



VENTURA COUNTY TRANSPORTATION COMMISSION

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

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AGENDA*

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

CAMARILLO CITY HALL
601 CARMEN DRIVE
CAMARILLO, CA
FRIDAY, SEPTEMBER 12, 2014
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.

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

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.*

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.*

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

8A. [APPROVE SUMMARY FROM JULY 25, 2014 VCTC MEETING – PG.5](#)

Recommended Action:

Approve

Responsible Staff: Donna Cole

8B. [MONTHLY BUDGET REPORT – PG. 11](#)

Recommended Action:

Receive and File

Responsible Staff: Sally DeGeorge

8C. [PASSENGER RAIL UPDATE – PG. 13](#)

Recommended Action:

Receive and File

Responsible Staff: Ellen Talbo

8D. [ACTIVE TRANSPORTATION PROGRAM – PG.17](#)

Recommended Action:

Endorse the Ventura County portion of Southern California Association of Government (SCAG) Regional ATP Program.

Responsible Staff: Stephanie Young

8E. [FY 2013/14 PROP 1B SECURITY AUTHORIZING RESOLUTION – PG. 21](#)

Recommended Action:

Adopt the attached Resolution 2014-09 approving the Proposition 1B Transit Security applicant list and authorizing the Executive Director to execute all required documents to receive the 2013/14 Transit Security funds for the approved projects.

Responsible Staff: Peter De Haan

8F. [BUDGET AMENDMENTS FOR PROJECT BALANCES – PG. 25](#)

Recommended Action:

Amend the VCTC Fiscal Year 2014/2015 budget as stated in Attachment 1 to carry-forward revenues and expenses from Fiscal Year 2013/2014.

Responsible Staff: Sally DeGeorge

8G. LEGISLATIVE UPDATE – PG. 27

Recommended Action:

Receive and File

Responsible Staff: Peter De Haan

9. HIGH OCCUPANCY TOLL LANES FINANCIAL FEASIBILITY STUDY– PG. 31

Recommended Action:

- *Review and discuss the Phase 1 HOT Lanes Financial Feasibility Study completed by CDM Smith.*
- *Decline to proceed with Phase 2 of the study. (Per the contract with CDM Smith, the Phase 2 cost was not to exceed \$188,790.)*

Responsible Staff: Peter De Haan

10. VCTC INTERCITY BUS BUDGET AMENDMENT– PG. 39

Recommended Action:

Amend the VCTC Intercity Services budget to replace \$3,000,000 of Proposition 1B Transit Capital Funds with State Transit Assistant funds for VCTC Intercity Bus Purchase, consistent with past programming actions of the Commission, and increase the STA Fund Transfer to the General Fund by \$3,000,000.

Responsible Staff: Vic Kamhi

11. STATE ADVOCACY SERVICES CONTRACT EXTENSION – PG.41

Recommended Action:

Approve attached amendment to the agreement with Gonzalez, Quintana & Hunter for State Advocacy Services, exercising the two-year extension option provided under the original contract, for a cost of \$4,500 per month plus expenses.

Responsible Staff: Peter De Haan

12. VISTA ON-BOARD SURVEY RESULTS – PG.45

Recommended Action:

Receive and File

Responsible Staff: Vic Kamhi

15. VCTC GENERAL COUNSEL’S REPORT

16. AGENCY REPORTS

17. CLOSED SESSION -

1. *Conference with Legal Counsel – Existing Litigation, (Gov Code Sec. 54956.9(a) and (d)(1))*
 - a) *Fillmore & Western v. VCTC 56-2014-00450239*
 - b) *FILLMORE and WESTERN FREIGHT SERVICE, LLC d/b/a FILLMORE & WESTERN RAILWAY, INC., a California Corporation v. VENTURA COUNTY TRANSPORTATION COMMISSION, THE CITY OF SANTA PAULA, THE SANTA PAULA BRANCH LINE ADVISORY COMMITTEE -- STB Finance Docket No. 35830*
 - c) *VCTC v Fillmore & Western Railway Inc. 56-2014-00449769*
2. *Conference with Real Property Negotiators (Gov Code Sec. 54956.8)*

Agency Negotiator(s): Darren Kettle
Negotiating Parties: VCTC and City of Camarillo

18. ADJOURN to 9:00 a.m. Friday, October 3, 2014

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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, JULY 25 , 2014
9:00 AM

Members Present:

Ralph Fernandez, Chair, City of Santa Paula
Steve Bennett, County of Ventura
Claudia Bill-de la Peña, City of Thousand Oaks
Manuel Minjares, City of Fillmore
Betsy Clapp, City of Ojai
Kathy Long, County of Ventura
Bryan MacDonald, City of Oxnard
Jan McDonald, city of Camarillo
Keith Millhouse, City of Moorpark
Carl Morehouse, City of San Buenaventura
Linda Parks, County of Ventura
Jon Sharkey, City of Port Hueneme
Steve Sojka, City of Simi Valley
Jim White, Citizen Rep, County
John Zaragoza, County of Ventura
Carrie Bowen, Caltrans District 7

Absent:

Peter Foy, Vice Chair, County of Ventura
Brian Humphrey, Citizen Rep, Cities

Call To Order

Pledge of Allegiance

Roll Call

Public Comments for those items not listed in this agenda

Mary Harris, Thousand Oaks resident, CTAC member, announced that she has been unable to participate in meetings during the past year but is now able to return.

Joel Bingham, Fillmore and Western supporter, apologized for personal comments he made online. His only interest is preservation of the Fillmore & Western Railway. F&W helped rebuild the economy by bringing tourists and dollars to the area. Please keep the original dream and vision alive.

Brett Fisher, Oak Park resident, wants his kids to be able to enjoy the train.

Pat Askren, Past President of the Historical Society, commented that if the train no longer exists Fillmore has no other avenues for sales tax.

Donna Stepp, Fillmore resident since 1955, is sad to hear about the discontinuation of the Fillmore and Western Railway. The train is all Fillmore has to generate revenue. The closure will put her out of a business that F&W helped her grow. Her business provided income to supplement her social security. Fillmore will become a train town without a train. She doesn't want to have a different operator. F&W has been there for the community.

Gary Phillips, Secretary of Santa Clara River Valley Historical Society. Years ago he was optimistic that negotiations would be agreeable. VCTC has given little consideration to what the loss of F&W would mean to the area.

Ryan Stern, F&W Volunteer. Recent decisions made were based on narrow direction from staff. Claims of safety issues are incorrect. Please support F&W efforts and keep the excursion train

Lynette Wright - VCTC acquired the branch line from an MOU which is still in force. Why are all involved governments now separate when they were connected at inception? How can VCTC change the current contract and be allowed to contract with other companies? Why is F&W being singled out as a for profit business? If you put F&W out of business are you going to help put employees back to work?

Mary Savage - Under the 13th amendment involuntary servitude is unconstitutional. VCTC stopped paying for service. That is unconstitutional.

Nicholas Martinez – Why is this happening?

Paul Dyson, President, Rail Passenger Association California. Rail Road Right Of Way is a precious asset which is impossible to replace. VCTC is responsible for maintaining the line for the future. If revenue goes away you still have costs of keeping the Right Of Way.

Vanessa Acosta - VCTC only pays half of what they claim they pay.

Septa Morano- In 1997 a letter to FRAA designated Fillmore & Western as the Rail Road of record for a contract that was to remain in effect until 2021. How can agreements be changed?

Victoria Kodai - Kids are the future of the community. The F&W Rail Road has had a profound impact on the community and economy.

Ken Duncan – has been an actor on the train for 20 years. During that time he has met tourists from all over the country.

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Paula Maxwell. As a 4th generation Californian she remembers Fillmore when it was a dust bowl. In 20 years there have been a lot of changes. The train has put Ventura County on the Map and given it a national identity. She has met people from all parts of the US. Please think about more than the budget.

CALTRANS REPORT

Carrie Bowen reported that 17 Projects in Design are complete and ready to program. There will be an official opening of the La Conchita Undercrossing once the bike lane is completed and the safety rails are installed.

COMMISSIONERS

Commissioner Morehouse reported that the League of Cities discussed monitoring the Federal Highway Trust Fund.

Commissioner MacDonald thanked staff for input to prepare for the LOSSAN board Meetings.

EXECUTIVE DIRECTOR REPORT - No report

ADDITIONS/REVISIONS – none

CONSENT CALENDAR - Items #8C, 8E and 8I were pulled from the Consent Calendar for discussion.

Commissioner Sharkey made a motion to approve all other items as recommended. The motion was seconded by Commissioner Morehouse and passed unanimously

8A. APPROVE SUMMARY FROM JUNE 6, 2014 VCTC MEETING

Approve

8B. MONTHLY BUDGET REPORT

Receive and File

8D CONTRACT FOR PROFESSIONAL AUDITING SERVICES FOR TRANSPORTATION DEVELOPMENT ACT (TDA) AND PROPOSITION 1B

Approve the contract (Attachment A) with Conrad, LLP for professional TDA and Proposition 1B compliance and financial auditing services at a not-to exceed cost of \$38,922 for Fiscal Year 2013/2014, \$48,425 for Fiscal Years 2014/2015 and 2015/2016 with two (2) – one (1) year optional periods for Fiscal Years 2016/2017 and 2017/2018 at \$48,425 each.

8F. VISTA FY 2014/15 COOPERATIVE AGREEMENT - CSUCI

Approve the FY 2014-2015 Cooperative Agreement for bus service to California State University Channel Islands (CSUCI) and CSUCI providing \$475,400 for the service in FY 2014-2015

8G. VISTA COASTAL EXPRESS SERVICE MEMORANDUM OF UNDERSTANDING WITH THE SANTA BARBARA COUNTY ASSOCIATION OF GOVERNMENTS

Approve the VISTA Coastal Express Service Memorandum Of Understanding (MOU)

8H. REVISION TO OXNARD CONGESTION MITIGATION AND AIR QUALITY FUNDS

Transfer \$131,000 of CMAQ funds from the Victoria Avenue Bus Stops in the City of Oxnard to the Oxnard Boulevard Bike Path.

8C. PASSENGER RAIL UPDATE

Commissioner Morehouse made a motion to Receive and File the update. The motion was seconded by Commissioner Long and passed unanimously.

8E. ACTIVE TRANSPORTATION PROGRAM REGIONAL PROJECT SCORES

Commissioner Morehouse made a motion to approve scores for Active Transportation Program (ATP) project applications in Ventura County and to approve a letter to Caltrans in support of ATP project applications in Ventura County. The motion was seconded by Commissioner Millhouse and passed unanimously.

8I. VCTC OFFICE BUILDING PROJECT MANAGEMENT

Commissioner Fernandez made a motion to add a list of the project team to the RFP and authorize release of Request for Proposals for Project Management professional services to serve as VCTC Project Manager/representative for building renovation/reconstruction. The motion was seconded by Commissioner McDonald and passed unanimously.

9. FY 2013/14 PROPOSITION 1B TRANSIT SECURITY SELECTION OF PROJECTS

Commissioner MacDonald made a motion to:

- *Approve the project list for \$709,972 in FY 13/14 Proposition 1B Transit Safety and Security projects.*
- *Approve \$295,132 of the 2014/15 Proposition 1B Transit Security funds for the remainder of the Gold Coast project, to be submitted by staff as soon as allowed by the California Governor's Office of Emergency Services (Cal OES).*

The motion was seconded by Commissioner Sharkey and passed unanimously.

10. VCTC INTERCITY TRANSIT CONTRACTOR SELECTION

Commissioner MacDonald made a motion to

- *Approve the VCTC Request for Proposals (RFP) Evaluation Panel's recommendation, in response to RFP 1415-9164-FR, VCTC Intercity Transit Service, to award a contract to Roadrunner Management Services, Inc.;*
- *Authorize the Executive Director to negotiate all remaining terms of the contract for transit services in a form approved by VCTC legal counsel;*
- *Authorize the Commission Chairman to execute the nine-year contract with Roadrunner Management Services, Inc. in an amount not to exceed \$66,850,000.*

The motion was seconded by Commissioner McDonald and passed by the following roll call vote:

Yes: Commissioners McDonald, Millhouse, MacDonald, Sojka, Zaragoza, Long, Morehouse, Bennett, Minjares, White, Clapp, Bill-de la Peña, Shareky, Parks, Fernandez

No: None

Abstain: None

Absent: Commissioners Foy and Humphrey

11. AUTHORIZATION TO RELEASE HERITAGE VALLEY TRANSIT SERVICE RFP

Commissioner Millhouse made a motion to approve the release of a Request for Proposals (RFP) for Heritage Valley Transit Service. The motion was seconded by Commissioner Sharkey and passed unanimously.

12. VCTC TRIENNIAL PERFORMANCE AUDIT

Commissioner Sojka made a motion to approve the State required Transportation Development Act (TDA) triennial performance audit of the Ventura County Transportation Commission (VCTC) agency. The motion was seconded by Commissioner Zaragoza and passed unanimously.

13. EAST COUNTY TRANSIT ALLIANCE PRESENTATION

Commissioner White made a motion to receive the presentation by the East County Transit Alliance. The motion was seconded by Commissioner Millhouse and passed unanimously.

14. LEGISLATIVE UPDATE AND POSITIONS ON BILLS

Public Comment

Rachel Morris, VCCOOL

A fledgling coalition wishing to ready Ventura County to have a vision for sustainable communities and to be prepared for applying and receiving Cap and Trade Funds in 2015 and beyond has been formed. The broad vision for Ventura County is to look at climate change and have everyone in the county collaborate. The purpose of VCCOOL is to reduce carbon emissions by looking at all the pieces - housing authority, water, greening urban areas, public and private transportation. A Pennsylvania coalition spearheaded by military retirees got behind active transportation and secured \$2.4 billion in federal money.

Commissioner Sojka made a motion to Support SB 785 (Wolk) to broaden the authority to enter into design/build contracts. The motion was seconded by Commissioner Millhouse and passed unanimously.

15. VCTC GENERAL COUNSEL'S REPORT *None*

16. AGENCY REPORTS

Kristen Decas presented the Oxnard Harbor District Quarterly Report

17. CLOSED SESSION – Nothing to Report

1. Conference with Legal Counsel – Existing Litigation, (Gov Code Sec. 54956.9(a) and (d)(1))
 - d) Fillmore & Western v. VCTC 56-2014-00450239
 - e) FILLMORE and WESTERN FREIGHT SERVICE, LLC d/b/a FILLMORE & WESTERN RAILWAY, INC., a California Corporation v. VENTURA COUNTY TRANSPORTATION COMMISSION, THE CITY OF SANTA PAULA, THE SANTA PAULA BRANCH LINE ADVISORY COMMITTEE -- STB Finance Docket No. 35830
 - f) VCTC v Fillmore & Western Railway Inc. 56-2014-00449769
2. Pursuant to Government Code section 54957 (b) (1) public employee evaluation
Executive Director
3. Conference with Real Property Negotiators (Gov Code Sec. 54956.8)
Agency Negotiator(s): Darren Kettle
Negotiating Parties: VCTC and City of Camarillo

18. ADJOURN to 9:00 a.m. Friday, September 12, 2014

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Item # 8B

September 12, 2014

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: MONTHLY BUDGET REPORT

RECOMMENDATION:

- Receive and file

BACKGROUND:

The year-end financial statements for Fiscal Year 2013-2014 are not completed as yet. In order to give the Commission an accurate monthly budget report, the July monthly budget reports will be included as part of a future agenda.

The Commission should note, however, that all revenues, expenditures, and cash flow to date are consistent with the adopted budget.

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Item #8C

September 12, 2014

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: ELLEN TALBO, PROGRAM ANALYST

SUBJECT: PASSENGER RAIL UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

This report provides a monthly update of regional passenger rail activities. The information in this update focuses on regional commuter rail (Metrolink), intercity rail (Amtrak), and other rail-related issues pertinent to Ventura County.

DISCUSSION:

Metrolink

Ridership & On-Time Performance (OTP)

During the month of August, ridership on the Ventura County Line averaged 3,431 total boardings per weekday (inbound and outbound). Monthly ridership for the month of August indicates a 4.0% decrease from the same period last year. During the month of August, the Ventura County Line experienced the lowest ridership during the 2nd week of the month, and the highest ridership during the 5th week of the month. Ridership statistics for the month of August 2014 are provided in the attachment for reference.

On-time performance data (which denotes trains arriving within five minutes of scheduled time) for the previous two months were as follows:

July:	98.4% (inbound/outbound)
August:	94.0%

Staff is working on standardizing the ridership data reported in this report for the next Commission meeting and onward, so that monthly and quarterly ridership statistics for Metrolink and Amtrak are presented comparatively across a consistent time period.

Board and TAC Updates

In August, the California Transportation Commission awarded \$7.4 million for construction of safety enhancements at three grade crossings in Simi Valley, located between the Simi Valley and Moorpark Stations on the Ventura County Line. At Erringer Road and Sycamore Drive, improvements include the addition of pedestrian improvements, roadway widening, and advanced signal preemption. First Street improvements include the addition of pedestrian improvements. Construction is planned to start this winter.

In September, a delegation from American Public Transportation Association (APTA) visited Metrolink to conduct a peer review analysis of Metrolink's approach to security on the system. The APTA Peer Review contingent included security experts from New Jersey Transit, Dallas Area Rapid Transit, Chicago Transit Authority, and APTA staff. We provided the group extensive information regarding risk management, fare collections and enforcement, contracting, and crime reports. They also met with representatives from the L.A. County Sheriff's Department, traveled on our system, and visited our various facilities where a security presence is needed, including the Central Maintenance Facility, Operations Centers, and Melbourne maintenance facility in Pomona. The Peer Review group will develop and transmit their recommendations to staff which will then be presented to the Board.

LOSSAN JPA

Ridership & On-Time Performance (OTP)

For the fourth quarter of FY 2013-14, total LOSSAN rail corridor ridership was 1,965,876, representing a 1.5% decrease compared to the same period the previous year.

Metrolink systemwide ridership was down 1.8% in the fourth quarter compared to the same period last year, with a decrease of 7.8% on the Ventura County Line (serving East Ventura to Los Angeles) and a decrease of 1.1% on the Orange County Line (serving Los Angeles to Oceanside). COASTER (serving Oceanside to San Diego) ridership decreased by 0.5% in the fourth quarter of FY 2013-14, compared to the prior year.

In order to maintain historical data consistency, Metrolink and COASTER ridership figures include Amtrak ticket holders riding on Metrolink and COASTER trains under the Rail 2 Rail program, but not Metrolink and COASTER pass holders riding on Pacific Surfliner trains. There were approximately 9,000 COASTER riders per month on the Pacific Surfliner during the fourth quarter, and an average of 30,000 Metrolink passengers on the Pacific Surfliner per month.

In August, the Pacific Surfliner reached a major safety milestone. For one year, 8,310 trains operated over two busy commuter corridors and four different railroads at approximately 1.6 million miles with ZERO major operating rules violations. This was done while achieving high customer service index scores and positive feedback from Amtrak customers about the outstanding service they received on Amtrak trains.

Board and TAC Updates

In August, the Board met for their regularly scheduled meeting, hosted by the San Luis Obispo Council of Governments (SLOCOG). Prior to the Board meeting, the LOSSAN Board convened a special meeting in coordination with the Coast Rail Coordinating Council, to discuss and deliberate on items of mutual interest.

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Additionally, during August LOSSAN staff completed the agency meetings with Riverside County Transportation Commission, met with the Union Pacific Railroad on the status of the LOSSAN Rail Corridor Agency and its goals as well as future expansion of services and associated capital needs, participated in ongoing discussion on the Rail 2 Rail Program, joint ticketing, maintenance work windows, and prepared the required update to the Interim Work Plan.

August 2014 Metrolink Ridership

AVERAGE WEEKDAY PASSENGER TRIPS (INBOUND and OUTBOUND)
AUGUST 2014 v. JULY 2014 (MONTH OVER MONTH)

MO/YR	Ventura County Line	System Grand Total	Metrolink Rail 2 Rail on Amtrak North of LA
Aug-14	3,431	39,617	n/a
Jul-14	3,570	40,987	148
Change	-4.0%	-3.4%	n/a

AVERAGE WEEKDAY PASSENGER TRIPS (INBOUND and OUTBOUND)
AUGUST 2014 v. AUGUST 2013 (YEAR OVER YEAR)

MO/YR	Ventura County Line	System Grand Total	Metrolink Rail 2 Rail on Amtrak North of LA
Aug-14	3,431	39,617	n/a
Aug-13	3,590	40,701	184
Change	-4.0%	-2.7%	n/a

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

MO/YR	Ventura County Line	VC County Portion	System Grand Total	Average Daily Metrolink Monthly Passholders on Amtrak
Aug-14	3,431	1,781	39,617	n/a
Aug-13	3,590	1,843	40,701	184
Aug-12	3,674	1,954	42,335	149
Aug-11	3,974	2,010	41,711	282
Aug-10	3,505	1,925	38,275	287
Aug-09	3,934	2,117	41,458	294



Item # 8D

September 12, 2014

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: STEPHANIE YOUNG, PROGRAM ANALYST
SUBJECT: ACTIVE TRANSPORTATION PROGRAM PROJECT SCORES

RECOMMENDATION:

- Endorse the Ventura County portion of Southern California Association of Government (SCAG) Regional ATP Program.

BACKGROUND:

The Active Transportation Program (ATP) was created by Senate Bill 99 (Chapter 359, Statutes of 2013) and by Assembly Bill 101 (Chapter 354, Statutes of 2013) to fund projects that increase and promote bike and pedestrian trips. The initial call for projects includes three years of apportionments (FY 2012/13 through FY 15/16) to be allocated over two years (FY 14/15 and 15/16). Per the ATP guidelines, agencies applied to Caltrans for funding from the statewide portion of ATP funds by May 21, 2014. Caltrans has assigned scores to each of the projects based on the guidelines (Attachment A). The funding cut off for statewide funding was 81.5 points and none of the Ventura County projects scored high enough to qualify for that funding.

DISCUSSION:

Project scores for the projects in the VCTC region are shown in Attachment A. Information on the Caltrans scoring process and results are available online from Item #20 of the August CTC agenda, posted at: http://www.catc.ca.gov/meetings/agenda/2014Agenda/2014_08/000_ETA.pdf

Because the Ventura County projects were not awarded ATP funding from the statewide call for projects, they are now eligible for the Ventura County portion of ATP, which is equal to \$3,389,000. Per the SCAG regional guidelines for ATP, VCTC can add up to 10 points to the Caltrans-assigned scores to projects for being consistent with local and regional plans within the county. At the April 4, 2014 meeting, the VCTC approved the following criteria for assigning extra points to Ventura County projects:

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- 10 points for projects that have been approved by the VCTC in a prior Call for Projects and do not currently have funding programmed, and,
- 0 points for projects that have not been approved by the VCTC in a prior Call for Projects or have been approved in a prior VCTC Call for Projects but have funds already programmed.

The project that qualifies for an additional 10 points is the Santa Paula 10th Street Bike and Pedestrian Improvement project. This project had been previously awarded Transportation Enhancement (TE) funds in a VCTC Call for projects but does not have funding programmed due to the end of the TE program. The extra points were awarded to the project at the July 25, 2014 VCTC meeting and have been added to the Santa Paula score in Attachment A. This moves the project to the top of the Ventura County projects with 70 points.

As provided in the ATP regional guidelines adopted by SCAG, the Ventura County ATP funds will be distributed to projects based on their Caltrans-assigned scores, with 10 points added to Santa Paula's score. These projects would receive the full amount requested:

- Santa Paula 10th Street Bike and Pedestrian Improvements \$577,000
- Simi Valley Arroyo Simi Greenway \$1,197,000
- Ventura Westside Bike and Pedestrian Facility Improvements \$1,500,000
- Oxnard Boulevard Bike Lanes (Design only) \$57,000
- TOTAL: \$3,331,000

After the above projects are funded, there will still be a \$58,000 balance of Ventura County ATP funds. Because these funds flow through SCAG, SCAG has adopted a framework that addresses the use of remaining funds. Per the framework, county balances in the SCAG region will be put toward the funding of a contingency list consisting of the highest-scoring unfunded projects in the region. The contingency list will also be consulted in the case that programmed projects are cancelled or are not able to use their ATP funds in FY 14/15 or FY 15/16. The contingency list will be developed by SCAG staff in consultation with the county transportation commissions; however, the Ventura County projects that are not listed above will likely not have scores that qualify them for the contingency list.

The regional ATP program, which includes the approved projects and contingency list, will be presented at the SCAG Regional Council on October 2nd. Staff recommends that VCTC endorse the Ventura County portion of this regional program, consisting of the four projects listed above.

ATTACHMENT A

Agency	Project Title	Total Project Cost	Total Fund Request	FY 14-15	FY 15-16	Score
Santa Paula	10th St (SR 150) Bicycle and Ped Improvements	635	577	577		70.0
Simi Valley	Arroyo Simi Greenway Bike Trail Phase 3	1,330	1,197	77	1,120	68.3
Ventura	Westside Ped and Bicycle Facility Improvements	1,500	1,500	200	1,300	67.7
Oxnard	Oxnard Blvd Bike Lanes	1,215	57		57	65.3
Ventura	Bike Bath Crossing Safety Beacons	426	377	35	342	64.0
Ventura Co	Las Posas Road Bike Lanes (South), Phase II	690	610		610	63.0
Thousand Oaks	Rancho Rd Ped/Bike Improv	1,027	909	109	800	61.0
Ventura Co	Santa Ana Rd Widening and Bike Lanes (Central)	1,300	1,150		1,150	54.0
Ventura Co	Camarillo Heights and Somis Schools ped improv	625	578		578	47.3
Oxnard	Vineyard Ave Bike Lanes	746	660	660		45.0
Thousand Oaks	City Ped & Bicycling Improv	1,656	1,466	176	1,290	40.0
Ventura Co	Rio Real School, Ped and street improv	400	365	365		36.3

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Item # 8E

September 12, 2014

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: STEPHANIE YOUNG, PROGRAM ANALYST

SUBJECT: FISCAL YEAR (FY) 2013/14 PROPOSITION 1B TRANSIT SECURITY AUTHORIZING RESOLUTION

RECOMMENDATION

- Adopt the attached Resolution 2014-09 approving the Proposition 1B Transit Security applicant list and authorizing the Executive Director to execute all required documents to receive the 2013/14 Transit Security funds for the approved projects.

BACKGROUND

The State has appropriated \$60 million in Proposition 1B Transit Safety, Security & Disaster Response bond funds for FY 2013/14. These Transit Security funds are distributed by formula to regional transportation agencies and transit operators. Based on the formula the Ventura County Transportation Commission (VCTC) can receive \$709,972, which is available for eligible transit capital projects within Ventura County, subject to available bond financing.

DISCUSSION

At the July 25, 2014 meeting, the commission approved the FY 2013/14 projects, shown below.

Agency	Project	Award Amount
Camarillo	CAT Fleet Cameras	\$ 40,000
Gold Coast	New Facility Security Equipment	\$ 204,868
VCTC	Heritage Valley Bus Cameras	\$ 188,500
Ojai	Public Works Yard Gates/Fencing/Cameras	\$ 56,604
Thousand Oaks	Bus Parking Area Cameras	\$ 30,000
East County Transit Alliance	ADA Vehicle Cameras	\$ 40,000
Countywide	Countywide Transit Communications Network	\$ 150,000
TOTAL		\$ 709,972

In order to receive funds, the commission must adopt the attached resolution, which approves the applicants and authorizes the Executive Director to submit all necessary documents to obtain the funds.

ATTACHMENT

RESOLUTION NO. 2014-09

**A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION
APPROVING THE PROJECT LIST FOR FY 2013/14 PROPOSITION 1B TRANSIT SAFETY,
SECURITY, & DISASTER RESPONSE PROJECTS AND DESIGNATION OF ELIGIBLE APPLICANTS**

WHEREAS, the Ventura County Transportation Commission ("VCTC") was created pursuant to Public Utilities Code § 130000, et seq.; and

WHEREAS, VCTC serves as the transportation planning agency ("TPA") for Ventura County pursuant to Government Code § 29532.4, subsec. (b), notwithstanding Government Code § 29532; and

WHEREAS, Government Code 8879.57 establishes the eligible applicants and allocation of the Proposition 1B Transit Safety, Security, & Disaster Response Program; and

WHEREAS, pursuant to the provisions of Government Code Sections 8879.50 – 8879.65, VCTC is identified as the responsible and eligible agency to apply for funding under the Proposition 1B Transit Safety, Security, & Disaster Response Program; and

WHEREAS, the Transit Operators Committee (TRANSCOM) of VCTC has reviewed possible transit security and safety projects and developed a list of priority projects;

NOW, THEREFORE, the Ventura County Transportation Commission does hereby resolve as follows:

Section 1. VCTC adopts the fiscal year 2013/14 Transit Safety, Security, & Disaster Response Projects for grant number 6661-0002 (Attachment).

Section 2. The applicant list is hereby approved.

Section 3. The VCTC Executive Director is authorized to take such actions legally necessary and appropriate for the obtaining of financial assistance under the Proposition 1B Transit Safety, Security, & Disaster Response Program from the State of California and to allow for the submission of grant applications by the VCTC to access such financial assistance.

PASSED AND ADOPTED by the VCTC at its regular meeting this 12th day of September, 2014.

Ralph Fernandez, Vice Chair

ATTEST:

Donna Cole, Clerk

APPROVED AS TO FORM:

Steven Mattas, General Counsel

VENTURA COUNTY TRANSPORTATION COMMISSION
PROPOSITION 1B TRANSIT SAFETY, SECURITY, AND DISASTER RESPONSE
APPROVED PROJECT LIST FY 2013/14

Agency	Project	Amount
Camarillo	CAT Fleet Cameras	\$ 40,000
Gold Coast Transit	New Facility Security Equipment	\$ 204,868
VCTC	Heritage Valley Bus Cameras	\$ 188,500
Ojai	Public Works Yard Gates/Fencing/Cameras	\$ 56,604
Thousand Oaks	Bus Parking Area Cameras	\$ 30,000
Thousand Oaks on behalf of the East County Transit Alliance	ADA Vehicle Cameras	\$ 40,000
Thousand Oaks	Countywide Transit Communications Network	\$ 150,000
TOTAL		\$ 709,972

Certification

I, Donna Cole, duly appointed and Clerk of the Board of the Ventura County Transportation Commission do hereby certify that the above is a true and correct copy of a resolution passed and approved by the Ventura County Transportation Commission on the 12th day of September, 2014.

(Official Position)

(Signature)

(Date)



Item #8F

September 12, 2014

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: SALLY DEGEORGE, FINANCE DIRECTOR

SUBJECT: BUDGET AMENDMENTS FOR PROJECT BALANCES

RECOMMENDATION:

- Amend the VCTC Fiscal Year 2014/2015 budget as stated in Attachment 1 to carry-forward revenues and expenses from Fiscal Year 2013/2014.

DISCUSSION

The Fiscal Year 2014/2015 budget was in part prepared on estimates for projects that occurred in Fiscal Year 2013/2014. Some projects experienced delays and/or all funds weren't expended as anticipated; therefore, staff is recommending the following budget amendments to increase the Fiscal Year 2014/2015 budget as stated in Attachment 1

Attachment 1

<u>Budget</u>	<u>Increase</u>	<u>Funding</u>	<u>Explanation</u>
Fare Collection & APC System -Equipment	\$24,253	\$19,402 FTA \$4,851 STA	Funds unexpended for equipment previously reported in the GoVentura equipment
Transit Grant Administration -Pass Through	\$99,746	FTA	Funds unexpended for ADA services previously reported in the Senior and Disabled budget
Santa Paula Branch Line -Legal	\$32,556	Other	Funding unexpended from legal settlement
Metrolink -Equipment/Sealed Corridor/Crossings	\$147,109	Prop 1B	Funds unexpended by Metrolink
Airport Land Use -Consultant Services	\$8,667	DOD CPA	Funds unexpended from consultant services
Regional Transportation Planning -Consultant Services	\$37,000	LTF	Funds unexpended from consultant services
Regional Transit Planning -Consultant Services	\$29,948	STA	Funds unexpended and continue SRTP study
Community Outreach -VCTC Intercity Bus Services	\$102,800	FTA	Funds carried over from consultant services and printing



Item #8G

September 12, 2014

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

**FROM: PETER DE HAAN, DIRECTOR OF PROGRAMING
ELLEN TALBO, PROGRAM ANALYST**

SUBJECT: LEGISLATIVE UPDATE

RECOMMENDATION:

- Receive and file.

BACKGROUND:

Federal Issues

On July 31st, the Senate acted to pass HR 5021, which extends the MAP-21 authorization through May 31, 2015, and provides \$10.8 billion in one-time transfers to keep the highway trust fund solvent for approximately the same amount of time. Funding sources for the \$10.8 billion include increased tax revenues from companies that will be allowed to temporarily reduce contributions to their pension funds, as well as a one-year extension of higher Customs Service fees, from 2023 to 2024.

The extension of MAP-21 through May 2015 is the fifth "bail out" of the Highway Trust Fund (HTF) without a long term funding source since 2008, averaging about \$10 billion per year of extending the HTF. For California, this general fund transfer represents an approximate 125% return on fuel taxes collected in the state.

Once Congress reconvenes in September, focus will shift to developing a long-term funding mechanism for transportation and infrastructure.

State Issues

Attachment A provides the monthly status report from Delaney Hunter, the Commission's Sacramento lobbyist. There has been significant action on bills tracked by VCTC as the Legislature reached the August 31st deadline to pass bills. Attachment B summarizes the bill status as of the close of the Legislative session.



GONZALEZ, QUINTANA & HUNTER, LLC

VENTURA COUNTY TRANSPORTATION COMMISSION MONTHLY STATE ADVOCACY REPORT SEPTEMBER 2014

Legislative Updates

AB 1720 (Bloom): Vehicles: Bus gross weight

Extends the current exemption from 2015 to 2016 that allows public transit systems to purchase a transit bus over 20,500 pounds as long as it is replacing an equal or larger bus or the governing board makes certain findings.

- Passed from both Houses and was signed into law by the Governor on August 22.

AB 1783 (Jones-Sawyer): Public Employees' Retirement

Extends the current PEPRA exemption for specified transit employees from January 1, 2015 until January 1, 2016.

- Passed from both Houses and is now on the Governor's desk to be signed.

SB 785 (Wolk) – Design Build Authority

Enacts uniform provisions authorizing the state Department of General Services, the state Department of Corrections and local agencies to utilize the design build procurement process for specified public works projects.

- Passed from both Houses and is now on the Governor's desk to be signed.

SB 983 (Hernandez): High-Occupancy Toll Lanes

Extends indefinitely the California Transportation Commission's (CTC's) authority to approve regional transportation agencies' applications to develop and operate high-occupancy toll (HOT) lanes. Language was previously included in SB 1298 (Hernandez).

- Died in Assembly Appropriations Committee.

SB 1077 (DeSaulnier): Vehicles: Vehicle-Miles-Traveled Charges

Would require the Transportation Agency to develop and implement, by July 1, 2016, a pilot program designed to assess specified issues related to implementing a mileage based fee in California to replace the fuel excise tax. The bill would also require the department to prepare and submit a specified report of its findings to the policy and fiscal committees of the Legislature no later than June 30, 2017.

- Passed from both Houses and is now on the Governor's desk to be signed.

SB 1433 (Hill): Local Agency Public Construction Act: transit design-build contracts

Extends the design-build authorization for transit capital projects that exceed \$1,000,000 until a date certain that remains to be determined – likely 2024 to align with the highway design build authority provided by AB 401 (Daly) last year. See related legislation – SB 785 (Wolk) – detailed above.

- Passed from both Houses and is now on the Governor’s desk to be signed.

VENTURA COUNTY TRANSPORTATION COMMISSION STATE LEGISLATIVE MATRIX BILL SUMMARY September 2, 2014			
BILL/AUTHOR	SUBJECT	POSITION	STATUS
AB 1720 Bloom	Extends by one year the existing exemption for bus axle weights heavier than allowed in the Vehicle Code.	Support	Passed Senate 35-0. Signed by Governor.
SCA 8 Corbett	Places before the voters a Constitutional Amendment to reduce to 55% the approval threshold for local transportation funding measures.	Support	Died in Senate Appropriations Committee.
SB 785 Wolk	Broadens the design-build contracting authority, with county transportation commission included.	Support	Passed Assembly Appropriations Committee 13-4. Passed Assembly 68-5. To Governor.
SB 983 Hernandez, E.	Removes limitation on the number of HOT lanes that the CTC may approve.	Watch	Died in Assembly Appropriations Committee.
SB 1228 Huseo	Extends the Proposition 1B Trade Corridor program and includes land ports of entry improvements as eligible projects.	Support in Concept	Passed Assembly 79-0. To Governor.
SB 1433 Hill	Broadens the design-build contracting authority, with county transportation commission included.	Support	Passed Assembly Appropriations Committee 17-0. Passed Assembly 76-0. To Governor.

Staff-recommended Commission positions shown in **bold**.



Item #9

September 12, 2014

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: HIGH-OCCUPANCY TOLL (HOT) LANE FINANCIAL FEASIBILITY STUDY

RECOMMENDATION:

- Review and discuss the Phase 1 HOT Lanes Financial Feasibility Study completed by CDM Smith.
- Decline to proceed with Phase 2 of the study. (Per the contract with CDM Smith, the Phase 2 cost was not to exceed \$188,790.)

BACKGROUND:

The Comprehensive Transportation Plan (CTP), approved by the Commission in September, 2013, identified as a priority the need for significant capacity expansion of Route 101, Ventura County's most critical freeway. The CTP suggested that due to insufficient public support for a transportation sales tax measure, VCTC should evaluate the financial feasibility of funding Route 101 improvements by implementing toll/express lanes, whereby new lanes could be added that would be at least partially funded by tolls paid by users willing to pay to expedite their trip in the faster lanes. Also at the September, 2013 meeting, the Commission directed staff to move forward with a RFP for a HOT Lanes Financial Feasibility Study. In January, 2014, the Commission awarded the study contract to CDM Smith. The contract was divided into two phases with the first phase to provide a sketch-level assessment to consider, on an order-of-magnitude basis, the financial feasibility. The second, phase, subject to further Commission approval, would provide a more detailed evaluation.

The decision to proceed with the HOT Lanes Financial Feasibility Study resulted from the CTP's identification of \$780 million in anticipated available funds over the next 30 years for state highway improvements, based on the adopted policy to reserve all State Transportation Improvement Program (STIP) and federal Surface Transportation Program (STP) funds for highway improvements. However, there were \$1.29 billion of highway and freight movement needs identified in the plan, including Route 101 improvements, leaving a \$510 million shortfall. It should be noted that this shortfall results in part from reductions in STIP funds since the early 2000s. Furthermore, it is important to note that given the current projected level of STIP and STP funds, the earliest that a significant highway improvement project can start construction is 2022. However, given the potentially large project cost it might take until 2026 for sufficient funds to accumulate to start construction on a minimum operable segment of a Route 101 HOV lane or auxiliary lanes.

There have been other actions related to the development of Route 101 improvement alternatives. At the December 2013 meeting, the Commission approved the FY 2014/15 – 2018/19 STIP submittal, which included \$14 million for the Project Approval / Environmental Document phase for a future Route 101 Widening project. VCTC programmed these funds in FY 2017/18, the first year with available programming capacity. At the January, 2014 meeting, and again at the May meeting, the Commission discussed the Project Study Report (PSR) prepared by Caltrans to preliminarily evaluate Route 101 High-Occupancy Vehicle lanes. The May agenda item included a graphic, provided as Attachment A, showing the project development process, and it was explained that with the completion of the PSR, the Route 101 project has only passed the first step of the process. It was also explained that as the project is further developed, the Commission will have three opportunities to consider the project and provide input and comments on the alternatives, with all of these milestones being well into the future since the preliminary phase is not programmed until FY 2017/18.

DISCUSSION:

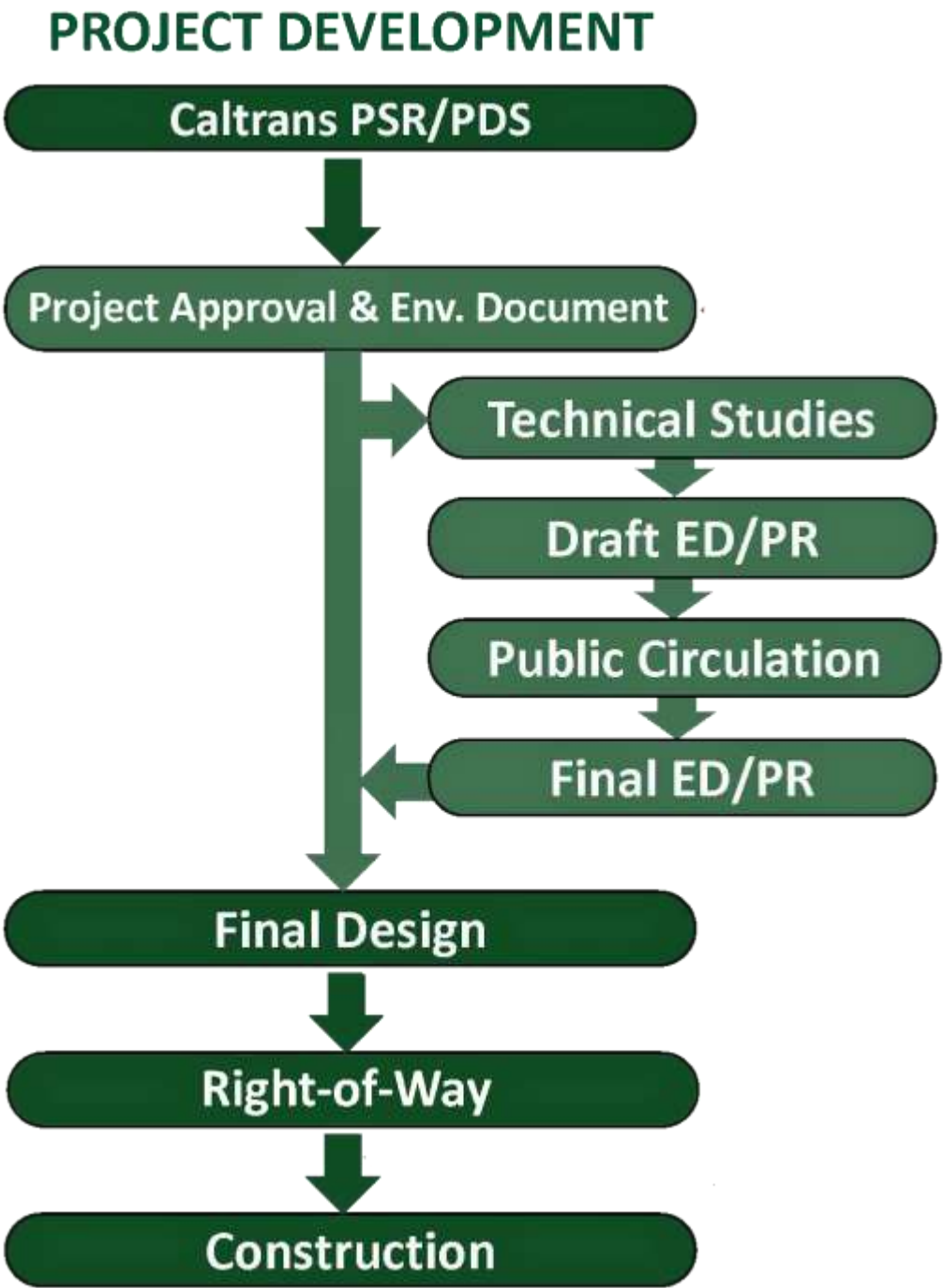
Under the Route 101 HOT lanes concept, some or all of the carpools could be allowed to use the lanes for free as a carpooling incentive, in which case the lanes would be call High-Occupancy Toll (HOT) lanes. Some HOT lanes have been implemented in other Southern California counties, and elsewhere, but there is an extensive amount of planning work currently under way for HOT lanes throughout the SCAG and Bay Area regions. However, there are significant differences between Route 101 in Ventura County and the locations of projects being planned elsewhere.

To help guide the study VCTC convened a project advisory committee consisting of representatives of Caltrans, County Public Works Agency, and the cities of Ventura, Oxnard, Camarillo and Thousand Oaks. The committee has been meeting regularly and reviewed various CDM Smith work products including a Concept of Operations document and sketch-level traffic volume and revenue forecasts. At the end of the Phase 1 effort, the analysis was reviewed by TTAC. Both the project committee and TTAC have concurred with the technical analysis for Phase 1. The final work product of the first phase was the economic feasibility analysis which looks at the ability to finance corridor improvements based on the available revenue from tolls as well as the funds for the project identified in VCTC's Comprehensive Transportation Plan. As discussed with the Commission when the contract was awarded, the study scope did not include a public outreach component, as it is intended to evaluate the project's financial feasibility, prior to seeking public input should the concept be found feasible.

Attachment B provides a summary of the HOT lanes Concept of Operations prepared by CDM Smith. At the Commission meeting the consultant will present a summary of its completed Phase 1 Evaluation, which provided a sketch-level analysis of two HOT lane scenarios. The first scenario looked at a high cost alternative, to construct all at once the entire project with one HOT lane in each direction to full design standards, and the second scenario looked at implementing a lower-cost alternative in phases. The conclusion based on the sketch-level demand and revenue analysis is that the tolls could support the financing of \$92 million if the HOT lanes were built as a single project, or \$128 million if built in phases spread over the next 30 years. However, the costs of the Route 101 improvements according to the Project Study Report are \$575 million to \$690 million for the non-standard one HOV lane alternative and \$1,375 million to \$1,650 million for the standard HOV lane alternative, with the cost of auxiliary lanes estimated to be an additional \$120 million to \$130 million. Although the \$92 million to \$128 million raised through tolls could marginally increase the resources available in the CTP over the next 30 years, this increase would be insufficient to significantly advance the project.

Furthermore, the consultant has advised that the space requirements for HOT lanes infrastructure, such as overhead electronic tolling booms, ingress and egress zones, CHP enforcement areas, buffers, and other features associated with HOT lanes might require a slightly larger cross section than was identified for the non-standard HOV lane alternative. The non-standard HOV alternative carries the risk that such lanes might not receive design exception approval, and the additional HOT lane space requirements increase that risk, possibly triggering the need to implement full standards at an estimated cost difference of \$700 million to \$1 billion according to the PSR.

The work scope for the second phase of the CDM Smith Study includes development of a travel demand model that is robust enough to evaluate the usage and revenue potential for different operating concepts, to evaluate in a more sophisticated manner how the toll revenues might vary based on differing assumptions. The second phase also includes the preparation of a formal report, while the first phase only required completion of technical memos and a presentation to the Commission. Although the information that could be obtained from the Phase 2 scope would be valuable to the Commission in considering whether to implement HOT lanes, such a decision is now years away given that the Phase 1 results show that HOT lanes revenue could not significantly expedite the Route 101 improvements. Therefore, staff believes further HOT lanes evaluation is not justified at this time, and staff therefore recommends the Commission not approve Phase 2 of the CDM Smith contract.



Highway 101 HOT Lanes Study: Concept of Operations

1.1 Purpose of Document and Intended Audience

This preliminary Concept of Operations document that was prepared as part of the Phase 1, Highway 101 HOT Lanes Study is a user oriented document that describes system characteristics of the proposed HOT lanes from the user's viewpoint. The conceptual operating assumptions included in this document will be the basis for the development of the preliminary cost and revenue forecasts. The Concept of Operations Plan can ultimately serve as the framework for the design, implementation and operation of the proposed project. The Concept of Operations Plan describes key design and operations support elements, such as ingress and egress design, electronic toll collection implementation requirements, traffic data collection, pricing scheme, customer service and account management, enforcement options and supporting equipment, required system equipment, and maintenance provisions.

This Concept of Operations provides solutions to be considered resulting in a document intended to bridge the gap between the users' needs and expectations and the technical specifications that will be defined in later Phases of the project. In addition, this document discusses the following:

- A means of describing a user's operational needs without specifying components, materials and performance and assigning functions to hardware and software.
- A means of identifying a system's characteristics and the user's operational needs in a non-technical manner that can be verified by the user after System commissioning.
- A vehicle to convey the user's desires and expectations without requiring the provision of quantified, testable specifications.
- A formal approach to listing and describing design constraints, the rationale for those constraints, and generating viable solution strategies.
- A means of presenting both user and owner perspective on the suitability of possible solutions and strategies within the framework of known project opportunities and constraints.
- Throughout this document, HOT Lanes and Express Lanes (EL) may be used interchangeably as the benefit of this type of facility is providing express travel choice during the windows of freeway congestion.

1.2 Executive Summary

The Ventura County Transportation Commission (VCTC) completed its Comprehensive Transportation Plan (CTP) in August 2013. The CTP identified significant need for highway capacity and operational improvements in the Highway 101 Corridor and the inadequacy of traditional sources of funds to support the improvements in a timely manner. VCTC has identified the segment of US-101 Freeway between SR 23 and SR 33 for potential implementation of High Occupancy Toll (HOT) in an effort to determine whether tolls can generate the funds necessary for project implementation, operations, and maintenance work along the corridor.

The Study segment for US-101 ELs) is located in Ventura County and extends along US-101 between the SR 23 and SR 33 Freeway Interchanges. US-101 is the most significant freeway traversing through the Ventura County and is already experiencing congested traffic conditions during peak commuting hours. The Study evaluated the feasibility of constructing ELs in lieu of the high occupancy vehicle (HOV) lanes considered for this facility in the PSR-PDS completed by Caltrans District 7 in December 2013. In order to maximize the corridor throughput and/or increase the efficiency of this segment of US-101 in Ventura County, it was assumed that a single EL lane will be provided in each travel direction.

The proposed ELs would extend along US-101 between the SR 23 and SR 33 freeway interchanges. This covers a total distance of approximately 28 miles within which there are 25 local interchanges. Within the limits of the project, the freeway passes through the cities of Thousand Oaks, Camarillo, Oxnard, and Ventura.

Implementation of the ELs would be accomplished by utilizing proven technology, traffic engineering expertise, and the concept of dynamic pricing with the goals of more efficiently using existing roadway capacity to improve traffic flow in the corridor (by maintaining a level of service of C or above as defined by TRB) and generating net revenue for future transportation and transit improvements in the corridor as well as paying the costs of maintenance and operation of the facility.

The ELs will be of the closed access type with designated ingress/egress points for eligible vehicles to gain access to and from the general purposes (GP) lanes. The operating parameters for the ELs will allow all eligible users, to access the ELs during the hours of operation. Vehicles eligible to use the EL for free may include those that meet the HOV requirement, motorcycles, buses and low-emission vehicles with authorized California Air Resources Board decals. Solo drivers, for whom time saving is of a value and want a more convenient and reliable trip can choose to use the ELs for a fee. The toll that is charged will vary depending upon the real-time traffic operating conditions in both the ELs and the GP lanes. Two-axle, delivery-type trucks will also be allowed to use the new converted facility for a fee, but trucks with 3 or more axles will be excluded from the ELs.

Under this EL concept:

- Limited access will be employed in both directions of travel, within the limits of the project.
- The new ELs are designed to operate 24 hours a day, 7 days a week, in both northbound and southbound directions. Caltrans requires that the hours of the ELs be consistent with the operating hours of the HOV lanes when HOV lanes exist within the Corridor segment. It is expected that these ELs will need to conform to this requirement once the corridor widening and additional lanes are built to support HOV traffic. The recently completed Traffic Operational

Analysis Report (TOAR) assumed the EL hours as same as HOV hours when HOV lanes are being converted to ELs.

- The assessed toll will be dynamically adjusted based on real-time traffic levels in both the ELs and GP lanes to ensure that ELs traffic flow will be maintained at not less than Level of Service (LOS) "C", which accommodates speeds over 45 miles per hour.
- The toll price will be posted on highly visible dynamic message signs (DMSs) which will be located upstream from each tolling zone location/weave area in the ELs allowing single-occupant vehicles (SOV) to choose whether or not to access the ELs and pay the posted toll. The toll rate message is expected to show two prices; one for the cost to traverse the entire length and one for the cost to exit at an intermediate exit point. These prices will be guaranteed once the vehicle passes through the toll zone, even if the toll increased during the time period that the vehicle is traversing the facility.
- Static signs will clearly identify entrance and exit points (aka weave areas) of the ELs.
- The tolling operation will be fully electronic, with tolls collected through transponders with no means for stopping to make cash payments for a trip.
- Toll violation could be enforced through automated violation process that involves capturing images of the license plates, processing them to charge tolls when a valid transponder account is found against the license or sending in violation notification when valid transponder account is not found.
- The Project will require all vehicles, including the carpool eligible vehicles to carry transponders. A "switchable" transponder, as is currently in use on other Express Lane facilities including those in the LA Metro region and in the State of Utah will be used, allowing vehicles to declare occupancy.
- Gantries located at each tolling point will be equipped with beacons that will indicate the occupancy that is declared by each vehicle passing through the zone and will assist the California Highway Patrol (CHP) in enforcing occupancy violations.
- In addition to enforcement CHP will enforce safety violations and moving violations, including any illegal ingress or egress to the EL other than in the specified access points.



PROJECT LOCATION MAP

FIGURE 1.1

Figure 1.1 Project Location Map



Item #10

September 12, 2014

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: VICTOR KAMHI, BUS TRANSIT DIRECTOR

SUBJECT: VCTC INTERCITY BUS BUDGET AMENDMENT

RECOMMENDATION:

- Amend the VCTC Intercity Services budget to replace \$3,000,000 of Proposition 1B Transit Capital Funds with State Transit Assistant funds for VCTC Intercity Bus Purchase, consistent with past programming actions of the Commission, and increase the STA Fund Transfer to the General Fund by \$3,000,000.

BACKGROUND:

As the Commission staff developed and presented a plan for funding bus acquisition to the Commission, the funding sources were modified to reflect the optimal use of different fund categories. These changes dealt with the available and optimal use of State Transit Assistance funds and Proposition 1B Transit Capital funds.

Specifically, on September 6, 2013 the Commission approved the programming of five million dollars (\$5,000,000) from the VCTC State Transit Assistance (STA) funds, and three million dollars (\$3,000,000) from the VCTC Proposition 1B funds, to the VCTC Fixed Route budget for bus purchases. The Commission subsequently, on April 4, 2014, approved shifting two million dollars (\$2,000,000) in Proposition 1B funds from the VCTC Office Building to the VCTC Intercity Bus Purchase and shifting two million dollars (\$2,000,000) in State Transit Assistance (STA) funds from the VCTC Intercity Bus Purchase to the VCTC Office Building. At the same time, the Commission added one million, ten thousand dollars (\$1,010,000) in surplus Proposition 1B funds from the Thousand Oaks Replacement Buses project to the VCTC Intercity Bus Purchase.

When the Commission's 2014-15 Budget was approved, the funding for the bus acquisition had been erroneously identified as all Proposition 1B funds, while in fact, the Commission had approved a combination of STA and Proposition 1B funding for the bus acquisition.

The recommendation is to amend the VCTC FY 2014-15 Budget to be consistent with the agenda programming actions taken by the Commission on April 4, 2014 and September 6, 2013. The action does not change the commitment of funds for VCTC Fixed Route bus purchase; rather it corrects the type of funding approved by the Commission. The recommendation is to amend the budget to increase the STA funds in the project by \$3,000,000 for the bus purchases, with the remaining \$6.01 million programmed to come from Proposition 1B funds, and to increase the STA fund transfer to the General Fund by \$3,000,000.

The \$469,972 in Proposition 1B TRANSIT SECURITY funds remains unchanged in the VCTC Intercity Services budget.

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Item #11

September 12, 2014

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: STATE ADVOCACY SERVICES CONTRACT EXTENSION

RECOMMENDATION:

- Approve attached amendment to the agreement with Gonzalez, Quintana & Hunter for State Advocacy Services, exercising the two-year extension option provided under the original contract, for a cost of \$4,500 per month plus expenses.

BACKGROUND:

In December, 2012, based on a competitive solicitation process, the Commission awarded a contract to Gonzalez, Quintana & Hunter for State Advocacy Services. The contract provided for a two-year term, with one optional two-year extension. The contract also provided for a base fee of \$4,000 per month plus expenses, with the cost for the extension period to be \$4,500 per month plus expenses. Under the contract the principal staff person for VCTC is Delaney Hunter.

DISCUSSION:

Much has been accomplished over the past two years in VCTC's legislative program, especially during 2013 with the passage of SB 203, the bill sponsored by VCTC to modify and broaden the TDA eligibility within Ventura County, and of AB 664, the bill sponsored by Gold Coast Transit to establish a transit district in western Ventura County. During this period staff has found Ms. Hunter and her firm to be very effective and responsive, providing excellent support to the advocacy efforts of the staff including the preparation of bill analyses for the Commission's agenda. Staff has therefore found that the performance under this contract merits the exercising of the two-year contract extension. The increased cost for the contract extension is included in the adopted VCTC budget based on the contract extension provision.

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AMENDMENT NO. 1
AGREEMENT BETWEEN VENTURA COUNTY TRANSPORTATION COMMISSION
AND GONZALEZ, QUINTANA & HUNTER, LLC FOR PROFESSIONAL SERVICES

THIS AMENDMENT NO. 1 to the Agreement dated December 7, 2012, entered into between Ventura County Transportation Commission (hereinafter referred to as VCTC) and Gonzalez, Quintana & Hunter, LLC (hereinafter referred to as CONSULTANT) to exercise a two-year extension for services provided by the CONSULTANT.

WHEREAS, it is the intention of VCTC to exercise a two-year extension option for State Advocacy Services with the CONSULTANT, beginning January 1, 2015 and ending December 31, 2016, with an increase to account for inflation, as provided under the original agreement;

NOW, THEREFORE, the parties hereto agree as follows:

1. **Statement of Agreement:** VCTC hereby agrees to re-engage CONSULTANT and CONSULTANT hereby agrees to carry out the work described in connection with the original Agreement, which commenced December 10, 2012, on the same terms and conditions. The CONSULTANT hereby warrants that it has the qualifications, experience and facilities to properly perform said services and hereby agrees to undertake and complete the performance thereof as an independent CONSULTANT.
2. **Duration of Agreement:** The term of the original Agreement shall be extended to and include December 31, 2016.
3. **Compensation:** As provided in the Section 4 of the Agreement, for each calendar month of work performed by CONSULTANT, VCTC shall pay CONSULTANT \$4,500. In addition to the monthly fee VCTC shall reimburse CONSULTANT for extraordinary expenses incurred with prior VCTC staff approval, including special printing of brochures or other similar goods, and travel to meetings out of the greater Sacramento region.
4. **Amendment:** Except as hereby extended, the Agreement as originally approved remains in full force and effect.

5. **Signatures:** IN WITNESS WHEREOF, the parties hereto have caused this amended Agreement to be executed by their duly authorized representatives. Each party represents to the other party that this amended Agreement has been executed by a duly authorized agent of the party so representing.

Dated: _____

VCTC: VENTURA COUNTY
TRANSPORTATION COMMISSION

By _____
Ralph Fernandez, Chairperson

Dated: _____

CONSULTANT: GONZALEZ QUINTANA &
HUNTER, LLC

By _____
Delaney Hunter, Principal

ATTEST:

Donna Cole, Clerk
Ventura County Transportation Commission

APPROVED AS TO FORM:

Steven Mattas, General Counsel
Ventura County Transportation Commission



Item #12

September 12, 2014

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: VICTOR KAMHI, BUS TRANSIT DIRECTOR

SUBJECT: VISTA ON-BOARD SURVEY RESULTS

RECOMMENDATION:

- Receive survey results

BACKGROUND:

The Ventura County Transportation Commission (VCTC) conducted on-board passenger surveys on all VISTA routes in May 2014. Surveys were conducted by the Commission marketing consultant (Moore and Associates). The questions asked were a mix of questions from prior surveys to allow continuity with past data, as well as some new questions to assist with Commission transit service planning. Surveys were distributed throughout the work week as well as over the weekend, depending on the route, and included all intercity routes. The last VISTA On-Board Survey was conducted June of 2012.

The Commission conducts on-board passenger surveys to assess overall passenger satisfaction, obtain statistical data about our ridership, and assess possible schedule modifications. The anonymity of passengers is taken seriously and the survey did not ask for any sensitive or private information.

RESULTS

The survey was conducted onboard all VISTA fixed-route lines (Highway 126, Highway 101, East County, Coastal Express, Conejo Connection, CSUCI-Camarillo, and CSUCI-Oxnard) during a three-week period in May 2014. (Note: Area schools were in session during the survey period.) Nearly 600 valid responses were received which significantly exceeds the sample size required to achieve a 95-percent confidence level and ± 5 percent margin of error.

The survey instrument was available in both English and Spanish-language versions. Trained bilingual surveyors rode on-board the bus. The surveyors invited each rider believed to be at least 16 years of age to participate in the survey. The surveyors also offered to conduct the survey (that is, read the questions and mark the response selected) for any VISTA rider deemed incapable or unlikely to complete the survey on their own. A minimum sample (number of surveys) target was calculated for each route based on recent actual VISTA ridership.

With respect to customer satisfaction, the survey asked riders to indicate their satisfaction regarding eight service characteristics (i.e., *on-time performance/reliability*, *service frequency*, *connectivity*, *vehicle condition*, etc.), as well as *overall satisfaction* using a five-point scale (one being lowest, five being highest). On a system-wide perspective, recent riders gave VISTA an average *overall satisfaction* rating of 4.16. The Coastal Express and CSUCI-Camarillo routes earned the highest (overall) satisfaction ratings (4.51, 4.35), while the Conejo Connection and Highway 101 lines received the lowest (overall) satisfaction ratings (3.61, 3.98). Highest-rated individual service characteristics include *length of trip* (defined as average time onboard vehicle) (4.30), *time service begins* (4.29), and *days of service* (4.29). Lowest-rated individual service characteristics include *time service ends* (3.98), *connections with other buses* (VISTA as well as other public transit services) (4.07), and *frequency of service* (4.10). No service characteristic had a mean score lower than 3.27 (Conejo Connection, *on-time performance/reliability*).

More than half the riders surveyed (52.3 percent) indicated riding VISTA four or more days/week. More than three-quarters of the CSUCI riders surveyed (both lines) reported riding only when school is in session, and then chiefly on Tuesdays and Thursdays. More than 75 percent of all respondents stated riding VISTA at least two days/week.

The five bus stops with the greatest activity were CSUCI, Camarillo Metrolink Station, Pacific View Mall, Oxnard Centerpoint Mall, and The Oaks Mall. Pacific View Mall was among the top two “most active” boarding and/or alighting locations for three routes: Coastal Express, Highway 101, and Highway 126.

In terms of trip purpose, nearly 43 percent of all respondents cited *home* as their destination, followed by *school* (20.8 percent) and *work* (20.2 percent). Other trip purposes were fairly evenly split among *shopping*, *medical appointment*, *social/recreation*, and *other*.

With respect to transit accessibility, 41 percent indicated *walking* to bus stop, followed by *drive self* (20.1 percent) and *by bus* (16.0 percent). The highest incidence of “bus to bus” connectivity was between VISTA and Gold Coast Transit (37.3 percent), followed by VISTA to VISTA connections at 20 percent.

Another finding of significance is transit-dependency. Nearly 40 percent of all survey participants indicated *no access to [personal] vehicle* or *no driver license* as the reason for riding VISTA.

Moore & Associates, VCTC’s marketing consultant, will conduct a short presentation summarizing the survey’s methodology and key findings.

A copy of the individual route data is available upon request from the Commission staff.