



AGENDA

VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC) TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

**Thursday, September 13, 2012, 1:30 P.M.
Camarillo City Hall
Camarillo**

- Item #1** **CALL TO ORDER**
Chair will call the meeting to order.
- Item #2** **INTRODUCTIONS AND ANNOUNCEMENTS**
- Item #3** **PUBLIC COMMENTS**
- Item #4** **MEETING SUMMARY THURSDAY, AUGUST 9, 2012 – PG.3**
Approve the meeting summary of the August 9, 2012 TRANSCOM meeting
- Item #5** **AUTHORIZE CALL FOR PROJECTS FOR FTA SECTION 5307 (JOBS
ACCESS AND REVERSE COMMUTE) AND SECTION 5310 (SENIORS AND
DISABLED) GRANTS – PG.6**
Review and recommend that the Commission authorize calls for projects for FTA Section 5307 Jobs Access and Reverse Commute (JARC) funds and Section 5310 (Seniors and Disabled) AND also review and recommend that the Commission approve criteria for JARC and Section 5310 project selection.
- Item #6** **PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION
IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA)
PROJECTS – PG.11**
Review and recommend that the Commission approve programming of \$867,000 in PTMISEA funds for the Simi Valley and Moorpark rail projects, programming of \$2,814,000 in PTMISEA funds for bus projects, and reserving \$13,450,000 in PTMISEA for future bus replacement projects and construction of the new Gold Coast Transit facility.
- Item #7** **VCTC SMALL BUSINESS PROGRAM – PG.15**
Review and comment on VCTC Small Business Program, as required by the Federal Transit Administration.

- Item #8** **APPROVE 2012/13 PROGRAM OF PROJECTS – PG.18**
Review and recommend that the Commission approve the Program of Projects (POP) for federal transit operating, planning and capital assistance for Fiscal Year (FY) 2012/13.
- Item #9** **PROGRAMMING OF MAP-21 AND PROPOSITION 1B TRANSIT CAPITAL FUNDS – PG.23**
Review and discuss alternatives for programming funds, and potentially make recommendations within each committee’s purview as described in the analysis. Specific funding recommendations at this time are for \$2,814,000 in Proposition 1B funds for bus projects and \$867,000 for Proposition 1B rail projects as described in a separate item in the TRANSCOM agenda; \$2 million in Section 5337 funds for Metrolink infrastructure rehabilitation; \$11,916,000 in STP funds for the Route 101/23 project as described in a separate item in the TTAC agenda; and \$943,000 in CMAQ funds for FY 2013/14 countywide transit marketing and ridesharing programs.
- Item #10** **DISCUSSION OF VCTC TRANSIT FUNDING POLICY – PG.33**
Discuss a staff report to VCTC identifying the need to adopt a comprehensive transit funding strategy to allow transit to smoothly function beyond FY 2012-13. and schedule a TRANSCOM meeting prior to the October 5 VCTC meeting to provide input
- Item #11** **ADA CERTIFICATION UPDATE – PG.40**
Mike Culver, MMP Director of Operations for the ADA Certification Program, will provide the monthly report regarding ADA certifications in Ventura County.
- Item #12** **ADJOURN**



Item #4

MEETING SUMMARY

VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC) TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

**Thursday, August 9, 2012, 1:30 P.M.
Camarillo City Hall
Camarillo**

- Item #1** **CALL TO ORDER**
Chair Houser called the meeting to order at 1:37 pm.
- Item #2** **INTRODUCTIONS AND ANNOUNCEMENTS**
Darren Kettle briefly addresses the status of VISTA services.
- Item #3** **PUBLIC COMMENTS**
NONE
- Item #4** **MEETING SUMMARY THURSDAY, July 13, 2012**
TRANSCOM approved the meeting summary of the July 13, 2012 with the dates corrected to reflect the date of the meeting, and item #8 corrected to reflect that it was an update of TRAPEZE.
- Item #5** **PROPOSED FUNDING SWAP FOR THOUSAND OAKS
TRANSIT MAINTENANCE VEHICLES**
TRANSCOM reviewed and recommended that the Commission approve funding Thousand Oaks maintenance vehicle purchase with \$31,015 of Proposition 1B funds instead of with Congestion Mitigation and Air Quality (CMAQ) funds and replacing \$31,015 of Proposition 1B funds for the Thousand Oaks Bus Purchase with CMAQ.
- Item #6** **PASSAGE OF FEDERAL TRANSPORTATION
AUTHORIZATION**
Peter DeHaan provided a brief report on the recently approved new transportation authorization, entitled Moving Ahead for Progress in the Twenty-First Century, or MAP-21.
- Item #7** **ADA CERTIFICATION UPDATE**
There was no report presented.

Item #8

VISTA INTERCITY CONTRACT SERVICES

VCTC staff will provided a brief status report on the initiation of VISTA services using a new contractor, and the status of the GOVENTURA Smartcard. They reported that the SMARTCARD would be returning on

Item #9

DISCUSSION ON STATUS OF TRAPEZE

The Chairman briefly discussed the status of TRAPEZE. Mike Culver stated that comceptully it made sense to have a single operation doing all the ADA dispatching.

Item #10

**STATUS OF GOLD COAST TRANSIT (GCT)
ORGANIZATIONAL ACTIVITIES**

Gold Coast staff provided a brief oral report on the status of activities addressing the future organization of the agency. The activities are focused toward a September report for the Gold Coast Board, and an updated to the GCT strategic plan in October. Staff reported that a wide range of agencies, not limited to the current GCT members, have been invited and are participating in the on-going meetings.

Item #11

**STATUS OF EAST COUNTY MEMORANDUM OF
UNDERSTANDING (MOU)**

East County agencies provided a brief oral status report on the status of the MOU development. The effort has not been moving very rapidly, although the parties have a goal of having a MOU by November or December. Darren stated that he had been encouraging the City Managers to support the efforts and staff working on the MOU development.

Item #11

ADJOURN

The Chair adjourned the meeting at 2:50 pm.



TRANSCOM

DATE Aug 9, 2012

NAME

Andrew Mikkelsen

Ben Cacatian

City of Fillmore (Bert Rapp)

Chuck Perkins

Darren Kettle

Dave Fleish

Debra Solomon

Drew Lurie

Elizabeth Amador

Fernando Castro

Andy Santamaria

Gina Summey

Gloria Sotelo

Grahame Watts

Helene Buchman

Jeff Hereford

Joanna Capelle

John Quinn

Kathy Connell

Kerry Forsythe

Kimberly Gayle

Linda Wright

Martin Erickson

Mary Travis

Matt Gleason

Ron Calkins

Mike Houser

Myra Montejano

Peter DeHaan

Roc Pulido

DANNY HAWES

Ray Puentes

Charles Sandlin

Mike Tihayak
Des Suvillo*[Signature]**AS**[Signature]**[Signature]**FC**[Signature]**[Signature]**[Signature]**et**RP COUNCIL**C.S. Roadrunner**And Jh**R 2 C. J. P. J. P.*

Shaun Kroes

Steve Brown

Steve Rosenberg

Tom Mericle

Vic Kamhi

*Stephanie Young**Fabian Gallardo*

Darlene Cochran

Jacqui Cervantez Roberts

Dennis Miranda

Jim Moore

Leticia Leon

Mike Culver

Jim White

Susan White

Sue Tatangelo

Maria Tello

Jesus Galvan

*Bill Golubics - Camarillo**Andrew Schranze Simi Valley Transit*



Item #5

September 13, 2012

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: STEPHANIE YOUNG, PROGRAM ANALYST

**SUBJECT: AUTHORIZE CALL FOR PROJECTS FOR FTA SECTION 5307 (JOBS
ACCESS AND REVERSE COMMUTE) AND SECTION 5310 (SENIORS AND
DISABLED) GRANTS**

RECOMMENDATION:

- That TRANSCOM review and recommend that the Commission authorize calls for projects for FTA Section 5307 Jobs Access and Reverse Commute (JARC) funds and Section 5310 (Seniors and Disabled).
- That TRANSCOM review and recommend that the Commission approve criteria for JARC and Section 5310 project selection (attached).

BACKGROUND:

Beginning in Fiscal Year (FY) 2012/13, the federal transportation authorization, MAP-21, incorporates what was previously known as Section 5316 Jobs Access and Reverse Commute (JARC) into the Section 5307 Urbanized Area Formula Grant and the Section 5311 Formula Grants for Rural Areas. Eligibilities for JARC have been added to the 5307 and 5311 programs. Similarly, what was previously the Section 5317 New Freedom program is now incorporated in to the Section 5310 Elderly and Disabled grant program.

The JARC and Section 5310 funds are apportioned directly to large urbanized areas including Oxnard/Ventura and Thousand Oaks/Moorpark. VCTC serves as the Designated Recipient for JARC and Section 5310 funds for these areas. Section 5310 funds for the small urban and rural areas are programmed on a statewide competitive basis, with VCTC responsible for determining initial project scores within Ventura County and then forwarding these scores to Caltrans. Previously, Section 5310 Seniors and Disabled funds were all programmed to the state, while JARC and New Freedom funds were programmed by VCTC in the large urban areas and by the state in small urban and rural areas. Now, JARC funds for the small urban areas are programmed directly by VCTC, and rural areas compete for Section 5311 JARC funds on a statewide basis.

To be eligible in either of these programs, projects must be included in the Coordinated Human Services Transportation Coordination Study for Ventura County or the 2012 Update to the Coordination Plan. Eligible JARC projects include projects that increase rides for low-income persons or welfare recipients to areas of employment and other transportation projects taking workers to suburban employment areas. Eligible Section 5310 projects include promotion and administration of transit vouchers, employer-provided transit, and transit passes; travel training; expansion of service to the disabled and elderly; late-night and weekend transit service; shuttle service; local car loan programs for shared rides; and vanpools.

FUNDING AVAILABILITY ESTIMATES

Since the JARC formula was incorporated in to the Section 5307 Urbanized Area Formula Grant, the amount of the apportionment attributable to the JARC formula will be allocated to JARC projects in accordance with VCTC's policy of allocating funds to where they were generated. Carry-over JARC and New Freedom funds in the amount of approximately \$781,813 are currently available in the Oxnard/Ventura urbanized area. There is \$30,557 of carryover JARC and New Freedom funds in the Thousand Oaks/Moorpark urbanized area.

The following table shows the FY 2012/13 and FY 2013/14 JARC and Section 5310 funds available for the two large urbanized areas in Ventura County. Section 5310 allows 10% of the apportionment for administration, and this amount has been subtracted from the Section 5310 amounts below.

	<u>5307 JARC</u>	<u>5310/New Freedom</u>
Oxnard/Ventura	\$381,535	\$527,245
Carryover	\$600,114	\$181,699
TOTAL	\$981,649	\$708,944
T.O./Moorpark	\$88,776	\$281,560
Carryover	\$14,488	\$16,069
TOTAL	\$103,264	\$297,629
Camarillo	\$48,324	
	\$48,324	
Simi Valley	\$98,213	
	\$98,213	

For the small urban areas, the state of California has a Section 5310 apportionment of \$5,114,744 for FY 2012/13. The state of California has a total Section 5311 apportionment of \$27,320,743 for transit projects, including those eligible for JARC, in rural areas throughout the state.

SCHEDULE

The following is the schedule for nomination and selection of projects.

Announcement of Project Selection Process/ Availability of Applications	October 5, 2012
5307 JARC/5310 Applications Due to VCTC	November 30, 2012
5307 JARC/5310 Review by Transit Operators Committee	December 13, 2012
5307 JARC/5310 Approval by VCTC	January 2013
FTA Grant Approval for Large Urban Projects	Spring 2013

Project sponsors applying for rural area Section 5311 JARC funds should await guidance from Caltrans on a 5311 call for projects. Though sponsors will apply directly to Caltrans at that time, staff is available to assist with this application process.

PRIORITIZATION CRITERIA

The Attachment provides new project selection criteria for both JARC and Section 5310. These criteria are based on the criteria used by Caltrans and on the VCTC Human Services Transportation Coordination Plan, adopted April 13, 2007, and the 2012 Update, adopted July 13, 2012. The eligibility criteria have been modified based on MAP-21 requirements

VCTC PROJECT SELECTION CRITERIA
SECTION 5307 JOBS ACCESS/REVERSE COMMUTE (JARC)
AND SECTION 5310 FUNDS

Screening Criteria

For a project to be eligible for funding, it must meet the Federal eligibility requirements for Section 5310 or JARC. These requirements are as follows:

Program Requirements:

For JARC, a project must provide transportation in one of the following categories:

- (1) Designed to transport low-income persons or welfare recipients to jobs and employment-related activities.
- (2) Designed to transport workers to suburban employment opportunities.

For Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities), a project must be one of the following:

- (1) Capital project planned, designed, and carried out to meet the special needs of the target population when public transportation is insufficient, inappropriate, or unavailable;
- (2) Public transportation project that exceeds the requirements of the ADA;
- (3) Public transportation project that improves access to fixed-route service and decreased reliance by the target population on complementary paratransit; or,
- (4) Alternative to public transportation that assists the target population.

At least 55% of the area's 5310 funds must be used on capital projects as described in the first category of Section 5310 projects above.

Local Match: The local match requirement is 20% of the total cost of capital projects and 50% of the total subsidy for operating costs. VCTC can approve projects with a reduced or eliminated local match. Applicants must be able to justify their need for a reduced local match.

Inclusion in Plan: Project must fall within the recommendations of the VCTC Human Service Transportation Coordination Study (<http://www.goventura.org/sites/default/files/VCTC%20paratransit%20final%20Apr%2013%202007.pdf>), adopted April 13, 2007, and the 2012 Update to the Public Transit – Human Services Transportation Coordination Plan for Ventura County (http://www.goventura.org/sites/default/files/RevFINAL_Ventura%20CoordPlan%20Distributed%207%208%2012.pdf), adopted July 13, 2012.

Federal Grant Requirements: The recipient agency must be able to meet the Federal Transit Administration's conditions for use of its funds. These conditions include, but are not limited to: annual outside audit; triennial FTA audit; five-year grant records retention; development of a written maintenance plan for FTA-funded vehicles, facilities, and equipment; competitive procurement; buy America; ADA; and civil rights. (Drug and alcohol testing is not a requirement for these programs.) Agencies receiving funds will need to have in place a signed agreement committing to meeting FTA requirements. Details regarding Federal requirements can be found at http://www.fta.dot.gov/funding/oversight/grants_financing_8941.html.

Prioritization Criteria

VCTC will use the following criteria to prioritize projects. For projects receiving Large Urbanized Area funds, the projects selected by VCTC will be funded. For small urban and rural projects receiving funds in the State's share, sponsors of projects prioritized by VCTC, upon receiving notification from VCTC, will need to prepare a Caltrans application which VCTC will forward to Caltrans for the final selection.

1. Goals and Objectives (20 points): Degree to which project supports new, enhancement, or expansion of service or system capacity for the targeted populations. Application should clearly state the program goals and objectives and describe how the project addresses the needs and service gaps identified in the Coordination Plan.

At least 55% of 5310 funds will be allocated to capital projects serving the targeted population. Priority will also be given to projects that provide trips, particularly between transit service areas, for the targeted population. Other categories recommended by the Coordination Plan are as follows: (1) Establishment of ADA core operating hours between 7:00 a.m. and 7:00 p.m. on weekdays; (2) ADA Sunday service; and (3) Travel Training.

Projects eligible for the JARC funds were identified in the Coordination Plan as continuing and expanding the programs developed by the VCTC Partnerships to Restore Independence and Dignity through Employment (PRIDE) program. Priority will be given to projects that increase reverse commute rides and rides for the targeted population. Other programs included in PRIDE are providing transit information, including transit itineraries; providing smartcards, bus passes and tokens, support for vanpool, and rideshare activities and programs. The specific projects which address these criteria will be amended into the VCTC Coordination as part of the action element.

Based on the recommendation of the 2012 Update, VCTC's goal is to program 70 to 85% of the non-capital funds to projects providing trips with the remainder going to information and travel training projects. Accordingly, points in this category may be adjusted to help achieve the planned mix of project types.

2. Project Implementation Plan (30 points): Degree to which the project implementation has been well designed. Proposals must state who will be responsible for the implementation, and implementation steps and timeline. Sponsors should describe how the project will improve service delivery, coordination, or cost-effectiveness.
3. Program Performance Indicators (20 points): Project sponsors should explain how the project will be monitored and evaluated. The application should identify clear, quantitative performance measures to track the effectiveness of the service in meeting the identified goals.
4. Communication and Outreach (20 points): Degree to which applicants coordinate with other community transportation and/or social service resources. Application should describe efforts to keep stakeholders involved in and informed of project activities. There should be demonstrated public support for the project (including letters of support), as well as a plan to promote awareness of the project to the target population.
5. Emergency Planning and Preparedness (10 points): Applicant should describe emergency planning and any participation in emergency drills.



Item #6

September 13, 2012

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: STEPHANIE YOUNG, PROGRAM ANALYST

**SUBJECT: PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT
AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA) PROJECTS**

RECOMMENDATION:

- Review and recommend that the Commission approve programming of \$867,000 in PTMISEA funds for the Simi Valley and Moorpark rail projects shown in Table A.
- Review and recommend that the Commission approve programming of \$2,814,000 in PTMISEA funds for bus projects shown in Table B.
- Review and recommend that the Commission approve reserving \$13,450,000 in PTMISEA for future bus replacement projects and construction of the new Gold Coast Transit facility.

BACKGROUND:

Proposition 1B, approved by the voters in 2006, includes \$3.6 billion statewide for transit capital projects, to be distributed to transit operators and regional agencies by formula. VCTC's total apportionment is approximately \$39,645,000. The VCTC Transit Investment Study developed a list of recommended transit capital projects to be funded by Proposition 1B, as well as project selection criteria to be used if additional unanticipated funds become available. Much of this list was funded with the help of federal stimulus funds for transit, leaving an unprogrammed balance of approximately \$29,081,000. Of this amount, based on the policy adopted in the Study, \$18,854,000, is reserved for bus projects, and \$10,227,000, is reserved for rail projects.

DISCUSSION:

At the April 13, 2012 meeting, VCTC approved a call for projects for PTMISEA funds. VCTC received requests for over \$29 million in bus and rail projects, which is much more than the amount of funding available. A listing of all project proposals is included in Attachment A. As shown in Table A, Simi Valley and Moorpark submitted proposals for rail projects, which staff is recommending for funding. Metrolink requested \$10 million for rail rehabilitation projects including safety enhancements and grade crossing improvements. However, as discussed under the MAP-21 agenda item, there is now significant new funding for rail projects, so rehabilitation can be funded from that source.

Table A

Simi Valley Metrolink Station parking lot rehabilitation and ADA upgrades	Simi Valley	\$550,000
Expansion of Moorpark Metrolink North Parking Lot	Moorpark	\$317,000
TOTAL		\$867,000

Since there is insufficient PTMISEA to fund all of the requested transit projects, staff is recommending that priority be given to replacement bus projects and the new Gold Coast Transit facility, which are both included in the Ventura County Transit Investment Study (December 4, 2009). Staff recommends funding the bus replacement projects that will be ready to go within the next 12 months. These are listed in Table B along with \$1.6 million requested by Gold Coast Transit for the first phase of the transit facility project.

Table B

Two ADA replacement buses	Santa Paula	\$140,000
Two medium duty replacement buses	Santa Paula	\$300,000
Two Dial-a-Ride van replacements	Moorpark	\$84,000
2 replacement CNG buses	Moorpark	\$690,000
Administration, maintenance, and operations facility (Phase I)	Gold Coast Transit	\$1,600,000
TOTAL		\$2,814,000

In addition to the projects above, VCTC received requests for \$6,230,000 in future bus replacements and an additional \$7,220,000 for the construction phase of the Gold Coast Transit facility. Staff recommends reserving \$13,450,000 in PTMISEA funds for these projects.

The programming policy discussed in another item in this agenda recommends programming an additional \$5 million in CMAQ funds for transit service and facility improvements. If these funds are combined with the PTMISEA funds left after programming all submitted bus replacements and the Gold Coast \$8.82 million commitment, then there will be a balance of \$7,590,000 of CMAQ and PTMISEA funds for future transit projects. However, the unfunded transit projects from the PTMISEA Call for Projects and the CMAQ shelf list total \$18,897,000. In order to program the limited amount of transit money available, staff recommends that transit improvement prioritization criteria be developed as described in the MAP-21 item.

PTMISEA Bus Project Proposals

Agency	Amount	Description
T.O.	\$750,000	Construction of bus canopy and solar installation at the new bus parking and fuel station.
Gold Coast	\$8,820,000	New administration, maintenance, and operations facility. This money will be used to procure the site and support design and construction of the new facility. (\$1,600,000 for first phase)
Simi Valley	\$800,000	Expansion of bus parking at the Transit Maintenance Facility for East County Services.
Simi Valley	\$250,000	Expanded security lighting and fencing for Transit Maintenance Facility
Santa Paula	\$140,000	Two Class C 16 passenger plus 2 wheelchair ADA accessible cutaway style transit buses
Santa Paula	\$300,000	Two medium duty buses for bi-directional circulator service.
Moorpark	\$84,000	Two Class D Low Floor Minivans in order for the city to establish its own fleet of DAR vehicles.
Moorpark	\$690,000	Two CNG buses to replace 2 existing diesel buses.
Moorpark	\$480,000	One bus for expansion of city's fleet to accommodate extended service hours and provide backup buses.
T.O.	\$2,000,000	Two expansion buses and replacement of DAR vehicles (\$800,000 for DAR vehicles)
T.O.	\$1,000,000	Expand fleet maintenance facility and add bus lifts to accommodate expanding fleet.
T.O.	\$3,500,000	Construction of new Newbury Park transit center or expansion of parking structure and administration building at existing center.
T.O.	\$750,000	Bus Shelter replacements citywide.
Gold Coast	\$2,630,000	24 replacement paratransit vehicles
Gold Coast	\$4,000,000	Final construction phase of new Gold Coast Transit Facility
Simi Valley	\$2,200,000	Four replacement CNG transit buses.
Simi Valley	\$600,000	Six CNG paratransit replacement vans
Simi Valley	\$500,000	Bus parking canopy with photo voltaic panels
TOTAL	\$29,494,000	

PTMISEA Rail Project Proposals

Agency	Amount	Description
Metrolink	\$2,000,000	Rehabilitation including safety enhancements such as grade crossing improvements.
Simi Valley	\$550,000	Simi Valley Metrolink Station Parking Lot Rehabilitation and ADA Upgrades
Moorpark	\$317,000	Expand North Parking Lot, adding an estimated 55 parking stalls and slurry seal the existing lot. Will include security cameras, lighting, and a new driveway and walkways.
Metrolink	\$8,000,000	Future rehabilitation including safety enhancements such as grade crossing improvements.
TOTAL	\$10,867,000	



Item #7

September 13, 2012

MEMO TO: TRANSIT OPERATORS COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: VCTC SMALL BUSINESS PROGRAM

RECOMMENDATION:

- Review and comment on VCTC Small Business Program

BACKGROUND:

FTA recently notified VCTC that under the requirements of 49 CFR Part 26.39, "Fostering Small Business Participation," VCTC is required to have a Small Business Program to supplement its existing Disadvantaged Business Enterprise (DBE) program. As with the DBE program, this Small Business program is applicable to VCTC and its subrecipients. VCTC staff has prepared the attached Small Business Program and circulated it to the subrecipients for comment. Staff intends to seek adoption of the program at the October 5th VCTC meeting, and then submit the program to FTA.

As with the DBE program, the Small Business participation program would not entail either a numeric participation goal or a preference requirement unless such measures are found to be necessary to provide sufficient participation.

As is noted in another item in this agenda, MAP-21 includes a provision for Veterans Preference for certain transit procurements. When FTA issues guidance on this new provision, it will likely be necessary to develop and adopt a Veterans Preference program as well.

**DISADVANTAGED BUSINESS ENTERPRISE (DBE) POLICY
INTERIM SMALL BUSINESS PARTICIPATION PROGRAM AMENDMENT
49 CFR PART 26.39**

The Ventura County Transportation Commission (VCTC) has established a Small Business Participation Program as a supplement to its existing DBE program. The intent is to facilitate competition by small business concerns, taking all reasonable steps to eliminate obstacles to their participation, including unnecessary and unjustified bundling of contract requirements that may preclude small business participation in procurements as prime contractors or subcontractors in direct response to regulatory requirements, 49 CFR Part 26.39, "Fostering Small Business Participation" (Federal Register/Vol. 76, No. 19/Friday, January 28, 2011/Rules and Regulations).

As with the remainder of VCTC's DBE program, this Small Business Participation Program applies to FTA-funded procurements related to VCTC's functions as the regional transportation planning agency for Ventura County, procurements by VCTC as the operator of the VISTA transit system, and procurements by VCTC's subrecipients which include transit operators, local jurisdictions implementing transit-related capital improvements, and non-profit organizations receiving Jobs Access / Reverse Commute and Elderly and Disabled funds.

The following is the schedule for Program implementation:

October 5:	VCTC Board adoption of revised DBE program incorporating the Small Business Program
October 15:	Revised DBE program including Small Business Program amendment submitted to FTA
November 1, 2012:	Small Business Participation Program becomes fully effective (applicable to all contract procurements advertised subsequent to this date)

For purposes of fostering Small Business utilization, VCTC adheres to the U.S. Department of Transportation's Small Business definition for what constitutes a Small Business Enterprise as follows:

A Small Business is one that:

- Is organized for profit;
- Has a place of business in the United States;
- Makes a significant contribution to the U.S. economy by paying taxes or using American products, materials, or labor; and
- Does not exceed the numerical Size Standard for its industry (*see table below*)

INDUSTRY GROUP	SIZE STANDARD
Manufacturing	500 employees
Wholesale Trade	100 employees
Retail Trade	\$7 million
General & Heavy Construction	\$33.5 million
Dredging	\$20 million
Special Trade Construction Contractors	\$14 million
Business & Personal Services (except A&E, Surveying and Mapping)	\$7 million
Computer programming, data processing & systems design	\$25 million

This Small Business Enterprise Program will include, but is not limited to the following assertive strategies:

1. VCTC's Grant Administration staff will continue to conduct regular reviews of VCTC and subrecipient procurements, to assess opportunities for unbundling (breaking out scopes of work/services to facilitate small business prime contracting opportunities). In particular, recognizing the vast majority of VCTC and subrecipient procurements are for transit operations contracts, consideration will be given for any operations contract procurement involving 20 or more buses not maintained in a city-owned facility, to allow consideration of bids for portions of the contracted service.
2. VCTC Grant Administration staff will ensure VCTC and subrecipient vendor lists used for FTA-funded procurements identify Small Businesses who wish to participate in such procurements by providing their services and/or capabilities to prime contractors. This allows prime contractors who are looking for subcontractors to request from the list, Small Business Firms' interest and specializations. This strategy greatly enhances the use of Small Businesses and provides a tool for future partnerships between VCTC's prime and Small Business communities.
3. VCTC will make every effort to provide notices of procurements in various industry publications, to the degree feasible based on cost considerations. These media will provide additional tools and resources to promote and strengthen competitiveness, marketability and participation of small businesses, minority and women-owned firms within the contracting programs of VCTC and its subrecipients.
4. VCTC will for Small Businesses employ the same race-neutral measures it uses with DBEs to facilitate participation. These strategies include, but are not limited to, arranging solicitations to facilitate small business participation; assisting, as necessary, during the procurement process to overcome limitations; and assisting as appropriate with management and accounting practices.

VCTC will actively implement the Small Business Participation program to foster small business participation as a requirement of good faith implementation of VCTC's DBE program.



Item #8

September 13, 2012

MEMO TO: TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: APPROVE 2012/13 PROGRAM OF PROJECTS

RECOMMENDATION:

- That TRANSCOM review and recommend that the Commission approve the Program of Projects (POP) for federal transit operating, planning and capital assistance for Fiscal Year (FY) 2012/13.

BACKGROUND

The Federal Transit Administration (FTA) requires that the public be provided an opportunity to review transit projects proposed to be funded with federal dollars. As the designated recipient of federal transit funds, the VCTC is required to hold a public hearing and adopt a POP which lists projects to be funded with federal funds in each urban areas of Ventura County. Since 2003, VCTC has prepared the POP using separate programs for the Oxnard/Ventura, Thousand Oaks/Moorpark, and Camarillo urbanized areas, as defined by the U.S. Census Bureau. Later, VCTC also began to prepare the POP for Simi Valley based on a decision by Caltrans to delegate to VCTC the Designated Recipient status for Simi Valley.

The proposed FY 2012/13 POP was put together using the same methodology that was first developed for the FY 2003/04 POP, to provide a distribution of revenues and expenses between the four urbanized areas in the County. A draft of this POP was reviewed and approved by TRANSCOM at its May, 2012 meeting, and by the VCTC on June 1, 2012.

DISCUSSION

The attached Program of Projects table shows the recommended projects for each of the urbanized areas. This final version of the POP has been changed to correct an error in the funding amount for one Simi Valley project, and to also include a \$113,000 Congestion Mitigation and Air Quality (CMAQ) project for Simi Valley garage hoists, that was programmed earlier by the Commission and will be obligated during the coming year. In addition, the City of Moorpark has requested to take advantage of the flexibility provided by the new federal authorization, Moving Ahead for Progress in the 21st Century (MAP-21), to reduce its capital funding and use some funds for operating assistance. Based on the recommendation in another item in the TRANSCOM agenda related to MAP-21 programming, \$1,000,000 of Section 5337 State of Good Repair funds has been added to each of the Metrolink funding amounts for the Oxnard/Ventura and Thousand Oaks/Moorpark areas.

TRANSCOM
September 13, 2012
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As the Committee will recall, the programmed amounts were assumed to be the same as was assumed for FY 2012. Should the adopted federal FY 2012/13 budget be lower than assumed, it will be necessary to reduce funding for projects. It appears that the amounts authorized by MAP-21 will provide slightly increased funding from FY 2012/13, but this authorization is subject to approval of the annual federal budget.

Subsequent to the TRANSCOM meeting, staff will publish the POP for public notice, and will present the POP to the VCTC for Public Hearing and approval at the October 5th meeting.

Program of Projects			
The Ventura County Transportation Commission (VCTC) will hold a public hearing on the Final Program of Projects (POP) for the Oxnard, Thousand Oaks, Camarillo and Simi Valley Urbanized Areas (UAs) for projects to be funded with Federal Transit Administration funds in the 2012/13 Fiscal Year (FY 2013). The funds available in FY 2013 are estimated to be \$12,377,000 for the Oxnard UA, \$6,478,000 for the Thousand Oaks UA, \$2,723,000 for the Camarillo UA, and \$6,804,000 for the Simi Valley UA, based on anticipated FY 2013 funds, prior year carry-over funds, and discretionary funds. The public hearing will be held at 9:00 a.m. on Friday, October 5, 2012, in the Camarillo City Council Chamber, 601 Carmen Drive, in Camarillo. The POP is available for public inspection at 950 County Square Drive, Suite 207, Ventura CA 93003.			
FY 2012/13 Federal Transit Program of Projects			
	Total Cost	Federal Share	Local Share & Other
OXNARD/VENTURA URBANIZED AREA			
Gold Coast Transit			
<u>Operating Assistance</u>			
Victoria Avenue Service (CMAQ Funds)	\$1,547,000	\$1,369,559	\$177,441
	<u>\$1,547,000</u>	<u>\$1,369,559</u>	<u>\$177,441</u>
<u>Planning Assistance</u>			
Transit Service Administration & Support	\$405,000	\$324,000	\$81,000
Planning/Admin. Coordinated Paratransit	\$52,500	\$42,000	\$10,500
Marketing & Passenger Awareness Activities	\$330,000	\$264,000	\$66,000
	<u>\$787,500</u>	<u>\$630,000</u>	<u>\$157,500</u>
<u>Capital Assistance</u>			
Preventive Maintenance	\$2,274,926	\$1,819,941	\$454,985
Miscellaneous Support Equipment	\$150,000	\$120,000	\$30,000
ADA Paratransit Service	\$951,140	\$760,912	\$190,228
	<u>\$3,376,066</u>	<u>\$2,700,853</u>	<u>\$675,213</u>
Total Gold Coast	\$5,710,566	\$4,700,412	\$1,010,154
Ventura County Transportation Commission			
<u>Planning Assistance</u>			
Transit Planning and Programming (FY 13/14)	\$245,000	\$196,000	\$49,000
Transit Information Center (FY 13/14)	\$276,250	\$221,000	\$55,250
Fare Collection/Passenger Counting Data Management (FY 13/14)	\$238,750	\$191,000	\$47,750
Elderly/Disabled Planning/Eval. (FY 13/14)	\$221,250	\$177,000	\$44,250
VISTA Planning (FY 13/14)	\$245,000	\$196,000	\$49,000
Marketing (FY 12/13, 13/14 – CMAQ Funds)	\$1,000,000	\$1,000,000	-
	<u>\$2,226,250</u>	<u>\$1,981,000</u>	<u>\$245,250</u>
<u>Capital Assistance</u>			
VISTA Services – Capital Leases (FY 13/14)	\$882,466	\$709,973	\$176,493
Fare Collection Equipment	\$162,500	\$130,000	\$32,500
Ridership Monitoring Equipment	\$500,000	\$400,000	\$100,000
Next Bus Upgrade for Bus Stop Signage (Transit Enhancement Funds)	\$93,750	\$75,000	\$18,750
Metrolink Capital Rehabilitation & Refurb	\$1,897,286	\$1,897,286	-
Metrolink Capital Rehabilitation & Refurb (Section 5309 Rail Modernization)	\$1,568,469	\$1,568,469	-
	<u>\$5,104,754</u>	<u>\$4,776,728</u>	<u>\$327,743</u>
Total VCTC	\$7,330,721	\$6,757,728	\$572,993
City of Oxnard			
<u>Capital Assistance</u>			
Transit Stops Enhancements (CMAQ Funds)	\$306,980	\$271,769	\$35,221
Victoria Avenue Bus Stops (CMAQ Funds)	\$423,542	\$374,962	\$48,580
Total Oxnard	\$730,522	\$646,731	\$83,791
City of Ojai			
<u>Capital Assistance</u>			
Extended Service Hours (CMAQ Funds)	\$150,000	\$132,795	\$17,205
Three Bus Shelters (CMAQ Funds)	\$56,478	\$50,000	\$6,478
	<u>\$206,478</u>	<u>\$182,795</u>	<u>\$23,683</u>
TOTAL	\$13,978,287	\$12,287,666	\$1,690,621
THOUSAND OAKS/MOORPARK URBANIZED AREA			
Ventura County Transportation Commission			

<u>Capital Assistance</u>			
VISTA Services – Capital Leases (FY 13/14)	\$1,207,261	\$965,737	\$241,434
Metrolink Capital Rehabilitation and Refurb	\$869,714	\$869,714	-
Metrolink Capital Rehabilitation and Refurb (Section 5309 Rail Modernization)	864,535	\$864,535	-
Next Bus Upgrade for Bus Stop Signage (Transit Enhancement Funds)	\$37,500	\$30,000	\$7,500
ADA East County Service	\$125,000	\$100,000	\$25,000
Gold Coast Transit Access ADA Service	\$265,008	\$212,006	\$53,002
Total VCTC	\$3,368,928	\$3,041,992	\$326,936
City of Thousand Oaks			
<u>Operating Assistance</u>			
Extended Service Hours (CMAQ Funds)	\$898,001	\$795,000	\$103,001
	\$898,001	\$795,000	\$103,001
<u>Planning Assistance</u>			
Transit Marketing	\$50,000	\$40,000	\$10,000
Transit Planning	\$189,791	\$151,833	\$37,958
	\$239,791	\$191,833	\$47,958
<u>Capital Assistance</u>			
Bus Capital Maintenance	\$450,000	\$360,000	\$90,000
Transit Facilities & Bus Stops Maintenance	\$87,500	\$70,000	\$17,500
Transit Vehicle Capital Leases	\$125,000	\$100,000	\$25,000
Transit Vehicle Purchase (CMAQ Funds)	\$137,806	\$122,000	\$15,806
Transit Ctr. Parking Expans. (CMAQ Funds)	\$293,686	\$260,000	\$33,686
Transit Maint. Fac. Expans. (CMAQ Funds)	\$632,554	\$560,000	\$72,554
Paratransit Software Upgrade (CMAQ Funds)	\$122,956	\$100,000	\$12,956
Bus Stop Enhancements (Transit Enhancement Funds)	\$25,000	\$20,000	\$5,000
	\$1,864,502	\$1,592,000	\$272,502
Total Thousand Oaks	\$3,002,294	\$2,578,833	\$423,461
City of Moorpark			
<u>Capital Assistance</u>			
Vehicle / Camera Capital Maintenance	\$155,250	\$124,200	\$31,050
Dial-a-Ride Capital Leases	\$37,500	\$30,000	\$7,500
Shelter Lighting (Transit Enhancement Funds)	\$43,750	\$35,000	\$8,750
New Rail Station Entrance	\$51,720	\$41,376	\$10,344
Extended Service Hours (CMAQ Funds)	\$680,000	\$602,004	\$77,996
	\$968,220	\$832,580	\$135,640
<u>Operating Assistance</u>			
Moorpark Bus Operating Assistance	\$248,000	\$25,000	\$223,000
	\$248,000	\$25,000	\$223,000
Total Moorpark	\$1,216,220	\$857,580	\$358,640
TOTAL	\$7,587,442	\$6,478,405	\$1,109,037
CAMARILLO URBANIZED AREA			
Ventura County Transportation Commission			
<u>Capital Assistance</u>			
VISTA Services – Capital Leases (FY 13/14)	\$169,435	\$135,548	\$33,887
ADA East County Service	\$62,500	\$50,000	\$12,500
Total VCTC	\$231,935	\$185,548	\$46,387
City of Camarillo			
<u>Operating Assistance</u>			
Camarillo Area Transit Operating Asst	\$1,000,000	\$500,000	\$500,000
	\$1,000,000	\$500,000	\$550,000
<u>Capital Assistance</u>			
Camarillo Rail Station Capital Maintenance	\$100,000	\$80,000	\$20,000
Metrolink Pedestrian Undercrossing Design	\$250,000	\$200,000	\$50,000
One Replacement Dial-a-Ride Bus	\$187,500	\$150,000	\$37,500
	\$537,500	\$430,000	\$107,500
Total Camarillo	\$1,537,500	\$930,000	\$607,500
TOTAL	\$1,769,435	\$1,115,548	\$653,887
SIMI VALLEY URBANIZED AREA			
Ventura County Transportation Commission			
<u>Capital Assistance</u>			
VISTA Services – Capital Leases (FY 13/14)	\$321,606	\$257,285	\$64,321
Total VCTC	\$321,606	\$257,285	\$64,321

City of Simi ValleyOperating Assistance

Simi Valley Transit Operating Assistance	\$3,513,600	\$1,171,300	\$2,342,300
	\$3,515,600	\$1,171,300	\$2,342,300

Capital Assistance

Paratransit Scheduling/Dispatching Software	\$35,250	\$28,200	\$7,050
Preventive Maintenance	\$777,625	\$622,100	\$155,525
Non Fixed-Route ADA Paratransit Capital	\$1,397,400	\$231,000	\$1,166,400
Farebox Replacement (CMAQ Funds)	\$325,313	\$288,000	-
6 Repl. Paratransit Vans (CMAQ Funds)	\$586,242	\$519,000	-
Maint. Facility Expansion (CMAQ Funds)	\$1,934,947	\$1,713,000	-
Garage Modernization (CMAQ Funds)	\$282,390	\$250,000	-
Voice Annunciators (CMAQ Funds)	\$168,869	\$149,500	\$19,369
Repl. Hoists for CNG Buses (CMAQ Funds)	\$113,000	\$113,000	-
3 Replacement Buses (CMAQ Funds)	\$1,650,000	\$1,460,745	\$189,255

Total Simi Valley	\$7,271,036	\$5,374,545	\$1,537,599
	\$10,786,636	\$6,545,845	\$3,879,899

TOTAL	\$11,108,242	\$6,803,130	\$3,944,220
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Item #9

September 13, 2012

MEMO TO: TRANSIT OPERATORS COMMITTEE
TRANSPORTATION TECHNICAL ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: PROGRAMMING OF MAP-21 AND PROPOSITION 1B TRANSIT CAPITAL FUNDS

RECOMMENDATION:

- Review and discuss alternatives for programming funds, and potentially make recommendations within each committee's purview as described in the analysis. Specific funding recommendations at this time are for \$2,814,000 in Proposition 1B funds for bus projects and \$867,000 for Proposition 1B rail projects as described in a separate item in the TRANSCOM agenda; \$2 million in Section 5337 funds for Metrolink infrastructure rehabilitation; \$11,916,000 in STP funds for the Route 101/23 project as described in a separate item in the TTAC agenda; and \$943,000 in CMAQ funds for FY 2013/14 countywide transit marketing and ridesharing programs.

BACKGROUND:

As was reported at the last meeting, the federal government has now passed a two-year federal transportation authorization, entitled Moving Ahead for Progress in the 21st Century, or MAP-21. This bill authorizes the federal transportation program through September, 2014. Attachment A provides a summary of the bill's provisions most likely to affect transportation programs in Ventura County. In general, MAP-21 provides more flexibility in the various funding categories, and makes changes which could streamline delivery, especially for larger projects. There is a significant increase for rail funds in Ventura County (estimated to be over \$4 million more per year), while other funds categories remain about the same. There are new requirements for developing transit safety plans and asset management plans which could require significant staff resources.

The Committees will recall that during the Mini Call for Projects earlier this year, the Commissioned programmed STP, CMAQ, and TE funds anticipated to be available through Fiscal Year (FY) 2012/13. With MAP-21 now authorizing funds through FY 2013/14, there is one more authorized year of funds which VCTC can confidently program, at least for the STP and CMAQ program. Unfortunately, there is significant uncertainty with regard to future TE funds, now retitled "Transportation Alternatives Program, or TAP") so it would not be advisable to program additional Transportation Alternatives project until more is known about that program's future structure. The county apportionments for STP and CMAQ have not yet been calculated, but are anticipated to be approximately the same as prior apportionments.

The most significant funding change pertains to Metrolink funding. The previous Section 5309 Fixed Guideway Modernization program was replaced with the Section 5337 State of Good Repair program. Overall program funding was increased, and the funding distribution formula was changed, with the net result that Ventura County will see an increase of over \$4 million per year, all of which must be spent on Metrolink.

Another related issue is that VCTC recently requested that transit operators provide information on projects to be considered for Proposition 1B Transit Capital funds. The operators submitted information regarding \$15,181,000 projects that are ready to receive funds in FY 2012/13, and an additional \$25,180,000 in projects to be considered for funding within the next five years. Since many of these projects are also eligible for the newly-authorized funds in MAP-21, staff held off on a recommendation regarding Proposition 1B to allow better coordination with MAP-21.

The following discussion, divided by project type, sets forth options for consideration.

Bus Transit

Funds Available to Program

Based on the policy adopted in the Transit Investment Study governing the use of Proposition 1B funds, there is \$18,554,000 remaining available for bus transit projects. There is also approximately \$10 million available in additional CMAQ capacity authorized in MAP-21, as well as \$1.3 million in Section 5339 Bus and Bus Facilities funds. The VCTC Comprehensive Transportation Plan, which is not yet adopted, proposes that half of CMAQ funds be used for bus transit improvements, and the other half for bicycle and pedestrian projects.

Issues for Consideration

- Much of the Transit Investment Study projects have been funded, but some bus replacements as well as the new Gold Coast Transit operations facility remain. The policy set for by the Study is to give priority to these projects, with the remaining projects to be ranked according to specific criteria. Other projects nominated for Proposition 1B funding include additional bus facility improvements, and bus service improvements.
- The CMAQ shelf list contains bus improvement projects, mostly operations demonstrations, which are to be funded should the need arise to avoid loss of CMAQ funds.
- Both CMAQ and Proposition 1B can be used for transit capital improvements. Proposition 1B cannot be used for operating demonstrations, and there is still uncertainty regarding the eligibility of these projects for CMAQ under MAP-21.
- VCTC policy that funds be programmed to the transit operator generating the funding would apply to the Section 5339 funds which are apportioned based on bus operations.
- It would be expected that CMAQ funds would continue to be used for the FY 2013/14 countywide transit marketing and ridesharing programs, as has been the practice for many years.

Alternatives

- The Commission could rank the CMAQ and Proposition 1B funds separately, using separate criteria, or rank all of the transit improvement projects together using one set of criteria.
- The Commission could issue a new Call for Projects for transit improvements, or simply work off of the lists from the recent Mini Call for Projects and the call for Proposition 1B projects.
- The countywide transit marketing and ridesharing programs could continue to be ranked against other projects, or simply taken “off the top” by policy. These projects have typically scored very highly.

Recommendations

- Recommend that VCTC approve \$2,814,000 in Proposition 1B funds for ready-to-go projects in the categories of bus replacements and the new Gold Coast Transit facility, as specified in another TRANSCOM agenda item, also reserving future funds for the Gold Coast facility.
- Recommend that VCTC approve \$943,000 in FY 2013/14 CMAQ funds for the countywide transit marketing and rideshare programs.
- Direct staff to prepare consolidated criteria for ranking previously-submitted CMAQ and Proposition 1B transit improvement projects, to consider only projects previously submitted in the Mini Call or the Proposition 1B call.
- Direct staff to work with the east county transit operators to develop coordinated priorities for bus operations facility improvements given the coordinated operational arrangements to be developed. (Attachment B provides an estimate of the funds available for programming for bus transit facility and service improvements.)

Rail Transit

Funds Available to Program

Based on the policy adopted in the Transit Investment Study governing the use of Proposition 1B funds, there is \$10,227,000 remaining available for rail transit projects. There is also approximately \$8,938,000 in additional rail funds over the next two years in MAP-21.

Issues for Consideration

- In response to the request for Proposition 1B projects, VCTC received \$2,867,000 for ready-to-go rehabilitation projects, including \$867,000 for stations and \$2,000,000 for Metrolink system infrastructure.
- Future possible projects include increased Metrolink system rehabilitation at \$2 million per year, and possible Metrolink line capacity improvements of an unknown scope and cost, which VCTC intends to consider in upcoming planning work.
- All Section 5337 funds must be used for rail. Under the VCTC policy that each operator receives funds it generates, Metrolink would also continue to receive its current Section 5307 Urbanized Area Formula funds, which are swapped to help provide VCTC’s share of Metrolink operations.

Alternatives

- VCTC could program the ready-to-go and future projects using either Proposition 1B or Section 5337 depending on the ease of using state or federal funds, since all the projects appear to be eligible for either type of funds.
- The Commission may want to move towards eliminating the Metrolink rehabilitation funding in the State Transportation Improvement Program (STIP), replacing this \$1.5 million per year with the new Section 5337 funds. However, this option is not feasible in the short term because the funds cannot be shifted to another STIP project until a new STIP is adopted.

Recommendation

- Recommend that the Commission approve \$867,000 in Proposition 1B for ready-to-go station rehabilitation and \$2 million in Section 5337 for Metrolink rehabilitation, as specified in other TRANSCOM agenda items.
- Direct staff to work with Caltrans, Union Pacific and Metrolink to develop the scope for possible rail capacity improvements.

Non-Transit Air Quality Projects

Funds Available to Program

As previously mentioned, MAP-21 authorizes approximately \$10 million beyond what was currently programmed against the Ventura County CMAQ apportionment. The VCTC Comprehensive Transportation Plan, which is not yet adopted, proposes that half of CMAQ funds be used for bus transit improvements, and the other half for bicycle and pedestrian projects.

Issues for Consideration

- The CMAQ shelf list includes \$6,060,367 for the Port of Hueneme Shoreside Power project.
- The Mini Call for Projects included \$3,996,000 in bicycle and pedestrian projects that were not funded, but based on project readiness these were not approved for the CMAQ Shelf List.

Alternatives

- The Commission could hold a new Call for Projects or only consider projects from the Mini Call for Projects conducted earlier this year.
- The Commission could rank the Non-Transit Air Quality projects separately, based on the funding 50/50 split of the Comprehensive Transportation Plan, or could rank the projects together with the CMAQ-eligible transit improvement projects. However, if the ranking were limited to Mini-Call Projects, based on the prior scores all \$5 million (representing half of the available CMAQ) would go to the Shoreside Power project, which is not a bicycle and pedestrian project as envisioned in the Comprehensive Transportation Plan.

Recommendation

- Direct staff to continue working with the Port of Hueneme to deliver the Shoreside Power project, with the understanding that consideration will be given to providing to this project an amount equal to half of the new CMAQ authorization provided by MAP-21, should funds be available when the project is ready to receive federal approval.

Highway Projects

Funds Available to Program

Assuming continuation of prior apportionment shares, the MAP-21 authorization provides \$10.5 million beyond what was previously programmed within Ventura County.

Considerations

- VCTC has committed \$19.5 million in STP funds in FY 2015/16 for the Route 101/23 Improvement project. It will take several years to accumulate a balance of this size, so the Mini Call for Projects set aside \$4 million for this purpose, leaving \$15.5 million that must be reserved in FY 2013/14 and the two subsequent years. Another TTAC agenda item contains a proposal for advancing the project to FY 2012/13. Under this proposal the \$19.5 million STP commitment would be reduced to \$11,916,000, which would include the \$4 million set aside in the Mini Call for Projects plus \$7,916,000 in funds newly authorized by MAP-21, with no further STP funding required.
- The adopted STP shelf list contains \$4,050,939 in mostly road rehabilitation projects, to be used if necessary to avoid loss of funds.

Alternatives

- The Commission could hold a new call for projects, especially if the CTC does not approve VCTC's proposal for advancing the Route 101/23 project.
- Alternatively, the funds could all be programmed for Route 101/23 and possibly for the STP Shelf List.
- Some STP funds could be used towards CMAQ-eligible capital projects.

Recommendation

- Recommend the Commission program \$11,916,000 for the Route 101/23 project, and take no further action to program STP until the CTC makes a final decision regarding the advancement proposal.

MOVING AHEAD FOR THE 21ST CENTURY SUMMARY OF PROVISIONS AFFECTING VENTURA COUNTY

On July 6th, President Obama signed HR 4348, the Moving Ahead for Progress in the 21st Century Act (MAP-21), extended the current transportation authorization through September 30th, and then authorizes \$105 billion for transportation over the next two years. Unlike the recent highway authorization extensions, MAP-21 as of October 1st makes significant changes to the federal transportation program.

Funding Authorization

For the two new years of authorized transportation funding, MAP-21 provides an average of \$54.6 billion per year, approximately the same as the \$50.1 billion annual average for SAFETEA-LU, adjusting for inflation. The highway programs are funded at approximately \$40.4 billion in Fiscal Year (FY) 2012/13, and \$41 billion in FY 2013/14, while the transit programs are funded at about \$10.5 billion in FY 2012/13 and \$10.7 billion in FY 2013/14. The federal fuel tax, which absent Congressional action would have expired on June 30, 2012, has been extended through September 30, 2016. The law also transfers \$21.2 billion of other funds into the Highway Trust Fund, thus keeping the fund solvent until around the time MAP-21 ends in 2014.

Program Restructuring

The attached matrix summarizes changes to some of the programs of significance to VCTC and the Southern California region. Probably the most significant impact on VCTC is a change to the formula for calculating rail funds, which is estimated to increase by over \$4 million per year the funds generated due to Metrolink operations in the county. There have been significant changes to the Transportation Enhancement (TE) and Safe Routes to School programs which will apparently reduce available funds for these types of projects, and could also affect TE projects which were previously programmed by VCTC, but not yet obligated. There is also an uncertain interpretation regarding possible CMAQ eligibility changes, which could affect CMAQ projects programmed but not yet obligated.

Freight Program

The Southern California transportation agencies had strongly advocated for the inclusion of a freight program in the federal transportation authorization. MAP-21 calls for development of federal and state freight movement plans, but does not provide freight program funding. The U.S. Department of Transportation is tasked with defining a national freight network.

Performance Measurement

MAP-21 mandates significantly increased use of performance measures for states and regions. Performance measures must be adopted for safety, pavement condition, and bridge condition, and the actual performance relative to the standards must be reported to the federal government. If the performance objectives are not achieved for certain specified items, including interstate highway pavement condition, bridge condition on the national highway system, fatalities, and serious injuries, then states must transfer sufficient funds from other transportation programs to achieve the goals. Under this provision it is conceivable that funds anticipated for local road improvements could be less dependable than in the past due to the requirement to meet the specified standards for other programs.

There are also specific performance-based features for the Congestion Mitigation and Air Quality (CMAQ) program, to require a regional performance plan to achieve air quality and congestion reduction targets. A federal CMAQ outcomes assessment study is also required. Another requirement is that all transit agencies develop an asset management system to track capital asset condition, reliability, and performance.

Streamlining

Project delivery acceleration provisions are included based on the Breaking Down Barriers initiative which was supported by VCTC and the other southern California transportation agencies. More specifically, MAP-21 provides for accelerated project approval under the National Environmental Policy Act (NEPA), with earlier coordination, consolidated environmental documents, deadlines for agency review, and penalties for federal agencies that fail to make a decision. The list of Categorical Exclusions, which are presumed to have no impact based on the type of project, is expanded. The ability to acquire right-of-way for a project prior to NEPA approval is enhanced.

Transit Safety

The MAP-21 legislation for the first time establishes an FTA role in overseeing transit safety. All recipients of federal transit funds are required to establish and have certified a comprehensive safety plan based on set criteria. FTA will first develop the safety program and rules before it is applied to transit operators. For commuter rail systems such as Metrolink, the safety oversight responsibility remains with the Federal Railroad Administration and not FTA.

Commuter Tax Benefits

The Southern California transportation agencies had advocated for a restored tax credit for transit and vanpool commuters. Up to \$240 per month can be deducted from tax returns for employer-provided parking, but only \$125 in employer provided transit or rideshare benefits are allowed. The Senate version of the authorization would have restored an earlier law that had expired, to make the transit credit equal to the parking credit, but this provision was dropped from the final version of MAP-21.

Veterans' Preference

MAP-21 contains a provision requiring veterans' preference for some procurements. There is little information yet on how this requirement will be implemented, but might be structured similar to Disadvantaged Business Enterprise requirements.

Implementation

Many of the MAP-21 provisions, including the transit safety program, transit asset management system, and the project delivery streamlining, will not become effective until implementing regulations are adopted by the various federal agencies. MAP-21 provides a timeline by which these various regulations will be developed. The Southern California transportation agencies are developing a joint letter to the Secretary of Transportation, offering assistance in developing these regulations. It appears that the transit safety and asset management programs, and possibly veterans' preference, are likely to require significant additional transit agency staff effort to develop and administer.

MATRIX OF MAP-21 CHANGES TO EXISTING PROGRAMS

CURRENT PROGRAM	CHANGES IN MAP-21
Surface Transportation Program (STP)	• Program continues to provide highway and transit capital funding, with eligibility broadened to include electric vehicle charging equipment at park and ride lots, and congestion pricing and demand management programs. • Nationwide funding level increased slightly. • Caltrans has proposed retention of the existing split between the state and local governments. However, there has been regional agency interest in urgency state legislation to increase the regional share, in recognition of earlier changes that had increased the state share.
Congestion Mitigation and Air Quality (CMAQ)	• Funding levels are slightly reduced. • 100% federal share for all projects eliminated, although Toll Credits are still available to cover the match. • There is uncertainty regarding possible project eligibility changes.
Transportation Enhancements (TE) Safe Routes to Schools (SRTS)	• The Transportation Enhancements program has been combined with Safe Routes to Schools and Recreational Trails to form a Transportation Alternatives Program. • In FY 2011, the combined funding for these three programs was \$1.22 billion, but MAP-21 provides FY 2013 funding of only \$808 million for the consolidated program, representing a significant decrease. • TE was previously programmed 75% by regions and 25% by state, while SRTS was programmed by the state. MAP-21 says half is to be programmed by regions and half by state. State implementing legislation could address distribution method. • There have been some eligibility changes, including replacement of the “landscaping enhancement” category with “vegetation management.” • MAP-21 does not impact the state funds committed by law in California for Safe Routes to Schools.
Urban Area Formula (Section 5307) Jobs Access Reverse Commute (Section 5316)	• The JARC program is added to Section 5307, with the JARC funding formula (number of low income persons) included in the overall formula, and with JARC projects being an eligible use of the funds. • Funding level of the combined programs appears to be comparable to prior totals. • Eligibility broadened to include 50% of operating subsidy for any bus operator with fewer than 100 buses.
Fixed Guideway Modernization (Section 5309a)	• This program previously provided formula funding based on rail systems and buses in carpool lanes or busways. It is now redesignated as Section 5337 and split into separate apportionments for the two modes. • Overall funding level increased by nearly 30%, and formula changed to eliminate extra weighting for “historic rail” cities. • As result, Ventura County apportionment due to Metrolink operations expected to increase significantly, from \$2.6 million Fiscal Year 11/12 to \$7 million in 12/13.

Bus and Bus Facilities (Section 5309c)	• Previous discretionary program replaced with a formula program available for bus capital purposes, redesignated as Section 5339. • Ventura County apportionment estimated at \$1.3 million in Fiscal Year 12/13.
Rural Transit (Section 5311)	• Authorization is significantly increased, by nearly 10% for FY 2013 and by another 15% in FY 2014. This change should directly affect Ventura County's apportionment for rural transit operations. • Apportionment will include a small amount to each state representing JARC formula for rural areas.
Senior and Disabled (Section 5310)	• The New Freedom program is added to Section 5310. • Slight overall funding increase of the combined programs, relative to the two prior programs. • Previously, Section 5317 Large Urban funds programmed by Designated Recipients, Section 5317 Small Urban / Rural and all Section 5310 programmed by state; revised so that all Section 5310 Large Urban to be programmed by Designated Recipients, and Section 5310 Small Urban / Rural programmed by state.
New Freedoms (Section 5317)	
Transportation Infrastructure Financing and Innovation Act (TIFIA)	• This infrastructure loan program is significantly increased, from \$122 million to \$1 billion annually. Loans can be provided for up to 49% of project cost. As a result, neighboring counties with local funding streams will likely see significantly expedited project delivery.

ESTIMATE OF BUS TRANSIT FUNDS (thousands)

Prop 1B Transit Capital Funds	\$18,854
50% of Newly-Authorized CMAQ Funds	\$ 5,000
Recommended Prop 1B Funds to Program Now	(\$2,814)
Future Commitment for New Gold Coast Facility	(\$7,220)
Future Bus Replacement Commitment	<u>(\$6,230)</u>
Remaining Capacity for Bus Transit Improvements (of which \$943 is recommended for Countywide Transit Marketing and Ridesharing)	<u>\$ 7,590</u>



Item #10

September 13, 2012

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: VICTOR KAMHI, BUS SERVICES DIRECTOR

SUBJECT: DISCUSSION OF VCTC TRANSIT FUNDING POLICY

RECOMMENDATION:

- Discuss and schedule a TRANSCOM meeting prior to the October 5 VCTC meeting to provide input.

BACKGROUND:

As a result of the policies approved in the VCTC Countywide Transit Plan, and previously by the Commission, VCTC staff has begun to address the funding challenges for the VISTA services, and the overall use of ongoing VCTC discretionary funding. On September 14, 2012, staff will presenting the attached report to provide a framework for future Commission actions. Because of the timing of the deferred Commission meeting, staff is recommending that TRANSCOM review the report, and schedule a working session on Thursday September 20 to further discuss the appropriate policies.

A copy of the VCTC agenda item is attached.



ATTACHMENT

September 14, 2012

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: VICTOR KAMHI, BUS TRANSIT DIRECTOR

SUBJECT: DISCUSSION OF VCTC TRANSIT FUNDING POLICY

RECOMMENDATION

- Receive status report

BACKGROUND

As a result of five separate events, VCTC will need to adopt a comprehensive transit funding strategy to allow transit to smoothly function beyond FY 2012-13. The events, impacting transit funding, create the need for a comprehensive policy which are:

1. The approval in 2008 of a VCTC policy, which has been partially implemented, that says funding which is generated by a specific service be returned to that service.
2. The adoption of the VCTC Countywide Transit Plan, which includes the policy that VCTC transition out of transit operations and that regional resources (i.e., funding sources not generated by a specific transit operation) be used to maintain the existing service levels or fund replacements which provide service to the people and communities currently being served.
3. Continuing VISTA services will require a VCTC funding policy which addresses discretionary funding and funding priorities. VISTA will have used up all the discretionary carry-over federal funds by FY 2013-14 and a funding plan must be established to continue intercommunity transit as well as community transit in the Heritage Valley. Historically, VISTA has been funded, either directly or indirectly, from discretionary funds. VCTC has never adopted a policy to address the allocation of "population based" Federal Transit Administration (FTA) funds or the use of discretionary funds.
4. The state adoption of SB 716, which requires all Transportation Development Act (TDA) funds in Ventura County to be used for transit services, and its anticipated implementation of the legislation beginning on July 1, 2014. While the adopted VCTC policy is to have the legislation repealed, at this point it is the enacted law.
5. Passage of Proposition 22 protecting the State Transit Assistance funds – which establish a strong likelihood of stable funding levels in the foreseeable future.

ACTIONS FOR VCTC TO ADDRESS

There are major policies which VCTC needs to consider to implement the Ventura Countywide Transit Plan, and to continue to comply with state transit laws. These include:

1. Reaffirmation of VCTC's policy that transit funds generated by a transit operator are returned to the operator.
2. Adoption of funding priorities for transit services.

3. Adoption of allocation priorities and policies for VCTC discretionary transit funds.

These actions and the issues are discussed in this report.

1. VCTC POLICY FUNDS GENERATED BY A TRANSIT OPERATOR BE RETURNED TO THE OPERATOR AND IMPLICATIONS

There are a number of federal and state transit funding categories that support transit programs in Ventura County, some tied to specific agencies or geographic areas, others to the VCTC to be distributed at the agency's discretion, subject to state and federal regulation. The federal programs are urban transit capital and operating, including both bus and rail (Section 5307), non-urban transit capital and operating (Section 5311), rail "Mod" or maintenance funds (Section 5309), Jobs Access/Reverse Commute "JARC" (Section 5316), services above and beyond required Americans with Disabilities Act required services "New Freedoms" (Section 5317), and capital grants for Social Service Agencies Transportation (Section 5310). Most of these funding sources are programmed by the VCTC, although the state also programs the Section 5310 funds and the small urban and rural portions of the JARC and New Freedoms Funds. MAP-21, the newly enacted Federal Transportation Authorizing legislation makes some changes and consolidates some of the programs. Specific information regarding MAP-21 is provided in a separate item on this agenda.

VCTC has a long established practice of returning Section 5307 federal funds to the transit operators in large urban areas which generate the funds as a result of transit service, or based on the jurisdiction's population. Rail generated federal funds have been provided to Metrolink. The remainder of the federal transit funds has been distributed based on a competitive process as required by Federal law. VCTC receives State Transit Assistance (STA) funds, State Proposition 1B PTMISEA (capital) funds, and Federal Congestion Management and Air Quality (CMAQ), which may be used for some transit activities. The use of these funds is determined by the VCTC (with the exception of a small amount of STA which goes directly to Gold Coast Transit and Metrolink). VCTC also receives Transportation Development Act (TDA) funds, which, after some off-the-top programs are funded, are distributed by population to each city and the County.

METROLINK FUNDING. As a result of the 2008 policy to return funds to the transit agency which generated them, VCTC shifted all of the Federal rail generated funds to Metrolink. Until that time, part of the Section 5307 (capital) funds generated by the commuter rail service had been used to provide the capital funding for VISTA, and Metrolink had received VCTC State Transit Assistance (STA) funds, which were used to provide VCTC's share of the Metrolink operating costs. This would have resulted in a need to identify a new source of funding for VISTA, however, at that time there were unused Section 5307 funds in some of the urbanized areas and VISTA had a significant unused VISTA FTA grant carryover, which allowed funding to continue through FY 2012-13. Beginning in 2013-14, most of the unused FTA urban funds and all of the grant carryover will be gone.

VCTC can continue with its policy of directing the Section 5307 rail capital funds, and the Section 5309 rail maintenance funds (which have been modified and greatly increase in MAP-21 as Section 5337- State of Good Repair rail funds), supplemented by amounts of Transportation Development Act (TDA) and/or STA funds. Funds not exchanged for "operations funds" under this alternative would be used for additional rail capital and maintenance needs.

RURAL FUNDING - Section 5311 non-urban transit funds, are provided based on the rural population of each state, and within the California state sub-allocated to each county based on the population living outside of the urbanized area(s). While Ojai has been shifted into the Oxnard urbanized area by the Census Bureau, the State has allowed VCTC to continue to program the Section 5311 funds for the Ojai Trolley. The funds may be used for both capital and operating of non-urban ("rural") transit services. MAP-21 has also modified the formula to include the rural revenue vehicle miles of service and rural low income population. While the funds have been used to provide funding for the Ojai Trolley, they have been "generated" by the non-urban population, primarily in the Heritage Valley communities of Santa Paula, Fillmore, and Piru.

VCTC has provided the local transit services in the Heritage Valley with Section 5307 Urban funds and local TDA contributions. Without the use of the commuter rail Section 5307 funds or other unused urban funds there is not an ongoing source of funding. As part of the Ventura County Transit Plan, VCTC adopted a policy that, to the extent possible, existing transit services should be made whole using regional discretionary funds. Options VCTC has to implement the policy include whether to continue to use Section 5311 funds for Ojai as long as the state allows, or to shift those funds to the Heritage Valley. If the funds are shifted to the Heritage Valley, then VCTC will need to address how it provides discretionary funding to maintain service levels of the Ojai Trolley.

Completely shifting of both VISTA Heritage Valley Dial-a-Rides to Section 5311 funding from Section 5307 funding would likely cause a reduction in funding of approximately \$200,000 to the County since Ventura County receives its allocation of Section 5311 funds based on rural population, numbers of rural low income, etc., and its Section 5307 partially based on the amount of service we provide and report to FTA. VISTA has always reported data for the Heritage Valley Dial-a-Rides, while some other small operators, such as Ojai have not. Federal regulations prohibit VCTC from funding a service with Section 5311 funds AND claiming credit for attributable Section 5307 funds. Ventura County overall receives the most Section 5307 funds if both VISTA Dial-a-Rides (DAR) are operated using Section 5307 funds, and the Section 5311 funds are used elsewhere in the county. Assuming we are not able to continue to fund the Ojai trolley with Section 5311 funds, the optimal alternative would be to fund Fillmore DAR with the Section 5311 funds, and the Santa Paula DAR exclusively with Section 5307 funds. This will provide approximately an additional \$80,000 Section 5307 funds annually to Ventura County.

2. FUNDING PRIORITY POLICIES FOR VCTC

VCTC is faced with a constrained transit funding future, although the constraints are not equally distributed through the county and the operators. The County is also faced with different types of communities and different service demands (both in terms of types and level of service). In addition to the policy discussed above regarding returning funding to the transit agency which generates the funds, there are a number of possible other policies which may be considered by the Commission to guide its use of discretionary transit funds. These include policies that:

1. Require the use of all available local transit funding before VCTC provides a transit operator with discretionary VCTC funding. This would include full use of both FTA and TDA funds.
2. Prioritize maintaining existing transit services, which meet VCTC [to be established] transit performance criteria. Existing successful services will be given priority for VCTC discretionary funding over funding for new services.
3. Provide discretionary transit funds to services identified as an unmet transit need, in locations where there are no other transit funds available to provide the service.
4. Use [to be established] performance criteria to determine where to provide discretionary funding – MAP-21 specifically calls for the use of performance criteria in the allocation of transportation funds.

3. POLICY TO GUIDE ALLOCATION OF DISCRETIONARY FUNDS

VCTC has not developed or adopted a comprehensive funding process or policies to address the use of discretionary funding. The countywide transit plan and process of transitioning VCTC's operation of VISTA has created recognition of the need to establish an easily understood process to provide funds to maintain service, as well as to guide future expansion using VCTC discretionary funding. Because Ventura County is made up of a number of dramatically different types of communities, and provides many different types of transit service, VCTC should consider using a tiered system of performance measures, with separate measures for intercity/commute route, large area transit, small operator/community circulator, and Senior and Disabled transit. Depending on the criteria used to evaluate them, each of these systems performs differently. For example, an intercity/commute service should perform well using criteria like passenger miles of service or passenger costs per mile. Large urban transit should perform well in boardings per mile, cost per passenger trip, etc. At the same time, services in small urban/rural areas do not have the numbers and concentrations of people or destinations to compare directly with larger urban areas. And finally, the senior and disabled transit services, especially the mandated "ADA complementary paratransit", by its very nature and ridership, are going to need a different set of performance measures.

The specific performance measures should be developed with assistance from TRANSCOM, but it is expected that they will include one or more of the following:

- Passengers per revenue hour*
- Passengers per revenue mile*
- Vehicle Revenue miles per capita*
- Vehicle Revenue hours per capita*
- Passenger miles per capita*
- Passenger trips per capita*
- Operating Cost per revenue passenger trip
- Operating Cost per revenue passenger mile
- Revenues per revenue passenger
- Revenues per revenue hour
- Revenues per revenue passenger trip
- Revenues per revenue passenger mile
- Farebox Recovery Ratio per route
- Local subsidy (could include TDA funds, non-transportation funds, and attributable funds)

*criteria used by FTA to determine incentive funding for “transit intensive cities”.

These criteria would not be used to determine services to be operated, but to determine where discretionary funds programmed or distributed by VCTC should be targeted.

Some of these criteria are already in use in the County. For example, Gold Coast Transit uses a standard of 20 passengers per revenue hour for “trunk” routes, and 10 passengers per revenue hour for “local” routes. The “tiering” or use of different standard for different systems will provide fairness by looking at standards for different situation.

THE 2013-14 FUNDING OUTLOOK

Ventura County created and operated VISTA under the situation where there was more federal Section 5307 funds apportioned to the county than the transit operators needed or were able to efficiently use. That situation has steadily changed, although to some degree it has been “camouflaged” by the past use of State Transit Assistance (STA) funds to operate Metrolink and the use of rail generated Section 5307 funds for VISTA. The continued growth in demand for the FTA Section 5307 funds by the local transit agencies has reduced the amount of funds available for VISTA. In addition, providing Metrolink with all of the “rail” generated Section 5307 funds instead the STA funds historically used creates a situation where both VISTA and the local transit services will be looking for the same discretionary funds to continue existing services.

VCTC allowed local agencies to use all the Section 5307 FTA funds generated by their population, as well as the Section 5307 funds in the large urban areas generated and “attributed to” the transit operations. VISTA, Gold Coast Transit, and Thousand Oaks Transit all have completed the FTA reporting processes required to gain the additional “attributed” funds in large urban areas for Ventura County, while Moorpark did not. Recently, Moorpark has begun to submit to the Federal Transit Administration the reports needed to get additional “attributable” funds for the county.

Currently VISTA has an annual budget of approximately \$7.7 million, including operations, capital, and VCTC management of the service. It collects about \$1.5 million in fares annually for both the Intercity and Heritage Valley Community Dial-a-Rides.

FY11/12					
Service	Attributable FTA	FY10/11 Fares	Local Match	Shortfall	Total Cost
Highway 126	\$ 175,000	\$ 263,550	\$ 241,000	\$ 178,450	\$ 858,000
Highway 101	\$ 154,000	\$ 128,640	\$ 306,000	\$ 210,360	\$ 799,000

East County	\$ 133,000	\$ 93,370	\$ 278,000	\$ 194,630	\$ 699,000
Coastal Express	\$ 432,000	\$ 752,265	\$ 343,000	\$ 248,735	\$ 1,776,000
Conejo Connection	\$ 74,000	\$ 82,170	\$ 97,000	\$ 82,830	\$ 336,000
CSUCI Camarillo	\$ 86,000	\$ 14,150	\$ 184,000	\$ 68,850	\$ 353,000
CSUCI Oxnard	\$ 78,000	\$ 12,850	\$ 209,000	\$ 103,150	\$ 403,000
Santa Paula DAR*	\$ 11,000	\$ 81,900	\$ 608,000	\$ 554,100	\$ 1,255,000
Fillmore DAR*	\$ 12,000	\$ 91,670	\$ 557,000	\$ 516,330	\$ 1,177,000
	\$ 1,155,000	\$ 1,520,565	\$ 2,823,000	\$ 2,157,435	\$ 7,656,000

*FTA has determined that if no Section 5311 funds are used for this service, the attributable Section 5307 funds will be approximately \$90,000 for the Fillmore-Piru DAR and \$100,000 for the Santa Paula DAR.

In the coming year the attributable and population shares for Section 5307 are projected to be reduced slightly based on the amount authorized by MAP-21. It should be recognized that in MAP-21, Section 5307 also includes funds generated by the low income population factor of the Jobs Access and Reverse Commute (JARC) program (formerly Section 5316), and JARC is made an eligible use of 5307, so based on the policy that funds are programmed where they are generated, the JARC portion of the 5307 formula would go to JARC projects. The reduction in the non-JARC 5307 funds will be more than offset by the addition of Section 5339 Bus Facility funds which are also attributable based on population and transit service. However, the discretionary FTA Bus/Bus Capital, which Gold Coast was counting on to help fund their bus maintenance facility and offices is no longer available.

In addition to VISTA, both Gold Coast Transit and Thousand Oaks Transit generate and receive attributable Section 5307 funds. In FY2013-14, Gold Coast is expected to generate approximately \$1.35 million in attributable funds, while Thousand Oaks Transit is expected to generate approximately \$380,000. In the small urban areas (Simi Valley and Camarillo), the FTA funds are strictly allocated on population and density, while in the larger areas, revenue miles of service are added to the criteria used to generate the urban area's formula funding.

The Federal funding picture based on MAP-21 overall appears to include a minor increase in overall transit funding, and a relatively large increase in rail maintenance and construction. While the exact dollar amounts available to Ventura County for 2013-14 are not available, overall it appears that the funding levels from all sources will be available is shown in the table below.

VCTC TRANSIT FUNDING RESOURCES

	2012/13	2013/14
Oxnard-Ven UZA pop	\$ 3,188,100	\$3,094,700
Oxnard-Ven attributable	\$2,932,000	\$2,642,900*
Oxnard-Ven UZA Bus/Facility Capital (5339)	-	\$661,300
Oxnard-Ven UZA JARC	\$240,387	\$190,000
TO UZA pop	\$ 1,857,500	\$1,760,000
TO UZA attrib	\$392,300	\$372,300
TO UZA Bus/Facility Capital (5339)	-	\$236,100
TO UZA JARC	\$60,837	44,100
Simi Valley UZA pop	\$2,308,990	\$2,456,600
Simi Valley UZA Bus/Facility Capital (5339)	-	\$291,600
Simi Valley UZA JARC	Statewide only	48,800
Camarillo UZA pop	\$ 2,722,900	\$1,245,000
Camarillo UZA Bus/Facility Capital (5339)	-	\$146,900
Camarillo UZA JARC	Statewide only	24,000
Rural (Sec 5311)	\$272,000	\$300,000**
Senior/ADA Section 5310	NA	NA
Metrolink 5307	\$2,767,000	\$2,589,884

Metrolink 5309 (replaced with 5337)	\$2,344,000	\$7,045,100
TOTAL FUNDING ANNUAL	\$19,086,014	\$20,206,384
TDA		
Camarillo	\$2,150,547	-
Fillmore	\$490,461	-
Moorpark	\$1,127,817	-
Ojai	\$244,016	-
Oxnard	\$6,489,500	-
Port Hueneme	\$702,157	-
San Buenaventura	\$3,470,501	-
Santa Paula	\$967,709	-
Simi Valley	\$4,058,310	-
Thousand Oaks	\$4,146,202	-
Ventura County - Unincorporated	\$3,127,972	-
TDA ANNUAL (total, after off the top funding)	\$26,975,192	-
State Transit Assistance (VCTC)	\$5,123,200	-
State Transit Assistance (GCT)	\$200,000	-
State Transit Assistance (Metrolink)	\$481,600	-
STA ANNUAL	5,804,800	
TOTAL ANNUAL	\$51866,006	
NON-RECURRING FUNDING BALANCES		
State Transit Assistance current balance	\$11,000,000	One time only
PROP 1B PTMISEA	\$18,554,000	One time only

* Includes all VISTA attributable; actual apportionment may shift some funds to Thousand Oaks UZA

** Estimate based on overall national and state increase in MAP21. Final amount to be determined by the State.

This year there is approximately \$51.5 million available for transit from state and federal programs, not including non-recurring grants and programs (Prop 1B, CMAQ, STA fund balance). In addition, transit riders provide over \$5 million in fare revenue, not including fares collected by Metrolink. Transit also receives other funds to support the services, including support from Santa Barbara County, California State University Channel Islands, and Moorpark College. Not all Transportation Development Act (TDA) funds are used for transit; however some of the transit operations are supported by other local funds instead of TDA funds.

The challenge which the Commission faces is to determine how best to use its discretionary funds to maintain and expand existing services, especially the both the VISTA Intercity and VISTA Heritage Valley Community services, as it transitions out of transit operations. It is the expectation of staff that at the October 2012 meeting, specific policies and programming direction be addressed by the Commission. We will also be seeking input from TRANSCOM on the overall strategy and the transit service metrics as part of the input for the Commissions considerations.



Item #11

September 13, 2012

MEMO TO: TRANSIT OPERATORS COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: ADA CERTIFICATION UPDATE

RECOMMENDATION:

- Receive report.

BACKGROUND:

Mike Culver, MMP Director of Operations for the ADA Certification Program will present a report on ADA Certifications, including the most recent statistics.

Attached is the annual summary of the program.

ATTACHMENT

2011/2012 ADA information:

YEAR	2012	2011
Telephone information	5015	5911
Applications Received	1158	1278
Certifications Issued	763	773
Applicant Interviews	604	609
Functional Assessments	353	336