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

AGENDA

COUNTY GOVERNMENT CENTER – HALL OF JUSTICE – CAFETERIA PACIFIC MEETING ROOM - 800 SOUTH VICTORIA AVENUE, VENTURA. CA 93003

TUESDAY, APRIL 12, 2011 1:30 – 3:30 PM

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.

Item # 1.	Call to Order	Action
Item # 2.	Self Introductions	Information
Item # 3.	Public Comments for Items Not on the Agenda	Information
Item # 4.	Approval of 3/8/11 Meeting Summary	Action
Item # 5.	Review of Additional Information on FY 11/12 Bicycle/Pedestrian Fund Requests (Additional copies of the request packet will be available at the meeting)	Information
Item # 6.	FY11/12 Draft Findings on Possible Unmet Transit Needs Public Hearing – VCTC Staff (Copies of findings will also be available at the meeting.)	Action
Item # 7	Chairman's Report	Information
Item # 8.	Staff Report	Information
Item # 9.	Committee Member Reports	Information
Item # 10.	Adjournment	Action

The next meeting will be Tuesday, May 11th, same time, same place!

Staff Contact: Mary Travis (805) 642-1591 ext. 102 mtravis@goventura.org

Item # 4.
Action

CTAC/SSTAC MEETING SUMMARY
March 8, 2011

Item # 1 CALL TO ORDER

The meeting was called to order by Chairman Jim White at 1:40 PM.

Item # 2 SELF INTRODUCTIONS

The committee members and audience introduced themselves.

Item # 3 PUBLIC COMMENTS (for items not on agenda)

There were no public comments.

Item # 4 JANUARY 11/11 MEETING SUMMARY

The meeting summary was reviewed and approved.

Item # 5 REVIEW OF FY 11/12 CITY/COUNTY REQUESTS FOR TRANSPORTATION DEVELOPMENT ACT (TDA) BICYCLE AND PEDESTRIAN FUNDS

The County and the cities except Camarillo, Fillmore, Ojai and Santa Paula have submitted requests for FY11/12 TDA bicycle/pedestrian funds.

After additional general discussion, presentations were made about the requests:

Moorpark $27,444 for the Arroyo Vista sidewalk/bike lane

Oxnard $73,053 for Class II bike stripe & pedestrian crosswalk safety lights

Pt. Hueneme $50,000 for bike path upgrade

San Buenaventura $40,000 for bicyclist safety training

Simi Valley $20,000 for LA Avenue/Stow Street installation

Thousand Oaks $40,000 for Hillcrest sidewalk installation

County $70,000 El Roblar sidewalk installation

Item # 6 CHAIRMAN'S REPORT

Chairman White thanked everyone for attending and the County/cicites for their presentations. He also mentioned that field visits to the project location sites are encouraged and also that Committee members should contact the applicants if they have any questions.

Chair White also mentioned that March 26 – 27 there will be an annual "Rail Fest" held in Fillmore and sponsored by the Santa Clara River Valley Railroad

Historical Society. This year, a fully restored steam locomotive will be center stage for this fun, family event.

Item # 7 STAFF REPORT

Mary Travis, VCTC staff, mentioned that, the Transportation Development Act (TDA) receipts are up compared to projections. This fund which returns State sales tax to the County/cities for transportation purposes is the main source of fundings for local bus and other transit operations like Metrolink. – so this is good news.

Item # 9 COMMITTEE MEMBER REPORTS

Representative Bravo mentioned some street work going on in Santa Paula along with the bike path construction.

Item # 9 ADJOURNMENT

The meeting was adjourned at 3:30 PM.

Item # 5
Information

April 12, 2011

TO: **CTAC/SSTAC**

FROM: **VCTC STAFF**

SUBJECT: **REVIEW OF FY 11/12 APPLICATIONS FOR TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE/PEDESTRIAN FUNDS**

RECOMMENDATION:

- Receive and consider information about the applications from cities/County for FY 11/12 TDA Article 3 bicycle/pedestrian funds.

DISCUSSION:

Each year, under Article 3 of the State regulations governing the TDA, two percent of the TDA funds estimated to be available in Ventura County are taken "off the top" of the apportionment and set aside to be claimed for bicycle and pedestrian projects. This Article 3 money is discretionary funding allocated by VCTC according to policies and procedures formulated by CTAC/SSTAC and approved by the Commission.

The FY 11/12 TDA revenue estimate has increased as the result of better than expected sales tax receipts and we currently estimate there will be a total of $534,000 available in FY 11/12. After 15% or $80,100 is deducted for Class I bicycle trail maintenance, $453,900 remains available for discretionary allocation under the ranking criteria established by the Commission.

Applications for the discretionary funding were received from the County and the cities of Moorpark, Oxnard, Port Hueneme, San Buenaventura, Simi Valley and Thousand Oaks. The cities of Camarillo, Fillmore, Ojai and Santa Paula did not apply. The applications submitted total $320,497; see Attachment # 1 for a summary of the requests.

It appears there will be enough money to fully fund the requests, however, in the event the estimate runs short, CTAC/SSTAC should still rank the applications to ensure the most worthy projects are funded first.

At the March 8th meeting, the cities/County presented their proposals and respond to questions from committee members. At the April 12th meeting, field visits to the projects will be discussed, and at the May 10th meeting, the ranking of new projects, will take place. Recommendations approved by the CTAC/SSTAC will then be presented to the Commission for consideration at their June 3, 2011 meeting.

Attachment # 1

FY 11/12 TDA ARTICLE 3 BICYCLE/PEDESTRIAN FUND APPLICATIONS

AGENCY	ARTICLE 3 REQUEST	PROJECT NAME	OTHER FUNDS	TOTAL FUNDS
Moorpark	$27,444	Arroyo Vista Sidewalk/Bike lane	$66,000	$132,556*
Oxnard	73,053	Class II stripe/pedestrian crosswalk safety lights	73,053	146,106
Pt. Hueneme	50,000	Hueneme Beach Bikeway upgrade	50,000	100,000
San Buenaventura	40,000	Bicyclist safety training program/Safe Route to School	40,000	80,000
Simi Valley	20,000	LA Ave./Stow St. Sidewalk installation	20,000	40,000
Thousand Oaks	40,000	Hillcrest Dr. sidewalk installation	143,000	240,000**
County	70,000	El Roblar Sidewalk Phase II	80,000	150,000
TOTAL	$320,497		$472,053	$888,662
Funding Available	*$453,900*			

*Moorpark total project also includes FY 10/11 Article 3 money of $38,556.

**Thousand Oaks total project also includes FY 10/11 Article 3 money of $57,000.

g:**mary/misc/article311/12review**

Attachment # 2

TDA ARTICLE 3 GRANT EVALUATION CRITERIA

1. Matching Funds (Yes or No)		2. Safety (20 points possible)	
This criterion evaluates local support for the proposed project in terms of financial partnership. It is mandatory that there be a minimum 50/50 match of the request. **Is the City/County willing to match its request at 50 % or greater?**		This criterion evaluates how the proposed project will effect safety at existing facilities or improve safety by building new facilities. When describing the project conditions include any accident statistics and how the project will improve or correct the situation. **Will the proposed project improve safety or correct an existing safety problem including providing secure parking for bicycles?**	
3. Project Readiness (15 points possible)		**4. Special Considerations (25 points possible)**	
This criterion evaluates deliverability of a proposed project. Please note that, funds not used within two years must be returned for redistribution the following year or a City and/or County may request that the project readiness be reevaluated so that the City and/or County may retain their allocation. **Is this a new or continuing project and is the proposed project ready for construction in the fiscal year of allocation? Have past allocations been fully spent?**		This criterion is designed to add flexibility and allows cities and/or agencies to be creative and discuss any other ways in which the proposed project will benefit City/County residents, for example, improving air quality, reducing VMT, serving older areas without recent improvements, making major improvements to accessibility and/or to serve lower income residents. When discussing this criterion please be specific! **Does the proposed project provide a benefit to City/County residents that has not been discussed elsewhere?**	
5. Maintenance of Facility (10 points possible)		**6. Connectivity (5 points possible)**	
This criterion evaluates whether a proposed project will be maintained at an appropriate level after the project is completed. Please discuss whether the proposed project has a long range maintenance plan associated with it. **How will the proposed project be maintained?**		This criterion evaluates the proposed project's relationship to regional and/or local planned pathway systems. When discussing this criterion please include an 8 1/2 " x 11" map illustrating the existing plan and the proposed project. **Will the proposed project close a missing link in an existing local or regional bike or pedestrian plan?**	
7. Involvement of Other Agencies (10 points possible)		**8. Traffic Generators (5 points possible)**	
This criterion evaluates whether the proposed project has local and/or regional significance. When discussing this issue please list all other agencies involved and their roles. **Are any other agencies outside the applicant's jurisdiction involved in planning or constructing any phase of this proposed project?**		This criterion evaluates the proposed project's usefulness in serving major traffic generators. **Will the proposed project serve major bicycle or pedestrian traffic generators such as schools, libraries, work sites, downtown areas, retail centers, transit nodes?**	
9. Expected Utilization Rate (5 points possible)		**10. Multi-Modal Interface (5 points possible)**	
This criterion evaluates the proposed project's usage. The project should be discussed in terms of the usage as a percentage of the applicant's population or as a percentage of the population the project affects.		This criterion evaluates the proposed project's connectivity to transit modes and other forms of transportation. **How will the project encourage multi-modal travel?**	

Item # 6

April 12, 2011

MEMTO TO: CTAC/SSTAC

FROM: VICTOR KAMHI, BUS TRANSIT DIRECTOR.

SUBJECT: FY 2011/12 UNMET TRANSIT NEEDS DRAFT FINDINGS

RECOMMENDATION

- Review and Approve the Recommended Draft Unmet Transit Needs Findings.

BACKGROUND

Public Utilities Code (PUC) Section 99401.5 (c) requires the transportation planning agency (VCTC) to hold at least one public hearing pursuant to Section 99238.5 to solicit comments on the Unmet Transit Needs that may exist within the jurisdiction and that may be reasonable to meet by establishing or contracting for new public transportation, or specialized transportation, or by expanding existing services.

All Unmet Transit Needs that are reasonable to meet must be funded before any allocation is made to streets and roads pursuant to PUC Section 99401.5 (e). Under Section 99238 (c) (2), the Public Utilities Code specifies that the social service transportation advisory council, the Citizen's Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) in our county, has the responsibility to participate in the annual process and must review and recommend action by VCTC on the findings. While other VCTC advisory committees (such as TRANSCOM) may review the findings, this is done at the discretion of VCTC and is not required by statute. A panel consisting of a number of the VCTC Commissioners is appointed annually by the VCTC Chairman to act as the hearing board. The full VCTC then considers all the input from these sources and then adopts the findings.

According to the California Public Utilities Code (PUC) Section 99401.5 (d) the Commission must find by adopting a resolution that either:

- There are no Unmet Transit Needs;
- There are no Unmet Transit Needs that are reasonable to meet; or,
- There are Unmet Transit Needs, including needs that are reasonable to meet.

The resolution approving the findings must include information that provides the basis for the Commission decision. In accordance with PUC Section 99401.5 (c) the Commission adopted definitions of "Unmet Transit Need" and "Reasonable to Meet" at the January 5, 1996 VCTC meeting and reaffirmed these definitions at its December 3, 2010 meeting. The VCTC held its' public hearing on transit needs for FY 2011/12 on February 7, 2011 at the Camarillo City Council Chambers. Approximately 13 people attended the

meeting, in addition to the VCTC Hearing Board consisting of Commissioners Humphrey, Walker, and Morgan, and VCTC staff. Eleven people testified at the hearing and some supplemental written comments, as well as several written statements were submitted. A total of thirty persons had submitted written/e-mailed, or telephoned testimony, which staff summarized for the record. VCTC also held two evening "listening sessions" in which staff took public comments. The evening session in Oxnard on January 18th had six citizens attend and comment, the evening session in Thousand Oaks on January 19th had two citizens attend. Local transit staffs attended both evening sessions.

The Unmet Transit Needs public comment period was open through February 14, 2011. By the time the hearing was closed, approximately 44 individuals attended the meetings and/or submitted material to VCTC, including letters, e-mails, phone calls, and comments at the public hearing, or attended Unmet Transit Needs meetings.

While some testimony was very specific about a particular problem in one area, most of the testimony fell into several broad categories: expanded and/or more frequent bus service; better coordination among bus systems; improved bus service for seniors and the disabled; and increased train service. In addition, there were a large number of comments which were so general as to not have impact on the Unmet Transit Needs process. Also, in some of cases, the requests were for services which already exist, suggesting that public awareness is a continuing challenge to be addressed. A few people made general comments stating that we needed to improve connections on the various buses. However, a large degree, the difficulty making connections work better is a result of long headways and limited services, rather than simply improved scheduling.

In general, the verbal and written testimony given through the public hearing process supported the continuation of existing and programmed transit services and programs. For the most part the people testifying considered all existing transit services as a "baseline" saying that the services needed to be kept. It is therefore recommended that all general public bus transit systems and services be found an unmet transit needs as part of the FY 2011/12 findings. In addition, the VCTC, in the FY 2010/11 Unmet Transit Needs Resolution found that "…In cases where services are reduced due only to a lack of local transit funds, the services will continue to be considered as needs, and shall be reinstated when funding becomes available." Gold Coast Transit Route 12 was specifically identified as a route which was being terminated because of poor performance and not a lack of transportation funds. VCTC noted that if additional TDA or other operating funds become available, it will be the responsibility of the cities and or County to fully fund those services before any TDA funds can be used for non-transit purposed this Fiscal Year.

As noted, the majority of the comments fell into several broad categories. These were:

1. Operational improvements including additional stops or increased frequency on existing services. These do not represent Unmet Transit Needs, but are referred to the operators to review and consider in light of funding and operational data.
2. Requests for extended hours of days or service. There were a number of requests throughout the county, but these were general in nature, and do not constitute an unmet transit need.

3. Comments about service going into other counties. Because Unmet Transit Needs is a county process, staff will work with adjoining counties, but the requested services are not unmet transit needs.
4. Requests for better coordination and transfer locations. These are operational improvements to make the services more convenient and attractive, and will be referred to TRANSCOM for on-going review.
5. Requests for reduced fares and changes to fare restrictions. These are not Unmet Transit Needs, and in some cases could adversely affect the TDA farebox requirements.
6. Comments about the on-going challenge of providing transit service to the Goodwill Industries facility and environs in East Oxnard. While there was not sufficient demand and possible efficiencies to identify it as an unmet need, VCTC adopted a policy to encourage and support the City of Oxnard and Gold Coast Transit in providing service to the facility.

The recommendations, draft findings, and matrix were reviewed for technical accuracy by the VCTC Transit Operators Advisory Committee (TRANSCOM) on April x, 2011. The TRANSCOM made several minor corrections to the text and supported the staff analysis and recommendations. The Citizens Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) reviewed the recommendations, draft finding, and matrix on April 13, 2011.

The draft findings and matrix are included as separate attachments.

VENTURA COUNTY
TRANSPORTATION COMMISSION

FY 2011/12 UNMET TRANSIT NEEDS FINDINGS

May 13, 2011

DRAFT

VENTURA COUNTY
TRANSPORTATION COMMISSION

FY 2011/2012 UNMET TRANSIT NEEDS FINDINGS

BACKGROUND

Public Utilities Code (PUC) Section 99401.5 (c) requires the transportation planning agency (VCTC) to hold at least one public hearing pursuant to Section 99238.5 to solicit comments on the Unmet Transit Needs that may exist within the jurisdiction and that may be reasonable to meet by establishing or contracting for new public transportation, or specialized transportation, or by expanding existing services.

All Unmet Transit Needs that are reasonable to meet must be funded before any allocation is made to streets and roads pursuant to PUC Section 99401.5 (e). Under Section 99238 (c) (2), the Public Utilities Code specifies that the social service transportation advisory council, Citizen's Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) in our county, has the responsibility to participate in the annual process and must review and recommend action by VCTC on the findings. While other VCTC advisory committees (such as TRANSCOM) may review the findings, this is done at the discretion of VCTC and is not required by statute. A panel consisting of a number of the VCTC Commissioners is appointed annually by the VCTC Chairman to act as the hearing board. The full VCTC then considers all the input from these sources and then adopts the findings.

According to the California Public Utilities Code (PUC) Section 99401.5 (d) the Commission must find by adopting a resolution that either:

- There are no Unmet Transit Needs;
- There are no Unmet Transit Needs that are reasonable to meet; or,
- There are Unmet Transit Needs, including needs that are reasonable to meet.

The resolution approving the findings must include information that provides the basis for the Commission decision. In accordance with PUC Section 99401.5 (c) the Commission adopted definitions of "Unmet Transit Need" and "Reasonable to Meet" at the January 5, 1996 VCTC meeting and reaffirmed these definitions at its December 3, 2011 meeting.

Following are the adopted definitions of "Unmet Transit Need" and "Reasonable to Meet":

UNMET TRANSIT NEED

"Unmet Transit Needs are, at a minimum, those public transportation services that have been identified by substantial community input through the public hearing process or are identified in a Short Range Transit Plan; in local Americans with Disabilities Act (ADA) plans; in other area/local paratransit plans; and/or in the Regional Transportation Plan and have not yet been implemented or funded."

Following is the adopted definition of "Reasonable to Meet", and "Attachment A" which establishes passenger fare ratio for new transit services in Ventura County.

REASONABLE TO MEET

An Unmet Transit Need shall be considered reasonable to meet if the proposed service[1] is in general compliance with the following criteria:

Equity

1. The proposed service will not cause reductions in existing transit services that have an equal or higher priority.
2. The proposed service will require a subsidy generally equivalent to other similar services.

Timing

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

Feasibility

1. The proposed service can be provided within available funding. [2]

The proposed service can be provided with the existing fleet or under contract to a private provider.

Performance

1. The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.
2. The proposed service will not meet the scheduled passenger fare ratio standards as described in Attachment A.
3. The estimated number of passengers to be carried will be in the range of other similar services, and/or the proposed service provides a "link" or connection that contributes to the effectiveness of the overall transit system.

Community Acceptance

1. The proposed service has community acceptance and/or support as determined by the Unmet Transit Needs public hearing record, inclusion in adopted programs and plans, adopted governing board positions and other existing information.

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(1) Proposed Service is defined as the specific transit service identified as an Unmet Transit Need (as defined) and which requires evaluation against this definition of "reasonable to meet."

(2) Per state law, the lack of available resources shall not be the sole reason for finding that a transit need is not reasonable.

ATTACHMENT A

It is desirable for all proposed transit services in urban areas to be achieving a 20 % passenger fare ratio by the end of the third year of operation. A passenger fare ratio of 10% is desired for special services (i.e. elderly and disabled) and rural area services. (1) More detailed passenger fare ratio standards, which will be used to evaluate services as they are proposed and implemented, are described below. Transit serving both urban and rural areas, per state law, may obtain an "intermediate" passenger fare ratio.

END OF TWELVE MONTHS

Performance Level

Urban Service	**Rural Service**	**Recommended Action**
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed

END OF TWENTY-FOUR MONTHS

Performance Level

Urban Service	**Rural Service**	**Recommended Action**
Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications if needed

END OF THIRTY-SIX MONTHS (2)

Performance Level

Urban Service	**Rural Service**	**Recommended Action**
Less than 15%	Less than 7%	Provider may discontinue service
15-20%	7-10%	Provider may consider modifying and continuing service
20% or more	10% or more	Provider will continue service, with modifications if needed

(1) Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.

(2) A review will take place after 30 months to develop a preliminary determination regarding the discontinuation of proposed services.

Consistent with Public Utilities Code Section 99401.5, the Commission must use the adopted definitions of “Unmet Transit Need” and “ Reasonable To Meet” and give special consideration to the transit needs of senior citizens, the mentally/ physically challenged and persons of limited means. Also consistent with Public Utilities Code Section 99401.5, the hearing board shall not make its recommendation, nor shall the Commission make its determination of needs that are reasonable to meet, by comparing Unmet Transit Needs with the need for streets and roads. PUC Section 99401.5(c) also states that the fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.

In addition to all verbal and written testimony submitted and staff responses to testimony submitted, and to meet the requirements of PUC Section 99401.5(b)(1)(2)(3), the following information is available at VCTC’s office, and was used in developing the findings:

- TDA rules and regulations

Local and regional plans, including:

- Short Range Transit Plans and budget information for transit operators (1999)
- FTA Section 15 (National Transit Data Base) reports
- Ventura County Congestion Management Plan (2006)
- Ventura County Draft Congestion Management Plan (2009)
- Ventura County Comprehensive Rail Plan (1995)
- SCAG Regional Transportation Plan
- SCRRA’s (Metrolink) 1402 Plan
- SCRRA’s Draft Strategic Plan
- SCRRA’s FY 2010/11 Budget
- Caltrans State Rail Plan for the Pacific Surfliners
- Coast Rail Corridor Plan
- Ventura/Santa Barbara Rail Study Final Report –SCAG (March 2008)
- VCTC AB 120 Plan (last amended 2001)
- Simi Valley Transit Five Year Service and Funding Plan 2005-2010 (2005)
- VCTC Countywide Human Services Transportation and Transit Services Coordination Study (2007)
- Proposal Paper for Coordinated Paratransit Service Plan for Western Ventura County
- SCAT’s Coordinated Paratransit Implementation Plan
- SCAT Public Transit Service Delivery Plan (April 2000)
- City of Thousand Oaks’ March 5, 2002 Memorandum regarding expansion of the Thousand Oaks Transportation (TOT) System
- Ojai Valley Transit Needs Assessment (June 2004) Final Report
- SCAT Origin/Destination and Transfer Study final report (July 2004)
- SCAT System wide Fare Policy Study (April 2003)
- VCTC Title VI Civil Rights Program (April 2009)
- Santa Paula Branch Line Rail Study –SCAG/VCTC (March 2007)
- SCAG 2008 Regional Transportation Plan
- VCTC Title VI Program (February 6, 2009)
- VCTC Title VI VISTA Proposed Fare Increase Evaluation (2009)
- Ventura County Transit Investment Study (December 4, 2009)
- VISTA 2010 Onboard Rider Survey
- City of Moorpark Transit Evaluation (December 2010)
- County of Ventura/City of Thousand Oaks documents Consolidation of Dial-a-Ride services in Unincorporated Areas. (2010)

- City of Thousand Oaks Transit Action Plan (April 2010)
- Gold Coast Transit Vineyard Avenue and Wells Road Community Based Transit Plan (December 30, 2010)

In addition to the documentation in the files of Ventura County Transportation Commission (listed above), information provided through the existing programs has also been reviewed by VCTC such as:

- Dial-A-Route Center
- Ventura County Passport (Smart Card) Program
- Go Ventura Internet Program
- Senior Nutrition Program
- East County Paratransit Transfer program
- VCTC Senior Token (ticket) Program
- VCTC Social Service Token (ticket) Program
- VISTA Ongoing Transit Services

The resolution approving the findings must include information that provides the basis for the Commission decision. In accordance with PUC Section 99401.5 (c) the Commission adopted definitions of "Unmet Transit Need" and "Reasonable to Meet" at the January 5, 1996 VCTC meeting and reaffirmed these definitions at its December 3, 2010 meeting.

The VCTC held its' public hearing on transit needs for FY 2011/12 on February 7, 2011 at the Camarillo City Council Chambers. Approximately 13 people attended the meeting, in addition to the VCTC Hearing Board consisting of Commissioners Humphrey, Walker, and Morgan, and VCTC staff. Eleven people testified at the hearing and some supplemental written comments, as well as several written statements were submitted. A total of thirty persons had submitted written/e-mailed, or telephoned testimony, which staff summarized for the record. VCTC also held two evening "listening sessions" in which staff took public comments. The evening session in Oxnard on January 18th had six citizens attend and comment, the evening session in Thousand Oaks on January 19th had two citizens attend. Local transit staffs attended both evening sessions.

The Unmet Transit Needs public comment period was open through February 14, 2011. By the time the hearing was closed, approximately 44 individuals had attended a meeting and/or submitted material to VCTC, including letters, e-mails, phone calls, and comments at the public hearing, or attended meetings.

While some testimony was very specific about a particular problem in one area, most of the testimony fell into several broad categories: expanded and/or more frequent bus service; better coordination among bus systems; improved bus service for seniors and the disabled; and increased train service. In addition, there were a large number of comments which were both so general as to have impact on the Unmet Transit Needs process.

The majority of the comments fell into several broad categories. These were:

1. Operational improvements including additional stops or increase frequency on existing services. These do not represent unmet transit needs, but are referred to the operators to review and consider in light of funding and operational data.
2. Requests for extended hours of days or service. There were a number of requests throughout the county, but these were limited in number and general in nature, and do not constitute an unmet transit need.

3. Comments about service going into other counties. Because *unmet transit needs* is a county process, staff will work with adjoining counties, but the requested services are not unmet transit needs.
4. Request for better coordination and transfer locations. These are operational improvements to make the services more convenient and attractive, and will be referred to TRANSCOM for on-going review.
5. Requests for reduced fares and changes to fare restrictions. These are not unmet transit needs, and in some cases could adversely affect the TDA farebox requirements.
6. Requests for very expensive service for the elderly and disabled, including gurney transport and **chauffeured services, as well as door-to-door services without transfer countywide and beyond.**

In general, the verbal and written testimony given through the public hearing process supported the continuation of existing and programmed transit services and programs. For the most part the people testifying considered all existing transit services as a "baseline" saying that the services needed to be kept. It is therefore recommended that all general public bus transit systems and services be found an unmet transit needs as part of the FY 2011/12 findings.

In addition, the VCTC, in the FY 2010/11 Unmet Transit Needs Resolution found that "…In cases where services are reduced due only to a lack of local transit funds, the services will continue to be considered as needs, and shall be reinstated when funding becomes available." Gold Coast Transit Route 12 was specifically identified as a route which was being terminated because of poor performance and not a lack of transportation funds. VCTC noted that if additional TDA or other operating funds become available, it will be the responsibility of the cities and or County to fully fund those services before any TDA funds can be used for non-transit purposed this Fiscal Year.

The recommendations, draft finding, and matrix were reviewed for technical accuracy by the VCTC Transit Operators Advisory Committee (TRANSCOM) on April X, 2011. The TRANSCOM made several minor corrections to the text and supported the staff analysis and recommendations. The Citizens Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) reviewed the recommendations, draft finding, and matrix on April 13, 2011. The CTAC/SSTAC XXXXXXXXXXXXXXXXXXXXXXXXXXXXX.

RECOMMENDED FINDINGS:

1. Continue all existing bus services substantially as they exist.

2. Continue all public senior and disabled services in all jurisdictions in the County substantially as they exist. Work to implement the recommendations of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.

3. To the degree that transit funding under existing agreements allows, find that transit services which were reduced in FY 2010/11 due only to a lack of local transit funds, the services will continue to be considered as needs, and shall be reinstated when funding becomes available.

4. Monitor the implementation and operation of the VCTC funded transit shuttle service to the Valentine Road area, including the Tech Development Center and Adult Ed School and other uses, both social service agency and employment related

5. Monitor the Gold Coast Transit provision of additional Routes 18/19 service to a new bus stop to be placed at or near the corner of Victoria and Gonzales and near Lombard and Sturgis.

6. Develop a funding plan to add service to the VISTA 126 route during times when demand exceeds capacity, and if adequate funding to add service is available based on the final TDA allocations and existing funding agreements for VISTA 126 service, implement additional service to alleviate overcrowding.

7. VCTC, working with the Cities of Fillmore and Santa Paula, and the County of Ventura, develop a plan to provide sustainable transit services in the Heritage Valley under constrained funding conditions.

After adopting the recommendations listed above, and based on the analysis of the written and verbal testimony provided to the Commission:

8. Find by VCTC Resolution #2011-05 that there are no Unmet Transit Needs that are reasonable to meet. (RESOLUTION WILL BE ATTACHED FOR VCTC AGENDA PACKET)

In addition to the above findings, VCTC will continue efforts to meet the following goals from prior hearings:

- Continue to pursue and identify funding to allow local agencies to install more bus benches and shelters, and transit information, where warranted and feasible.

- Continue to improve schedule coordination and transfer connections between different bus systems where operationally feasible.

- Continue to adjust fixed route transit services, stops and schedules throughout Ventura County as needed and operationally feasible.

- Continue community outreach and marketing efforts to increase awareness of the availability of transit services for the general public, seniors, and the disabled, to be coordinated by VCTC.

- Continue operation of NEXTBUS countywide and provide additional NEXTBUS signs at appropriate locations.

- Continue to ensure that bus stops and bus signage, vehicles, and operations are all in compliance with the Americans with Disabilities Act (ADA) requirements.

- Continue to assist social service agencies in obtaining grant funding for equipment and rolling stock, utilizing Federal Section 5310 and any other funds available for those purposes.

- Encourage cities, transit providers, and social service agencies to implement elements of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.

- Initiate discussions and possible studies cooperatively with the City of Santa Clarita to determine the potential demand and feasibility for transit services connecting Fillmore, Santa Paula, and Ventura with Santa Clarita.

- Initiate a countywide transit study to identify short range and long range transit needs.

- Continue to encourage AMTRAK and Caltrans Division of Rail to adjust the schedule times of the Surfliner to better serve commuters traveling between Ventura and Santa Barbara Counties.

- Formally comment during the CEQA process regarding the potential difficulties and costs of providing transit services to low income housing and other public facilities with high transit dependent use which are not sited at locations served or easily served by public transit.

- Support cost-effective actions to increase bike capacity on the transit system.

- Encourage transit trips over auto usage during this time of heightened public awareness of the cost of fuel.

- Seek financial support from the cities to provide subsided fares for low income passengers transferring between local transit systems and VISTA

- Work with LOSSAN, Caltrans, AMTRAK, and other involved organizations to improve rail safety and maintain or increase speeds on the rails services.

- VCTC and the ADA providers in the county continue to improve transfers and transfer locations for inter-agency ADA trips.

- The VCTC integrate evening meetings in different parts of the county as part of future Unmet Transit Needs process.

After adopting the recommendations listed above, and based on the analysis of the written and verbal testimony provided to the Commission:

Find by VCTC Resolution #2011-05 that there are no Unmet Transit Needs, including needs that are reasonable to meet.

Following is a discussion of the comments received, organized by operator, and if appropriate, the recommended "Finding" associated with each issue. Specific responses to each of the comments received are contained in the Testimony Matrix. All operational improvements will be forwarded to the appropriate agency for consideration in upcoming service adjustments. In the case of the VISTA service improvement recommendations and comments, the different VISTA route advisory groups will be informed.

1. Gold Coast Transit

Trolley Service in Ojai Valley and Ventura. One person requested service a trolley service like the one in Ojai, running in Ventura, say from Casitas Springs down Ventura Avenue, along Main Street to perhaps California, down California to the waterfront, along Harbor to the Ventura Harbor, then up Victoria to Ventura College, then west on Main Street back through downtown up to the terminus around Casitas Springs. This is not an Unmet Transit Need because most of the service is provided by Gold Coast Transit; except service to the Ventura Harbor, which was provided and terminated in 2010 due to very low ridership. Also, Unmet Transit Needs are specific to a service, not a type of vehicle.

Service, including evening service to Oxnard Shores area. One person requested transit service from the Oxnard Shores area to go into downtown Ventura often times for dinner or a movie. The area is served by the Oxnard Harbors and Beaches Dial-A-Ride during the day (not evening), connecting with Gold Coast Services in Oxnard. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Service to the Del Norte industrial area in East Oxnard. One person requested bus service to the Del Norte industrial area in East Oxnard. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Feasibility

- The proposed service can be provided with the existing fleet or under contract to a private provider

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Gold Coast Driver customer service. One person is unhappy with a Gold Coast Route 16 driver comments and actions regarding her use of her walker. This is not an Unmet Transit Need. It is an operational modification of an existing service. It is also a potential ADA issue and will be referred to Gold Coast Transit.

Gold Coast ACCESS to enter parking lot. One person wants Gold Coast Access to find a way to bring the vehicles into the Oxnard Country Villa parking lot (it is too small for existing cutaways to get in). Using smaller vehicles would require GCT to change its fleet, and use smaller vehicles which could reduce the capacity and effectiveness/efficiency of the service. This is not an Unmet Transit Need. It is an operational modification of an existing service. Even if it were an Unmet Transit Need, it is not reasonable because it does not meet the following criteria:

Feasibility

- The proposed service can be provided with the existing fleet or under contract to a private provider.

Overcrowding due to service reductions. One person wants more service (less overcrowding) on GCT routes 1 and 6. This is an Unmet Transit Need as defined in the VCTC 2010-11 resolution, which recognized service reductions due to inadequate transit funds. The finding stated that if additional transit funds become available, the services should be restored.

Boarding Ramp deployed at all stops. One person wants [GCT] ramp deployed at all stops (commenter is senior) for seniors, children, people with carts, etc. This is not an Unmet Transit Need. It is an operational modification of an existing service. This is not an Unmet Transit Need.

It would significant impair the operations of the service, cause significant delays and added costs. Ramps are deployed upon request.

Improved Gold Coast ACCESS reliability. One person wants Gold Coast ACCESS to be operated in a "reliable" manner. Specific issues will be referred to Gold Coast Transit.

Oxnard College and area service review. One person wants review of transit service to colleges to insure service is good, and including a stop at Saviers and Hueneme Road to Oxnard College. This is not an Unmet Transit Need because it is a study request. Refer to Gold Coast Transit for consideration as part of their planning activities.

Transfer/Coordination Between Systems

Better Communication between VISTA and Gold Coast Transit. One person wants better connections, including communications between VISTA and Gold Coast Transit. This is not an Unmet Transit Need. It is an operational modification of an existing service.

Improved transfer coordination between Thousand Oaks Transit Dial-A-Ride and Gold Coast ACCESS. One person wants improved coordinate between Thousand Oaks Transit Dial-A-Ride and Gold Coast ACCESS. This is not an Unmet Transit Need. It is an operational modification of an existing service.

Better Timed Connections between VISTA East and VISTA 101. One person wants better timed transfers between VISTA East and VISTA 101 services. This is not an Unmet Transit Need, but operational improvement. The connections are timed to maximize meets of buses with different headways (1 hour and 1 hour 20 minutes, based on route lengths). VISTA planners will continue to coordinate "meets" within the constraints of headways and route service objectives.

Fares and Transfers

Multiple free transfers. One person wants free transfer system to be expanded to provide "multiple transfers". This is not an Unmet Transit Need. Fares are not an Unmet Transit Need, and the Transportation Development Act requires specific levels of fare recovery from the users.

Want lower fares on Gold Coast Transit. One person wants lower fares on GCT, and suggests instituting something like the volunteer "HELP" program in Carpinteria, which charged $1 per trip.

VISTA 101/CONEJO EXPRESS

Added stops on the VISTA 101 Service. One person wants transit from Oxnard to the CCC/Americacorps relocated Office (moved from Oxnard (2417 E. Vineyard) to 3200 Wright Road in Camarillo) and its corps members, learning service providers, and volunteers need transit. This requested service is outside the City of Camarillo City limits, a significant deviation for the VISTA 101 service, and because of its relatively remote location, not served by any transit. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Improved Connections between the VISTA 101 Service and Coastal Connection. One person wants a VISTA bus that provides service all the way from Santa Barbara to Thousand Oaks; also make sure that Coastal and VISTA 101 transfers are coordinated. This is not an Unmet Transit Need. It is an operational modification of an existing service.

VISTA EAST

Service from Moorpark to Agoura Hills. One person requested a bus from Moorpark to Agoura Hills for their job every weekday. This is not an Unmet Transit Need. Because the service already exists. The VISTA East bus provides express (limited stop) service from Moorpark to Thousand Oaks, with connections to the Los Angeles County Metro line 161 bus, which serves Agoura Hills (in Los Angeles County). Agoura Hills provides dial-a-ride service from 7 am to 7 pm within the city limits

VISTA COASTAL EXPRESS

VISTA Coastal Express Additional Service. One person wants service from Ventura to UCSB. This is not an unmet transit need because the service exists. The service is not direct, but goes through Goleta.

VISTA 126 and Dial-A-Rides

VISTA weekend service from Santa Paula to Ventura and Oxnard. One person wants weekend transportation from Santa Paula and Fillmore to Ventura and Oxnard. This is not an Unmet Transit Need. Weekend service exists between Fillmore and Ventura and Oxnard (VISTA 126).

Fixed Route Service between Piru and Fillmore. One person**,** serving as spokesperson for "Fillmore One Step Center" members wants fixed route service between Fillmore and Piru. This is not an Unmet Transit Need. It is an operational modification of an existing service. Currently there is Dial-A-Ride service between Piru and Santa Paula, and in the weekday evenings, limited fixed route service from Fillmore to Piru. Due to potential future budget constraints, VCTC is planning to work with the Cities, County and communities in the Heritage Valley and determine the best long term sustainable service.

Fixed Route Service overcrowding on VISTA 126. One person**,** serving as spokesperson for "Fillmore One Step Center" members wants additional service on the VISTA 126 to resolve overcrowding. This might be an Unmet Transit Need. This possible Unmet Transit Need should be addressed, if there are sufficient 2011-12 transit revenues within the VISTA 126 Memorandum of Understanding for financial responsibility shares, and if the service can be added within those available revenues. Coach America drivers are reporting as many as 11 standees on several trips per weekday.

Later VISTA 126 Evening Service on Weekends and Weeknights. Two people want later VISTA 126 Service, including service to Piru. This included service to provide trips for people attending Ventura College. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.

- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Increased Frequency of VISTA 126 Service. One person requested that VISTA 126 operate with a half hour frequency. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Service from Heritage Valley to Camarillo, Moorpark, Simi Valley

Service from Santa Paula to Camarillo. One person wants a bus that would get them from Santa Paula to Camarillo before 8 am for work. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services

Service from Santa Paula to Moorpark/Simi Valley. Two people want bus service from Santa Paula to Moorpark/Simi Valley for work trips.

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services

Service from Heritage Valley to Los Angeles County/Santa Clarita

Service to Santa Clarita from Heritage Valley. Two people (including one as spokesperson for "Fillmore One Step Center" members) want transit from Fillmore and Piru to Santa Clarita (Jobs at Magic Mountain; school at College of the Canyons; etc.). One person wants weekend transit service to Santa Clarita. The service would require an agreement and funding participation with either the City of Santa Clarita or Los Angeles County/LA Metro, since it is beyond Ventura County boundaries and jurisdiction. To date, there is no agreement to consider participation by those agencies. Also, this is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Feasibility

- The proposed service can be provided with the existing fleet or under contract to a private provider

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Service from Oxnard/Ventura to Monterey Park. One person wants transportation from Oxnard/Ventura to Monterey Park as part of the State Farm Insurance relocation. This is not an Unmet Transit Need. Service does exist via Metrolink to Los Angeles. Los Angeles Transit services are required to complete the trip. VCTC staff provides information on the Metrolink service to Los Angeles with LA Metro Connection to the Monterey Park site.

Ojai Trolley

No comments received for Ojai Trolley

Camarillo Area Transit (CAT)

Camarillo Area Transit (CAT) Connection with VISTA. One person requested a connection between the Camarillo fixed route service and VISTA: Possibly at Los Pueblos/Ave. Encanto. This is not an Unmet Transit Need. It is an operational modification of an existing service. Dial-A-Ride service is available at all locations in the City. Upon request, the CAT Dial-A-Ride will meet the VISTA buses at any location in the city.

Camarillo Area Transit (CAT) Improved reliability. One person requested the Camarillo Dial-A-Ride service to be more reliable. They had a bad experience in 2008, and have not used the service since. This is not an Unmet Transit Need. It is an operational modification of an existing service.

Moorpark Transit

No comments received for Moorpark Transit

Thousand Oaks Transit

Thousand Oaks Transit Dial-A-Ride open to general public. One person wants the Thousand Oaks Dial-A-Ride open to the general public. Thousand Oaks has a general population fixed route transit service, as well as the Dial-A-Ride for senior and disabled. This is not an Unmet Transit Need. It is an operational modification of an existing service.

Direct Service from Thousand Oaks High to the Teen Center/Library. One person wants a bus from the Thousand Oaks High School to the Library/Teen Center after school. This is not an unmet transit need. The service exists, however, because of demand to go to connecting bus service, the route first goes to the Oaks Mall and then to the Teen Center/Library. The service is not direct.

County of Ventura/Somis

Transit service from Somis. One person representing a social service agency requested transport for families in Somis who need to travel to Camarillo or Moorpark to grocery stores, Community clinics, Libraries, banks and other community services.(identified 12 low income families). This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

While this is not an Unmet Transit Need, the County should monitor requests for transit service in Somis to identify when and if demand is sufficient to warrant transit service.

Simi Valley Transit

No Comments received

Rail

Frequent and affordable rail service from Ventura to both Los Angeles and Santa Barbara. One person requested regular, frequent (many times a day, all day long) and affordable train service from Santa Barbara through Ventura County to Los Angeles Union Station, possibly coordinated with or connected to LA's (and LA County's) light rail system. This is not an Unmet Transit Need for a number of reasons. All transportation services must achieve a required farebox recovery rate which for rail requires relatively high fares and VCTC does not own or control rail north of Moorpark except for a limited number of trains, and Union Pacific Railroad allows. Finally, there is frequent and affordable bus service between Ventura and Santa Barbara.

This is not an Unmet Transit Need. Unmet Needs are not mode specific, and there is extensive VISTA Coastal Express Service as well as Metrolink and AMTRAK service in the corridor. Also, the VCTC and member agencies have no control over the privately (Union Pacific Railroad) owned rail line north of Moorpark.

Even if it were an Unmet Transit Need, it is not reasonable because it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services

Feasibility

The proposed service can be provided with the existing fleet or under contract to a private provider.

Rail from Ventura to Santa Clarita. One person wants rail on the Santa Clara Branch Line from Fillmore to Ventura, and Fillmore to Santa Clarita. This issue has two parts. Train tracks do not exist between Piru and Santa Clarita in Los Angeles County, and VCTC has no way to get Los

Angeles County to reconstruct/replace them. VCTC has prepared a study recommending that the rails in Los Angeles County be replaced, however, no actions have occurred in Los Angeles County. For the portion of the line between Fillmore and Ventura, unmet transit needs are not mode specific, but service specific, and at this time sufficient high speed bus service exists on the corridor to meet needs. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

County/interagency ADA transportation.

Expanded hours for ADA service between Camarillo and Moorpark. A Camarillo resident (ADA Certified) wants to get to Moorpark for a job starting by 9:00 am and ending after 6 pm. ADA Transit services do not allow this to occur. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Exclusive Senior Service One person wants an exclusive transit system for seniors to take them shopping, and allowing the shopping carts on the vehicles. This is not an Unmet Transit Need because there is insufficient documented demand.

"Third Tier" transit options countywide. One person wants continued/additional support for "third tier" transit for seniors. Third tier transit is door to door, with no wait at the destination for return service, and no transfers. Although this is not an Unmet Transit Need, the Ventura County Area Agency on Aging is in third year of running the "Mediride" program. VCTC has supported this program through the New Freedom (Federal Transit Section 5317) program. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Chauffeured service for frail seniors. One person wants transit for a senior which does not require that they wait for a pick-up**.** This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Gurney-type Transportation One person wants gurney type transit. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Back-up system for stranded disabled riders. One person wants a "back-up" system to insure that if the buses breakdown, disabled people are not stranded. This is not an Unmet Transit Need because if lacks specificity. It might be an operational modification of an existing service.

Intercounty ADA issues

ADA service from Thousand Oaks to Santa Barbara. Two people want ADA service from Thousand Oaks to Santa Barbara. This requires financial and operational participation by Santa Barbara County, which is not subject to Unmet Transit Needs requirements. Also, this is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Feasibility

- The proposed service can be provided with the existing fleet or under contract to a private provider

Performance

- The estimated number of passengers to be carried will be in the range of other similar services.
- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.

Equity

- The proposed service will require a subsidy generally equivalent to other similar services.

Countywide Issues

Countywide Headway Improvements. One person wants more frequent bus service and uniform headways. This is not an Unmet Transit Need.

Driver Training. One person wants improved driver training. This is not an Unmet Transit Need. Also this lacks specificity regarding which services and what training.

Service restoration. One person wants recent service cuts restored. Service was reduced due to lack of transit funding on several Gold Coast Transit routes and on the VISTA Heritage Valley 126 Dial-A-Ride service in Fillmore and Piru. These cuts were identified as Unmet Transit Needs as part of the 2010-11 VCTC findings. The VCTC resolution specifically stated "…In cases where

services are reduced due only to a lack of local transit funds, the services will continue to be considered as needs, and shall be reinstated when funding becomes available."

Improved Public information and Transfer Marketing. One person wants increased marketing of the countywide transfer demonstration and overall transit services. This is not an Unmet Transit Need.

Other Issues

Non-Transit Issues. one person wants increased taxi service in Oxnard. This is not a Unmet Transit Need.

Likes "city car". One person likes the "city car" program for the frail elderly operated by the VC Agency for Older Americans, but has some comments about the specific operations. This is not an Unmet Transit Need.

Support for travel training. One person thanked VCTC for funding and supporting Travel Training. This is not an Unmet Transit Need.

RESOLUTION NO. 2011-05

A RESOLUTION OF THE VENTURA COUNTY TRANSPORTATION COMMISSION APPROVING UNMET TRANSIT NEEDS FINDINGS FOR FISCAL YEAR 2011/2012

I. THE VENTURA TRANSPORTATION COMMISSION DOES HEREBY FIND THE FOLLOWING FACTS AND DECLARE THAT SAID FACTS ARE MATERIAL TO ITS DETERMINATIONS MADE HEREIN:

A. The Ventura County Transportation Commission ("VCTC") is the county transportation commission created for Ventura County pursuant to Public Utilities § 130000, et seq.

B. Pursuant to Government Code § 29532.4(b), and notwithstanding Government Code § 29532, the transportation planning agency ("TPA") for Ventura County means the transportation commission created in the County of Ventura by Division 12 (commencing with § 130000) of the Public Utilities Code.

C. In § 99222 of the Mills-Alquist-Deddah Act (commonly known as the Transportation Development Act, or "TDA"- Public Utilities Code § 99200, et seq.) the Legislature founded and declared:

(a) 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, and,

(b) 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."

D. In furtherance of the aforesaid findings and declarations, pursuant to Public Utilities Code § 99230, the designated TPA is required to annually determine the amount of local transportation funds ("LTF") to be allocated to each claimant within its jurisdiction.

E. The Public Utilities Code requires that the local TPA allocate LTF in order of priority set by statutes (Public Utilities Code § 99233.1 through 99233.5, 99233.7 through 99233.9 and statutes referenced therein.)

F. Public Utilities Code § 99401.5 requires that:

"Prior to making any allocation not directly related to public transportation services, specialized transportation services, or facilities provided for the exclusive use of pedestrians and bicycles, the transportation planning agency shall annually do all of the following:

(1) Consult with the social services transportation advisory council established pursuant to [Public Utilities Code] Section 99238.

(2) Identify the transit needs of the jurisdiction which have been considered as a part of the transportation planning process, including the following:

(a) an annual assessment of the size and location of identifiable groups likely to be transit dependent or transit disadvantaged, ….

(b) an analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publicly provided

services necessary to implement … the federal Americans with Disabilities Act of 1990 … and persons of limited means.

(c) An analysis of the potential alternative public transportation and specialized transportation services and service improvements that would meet all or part of the transit demand.

(3) Identify the unmet transit needs of the jurisdiction and those needs that are reasonable to meet. The transportation planning agency shall hold at least one public hearing pursuant to [Public Utilities Code] Section 99238.5 for the purpose of soliciting comments on the unmet transit needs that may exist within the jurisdiction, and that might be reasonable to meet by establishing or contracting for new public transportation and specialized transportation services or by expanding existing services. The definition adopted by the transportation planning agency for the terms 'unmet transit needs' and 'reasonable to meet' shall be documented by resolution or in the minutes of the agency. The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet. An agency's determination of needs that are reasonable to meet shall not be made by comparing unmet transit needs with the need for streets and roads.

(4) Adopt by resolution a finding for the jurisdiction, after consideration of all available information compiled pursuant to subdivisions (a), (b), and (c). The finding shall be 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 needs, including needs that are reasonable to meet. The resolution shall include information provided pursuant to subdivisions shall include information provided pursuant to subdivisions (a), (b), and (c) which provides that basis for the finding.

(5) If the transportation planning agency adopts a finding that there are unmet needs, including needs that are reasonable to meet, then the unmet needs shall be funded before any allocation is made for streets and roads within the jurisdiction.

G. Public Utilities Code § 99401.6 provides inter alia that:

"Upon adoption of a finding … that there are no unmet needs or that there are no unmet needs that are reasonable to meet, the transportation planning agency may allocate funds for local streets and roads."

H. A public hearing, as required by Public Utilities Code § 99401.5(c), was held on February 7, 2011, with a subcommittee of VCTC's COMMISSIONERS sitting as the hearing board.

I. The social services transportation advisory council for Ventura County is the Citizens Transportation Advisory Committee/Social Services Transportation Advisory Council ("CTAC/SSTAC"), which has the obligation, pursuant to Public Utilities Code § 99238 (c).(1), to participate in the annual process and to review and recommend to VCTC on the unmet transit needs findings.

J. The CTAC/SSTAC participated in the annual process by reviewing the public testimony, VCTC staff analysis and recommendations. On April 13, 2011, the CTAC/SSTAC met and approved the staff recommendations.

K. Although not required by law, VCTC staff recommendations regarding unmet transit needs in FY 2011/2012 were also reviewed by the Transit Operators Advisory Committee of VCTC ("Transcom) on April xx, 2011.

L. VCTC has reviewed and incorporates by reference in this resolution its approvals of the following:

- The definition of “unmet transit needs” adopted by VCTC on January 5, 1996 and reaffirmed by the VCTC on December 3, 2010; and,
- The definition of “reasonable to meet” adopted by VCTC on January 5, 1996 and reaffirmed by the VCTC on December 3, 2010.

M. In compliance with Public Utilities Code § 99401.5 (b) (1)(2)(3), VCTC has reviewed and incorporated by reference:

- The verbal and written testimony submitted at the Unmet Transit Needs public hearings held by VCTC Hearing Board on February 7, 2011 and submitted to VCTC through February 14, 2011;
- The TDA rules and regulations;
- The VCTC Staff Report, dated May 13, 2011 (hereinafter, the “Staff Report”);
- Local and short range plans as described in the Staff Report; and
- Recommendations from the CTAC/SSTAC and Transcom.

N. In addition, in compliance with Public Utilities Code § 99401.5(b)(1)(2)(3), VCTC has reviewed all existing transit operations, the documentation on file in the office of VCTC, along with existing programs previously reviewed and approved by VCTC, including, but not limited to:

Dial-A-Route Center
Ventura County Passport (Smart Card) Program
Go Ventura Internet Program
Senior Nutrition Program
VCTC Senior Service Token Program
VCTC Social Service Token Program

II. NOW, THEREFORE, THE VENTURA COUNTY TRANSPORTATION COMMISSION

DOES HEREBY RESOLVE AND ADOPT ALL OF THE FOLLOWING FOR FISCAL YEAR

2011/2012

There are no Unmet Transit Needs that are reasonable to meet, based on the following actions:

1. Continue all existing bus services substantially as they exist.
2. Continue all public senior and disabled services in all jurisdictions in the County substantially as they exist. Work to implement the recommendations of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.
3. To the degree that transit funding under existing agreements allows, find that transit services which were reduced in FY 2010/11 due only to a lack of local transit funds,

that the services will continue to be considered as needs, and shall be reinstated when funding becomes available.

Monitor the implementation and operation of the VCTC funded transit shuttle service to the Valentine Road area, including the Tech Development Center and Adult Ed School and other uses, both social service agency and employment related

Monitor the Gold Coast Transit provision of additional Routes 18/19 service to a new bus stop to be placed at or near the corner of Victoria and Gonzales and near Lombard and Sturgis.

Develop a funding plan to add service to the VISTA 126 route during times when demand exceeds capacity, and if adequate funding to add service is available based on the final TDA allocations and existing funding agreements for VISTA 126 service, implement additional service to alleviate overcrowding.

After adopting the recommendations listed above, and based on the analysis of the written and verbal testimony provided to the Commission:

Find by VCTC Resolution #2011-05 that: THERE ARE NO UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET.

III. NOW, THEREFORE, BASED ON THE FACTS SET FORTH IN SECTION I AND ADOPTION OF THE ACTIONS SET FORTH IN SECTION II, THE VENTURA COUNTY TRANSPORTATION COMMISSION DOES HEREBY FIND AND RESOLVE THAT THERE ARE NO UNMET TRANSIT NEEDS IN VENTURA COUNTY THAT ARE REASONABLE TO MEET IN FISCAL YEAR 2011/202.

IV. BE IT FURTHER RESOLVED:

The Chair shall execute this Resolution on behalf of VCTC and the Clerk of the Board shall attest to her signature and the adoption of this resolution.

The Executive Director shall before August 15, 2011 forward the Department of Transportation on behalf of VCTC all of the following:

1. A copy of the notice of hearing and proof of publication and a description of the actions taken to solicit citizen participation pursuant to Public Utilities Code Section 99238.5;

2. A copy of the resolution or minutes documenting VCTC's definitions of "unmet transit needs" and "reasonable to meet," as determined pursuant to Public Utilities Code Section 99401.5; and

3. A copy of this Resolution adopted as required by Public Utilities Code § 99401.5(d).

Executed this 13th day of May, 2011.

_____
Bill Fulton, Chair, VCTC

ATTEST:

_____
Donna Cole, Clerk of the Commission

ATTESTATION

I, Donna Cole, Clerk of the Commission, hereby certify that the foregoing Resolution was adopted by the Ventura County Transportation Commission at a regularly scheduled meeting held on May 13, 2011 upon the motion of Commissioner _____, seconded by Commissioner _____ and adopted on the following vote of the Commission:

Ayes:

Nays:

Absent:

Dated: May 13, 2011

_____
Donna Cole, Clerk of the Commission

FY 2011/12 Ventura County Unmet Transit Needs
Comments received at Unmet Transit Needs Hearing
[AGENCIES in other counties and not subject to VCTC Unmet Transit Needs process, but necessary partners in requested service are in italics and brackets]

	NAME	SUMMARY OF COMMENTS	AREA/ AGENCY	STAFF RESPONSE	RECOMMENDATION
1.	Ali Widmar California Conservation Corps AmeriCorps VISTA Camarillo Center e-mailed (March 2010)	Wants transit from Oxnard to the CCC/Americacorps relocated Office (moved from Oxnard (2417 E. Vineyard) to 3200 Wright Road in Camarillo) and its corps members, learning service providers, and volunteers need transit.	VISTA (Oxnard/ Ventura County)	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services	Refer to VCTC ridesharing program, location is outside of cities.
2.	Shannon Myren, Simi Valley sent letter to newspaper.	Wants a bus from the Thousand Oaks High School to the Library/Teen Center after school.	Thousand Oaks Transit	This is not an unmet transit need. The service exists. The service is not direct.	
3.A.	Tom Friedman Ventura e-mailed	Wants a trolley service like the one in Ojai, running in Ventura, say from Casitas Springs down Ventura Avenue, along main Street to perhaps California,	Gold Coast Transit (Ventura County/ Ventura City)	This is not an Unmet Transit Need because most of the service is provided by Gold Coast Transit; except service to the Ventura Harbor,	

		down California to the waterfront, along Harbor to the Ventura Harbor, then up Victoria to Ventura College, then west on Main Street back through downtown up to the terminus around Casitas Springs		which was provided and terminated in 2010 due to very low ridership.	
3.B.		Wants regular, frequent (many times a day!) and affordable train service from Santa Barbara through Ventura County to Los Angeles Union Station, possibly coordinated with or connected to LA's (and LA County's) light rail system.	VCTC/[*Los Angeles Metro/ Santa Barbara County Association of Governments]*	Unmet Needs are not mode specific, and there is extensive VISTA Coastal Express Service. Also, the VCTC and member agencies have no control over the privately (Union Pacific Railroad) owned rail line. Even if it were an Unmet Transit Need, it is not reasonable because it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services <u>Feasibility</u> • The proposed service can be provided with the existing fleet or under contract to a private provider.	
4.	Sylvia Pollak Leisure Village, Camarillo	Wants to have a connection between the Camarillo fixed route service and VISTA: Possibly at Los Pueblos/Ave. Encanto	VISTA/ Camarillo Area Transit	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service. Dial-A-Ride service	

	Called			is available at all locations in the City.	
5.	Robert E. Houk Oxnard (Harbor and 5th) e-mailed	Wants to go into downtown Ventura often times for dinner or a movie.	Gold Coast Transit (Oxnard/ Ventura)	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
6.	Sally Carpenter Moorpark	Wants a bus from Moorpark to Agoura Hills for my job and every weekday	VISTA/ *[LA Metro, City of Agoura Hills]*	This is not an Unmet Transit Need The service already exists. The VISTA East bus provides express (limited stop) service from Moorpark to Thousand Oaks, with connections to the Los Angeles County Metro line 161 bus, which serves Agoura Hills (in Los Angeles County). Agoura Hills provides dial-a-ride service from 7 am to 7 pm within the city limits	
7.	ADA rider (identified by Camarillo and Moorpark city staffs)	Camarillo resident (ADA Certified) wants to get to Moorpark for a job starting by 9:00 am and leave after 6 pm.	City of Moorpark City of Camarillo VCTC East ADA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Even if it were an Unmet Transit Need it is not reasonable to meet since it	

				does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
8.	Vasti Mezquita Somis (early Literacy teacher) e-mailed	Wants transport for families in Somis who need to travel to Camarillo or Moorpark to grocery stores, Community clinics, Libraries, banks and other community services. (identified 12 low income families).	County of Ventura	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	Recommend the County monitor requests for transit service in Somis to identify when and if demand is sufficient to warrant transit service.
9.	Teresa D. Webber,	Want transportation from Oxnard/Ventura to Monterey Park as part of the State	Metrolink (VCTC)/	This is not an Unmet Transit Need. Service does exist via Metrolink to	VCTC staff provides information on the Metrolink service to Los

	Ventura e-mailed	Farm relocation.	*[LA Metro]*	Los Angeles. Los Angeles Transit services are required to complete the trip.	Angeles with LA Metro Connection to the Monterey Park site.
10.	Jennifer Earl called and e-mailed	Want direct service from Ventura to UCSB.	VISTA	This is not an unmet transit need. The service exists. The service is not direct.	VISTA staff should monitor ridership to Goleta and UCSB to determine if route adjustments are warranted.
11.A.	Sheila called from Santa Paula	Wants a bus that would get her from Santa Paula to Camarillo before 8 am	VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services	VISTA staff investigate potential to create a transfer from the VISTA 126 to the VISTA 101.
11.B.		The free transfer system to be expanded to provide "multiple transfers".	No agency identified, no trips identified.	This is not an Unmet Transit Need.	
11.C.		Better connections, (and communications) between VISTA and Gold Coast Transit	Gold Coast Transit/ VISTA	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	Continue to work to improve operational communication between VISTA and GCT.
11.D.		Wants bus service to the Del Norte industrial area in East Oxnard.	Gold Coast Transit (Oxnard)	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet	

				Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Feasibility</u> • The proposed service can be provided with the existing fleet or under contract to a private provider <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
11.E.		Wants bus service from Santa Paula to Moorpark for work trips.	Santa Paula/Moorpark	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Feasibility</u> • The proposed service can be provided with the existing fleet or under contract to a private provider <u>Performance</u> • The estimated number of passengers to be carried will be in	

				the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
12.A.	Lynn Edmonds convened a meeting with youth from the Fillmore One Step Center	Wants Transit from Fillmore and Piru to Santa Clarita (Jobs at Magic Mountain; school at College of the Canyons; etc.).	Fillmore/Ventura County/ *[Los Angeles County, City of Santa Clarita]*	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Feasibility</u> • The proposed service can be provided with the existing fleet or under contract to a private provider <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	VCTC staff continue to work with Los Angeles County, LA Metro, and City of Santa Clarita staff on potential demonstration service and funding.

12.B.		Wants fixed route service between Piru and Fillmore.	Fillmore/ County of Ventura	This is not an Unmet Transit Need. It is an operational modification of an existing service. Currently there is Dial-A-Ride service between Piru and Santa Paula.	
12.C.		Wants additional capacity on [VISTA] transit system to alleviate overcrowding.	VISTA (Fillmore/ County of Ventura/ Santa Paula/ Ventura City)	This might be an Unmet Transit Need based on existing overcrowding.	VCTC staff work with the VISTA 126 agencies to identify if a feasible way to increase service to meet overcrowding exists with existing transit fiscal recources. If TDA or other transit funds are available, and if the need can reasonable be met, implement increased service to resolve overcrowding.
13.	Mona Fisher, Camarillo, called	Wanted the Camarillo Dial-A-Ride service to be more reliable (from 2008 experiences).	Camarillo	This is not an Unmet Transit Need. It is an operational modification of an existing service.	VCTC staff informed her that the service has become more reliable; both with the installation of the TRAPEZE dispatching software and a new city transit contract provider.
14.A	Miguel Morales Fillmore Faxed	Wants transportation to work in Moorpark and Simi Valley from Fillmore. Work starts at 5am.	Fillmore/ Moorpark/ Simi Valley	See comment 11.E.	
14.B.		Wants transit from Ventura, Santa Paula and Fillmore to Valencia and Santa Clarita. Work starts at 5am.	Ventura, Santa Paula, Fillmore, Ventura County	See comment 12.A.	
14.C.		Wants weekend transportation from Santa Paula and Fillmore to Ventura and Oxnard.	Ventura, Santa Paula, Fillmore, Oxnard, and Ventura County	Not an Unmet Transit Need. Weekend service exists between Fillmore and Ventura and Oxnard.	
14.D.		Wants train service to Valencia from Ventura.		This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to	

				meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
14.E.		Wants weekend transportation to Santa Clarita.	Fillmore, Ventura County, *[Los Angeles County, City of Santa Clarita]*	See comment 12.A.	
15.	Terry Griffin, OASIS (Catholic Charities)	Likes the "city car" program for the frail elderly operated by the VC Agency for Older Americans, but has some comments about the specific operations.		This is not an Unmet Transit Need.	
16.	Marylina Mabley	Is unhappy with a Gold Coast Route 16 driver comments and actions regarding her use of her walker. She also feels that Gold Coast is too expensive to ride frequently, and liked the volunteer "HELP" program in Carpinteria, which charged $1 per trip.	Gold Coast Transit	This is not an Unmet Transit Need.	
17.	Catherine Rodriguez, Oxnard Country Villa administrator	Wants Gold Coast Access to find a way to bring the vehicles into the parking lot (it is too small for existing cutaways to get in).	Gold Coast Transit	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	

18.	Ande Murphy, Santa Paula	Wants later evening (until 9:30 pm) weeknight VISTA 126 service from Ventura College.	Ventura, Santa Paula, Fillmore, Ventura County	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: Performance • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. Equity • The proposed service will require a subsidy generally equivalent to other similar services.	
19.	Coach Dispatch	VISTA 126 has passenger overloads regularly on the VISTA 126 between Santa Paula and Ventura College (7:30-8am westbound, 2pm eastbound).	Ventura, Santa Paula, Fillmore, Ventura County	This is possible an Unmet Transit Need.	Work with the responsible agencies to determine if there is a feasible way to meet this need with the available transportation funding.
20.A.	Arlene Schwartz Oxnard wrote	Wants more service (less overcrowding) on GCT routes 1 and 6.	Gold Coast Transit (Pt. Hueneme, Oxnard, Ventura, and Ventura County	This is an Unmet Transit Need as defined in the VCTC 2010-11 resolutions, which recognized service reductions due to inadequate transit funds. The finding stated that if additional transit funds become available, the services should be restore.	Gold Coast Transit should continue it planning and budgeting activities to restore services cut due to inadequate fiscal resources.
20.B.		Want [GCT] ramp deployed at all stops (commenter is senior). For seniors, children, people with carts, etc.	Gold Coast Transit	This is not an Unmet Transit Need. It is an operational modification of an existing service.	

20.C.		Wants Gold Coast ACCESS to operate in a "reliable" manner.	Gold Coast Transit	This is not an Unmet Transit Need. It is an operational modification of an existing service.	
21.		Wants an exclusive transit system for seniors to take them shopping, and allowing the shopping carts on the vehicles.		This is not an Unmet Transit Need	
22.	Susan White, Ventura County Area Agency on Aging, Testified	Wants continued/additional support for "third tier" transit for seniors. Third tier transit is door to door, with no wait at the destination for return service, no transfers. In third year of running the "Mediride" program.	Countywide?	This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: Performance • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. Equity • The proposed service will require a subsidy generally equivalent to other similar services.	
23.A.	Karsten Nassutt, Travel Training Administration, Ventura County	Thanked VCTC for funding and supporting Travel Training.		This is not an Unmet Transit Need	
23.B.		Wants better transfers between VISTA EAST and VISTA 101.	VISTA	This is not an Unmet Transit Need. It is an operational modification of an existing service.	
24.A.	Monica Niece, Ventura County Area Agency	Wants transit for a senior which does not require that they wait for a pick-up.	Countywide?	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the	

	on Aging, Testified			services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
24.B.		Wants gurney-type transportation	Countywide?	This is not an Unmet Transit Need.	
25.A.	Diana Patricia Vazquez wrote	Wants a weekday VISTA 126 bus service leaving Ventura College later, with a last bus leaving after 10 pm. to Santa Paula	Ventura, Santa Paula, Fillmore, Ventura County	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u>	

				• The proposed service will require a subsidy generally equivalent to other similar services.	
25.B.		Wants a weekday VISTA 126 bus service every half hour.	Ventura, Santa Paula, Fillmore, Ventura County	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
26.A.	Audrey Fayiola testified (TO)	Wants improved coordination between Thousand Oaks Transit Dial-A-Ride and Gold Coast ACCESS.	Thousand Oaks, Gold Coast	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
26.B.		Wants ADA service from Thousand Oaks to Santa Barbara.	Thousand Oaks, Camarillo, Ventura County, Ventura, and *[Santa Barbara County]*	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Feasibility</u> • The proposed service can be provided with the existing fleet or	

				under contract to a private provider Performance • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. Equity • The proposed service will require a subsidy generally equivalent to other similar services.	
27.	Jean O'Connor testified (TO)	Wants the Thousand Oaks Dial-A-Ride open to the general public.	Thousand Oaks	This is not an Unmet Transit Need. It is an operational modification of an existing service.	
28.A.	Ms. Lucan testified	Wants ADA service between Ventura and Santa Barbara to allow attendance at MS society classes	Thousand Oaks, Camarillo, Ventura County, Ventura, and *[Santa Barbara County]*	See comment 26.B.	
28.B		Wants a VISTA bus that provides service all the way from Santa Barbara to Thousand Oaks; also make sure that Coastal and VISTA 101 transfers are coordinated.	VISTA, Thousand Oaks, Camarillo, Ventura County, Ventura, and *[Santa Barbara County Association of Governments]*	This is not an Unmet Transit Need. It is an operational modification of an existing service. Currently the VISTA 101 and Coastal Express bus meet in Ventura and provide the service requested with a transfer in Ventura.	
29.A.	Frankie Gasco testified	Wants to have more public information about transit services in Ventura County; including the transfer demonstration.		This is not an unmet need.	

29.B.		Wants increased taxi service in Oxnard	Oxnard	This is not an Unmet Transit Need.	Refer to City of Oxnard.
29.C.		Wants more frequent bus service and uniform headways.		This is not an Unmet Transit Need.	
29.D.		Wants improved driver training.		This is not an Unmet Transit Need. Also this lacks specificity regarding which services and what training.	
30.A.	Cameron Yee testified	Wants review of transit service to colleges to insure service is good, and including a stop at Saviers and Hueneme Road to Oxnard College.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their planning activities.
30.A.		Wants recent service cuts restored.	Gold Coast Transit, VISTA 126	These cuts were identified as Unmet Transit Needs as part of the 2010-11 VCTC findings. The VCTC resolution specifically stated "…In cases where services are reduced due only to a lack of local transit funds, the services will continue to be considered as needs, and shall be reinstated when funding becomes available."	
30.C.		Wants a back-up system to insure that if the buses breakdown, disabled people are not stranded.		This is not an Unmet Transit Need because if lacks specificity. It might be an operational modification of an existing service.	