



AGENDA

TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM) JOINT MEETING REGARDING ITEM 7

WITH THE

VCTC HUMAN SERVICE AND TRANSPORTATION SERVICE COORDINATION AD HOC COMMITTEE

Thursday, March 12, 2015, 1:30 P.M.

Camarillo City Hall, Administrative Conference Room
601 Carmen Drive, Camarillo, CA

- | | |
|----------------|--|
| Item #1 | CALL TO ORDER |
| Item #2 | INTRODUCTIONS AND ANNOUNCEMENTS |
| Item #3 | PUBLIC COMMENTS |
| Item #4 | FEBRUARY 12, 2015 MEETING MINUTES – PG. 2 <ul style="list-style-type: none">• Approve the February 12, 2015 meeting minutes. |
| Item #5 | SIMI VALLEY PROP 1B TRANSIT CAPITAL APPROVAL OF PROJECTS – PG. 4 <ul style="list-style-type: none">• Recommend approval of Proposition 1B Transit Capital for the Simi Valley Replacement CNG Buses purchase and Simi Valley Replacement Paratransit Vans purchase. |
| Item #6 | CAP AND TRADE FUNDS – PG. 6 <ul style="list-style-type: none">• Recommend the Commission program VCTC's FY 2014/15 apportionment, as well as the FY 2015/16 apportionment anticipated, to the new Oxnard / Camarillo VCTC Intercity Bus Service. |
| Item #7 | AMERICANS WITH DISABILITIES ACT (ADA) CERTIFICATION POLICY CONSIDERATIONS – PG. 14 <ul style="list-style-type: none">• Direct staff to return with eligibility guidelines revisions for committee approval. |
| Item #8 | ADA CERTIFICATION AND MILEAGE REIMBURSEMENT PROGRAM UPDATE – PG. 16 <ul style="list-style-type: none">• Receive and file the monthly ADA Certification Services Reports and Mileage Reimbursement Program update. |
| Item #9 | ADJOURNMENT |

**MINUTES OF THE
VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)
February 12, 2015**

1. Call to Order

Chair Vanessa Rauschenberger called the meeting to order at 1:32 p.m. The following people were present (an asterisk represents voting Member Agencies):

Roc Pulido	Camarillo*	Claire Johnson-Winegar	Gold Coast Transit Dist.
Margaret Heath	Gold Coast Transit Dist.	Vanessa Rauschenberger	Gold Coast Transit Dist.*
Shaun Kroes	Moorpark*	Mike Culver	MMP, Inc.
Jason Lott	Port Hueneme	Cesar Hernandez	Santa Paula*
Michael Powers	Santa Paula	Joseph Briglio	SCAG
Chuck Perkins	Simi Valley*	Alex Portier	Thousand Oaks
Mike Houser	Thousand Oaks*	Denise Santoyo	Ventura County
Kathy Connell	Ventura County	Ben Cacatian	VCAPCD (ex-officio)
Amy Ahdi	VCTC	Aaron Bonfilio	VCTC Intercity Bus*
Kara Elam	VCTC	Peter De Haan	VCTC
Treena Gonzalez	VCTC	Vic Kamhi	VCTC

2. Introductions and Announcements

Kathy Connell introduced Denise Santoyo, Management Assistant III at Ventura County, and noted that the Valley Express transit service starts March 2. Peter De Haan advised that the TDA Article 3 call for projects was released. Peter De Haan noted the TDA Article 3 Pedestrian and Bicycle funds call for projects was just released. Amy Ahdi noted that VCTC Title VI surveys have been distributed to patrons with the help of Operators, less Gold Coast Transit District (GCTD) as those surveys will be dropped off next week. The questions on each survey focus on how the patron will be affected by the taking down of the Smartcard system. Vic Kamhi advised he will be making a presentation on the new Valley Express transit service at the Santa Paula City Council meeting next Tuesday and noted the recent meeting held at VCTC Office discussing the future of regional fare media/collection in Ventura County. Alex Portlier advised that two new Gillig CNG buses should be in Operation within the next few weeks. Joe Briglio of SCAG announced the 2015 Sustainability Awards, explaining that nominations for projects that reduce greenhouse gases or encourage active transportation should be submitted. Vanessa Rauschenberger noted that GCTD has a service change on February 15; the changes have been made on Google Transit, Nextbus and both the current schedules and GCTD website reflect the changes. Vanessa Rauschenberger also noted that on February 20, their Short Range Transit Plan (SRTP) survey will be taken down, and VCTC's Title VI survey will be put on GCTD buses on the following week.

3. Public Comments

No public comments were made.

4. January 8, 2015 Meeting Minutes - Action

Roc Pulido moved to approve the January 8, 2015 meeting minutes. The motion was seconded by Mike Houser. A voice vote was taken and the motion passed unanimously.

5. Simi Valley Proposition 1B Transit Capital Approval of Projects – Action

(Item heard out of order)

Staff requested this item be pulled from this month's Agenda. Roc Pulido moved to approve staff's recommendation. Mike Houser seconded the motion. A voice vote was taken and the motion passed unanimously.

6. Revised Congestion Mitigation and Air Quality Mini Call for Projects Schedule

Discussion was had on the revised CMAQ call for projects schedule. Staff advised that the deadline to submit revised local match commitments as part of CMAQ applications is March 12 and submitting a revised funding sheet is ideal.

7. Americans with Disabilities Act Certification Contract Cost Increase - Action

Staff advised that ADA determinations throughout Ventura County are trending toward exceeding the current contract ceiling of 850 evaluations annually. Discussions were had on the current contract, the proposed amendment and on the different factors which could account for increases in ADA determinations. Staff recommended that TRANSCOM recommend, for Commission approval, an amendment to the contract with MMP, Inc. for ADA certification services, increasing the FY 2014/15 ceiling from \$133,452 to \$148,650. Mike Houser moved to approve the recommendation. Shaun Kroes seconded the motion. A voice vote was taken and the motion passed unanimously.

8. Americans with Disabilities Act Certification and Mileage Reimbursement Program Update

Mike Culver provided an update on ADA Certification services. The January 2015 ADA Certifications Services Report was provided to the group; eighty four determinations were made. Discussions were had on the spike in no-shows despite confirmations and reminder calls made prior to the appointment. The Operators discussed alerting MMP if an ADA applicant no shows for a scheduled ride to the evaluation. Mike Culver provided an update on the Mileage Reimbursement Program (MRP) as well. As of January 2015, 131 MRP applications have been received countywide. Sixty seven applicants completed the process and are eligible to submit reimbursement requests, thirty eight applications are pending and twenty six applicants either opted out or were determined ineligible.

9. Continued Discussion on the Future of the GoVentura Smartcard

Staff provided an update regarding meetings previously held and meetings to be held, explaining that two types of meetings will be on-going. One series of meetings will focus on generating a formal agreement on an integrated fare collection system via the GFI fare box which is currently (or will be) installed on four of the major Operators in Ventura County. A Transit Services Manager and a Finance Manager/Analyst from the four Operators using the GFI fare box will meet to determine the agreement(s) for regionally accepted fare collection, which will serve as a temporary replacement until the next Smartcard system for Ventura County is developed and implemented. The second series of meetings will focus on developing the next regionally compatible Smartcard system, providing the best replacement to the antiquated GoVentura Smartcard system, which is scheduled for takedown on June 30, 2015. Operators will receive invites to both the Regional Fare Collection Work Group and Smartcard Replacement Work Group once meeting dates/times/locations are determined.

10. Review of VCTC Short Range Transit Plan Vehicle Replacement Plan

(Item heard out of order)

Staff asked that TRANSCOM review the proposed final SRTP Vehicle Replacement Plan and provide comment to Amy Ahdi no later than February 19. Claire Johnson-Winegar noted that the title of Figure 49 notes service as fixed route and the table presents data on paratransit service, not fixed route service. Staff confirmed that correction was made.

11. Review of VCTC Short Range Transit Plan Countywide Performance Metrics

(Item heard out of order)

Staff advised that the Countywide Performance Metrics chapter of the SRTP focuses on a methodology to evaluate performance of fixed route bus service in Ventura County, taking into account each unique transit system, as well as guidelines which improve consistency of transit service in Ventura County. Claire Johnson-Winegar explained that GCTD is not in favor of changing their route numbers and future reference should reflect GCTD's current route numbers. TRANSCOM noted that the route types listed seemed very similar (i.e. core arterial and arterial, neighborhood feeder and community circulator, etc.). Staff explained that the routes seem similar but are in fact different. Staff asked that TRANSCOM review the proposed final SRTP Countywide Performance Metrics and provide comment to Amy Ahdi no later than February 19.

12. Review of VCTC Short Range Transit Plan VCTC Intercity Fixed Route Services Fare Analysis

(Item heard out of order)

Staff explained that this chapter of the SRTP pertains to VCTC Intercity transit services fare structure and policies, on-going, and has no direct effect on other Operators transit services provided. Staffs asked TRANSCOM to peer-review the proposed final SRTP VCTC Intercity Fixed Route Services Fare Analysis and provide comment to Amy Ahdi no later than February 19.

13. Adjournment

Chairperson Vanessa Rauschenberger moved to adjourn the meeting at 2:27 p.m. A voice vote was taken and the motion passed unanimously.



Item #5

March 12, 2015

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE

FROM: STEPHANIE YOUNG, PROGRAM ANALYST

SUBJECT: SIMI VALLEY PROPOSITION 1B TRANSIT CAPITAL APPROVAL OF PROJECTS

RECOMMENDATION:

- Recommend approval of \$1,550,000 of Proposition 1B Transit Capital for the Simi Valley Replacement CNG Buses purchase and \$1,250,000 of Proposition 1B Transit Capital for the Simi Valley Replacement Paratransit Vans purchase.

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 \$39,413,000. Much of this funding was programmed through recommendations from the VCTC Transit Investment Study and the selection criteria recommended by the study. To date, Proposition 1B Transit grants have funded about \$3.8 million in rail and rail station improvements and \$32.8 million in bus, paratransit, and transportation facility projects.

At the October 5, 2012 meeting, the Commission reserved \$13,890,000 for future bus replacement projects and the construction phase of the Gold Coast Transit facility. This reserve list included the purchase of four replacement buses and six replacement paratransit vans for Simi Valley Transit totaling \$2,800,000.

DISCUSSION:

Recently, the City of Simi Valley informed staff that the projects remaining on the reserve list would be ready to start within the next 18 months. Due to pricing of the vehicles and the needs of the Simi Valley Transit fleet, the city would like to purchase three buses and five vans as follows:

- \$1,550,000 for three replacement CNG transit buses
- \$1,250,000 for five CNG paratransit replacement vans

The total of the two projects is still \$2,800,000. These are the last remaining projects on the reserve list. After the receipt of these funds, there will be no more Proposition 1B Transit Capital funds available.



Item #6

March 12, 2015

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: CAP-AND-TRADE FUNDS

RECOMMENDATION:

- Recommend the Commission program VCTC's FY 2014/15 apportionment of \$295,041, as well as the FY 2015/16 apportionment anticipated to be approximately \$600,000, to the new Oxnard / Camarillo VCTC Intercity Bus Service.

BACKGROUND:

As part of the approval of the FY 2014/15 state budget, the Legislature passed a budget trailer bill directing the distribution of cap-and-trade funds. There are several transit-related programs including LCTOP (Transit Operations), Transit Capital, Affordable Housing, and Sustainable Communities. Attachment A provides a summary that VCTC's lobbyist provided after the passage of the legislation. All of the programs are competitive grant programs with the exception of LCTOP which provides apportionments based on the State Transit Assistance formula. The amount of LCTOP funds to be programmed at VCTC's discretion is \$295,041 which includes the Ventura County population formula funds as well as the Metrolink revenue formula amount. This amount is anticipated to approximately double for FY 2015/16.

Although the LCTOP program title emphasizes expanded transit operations, funds can also be spent on capital costs that can be shown to facilitate expanded transit service. At least half of the funds to a jurisdiction must be spent on service benefitting economically disadvantaged communities as defined by the California Air Resources Board (CARB) using a method that takes into account economic as well as pollution factors. Attachment B provides a map showing the Ventura County economically disadvantaged communities as defined by CARB for the cap-and-trade funds. The deadline for applying for FY 2014/15 funds is April 15th.

DISCUSSION:

VCTC staff has developed a project to use the FY 2014/15 funds to operate a new VCTC Intercity Bus line providing access from the economically disadvantaged communities in South

and East Oxnard to employment centers in Camarillo. Attachment C provides a summary of this proposal.

New state and federal funding programs typically provide one-time grants that are suitable only for capital expenses since they cannot be relied upon to provide consistent on-going funds to support new service. Since LCTOP is one of the few new programs in recent years that promise a reliable stream of revenue for expanded operations, VCTC staff believes that the priority for these funds should be to provide funds directly to capital and operating costs of new services. However, due to the relatively small amount of funding likely being only enough for one project, the requirement that half the funds be expended to serve disadvantaged communities has the practical effect of requiring that the project serve those communities. Although the FY 2015/16 funding should be approximately double the FY 2014/15 funds, it is expected that the proposed Oxnard/Camarillo bus will continue to use all of the available LCTOP funds for the foreseeable future, assuming that service proves successful. It should be noted with the exception of the VCTC Intercity Service, all of the county's transit operations including Metrolink have benefitted from the recent boost in Local Transportation Fund revenues. On the other hand, State Transit Operations revenues on which VCTC Intercity bus service depends are projected to remain flat.

VCTC has evaluated the competitive cap-and-trade categories and does not have any appropriate projects ready for this cycle. However, VCTC may support possible regional rail applications benefitting Ventura County, namely one application for Metrolink ticket vending machines, and one application for double tracking on the Metrolink Ventura County Line in the San Fernando Valley. VCTC would also be interested to know if any other agencies within Ventura County have possible cap-and-trade projects.

INFORMATION ON CAP-AND-TRADE PROGRAM

From VCTC Lobbyist Monthly Report – June, 2014

Final Cap and Trade Expenditure Plan

The Legislature passed and the Governor signed the state budget earlier this month. Included in the package of budget “trailer bills” was a final proposal on the use of cap and trade funds. The final proposal includes one-time funding allocations, as well as an ongoing funding plan for specified activities. The budget spends \$832 million of cap and trade proceeds in the budget year - \$40 million was previously appropriated for drought relief activities in February. The expenditure plan – contained in Senate Bill 862 – allocates 60% of future revenues in three program areas – sustainable communities, public transit and high speed rail. The remaining 40% will be allocated in future budgets.

As detailed by the Department of Finance in their summary of final budget action, the cap and trade expenditure plan allocates funds in the following programs:

High-Speed Rail — \$250 million for the High-Speed Rail Authority for construction of the initial construction segment in the Central Valley and further environmental and design work on the statewide system. The budget also provides an ongoing commitment of **25 percent** of future proceeds to the high-speed rail project and specifies that **\$400 million** remaining from a prior General Fund loan also be available for the project.

Low Carbon Transit Operations Program — \$25 million for local transit agencies to support new or expanded bus and rail services, with an emphasis on disadvantaged communities. Expenditures are required to result in an increase in transit ridership and a decrease in GHG emissions. The Budget also provides an ongoing commitment of **5 percent** of future auction proceeds for this purpose.

Transit and Intercity Rail Capital Program — \$25 million for a competitive grant program for rail and bus transit operators for capital improvements to integrate state and local rail and other transit systems, including those located in disadvantaged communities, and those that provide connectivity to the high-speed rail system. The Transportation Agency will prepare a list of projects recommended for funding, to be submitted to the California Transportation Commission for programming and allocation. The Budget also provides an ongoing commitment of **10 percent** of future auction proceeds for this purpose.

Affordable Housing and Sustainable Communities Program — \$130 million to support the implementation of sustainable communities strategies required by SB 375, and to provide similar support to other areas with GHG reduction policies, but not subject to SB 375 requirements. The Strategic Growth Council will coordinate this program. Projects that benefit disadvantaged communities will be given priority. Also, projects will reduce GHG emissions by increasing transit ridership, active transportation (walking/biking), affordable housing near transit stations, preservation of agricultural land, and local planning that promotes infill development and reduces the number of vehicle miles traveled. The Budget also provides an ongoing commitment of **20 percent** of future auction proceeds for this program and requires that **at least half** of the expenditures be allocated for affordable housing projects.

Low Carbon Transportation — \$200 million for the Air Resources Board (CARB) to accelerate the transition to low carbon freight and passenger transportation, with a priority for disadvantaged communities. CARB administers existing programs that provide rebates for zero-emission cars and vouchers for hybrid and zero-emission trucks and buses. These expenditures will respond to

increasing demand for these incentives, as well as provide incentives for the pre-commercial demonstration of advanced freight technology to move cargo in California, which will benefit communities near freight hubs.

Weatherization Upgrades/Renewable Energy — \$75 million for the Department of Community Services and Development to assist in the installation of energy efficiency and renewable energy projects in low-income housing units within disadvantaged communities. Weatherization measures typically include weather-stripping, insulation, caulking, water heater blankets, fixing or replacing windows, refrigerator replacement, electric water heater repair/replacement, and heating and cooling system repair/replacement. Renewable energy measures include installation of solar water heater systems and photovoltaic systems. This program will serve a mix of single and multifamily housing units.

Energy Efficiency in Public Buildings — \$20 million for the Energy Commission to finance energy efficiency and energy generation projects in public buildings, including the University of California, the California State University, and courts. Energy savings projects will include lighting systems, energy management systems and equipment controls, building insulation and heating, ventilation, and air conditioning equipment.

Agricultural Energy and Operational Efficiency — \$15 million for the Department of Food and Agriculture to support projects that reduce GHG emissions from the agriculture sector by capturing greenhouse gases, harnessing greenhouse gases as a renewable bioenergy source, improving agricultural practices and promoting low carbon fuels, agricultural energy, and operational efficiency.

Wetlands and Coastal Watersheds — \$25 million for the Department of Fish and Wildlife to implement projects that provide carbon sequestration benefits, including restoration of wetlands (including those in the Delta), coastal watersheds and mountain meadows. In addition to furthering the goals of AB 32, these types of projects are also identified in the Water Action Plan.

Fire Prevention and Urban Forests — \$42 million for the Department of Forestry and Fire Protection to support urban forests in disadvantaged communities and forest health restoration and reforestation projects that reduce wildfire risk and increase carbon sequestration.

Waste Diversion — \$25 million for the Department of Resources Recycling and Recovery to provide financial incentives for capital investments that expand waste management infrastructure, with a priority in disadvantaged communities. Investment in new or expanded clean composting and anaerobic digestion facilities is necessary to divert more materials from landfills, a significant source of methane emissions. These programs reduce GHG emissions and support the state's 75-percent solid waste recycling goal.

Maps for Evaluating Benefits to Disadvantaged Communities

Half-mile buffer from top 25% CalEnviroScreen 2.0 census tracts

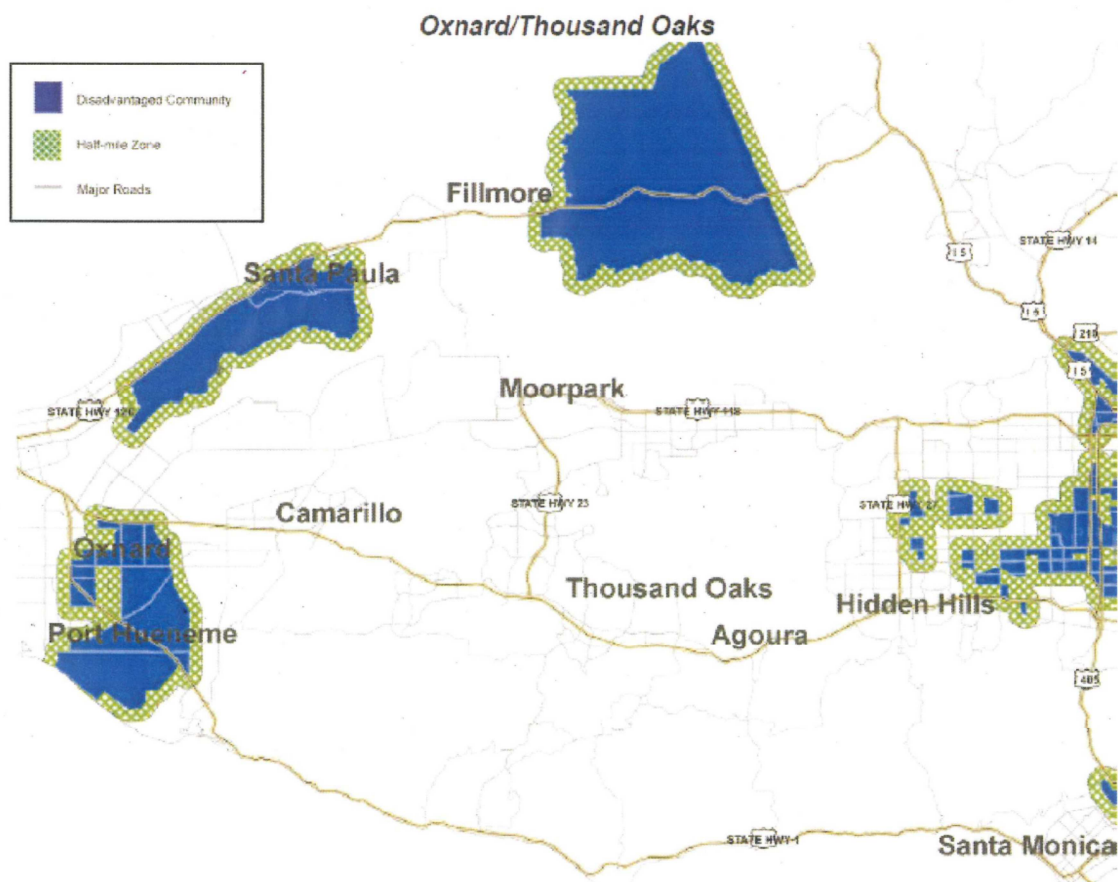
Released: November 3, 2014

For use for Fiscal Years 2013-14 and 2014-15 GGRF investments

HALF-MILE ZONES

Projects may be considered to benefit disadvantaged communities if –

- **Located Within:** The project is located in the census tract and it meets the criteria provided in Appendix A of Interim Guidance for “Step 1 – Located Within;” **OR**
- **Provides Benefits To:** The project is located in the half-mile zone around a census tract and it meets at least one of the following criteria provided in Appendix A for “Step 2 - “Provides Benefits To.”



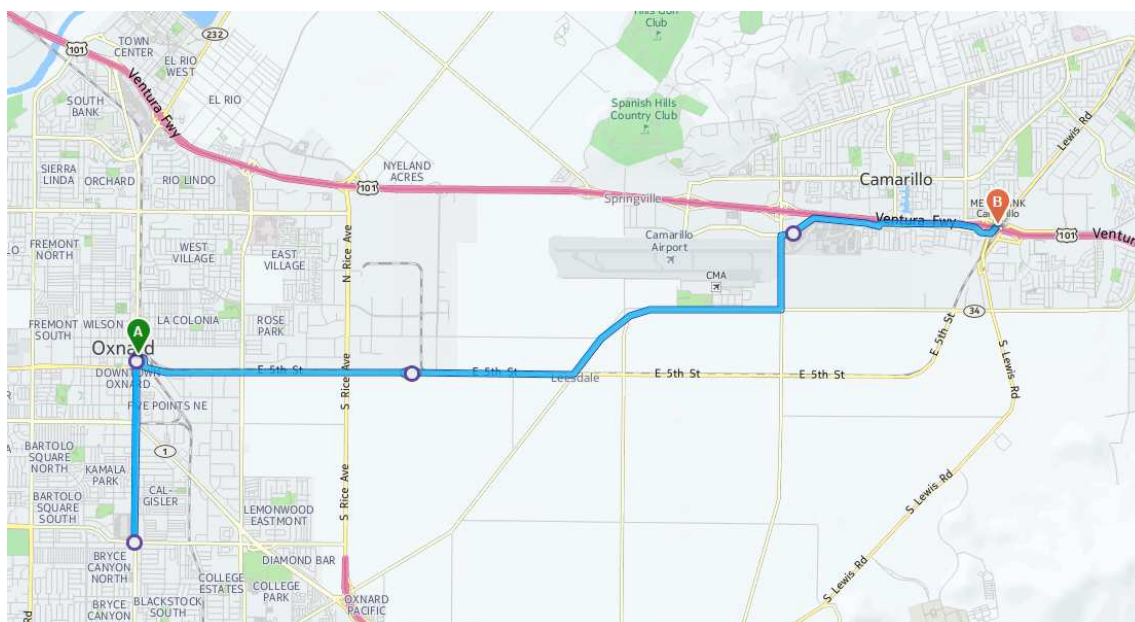
November 3, 2014

CAP AND TRADE PROPOSAL GENERAL INFORMATION

Project Title: Oxnard-Camarillo Employment Connector
Lead Agency: VCTC
Contact Person: Darren Kettle
 Title: Executive Director
 Address: 950 County Square Drive, Suite 207, Ventura, CA 93003
 Phone: (805) 642-1591
 Email: dkettle@goventura.org

Project Description:

The project will provide a direct one-seat ride connecting South and Central Oxnard to employment opportunities in Camarillo. The service will provide a limited number of trips originating in South Oxnard (at the “C” Street Transfer Center) and the Oxnard Transportation Center (OTC), and then travelling on Highway 34 to Las Posas, and into the Camarillo Outlet mall. From there the service will go to the Camarillo Metrolink Station and the industrial park beyond. VCTC has received a number of requests for a direct service to provide access from South-Central Oxnard and employment opportunities in Camarillo. The area from which the residents are originating is also the highest priority area for transit service under the California Cap and Trade LCTOP (Transit Operations) program. The results of a 2014 survey by CAUSE are attached. According to the US Census Longitudinal Employer – Household Dynamics (LEHD) data, more people who work Camarillo live in Oxnard than in any other city in Ventura County – including Camarillo. This means that Camarillo is a very important destination for working in Oxnard. At the same time, the two existing VCTC routes providing the intercity service are not direct for much of the labor force.



The proposal envisions a bus service with 4 round trips in the morning, beginning operating at “C” street in Oxnard, followed by a stop at the OTC, with Camarillo stops at the Camarillo Outlet Mall, the Camarillo Metrolink Station, and in the vicinity of Flynn Road near Calle Tecate, and then returning to Oxnard (out of service). The tentative schedule has buses starting from Oxnard at 7 am, 8:30am and 10:15am, and in the afternoon, trips beginning at of Flynn Road near Calle Tecate in Camarillo at 4:30pm, 6:15pm, and, 9:00pm from Camarillo Metrolink station and the Outlet Mall (but not Flynn Road). Service adjustments will be considered based on ridership. Transfers to points east, specifically Thousand Oaks (with connecting service to Moopark and Simi Valley) would be possible

at the Camarillo Metrolink Station. Based on historic ridership, as well as demand, it is projected that the three round trips will attract at least a total of 120 daily boardings for the first year of service.

In the early 1980s, the Private Industry Council (PIC) received TDA funds to operate commuter bus (peak hour only) from Oxnard to Camarillo, Thousand Oaks, and other parts of the East County. Fifty percent of the approximately 300 daily riders came from the Colonia, downtown Oxnard, and South Oxnard. The service was terminated when SCAG determined that the PIC was not an eligible recipient of TDA funds, and none of the local agencies continued the service between their service areas. While the service was terminated 30 years ago, the population in Oxnard has greatly increased, as have the employment opportunities in Camarillo, providing for increased potential demand.

Project Funding Description

The project has two elements; purchase of a transit vehicle and operation of a weekday transit service. The initial budget for the service would entail the first two years of funding.

	Funding Year 1	Funding Year 2*	Capital Expenditure	Operating Cost FY 2015-16	Fares (mix of passes, regular fares, and discount fares) FY 2015-16
LCTOP	\$295,000	\$600,000	\$630,000**		
Capital	\$295,000	\$335,000			
Operating		\$265,000***		\$265,000***	\$26,000

*funding estimate

** vehicle cost on option plus cost of GFI farebox.

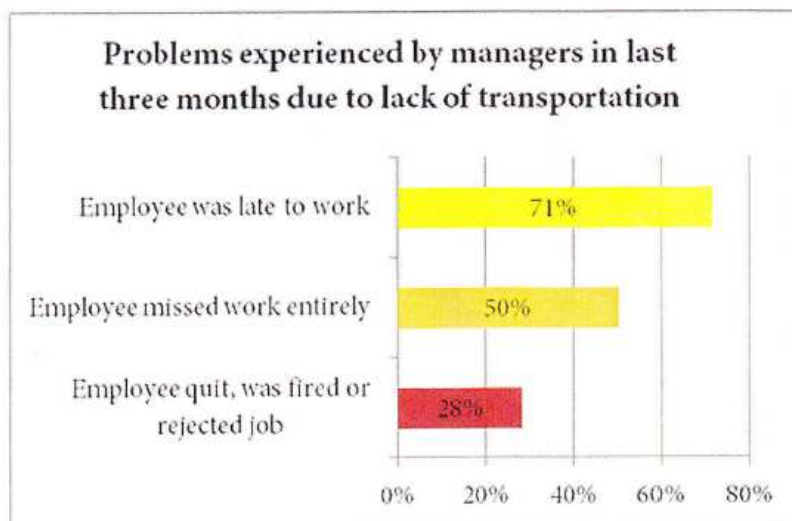
*** 8 service hours per day, M-F

CAUSE SURVEY OF OXNARD WORKER TO CAMARILLO OUTLET MALL

From July 8-10*, 2014, CAUSE surveyed workers and management at over 70 stores in the Camarillo Premium Outlets, recording survey responses from 103 workers and 24 managers about transportation to and from the Outlets. CAUSE found that major transportation issues exist for Camarillo Outlets workers, who are predominantly low-income Latino young people who live in Oxnard.

With three in four workers at the Outlets commuting from outside the city, the high cost of car ownership for low wage retail workers, and limited public transit options in Ventura County, managers in the Outlets frequently experience issues due to lack of transportation for their employees. Workers often arrive late, miss work, quit their jobs, are fired, or turn down job offers due to lack of transportation.

While 83% of workers drive themselves to work regularly, 17% have insecure methods of transportation. Workers often listed multiple methods of transportation, sometimes getting a ride from others, sometimes taking public transportation, and sometimes driving themselves.



This transportation insecurity is typical among lower income families who share one car or employees who are only sometimes able to rely on carpools with their coworkers.

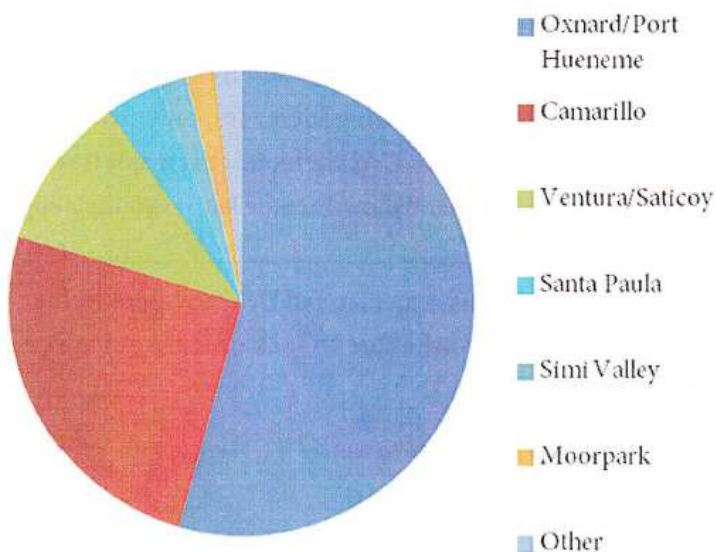
The vast majority of workers said that if better public transportation was available, they would use it, with willingness to use public transit especially high among Oxnard residents, young workers, Latinos and low-income workers.

Most Camarillo Outlets workers live in Oxnard or Port Hueneme, far outnumbering the number of local Camarillo residents who work at the outlets. The largest number of Oxnard residents commute from the northern edge of the city, where both private and public transportation to Camarillo is less of a burden. These workers would benefit from more frequent VISTA stops at the Esplanade and bus schedules that are more aligned with shift start/end times.

Share who said if better public transportation was available they would use it

All workers	69%
Oxnard residents	77%
18-24 year olds	76%
Income < \$500/week	74%
Latinos	80%

Where Outlet Workers Live



There is also a significant number of the Outlets' workforce are residents of the southern edge of Oxnard, where many younger low income families live who are likely to work in the retail sector. A direct route beginning at the C Street Transfer Center in Oxnard that would travel along Pleasant Valley Rd. into Camarillo would provide major benefits to these workers.

Based on the most frequent shift start and end times mentioned in surveys by workers, CAUSE recommends buses arriving in Camarillo by 8am, 9am, 9:30am, 10am, 1pm, 3pm for opening shifts and arriving after 5pm, 5:30pm, 6pm, 9pm, 9:30pm, 10pm for closing shifts. The Vista bus currently serves the bus stop at the outlets only once during these opening shift times and once during these closing shift times, limiting the options for workers to use public transportation to get to and from work.



Item #7

March 12, 2015

**MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE
VCTC HUMAN SERVICE AND TRANSPORTATION SERVICE
COORDINATION AD HOC COMMITTEE**

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT: AMERICANS WITH DISABILITIES ACT (ADA) CERTIFICATION POLICY
CONSIDERATIONS**

RECOMMENDATION:

- Direct staff to return with eligibility guidelines revisions for committee approval.

BACKGROUND:

The ADA mandates that each public entity operating a fixed-route transit system provide complementary paratransit service to individuals whose functional disabilities prevent use of accessible fixed-route bus systems. Each public transit agency is required to establish a certification process for determining ADA paratransit eligibility for complementary paratransit service. In Ventura County, the local transit operators have agreed that VCTC should operate a uniform ADA certification program covering the entire county. For many years this function was carried out by Commission staff, but in September, 2009, the Commission approved a contract with Mobility Management Partners, Inc. (MMP) to provide the certification service. This contract expires on June 30, 2015, and the procurement process for the new contract is currently underway. Staff worked with a committee of transit operators to help develop the RFP for the new contract.

The RFP for the certification contract included a provision that proposers were free to propose alternative approaches to ADA certification, providing it met federal requirements, and such proposals could be considered responsive to the RFP if they were deemed to meet Ventura County's needs. VCTC staff set up a proposal review committee consisting of representatives of Gold Coast Transit, Thousand Oaks, Moorpark, VCTC, and individuals involved in working with the elderly and disabled community. There has been a discussion of ways that VCTC could streamline the certification process to save costs as well making it easier for applicants. Since such changes would require amending the certification guidelines (attached), it must be

discussed with TRANSCOM and per federal requirements VCTC must involve representatives of the disabled community which is why the social services agencies are included in the distribution of this agenda and invited to this meeting.

DISCUSSION:

The following potential strategies have been discussed for streamlining the ADA certification process:

1. Broaden the requirement for a physician evaluation to allow any appropriate, usually licensed, professional to perform the evaluation, rather than just a M.D.
2. Make the professional evaluation form publically available so that the professional can fill it out for their client in advance of the client submitting their ADA application.
3. No longer require photos on the IDs, which is not the general practice.
4. Eliminate the requirement for an in-person evaluation by consultant staff, with the exception of appeals.

In VCTC staff's experience, the largest source of certification delays has been the process to obtain the form from the doctor, which would be addressed by items #1 and #2 above. The last item on the list is a significant change that elicited some interest on the interview panel. In particular, the social service representative on the panel strongly favored elimination of that step to make the process faster and simpler for applicants. There was also the sense that the in-person interviews and the cognitive evaluations currently performed have done little to improve the accuracy of the process. On the other hand, the RFP called for implementation of physical evaluations which are not currently performed, and depending on the consultant selected it will be possible to employ the physical evaluations which are not currently done. The rationale for including full physical evaluations in the scope was that there would be greater evaluation accuracy to ensure that only those that truly qualify are provided with ADA service. There is also some doubt, though, as to whether the promised physical evaluations would be successfully implemented by those firms that proposed to do so. There is also some doubt as to whether an evaluation without a personal meeting would effectively become an automatic approval of the professional evaluation.

After the interviews VCTC staff had phone discussions with two transit agencies that had been identified in the proposal references as having recently eliminated in-person evaluations. In both cases, those agencies had not been doing functional evaluations, and both individuals felt that the certifications decisions were just as accurate without the in-person interviews that lacked functional evaluations, with significant costs saved by eliminating in-person interviews. However, both individuals opined that they could have more accurate certifications if they did in-person interviews including full functional evaluations, including physical, but they were unable to do so due to cost. In neither case did they have personal experience with interviews having physical evaluations.

VCTC staff would recommend making the first three changes, but not eliminate the in-person interviews at this time, and move forward with implementing physical evaluations. One option would be to proceed with physical evaluations and then to consider after the three-year base period if the additional of physical evaluations has brought any improvement, and if not then to re-advertise the contract with an elimination of in-person evaluations and functional evaluations.

Based on the Committee's guidance staff will return at the next meeting with specific changes to the written certification guidelines.



Item #8

March 12, 2015

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE
FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
SUBJECT: ADA CERTIFICATION AND MILEAGE REIMBURSEMENT PROGRAM UPDATE

RECOMMENDATION:

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

DISCUSSION:

The February 2015 ADA Certification Services Report from Mobility Management Partners, Inc. (MMP) will be emailed to TRANSCOM as a separate attachment, as well as provided at the TRANSCOM meeting.

Recently, MMP received Section 5310 funding to expand its services to include the development and implementation of a pilot volunteer driver mileage reimbursement program in cooperation with the Area Agency on Aging and other agencies serving the needs of the county's senior population. At the October 2014 meeting, MMP provided an initial presentation to its mileage reimbursement program. TRANSCOM requested MMP provide monthly updates on the Program at subsequent meetings. MMP will provide an oral presentation on the mileage reimbursement program.