VENTURA COUNTY TRANSPORTATION COMMISSION
Transit Operators Advisory Committee (TRANSCOM)
www.goventura.org

AGENDA*
Wednesday, November 9, 2022
1:30 p.m.
*Action may be taken on any item listed on the agenda

The meeting will be via ZOOM. Please click the link below.
https://us02web.zoom.us/j/81227247108?pwd=ZWVnYVJIS2t6ZmVjMS9aZDFKaEJWdz09

Call-In Option:
Dial: 1.669.900.6833
Webinar I.D.: 812 2724 7108
Passcode: 12345

On March 17, 2020, the Governor issued Executive Order N-29-20 suspending certain provisions of the Ralph M. Brown Act to allow local legislative bodies to conduct their meetings completely telephonically or by other electronic means. On June 11, 2021, the Governor subsequently issued Executive Order N-08-21 maintaining the suspension of certain provisions of the Brown Act to continue to allow for local legislative bodies to conduct their meetings completely telephonically or by other electronic means through September 30, 2021. In accordance with AB 361 VCTC meetings will continue to conduct its meetings by teleconference, its committee members will participate in the meeting from individual remote locations, and no physical location will be open to the public for this meeting.

Members of the public will be able to virtually view and participate in this meeting remotely. Members of the public who wish to address the committee on an item to be considered at this meeting are asked to please use/click the "Raise Hand" feature in Zoom (or *9 if you are calling into the Zoom meeting) at the time the Chairperson requests public comments. The Host will then advise you when it is your turn to speak. Verbal public comments are limited to three minutes.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a committee meeting, please contact the Administrative Assistant at (805) 642-1591 ext. 111. Notification of at least 48 hours (about 2 days) prior to meeting time will assist staff in assuring reasonable arrangements can be made to provide accessibility at the meeting.

ITEM 1   **CALL TO ORDER**

ITEM 2   **INTRODUCTIONS & ANNOUNCEMENT**

ITEM 3   **PUBLIC COMMENT**
Under the Brown Act, the committee should not act on or discuss matters raised during the Public Comment portion of the agenda which are not listed on the agenda. Committee members may refer such matters to staff for factual information or to be placed on the subsequent agenda for consideration.

ITEM 4   **AGENDA ADJUSTMENTS**

ITEM 5   **APPROVAL OF MINUTES**
Recommended Action:

- *Waive the reading and approve the meeting minutes from October 2022.*
Responsible Staff: Jeni Eddington

ITEM 6   **ADA CERTIFICATION SERVICES PROGRAM MONTHLY UPDATE**
Recommended Action:

- *Receive and file.*
Responsible Staff: Dolores Lopez

ITEM 7   **LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FARE FREE PROGRAM UPDATE**
Recommended Action:

- *Approve Corrective Action Plan (CAP) for LCTOP fare free programs.*
- *Provide direction on interest of fare free days.*
Responsible Staff: Claire Grasty and Heather Miller

ITEM 8   **SCAG REAP CTC PARTNERSHIP PROGRAM PROJECT CONCEPTS**
Recommended Action:

- *Receive and discuss project concepts for submittal to the Southern California Association of Governments (SCAG) for the Regional Early Action Planning (REAP) 2.0 County Transportation Commissions (CTC) Partnership Program.*
Responsible Staff: Amanda Fagan

ITEM 9   **APPROVE TRANSIT PROJECT PRIORITY RANKING FOR CONGESTION MITIGATION AND AIR QUALITY (CMAQ) AND SB 1 STATE OF GOOD REPAIR (SGR) CALL FOR PROJECTS**
Recommended Action:

- *Recommend the Commission program $20,038,729 Congestion Mitigation and Air Quality (CMAQ) funds, $2,627,950 State of Good Repair (SGR) funds, and $694,150 Carbon Reduction Program (CRP) funds to the transit projects prioritized in Attachment A.*
- *Recommend the Commission reprogram $1,075,544 in Section 5339 funds from VCTC Intercity leases and technology equipment to VCTC's Valley Express Replacement Buses project included in the prioritized transit project list in Attachment A.*
Responsible Staff: Heather Miller

ITEM 10   **TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES) UPDATE**
Recommended Action:

- *Receive and file.*

Responsible Staff: Claire Grasty

ITEM 11   **FUTURE AGENDA ITEMS**
Recommended Action:

- *For discussion.*

Responsible Staff: Claire Grasty

ITEM 12   **ADJOURNMENT**

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VENTURA COUNTY TRANSPORTATION COMMISSION
Transit Operators Advisory Committee (TRANSCOM)

Wednesday, October 12, 2022
1:30 PM via ZOOM.

Item 5

<u>**MEETING MINUTES**</u>

MEMBERS PRESENT	Ben Gonzales, City of Simi Valley (Chair)
	Mike Houser, City of Thousand Oaks (Vice Chair)
	Shaun Kroes, City of Camarillo
	Michelle Woomer, City of Moorpark
	Phil Pulley, City of Ojai
	Kumar Neppalli, City of Oxnard
	Sergio Albarran, City of Ventura
	Cynthia Kadlec, County of Ventura
	Austin Novstrup, Gold Coast Transit District (GCTD)
	Chris Jetton, CSU Channel Islands (ex-officio)
	Lupita Monreal, Mobility Management Partners (ex-officio)
MEMBERS ABSENT	City of Fillmore
	City of Port Hueneme
	City of Santa Paula
	VCAPCD (ex-officio)
VCTC STAFF PRESENT	Peter De Haan, Programming Director
	Claire Grasty, Public Transit Director
	Erin Kenneally, Transit Specialist
	Dolores Lopez, Regional Transit Planner
	Heather Miller, Program Manager

ITEM 1   CALL TO ORDER
Chair Gonzalez called the meeting to order at 1:32 p.m. via Zoom.

ITEM 2   INTRODUCTIONS & ANNOUNCEMENTS
Chair Gonzalez thanked the Gold Coast Transit District and Ventura County Transportation Commission for hosting the Clean Air Summit. Mike Houser announced that the Thousand Oaks Transit EV buses are scheduled to arrive in November. Heather Miller announced that the Commission approved the POP (Program of Projects) including the 5310/JARC Call for Projects and that the next steps include updating the FTIP. Heather said that VCTC staff received nine (9) applications totaling $22M for the CMAQ Call for Projects with results being available in November. Dolores Lopez announced that VCTC staff may be reaching out to the agencies to update SCAG's TransAM.

ITEM 3   PUBLIC COMMENT
None.

ITEM 4   **AGENDA ADJUSTMENTS**
None.

ITEM 5   **APPROVAL OF MEETING MINUTES**

ACTION
Houser moved, seconded by Kroes, that the committee approve the September 14, 2022 meeting minutes. The motion passed unanimously.

ITEM 6   **ADA CERTIFICATION SERVICES PROGRAM MONTHLY UPDATE**
The committee received the ADA certification services program monthly update for filing.

ITEM 7   **VENTURA COUNTY ACCESS FOR ALL PROGRAM**
Heather Miller updated the committee on the new Access for All Program including the program background and purpose; funding source; eligible applicants and projects; reporting requirements, and the proposed schedule for the Call for Projects.

ITEM 8   **CARBON REDUCTION PROGRAM UPDATE**
Heather Miller updated the committee on the new Carbon Reduction Program (CRP) including the purpose and available funds.

ITEM 9   **YOUTH RIDE FREE PROGRAM UPDATE**
Claire Grasty updated the committee on the status of the Youth Ride Free Program's available funds. Claire said that the funding may last one year, not two, due to the success of the program. The committee also discussed the increase in ridership along with behavioral issues.

ITEM 10   **TRANSIT INTEGRATION AND EFFICIENCY STUDY (TIES) UPDATE (VERBAL)**
Claire Grasty shared that the TIES (Transit Integration and Efficiency Study) has been delayed and will be on the agenda for the November 9 TRANSCOM meeting and December 2 VCTC meeting.

ITEM 11   **FUTURE AGENDA ITEMS**
Claire Grasty said that the LCTOP related to College Ride and Youth Ride Free will be brought back to the committee.

ITEM 12   **ADJOURNMENT**
Chair Gonzales adjourned the meeting at 2:13 p.m.

Item 6

DATE: November 9, 2022

MEMO TO: TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

FROM: DOLORES LOPEZ, REGIONAL TRANSIT PLANNER

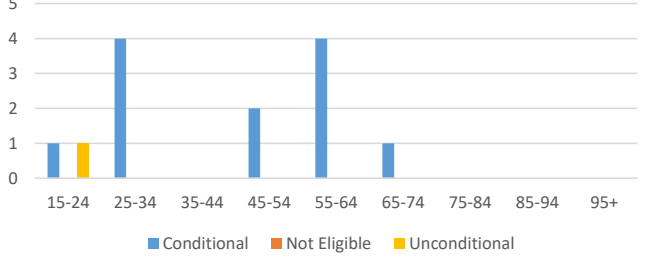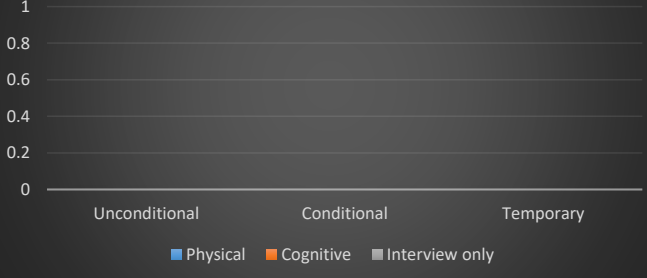**SUBJECT:** ADA CERTIFICATION SERVICES PROGRAM UPDATE

RECOMMENDATION:

- Receive and file the monthly ADA Certification services report(s) and program update.

DISCUSSION:

Mobility Management Partners (MMP) is VCTC's service provider for ADA Paratransit Eligibility Certification services.

Attached are the ADA Paratransit Certification Services Reports from MMP for review at the TRANSCOM meeting. This report covers October 2022.

		Oct-22					
		Oct	**Sep**	**Aug**	**Jul**	**Jun**	**May**
Call Center	Inbound ADA Calls	478	459	503	454	484	424
	Outbound ADA calls	144	202	356	291	134	91
	Average hold time (in seconds)	0.65	1.59	1.16	1.6	10.45	5.43
	Outbound Area Transmittals	5	1	4	2	4	2
	Inbound Area Transmittals	4	2	6	4	6	5

As of 3/17/2020, MMP closed their Camarillo office and began working remotely due to COVID-19 restrictions.

Riders requesting service outside of Ventura County

Riders requesting service into Ventura County

Applications Received	Recertification	40	47	75	120	83	139
	New Applications	51	51	64	38	38	61

Total applications received: 91

Online Applications Received: 0 (0%)

Applications Received by Service Area	Camarillo Area	10	12	16	12	17	25
	Gold Coast Area	43	37	47	57	46	68
	Valley Express Area	5	1	8	9	4	5
	Moorpark Area	2	8	2	10	5	10
	Simi Valley Area	16	22	26	38	29	45
	Thousand Oaks	15	18	37	31	19	45
	Out of County	0	0	3	1	1	2

Applications by Language

4%

96%

- ENGLISH
- SPANISH

Completed Determinations by Evaluation Type	Complete, with Functional Evaluation	0	0	0	0	0	0
	Complete, Interview w/o Functional Evaluation	0	0	0	0	0	0
	Complete, Special Circumstance (no Interview)	26	18	19	15	17	28
	Complete, Over 85+	12	9	6	3	3	16
	Complete, Phone Interview	20	22	23	22	17	7
	Complete, Short-term Certification (60 days)	0	0	0	0	0	0
	Complete, Recertifications	28	46	74	111	67	132
	Completed Determinations	**86**	95	122	151	104	183

Evaluations by Age and Determination Type

- Conditional
- Not Eligible
- Unconditional

Delays in Processing (Cumulative)	Due to incomplete application by client	9	8	3	4	6	6
	Pending Professional Evaluation (PE)	9	8	17	9	14	8
	Applications that failed to meet 21 day rule	0	0	0	0	0	0
	Applicants awaiting phone interviews	1	2	1	3	2	3

Assessments	Assessment Catagories			**Total**	**CAM**	**VCTC**	**SIMI**
	With Physical Assessment			0	0	0	0
	With Cognitive Assessment			0	0	0	0
	Interview only (at assessment sites)			0	0	0	0
	No Shows for Phone Interview			0	0	0	0
	Total In-Person Interviews Scheduled			0	0	0	0
	Total Number of Appointment Days			0	0	0	0

In-person Interviews by Eligibility and Assessment Type

- Physical
- Cognitive
- Interview only

Determinations by Eligiblity		**Total**	**%**
Unconditional (including S.C., Over 85+ , Phone interviews,short-term)		71	83%
Conditional		12	14%
Temporary		3	3%
Denials		0	0%
Short Term		0	0%

Oct-22				
Applications Received - GCT Area Cities	**Oct**	Sep	Aug	Jul
Casitas Springs	0	0	0	0
Meiners Oaks	0	0	0	0
Miramonte	0	0	0	0
Ojai	2	3	2	2
Oak View	0	0	0	1
Oxnard	23	18	22	27
Saticoy	0	0	0	0
Port Hueneme	3	2	2	4
Ventura	15	14	21	23
Applications Received-Valley Express Area Cities				
Fillmore	1	0	5	2
Piru	0	0	1	0
Santa Paula	1	1	2	7

MX Admin Report (October)

	Call Count			Queue Size	Answered	Abandoned	Redirected	Disconnected	To VoiceMail	Hold Time			Service Level
	In	Out	Total	Max	Total	Total	Total	Total	Total	Min	Max	Avg	
Grand Total	470	142	612	2	377	14	79	0	79	0	160	0.65	63.40%
Sunday	3	0	3	0	0	0	3	0	3	0	0	0.00	0.00%
Monday	131	34	165	2	96	5	30	0	30	0	42	0.57	52.67%
Tuesday	90	30	120	1	82	2	6	0	6	0	160	1.80	71.11%
Wednesday	82	26	108	1	63	2	17	0	17	0	0	0.00	58.54%
Thursday	80	28	108	1	71	3	6	0	6	0	57	0.63	76.25%
Friday	75	24	99	2	64	2	9	0	9	0	3	0.04	73.33%
Saturday	9	0	9	0	1	0	8	0	8	0	0	0.00	11.11%

Item 7

November 9, 2022

MEMO TO: **TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)**

FROM: **CLAIRE GRASTY, DIRECTOR OF PUBLIC TRANSIT**
HEATHER MILLER, PROGRAM MANAGER

SUBJECT: **LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) FARE FREE PROGRAMS UPDATE**

RECOMMENDATION:

- Approve Corrective Action Plan (CAP) for LCTOP fare free programs.
- Provide direction on interest of fare free days.

BACKGROUND:

VCTC and the cities of Camarillo, Moorpark, Simi Valley and Thousand Oaks are currently contributing LCTOP funds from FY 19-20, 20-21 and 21-22 apportionments as co-sponsors of the countywide free fare programs: College Ride and Youth Ride Free.

DISCUSSION:

Currently, the ridership and expenditures for College Ride are not projected to expend the balance of the FY 19-20 College Ride funds, which need to be fully expended by the end of the 2023 fiscal year. Additionally, FY 20-21 funds must be spent by the end of FY 23-24 and FY 21-22 funds must be spent by the end of FY 24-25.

However, Youth Ride Free ridership and expenditures are spending much faster than projected. As a result, VCTC is recommending that the existing College Ride grants and the Youth Ride Free grant be amended to include both Fare Free Programs, allowing either College Ride and Youth Ride Free expenditures to be billed to the oldest grants first in an effort to avoid any funds lapsing. VCTC plans to use next year's LCTOP apportionment to continue to fund these two programs as the State just passed Senate Bill 942 which allows public transit agencies to continuously use funds from the LCTOP to subsidize free or reduced fare transit program.

Additionally, VCTC is looking for input on potentially expanding the program to implement a few countywide Free Fare Days throughout the year to be reimbursed by the LCTOP funds. If the operators are interested, this would only be able to be implemented if funds are available, which will depend on College Ride and Youth Ride Free program performance through the end of the year.

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November 9, 2022

MEMO TO: **TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)**

FROM: **AMANDA FAGAN, DIRECTOR OF PLANNING & SUSTAINABILITY**

SUBJECT: **SCAG REGIONAL EARLY ACTION PLANNING COUNTY TRANSPORTATION COMMISSIONS PARTNERSHIP PROGRAM PROJECT CONCEPTS**

RECOMMENDATION:

- Receive and discuss project concepts for submittal to the Southern California Association of Governments (SCAG) for the Regional Early Action Planning (REAP) 2.0 County Transportation Commissions (CTC) Partnership Program.

BACKGROUND AND DISCUSSION:

SCAG issued Draft Guidelines for the 2023 County Transportation Commission Partnership Program on September 21, 2022, with a public comment period open from October 6 – 26, 2022. The SCAG Transportation Committee will consider the Guidelines for approval in November and is anticipated to issue a Call for Projects in January 2023. The CTC Partnership Program is part of the Regional Early Action Planning (REAP) program, which receives financial support from the Department of Housing and Community Development (HCD). During the first round of REAP funding, the Ventura Council of Governments (VCOG) and the Ventura County Transportation Commission (VCTC) partnered to develop a Vehicle Miles Traveled (VMT) Adaptive Mitigation Program (AMP). For the so-called "REAP 2.0" program, eligibility has extended to County Transportation Commissions to support transformative planning and implementation of Connect SoCal's Key Connection strategies.

Through the 2023 County Transportation Commission Partnership Program, SCAG is seeking applications from CTCs that are regionally significant and scalable, across four categories: Transit Recovery, Mobility Integration & Incentives, Shared Mobility & Mobility Hubs, and VMT Bank & Exchange Programs. Projects must have a demonstrated nexus to housing and infrastructure to support new housing, and meet all defined program objectives:

       1. Accelerating Infill Development that Facilitates Housing Supply, Choice and Affordability,
       2. Affirmatively Furthering Fair Housing, and
       3. Reducing Vehicle Miles Traveled.

Applications will be evaluated and selected based on merit, with an effort to allocate resources according to a county's share of the regional population. The estimated share of funding for Ventura County is approximately $3.5 - $4.0 million.

VCTC staff have been working with SCAG staff to identify project concepts for further development into a series of grant applications upon issuance of the Final Guidelines and Call for Applications. The following provides a brief overview of the five concepts developed by VCTC staff in coordination with SCAG:

1. **Santa Paula Branch Line (SPBL) Active Transportation: Update Master Plan/EIR and Validate Connections to Serve New Housing and Reduce VMT** – The proposed project will update existing conditions, phasing plans, and cost estimates for the SPBL bike trail Master Plan and Environmental Impact Report; confirm that the trail alignment, connections, and amenities serve planned and constructed housing in the communities, and identify any improvements or new connections to better serve housing areas and/or improve access to transit; ensure key destinations are served; conduct outreach to disadvantaged communities, neighboring landowners, and the agricultural community to address any concerns; evaluate and make recommendations for lighting and other technology tools that can improve safety and encourage use of the trail and transit; incorporate recommendations of the 2018 SPBL Trail Compatibility Study; incorporate Best Practices for Rails with Trails from the Federal Railroad Administration; integrate broadband expansion plans to better serve the Santa Clara River Valley communities; and consider resilience and climate adaptation aspects of trail completion. This effort will assist VCTC and partner agencies to apply for future State and Federal funding opportunities for Active Transportation and Reconnecting Communities, while helping to mitigate VMT impacts of housing and other growth in the Santa Clara River Valley.

2. **Countywide Bus Stops and Train Stations Inventory & Accessibility Assessment / Bus Stops and Stations Capital Improvements Grant Program / Countywide Mobility Access Guide –** The proposed project will implement strategies of the Ventura County Coordinated Public Transit-Human Services Transportation Plan ("Coordinated Plan") in three parts: (1) Conduct an inventory of all bus stops and train stations countywide and document accessibility of all transit stops and stations, and create a project and priority list based on qualitative and quantitative standards; (2) Establish a competitive grant program for transit agencies and municipalities to request funding for capital improvements at transit stops and stations; and (3) Develop a Countywide Access Mobility Guide, a clearinghouse directory of all specialized and fixed-route providers, along with existing fare policies and discount programs.

3. **Community Traffic Calming & Pedestrian and Bicycle Safety Program** – As noted in the Ventura County Freight Corridors Study, speed was identified as the primary factor in 52% of truck-involved collisions on freeway facilities and 29 % of truck-involved collisions on arterial roadways and was a contributing factor in most other collisions. Vehicle speed can also increase emission of particulate matter, noise, and levels of discomfort for nearby pedestrians and cyclists. Given these concerns, the Freight Corridors Study recommends establishing a Community Traffic Calming Program. Strategies include use of variable message signs, targeted educational campaigns, partnerships with key stakeholders, and targeted enforcement efforts. The proposed project would work with enforcement agencies to target areas with excessive vehicle speeds; identify violation hot spots to determine if permanent infrastructure improvements such as signage and/or vertical or horizontal roadway treatments are necessary for changes to driver behavior; and develop and implement a comprehensive traffic calming program. This concept is still in active development and will be further refined during the application period.

4. **Countywide Paratransit Systems Integration** – Both the Coordinated Plan and the Draft Transit Integration and Efficiency Study (TIES) include strategies related to improving the user experience with transit information, particularly related to the coordination and delivery of paratransit services. This proposed project will develop tools to coordinate paratransit services across the county through real-time location data of paratransit vehicles and result in memoranda of understanding amongst all transit agencies to commit to cross-compatible scheduling software. This concept is still in active development and will be further refined during the application period.

5. **Vehicle Miles Traveled (VMT) Adaptive Mitigation Program Implementation** – Building on the work completed through the partnership between VCTC and VCOG, the proposed project will

implement the recommendations of the VMT Adaptive Mitigation Program, with a focus on housing & transportation integration. The project will include development of communication tools and community educational forums on the relationship between housing, density, transit, multimodal transportation, and parking, using different formats, such as traditional community meetings, walking tours, and/or leveraging social media and alternative communication tools. Key target audiences would include Planning Commissions, Planning Department Staff, elected officials, and housing/planning advocates. This concept is still in active development and will be further refined during the application period.

The current CTC Partnership Program timeline, which is subject to change as HCD continues to provide direction and review of SCAG's final application, is as follows:

October 6, 2022	CTC Guidelines to SCAG Transportation Committee for approval
October 6 – October 26, 2022	Public Comment Period
November 3, 2022	CTC guidelines to SCAG Regional Council for approval
January 2023	Call for Projects Opens
February 2023	Call for Projects Closes
March-April 2023	Project Review, Selection, and Award Announcements
May 2023	SCAG executes MOUs with CTCs

VCTC staff welcome feedback from TTAC, TRANSCOM, and CTAC/SSTAC members on the above project concepts, or other possible project concepts that have a nexus to housing and infrastructure to support new housing and meet defined program objectives.

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2023 COUNTY TRANSPORTATION COMMISSION PARTNERSHIP PROGRAM

DRAFT GUIDELINES

CONTENTS

CTC PARTNERSHIP PROGRAM OVERVIEW

SCAG is anticipating funding from the California Department of Housing and Community Development (HCD) through the [Regional Early Action Planning Grants of 2021](#) ('REAP 2.0') and this funding is a key part of the state's strategic investments toward a more sustainable, resilient, and inclusive future. SCAG is in a unique position to utilize this resource and build upon REAP 1.0 efforts, allowing for broader planning and implementation investments, including those which focus on transportation initiatives and future housing development. REAP 2.0 funds come from the State General Fund. As part of its implementation of REAP 2.0, SCAG is issuing this Call for Applications for a County Transportation Commission (CTC) Partnership Program to support transformative planning and implementation as described below.

The purpose of the CTC Partnership Program is to provide immediate benefit to the region by supporting transformative planning activities aligned with Key Connection strategies identified in Connect SoCal, which can be implemented quickly to advance new concepts for reducing VMT while simultaneously achieving other program goals for REAP 2.0. Key Connection strategies focus on innovative policies and/or technologies together with expanded mobility offerings to realize regional planning goals.

SCAG has allocated $100 million to REAP 2.0 transportation initiatives and is developing two programs to implement projects. The first is this $80 million CTC Partnership Program, focused on a robust partnership program between SCAG and County Transportation Commissions (CTCs) to fund county-specific pilots and projects. The second is a $20 million Regional Pilot Initiatives Program (RPI Program), which will identify, evaluate, and award funding for regional or local pilots and projects that that achieve regional transportation goals and objectives. SCAG plans to procure a consultant team to help research, define, and guide the RPI Program. SCAG anticipates that this may present further opportunities for CTCs to collaborate with SCAG on potential joint efforts.

REAP 2021 PROGRAM DEVELOPMENT FRAMEWORK

Following a seven-month outreach and engagement process with elected officials and stakeholders, SCAG presented its draft REAP 2021 Program Development Framework to the Regional Council on April 7, 2022, outlining the core objectives, guiding principles, programmatic areas, major milestones, and schedule for allocating SCAG's share of REAP 2.0 funds. The final Framework was presented to the SCAG Regional Council for approval in July 2022. Core Program Objectives include:

- Support transformative planning and implementation activities that realize Connect SoCal objectives
- Leverage and augment the Connect SoCal Implementation Strategy to support activities that can be implemented quickly and in line with community-driven, pandemic recovery priorities
- Build regional capacity to deliver housing that realizes 6th cycle RHNA goals
- Represent best practices in vehicle miles traveled reduction
- Demonstrate consistency with the Racial Equity Early Action Plan
- Promote infill development in Connect SoCal identified Priority Growth Areas

The Framework proposes that SCAG's REAP 2.0 funds will be administered across three (3) programmatic areas, Early Action Initiatives, Housing Supportive Infrastructure Program, and CTC Partnership Program. The Programs shall include regional initiatives and technical assistance led by SCAG to advance regionally

coordinated and significant solutions as well as county-specific or geographically targeted programs that advance best practices reflecting the unique opportunities in the region.

SCAG is committed to a future where we all have the option to live closer to our jobs, services, and daily destinations with transportation options so we can walk our kids to school, ride our bikes to work, or take transit. Infill housing, combined with transportation network improvements and strategies, results in improved multimodal access to community amenities, lowers average trip length and reduces vehicle miles traveled.

SCAG's REAP 2.0 program framework combines coordinated and transformative housing development and finance, land use and transportation strategies to help achieve California's housing and greenhouse gas emission reduction goals. The Partnership to Affirmatively Transform Homes (PATH) Program will support strategies to accelerate infill development leading to increased housing supply, choice, and affordability. The CTC Partnership Program and Regional Pilot Initiative Program will connect infill housing to daily services and increase travel options that support multimodal communities to shift travel modes. The Early Program Initiatives tie this work together by implementing elements of the RTP/SCS and furthering SCAG as a leader in data driven decision making. All strategies will reduce VMT and will affirmatively further fair housing by fostering racially equitable and inclusive communities; retaining and increasing affordability, especially in high-resource areas; and protecting existing residents, especially lower- or moderate-income residents from displacement. All programs will support the needs of residents in disadvantaged communities and communities that have been historically left behind including in areas of high segregation and poverty. The strategies funded through SCAGs REAP 2.0 programs will help achieve the state planning goals, implement the 6th Cycle housing elements, meet RHNA goals, and move the region toward achieving the Sustainable Community Strategy in SCAG's Connect SoCal Plan. The strategies will also help reduce greenhouse gas emissions, support the development of more livable communities that provide lower-cost housing choices, conserve natural resources, offer transportation options, and promote a better quality of life.

CTC PARTNERSHIP PROGRAM GOALS

The CTC Partnership Program is intended to implement Key Connection strategies included in Connect SoCal and support new concepts for reducing VMT. Of critical importance to SCAG is to demonstrate VMT reduction to meet our climate commitments, particularly in ways that advance equity and improve underlying social and health vulnerabilities. SCAG is also prioritizing project concepts that are regionally significant and can be scalable with long-term viability.

SCAG seeks applications for the following four categories:

1. **Transit Recovery** – examples include capital improvements to increase bus speed and reliability and improve customer experience
2. **Mobility Integration & Incentives** – examples include mobility wallets, pricing, universal basic mobility, and fare integration.
3. **Shared Mobility & Mobility Hubs** – examples include micromobility programs, mobility hubs, first/last mile services, wayfinding systems, and multimodal access plans.
4. **VMT Bank & Exchange Programs**

CTC CALL FOR APPLICATIONS

SCAG is releasing this Call for Applications specifically among the region's County Transportation Commissions (CTCs) to competitively suballocate funds from the REAP 2.0 Program through HCD. The funds from this program shall be used for transformative planning and implementation activities. Program guidelines are subject to change, per HCD direction.

ELIGIBILITY REQUIREMENTS

The CTC Program Call for Applications prioritizes projects that aspire to integrate and align Southern California's mobility and housing opportunities, especially with respect to Connect SoCal, the region's adopted Regional Transportation Plan (RTP) and Sustainable Community Strategy (SCS). Applicants are encouraged to review strategies included within Connect SoCal to align project applications with regional planning priorities and concepts. Funds shall be used on planning or implementation efforts that can establish a strong nexus to housing and infrastructure to support new housing.

While the CTC Partnership Program focuses on innovative mobility initiatives that can reduce VMT, proposed uses must demonstrate a nexus to all REAP 2021 objectives:

1. Accelerating Infill Development that Facilitates Housing Supply, Choice and Affordability
2. Affirmatively Furthering Fair Housing
3. Reducing Vehicle Miles Traveled

All proposed uses will be required to meet the statute and program requirements, including the REAP 2.0 infill objectives. In the SCAG region, infill areas may also include 2020 Connect SoCal Priority Growth Areas. Applicants are encouraged to view the interactive map[1] prepared by SCAG that emphasizes geographic need based on a variety of variables.

For more information, please refer to the HCD REAP 2.0 Guidelines. Eligible projects must have a significant geographic or region-wide benefit, as the REAP 2.0 Program is not intended to fund individual projects which are small in scope. The CTC Partnership Program guidelines include the following eligible activities and uses that meet REAP 2021 goals:

1. **Realizing Multimodal Communities:**
   a. Establishing and implementing a vision-zero policy and program, a safety plan, and a slow streets program.
   b. Developing bicycle and pedestrian infrastructure plans and other multimodal plans or policies.
   c. Investing in infrastructure projects and other programs to expand active transportation and implement bicycle or pedestrian plans.
   d. Producing multimodal corridor studies associated with developing specific planning documents or implementation actions.
2. **Shifting travel behavior through reducing driving:**
   a. Studying roadway pricing feasibility and implementing road pricing programs.
   b. Funding the establishment of a local VMT impact fee or catalyzing a regional VMT mitigation bank.

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[1] Link to interactive map will be made available with final guidelines.

    c. Funding and implementing parking and transportation demand management programs or ordinances.

3.   **Increasing transit ridership:**

    a. Funding and implementing actions to establish more seamless regional transit systems between and across communities, including establishing common fares systems, sync transit routing systems and schedules, service design, and wayfinding to connect residential neighborhoods with employment centers and other key destinations.

    b. Developing and implementing multimodal access plans to and from transit facilities

    c. Planning for additional Housing near transit.

The above list of projects encompasses the full REAP 2.0 program. Projects must show a connection to accelerating housing implementation to meet eligibility requirements. Please contact SCAG with any questions regarding grant dollars and funding eligibility.

PRIORITIZING STAKEHOLDER ENGAGEMENT

Partnerships and community engagement is essential in all SCAG programs, and the intent of the REAP funding is to engage with local communities and implement projects "on the ground." SCAG strongly encourages each CTC applicant to partner with relevant stakeholders to maximize project impact and further collaborative policy goals. Applicants must develop engagement plans prioritizing impacted communities and other relevant stakeholders, such as local jurisdictions and community-based organizations (CBOs), during the project to help achieve equitable project outcomes. Commitment letters from stakeholders, CBOs, community partners, local transit operators, or local jurisdictions may be included in each application, but these letters are optional, not required.

APPLICATION PROCESS

Eligible applicants are encouraged to apply to the CTC Partnership Program by completing an application. One application is required per project and entities may submit multiple project applications. **Applicants must complete and submit their application by Friday, February 3rd, at 5:00 p.m.**

ELIGIBLE APPLICANTS

Eligibility in this program is limited to County Transportation Commissions (CTCs) within the SCAG region. CTCs are strongly encouraged to develop partnerships with local agencies and jurisdictions and include these partnerships in their respective applications.

SUBMITTAL INFORMATION

Applications must follow the instructions provided in the application. Applications should include all supporting documents in the online application. Applicants are not required to demonstrate that a governing body has taken official action to apply, but a supporting resolution from the governing body or a letter of intent in support of the project from the appropriate executive officer will be required prior to project initiation. Questions about applications should be emailed to the contact person listed below.

EVALUATION PROCESS, SCORING RUBRIC & CRITERIA

An evaluation team will review the applications. Recommendations will be made to the Regional Council in April 2023. Project award announcements will be made following the State's release of REAP 2.0 funding and authorization to move forward with selected projects.

The scoring criteria for all projects funded through the CTC Partnership Program Call will be the same. Question topics and their relationships to the scoring criteria are outlined below. Further clarification about how points are awarded is provided in the project application forms.

Scoring Criteria	
Focus Area 1: SCAG Goals & Connect SoCal Implementation	**40 Points**
Project Readiness and Approach	**14 Points**
Supports Connect SoCal Implementation	**14 Points**
Partnerships and Engagement	**12 Points**
Focus Area 2: Infill Development that Facilitates Housing Supply, Choice, Affordability	**20 Points**
Location Eligibility	**6 Points**
Proposed Use	**7 Points**
Proposed Evaluation Metrics	**7 Points**
Focus Area 3: Affirmatively Furthering Fair Housing	**20 Points**
Location Eligibility	**6 Points**
Proposed Use	**7 Points**
Proposed Evaluation Metrics	**7 Points**
Focus Area 4: Reducing Vehicle Miles Traveled	**20 Points**
Location Eligibility	**6 Points**
Proposed Use	**7 Points**
Proposed Evaluation Metrics	**7 Points**

FUNDING AND SCHEDULE

Funding for the CTC Partnership Program will be provided through SCAG's share of the REAP 2.0 Grant. SCAG will competitively suballocate funding for project applications based on the overall scoring rubric and criteria including the eligibility of each funding source and the applicant's readiness. The competitively suballocated funding share for the CTC Partnership Program Call for Applications will be approximately $80 million. An additional $20 million is anticipated through SCAG's Regional Pilot Initiative Program led by SCAG to advance regionally coordinated and significant solutions.

REGIONAL DISTRIBUTION

Given the locational constraints imposed by REAP 2.0, the priority in awarding funding will be for projects that meet the eligibility criteria determined by REAP 2.0 guidelines, in Section 405 and furthering SCAG's goal to implement Connect SoCal. Applications should include the locational considerations, supporting attributes, and measurable outcomes that support a Proposed Use as eligible for each the following:

1. Infill Development that Facilitates Housing Supply, Choice, and Affordability
2. Affirmatively Furthering Fair Housing (AFFH)
3. Reducing Vehicle Miles Traveled

Efforts will additionally be made so that CTC Partnership Program projects are awarded in each county within the SCAG region and with regards to geographic diversity, but these efforts are second to the primary need to meet REAP 2.0 eligibility. For consistency with the statute, SCAG will use the State's 2030 population projections as a general guide, but proposals must first and foremost be competitive and address SCAG's program objectives. Proposed projects must receive a minimum of 75 points to be eligible. Please see attached scoring rubric for more information on eligibility.

COUNTY POPULATION PROJECTION AND REGIONAL SHARE, 2030

Imperial	206,486	1.0%
Los Angeles	10,322,678	52.2%
Orange	3,291,863	16.6%
Riverside	2,728,068	13.8%
San Bernardino	2,368,002	12.0%
Ventura	872,856	4.4%
Total SCAG Region	**19,789,953**	**100%**

Source: California Department of Finance. Demographic Research Unit. Report P-2A: Total Population Projections, California Counties, 2010-2060 (Baseline 2019 Population Projections; Vintage 2020 Release). Sacramento: California. July 2021.

MATCH REQUIREMENTS

There are no local match requirements for projects proposed through the CTC Partnership Program.

PERIOD OF PERFORMANCE AND TIME EXTENSIONS

A project initiation schedule and expectations regarding period of performance will be determined within sixty days of project award announcements, and will be based on project complexity, funding source, and agency capacity. Once the project schedule has been established, extensions will be considered only under extraordinary circumstances, on a case-by-case basis. Extensions and scope changes must be requested

in letter format. All requests must include an explanation of the issues and actions the agency or local jurisdiction has taken to correct the issues. All extensions will be contingent on funding availability and the program requirements of the funding source assigned. Program completion is based on statutory provisions and SCAG expects all selected projects to be completed in a timely manner and requires that applicants coordinate internal resources to ensure timely completion of the projects.

SCHEDULE

The following schedule outlines important dates for the CTC Program Call for Applications. Program timelines are subject to change, per HCD direction.

CTC CALL MILESTONES	DATE
State Approval of SCAG Reap 2.0 Application	TBD
Call For Applications Opens and Adoption of Guidelines	January 5, 2023
Application Workshop	TBD
Call For Applications Submission Deadline	February 3, 2023 (5:00 p.m.)
Regional Council Approval	April 2023
Final Work and Invoices Submitted	January 30, 2026

CONTACT INFORMATION

Questions regarding the CTC Partnership Program application process should be directed to:

Kate Kigongo
Department Manager, Partnerships for Innovative Deployment
Telephone: 213-236-1808
Email: kigongo@scag.ca.gov

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November 9, 2022

MEMO TO: **TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)**

FROM: **PETER DE HAAN, PROGRAMMING DIRECTOR**
                HEATHER MILLER, PROGRAM MANAGER

SUBJECT: **APPROVE TRANSIT PROJECT PRIORITY RANKING FOR CONGESTION
                MITIGATION AND AIR QUALITY (CMAQ) AND SB 1 STATE OF GOOD REPAIR
                (SGR) CALL FOR PROJECTS**

RECOMMENDATION:

- Recommend the Commission program $20,038,729 Congestion Mitigation and Air Quality (CMAQ) funds, $2,627,950 State of Good Repair (SGR) funds, and $694,150 Carbon Reduction Program (CRP) funds to the transit projects prioritized in Attachment A.

- Recommend the Commission reprogram $1,075,544 in Section 5339 funds from VCTC Intercity leases and technology equipment to VCTC's Valley Express Replacement Buses project included in the prioritized transit project list in Attachment A.

BACKGROUND:

At its June 8, 2022 meeting, the Transit Operators Advisory Committee (TRANSCOM) approved the guidelines for the combined CMAQ/TDA Article 3/State of Good Repair Call-for-Projects, followed by Transportation Technical Advisory Committee (TTAC) approval on June 15 and the VCTC (Commission) on July 8. The guidelines outlined program eligibility and provided for separate scoring of transit and non-transit projects, with TRANSCOM to review the transit projects and TTAC the non-transit projects, based on the policy that each of two categories receive half of the CMAQ funds.

When the guidelines were adopted, "off-the-top" funding for Regional Ridesharing and Transit Outreach was also approved but not incorporated into the CMAQ funding estimates. Deducting "off-the top" funding needs for these two programs in the amount of $3.237 million for FY 23/24 - 26/27 while adding FY 2021/22 carryover funds in the amount of $3.334 million overall provide the same level of CMAQ funding as the initial estimate of approximately $24.3 million for non-transit projects and $13.5 million for non-transit projects ($10.8 million of CMAQ transit funds were programmed in March 2022.).

Additionally, non-transit projects (primarily bicycle and pedestrian) could receive available TDA Article 3 funds and transit projects could receive available State of Good Repair (SGR) funds. SGR funds for capital transit projects provide an additional $6 million through FY 2026/27.

VCTC staff also recommended augmenting the Call with Carbon Reduction Program (CRP) funds. The CRP is a new program introduced with the Infrastructure Investment and Jobs Act (IIJA) that provides

funds for projects designed to reduce transportation emissions (CO2). The FHWA program also allows for FTA transfers to fund transit projects. CRP funding is apportioned to regions and local agencies based on population and would add approximately $7.6 million from FY 21/22 – 25/26 for either transit or non-transit program eligible projects.

DISCUSSION:

As specified in the guidelines, project applications were due to VCTC on September 23. VCTC received a total of nine (9) transit projects with a total project cost of $27,602,363 and total funding request of $24,436,373. These projects included four (4) replacement bus purchases, two (2) service expansion bus purchases, two (2) new transit service (operations) projects and one (1) alternate fuel infrastructure project.

As provided in the approved guidelines, the first step in screening the applications was to review the eligibility of the projects based on requested program funding, financial feasibility, and planning consistency. All projects met with the initial eligibility requirements. The scoring of projects based on the guidelines' approved criteria was performed by VCTC staff, apart from the Air Quality criterion which was scored by Ventura County Air Pollution Control District (VCAPCD) staff. Results of the scoring are provided in Attachment B. The strongest scores primarily reflect the projects providing the most Air Quality improvement typically new transit service or alternative fuel vehicle purchases. The highest scoring GCTD Booster Service project demonstrated existing ridership demand due to the launch of the Youth Ride Free program and highest potential for Air Quality Improvement for every anticipated vehicle trip taken off the road. VCTC's Valley Express Bus Replacement reflects a low potential for Air Quality Improvement since the replacement vehicles were not identified as alternative fuel vehicles.

Based on available funding, a prioritized list of transit projects and recommended funding are provided in Attachment A. Sufficient CMAQ funds allowed for most of the submitted projects to be funded with CMAQ funds. CRP funds are recommended for Thousand Oak's Microgrid (Battery Backup) for EV Bus Charging Infrastructure project. CRP funds are required to be used within the urban area to which they are apportioned. The suballocation for large urbanized areas has been determined for FY 2021/22 using the 2010 U.S. Census, with Thousand Oaks allocated $347,077 for FFY 2022. The deadline to obligate CRP funds is within three Federal Fiscal Years after the FFY the funds are apportioned. Although this project is the only transit project identified as receiving CRP funds, VCTC staff may reprogram funds between CMAQ and CRP to ensure the maximum availability of both types of funding.

State of Good Repair funds are recommended for the City of Thousand Oak's Replacement of Dial-a-Ride Vans. VCTC's Valley Express Replacement Buses project is also recommended to SGR funding since the project is ineligible for CMAQ funds. Additionally, FTA Section 5339 funds that were previously programmed for VCTC Intercity leases and technology equipment, but are not needed, are recommended to be reprogrammed to the Valley Express Replacement Buses project.

Staff recommendations for non-transit projects will be brought to TTAC for approval on November 16. Committee recommendations for both transit and non-transit project selection will be brought to the Commission for approval on December 2.

RECOMMENDED FEDERAL (CMAQ/CRP)/STATE (SGR) FUNDED TRANSIT PROJECTS

Project Name	Agency	Committee Score	Federal (CMAQ/CRP)	State (SGR)	Total Funds:
GCTD Booster Service for Youth Ride Free Program	Gold Coast Transit District	80	$ 370,232		$ 370,232
Simi Electric Buses / Charger for Community Service Route	City of Simi Valley	72	$ 1,549,276		$ 1,549,276
TO Expansion EV Buses	City of Thousand Oaks	69	$ 1,327,950		$ 1,327,950
TO Replacement EV Buses	City of Thousand Oaks	65	$ 2,655,900		$ 2,655,900
Valley Express New Fillmore to Moorpark Route	VCTC	65	$ 1,854,689		$ 1,854,689
GCTD 21 Near-Zero Emissions Bus Replacement	Gold Coast Transit District	60	$ 11,912,472		$11,912,472
TO Replacement Dial-A-Ride Vans	City of Thousand Oaks	60		$1,327,950	$ 1,327,950
TO Microgrid (Battery Backup) for EV Bus Charging Infrastructure [1]	City of Thousand Oaks	54	$ 1,062,360		$ 1,062,360
Valley Express Replacement Buses [2]	VCTC	47		$2,375,544	$ 2,375,544

Total: **$24,436,373**

[1] Funds include $694,150 in CRP and $368,210 in CMAQ.

[2] Funds include $1,300,000 in SGR and $1,075,544 in Section 5339.

AGENCY	PROJECT NAME	FUNDS REQUESTED	TOTAL PROJECT COST	TRANSIT SELECTION CRITERIA & SCORING					TOTAL SCORE
			All agencies provided 11.47% match	Increase Capacity / Ridership (Up to 15 Points)	Project's Necessity (Up to 25 Points)	Air Quality Improvements (Up to 45 Points)	Safety and Security (Up to 10 Points)	LEVERAGING FUNDS (up to 5 Points)	
GCTD	YOUTH RIDE FREE - BOOSTER SERVICE	CMAQ	$ 418,200	15	22	40	3	0	**80**
City of Simi Valley	Electric Buses / Charger for Community Service Route	CMAQ	$ 1,750,000	15	18	35	4	2	**72**
City of Thousand Oaks	Expansion EV Buses	CMAQ	$ 1,500,000	15	16	35	3	0	**69**
City of Thousand Oaks	Replacement EV Buses	CMAQ	$ 3,000,000	10	25	20	10	0	**65**
VCTC	VE New Fillmore to Moorpark Route	CMAQ	$ 2,094,984	15	16	30	4	0	**65**
GCTD	GCTD 21 Near-Zero Emissions Bus Replacement	CMAQ	$ 13,455,859	10	25	15	10	0	**60**
City of Thousand Oaks	Replacement Dial-A-Ride Vans	CMAQ	$ 1,500,000	10	25	15	10	0	**60**
City of Thousand Oaks	Microgrid (Battery Backup) for EV Bus Charging Infrastructure	CMAQ	$ 1,200,000	5	22	20	7	0	**54**
VCTC	VE Replacement Buses	SGR	$ 2,683,320	10	20	15	2	0	**47**
Total available			**$ 27,602,363**						