



**FY 2014/2015 TRANSPORTATION DEVELOPMENT ACT (TDA)
PUBLIC HEARING ON UNMET TRANSIT NEEDS
(THIS IS A PUBLIC HEARING TO GATHER INFORMATION AND NO ACTION IS EXPECTED)**

**MONDAY, FEBRUARY 24, 2014 1:30 – 3:30 PM
Camarillo City Hall Council Chambers, 601 North Carmen Drive, Camarillo**

Item # 1 CALL TO ORDER, COMMISSIONER BRYAN MACDONALD

Item # 2 PLEDGE OF ALLIGENCE

Item # 3 ROLL CALL

Item # 4 VCTC STAFF REPORT

- Overview of Public Hearing Process/Procedures
Responsible Staff: Mary Travis, Analyst II
- Summary of FY 2013/14 Hearing Actions and FY 2014/15 Comments
Heard to Date
Responsible Staff: Vic Kamhi, Director of Transit Operations

Item # 5 PUBLIC COMMENTS ON POSSIBLE UNMET TRANSIT NEEDS

Item # 6 NEXT ACTIONS

- Staff recommends the public hearing record remain open until 5 PM on Monday March 3, 2014. If people have additional or follow-up comments, contact Vic Kamhi, at (805)642-1591 ext. 110 or email: vkamhi@goventura.org
- Staff also recommends the Hearing Board reconvene on Monday, April 21, 2014, at 1:30 PM in the Camarillo Council Chambers to consider the draft hearing findings. The findings will then be forwarded to the VCTC for review/action at its Friday, May 2, 2014 meeting, at 9 AM, also at the Camarillo City Hall Council Chambers.

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Board at (805) 642-1591 ext 101. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

TRANSPORTATION DEVELOPMENT ACT (TDA)
FISCAL YEAR 2014/2015 PUBLIC HEARING
UNMET TRANSIT NEEDS IN VENTURA COUNTY

(Note: This overview of the TDA and public hearing process is provided only for the purpose of the public hearing on unmet transit needs. It represents only a brief summary of the TDA Program. For more details, please refer to the State's TDA Statutes and Government Code.)

OVERVIEW OF THE STATE TRANSPORTATION DEVELOPMENT ACT (TDA) **UNMET TRANSIT NEEDS PUBLIC HEARING REQUIREMENT**

The California State Transportation Development Act (TDA), which was passed in 1971, provides a major source of funding for local transit, bicycle/pedestrian and street projects. The legislation, as amended, authorizes the Ventura County Transportation Commission (VCTC) to administer the local TDA process and oversee regulatory and fiscal compliance.

Legislative Intent for Use of TDA Funds

The legislative intent for use of TDA money is stated in the law as follows:

It is in the interest of the State that funds available for transit development be fully expended to meet the transit needs that exist in California. Furthermore, it is also in the interest of the State that such funds be expended for physical improvement – to improve the movement of transit vehicles, the comfort of patrons, and the exchange of patrons from one transportation mode to another. To assure full consideration is given to meeting the intent of the law, a public hearing to discuss transit needs must be held every year.

This hearing is especially important in areas like Ventura County where the TDA allows use of funds for street and road projects. The purpose of the hearing is to take testimony on local and/or regional transit needs, and assure that all reasonable transit needs are satisfied. VCTC is required to make those findings, and provide them to the State for review and concurrence prior to allocation of TDA funds to the cities/County for any street or road purpose. As of July 1, 2014 only the cities of Camarillo, Fillmore, Moorpark and Santa Paula can claim funds for local street purposes

The VCTC develops the findings after a review of the testimony and from a review of regional and local transportation plans. This review takes into consideration adopted goals, policies and actions already identified in area plans, and tries to identify projects that will improve the environment and the public transportation needs of groups likely to be transit dependent, such as the physically/cognitively challenged, senior citizens and/or low income individuals.

It is important to recognize that in addition to testimony offered at the hearing, any applicable comments received at other local meetings held earlier this year (e.g. meetings of city councils, community advisory groups and/or transit boards) will be added to the public hearing record for Board consideration. Also added to the public record will be comments received via U.S. mail, e-mail, and telephone; this allows for the broadest public participation

After review of all the aforementioned, VCTC must decide by adopting a resolution either that:

1. There are no unmet transit needs;
2. There are no unmet transit needs that are reasonable to meet; or,
3. There are unmet transit needs, including needs that are reasonable to meet.

Attachment # 1 shows the schedule for FY 14/15 public hearing process which includes review of the findings.

Attachment # 2 contains the current VCTC definitions of "Unmet Transit Needs" and "Reasonable to Meet" which are required to be adopted each year; these definitions were approved by the Commission on December 6, 2013. The current definitions were adopted after extensive consultant review of the past practices especially concerning public participation. The revised definitions were reviewed twice by the VCTC's Citizen's Transportation Advisory Committee/Social Services Transportation Advisory Council (CTAC/SSTAC) before being presented to the Commission for approval

A summary of the public hearing process follows:

- The Hearing Board receives the testimony submitted to-date at community meetings or by other transmittal methods, and given at the public hearing on February 24th; hearing record left open until 5 PM March 3, 2014 for any supplemental information.
- VCTC's Transit Operators' Advisory Committee (TRANSCOM), City/County Managers and CTAC/SSTAC committees will review staff's summary of the public comments and the staff recommended findings. Interested Technical Transportation Advisory Committee (TTAC) members will also be invited to attend the TRANSCOM meeting when the draft findings are discussed.
- The Hearing Board will review the advisory committee comments and staff recommendations regarding the findings on April 21st at 1:30 PM at Camarillo City Hall Council Chambers, and forward them with any Hearing Board comments to the full Commission for action.
- The VCTC will review, adjust as needed, and adopt the final recommendations at its May 2, 2014 meeting at 9 AM at Camarillo City Hall.
- The findings will then be transmitted as required to the State. The VCTC will also inform any jurisdictions of any unmet transit needs which were deemed reasonable to meet, and direct submission of a program to meet those needs prior to the VCTC approval of the TDA funds for street and road purposes.

FISCAL YEAR 2014/15 UNMET TRANSIT NEEDS PUBLIC HEARING AND PROCESS SCHEDULE

November 11, 2013	CTAC/SSTAC reviews FY 14/15 unmet transit needs public hearing definitions, as prepared by Consultant and VCTC staff
December 6, 2013	VCTC approves FY 14/15 unmet transit needs public hearing schedule and definitions
December 10, 2013	Letters/flyers are sent to community groups, social service agencies, transit operators, and the general public to announce the public hearing, and information is posted on the website at: www.goventura.org
January 10, 2014	Stakeholder Workshop, 1:30 p.m., CTAC/SSTAC Meeting
January 12 & 24	Display advertisements on public hearing published in local English and Spanish language newspapers
January 24, 2014	Legal notice for public hearing published
January 25, 2014	Reminder notices on the public hearing sent to agencies/citizens
February 5, 2014	West County Listening Session, 12 p.m., Gold Coast Transit Board Room, Oxnard
February 5, 2014	Stakeholder Workshop on New Definitions and Process, 12 p.m., Thousand Oaks Council on Aging Board Meeting (Workshop televised and taped for later rebroadcast)
February 11, 2014	Stakeholder Workshop on New Definitions and Process, 1:30 p.m., Ventura County Government Center
February 12, 2014	Heritage Valley Listening Session, 6:30 p.m., Fillmore Central Station Apartment Community Room
February 18, 2014	East County Listening Session, 6:30 p.m., Moorpark City Hall
February 24, 2014	Public Hearing, 1:30 p.m., Camarillo City Hall
March 3, 2014	Public Hearing record closed, 5 p.m. - no further public testimony accepted
March 12, 2014	Transit Operators Advisory Committee (TRANSCOM) reviews testimony and makes recommendations regarding the staff proposed findings
March 20, 2014	(<i>Tentative Date</i>) Managers Policy Advisory Committee (MPAC) reviews testimony and makes recommendations regarding the proposed findings
April 8, 2014	CTAC/SSTAC reviews testimony and makes recommendations regarding the staff proposed findings
April 21, 2014	Hearing Board reviews and approves findings, 1: 30 p.m., Camarillo City Hall
May 2, 2014	VCTC adopts Unmet Transit Needs Public Hearing Findings, 9 a.m., Camarillo City Hall
May 5, 2014	Adopted findings are forwarded to the State for review
August 15, 2013	Deadline for State review of findings

Definition of “Unmet Transit Need”:

Public transportation services identified by the public with sufficient broad-based community support that have not been funded or implemented. Unmet transit needs identified in a government-approved plan meet the definition of an unmet transit need. Sufficient broad-based community support means that persons who will likely use the service on a routine basis demonstrate support: at least 15 requests for general public service and 10 requests for disabled service

Examples of possible “Unmet Transit Needs” are:

- Public transit services not currently provided to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and educational programs. Service must be needed by and benefit the general public.
- Service expansions including new routes, significant modifications to existing routes, and major increases in service hours and frequency.

Comments are frequently made during the annual unmet transit needs public hearing process that are actually “operational” concerns rather than transit needs. While these suggestions are evaluated and forwarded to the local transit operators for resolution, they are not considered “Unmet Transit Needs” under the new definition. This allows the major focus to be on the major concerns. The following are examples of operational requests:

- Operational changes such as minor route changes, bus stop changes, or changes in schedule.
- Requests for extended hours or days of service.
- Service for groups or individuals that is not needed by or will not benefit the general public.
- Comments about vehicles, facilities, driver performance and transit organizational structure.
- Requests for better coordination.
- Requests for reduced fares and changes to fare restrictions.
- Duplication or replacement of existing service.
- Improvements funded or scheduled for implementation in the following year.
- Future transportation needs.

Definition of “Reasonable to Meet” and Evaluation Measures:

Following is the VCTC adopted definition of "Reasonable to Meet" including the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Ventura County.

An unmet transit need shall be considered “reasonable to meet” if the proposed service is in general compliance with the following criteria:

Equity

- The proposed service will not cause reductions in existing transit services that have an equal or higher priority.

Measures: Vehicle revenue service hours and revenue service miles.

Criteria: Transit vehicle hours and miles will not be reduced on existing routes to fund the proposed service.

Timing

- The proposed service is in response to an existing rather than future transit need.

Criteria: Same as definition that proposed service is in response to an existing rather than future transit need based on public input.

Feasibility

- The proposed service can be provided with the existing fleet or by contract to a private provider, and, there are adequate roadways to safely accommodate transit vehicles.

Measure: Vehicle spare ratio

Criteria: Transit system must be able to maintain FTA’s spare ration requirement of 20% buses. If less than 20%, can additional buses be obtained or service provided by contract with private provider?

Measure and Criteria: Route inspection to determine adequacy of infrastructure to accommodate vehicles and passengers.

Service Effectiveness

- The estimated number of passengers to be carried per hour for the proposed service will not be less than the system-wide average after three years.

Measure: Passengers per hour

Criteria: Projected passengers per hour is not less than 70% of system-wide average at end of 12 months; 85% at end of 24 months; and, 100% at the end of 36 months.

Cost Effectiveness

- The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.
- The proposed service will meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Ventura County.

Measure: Total Estimated annual passenger fare revenue divided by annual operating costs.

Criteria: Fare revenue/operating cost ratio cannot fall below the operator’s required fare ratio (see Attachment A: Recommended Benchmarks for Passenger Farebox Recovery Ratio)

**RECOMMENDED BENCHMARKS FOR PASSENGER FAREBOX RECOVERY RATIO FOR NEW
TRANSIT/PARATRANSIT SERVICES IN VENTURA COUNTY**

TDA regulations have established a basic requirement in Section 99268 of the Public Utilities Code for all proposed new transit services in urban areas; this requirement states a 20% passenger fare ratio by the end of the third year of operations. A similar target passenger fare ratio of 10% exists for special services (for seniors or persons with disabilities) and rural area services.

VCTC has established more detailed interim passenger fare ratio standards, which will be used to evaluate new services as they are implemented, which are described below. Transit serving both urban and rural areas, per State law, may obtain an “intermediate” passenger ratio. (1)

AT END OF TWELVE MONTHS OPERATION

<u>Performance Level</u>		<u>Recommended Action</u>
<u>Urban Service</u>	<u>Special/Rural Service</u>	
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service with modifications, if needed

AT END OF TWO YEARS OPERATION

Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service with modifications, if needed

AT END OF THREE YEARS OPERATION (2)

Less than 15%	Less than 7%	Provider may discontinue service
15 – 20%	7 – 10%	Provider may consider modifying and continuing service
20% or higher	10% or higher	Provider will continue service with modifications, as needed

(1) Per statute the VCTC may establish a lower fare ratio for intermediate area transit services.

(2) A review will take place after 2 ½ years operation to develop a preliminary determination regarding the modification or discontinuation of the service.