



TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

Camarillo City Hall, Administrative Conference Room

601 Carmen Drive, Camarillo, CA

Thursday, March 9, 2017

1:30 p.m.

AGENDA

ITEM 1 CALL TO ORDER

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

ITEM 3 PUBLIC COMMENTS: Any member of the public may address the Committee for up to two minutes on any subject within the jurisdiction of the Committee that is not scheduled for a public discussion before the Committee.

ITEM 4 AGENDA ADJUSTMENTS

ITEM 5 APPROVAL OF MINUTES – For Action

Recommendation: That the Committee waive the reading and approve the minutes for the regular meeting of February 9, 2017.

ITEM 6 ADA CERTIFICATION SERVICES AND MILEAGE REIMBURSEMENT PROGRAM

ITEM 7 TRENDS AND TOPICS IN THE TRANSIT INDUSTRY

ITEM 8 STATUS OF FEDERAL CMAQ PROJECTS

ITEM 9 BUS STOP PRIORITIZATION FOR AUTOMATED VEHICLE LOCATOR SIGN EQUIPMENT

ITEM 10 CONGESTION MITIGATION AND AIR QUALITY PROGRAM TRANSIT PROJECTS SELECTION GUIDELINES

ITEM 11 CALTRANS CALL FOR PROJECTS FOR FTA SECTION 5310 SMALL URBAN AND RURAL FUNDS FOR ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

ITEM 12 FUTURE AGENDA ITEMS

April

- Request For Proposals for Paratransit Scheduling Software
- Routing / Scheduling Changes (working group)
- Draft Transportation Development Act (TDA) Performance Audits

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Committee meeting, please contact the Clerk of the Committee at (805) 642-1591 ext. 111. 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.

May

- Gold Coast Transit District Facility Presentation / Project Update

To Be Determined (*in alphabetical order*)

- CMAQ Call for Projects
- Coordinated Plan Priorities
- Coordinated Route Names
- Coordinated Countywide Transit Map (Paper and/or Web Map)
- Coordination of Data Standards for Trip Planners
- Fareboxes Rollout and Unified Fare Media (subcommittee / standing agenda item)
- Low Carbon Transit Operations Program (LCTOP)
- Metrolink Funding (before August)
- Short Range Transit Plan (SRTP) Update
- Train the Trainers Programs
- Transit Asset Management (TAM) Plan
- Transit Key Performance Indicators (draft)
- Transit Master Plans Presentations
- Unmet Transit Needs Discussion

ITEM 13 ADJOURNMENT

In consideration of City of Camarillo staff, please use the exit door directly to the parking lot.

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**VENTURA COUNTY TRANSPORTATION COMMISSION
TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)**
Camarillo City Hall, Administrative Conference Room
601 Carmen Drive, Camarillo, CA
Thursday, February 9, 2017
1:30 p.m.

Meeting Minutes

MEMBERS PRESENT:

Bill Golubics, City of Camarillo
Shaun Kroes, City of Moorpark (Chair)
Austin Novstrup, City of Ojai
Jennifer Mellon, City of Simi Valley
Mike Houser, City of Thousand Oaks
Treena Gonzalez, County of Ventura
Vanessa Rauschenberger, Gold Coast Transit
Aaron Bonfilio, VCTC InterCity Bus

Ben Cacatian, VCAPCD (ex-officio)

MEMBERS ABSENT:

City of Fillmore
City of Oxnard
City of Port Hueneme
City of Santa Paula
City of Ventura
Heritage Valley Technical Advisory Committee

Caltrans District 7 (ex-officio)
CSU Channel Islands (ex-officio)

VCTC STAFF PRESENT:

Martin Erickson, Transit Director
Peter De Haan, Programming Director
Ellen Talbo, Transit Planning Manager
Judy Johnduff, Program Analyst
Heather Miller, Transit Planner

ITEM 1 CALL TO ORDER

Chair Kroes called the meeting to order at 1:34 p.m.

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ITEM 2 INTRODUCTION & ANNOUNCEMENTS

Martin Erickson, VCTC, introduced Heather Miller as the new Transit Planner.

Vanessa Rauschenberger, GCTD, announced a Spring ground-breaking for their new facility.

ITEM 3 PUBLIC COMMENTS

None.

ITEM 4 AGENDA ADJUSTMENTS

None.

ITEM 5 APPROVAL OF MINUTES

ACTION

Bonfilio moved, seconded by Mellon, that the Committee approve the January 12, 2017 meeting minutes. The motion passed with no objections.

ITEM 6 ADA CERTIFICATION SERVICES AND MILEAGE REIMBURSEMENT

Mr. Culver, Mobility Management Partners, provided a brief summary of the ADA Certification Service and Mileage Reimbursement program. They receive 75-80 mileage reimbursement claims each month and the determination committee may reassess the maximum number of reimbursable miles, which are currently set at 100 miles (intra-county) and 200 miles (inter-county). He said that he will be providing data related to where clients are travelling to and from.

ITEM 7 CALTRANS SECTION 5310 SENIOR/DISABLED SMALL URBAN PROGRAM PROJECT SCORES

Ms. Johnduff, VCTC, said that VCTC is responsible for reviewing and scoring projects submitted through the 5310 Traditional Program which funds vehicle purchases. Two agencies intend to submit applications to purchase vehicles.

Discussion

Ms. Rauschenberger, GCTD, said they are proposing to purchase a vehicle to be used by the City of Camarillo to support a 3-year pilot program to provide Direct Service to/from City of Camarillo and Gold Coast Transit District (GCTD) for Seniors and People with Disabilities that would help to eliminate or reduce the need for transfers and improve travel times. The Committee discussed the operational systems funding, the proposed stops, vehicle purchases, and applications submitted by local nonprofits for similar funding.

Mr. Masood Babaeian, Ventura Transit Service Inc. (VTS), said that they are proposing the purchase of ten ADA accessible vans to provide beyond-ADA service for persons with disabilities. The Committee discussed rates for seniors, ADA equipment, scheduling with

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hospitals, and the cost of vehicles.

ITEM 8 FY17 LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) ALLOCATION REQUEST

Ms. Johnduff provided a brief background on the Low Carbon Transit Operations Program (LCTOP). She said the Commission approved programming funds for the purchase of a bus and operation of the Oxnard/Camarillo Employment Connector Service. In order to pay for the Oxnard/Camarillo bus in advance of receiving the LCTOP funds, the Commission approved using CMAQ funds planned for East/West Connector project. To keep the East/West Connector project whole, the Commission approved shifting an equal amount funds (that would have been used for the Oxnard/Camarillo project) to purchase a single bus for the East/West Connector project.

Ms. Johnduff said that VCTC's CMAQ application for the East/West Bus Line proposed a local match for operations for the first year of service, with the match to be shared among East County cities. She said that staff recommends that the apportionment be used to relieve these cities of the need to provide that match and that staff recommends that the remainder of the funds be programmed for continuing the Oxnard/Camarillo line.

Discussion

The Committee discussed the history and future of funding, the cost of the Ox/Cam Connector, Key Performance Indicator targets, the use of CMAQ funds, discussing LCTOP guidelines and projects at a future meeting.

ACTION

Rauschenberger moved, seconded by Gonzalez, and passed unanimously, that the Ventura County Transportation Commission (VCTC) program the FY 2016/17 VCTC apportionment of \$52,303 of Low Carbon Transit Operations Program (LCTOP) apportionment to the East/West County Connector Bus Service Project, and \$325,442 for the Camarillo/Oxnard Bus Service Project.

ITEM 9 DRAFT COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN

Ms. Talbo, VCTC, updated the Committee on the draft Coordinated Public Transit-Human Services Transportation Plan.

Discussion

The Committee discussed the 2-1-1 human services referral system, the real-time smart phone app, and google transit. Representatives from 2-1-1 also discussed their current operations and how they could become better coordinated with the transit operators. Mr. Culver, Mobility Management Partners, expressed his interest in providing a one-call-one-click information center.

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ITEM 10 DISCUSSION OF TRANSIT ASSET MANAGEMENT (T.A.M.) PLAN LETTER CONCERNING INITIAL TARGETS RECEIVED FROM SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)

Mr. Erickson stated that the Committee needs to determine whether or not their respective Transit Asset Management (TAM) plans will be submitted individually or as a group. He said that the Accounting Executive responsible for developing the plan, staff point of contact, group plan sponsor (if applicable), and initial targets needs to be provided to SCAG by the end of February.

Discussion

The Committee discussed benefits and challenges to submitting a group plan versus individual plans. The Cities of Camarillo, Ojai, and Thousand Oaks expressed interested in a group plan whereas the Gold Coast Transit District will be submitting an individual plan. There was discussion of coordinated response to the SCAG letter and the need for the agencies interested in a group plan to submit a letter to the Executive Director of VCTC if there is an agreement to develop a group plan at some point before the first TAM Plan is due (Oct 2018).

ITEM 11 FUTURE AGENDA ITEMS – For Information

March

- Automated Vehicle Locator System
- CMAQ Call for Projects
- Transportation Development Act (TDA) Discussion (March/April/May)

April

- Request For Proposals for Paratransit Scheduling Software
- Routing / Scheduling Changes (working group)
- Draft TDA Performance Audits

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- Transit Asset Management (TAM) Plan
- Transit Key Performance Indicators (draft)
- Transit Master Plans Presentations
- Unmet Transit Needs Discussion

ITEM 12 ADJOURNMENT

Chair Kroes adjourned the meeting at 3:30 p.m.

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DATE: MARCH 9, 2107

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: ADA CERTIFICATION SERVICES AND MILEAGE REIMBURSEMENT PROGRAM UPDATE

RECOMMENDATION:

- Receive and file the monthly ADA Certification services report and Mileage Reimbursement Program update.

DISCUSSION:

The February 2017 ADA Certification Services Report from Mobility Management Partners (MMP) is attached (Attachment A).

MMP received Section 5310 funding to expand its services to include the development and implementation of a pilot volunteer driver mileage reimbursement program in cooperation with the Area Agency on Aging and other agencies serving the needs of the county's senior population. The update on the Mileage Reimbursement Program (MRP) is attached (Attachment B).

Monthly ADA Certification Services Report February 2017

	Item Measured	Feb	Jan	Dec	Nov	Oct	Total phone calls inbound/outbound: 919
Call Center	Inbound ADA Calls	584	890	636	685	754	
	Outbound ADA calls	335	101	201	311	134	
	Average hold time (in seconds)	6.51	8	6.69	5.97	7.7	
	Outbound Area Transmittals	6	5	5	5	11	Riders requesting service outside of Ventura County
	Inbound Area Transmittals	1	0	0	3	1	Riders requesting service into Ventura County
Applications Received	Recertification	40	47	31	30	31	Online applications received: February: 5 (5%)
	New Applications	60	45	55	69	79	
Applications Received by Service Area	Camarillo Area	6	3	4	10	10	Applications Received by Language SPANISH, 7, 7% ENGLISH, 93, 93% ENGLISH SPANISH
	Gold Coast Area	35	23	35	36	36	
	Valley Express Area	3	4	1	1	2	
	Moorpark Area	7	4	4	7	6	
	Simi Valley Area	37	30	24	24	24	
	Thousand Oaks Area	9	25	17	18	25	
	Out of County	2	3	1	2	1	
Completed Evaluations In-person, Short-Term and Recertifications	Complete, with Functional Evaluation	27	24	21	27	26	Evaluations by Age and Determination Type UnconditionalConditionalTemporaryNot Eligible
	Complete, Interview w/o Functional Evaluation	5	2	6	7	7	
	Complete, Special Circumstance (no Interview)	20	25	28	18	39	
	Complete, Over 85+	15	7	9	11	14	
	Complete, Phone Interview	1	0	1	4	2	
	Complete, Short-term Certification (60 days)	0	0	0	0	0	
	Complete, Recertifications	21	27	19	21	14	
	Total Evaluations	89	85	84	88	102	
Delays in Processing (Cumulative)	Due to incomplete application by client	6	2	2	2	4	In-person Interview Results by Eligibility and Assessment Type PhysicalCognitiveInterview only
	Pending Professional Evaluation (PE)	25	21	8	11	23	
	Applications that failed to meet 21 day rule	0	0	0	0	0	
	Applicants awaiting in-person interviews	17	14	18	16	20	
Assessments	Assessment Catagories	Total	VCTC	SIMI	T.O.	MPK	
	With Physical Assessment	12	6	3	3	0	
	With Cognitive Assessment	15	4	4	5	2	
	Interview only (at assessment sites)	5	3	1	1	0	
	No Shows	2	1	1	0	0	
	Total in-person interviews scheduled	34	14	9	9	2	
	Total Number of appointment days	8	3	2	2	1	
Determination Types:			Total	%			
Unconditional (including S.C., Over 85+ , Phone interviews)			67	75%			
Conditional			13	15%			
Temporary			7	8%			
Denials			2	2%			
Short Term			0	0%			

Monthly ADA Certification Services Report February 2017					
Applications Received - GCT Area Cities	Feb	Jan	Dec	Nov	Oct
Casitas Springs	0	0	0	0	0
Meiners Oaks	0	0	0	0	0
Miramonte	0	0	0	0	0
Ojai	2	3	1	2	1
Oak View	0	0	0	0	0
Oxnard	18	10	24	20	33
Port Hueneme	2	3	1	5	1
Ventura	13	7	9	16	18
Applications Received-Valley Express Area Cities					
Fillmore	1	0	0	1	2
Piru	1	1	0	0	1
Santa Paula	1	3	1	0	1
Travel Training					
Training Statistics	Feb	Jan	Dec	Nov	Oct
Referrals received	6	8	6	6	7
Assessments	3	3	1	7	4
Trainings	1	2	3	4	2
Referral Source					
ADA-Camarillo Area	1	0	0	0	0
ADA-Gold Coast Area	0	0	2	1	3
ADA-Valley Express Area	0	0	0	0	0
ADA-Moorpark Area	0	1	0	0	0
ADA-Simi Valley Area	2	5	1	2	1
ADA-Thousand Oaks Area	2	2	1	0	1
Other	1	0	2	3	2
Transit 101 Workshops					
Hosting Agency	Date	Attendees	Bus Riders		
Simi Valley Transit	3/9/2017				
Thousand Oaks Transit	4/13/2017				
Thousand Oaks Transit	6/15/2017				
Thousand Oaks Transit	9/21/2017				

Mileage Reimbursement Program Monthly Report - Feb 2017							
Category	Item Measured	Feb	Jan	Dec	Nov	Oct	Sep
Application Process	Total Interest Applications	7	5	6	16	29	9
	Total Complete Applications	3	4	2	6	12	3
	Applications approved by EDC	0	4	0	21	0	12
	Total claims received	84	65	77	84	74	74
Mileage Claims	Total miles reimbursed	10259	7300	8855	10172	8358	8617
	Total one-way trips claimed	1852	1202	1655	1834	1488	1611
Statistics by Service Area							
Camarillo	Claims Received	24	21	23	24	23	24
	Miles Reimbursed	2952	2294	2553	2823	2748	2522
	One-way trips claimed	619	438	534	528	557	548
Gold Coast	Claims Received	26	19	24	25	24	21
	Miles Reimbursed	2847	2190	2858	2860	2686	2678
	One-way trips claimed	502	330	459	493	408	425
Moorpark	Claims Received	4	2	3	3	3	3
	Miles Reimbursed	432	280	298	362	252	296
	One-way trips claimed	100	52	88	76	70	76
Simi Valley	Claims Received	6	6	7	8	6	6
	Miles Reimbursed	750	752	681	930	640	753
	One-way trips claimed	98	84	114	145	82	90
Thousand Oaks	Claims Received	19	13	16	20	13	17
	Miles Reimbursed	2412	1138	1647	2363	1240	1784
	One-way trips claimed	450	224	381	508	274	390
Valley Express	Claims Received	5	4	4	4	5	3
	Miles Reimbursed	866	646	818	834	792	584
	One-way trips claimed	83	74	79	84	97	82
Other Statistics							
	Average Trip Length (Miles)	5.5	6.1	5.4	5.5	5.6	5.3
	Average Cost per Trip	\$ 1.94	\$ 2.13	\$ 1.87	\$ 1.94	\$ 1.97	\$ 1.87



DATE: MARCH 9, 2107

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE

FROM: MARTIN R. ERICKSON, PUBLIC TRANSIT DIRECTOR

SUBJECT: TRENDS AND TOPICS IN THE TRANSIT INDUSTRY

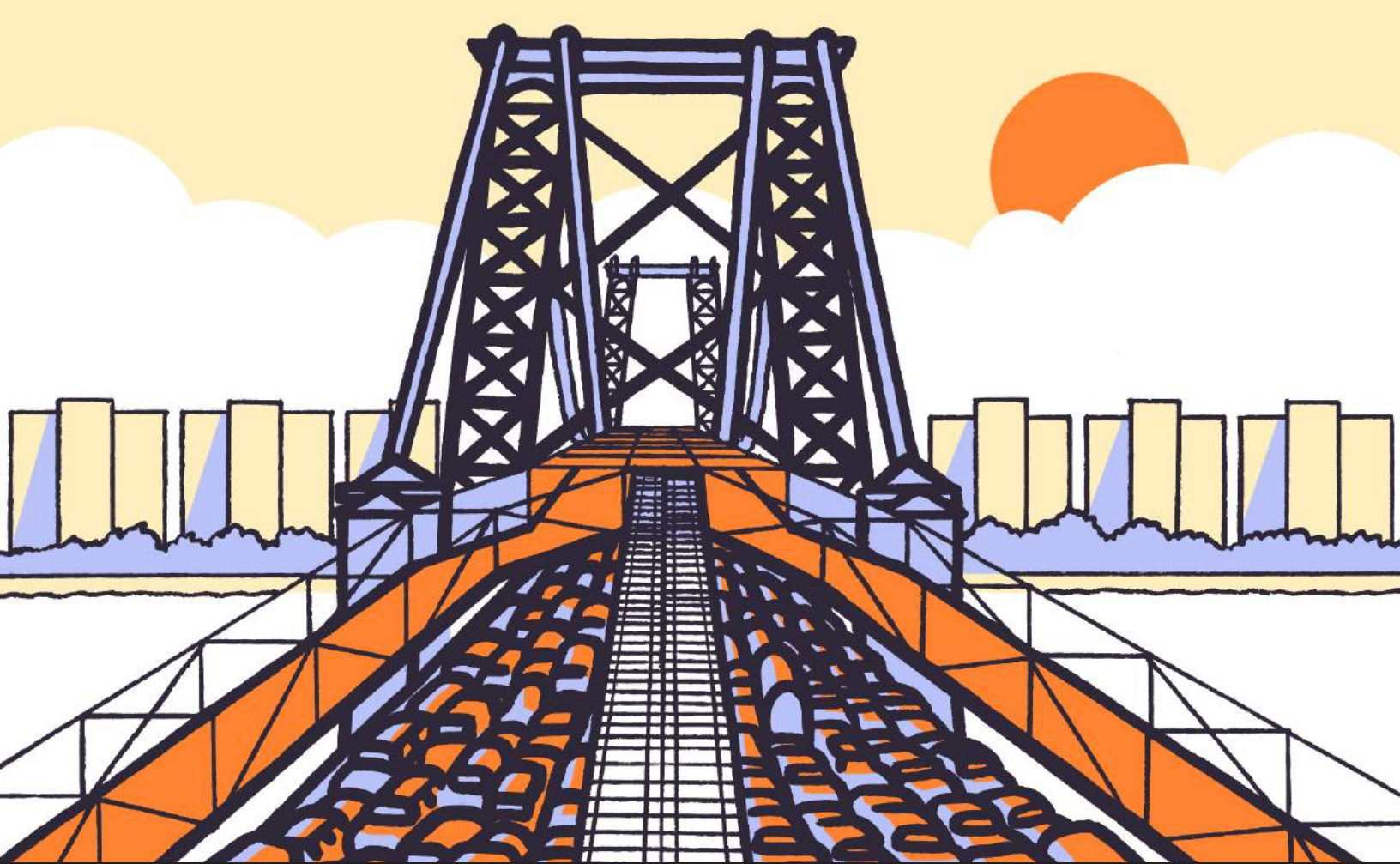
RECOMMENDATION:

- Receive and file.

DISCUSSION:

The purpose of this item is to discuss trends and topics in the transit industry. Attached are two documents provided at the Gold Coast Transit District Technical Advisory Committee meeting in February. The fact sheet titled *"Why Uber Won't Kill Transit"* is attached and the scholarly article, *"Private Mobility, Public Interest"* is available [here](#) and on the VCTC website under TRANSCOM tab.

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WHY UBER WONT KILL TRANSIT

TransitTools #1

A TROUBLING DISCOURSE:

Leon Drolet of the Michigan Taxpayers Alliance recently warned voters in Detroit that investing in buses and trains “makes no sense with driverless technology on the horizon.” An autonomous car booster recently told the Mayor of Nashville not to spend another dime on transit. Techno-darling Elon Musk eagerly anticipates the “abolition of fixed route transit” in his Master Plan, Part Deux.

The futurist refrain has reached fever pitch. It’s distorting needed conversations about transportation in American cities .

It also has the distinction of being dead wrong. Consider the entire ridership of the LA Metro bus system attempting to squeeze onto the 405 in Ubers, or the New York City Subway’s L train service primarily replaced with e-hail cars and vans on the Williamsburg Bridge.

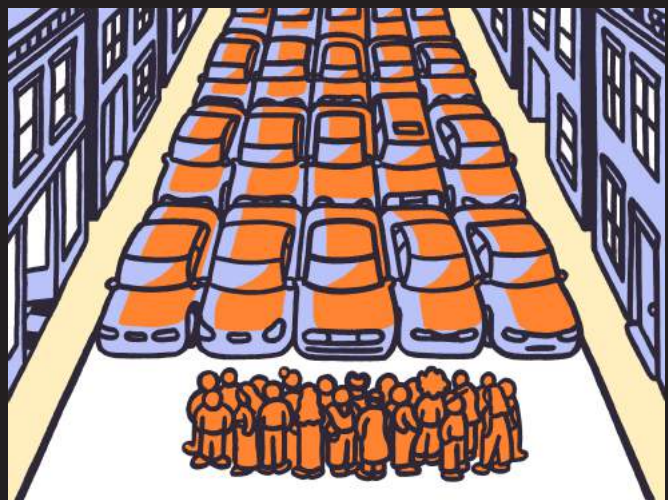
In these “Ubergeddon” scenarios, the travel corridors and surrounding places would be completely gridlocked.

Uber itself acknowledges that its future is inextricably tied to public transportation improvement and expansion – the company recently endorsed successful transit ballot measures in Seattle as well as Atlanta.

The following are key arguments TransitCenter has compiled to help advocates answer or counter the idea that e-hail services, driverless or not, spell the end of public transit. We also include steps to pivot from this unproductive debate to emphasize **meaningful transit improvements** cities and transit agencies can deliver.

Many of these ideas have been explored at length on Jarrett Walker’s blog, Human Transit, which we invite you to visit at www.humantransit.org

THREE REASONS WHY UBER WON'T KILL TRANSIT



EVERYONE IN UBERS JUST WON'T FIT

Whether they're Lyft or Uber, electric or driverless, cars hog space.

Technology and venture capital can't change the geometric fact that 40 people in cars take up more space than 40 people on transit. It's an unassailable matter of geometry. Transit will always be the most space efficient way of moving people. Research in American cities found that while a 10 foot bus or rail dedicated transitway can move 10,000 - 25,000 persons per hour, private vehicles like Uber can only move 600-1,600 per hour in the same space. That's only 7% of what transit can do.

Instead of consigning city streets to nothing but space for cars, transit provides us with opportunities to create wider sidewalks, cafes, bike lanes and parklets--in short, the type of benefits that are compelling more and more Americans to seek to live in dense cities and towns.

TRANSIT ADVOCATES SHOULD:

- **Reject any official or expert claims that e-hail or robotic cars will somehow substitute for high capacity transit in cities.**
- **Call instead for fast, frequent, reliable and walkable transit networks in dense urban districts.**

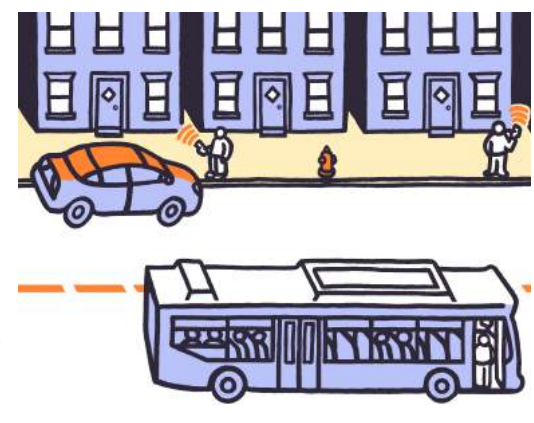
To make transit more useful to more people, advocates should encourage design of rail and bus networks for efficient service, with as many routes as possible offering 15-minute or better frequencies, with intersecting frequent routes to allow for fast trips and walkable stops.

- **Urge cities to lead in defining appropriate roles to various transportation services.**

If cities or transit authorities are operating marginal, very low ridership bus routes, it may be reasonable for the transit operator to subsidize e-hail service in those areas while redeploying the buses to add frequency in places with high ridership.

"BAD" TRANSIT IS BETTER AT MOVING PEOPLE THAN A BUSY UBER

Complaints about transit will usually include a riff on "empty" buses. A bus that carries ten riders per service hour is generally qualified as poor performing. But in comparison, standard Uber and Lyfts max out at six riders per hour. For an Uber or Lyft driver to serve ten people per hour, it would mean the driver is picking up a new passenger every six minutes, physically impossible in American cities.



UBER & TRANSIT BEST SERVE DIFFERENT AUDIENCES AT DIFFERENT TIMES

In major cities, e-hail companies are busiest at night when transit service runs less frequently. Transit is busiest and most effective at moving people during peak commute hours. Surveys of Lyft and Uber users find the most popular time to call a driver is at 2 am and that few use it for commuting.





DATE: MARCH 9, 2017

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE

FROM: AARON BONFILIO, PROGRAM MANAGER

SUBJECT: BUS STOP PRIORITIZATION FOR AVL SIGN EQUIPMENT

RECOMMENDATION:

- Receive and file

BACKGROUND:

On March 3, 2017 the Commission will have released a Request for Proposals (RFP) to solicit proposals from vendors to replace the existing fixed route Automatic Vehicle Locators (AVL) tracking and predictive arrival bus stop signage system, which is currently provided by Nextbus, Inc. As part of this process Changeable Message Signs (CMS) which display predictive information to waiting passengers will be installed / replaced. Currently there are approximately 40 CMS locations throughout the County. Some locations are currently out of service, underutilized or see little ridership, while other unequipped stop locations have high ridership. To identify the best-suited locations, VCTC has drafted proposed criteria for placing CMS's into the field. The purpose of this item is to solicit TRANSCOM's feedback regarding the below set of criteria for bus stop selection and prioritization. It is anticipated that 40-60 locations will be equipped.

Sign Priority Location Criteria: (In order of highest to lowest priority)

1. Terminals / transfer centers with multiple routes, and/or multiple operators¹
2. If not included in above, three highest per day boarding locations, per operator
 - ❖ *In order for consideration and to assist with planning, each operator must submit its ridership per stop by 4/7/17 (send to abonfilio@goventura.org)*
3. If not included in above, high capacity park and ride locations
4. If not included in above, stop(s) nearest to pass sales/customer service locations
5. If not included in above, stops at social service and civic destinations, e.g. hospitals, courts, city halls, colleges, high schools, libraries, senior/teen centers, etc.

Specific CMS design, configuration and final locations are subject to available funding.

¹ Incl: Ventura Trans Ctr, Oxnard Trans Ctr, Oaks Mall, TO Trans Center, Camarillo Metrolink, Moorpark Station, Simi Town Center, Esplanade and C-Street

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DATE: MARCH 9, 2017

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: STATUS OF FEDERAL CONGESTION MITIGATION AIR QUALITY IMPROVEMENT (CMAQ) PROGRAM PROJECTS

RECOMMENDATION:

- Review and update project schedules.

DISCUSSION:

Under federal law, Surface Transportation Program (STP) and Congestion Mitigation Air Quality Improvement (CMAQ) Program funds apportioned to California lapse if they are not used within three years. AB 1012, which became law in October 1999, applies the three-year lapsing rule to CMAQ and STP funds in each county. It is important for VCTC to have an accurate schedule of STP and CMAQ projects to ensure that our county does not lose funds. VCTC also uses this project schedule to ensure that the Federal Transportation Improvement Program (FTIP) includes all of the projects which are ready-to-go. VCTC provides this information to Caltrans which uses it to manage the state's Obligation Authority (OA).

Attached is the schedule of upcoming CMAQ projects showing, in particular, the anticipated Federal Fiscal Year (FFY) 2016/17 schedule. This schedule was updated by TRANSCOM this past October. Staff requests that agencies with CMAQ projects inform staff regarding whether the anticipated obligation dates for transit projects shown in FFY 2016/17 remain correct. For transit projects that are administered by FTA, the "Planned Obligation" column should contain the date that funds are expected to be transferred to FTA for inclusion in a grant.

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CMAQ PROJECTS FY 2016-17

Beginning Balance

\$ 22,465,700

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Fox Canyon Barranca Bike Bridge	Ojai	VEN130601	Jan-17	\$102,975		Currently in 2017 FTIP--Amendment in Process-- Amendment #5 to move \$40 from CON to ENG
Las Posas Road Bike Lanes	County	VEN150615	Jan-17	\$483,000	PE to begin 11/16; E-76 by 11/30/16; Construction in 2017/18	Currently in 2017 FTIP
Sheridan Way/Ventura River Bike Trail PE	S.B. Ventura	VEN110304	Jan-17	\$44,265		Project currently listed in 2017 FTIP, however, needs TIP Amendment to bring the funding forward to 2017 years Next Amendment - #17-08 April 4th
Hwy 126 Bike Path Gap Closure RW	S.B. Ventura	VEN031230	Jan-17	\$53,118	ROW offer made, design 75% complete.	Project currently listed in 2017 FTIP, however, needs TIP Amendment to bring the funding forward to 2017 years Next Amendment - #17-08 April 4th
Countywide AVL / Farebox Systems	VCTC	VEN040405	Jan-17	\$2,000,000		Currently in 2017 FTIP
Passenger Rail Ticket Vending Machines	SCRRA	VEN990609	Jan-17	\$900,251		Currently in 2017 FTIP
Countywide Transit Marketing 17/18	VCTC	VEN54070	Feb-17	\$500,000		Currently in 2017 FTIP
Regional Ridesharing 17/18	VCTC	VEN93017	Apr-17	\$443,000		Currently in 2017 FTIP
Transportation Center Improvements	Thousand Oaks	VEN120420	Jun-17	\$1,500,000	Preliminary Design, Con in 2018	Currently in 2017 FTIP
Bus Purchase	Thousand Oaks	VEN151102	Jun-17	\$1,500,000	Out to bid Spring 2017	Currently in 2017 FTIP
Five Expansion Buses	Gold Coast Transit	VEN151101	Jun-17	\$2,478,840		Currently in 2017 FTIP
Camarillo Heights School Ped Improv	County	VEN150621	Sep-17	\$560,000	PE underway; E-76 by 09/30/16; Construction to begin 03-15-17	Currently in 2017 FTIP

Total obligations in FY 16/17 \$10,565,449
 Remaining balance \$11,900,251
 Potential Lapse \$5,797,616

FY 2014/15	\$5,797,616	Lapses October 1, 2017
FY 2015/16	\$8,295,290	Lapses October 1, 2018
FY 2016/17 (estimated)	\$8,372,794	Lapses October 1, 2019
TOTAL	\$22,465,700	

CMAQ FY 2017-18 and Beyond

Project Title	Agency	TIP ID	Planned Obligation (E-76 date)	Amount	Current Project Status	FTIP Status
Hwy 126 Bike Path Gap Closure CON	S.B. Ventura	VEN031230	Oct-16	\$743,652		Project currently listed in 2017 FTIP, however, needs TIP Amendment to bring the funding forward to 2017 years Next Amendment - #17-08 April 4th
Santa Ana Road Bike Lanes	County	VEN150617	Feb-17	\$910,000	Design start 11/16; Construction in 17/18	Currently in 2017 FTIP
Pleasant Valley Rd Bike Lanes PE	Camarillo	VEN160103		\$500,000		Currently on list to Amend Project in Amendment 17-08 to add row and const funding (April 2017)
Oxnard Boulevard Bicycle and Pedestrian Facilities PE	Oxnard	VEN150907		\$99,597	Request for authorization to proceed with preliminary engineering to be prepared by Nov. 2015. Proposal to on-call engineering consultant for design to be sent 12/2015. Converting to Con because PE is ATP funded.	Currently in 2017 FTIP
Bike facilities for NECSP	Oxnard	VEN130101		\$585,360	PE authorization rec'd 8/15/2014 for \$58,536. Contract for on-call engineering consultant for design sched for City Council approval 9/15/15 Env clearance rec'd from Caltrans 1/26/15	Currently in 2017 FTIP
C Street Bike Facilities	Oxnard	VEN130102		\$278,250	PE authorization rec'd 8/15/2014 for \$27,825. Negotiating with on-call engineering consultant for proposal for design. Env clearance rec'd from Caltrans 2/18/15	Project currently listed in 2017 FTIP, however, needs TIP Amendment to bring the funding forward to 2017 years Next Amendment - #17-08 April 4th
Ojai Ave / Maricopa Ped Impr (Pedestrian and Bike Safety Improvements)	Ojai	VEN150620 (VEN170113)		\$500,000	Project Combined with ATP Project under new FTIP Number VEN170113.	Currently in 2017 FTIP
Moorpark Rd Impr Con	Thousand Oaks	VEN150622		\$483,200		Currently in 2017 FTIP
Pedestrian Crossing Beacons	Oxnard	VEN150901		\$295,274	Revised scope of work approved by VCTC staff 9/14/15. Request for proposal for design sent to on-call engineering consultant 9/2015.	Project currently listed in 2017 FTIP, however, needs TIP Amendment to bring the funding forward to 2017 years Next Amendment - #17-08 April 4th
Oxnard Blvd Bike/Ped Facility	Oxnard	VEN150907		\$1,280,303	VCTC forgot to place this in the last TIP amendment. Request for proposal for on-call engineering design pending.	Currently in 2017 FTIP
Las Posas Road Bike Lanes	Camarillo	VEN150614		\$231,988		Currently in 2017 FTIP
Rancho Rd Ped Impr	Thousand Oaks	VEN150616		\$723,000		Currently in 2017 FTIP
Pleasant Valley Rd Bike Lanes	Camarillo	VEN160103		\$1,713,250		On list to Amend Project in Amendment 17-08 (April 2017)
Pleasant Valley Rd / E Fifth Str Impr	County	VEN130104	Jun-18	\$840,000	Design began 8-01-16; Env Clearance 1-2018; R/W Clearance 1-2019; E-76 by 08-30-19; Construction to begin 12/15/2019	Currently in 2017 FTIP



DATE: MARCH 9, 2017

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: CONGESTION MITIGATION AND AIR QUALITY (CMAQ) PROGRAM
TRANSIT PROJECTS SELECTION GUIDELINES

RECOMMENDATION:

- Provide input to staff regarding project selection guidelines development.

BACKGROUND:

During the prior year the Committee has discussed the available CMAQ funds under the federal FAST Act. Those discussions centered around initiating in early 2017 a call for projects for two years' worth of CMAQ funds, meaning the funds for FY 2016/17 and FY 2017/18. Staff anticipates providing draft guidelines to the Committee at the next meeting.

VCTC's policy is to provide half of the CMAQ apportionments, estimated at \$7 million per year, for transit projects, with the other half being available to other CMAQ eligible projects. The non-transit share of CMAQ has typically gone primarily to bicycle and pedestrian improvements. The policy of providing half of the funds for transit results in \$7 million being available for transit projects over two years. At the September meeting, the Committee approved setting aside \$1.5 million for farebox and vehicle locator equipment, as well as \$500,000 for countywide transit marketing in FY 2017/18. An additional \$500,000 will be needed from a two-year call for countywide marketing in FY 2018/19, leaving \$4.5 million available for a call for projects. However, in March 2014, TRANSCOM approved shifting \$1.01 million of Proposition 1B funds programmed to Thousand Oaks for a bus purchase that was not needed for several years, and allowing VCTC to use that money instead towards its intercity bus purchase, with the understanding that the \$1.01 million would be restored to Thousand Oaks, possibly from CMAQ, when needed. Staff proposes at this time to provide the \$1.01 million to Thousand Oaks using CMAQ (as Proposition 1B is used up), which will leave a programming capacity of only \$3.5 million over the next two years.

Attached are the project selection criteria from the last call for projects. Staff would appreciate receiving input on possible changes to the criteria including the weighting. One issue that was raised at the last discussion on the issue was the relative weighting for bus replacements. At that time the sense of the Committee was that there was too much uncertainty regarding other possible bus replacement funding sources, to decide the relative priority for CMAQ.

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Selection Criteria for Transit Projects

There are eight selection criteria to be used to evaluate projects which have been found to meet the above screening criteria. Each of the criteria has a specific number of points assigned to them; these are maximums and as such 100 points represents a "perfect score" for any project. Projects will be evaluated against each criterion to determine the degree to which they accomplish the stated goal or purpose.

A. Increase capacity and/or ridership. (0 to 25 points)

- Project significantly increases capacity of transit system and/or increases transit ridership
Up to 25 points
- Project does not increase capacity or ridership
0 points

B. Improve air quality. (Based on consultation with APCD staff) (0 to 15 points)

- Reduction in vehicle emissions
Up to 15 points
- No reduction in vehicle emissions
0 points

C. Funding Leverage. (0 to 10 points)

- Applicant provides at least 50% matching funds
10 points
- Applicant provides at least 20% matching funds
5 points
- Applicant does not provide at least 20% match
0 points

D. Inclusion in the VCTC Short Range Transportation Plan. (10 points)

- Project is included in the bus replacement schedule of the SRTP
Up to 10 points
- Project is not included in the bus replacement schedule of the SRTP
0 points

E. Priority Project. (10 points)

- Applicant ranks project as its top priority in the Transit category. Only one project can receive these points in the transit criteria from each applicant.
10 points
- Project is not the top priority project for the City or Agency
0 points

F. Project Readiness (10 points)

- Project is eligible for federal Categorical Exclusion (CE) or has FTA environmental approval
10 points
- Project is not eligible for federal CE or does not have FTA environmental approval
0 points

G. Safety and Security (0 to 10 points)

- Project increases safety and security
Up to 10 points
- Project does not increase safety and security
0 points

H. Cost Effectiveness (0 to 10 points)

- Cost effective as calculated by VCTC staff in consultation with APCD staff according to the “Methods to Find the Cost-Effectiveness of Funding Air Quality Projects” released by the California Air Resources Board (May 2005).
Up to 10 points
- Low cost effectiveness.
0 points



DATE: MARCH 9, 2017

MEMO TO: TRANSIT OPERATORS COMMITTEE (TRANSCOM)

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: CALTRANS CALL FOR PROJECTS FOR FTA SECTION 5310 SMALL URBAN AND RURAL FUNDS FOR ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES

RECOMMENDATION:

- Recommend that the Commission adopt the regional priority list of Ventura County applications for Federal Transit Administration (FTA) Section 5310 funds.

DISCUSSION:

As discussed at the February 9, 2017 TRANSCOM meeting, Caltrans has announced a call for projects for Small Urban and Rural Federal Transportation Administration (FTA) Section 5310 funds. In Ventura County, projects serving Camarillo, Simi Valley, Santa Paula, Fillmore, and the rural portions of the unincorporated areas are eligible to receive these funds. The program provides capital and operating assistance grants for projects that meet the transportation needs of seniors and individuals with disabilities: where public mass transportation services are otherwise unavailable, insufficient or inappropriate; that exceed the requirements of the ADA; that improve access to fixed route service; or that provide alternatives to public transportation.

VCTC is responsible for reviewing and scoring projects submitted through the 5310 Traditional Program which funds vehicle purchases. Applications were due to Caltrans by March 1, 2017 and one application to purchase vehicles was submitted. A brief summary of the project is provided below:

Ventura Transit Service Inc.

Ventura Transit Service Inc. is requesting \$392,000 to purchase 8-10 vans to meet the increasing demand for non-emergency medical transportation by Medi-cal beneficiaries. VTS schedules trips on a routine basis for wheelchair and ambulatory passengers to dialysis and other medical appointments. The service is intended to respond during day as well as evening hours and on weekends and to all locations in the service area, including to areas where there is no fixed route bus or paratransit service available, and with no requirement that an advanced day reservation be made.

Staff reviewed each 5310 application using the project selection criteria and scoring worksheet developed by Caltrans (see Attachment). The recommended score is provided below:

Agency	Project Description	Total Cost	Score
Ventura Transit Inc.	Purchase 8 Vans	\$392,000	70

Staff recommends that TRANSCOM recommend the Commission adopt the overall scoring recommendation.

NEXT STEPS:

The scores will be presented to VCTC at the April 7th, 2017 meeting for review. Once approved, the scores will be forwarded to Caltrans for further consideration.

PROJECT SELECTION CRITERIA

Screening Criteria

Inclusion in Plan: Projects must address a question or be included in the Ventura County Coordinated Public Transit-Human Services Transportation Plan

Federal Grant Requirements: All successful applicants enter into a project agreement with Caltrans that stipulates the terms and conditions for the equipment use, or the progress of the operating and mobility management projects. The agreement remains in effect until:

- o Vehicle/equipment: the project is terminated and formal disposition of the equipment has been made with the approval of Caltrans in accordance with Federal grant standards;
- o Operating/Mobility Management: The project has been invoiced, satisfactorily completed and reimbursed.

Section 5310 recipients are required to furnish Bi-Annual Reports on the use of their Section 5310 vehicles/equipment or the progress of their operating/mobility management projects. Caltrans also performs triennial inspections of 5310-funded projects to verify the condition and appropriate use of the vehicles/equipment.

Prioritization Criteria

The following criteria established by Caltrans will be used to prioritize projects.

1. **Ability of Applicant to provide efficient and effective transit services (32%):** Points are awarded based upon the applicant's experience and history of providing efficient and effective transit services. Measures include:
 - years of experience,
 - established driver training program,
 - established dispatching plan,
 - established vehicle maintenance plan,
 - History California Highway Patrol (CHP) inspections (if required),
 - Experience with Emergency Operations and Response Planning,
 - Agency Budget
2. **How well the project meets the needs identified in the Coordinated Plan and how well the project improves coordination (18%)**
3. **Proposed Transportation Services (20%):** Determination that requested additional equipment would be fully utilized including usage of vehicle by another agency through a coordination plan.
4. **Service Effectiveness (30%):** Degree to which the application demonstrates a well-developed plan for meeting the goals of the 5310 program.