



AGENDA

CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/ SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)

TUESDAY, APRIL 12, 2015 -- 1:30 PM – 3:30 PM

County Government Center – Hall of Justice Pacific Meeting Room
800 South Victoria Avenue, Ventura, CA 93009

- 1. CALL TO ORDER**
- 2. SELF INTRODUCTIONS**
- 3. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA**
- 4. APPROVAL OF 3/8/16 MEETING SUMMARY – PG.3**
- 5. PRESENTATIONS FROM LOCAL AGENCIES APPLYING FOR FY 15/16 ARTICLE 3
BICYCLIST/PEDESTRIAN FUNDS – PG.5**
- 6. REVIEW RECOMMENDATIONS FOR FY 15/16 DRAFT UNMET TRANSIT NEEDS PUBLIC
HEARING FINDINGS- PG. 9**
- 7. CHAIRMAN'S REPORT**
- 8. COMMITTEE MEMBER REPORTS**
- 9. ADJOURN TO MAY 10, 2016**

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.

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Item #4

MEETING SUMMARY

CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/ SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)

TUESDAY, MARCH 8, 2016 -- 1:30 PM – 3:30 PM

County Government Center – Hall of Justice Pacific Meeting Room
800 South Victoria Avenue, Ventura, CA 93009

1. CALL TO ORDER

2. SELF INTRODUCTIONS

3. PUBLIC COMMENTS FOR ITEMS NOT ON THE AGENDA

4. APPROVAL OF 12/8/15 MEETING SUMMARY –

Vice Chair Perrin made a motion to approve the Summary. The motion was seconded by Member Fitzgerald and passed unanimously.

5. AIR POLLUTION CONTROL DISTRICT PRESENTATION–

Ben Cacatian, Air Quality Specialist, Planning, Rules & Incentives Division of the Ventura County Air Pollution Control District provided an overview of recent efforts to implement Reasonably Available Control Measures.

6. DRAFT UNMET TRANSIT NEEDS FINDINGS–

The Draft findings were distributed. Members were asked to review the findings and provide comments directly to staff prior to the April 12 CTAC/SSTAC meeting, at which time the findings will be approved and forwarded to VCTC for approval in May.

7. TRANSPORTATION IN VENTURA COUNTY - *PRESENTATION BY DARREN KETTLE*

VCTC Executive Director Darren Kettle provided a look at the current transportation projects and funding in Ventura County, as well as what the future may hold without any other available funding sources to keep traffic moving.

8. CHAIRMAN'S REPORT

9. COMMITTEE MEMBER REPORTS

10. ADJOURN TO APRIL 12, 2016

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Item # 5

April 12, 2016

MEMO TO: CITIZENS TRANSPORTATION ADVISORY COMMITTEE

FROM: JUDITH JOHNDUFF, PROGRAM ANALYST

SUBJECT: FY 16/17 TDA ARTICLE 3 PEDESTRIAN AND BICYCLE PROJECT APPLICATIONS

RECOMMENDATION:

- Information Only.

DISCUSSION:

On March 4th, 2016, the Ventura County Transportation Commission (VCTC) issued a Call for Projects for FY 16/17 Transportation Development Act (TDA) Article 3 funds. TDA Article 3 (Section 99234) provides funds for pedestrian and bicycle projects. Eligible projects include:

1. Construction and/or engineering of bicycle or pedestrian capital projects
2. Bicycle safety education programs
3. Development of a comprehensive bicycle or pedestrian facilities plan

Eligible applicants include the County of Ventura, the cities within Ventura County, and joint powers agencies comprised of cities and counties that operate in Ventura County.

Six applications for FY 16/17 Transportation Development Act (TDA) Article 3 funds were received on April 4th, 2016 and are summarized in Attachment A.

The annual call for projects is a competitive process. VCTC as the program administrator issues the call for projects and the Citizens Transportation Advisory Committee (CTAC/SSTAC) reviews and ranks the projects based upon evaluation criteria adopted by the Commission (Attachment B). The CTAC recommendation is then forwarded to the Commission for final action.

This year however, there is approximately \$718,000 available and the total amount of funding requested by the six applicants is \$465,000. This will leave approximately \$253,000 in unused Article 3 funds available for carryover to the FY 17-18 cycle.

Since there is more funding available than funds requested, staff recommends that CTAC receive the information regarding the project applications and formalize CTAC's funding recommendation at the May 10, 2016 meeting without going through the process of ranking the projects.

NEXT STEPS:

May 10, 2016 CTAC/SSTAC Meeting -- make funding recommendation to VCTC June 3, 2016 VCTC Meeting -- reviews recommendation and approves FY 2016/2017 Article 3 project funding allocations.

PROJECT APPLICATIONS

Applicant	Project Name	Project Description	Total Project Cost	Local Match amount provided	Article 3 Request Amount
City of Camarillo	Wickford Place to Village Commons Blvd. Pedestrian/Bike Trail Connector	Extend pedestrian/bike trail on the south side of the Sports Park from Wickford Place to Village Commons Boulevard.	\$150,000	\$25,000	\$125,000
City of Moorpark	Arroyo Drive Sidewalk Installation – Phase II	Add approximately 1,500 feet of sidewalk on the south side of Arroyo Drive, between the west end of Villa del Arroyo Mobile Home Park and the far west end of Villa del Arroyo and add 500 feet of sidewalk from Villa del Arroyo to Collins Drive and the city limits.	\$200,000	\$100,000	\$100,000
City of Ojai	The City of Ojai – Nordhoff High School Pedestrian Crossing Safety Improvements	This grant would provide prominent pedestrian-activated rapid flashing LED beacons to alert drivers to be aware of pedestrians on Maricopa Highway near Nordhoff High School	\$50,000	\$10,000	\$40,000
City of Simi Valley	Upgrade Approximately 50 School Crosswalks to install Continental Crosswalk Striping	Upgrade approximately 50 school area crosswalks to install Continental Crosswalks Striping to enhance Pedestrian Safety	\$50,000	\$25,000	\$25,000
City of Thousand Oaks	Conejo School Road Sidewalks, Curb Ramps and Bike Lane Project	Design and construct a sidewalk and curb ramps on the west side of Conejo School Road to fill missing sidewalk segments near Conejo elementary School Road and stripe bike lanes on Conejo School Road	\$555,000	\$445,000	\$110,000
County of Ventura	Central Avenue Pedestrian Improvements	This project will provide pedestrian facilities on the easterly side of Central Avenue from Joan Way to a bus stop near Rio Mesa High School. This funding request is for the Preliminary Engineering Phase of the project.	\$550,000 (\$130,000 for the Preliminary Engineering Phase of the Project)	\$65,000	\$65,000
Total Article 3 Request					\$465,000
Approximate Funding Available for 16/17					\$718,000

EVALUATION CRITERIA

Criteria	Possible Points
1. Matching Funds This criterion evaluates local support for the proposed project in terms of financial partnership. Is the City/County willing to match its request at 50% or greater?	Yes? / No?
2. Safety How will the proposed project affect safety at existing facilities or improve safety by building new facilities including providing secure parking for bicycles? Note: Projects that add paving to improve bicycle safety on popular bike routes where no shoulders currently exist are recognized as a priority which should be considered when granting points for safety.	0 -30
3. Project Readiness-- This criterion evaluates deliverability of a proposed project. - When will the project be implemented? - Have past funds been spent? - Can the project be partially funded or divided into phases?	0-15
4. Special Considerations-- This criterion is designed to add flexibility and allows cities and/or agencies to be creative and discuss any other ways in which the proposed project will benefit City/County residents, for example, improving air quality, reducing VMT, serving older areas without recent improvements, making major improvements to accessibility and/or to serve lower income residents. - Does the project improve accessibility to the area? - Are there special environmental advantages to the project? - Is there public support for the project?	0-15
5. Maintenance of Facility-- This criterion evaluates whether a proposed project will be maintained at an appropriate level after the project is completed.	0-10
6. Connectivity-- This criterion evaluates how the proposed project relates to or connects with other regional or local planned pathway systems. - Are other agencies involved in the project? - Does the project connect with facilities within a city, or with another area and/or regional facilities? - Does the project fill in a “missing link” identified in the Countywide Bicycle Plan?	0-5
7. Involvement of Other Agencies— This criterion evaluates whether the proposed project has local and/or regional significance.	0-10
8. Traffic Generators - Does the project connect to transit stops, train stations, schools, senior centers, work sites and other major traffic generators? - Does the project encourage multi-modal transit use? - Does the project benefit transit-dependent areas?	0-5
9. Expected Utilization Rate— This criterion evaluates the proposed project’s usage (i.e. the usage as a percentage of the applicant’s population or as a percentage of the population the project affects, etc...).	0-5
10. Multi-Modal Interface— This criterion evaluates the proposed project’s connectivity to transit modes and other forms of transportation. Will the project encourage multi-modal travel?	0-5

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Item # 6

April 12, 2016

**MEMO TO: CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/SOCIAL SERVICES
TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)**

**FROM: TREENA GONZALEZ, TRANSIT PLANNER
MARTIN ERICKSON, DIRECTOR OF TRANSIT
ELLEN TALBO, TRANSIT PLANNING MANAGER**

**SUBJECT: FISCAL YEAR 2016/2017 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET
TRANSIT NEEDS FINDINGS**

RECOMMENDATION

- Approve the draft Fiscal Year (FY) 2016/2017 Unmet Transit Needs Findings and staff recommendation

DISCUSSION

As part of the annually required Unmet Transit Needs Findings, the Citizen's Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) is required to review and comment on the recommendations which are proposed to be presented to the Commission. The unmet transit needs findings are attached. For FY 16-17, the public comment period for the annual process was held from January 6 – February 19, 2016.

There were no comments that reached the minimum threshold of the adopted definition of Unmet Transit Needs. Comments received spanned a range of service requests in areas where either transit service already exists, or requests for transit more options between Ventura and Los Angeles (LA) Counties. While not at a level to be defined as an unmet transit need, the most frequent comments were received in the following areas:

- Simi Valley – weekend service and general connectivity to/from Simi Valley Transit.
- Ventura/San Fernando (SF) Valley – general connectivity during evenings, weekends, and weekday hours to/from SF Valley by bus and rail; Moorpark and Simi Valley connectivity to LA county along the 118 corridor; Fillmore to LA County along the 126 corridor.
- Port Hueneme – weekday and weekend service between Harbor areas and transfer points in Oxnard.

A large number of comments were received related to service amenities at the Ventura Transit Center and bus loading areas at J Street/Bard Road in the City of Oxnard. These comments along with other comments operational in nature were forwarded to the respective jurisdictions and transit operators for direct response.

The previous Unmet Transit Needs analysis included recommendations to monitor several extended service hour demonstrations in the Cities of Camarillo, Thousand Oaks, Ojai, and the new routes in the Heritage Valley and Gold Coast Transit service areas. The FY 16-17 Unmet Transit Needs Assessment reports an update to these service extensions however, due to the timing of when some of the demonstrations started, year over year data is not available to report.

RECOMMENDATION

Comments were screened under a two-fold process. First, comments were screened to determine if the request for service met the definition of an unmet need. Second, if a comment met the definition it was further screened to determine if the need was reasonable to meet. Staff screened each comment to determine if it met the definition of an unmet need even though the number of comments on any one issue did not meet or exceed the 15-comment threshold. There were a number of comments received that staff identified as meeting the definition of an unmet need, however those comments were found to be unreasonable to meet. Due to operational constraints on bus fleet size, spare ratio, and operational cost effectiveness it would not be feasible to expand VCTC Intercity service beyond the current service boundary. VCTC will continue to coordinate with LA Metro and Metrolink to work towards improved connectivity and transferability for cross-county travel.

At this time, staff is recommending that there are no unmet transit needs that are reasonable to meet. Staff will present the recommendation to the Commission in May for approval and determination that Transportation Development Act funds can be allocated for streets and roads purposes in cities fewer than 100,000 persons per SB 716 guidelines.

FY 16-17 Unmet Transit Needs Reasonable to Meet Findings

Service Request	Finding
OTC to Harbor areas	<i>Direct service between the Oxnard Transit Center and the Harbor/Beaches areas is currently limited to general purpose dial-a-ride service only within the city limits of Oxnard and Port Hueneme. VCTC recognizes that this service is undergoing changes at the time of this draft, and that the request for service serves a regional purpose. Therefore, this service is currently being met and VCTC has forwarded these comments to the City of Oxnard and Gold Coast Transit for review.</i>
Esplanade –Harbor areas	
Hueneme - Victoria/Channel Islands	
Oak View - Port Hueneme	Direct service between Oak View/Ojai and Port Hueneme is currently limited to Access dial-a-ride service provided by Gold Coast Transit. This comment has been forwarded to Gold Coast Transit for review.
Train service to LAX	Transit service to LAX is currently provided by Metrolink and Amtrak by way of transferring at LA Union Station. Direct train service between LA Union Station and LAX is outside of the Ventura County service area and is not considered reasonable to meet and this request is not considered an unmet transit need at this time.
Weekend Metrolink service	Currently weekend train service through Ventura County is provided by Amtrak. Weekend service could not be provided at this time due to constraints on operational cost of effectiveness and lack of adequate operating revenues. Therefore this service request is not considered reasonable to meet and this request is not considered an unmet transit need at this time.
Simi Valley - Thousand Oaks (CLU)	Service is currently provided between Simi Valley and Thousand Oaks however direct service to CLU is outside of the VCTC service area. This comment has been forwarded to the City of Simi Valley and City of Thousand Oaks for review.
Evening Southbound train service	Currently Train #118 provides southbound train service departing out of Moorpark Station at 4:57pm. Additional evening service could not be provided due to constraints on the existing fleet and operational cost effectiveness. Therefore this service request is not reasonable to meet and not considered an unmet transit need at this time.
Moorpark - SF Valley/Granada Hills (118 corridor)	Currently service exists between Moorpark and Granada Hills by way of transferring to at Chatsworth station to the LA Metro bus service area. Regarding direct bus service, at this time due to operational constraints on bus fleet size, spare ratio, and operational cost effectiveness it would not be feasible to expand VCTC Intercity service to Granada Hills, therefore this service request is not reasonable to meet.
Simi Valley – LA/Van Nuys (118 corridor)	Currently daily rail service provides access between Simi Valley and Van Nuys station. Regarding direct bus service, at this time due to operational constraints on bus fleet size, spare ratio, and operational cost effectiveness it would not be feasible to expand VCTC Intercity service to Van Nuys, therefore this service request is not reasonable to meet and this request is not considered an unmet transit need at this time.
Ventura – LA/Sherman Oaks (101 corridor)	Currently service exists between Ventura and Sherman Oaks by way of transferring at the Warner Center to the LA Metro bus service area. Regarding direct bus service, at this time due to operational constraints on bus fleet size, spare ratio, and operational cost effectiveness it would not be feasible to expand VCTC Intercity service to Sherman Oaks, therefore this service request is not reasonable to meet and this request is not considered an unmet transit need at this time.

Service Request	Finding
Camarillo-LA (101 corridor)	Additional rail service beyond the existing Amtrak and Metrolink service between Camarillo and Los Angeles is not feasible due to constraints on existing train schedule slots, fleet size, and cost effectiveness. Therefore, at this time the service request is unreasonable to meet and this request is not considered an unmet transit need at this time.
Fillmore – LA/Santa Clarita (126 corridor)	Currently there is no route provided by VCTC that serves Santa Clarita/Valencia. At this time due to operational constraints on fleet size, spare ratio, and operational cost effectiveness it would not be feasible to expand VCTC Intercity service, therefore this service request is not reasonable to meet and this request is not considered an unmet transit need at this time.
Oxnard - Lompoc	Currently there is no route provided by VCTC that serves service areas north of Goleta, however the Santa Barbara to Lompoc/Solvang areas are currently serviced by the Santa Barbara Clean Air Express. At this time due to operational constraints on fleet size, spare ratio, and operational costs it would not be feasible to expand VCTC Intercity service to Lompoc, therefore this service request is not reasonable to meet and not considered an unmet transit need at this time.
Weekend Simi Valley	Currently Simi Valley Transit operates on Saturdays only. Although the City of Simi Valley is not an eligible recipient of TDA Article 8 funding, VCTC recognizes that the request for service serves a regional purpose and this comment has been forwarded to Simi Valley Transit for review.
AM/afternoon Moorpark - Ventura	Currently service between Moorpark and Ventura exists by way of transferring in Thousand Oaks. Future plans to implement direct East-West county service have been identified in the VCTC Short Range Transit Plan. Therefore, this request is not considered an unmet transit need at this time.
Weekend Simi Valley - Ventura	Currently Saturday service between Simi Valley and Ventura exists by way of transferring in Thousand Oaks. Future plans to implement direct East-West county service have been identified in the VCTC Short Range Transit Plan. Therefore, this request is not considered an unmet transit need at this time.
Ventura - Newbury Park	Currently service is provided between the Pacific View Mall to the Newbury Park/ThousandOaks/Westlake corridor. Route 101 service originating from Downtown Ventura may be feasible within the reasonable to meet criteria however there were less than 15 requests for this service so it is not being considered an unmet need at this time. VCTC will continue to monitor requests and feasibility of originating routes out of Downtown Ventura throughout the year.
AM Ventura - TO/Westlake	Currently service is provided between the Pacific View Mall to the Newbury Park/ThousandOaks/Westlake corridor. Route 101 service originating from Downtown Ventura may be feasible within the reasonable to meet criteria however there were less than 15 requests for this service so it is not being considered an unmet need at this time. VCTC will continue to monitor requests and feasibility of originating routes out of Downtown Ventura throughout the year.
Ventura Amtrak-East Ventura train service	Due to the Amtrak Ventura Station being located outside of the Metrolink service area, and the demand for current service at the East Ventura Station is not high enough to warrant an extension, the service request is not reasonable to meet and this request is not considered an unmet transit need at this time.