveler demands in the corridor for the upcoming year, short-term and long-term ~~capitol~~ capital improvement programs, funding requirements for the upcoming fiscal year, and an action plan with specific performance goals and objectives. The business plan shall document service improvements to provide the planned level of service, inclusion of operating plans to serve peak period work trips, and consideration of other service expansions and enhancements, which, for the LOSSAN Corridor, shall be consistent with the current California State Rail Plan. The plan shall clearly delineate how funding and accounting for state-sponsored rail passenger services shall be separate from locally sponsored services in the corridor. Proposals to expand or modify passenger services shall be accompanied by the identification of all associated costs and ridership projections. The business plan shall establish, among other things: fares, operating strategies, capital improvements needed, and marketing and operational strategies designed to meet performance standards established in the interagency transfer agreement.

(c) Based on the annual business plan and the subsequent appropriation by the Legislature, the secretary shall allocate state funds on an annual basis to the board. As provided in the interagency transfer agreement, any additional funds that are ~~required~~ needed to operate the passenger rail service during the fiscal year ~~shall~~ may be provided by the board from jurisdictions that receive service. In addition, the board may use any cost savings or farebox revenues to provide service improvements related to intercity service. In any event, the board shall report the fiscal results of the previous year's operations as part of the annual business plan.

(d) The term of an interagency transfer agreement for the LOSSAN Corridor shall not exceed five-years.

~~(d)~~ (e) The level of service funded by the state shall in no case be less than the current number of intercity round-trips operated in a corridor and serving the end points currently served by the intercity rail corridor. For purposes of the LOSSAN Corridor, the level of service funded by the state shall be the amount of intercity passenger service provided within the LOSSAN Corridor as of January 9, 2012. Subject to Section 14035.2, the level of service funded by the state shall also include feeder bus service with substantially the same number of route miles as the current feeder system, to be operated in conjunction with the trains. However, the interagency transfer agreement shall not prohibit the joint powers board from reducing the number of feeder bus route miles if the joint powers board determines that a feeder bus route is not cost effective as provided in Section 14035.2.

~~(e)~~ (f) Nothing in this article shall be construed to preclude expansion of state-approved intercity rail service.

(g) Notwithstanding provisions in this section, local funds specified in subdivision (c) shall not be required to offset the redirection, elimination, reduction, or reclassification of state resources identified in the business plan as specified in subdivision (b).

SEC. 6. Section 14070.6 of the Government Code is amended to read:

14070.6. The department and any entity that assumes administrative responsibility for passenger rail services through an interagency transfer agreement, may, through a competitive solicitation process, contract with the National Railroad Passenger Corporation (Amtrak) or with organizations authorized ~~not precluded by~~under state or federal law to provide intercity passenger rail services, and may contract with rail corporations and other rail operators for the use of tracks and other facilities and for the provision of intercity passenger services on terms and conditions as the parties may agree. The department is deemed to be a third-party beneficiary of the contract, and the contract shall not contain any provision or condition that would negatively impact on or conflict with any other contracts the department has regarding intercity rail services. Any entity that succeeds the department as sponsor of state-supported intercity passenger rail services through an interagency transfer agreement, is deemed an agency of the state for all purposes related to intercity passenger rail services, including Section 1614 of Title 49 of the United States Code.

SEC. 7. Section 14072 of the Government code is amended to read:

14072. (a) The Los Angeles-San Diego-San Luis Obispo Rail Corridor Agency, also known as LOSSAN Agency, is an existing joint powers authority formed pursuant to Article I, Chapter 5 Division 7 Title 1 (commencing with Section 6500), set up to provide an organization capable of implementing the recommendations contained in the State Rail Corridor Study Group's June 1987 report entitled, "Los Angeles-San Diego State Rail Corridor Study" and undertaking related efforts to improve corridor services and facilities and coordinate sub-corridor commuter rail services with corridor services. The LOSSAN Agency is made up of voting members, as specified in the LOSSAN Agency joint exercise of powers agreement.

~~The Southern California Regional Rail Authority is an existing joint powers authority formed pursuant to Section 130255 of the Public Utilities Code, made up of the county transportation commissions of the Counties of Los Angeles, Orange, Riverside, San Bernardino, and Ventura, and set up to operate the commuter rail network known as Metrolink in those counties.~~

SEC. 8. Section 14072.2 of the Government Code is repealed.

SEC. 9. Section 14072.4 of the Government Code is repealed.

SEC. 10. Section 14072.6 of the Government Code is amended to read:
14072.6. This article shall be applicable only if the ~~entities to be represented on the authority~~member agencies of the LOSSAN Agency enter into an amended joint exercise of powers agreement to expand its ~~the~~ authority~~,~~ to permit the administration of intercity passenger rail services on the LOSSAN Corridor, and the LOSSAN Agency thereafter elects ~~and elect~~ to become a party to an interagency transfer agreement pursuant to Article 5 (commencing with Section 14070). The amended joint exercise of powers agreement is subject to approval of the governing board of each member agency and shall establish the terms and conditions for the joint powers authority. The LOSSAN Agency only shall be permitted to exercise jurisdiction over intercity rail matters in the LOSSAN Corridor if the LOSSAN Agency adopts an amended joint exercise of powers agreement with the expanded authority described in this section.

ATTACHMENT B

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY March 23, 2012			
BILL/AUTHOR	**SUBJECT**	**POSITION**	**STATUS**
AB 441 Monning	Required Regional Transportation Plans to address health effects and directs that voluntary guidelines be provided for General Plans to address health effects. The amended version makes the RTP requirements voluntary.	Oppose	Passed Assembly Appropriations Committee 12-5. Passed Assembly 50-23. In Senate Transportation and Housing Committee.
AB 1229 Feuer	Authorizes to authorize issuance Grant Anticipation Notes through the California Transportation Financing Authority.	Support	Passed Senate Transportation & Housing Committee 9-0. In Senate Appropriations Committee.
AB 1778 Williams	Advances to July 1, 2013 the date by which all Local Transportation Funds in Ventura County must be spent on transit.	Oppose Unless Amended	In Assembly Transportation Committee.
AB 2488 Williams	Spot bill expected to be amended to allow three-bicycle racks on Gold Coast Transit buses.	**Support**	No committee assignment yet.
SB 867 Padilla	Authorizes tax credit bond program for transportation projects.	Support	In Senate Transportation & Housing Committee.
SB 1225 Padilla	Spot bill expected to be amended to carry LOSSAN corridor agency governance recommendation.	**Support In Concept**	In Senate Transportation & Housing Committee.

Recommended positions in this agenda shown in **bold**.

THIS PAGE INTENTIONALLY LEFT BLANK

Item #13

April 13, 2012

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: STEVE DEGEORGE, PLANNING & TECHNOLOGY DIRECTOR

SUBJECT: NAVAL BASE VENTURA COUNTY JOINT LAND USE STUDY

RECOMMENDATION:

- The Commission consider accepting the responsibilities of Study Sponsor for a Joint Land Use Study with Naval Base Ventura County.
- Should the Commission desire to accept the responsibilities of Study Sponsor, authorize the Executive Director to work with the Department of Defense Office of Economic Adjustment to submit a grant application for a Joint Land Use Study with Naval Base Ventura County.

BACKGROUND:

As the Commission may recall, in April of 2011 Naval Base Ventura County (NBVC) hosted a land use forum to begin a discussion with its neighboring communities about coordinating land use policies to ensure the long term operational viability of the naval installations in Ventura County. As a follow up to that forum, representatives from NBVC and the Department of Defense Office of Economic Adjustment visited with the surrounding jurisdictions and agencies to gauge the interest in developing a Joint Land Use Study (JLUS) with NBVC.

A JLUS is a cooperative planning effort led by local communities or agencies promoting greater partnership with military installations. The dual goal of a JLUS is to develop land use policies that preserve the ability of a military installation to perform its assigned mission by preventing the encroachment of incompatible land uses and to protect the public health, safety and welfare of the surrounding community.

Across the summer of 2011, the surrounding communities as well as the VCTC in its role as the Airport land Use Commission (ALUC) recognized the importance of NBVC to Ventura County and endorsed the concept of a JLUS. At its July 8, 2011 meeting, the Commission formally adopted a resolution of support and further commented that it would be appropriate for the Commission to take a leadership role in the JLUS effort. With that local support in hand, NBVC was then able to successfully nominate Ventura County for a JLUS.

April 13, 2012
Item #13
Page #2

DISCUSSION:

On March 30, 2012, NBVC and the Department of Defense Office of Economic Adjustment held a JLUS Coordination Meeting with the Cities of Camarillo, Oxnard, Port Hueneme, the County of Ventura, The Oxnard Harbor District, The Port of Hueneme, the VCTC and other interested parties. The Coordination Meeting provided greater detail about the purpose and the process of a conducting a JLUS. Typically, a JLUS is a twelve (12) to twenty four (24) month consultant assisted planning study funded ninety percent (90%) by the Department of Defense Office of Economic Adjustment with a ten percent (10%) non-federal local match. Staff time from one or more agencies/cities may be used for the local match. There is no formal cap to the grant amount of a JLUS but grants have historically ranged between $150,000 and $250,000. The governance structure of the JLUS oversight committees is locally determined and can take a variety of forms.

A key issue for the March 30th meeting was initiating a process to identify a “Study Sponsor”. The Study Sponsor is the lead agency for the JLUS and must be a governmental agency. The Study Sponsor is responsible for submitting the grant application, the consultant selection process, contract management, coordinating policy and technical committees, ensuring the ten percent (10%) non-federal local match is met and project delivery.

Through group discussion two potential Study Sponsors were identified. The City of Oxnard volunteered to serve as Study Sponsor and indicated that the Mayor and other council members were supportive of the JLUS and willing to commit City resources to the effort. Additionally, Commissioner Kathy Long recommended that the VCTC, considering its regional role as the ALUC, was a logical and appropriate agency to act as Study Sponsor. Although no formal vote or action was taken, the recommendation to have VCTC act as Study Sponsor was supported providing that representation on policy committees reflected those jurisdictions neighboring NBVC.

In reviewing the requirements of the JLUS Study Sponsor, staff finds that VCTC is an eligible recipient of the JLUS grant, that there will be sufficient personnel available to fulfill its duties and funding for that staff time will be provided through Local Transportation Funds (LTF). Although the JLUS grant is a reimbursement program, there are sufficient State Transit Assistance (STA) funds available to ensure that cash flow will not pose a threat to the project timing or delivery across the life of the study.

Given the Commission’s previous support for a leadership role in the JLUS, the availability of resources to fulfill the role of Study Sponsor and the eligibility under the grant rules, staff recommends that the Commission consider accepting the responsibilities of Study Sponsor for a Joint Land Use Study with Naval Base Ventura County. Additionally staff recommends that should the Commission desire to accept the responsibilities of Study Sponsor, to authorize the Executive Director to work with the Department of Defense Office of Economic Adjustment to submit a grant application for a Joint Land Use Study with Naval Base Ventura County.

Item #14

APRIL 13, 2012

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DARREN M. KETTLE, EXECUTIVE DIRECTOR

SUBJECT: PERSONNEL MODIFICATIONS - ELIMINATE RETIRED ANNUITANT STAFFING HOURS AND ADD (1) PROGRAM ANALYST I/II POSITION

RECOMMENDATION:

- Approve adding (1) Program Analyst I/II position in current year and continue and maintain position in FY 2012/13 budget and eliminate retired annuitant staffing hours effective with FY 2012/13 budget. The VCTC Administrative Committee has reviewed and concurred with this recommendation.

BACKGROUND:

Staffing: The Commission has been utilizing the professional services of Kerry Forsythe as a retired annuitant since his retirement in November 2007. His main area of work program focus has been regional transit planning and funding. As part of the 2011-12 Fiscal Year budget, recognizing a significant reduction in Capital Projects workload the Commission eliminated the full-time Capital Projects Director position. There remains some work in monitoring capital projects and call box management work but not to a level that justified a full-time senior staff level position. In order to meet the reduced staffing needs VCTC's FY 2011/12 budget contained 500 budgeted hours for a retired annuitant, Samia Maximous, to perform this limited level of work; however that arrangement did not come to fruition.

Under CalPERS provisions, retired annuitants may work for a CalPERS member agency for up to 960 hours in a Fiscal Year without jeopardizing retiree status. However, CalPERS has recently clarified that the staffing of regular, permanent positions with retired annuitants is designed to be a short-term personnel solution for CalPERS member agencies. CalPERS has implemented stronger reporting and more stringent auditing of retired annuitant hours which can result in substantial penalties if an agency is found to be out of compliance.

In response to both the staffing needs and the CalPERS clarifications, staff recommends moving forward with recruiting and filling a newly allocated Program Analyst I/II position for Fiscal Year 2012/13 and eliminating the retired annuitant hours. The new analyst will be shared between the Director of Programming and the Director of Planning and Information Technology with responsibilities that include

Call Box program monitoring, transportation planning, and FTA grant monitoring. It is hoped that the position could be filled as of June 1 of this year to allow for a one month transition and training period from the current retired annuitant and the new analyst. This series of changes has several positive outcomes including salary and benefit savings, continues to develop professional level depth in the agency, matches work responsibilities more accurately with position level, and provides flexibility in Commission staffing, allowing for career mobility and staff development.

Analysis: The Program Analyst I/II classification was adopted last year in order to create greater flexibility in Commission staffing, allow for career mobility and staff development, and to reduce the overall number of management positions at VCTC. With the recent retirement of the Program Manager – Transit Dependent Programs the Commission was able to reallocate and fill the position at a Program Analyst I level, resulting in significant and ongoing budget savings. The staffing proposal before you seeks to reallocate hours paid at the management level range (retired annuitants) to the Program Analyst level.

Costs:

Item	Employee Rate Per Hour	Annual Total Costs Including Benefits	FY 2011/12 Status
Retired Annuitant Hourly Salary (Kerry)	$68.58	**$78,006.16**	960 hours per year
Retired Annuitant Hourly Salary (Samia)	$58.29	**$34,431.48**	500 hours per year
Program Analyst I Top Hourly Salary	At entry point	**$87,637.02**	40 hours per week
Program Analyst II Top Hourly Salary	Up to $39.18	**$140,536.37**	40 hours per week

The FY 2011/12 retired annuitant budgeted hours were 1,460 for a total budgeted cost of $112,437.64. The requested Program Analyst I/II allocation would work a 100% schedule (2080 hours) for a total budgeted cost of $140,536.37 at the highest point in the Program Analyst II salary range. However, we would seek to fill the Program Analyst position at the entry-level so anticipated salary and benefit costs for FY 2011/12 would be approximately $88,000. The total cost *savings* of eliminating all retired annuitant hours and adding a Program Analyst I at the entry level would be $24,800.62. The total *expense* of eliminating all retired annuitant hours and adding a Program Analyst II (calculated at the top pay step of the Program Analyst II classification) would be $28,098.73 per year. Full costs will be unknown until an appointment is made, but the costs will be no more than the annual $140,536.37 amount. Funding for this will be from Fiscal Year 2012/13 Local Transportation Fund, FTA, SAFE, and PPM accounts.

Item #15

April 13, 2011

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: DAREN KETTLE, EXECUTIVE DIRECTOR
SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: FISCAL YEAR 2012/2013 DRAFT BUDGET – PUBLIC HEARING

RECOMMENDATION:

- Receive the Fiscal Year 2012/2013 Draft Budget
- Conduct Public Hearing to receive testimony on the Fiscal Year 2012/2013 Draft Budget as presented.

DISCUSSION

The Fiscal Year 2012/2013 Draft budget is divided into two main sections: the Main Budget and the Program Task Budgets. The Main Budget contains the program overviews and projections and is intended to provide a general understanding of VCTC's budgeted activities and programs for the coming fiscal year. The Program Task Budgets contain task level detail of the projects including objectives and accomplishments. This task driven budget is designed to provide fiscal accountability and a method to evaluate VCTC's programs and services to the region.

As proposed, the draft budget can be characterized in many ways as a "continuation" budget of current programs, projects or on-going activities. Changes to the budget tasks include

At $49,258,263, the Fiscal Year 2012/2013 budget is $2,390,786 or 4.6% less than Fiscal Year 2011/2012. The Metrolink Commuter and Special Rail Projects budget increased approximately $0.7 million for capital and operation increases. The Transportation Development Act budget increased just under $1 million for increased pass-through funding for local agencies due to increased receipts. The Transportation Improvement Program and Monitoring budget decreased approximately $2.6 million largely due to the expected completion of the Lewis Road project. The Freight Movement budget decreased approximately $0.1 million for the completion of the rural grade crossing safety project. The Management and Administrative budget decreased approximately $0.5 million largely due to the one-time payment to pay-off the CalPERS "side fund" to reduce pension costs. Also, staff expects the Transit Grant Administration budget to increase when the new pass-through projects are added to the final budget. More details about these budgets and all the budgets can be found within the second part of the budget, the Program Task Budget section.

There was a minimal increase in personnel costs this fiscal year with salary and benefit costs representing less than five percent of the budget. The budget contains no “cost of living adjustments” factored in to personnel costs but does allow for some flexibility to provide merit-based increase for employees who have not reached the top of their salary range. Personnel changes include eliminating the assistance of the two part-time annuitants and creating a new full-time program analyst position to assist with the transit grants management, call box, congestion management and regional transportation planning programs. Further information about these changes can be found within the Personnel section of the budget.

The draft budget is a “work in progress” for VCTC as tasks are fine tuned, the Commission provides input and new information becomes available from our transportation partners such as Metrolink and funding from the State and Federal governments. An example of the “work in progress” nature of the budget is the uncertainty of the State budget and the Federal reauthorization and the impacts potential cuts may have on services provided by VCTC.

As required by the VCTC Administrative Code, the Proposed Draft Budget was reviewed by the VCTC Finance Committee which consists of Chairman Zaragoza, Vice-Chair Sojka, and Past Chair Long as Past Chairs Fulton and Gillette no longer serve on the Commission. All were present at the meeting on Wednesday, March 28, 2012 and they recommended the Fiscal Year 2012/2013 budget be approved as submitted.

Per the Administrative Code, a public hearing will be held at the April meeting. The final budget is scheduled for adoption at the Commission’s June 2012 meeting at which time a second public hearing will be held pursuant to the VCTC Administrative Code.

The Fiscal Year 2012/2013 Proposed Draft Budget is a balanced budget and is a separate attachment to the agenda.

Item #16

April 13, 2012

MEMO TO: **VENTURA COUNTY TRANSPORTATION COMMISSION**

FROM: **VICTOR KAMHI, BUS TRANSIT DIRECTOR**

SUBJECT: **VENTURA COUNTY REGIONAL TRANSIT STUDY**

RECOMMENDATION:

- Receive and file final VCTC Regional Transit Study.
- Authorize the Executive Director to submit the Executive Summary of the study, as the plan called for by SB 716, to Senate Committee on Transportation and Housing and the Assembly Transportation Committee.
- Authorize the Executive Director to pursue legislation consistent with Commission action on March 3, 2012 and for elements of the Executive Summary that require legislative action for implementation.

Final Transit Study Will be Provided Under Separate Cover April 10, 2012

BACKGROUND:

In 2009, the Commission held a workshop to discuss the future of transit services in the county, with a focus on VISTA services. The scope of the VCTC effort was expanded to respond to SB 716, which went into effect January 1, 2010, and specifically stated:

> *" 99232.3. Sections 99232.1 and 99232.2 shall not apply to Ventura County. The Ventura County Transportation Commission may submit to the Senate Committee on Transportation and Housing and the Assembly Committee on Transportation a report analyzing options for organizing public mass transportation services in the county, for the expenditure of revenues deposited in the local transportation fund, and a recommended legislative proposal for implementing the plan by December 31, 2011. If the legislative proposal is not enacted by the end of the 2011-12 Regular Session of the Legislature, revenues deposited in the local transportation fund in that county shall be available for the fiscal year beginning on July 1, 2014, and each fiscal year thereafter, solely for claims for Article 4 (commencing with Section 99260) and Article 4.5 (commencing with Section 99275) purposes."*

The Commission hired MIG, Associates in 2010 to develop a plan and approach to comply with the complicated and complex issues which SB 716 raised. During 2010 the consultants gathered data, met with VCTC board members and City Managers, and with transit staffs. Meeting with a steering committee of VCTC Commissioners appointed by the Commission, a number of alternatives were developed and the pros and cons weighed. The city managers and transit managers also met with the steering committee, and proposed an additional approach. Overall the Commission was supportive of the "transit managers" alternative, which is discussed below. At the March 2012 VCTC meeting, the commission directed staff to:

"Support the Operators proposal in concept with the understanding that all cities would have flexible use of TDA funds and further discussion of Heritage Valley Service would take place before a proposal is brought back to VCTC on April 13th with the specifics fleshed out and with the recognition that the concept of full consolidation will continue to be discussed as a long term goal. Staff was directed to work with City Managers to flesh out specifics."

There are four basic elements which were supported by the Steering Committee, the transit managers, and the city managers. These elements are summarized below and the described in detail in the attached proposed report to the legislature. These are:

1. Organizational structure of the transit services. The model recommended is that in the Gold Coast Transit service area, Gold Coast Transit change from a Joint Powers Agency (JPA) to a District established under the PUC codes. No agency would be forced to join the district, so the Heritage Valley, CSUCI, and the Coastal Express transit services would be provided the opportunity to join the District, and to the degree possible, the Gold Coast Transit District would operate the VISTA services, through the provision of contracted services.

   The Heritage Valley cities, together with the Board member representing the area, are reviewing the organizational options which will best serve the Heritage Valley. The organizational model developed with the city managers and transit directors calls for each city to determine what structure can best serve their needs, and over the coming fiscal year, VCTC will work with all of the VISTA partners to determine what parts of VISTA should be transitioned to which organizations, and how. Sometime in 2013, a decision will have to be made, which will allow VCTC to transition the VISTA services by FY 2014 to the appropriate operator(s).

   In the East County, including the Cities of Camarillo, Moorpark, Thousand Oaks, Simi Valley and potentially the County unincorporated communities (including Oak Park, Lynn Ranch, Newbury Park, Somis, etc.) will improve coordination and cooperation of their transit services though adoption of a Memorandum of Understanding (MOU).

2. Use of TDA Funds for Article 8 purposes. The cities support the concept of continuing to use TDA funds for Article 8 purposes, including street and road projects. This would be subject to the annual Unmet Transit Needs Process.

3. Return to Source. To the degree that funds are generated by a specific city or transit provider, those funds would be returned to that city to be used to operate its transit systems.

4. Use by VCTC of discretionary funds. To the degree possible, VCTC should use transit discretionary funds to maintain existing transit services which would otherwise be unfunded due to return to source or other conditions which occur beyond the control of the responsible agency. The discussion did not address expansion with discretionary funds, but instead, focused on keeping existing services whole.

Upon approval, the Commission will submit the Executive Summary of the Regional Transit Study Report to the California Legislature, as called for in SB 716. Recognizing that creation of a transit district is a key element of the plan's implementation, the Commission will then assist Gold Coast Transit in the development of enabling district legislation.