



TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

Camarillo City Hall, Administrative Conference Room

601 Carmen Drive, Camarillo, CA

Thursday, April 13, 2017

1:30 p.m.

AGENDA

- ITEM 1 CALL TO ORDER**
- ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS**
- ITEM 3 PUBLIC COMMENT** - 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**
- ITEM 6 ADA CERTIFICATION SERVICES AND MILEAGE REIMBURSEMENT PROGRAM**
- ITEM 7 COST EFFECTIVENESS OF VEHICLE REPLACEMENTS/REFURBISHMENTS**
- ITEM 8 CMAQ FUNDS TO RESTORE PROP 1B FUNDS PREVIOUSLY PROGRAMMED TO THOUSAND OAKS**
- ITEM 9 APPROVE COMBINED CALL-FOR-PROJECTS FOR CMAQ AND TDA ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS**
- ITEM 10 UPDATE ON THE CALTRANS CALL FOR PROJECTS FOR FTA SECTION 5310 SMALL URBAN AND RURAL FUNDS FOR ENHANCED MOBILITY OF SENIORS AND INDIVIDUALS WITH DISABILITIES**
- ITEM 11 FISCAL YEAR 2017-18 ESTIMATED FEDERAL TRANSIT APPORTIONMENTS**
- ITEM 12 FUTURE AGENDA ITEMS**
 - May
 - Transportation Development Act Performance Audit
 - Request For Proposals for Paratransit Scheduling Software
 - Countywide Draft Program of Projects
 - June
 - Coordinated Plan Priorities

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.

- Metrolink Funding (before August)
- Unmet Transit Needs Discussion

July

- Coordinated Route Names
- Coordination of Data Standards for Trip Planners

To Be Determined (*in alphabetical order*)

- CMAQ Call For Projects Approval of Transit List (September)
- Coordinated Countywide Transit Map (Paper and/or Web Map)
- Fareboxes Rollout and Unified Fare Media (subcommittee / standing agenda item)
- Gold Coast Transit District Facility Presentation / Project Update
- Low Carbon Transit Operations Program (LCTOP)
- Routing / Scheduling Changes (working group)
- Short Range Transit Plan (SRTP) Update
- Train the Trainers Programs
- Transit Asset Management (TAM) Plan
- Transit Key Performance Indicators (draft)
- Transit Master Plans Presentations

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 (VCTC)
TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)**

Camarillo City Hall, Administrative Conference Room
601 Carmen Drive, Camarillo, CA
Thursday, March 9, 2017
1:30 p.m.

Meeting Minutes

MEMBERS PRESENT:

Shaun Kroes, City of Moorpark (Chair)
John Ilasin, City of Santa Paula
Robin Walker, City of Simi Valley
Mike Houser, City of Thousand Oaks
Treena Gonzalez, County of Ventura
Vanessa Rauschenberger, Gold Coast Transit District
Martin Erickson, VCTC InterCity Bus

Ben Cacatian, VCAPCD (ex-officio)
CSU Channel Islands (ex-officio)

MEMBERS ABSENT:

City of Camarillo
City of Fillmore
City of Ojai
City of Oxnard
City of Port Hueneme
City of Ventura
Heritage Valley Technical Advisory Committee

Caltrans District 7 (ex-officio)

VCTC STAFF PRESENT:

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

ITEM 1 CALL TO ORDER

Chair Kroes called the meeting to order at 1:32 p.m.

ITEM 2 INTRODUCTIONS & ANNOUNCEMENTS

Ms. Rauschenberger announced that Gold Coast Transit District 1) met with 2-1-1 to discuss the services that they provide, 2) will be selling a cut-away bus to the Downtown Ventura Partners, 3) will be promoting Transit Driver Appreciation Day on March 17th and 4) received

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seven proposals for the paratransit software RFP.

Ben Cacatian, Ventura County Air Quality Improvement Program, arrived at 1:35 p.m.

Ms. Gonzalez, Ventura County, announced that the mandatory preproposal meeting for the Automatic Vehicle Locator (AVL) system will be held at 10:00 a.m. on Monday, March 20th in the Pacific Conference Room at the Government Center.

ITEM 3 PUBLIC COMMENTS

None.

ITEM 4 AGENDA ADJUSTMENTS

None.

ITEM 5 APPROVAL OF MINUTES

ACTION

Rauschenberger moved, seconded by Gonzalez, that the Committee approve the February 9, 2017 meeting minutes. The motion passed with no objections. Ilasin abstained.

ITEM 6 ADA CERTIFICATION SERVICES AND MILEAGE REIMBURSEMENT

Mr. De Haan, VCTC, provided a brief summary of the ADA Certification Service and Mileage Reimbursement program. He stated that additional elements have been added to the report at the Ad Hoc Committee's request.

ITEM 7 TRENDS AND TOPICS IN THE TRANSIT INDUSTRY

Mr. Houser, City of Thousand Oaks, arrived at 1:44 p.m.

The Committee discussed the role of Transportation Network Companies (TNCs) in public transit and topics related to partnering with TNCs including: insurance requirements, grant funding, first-mile / last-mile opportunities, FTA regulations, wheelchair access, assumptions related to smart phones and credit cards, efficiency of TNCs, data sharing, and the inclusion of TNCs in Transit Master Plans.

ITEM 8 BUS STOP PRIORITIZATION FOR AUTOMATED VEHICLE LOCATOR SIGN EQUIPMENT

The Committee discussed the criteria to be used to prioritize bus stop locations that may benefit by having Changeable Message Signs (CMSs) installed or replaced. They discussed 1) the use of the word "terminal" when describing bus stops, 2) the definition of a "high capacity" park and ride lot, and 3) the addition of "high-intensity retail" such as malls. The Committee also discussed the number of signs allotted to each agency/ service provider, and the need for boarding, signage, and power source data to support sign locations.

ITEM 9 STATUS OF FEDERAL CMAQ PROJECTS

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.

Mr. De Haan asked that the TRANSCOM member agencies provide confirmation of or an update to their anticipated obligation dates for transit projects funded through the Congestion Mitigation Air Quality Improvement (CMAQ) Program.

Ms. Rauschenberger responded that Gold Coast Transit District would provide their dates at a later date. Other Committee members present confirmed the dates provided.

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

Mr. De Haan provided a brief history of CMAQ apportionments with half programmed for bicycle and pedestrian project and the other half programmed for transit programs. He stated that a Call for Projects would be coming before the Committee in April and staff is requesting that the Committee provide input on possible changes to the criteria including how the criteria are weighted.

Discussion

The Committee discussed 1) increasing the weight of "Item H. Cost Effectiveness" in order to prioritize bus refurbishments versus replacements, 2) increasing the weight and broadening the scope of "Item D. Inclusion in the VCTC Short Range Transportation Plan" to allow for other agency transit plans, 3) solely using CMAQ Program funds for bus replacement, 4) reducing points for agencies that have not used previous funds programmed to them, 5) the VCAQCB's perspective on bus refurbishment, 6) decreasing the weight of or removing "Item A. Increase capacity and/or ridership," and 7) the effect on air quality when a vehicle is refurbished versus replaced.

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

Ms. Johnduff, VCTC, stated that VCTC is responsible for reviewing and scoring projects submitted through the 5310 Traditional Program, which funds vehicle purchases. She said Ventura Transit Service Inc. submitted an application requesting \$392,000 to purchase between eight and 10 vans to meet the increasing demand for non-emergency medical transportation by Medi-Cal beneficiaries. Ms. Johnduff stated that the staff report and supplemental worksheet indicate a score of 70 but staff supports a score of 72, which includes two additional points

Discussion

The Committee discussed the 1) number of vehicles being purchased, 2) the purpose the vehicles, 3) where the vehicles will be manufactured and purchased, and 4) the various restrictions on vehicle usage when purchased with federal funds.

ACTION

Rauschenberger moved, seconded by Ilasin, that the Committee recommend to the

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Commission to approve the overall scoring recommendation of 72 points for the Ventura Transit Service, Inc. 5310 Traditional Program grant application . The motion passed unanimously.

ITEM 12 FUTURE AGENDA ITEMS

April

- CMAQ Call for Projects
- Draft TDA Performance Audits Discussions
- POP Amounts (off the top planning)
- Routing / Scheduling Changes (working group) – post meeting April or May
- Transportation Development Act (TDA) Discussion

May

- Gold Coast Transit District Facility Presentation / Project Update
- Request For Proposals for Paratransit Scheduling Software

To Be Determined (*in alphabetical order*)

- Coordinated Route Names
- Coordinated Countywide Transit Map (Paper and/or Web Map)
- Coordinated Public Transit-Human Services Transportation Plan Update
- 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

Chair Kroes adjourned the meeting at 3:01 p.m.

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DATE: APRIL 13, 2017

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:

Attachment A is the March 2017 ADA Certification Services Report from Mobility Management Partners.

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 Attachment B.

Monthly ADA Certification Services Report March 2017

	Item Measured	March	Feb	Jan	Dec	Nov																			
Call Center	Inbound ADA Calls	703	584	890	636	685	Total phone calls inbound/outbound: 990																		
	Outbound ADA calls	287	335	101	201	311																			
	Average hold time (in seconds)	6.02	6.51	8	6.69	5.97																			
	Outbound Area Transmittals	3	6	5	5	5		Riders requesting service outside of Ventura County																	
	Inbound Area Transmittals	0	1	0	0	3		Riders requesting service into Ventura County																	
Applications Received	Recertification	71	40	47	31	30	Online applications received March 2017: 3 (2%)																		
	New Applications	60	60	45	55	69																			
Applications Received by Service Area	Camarillo Area	9	6	3	4	10	<p>Applications Received by Language</p> <p>SPANISH 9% ENGLISH 91%</p> <p>■ ENGLISH ■ SPANISH</p>																		
	Gold Coast Area	54	35	23	35	36																			
	Valley Express Area	3	3	4	1	1																			
	Moorpark Area	0	7	4	4	7																			
	Simi Valley Area	34	37	30	24	24																			
	Out of County	3	2	3	1	2																			
Completed Evaluations In-person, Short-Term and Recertifications	Complete, with Functional Evaluation	33	27	24	21	27	<p>Evaluations by Age and Determination Type</p> <p>■ UNCONDITIONAL ■ TEMP/UNCONDITIONAL ■ CONDITIONAL ■ NOT ELIGIBLE</p>																		
	Complete, Interview w/o Functional Evaluation	6	5	2	6	7																			
	Complete, Special Circumstance (no Interview)	21	20	25	28	18																			
	Complete, Over 85+	18	15	7	9	11																			
	Complete, Phone Interview	0	1	0	1	4																			
	Complete, Short-term Certification (60 days)	0	0	0	0	0																			
	Complete, Recertifications	42	21	27	19	21																			
	Total Evaluations	120	89	85	84	88																			
Delays in Processing (Cumulative)	Due to incomplete application by client	6	6	2	2	2	<p>In-person Interview results by Eligibility and Assessment Type</p> <p>■ Physical ■ Cognitive ■ Interview only</p>																		
	Applications that failed to meet 21 day rule	0	0	0	0	0																			
	Applicants awaiting in-person interviews	15	17	14	18	16																			
Assessments	Assessment Categories	Total	VCTC	SIMI	T.O.	MPK	<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="text-align: left;">Determination Types:</th> <th style="text-align: center;">Total</th> <th style="text-align: center;">%</th> </tr> </thead> <tbody> <tr> <td>Unconditional (including S.C., Over 85+ , Phone interviews)</td> <td style="text-align: center;">101</td> <td style="text-align: center;">84%</td> </tr> <tr> <td>Conditional</td> <td style="text-align: center;">11</td> <td style="text-align: center;">9%</td> </tr> <tr> <td>Temporary</td> <td style="text-align: center;">7</td> <td style="text-align: center;">6%</td> </tr> <tr> <td>Denials</td> <td style="text-align: center;">1</td> <td style="text-align: center;">1%</td> </tr> <tr> <td>Short Term</td> <td style="text-align: center;">0</td> <td style="text-align: center;">0%</td> </tr> </tbody> </table>	Determination Types:	Total	%	Unconditional (including S.C., Over 85+ , Phone interviews)	101	84%	Conditional	11	9%	Temporary	7	6%	Denials	1	1%	Short Term	0	0%
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	Short Term	0	0%																						
With Physical Assessment	16	9	4	2	0																				
With Cognitive Assessment	17	8	4	4	2																				
Interview only (at assessment sites)	6	2	2	1	1																				
No Shows	4	3	1	0	0																				
Total in-person interviews scheduled	43	22	11	7	3																				
Total Number of appointment days	10	5	2	2	1																				

Monthly ADA Certification Services Report March 2017						
Applications Received - GCT Area Cities	March	Feb	Jan	Dec	Nov	Oct
Casitas Springs	0	0	0	0	0	0
Meiners Oaks	0	0	0	0	0	0
Miramonte	0	0	0	0	0	0
Ojai	1	2	3	1	2	1
Oak View	0	0	0	0	0	0
Oxnard	27	18	10	24	20	33
Port Hueneme	6	2	3	1	5	1
Ventura	20	13	7	9	16	18
Applications Received-Valley Express Area Cities						
Fillmore	0	1	0	0	1	2
Piru	0	1	1	0	0	1
Santa Paula	2	1	3	1	0	1
Travel Training						
Training Statistics	Mar	Feb	Jan	Dec	Nov	
Referrals received	17	6	8	6	6	
Assessments	14	3	3	1	7	
Trainings	6	1	2	3	4	
Referral Source						
ADA-Camarillo Area	1	1	0	0	0	
ADA-Gold Coast Area	2	0	0	2	1	
ADA-Valley Express Area	0	0	0	0	0	
ADA-Moorpark Area	0	0	1	0	0	
ADA-Thousand Oaks Area	2	2	2	1	0	
Other	11	1	0	2	3	
Transit 101 Workshops						
Hosting Agency	Date	Attendees	Riders			
Simi Valley Transit	3/9/2017	22	12			
Thousand Oaks Transit	4/13/2017					
Thousand Oaks Transit	6/15/2017					
Thousand Oaks Transit	9/21/2017					

Mileage Reimbursement Program Monthly Report - Mar 2017							
Category	Item Measured	Mar	Feb	Jan	Dec	Nov	Oct
Application Process	Total Interest Applications	8	7	5	6	16	29
	Total Complete Applications	8	3	4	2	6	12
	Applications approved by EDC	1	0	4	0	21	0
	Total claims received	86	84	65	77	84	74
Mileage Claims	Total miles reimbursed	9312	10259	7300	8855	10172	8358
	Total one-way trips claimed	1837	1852	1202	1655	1834	1488
Statistics by Service Area							
Camarillo	Claims Received	26	24	21	23	24	23
	Miles Reimbursed	2711	2952	2294	2553	2823	2748
	One-way trips claimed	617	619	438	534	528	557
Gold Coast	Claims Received	28	26	19	24	25	24
	Miles Reimbursed	2763	2847	2190	2858	2860	2686
	One-way trips claimed	521	502	330	459	493	408
Moorpark	Claims Received	2	4	2	3	3	3
	Miles Reimbursed	282	432	280	298	362	252
	One-way trips claimed	59	100	52	88	76	70
Simi Valley	Claims Received	6	6	6	7	8	6
	Miles Reimbursed	840	750	752	681	930	640
	One-way trips claimed	104	98	84	114	145	82
Thousand Oaks	Claims Received	20	19	13	16	20	13
	Miles Reimbursed	2054	2412	1138	1647	2363	1240
	One-way trips claimed	471	450	224	381	508	274
Valley Express	Claims Received	4	5	4	4	4	5
	Miles Reimbursed	662	866	646	818	834	792
	One-way trips claimed	65	83	74	79	84	97
Other Statistics							
	Average Trip Length (Miles)	5.1	5.5	6.1	5.4	5.5	5.6
	Average Cost per Trip	\$ 1.77	\$ 1.94	\$ 2.13	\$ 1.87	\$ 1.94	\$ 1.97



DATE: APRIL 13, 2017

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: CMAQ FUNDS TO RESTORE PROP 1B FUNDS PREVIOUSLY PROGRAMMED TO THOUSAND OAKS

RECOMMENDATION:

- Approve programming of \$1,010,000 of CMAQ to repay Proposition 1B funds borrowed by VCTC from Thousand Oaks for bus replacement.

BACKGROUND:

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, 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, since the Proposition 1B is used up and there is currently an unprogrammed CMAQ balance.

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DATE: APRIL 13, 2017

MEMO TO: CITIZENS ADVISORY COMMITTEE / SOCIAL SERVICE TRANSPORTATION ADVISORY COMMITTEE
TRANSIT OPERATORS COMMITTEE
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: APPROVE COMBINED CALL-FOR-PROJECTS FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) FUNDS AND TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE AND PEDESTRIAN FUNDS

RECOMMENDATION:

- Approve guidelines in Attachment A and application in Attachment C for a new call for projects to program CMAQ and TDA Article 3 Bicycle & Pedestrian funds, for two years' worth of funds.
- Approve Call for Projects Schedule contained in the agenda item.
- Approve "off-the-top" funding of \$443,000 for Regional Ridesharing (to come from the Non-Transit share) for each of the two years, and \$600,000 for Transit Outreach (to come from the Transit share) for the second year.
- Approve policy for Shelf List (Attachment B).

BACKGROUND:

Since VCTC developed its Comprehensive Transportation Plan and adopted it in 2013, there have been discussions involving VCTC and its various advisory committees regarding the need for a more robust program for funding non-motorized transportation projects, to better emphasize more transformative projects to address the issue on a regional level. Over the past year staff has been working on the Bicycle Wayfinding Study which has been viewed as an effort that will help inform VCTC's priorities for focusing its limited available funds on projects that will truly address the regional network. While the Bicycle Wayfinding Study was under way, there were continued discussions with TTAC and CTAC/ SSTAC regarding the funding sources that VCTC programs for bicycle and pedestrian projects, namely CMAQ and TDA Article 3, with staff recommending that to better coordinate the programs in light of VCTC's priorities that the programming of these two funds be combined into a single call for projects to

program two-years' worth of funds at one time. With the adoption of the Wayfinding Study scheduled for the April Commission meeting, the proposed combined call for projects can now move forward.

Transit projects are also eligible to receive CMAQ funds. Based on the Comprehensive Transportation Plan VCTC's policy has been to set aside half of the available CMAQ funds for transit projects, with the other half going to projects in the remaining eligibility categories, with bicycle and pedestrian facilities being the one category in the non-transit share that typically receives almost all of the funds. In the past several months TRANSCOM has also discussed the CMAQ program, recognizing that the competition for these funds is likely to be increased due to the completion of the Proposition 1B program that provided bond funds that addressed a significant share of the transit system's capital requirements. The transit operators had wanted to hold off on selecting CMAQ projects from the transit share due to uncertainties regarding other possible sources of capital funding including a decision on submitted FTA Section 5337 and state cap-and-trade program discretionary grants as well as the result of Measure AA. Now that it is known that none of these other funding measures will help address the transit capital needs in Ventura County, VCTC can move forward with selecting CMAQ transit projects in light of the lack of alternate transit capital funding sources.

The following is a summary of the TDA Article 3 Bicycle & Pedestrian and the CMAQ programs:

- Transportation Development ACT Article 3: In accordance with California PUC Section 99233.3, up to two percent (2%) of Transportation Development Act (TDA) Local Transportation Funds can be set aside by VCTC for planning, construction and/or maintenance of bicycle and pedestrian facilities, with the program policies adopted by VCTC. In Ventura County 25% of the TDA Article 3 funds are set aside for maintenance with the remainder of the funding allocated on a competitive basis for projects that foster an increase in bicycling and walking and provide improved connectivity. Over the last few years, Ventura County has received roughly \$650,000 a year in Article 3 funds. Assuming future years are roughly the same, after reserving 25% of the funds for bicycle path maintenance, approximately \$1 million will be available over two years for new bicycle/pedestrian projects.
- Congestion Mitigation and Air Quality (CMAQ): The federal Fixing America's Surface Transportation Act (FAST) Act authorizes VCTC to receive an apportionment of approximately \$7 million of CMAQ funding per year through FY 2019/20. CMAQ is used for projects which mitigate congestion and reduce vehicle emissions. Under VCTC's policy to divide the funds equally between transit and non-transit projects, the CMAQ funding available for a two-year call totals \$7 million for transit projects and \$7 million for non-transit projects. However, at the June 2016 and December 2016 meetings TTAC took action to program \$1,063,000 for cost increases to the Santa Paula Bike Path, thus reducing the available CMAQ for non-transit to \$5,937,000. Similarly, in September, 2016 TRANSCOM approved setting aside \$1.5 million for farebox and vehicle locator equipment and \$500,000 for FY 17/18 Countywide Transit Marketing, reducing the available Transit CMAQ to \$5 million.

Attachment A provides the proposed call for projects guidelines for the Committees' review and approval. These guidelines have been revised to contain more specific information applicable to each of the two categories. Attachment C provides the draft application.

The following is the proposed schedule for the proposed call for projects:

April 13, 2017	TRANSCOM Approval of Call Process
April 20, 2017	TTAC Approval of Call Process
May 9, 2017	CTAC Approval of Call Process
June 2, 2017	VCTC Approval of Call Process
June 5, 2017	Notification of Funding Availability
August 21, 2017	Applications Due to VCTC
September 12, 2017	CTAC Approval of Non-Transit List
September 14, 2017	TRANSCOM Approval of Transit List
September 21, 2017	TTAC Approval of Non-Transit List
October 6, 2017	VCTC Approval to Projects
January 2018	Approval of Amendment to Federal Transportation Improvement Program

Regarding the schedule, the combining of TDA Article 3 Bicycle & Pedestrian and CMAQ Non-Transit programs into a single call for projects will necessitate changing the prior CTAC review process which included project sponsor presentations at CTAC. As a result, the CTAC approval is scheduled to occur in a single meeting, as with TRANSCOM and TTAC.

Each year, VCTC has utilized \$443,000 of the Non-Transit CMAQ share for the Regional Ridesharing program and \$500,000 out of the Transit CMAQ share for Countywide Transit Outreach. In the most recent CMAQ programming cycle it was decided to take these two projects “off the top” rather than require submittal of applications, and scoring for those projects, on grounds that these projects have always scored highly and continue to be a clear regional priority. Furthermore as was previously mentioned TRANSCOM has already approved taking \$500,000 for the FY 2017/18 Countywide Outreach off-the-top. In recent years, VCTC’s annual Countywide Outreach cost has been approximately \$600,000 but there was sufficient carryover to fund the extra \$100,000. By FY 2018/19 that carryover is anticipated to be used up so \$600,000 in new CMAQ will be required to continue the existing level of effort required for VCTC to discharge its outreach responsibility. Staff recommends that the policy continue with this new call for projects, so that two years’ worth of funds for both activities are taken off the top, with the FY 2018/19 programmed amount for Transit Outreach being increased to \$600,000.

As a result of the funding commitments for Regional Ridesharing, and Countywide Transit Outreach, the total available in this call for projects (inclusive of both CMAQ and TDA Article 3 Bicycle & Pedestrian) will be \$6,051,000 for Non-Transit projects and \$4,400,000 for Transit projects. The staff recommendation in the April TTAC agenda to swap CMAQ for Camarillo STP will further reduce the Non-Transit amount by \$204,000, to \$5,847,000. The staff recommendation in the April TRANSCOM agenda to provide \$1.01 million in CMAQ to Thousand Oaks to replace \$1.01 million in Proposition 1B that was borrowed by VCTC will reduce the Transit amount to \$3,390,000.

The prior calls for projects employed a policy that some projects not ranked highly enough to be funded were placed on a shelf list and could receive funds if needed to avoid a lapse of apportionment. Staff is recommending a continuation of that policy, provided in Attachment B.

CMAQ has a local match requirement of 11.47% of the total project cost. However, under the federal Toll Credits policy, VCTC has the option of effectively waiving the local match requirement to provide 100% federal funds. Since the match provided through Toll Credits still comes out of VCTC’s

apportionment, to the extent that projects receive 100% rather than 88.53% funding, fewer projects can be funded. In past calls for projects VCTC has used differing policies regarding the local match requirement, in some cases requiring match, in other cases, not requiring match, and in some cases providing extra points for additional match. Unfortunately in the current situation the available CMAQ funding relative to the need is likely to be small, but available local match could also be limited if available at all. In recognition of this situation the proposed criteria require that applicants must commit to providing the 11.47% match if required but can also request to be relieved of the match. The intent is that VCTC will decide after prioritizing the projects whether to require local match, recognizing at that time which project or projects will fall "below the line" should the local match requirement be waived for the requesting agencies. It is also recommended that no points be provided for local match

**CMAQ
PROJECT SELECTION GUIDELINES
FOR VENTURA COUNTY**

Congestion Mitigation and Air Quality (CMAQ) funds are used for projects which mitigate congestion and reduce vehicle emissions. A list of eligible projects can be found at the end of these guidelines. Types of eligible projects are as follows:

- Clean Fuel Bus Fleets and Support Equipment
- Improved Public Transit/Ridesharing
- Bicycle/Pedestrian Improvements
- Clean Fuel Fleet Subsidy Programs
- Other Projects that meet the screening criteria

Applications will be evaluated according to screening and selection criteria. **Screening Criteria** will be used to determine if a proposed project is an eligible candidate. Projects which do not satisfy all of the screening criteria will not be evaluated any further. Second, **Selection Criteria** will be used to evaluate the relative merits of each project to determine what its score/priority ranking should be. Based on the Comprehensive Transportation Plan, half of the CMAQ funds will go toward transit projects and half will go to non-transit projects. Transit and non-transit projects will be subject to separate selection criteria and will be scored separately.

Screening Criteria

The screening criteria are divided into three categories. Proposed projects must meet **all** of these screening criteria in order to move to the next phase of the process.

1. Project Eligibility

- A. Proposed project is eligible for CMAQ funds per guidelines in the Federal Register Vol. 73, No. 203.
- B. Project applicant is a city, the County, a transit operator, or other public transportation agency, or a non-profit organization capable of funding and delivering the project, or is a private/public partnership (possibly with some private funding) subject to approval of FHWA and FTA.
- C. Proposed project measurably improves air quality.

2. Planning Consistency

- A. Project is consistent with the goals and policies of the adopted RTP (i.e. SCAG's 2012-2035 RTP/SCS).
- B. Project is consistent with the most-recently adopted general plan(s).
- C. Project is consistent with the most-recently adopted District Air Quality Management Plan.
- D. Transit improvement projects must be consistent with the policies and standards in the adopted Congestion Management Program or included on the Replacement Bus Schedule of the Short Range Transit Plan.

3. Financial Feasibility

- A. Recipient of funds must have the financial capacity to complete, operate and maintain the project.
- B. Funds required from other sources (for local match) must be reasonably expected to be available.
- C. Project can be implemented within Federal delivery requirements.
- D. Agency must commit to providing 11.47% local match. However, an agency can request to access toll credits to pay 100% of project cost, but VCTC approval of such request is not assured as it would have to come out of the total funds available to projects. In the event a local match is required, VCTC will allow use of Toll Credits to provide 100% of construction funds if an equivalent amount of non-federal funds are used for prior project phases.

Selection Criteria for Transit Projects

Points	Scoring Criteria
(0 to 20 points)	<p>Project’s Potential to Increase Transit System Capacity and/or Ridership Attract Active Transportation Users, Reduce Motor Vehicle Trips and Serve Destinations – This criterion is designed to evaluate how likely the project is to reduce trips and improve air quality by attracting transit users or increase transit system capacity.</p>
(0 to 25 points)	<p>Project’s Necessity to Continued Operation of the Existing Transit System with Reliable Equipment – In recognition of the importance of a reliable transit system in maintaining ridership, this criteria assigned points to a project on the basis of how it addresses the need to replace or rehabilitate existing transit system equipment that if not replaced at this time will be considered beyond its useful service life based on the FTA definitions. In particular, 15 points will be given to replacing buses that are identified in a Short Range Transit Plan (SRTP) or Fleet Maintenance Plan as scheduled to reach the end of their economic service life. Five (5) points will be based on whether the project extends the useful life benchmark of an asset, 5 points for a 25% increase and 2 points for a 10% increase. To be considered eligible for CMAQ an equipment replacement project must provide an air quality benefit such as the new or refurbished equipment having reduced emissions from what was previously in use.</p>
(0 to 45 points)	<p>Air Quality Improvements and Special Considerations – This criterion is evaluates the degree to which the project improves air quality for the CMAQ-defined pollutants namely ROG, NOx, PM10, and PM 2.5. The air quality improvement can be due to such factors as cleaner transit system equipment emissions, or reduced VMT due to transit improvements resulting in a diversion of trips from the private car. Up to 15 points will be awarded for a project’s anticipated air quality benefit or for other special considerations.</p> <p>Up to 20 points shall be assigned based on cost effectiveness 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).</p> <p>10 points shall be awarded if a project is eligible to be a Transportation Control Measure, as determined by the attached list. Such projects, once programmed will become a regional priority for achievement of air quality conformity.</p>
(0 to 10 points)	<p>Safety and Security – A project will receive 10 points if the application demonstrates that it will increase safety and/or security for transit patrons, transit employees, or the general public.</p>

PROJECTS ELIGIBLE FOR CMAQ FUNDING

Congestion Management and Air Quality (CMAQ) program funds can be used to fund projects expected to result in tangible reductions in CO and ozone precursor emissions, and under certain conditions PM-10 pollution. Eligible activities include:

Transportation Control Measures: TCMs are likely to be eligible, however the air quality benefits must be determined and documented before a project can be considered eligible. Two TCMs specifically excluded by legislation from CMAQ eligibility are reduction of emissions from extreme cold-start conditions and programs to encourage removal of pre-1980 vehicles. (TCMs are listed on Attachment.)

Transportation Activities in an Approved State Implementation Plan: Transportation activities in approved SIPs are likely to be eligible activities. The activity must contribute to the specific emission reductions necessary to bring an area into attainment.

Transit Projects: In general, CMAQ eligibility is determined on the basis of whether or not the project represents an expansion or enhancement of transit service. Eligible capital projects include new stations, transit centers, and preferential bus/HOV treatment on existing roads: new park-and-ride facilities adjacent to transit stops; and major new fixed-guide way and bus/HOV facilities and extensions; new alternative-fueled transit buses, vans, locomotives and rail cars; and operating subsidies for 3-year demonstrations of new service.

Alternative Fuels: Conversion or replacement of centrally-fueled fleets to alternative fuels is eligible provided that the fleet is publicly owned or leased, and the fleet conversion is in response to a specific requirement in the Clean Air Act or is specifically identified in the State Implementation Plan.

Bicycle and Pedestrian Program: Include eligible projects are construction of bicycle and pedestrian facilities, non-construction projects related to safe bicycle use, and establishment and funding of State bicycle/pedestrian coordinator positions.

Management Systems: Projects required to develop, establish the management systems for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems, as well as implementation of projects contained in them, are eligible where it can be demonstrated they are likely to contribute to attainment of air quality standards.

Traffic Management/Congestion Relief Strategies: Traffic management and congestion relief strategies for both highways and transit are eligible provided that they can be shown to improve air quality. Projects to modernize traffic signals to improve traffic flow and intelligent transportation systems are included under this category. Addition of mixed-flow travel lanes is ineligible.

Telecommuting: Planning, technical and feasibility studies, training, coordination and promotion for telecommuting are eligible activities under CMAQ. Physical establishment of telecommuting centers, computer and office equipment purchases and related activities are not eligible.

Travel Demand Management: Eligible activities include: market research and planning in support of TDM implementation; capital expenses required to implement TDM measures; operating assistance to

administer and manage TDM programs; and marketing and public education efforts to support and bolster TDM measures.

Intermodal Freight: CMAQ funds may be used for improved intermodal freight facilities where air quality benefits can be shown.

Public/Private Initiatives: The CMAQ program may be used to fund projects or programs that are owned, operated or under the primary control of the public sector, including public/private joint ventures. Under TEA-21, non-profit organizations are eligible as direct recipients of CMAQ funds.

Outreach Activities: Outreach activities, such as public education on transportation and air quality, advertising of transportation alternatives to SOV travel, and technical assistance to employers or other outreach activities for an Employee Commute Option program may be funded under the CMAQ program for an indefinite period. Transit “stores” selling fare media and dispensing route and schedule information which occupy leased space are also eligible and are not subject to the 3-year limit.

Fare/Fee Subsidy Program: CMAQ funds may be used for partial user fare or fee subsidies to encourage greater use of alternative travel modes (e.g. carpool, vanpool, transit, bicycling and walking), as part of a comprehensive, targeted program to reduce SOV use. The subsidized fare/fee must be limited to any one entity or location for a period not to exceed 2 years.

Other Projects and Programs: Other transportation projects and programs, even if they are not included under one of the categories above may also be funded under CMAQ. Innovative activities based on promising technologies and feasible approaches to improve air quality will also be considered for funding. Documentation of air quality benefits must be provided.

TCM PROJECT CATEGORIES

A. High-Occupancy Vehicle Measures

- New HOV Lanes
- HOV Bypasses, Connectors, and New Interchanges with Ramp Meters
- High Occupancy Toll (HOT) Lanes and Pricing Alternatives

B. Transit and System Management Measures

Transit

- Rail Track – New or Expanded Lines
- New Rolling Stock Acquisition – Rail Cars and/or Locomotives
- Bus Rapid Transit and Dedicated Bus Lanes – Express Busways
- Buses – Fleet Expansion
- Shuttles and Paratransit Vehicles – Fleet Expansion

Intermodal Transfer Facilities

- Rail Stations – New or Expansion
- Park & Ride Lots – New or Expansion
- Bus Stations & Transfer Facilities – New or Expansion

Non-Motorized Transportation Mode Facilities

- Bicycle & Pedestrian Facilities – New or Expansion (non-recreational)
- Bicycle Facilities – New or Expansion (non-recreational)
- Pedestrian Facilities – New or Expansion (non-recreational)

C. Information-Based Transportation Strategies

- Marketing for Rideshare Services and Transit/TDM/Intermodal Services
- Intelligent Transportation Systems/Control System Computerization
 - Traffic Signal Synchronization
 - Real-Time Transit or Rail Notification System
 - Traffic Management/Operations Centers
 - Changeable Message Signs
 - Closed Circuit Televisions
 - Ramp Metering Systems
 - Systemwide Signal Preemption
 - Traveler/Motorist Information Systems; Highway Advisory Radios
 - Vehicle Detection & Automatic Vehicle Classification Systems
- Telecommuting Programs/Satellite Work Centers

SHELF LIST GUIDELINES

Projects that are scored in the 2017 CMAQ/Bicycle & Pedestrian TDA Article 3 Call for Projects, but below the funding cut-off, will be considered for funding following their scoring priority, if necessary to avoid a lapse of CMAQ apportionment.

Shelf list projects have not been approved by the Commission and their status will be reviewed prior to approval, which must be granted by the Commission after action by the appropriate advisory committee. Projects remaining unapproved at the next call for projects must reapply for funds.

CONGESTION MITIGATION AND AIR QUALITY (CMAQ) APPLICATION

[To be provided to TRANSCOM under separate cover.]



DATE: APRIL 13, 2017

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

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

RECOMMENDATION:

- Information only.

BACKGROUND:

As reported at the March TRANSCOM meeting, Caltrans 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

DISCUSSION:

Separate applications are required for 1) Operations and Mobility Management Projects and 2) Vehicle Purchase Projects. These two categories of projects also have separate project selection processes.

- 1) **Operations and Mobility Management Project Applications:** Caltrans is responsible for scoring Operations and Mobility Management Project applications. Five (5) applications have been submitted in this category. They are summarized in the table below:

Name of Organization	Type of Project	FTA and TDC Funds Requested
City of Camarillo	Operating Assistance	\$258,000
County of Ventura Health Services Agency	Operating Assistance	\$ 75,000
Gold Coast Transit District	Operating Assistance	\$304,000
One Step A La Vez	Mobility Management	\$164,000
Ventura Transit System	Operating Assistance	\$207,920

- 2) **Vehicle Purchase Project Applications:** The Ventura County Transportation Commission (VCTC) is responsible for reviewing, scoring, and developing a prioritized list of projects for applications which are requesting funds to purchase vehicles. Only one project was submitted from Ventura County in this category. Ventura Transit Service Inc. submitted an application requesting \$392,000 to purchase eight wheel chair accessible vans.

After further review with Caltrans staff, it was determined that the Ventura Transit Service Inc. project was ineligible to receive the funds under the current 5310 Program guidelines, because the application was submitted under the “Traditional 5310 Program” for which private for-profit companies are ineligible.

NEXT STEPS:

The Statewide Review Committee (SRC) will develop a prioritized list of 5310 projects. Caltrans will then determine the cutoff point (score) for funding, hold a public hearing, and forward the final list to the California Transportation Commission (CTC) for final review and award.



DATE: APRIL 13, 2017

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: FY 2017/18 ESTIMATED FEDERAL TRANSIT APPORTIONMENTS

RECOMMENDATION:

- Receive and file.

DISCUSSION:

VCTC is now starting the process for developing the Program of Projects (POP) for transit projects to be programmed in FY 2017/18 in Ventura County. As you are aware, each year all projects funded by the Federal Transit Administration (FTA) must be included in a publicly-reviewed POP, which is adopted by VCTC. In addition, projects must be included in the SCAG Regional Transportation Improvement Program (TIP), and VCTC uses the adopted POP as a basis for preparing a TIP Amendment for SCAG to include the upcoming transit projects in the TIP. Transit operators are therefore requested to provide to VCTC staff by May 1st a program of projects that is proposed for funding using its share of the available funds.

The attached revenue tables (Attachment A) calculate the amount of funds estimated to be apportioned by FTA to each urbanized area, along with the source of the various funds generated by FTA's formula. The estimated funding amounts are based on what is authorized in the federal Fixing America's Surface Transportation (FAST) Act. Since the FY 2016/17 federal budget has not yet been adopted, it is not known if funds will continue to be appropriated at the authorized level as has been typical in recent years.

The Attachment A expense table shows how the various estimated expenses are funded from the different areas. The amount available for each agency to program is the total of the "Local Bus/Capital" and "5339 Funds" columns. In addition, Gold Coast, Simi Valley, Thousand Oaks, Camarillo, and Moorpark may program up to the amount shown in the "ADA" column for their ADA service, and may also use the funds in the "ADA" column for other eligible transit uses if they chose not to use all of the funds for ADA. For Thousand Oaks and Moorpark, the two cities will need to agree on how much of the \$1,583,336 available from 5307 and 5339 on the "Thousand Oaks/Moorpark" line (including the ADA funds) will be used by each of their respective cities.

As in past years, Section 5307 funds are taken off-the-top to cover VCTC countywide planning costs. This year, VCTC staff identified significant carryovers in several countywide planning line items resulting in what is mostly a one-time reduction in the anticipated need for new funds. Staff has also changed the proportional population-based distribution of countywide planning funds in two ways: (1) The population-share of the remaining planning funds that are associated with the unincorporated area outside of the Gold Coast service area are now distributed proportionally based on population shares among the urban areas, rather than all being charged to the Gold Coast District, since Gold Coast doesn't serve those areas although they are in the District; and (2) \$100,000 in estimated costs for VCTC to administer grants on behalf of Thousand Oaks, Moorpark, and Camarillo has been spread among those three agencies only, proportionally based on the funds received by those cities. Attachment B provides the calculation of the countywide planning amount.

Since the previous federal transportation authorization, MAP-21, consolidated the Jobs Access Reverse Commute (JARC) program with Section 5307, the portion of 5307 funds generated based on low-income population is separated out. Under VCTC policy, those funds will be distributed to eligible projects based on a call for projects to be issued shortly.

VCTC will use the programs submitted by the transit operators to prepare the countywide draft Program of Projects, to be reviewed by TRANSCOM at its May 11, 2017 meeting, and adopted by VCTC at its June 2, 2017 meeting. The final version of the POP will be reviewed by TRANSCOM in August, and approved by VCTC at its September 2, 2016 meeting.

2017/18 ESTIMATED POP REVENUES

	Metrolink 5337 Funds ¹	Metrolink 5307 Funds ¹	VCTC/VE 5307 Funds ²	Bus	Population	Bus/Pop 5339 Funds	Jobs Access Reverse Commuter	TOTAL
Oxnard/Ventura UZA	\$ 4,904,591	\$ 2,485,021	\$ 1,287,710	\$ 1,877,529	\$ 3,087,615	\$ 683,634	\$ 210,232	\$ 14,536,331
Gold Coast	\$ -	\$ -	\$ -	\$ 1,877,529	\$ 3,087,615	\$ 523,191		\$ 5,488,335
SCRRA/VISTA	\$ 1,507,260	\$ 751,968	\$ 996,829	\$ -	\$ -	\$ 124,200		\$ 3,380,258
Simi Valley	\$ 1,888,835	\$ 963,443	\$ 66,368	\$ -	\$ -	\$ 8,269		\$ 2,926,915
Camarillo	\$ 1,508,496	\$ 769,610	\$ 76,902	\$ -	\$ -	\$ 9,581		\$ 2,364,589
Thousand Oaks/Moorpark	\$ -	\$ -	\$ 147,611	\$ -	\$ -	\$ 18,391		\$ 166,002
Thousand Oaks/Moorpark UZ	\$ 3,344,178	\$ 740,333	\$ -	\$ 803,827	\$ 1,297,925	\$ 218,872	\$ 52,256	\$ 6,457,392
Thousand Oaks/Moorpark	\$ 3,344,178	\$ 740,333	\$ -	\$ 803,827	\$ 973,418	\$ 136,341		\$ 5,998,097
Non TO/Moorpark	\$ -	\$ -	\$ -	\$ -	\$ 324,507	\$ 82,531		\$ 407,038
Simi Valley UZA	\$ -	\$ -	\$ -	\$ -	\$ 2,696,511	\$ 206,013	\$ -	\$ 2,902,524
Camarillo UZA⁵	\$ -	\$ -	\$ -	\$ -	\$ 2,331,423	\$ 104,529	\$ -	\$ 2,435,952
TOTAL FTA Funds	\$ 8,248,770	\$ 3,225,354	\$ 1,287,710	\$ 2,681,356	\$ 9,413,473	\$ 1,213,048	\$ 262,488	\$ 26,332,199

¹Metrolink FTA revenue for Simi Valley and Camarillo Areas is reported to Oxnard/Ventura Area.

²VCTC Intercity FTA Revenue for TO/Moorpark, Camarillo, and Simi Valley Areas is reported to Oxnard/Ventura Area.

³ Includes carryover

2017/18 POP EXPENSES

	Metrolink 5337 Funds ⁶	Metrolink 5307 Funds ⁶	VISTA 5307 Funds	Countywide Planning ⁷	ADA ⁸	Local Bus/Capital ⁹	Bus/Pop 5339 Funds	Jobs Access Reverse Commute	TOTAL
Oxnard/Ventura UZA⁵	\$ 4,904,591	\$ 1,794,920	\$ 1,977,812	\$ 708,712	\$ 894,811	\$ 3,361,621	\$ 683,634	\$ 210,232	\$ 14,536,332
Gold Coast	\$ -	\$ -	\$ -	\$ 708,712	\$ 894,811	\$ 3,361,621	\$ 523,191		\$ 5,488,335
SCRRA/VISTA	\$ 1,507,260	\$ 61,867	\$ 1,686,931	\$ -	\$ -	\$ -	\$ 124,200		\$ 3,380,259
Simi Valley	\$ 1,888,835	\$ 963,443	\$ 66,368	\$ -	\$ -	\$ -	\$ 8,269		\$ 2,926,915
Camarillo	\$ 1,508,496	\$ 769,610	\$ 76,902	\$ -	\$ -	\$ -	\$ 9,581		\$ 2,364,589
Thousand Oaks/Moorpark JARC	\$ -	\$ -	\$ 147,611	\$ -	\$ -	\$ -	\$ 18,391	\$ 210,232	\$ 166,002
									\$ 210,232
Thousand Oaks/Moorpark UZA	\$ 3,344,178	\$ 740,333	\$ 324,507	\$ 412,781	\$ 159,973	\$ 1,204,491	\$ 218,872	\$ 52,256	\$ 6,457,392
Thousand Oaks/Moorpark	\$ 3,344,178	\$ 740,333	\$ -	\$ 412,781	\$ 159,973	\$ 1,204,491	\$ 136,341		\$ 5,998,097
Non TO/Moorpark JARC	\$ -	\$ -	\$ 324,507	\$ -	\$ -	\$ -	\$ 82,531	\$ 52,256	\$ 407,038
									\$ 52,256
Simi Valley UZA	\$ -	\$ -	\$ -	\$ 241,613	\$ 149,039	\$ 2,305,859	\$ 206,013	\$ -	\$ 2,902,524
Camarillo UZA	\$ -	\$ -	\$ -	\$ 183,894	\$ 75,621	\$ 2,071,908	\$ 104,529	\$ -	\$ 2,435,952
TOTAL FTA Costs	\$ 8,248,770	\$ 2,535,253	\$ 2,302,319	\$ 1,547,000	\$ 1,279,444	\$ 8,943,879	\$ 1,213,048	\$ 262,488	\$ 26,332,200
Available Revenue									\$ 26,332,199
Surplus (Shortfall)									\$ (0)

⁶Section 5339 and 5307 monies are combined to fund Metrolink services. Some Metrolink -generated 5307 funds swapped with VCTC Intercity STA funds to reduce Metrolink swap requirement.

⁷Countywide Planning cost is distributed based on population, except for \$100,000 for grant admin distributed among VCTC subrecipients based on funding shares.

⁸10% of 5307 apportionment.

⁹MAP-21 allows use of up to \$6,553,901 of Oxnard/Ventura funds and \$2,109,605 of Thousand Oaks/Moorpark funds for bus operating assistance.

¹⁰County Unincorporated includes revenue for portion of TO/Moorpark area outside of the two cities. These funds are used for VCTC Intercity.

FY 2017/18 POP Countywide Planning

(FTA Section 5307 funds only)

	16/17 POP			17/18 POP		
	Additional 16/17	Pre Prog 17/18	Total 16/17 Grant	Additional 17/18	Pre Prog 18/19	Total 17/18 Grant
VCTC Bus Planning		375,000	375,000	-	176,000	
Elderly/Disabled Planning/Evaluation	10,000	230,000	240,000	-	204,000	
Fare Collection / APC Data Management		240,000	240,000	-	105,000	
Fare Collection / APC Equipment		420,000	420,000	-		
Transit Stop Enhancement	105,000		105,000	-	200,000	
Transit Planning & Programming		820,000	820,000	-	751,000	
Transit Information Center		190,000	190,000	-	111,000	
Transit Marketing*			-	-		-
Total VCTC planning	\$ 115,000	\$ 2,275,000	\$ 2,390,000	\$ -	\$ 1,547,000	\$ 1,547,000

* Transit Marketing now funded from CMAQ.