



**THURSDAY, April 12, 2012, 1:30 P.M.
VCTC Conference Room
Ventura**

NOTE CHANGE IN MEETING LOCATION FOR THIS MEETING ONLY

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

- | | |
|----------------|---|
| Item #1 | CALL TO ORDER |
| Item #2 | INTRODUCTIONS AND ANNOUNCEMENTS |
| Item #3 | PUBLIC COMMENTS |
| Item #4 | MEETING SUMMARY MARCH 8 2012 – PG. 3
Review and approve the meeting summary of the MARCH 8 2012 TRANSCOM meeting |
| Item #5 | APPROVE FISCAL YEAR (FY) 2011/12 PROPOSITION 1B TRANSIT SECURITY PROJECTS – PG.7
Approve the attached list of \$709,972 of Proposition 1B Transit Safety and Security projects. The list of projects and funding recommended by staff will be distributed prior to the meeting. Once the list is approved, that the Commission approve the list, and direct staff to submit required project applications to the California Emergency Management Agency (Cal EMA).. |
| Item #6 | APPROVE PROGRAMMING OF FISCAL YEAR (FY) 2011/12 JOBS ACCESS REVERSE COMMUTE LAPSING FUNDS – PG.8
Approve shifting \$30,839 of Jobs Access Reverse Commute (JARC) Oxnard/Ventura Area funds from the Mobility Management Partners, Inc. Mobility Management project to the Ventura County Human Services Agency for the Work Reliability Transport Project. |
| Item #7 | FISCAL YEAR 2012/13 PROGRAM OF PROJECTS – PG.9
Discuss funding amounts and schedule for FY 2012/13 Program of Projects (POP). |

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- Item #8** **ADA CERTIFICATION UPDATE – PG.12**
Mike Culver, MMP Director of Operations for the ADA Certification Program, will provide the monthly report regarding ADA certifications in Ventura County.
- Item #9** **TRAPEZE STATUS**
Chair Mike Houser will report on the status of TRAPEZE renewal activities.
- Item #10** **UNMET TRANSIT NEEDS – PG.13**
Discuss and recommend VISTA Transporting Children Policy
- Item #11** **ADJOURN**



Item #4

MEETING SUMMARY THURSDAY, March 8 2012, 1:30 P.M. Camarillo City Hall Camarillo

Item #1 **CALL TO ORDER**

Chair called the meeting to order at 1:37 pm.

Item #2 **INTRODUCTIONS AND ANNOUNCEMENTS**

Mike Houser comment on a battery fix implemented on their buses.

Roc Pulido reported that Camarillo would be putting out a RFP for all their services. He described the supplemental contract Camarillo currently has with Roadrunner. The terms of the contract will be for 3 years.

Vic Kamhi and Peter DeHaan gave a brief oral status on federal legislation regarding reauthorization.

Item #3 **PUBLIC COMMENTS**

Item #4 **MEETING SUMMARY February 9, 2012**

That TRANSCOM review and approve the meeting summary of the February 9, 2012 TRANSCOM meeting

The meeting summary was corrected in the agenda to reflect that the meeting summary being reviewed was for the February 9, 2012 meetings. Summary was then approved on a motion by Roc Pulido, seconded by Helene Buchman.

Item #5 **MINI CALL FOR PROJECTS FOR STP, CMAQ, AND TE FUNDS**

Peter DeHaan gave a brief review on the federal funding process; and the use of a CMAQ shelf list. He also summarized recission process and impacts. Kathy Connell asked about the "Highway Plan" on the proposed list. Peter led a lengthy discussion regarding the CALTRANS and state highway planning/programming process. TRANSCOM approved the recommendation on a motion by Helene Buchman, seconded by Chuck Perkins. The motion included approval of the list with a revised application for the "East County" project to be considered for inclusion on the "shelf list."

Item #6 **ADOPT PROGRAM OF PROJECTS FOR FTA SECTION 5316 (JOB ACCESS & REVERSE COMMUTE) AND SECTION 5317 (NEW FREEDOMS) GRANTS**

TRANSCOM approve adopt the list of FY 2011/12 project scores and Program of Projects (POP) on a motion by Helene Buchman, seconded by Roc Pulido.

Item #7

PROPOSITION 1B TRANSIT CAPITAL CALL FOR PROJECTS

Peter DeHaan discussed the Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account and the VCTC process. TRANSCOM approved the call for projects for Proposition 1B Public Transportation Modernization, Improvement and Service Enhancement Account on a motion by Kathy Connell, seconded by Shaun Kroes.

Item #8

ADA CERTIFICATION UPDATE

Mike Culver, MMP Director of Operations for the ADA Certification Program, introduced his staff; and together with his staff, made a detailed presentation to TRANSCOM regarding the program, and provided the monthly report for February.

Item #9

SOCIAL SERVICE AGENCIES TOKEN POLICY

TRANSCOM discussed the VISTA Social Service Token Agency Policy.

Item #10

VISTA POLICY REGARDING TRANSPORTING CHILDREN

TRANSCOM discussed the VISTA Transporting Children Policy.

Item #11

ADJOURN

Char adjourned the meeting at 3:30 pm.



ITEM #5

April 12, 2012

MEMO TO: TRANSIT OPERATORS COMMITTEE
FROM: STEPHANIE YOUNG, PROGRAM ANALYST
SUBJECT: APPROVE FISCAL YEAR (FY) 2011/12 PROPOSITION 1B TRANSIT SECURITY PROJECTS

RECOMMENDATION

- Approve list of \$709,972 of Proposition 1B Transit Safety and Security projects. The list of projects and funding recommended by staff will be distributed prior to the meeting.
- Direct staff to submit required project applications to the California Emergency Management Agency (Cal EMA).

BACKGROUND

The State has appropriated \$60 million in Proposition 1B Transit Safety, Security & Disaster Response bond funds for FY 2011/12. These are known as California Transit Assistance Funds (CTAF) and are distributed by formula to regional transportation agencies and transit operators. Based on the formula the Ventura County Transportation Commission (VCTC) can receive \$709,972, which is available for eligible transit capital projects within Ventura County.

DISCUSSION

At the March 2, 2012 meeting, the commission approved the schedule to receive proposals from agencies for CTAF projects by March 29, 2012. Staff received project nominations for a total of \$1,209,972. Staff recommendations are being prepared and will be distributed to TRANSCOM prior to this meeting.

Under Cal EMA guidelines, each transit operator, with the exception of SCRRA, can receive the CTAF funds programmed by VCTC directly from the state. The CTAF funds programmed by VCTC for Metrolink projects must be administered by VCTC on behalf of SCRRA.

Once TRANSCOM has approved the list of projects, the recommendation will go forward to the VCTC Board for approval at the May 4, 2012 meeting. By May 4th, VCTC needs to receive from each of the project sponsors the required narrative text for the Investment Justification document which VCTC is required to submit to Cal EMA. The required forms will be sent to each project sponsor by VCTC.



Item #6

April 12, 2012

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: STEPHANIE YOUNG, PROGRAM ANALYST

**SUBJECT: APPROVE PROGRAMMING OF FISCAL YEAR (FY) 2011/12 JOBS ACCESS
 REVERSE COMMUTE LAPSING FUNDS**

RECOMMENDATION:

- Approve shifting \$30,839 of Jobs Access Reverse Commute (JARC) Oxnard/Ventura Area funds from the Mobility Management Partners, Inc. Mobility Management project to the Ventura County Human Services Agency for the Work Reliability Transport Project.

BACKGROUND:

At the January meeting, TRANSCOM approved the Program of Projects (POP) allocating \$61,679 of potentially lapsing JARC funds to Mobility Management Partners, Inc. (MMP) for Mobility Management programs. These funds were scheduled to expire on September 20, 2012, if not obligated.

At the time of the FY 2010/11 JARC Call for Projects, the Commission approved one year of requested funding to the Ventura County Human Services Agency (HSA) for the Work Reliability Transport Project in the amount of \$58,000. In order to obtain the second year of funding, HSA would be allowed to apply in next year's call for projects. However, in FY 2011/12 there was not a JARC Large Urban Call for Projects, so HSA was not able to apply. Yet HSA has indicated it needs funds to continue operations for the first six months of FY 2012/13, until there is another call for projects. Therefore, staff recommends splitting the \$61,679 that had been previously granted to MMP between MMP and HSA. This would mean that MMP would receive \$30,839 instead of the original amount of JARC funds and HSA would also receive \$30,839.



Item #7

April 12, 2012

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: FISCAL YEAR 2012/13 PROGRAM OF PROJECTS

RECOMMENDATION:

- Discuss funding amounts and schedule for FY 2012/13 Program of Projects (POP).

BACKGROUND:

Commission staff will be providing shortly each operator's estimated Section 5307 funding amounts for the FY 2012/13 POP. This work was delayed to await the U.S. Census Bureau's announcement of new urban area boundaries, but now that these areas have been determined, the FTA funding for each operator will be very close to what was available in FY 2011/12.

The following is the proposed schedule for the FY 2012/13 POP:

April 26, 2012:	Project Lists Submitted to VCTC
May 10 th :	TRANSCOM Approval of Draft POP
June 1 st :	Commission Approval of Draft POP
July 12:	TRANSCOM Approval of Final POP
September 7 th :	Commission Approval of Final POP

One issue for consideration at this time is the amount of funding available for the Intercity East County ADA Service. Federal law allows up to 10% of an area's apportionment to be used for operations of ADA services, with the required local match being 20%. However, under the original set-up of the Intercity East County Service, the total funding was capped at \$150,000, with the remainder of the ADA funds available for the Thousand Oaks / Moorpark area being swapped with non-ADA funds from the Oxnard / Ventura area. This arrangement allowed Gold Coast Transit to use for ADA operations about \$200,000 more than what would otherwise be allowed by the 10% cap, without increasing the total Section 5307 funds received by Gold Coast. It was understood that this provision of additional flexibility in Gold Coast's funding, without increasing its funding amount, was in recognition of Gold Coast's provision of an ADA service connection to Camarillo.

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Given the new federal policy to allow use of Section 5307 funds to cover 50% of fuel costs, there is the now the option of a more straightforward approach to use of the ADA funds, without the need to swap funds between areas or cap the East County Intercity ADA Service funding at \$150,000. Instead, Gold Coast Transit would use approximately \$200,000 of its Section 5307 funding share towards fuel, and the East County would be free to use up to 10% of its apportionment for ADA operations.

Based on the discussion of the East County ADA Committee, the distribution formula was revised, and is to be update each year based on service statistics from the previous calendar year. Attached are the proposed shares for distributing \$150,000 according to the formula, but as discussed above, the \$150,000 could potentially be increased.

ATTACHMENT

2011-12 Proposed Distribution of \$150,000 East County ADA Pass Through Funds

<u>Jurisdiction</u>	<u>Base \$</u>	<u>Inter-city Trips</u>	<u>Percent of Inter-city Total</u>	<u>Inter-City \$</u>	<u>Total \$</u>
Camarillo	\$ 2,500	-	0.00%	\$ -	\$ 2,500
Camarillo HCD	\$ 11,000	3,806	35.68%	\$ 36,925	\$ 47,925
Moorpark	\$ 11,000	1,627	15.25%	\$ 15,785	\$ 26,785
Simi Valley	\$ 11,000	-	0.00%	\$ -	\$ 11,000
Thousand Oaks	\$ 11,000	5,235	49.07%	\$ 50,790	\$ 61,790
Total	\$ 46,500	10,668		\$ 103,500	\$ 150,000



Item #8

April 12, 2012

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

RECOMMENDATION:

- Receive report.

BACKGROUND:

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



Item #10

April 12, 2012

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION
FROM: VICTOR KAMHI, BUS TRANSIT DIRECTOR
SUBJECT: FISCAL YEAR 2012/13 UNMET TRANSIT NEEDS DRAFT FINDINGS

RECOMMENDATION

- Approve the 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 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.

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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 2, 2011 meeting.

The VCTC held its public hearing on transit needs for FY (Fiscal Year) 2012/13 on February 6, 2012 at the Camarillo City Council Chambers. Approximately 19 people attended the meeting, in addition to the VCTC Hearing Board consisting of Commissioners Sharkey, McDonald, Pinkard, and Moorhouse, 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 twelve people including staff attend and comment, while the evening session in Moorpark on January 17th had eleven persons including staff attend. Local transit staffs attended both evening sessions.

The Unmet Transit Needs public comment period was open through February 13, 2012. By the time the hearing was closed, 138 individuals and groups had 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. A total of 212 comments were received.

While some testimony was very specific about a particular problem in one area, most of the testimony fell into several broad categories. This was in good part due to the active participation of community advocate organizations outreach activities focused in the West County. As a result, VCTC received a substantial number of comments regarding the related issues of Gold Coast Transit on-time performance, overcrowding, and bus frequency. While many of the comments were vague enough to not be an Unmet Transit Need, the overall issue was one Gold Coast Transit (GCT) was aware of, and after significant analysis, in February GCT significantly modified its service operations to address the ongoing performance issues. The service modifications went into effect at the same time as the comment cards were submitted to VCTC.

Beyond the comments regarding the “performance” of the Gold Coast Transit services, the significant requests for additional services were primarily (1) requests for transit service on Victoria Ave. and Channel Island Blvd., later service on Gold Coast Transit, expanded service hours on VISTA 126, scattered requests for increased service hours/days on paratransit systems, and requests for lower fares (primarily for students), and improved transfers between paratransit services for seniors. Comments regarding increasing bike capacity on Gold Coast Transit buses and increased numbers/better climate protected bus shelters were also received.

Although there is insufficient data to make an “Unmet Transit Needs” finding, earlier this year both VCTC (for VISTA 126) and Gold Coast Transit (for the Channel Island-Victoria line) have applied for demonstration funds to address concerns subsequently addressed in this Unmet Transit Needs process. At the same time, the “East County Cities” (Camarillo, Moorpark, Simi Valley, Thousand Oaks) are working on a Memorandum of Understanding (MOU) which will serve as the template for “core” uniform hours of operation, and other actions to improve coordination of services in the East County.

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 to be

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unmet transit needs as part of the FY 2012/13 findings. The exception is Gold Coast Transit Route 40, which has been specifically identified as a route which was being terminated because of poor performance and not a lack of transportation funds.

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. Request for extended hours or days of 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 vehicles and facilities. A number of comments were received requesting increase bike capacity on buses, and improved numbers and quality (protection from elements) at bus stop. These are not Unmet Transit Needs, but VCTC and the operators have an on-going interest and efforts of address these concerns.
4. Request for better coordination. These are operational improvements to make the services more convenient and attractive, and will be referred to TRANSCOM for on-going review.
5. Request for reduced fares and changes to fare restrictions. These are not unmet transit needs, and in some cases could adversely affect the TDA fare box requirements.
6. Comment regarding driver performance. A number of comment were received regarding driver performance. These are not Unmet Transit Needs, but do represent

The recommendations, draft findings, and matrix were reviewed for technical accuracy by the VCTC Transit Operators Advisory Committee (TRANSCOM) on April XX, 2012. The TRANSCOM (TO BE COMPLETED AFTER TRANSCOM MEETS). The Citizens Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) met on April XX, 2012 and (TO BE COMPLETED AFTER TRANSCOM MEETS).

The findings and matrix are attached.

VENTURA COUNTY TRANSPORTATION COMMISSION

FY 2012/13 UNMET TRANSIT NEEDS FINDINGS



May xx, 2012

VENTURA COUNTY TRANSPORTATION COMMISSION

FY 2012/2013 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. 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 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 2, 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

1. 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⁾
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.

(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 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 continue 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 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 Service Plan for Western Ventura County
- SCAT Public Transit Service Delivery Plan (April 2000)
- City of Thousand Oaks March 2, 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)
- VCTC Limited English Proficiency Plan (2011)
- 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)

- City of Ojai Report of Recommendations from the Ad Hoc Transit Committee (Dec 2011)
- Gold Coast Transit 2010 TDA Triennial Performance Audit
- VCTC 2010 TDA Triennial Performance Audit

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-Ride Center
- Ventura County Passport (Smart Card) Program
- Go Ventura Internet Program
- Senior Nutrition Program
- East County Paratransit Transfer program
- VCTC Social Service Token (ticket) Program
- VISTA Ongoing Transit Services
- TDA Financial Audits, Article 8(c)

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 2, 2011 meeting.

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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 to be unmet transit needs as part of the FY 2012/13 findings. The exception is Gold Coast Transit Route 40, which has been specifically identified as a route which was being terminated because of poor performance and not a lack of transportation funds.

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. Request for extended hours or days of 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 vehicles and facilities. A number of comments were received requesting increase bike capacity on buses, and improved numbers and quality (protection from elements) at bus stop. These are not Unmet Transit Needs, but VCTC and the operators have an on-going interest and efforts of address these concerns.
4. Request for better coordination. These are operational improvements to make the services more convenient and attractive, and will be referred to TRANSCOM for on-going review.
5. Request for reduced fares and changes to fare restrictions. These are not unmet transit needs, and in some cases could adversely affect the TDA fare box requirements.
6. Comment regarding driver performance. A number of comment were received regarding driver performance. These are not Unmet Transit Needs, but do represent

The recommendations, draft findings, and matrix were reviewed for technical accuracy by the VCTC Transit Operators Advisory Committee (TRANSCOM) on April XX, 2012. The TRANSCOM (TO BE COMPLETED AFTER TRANSCOM MEETS). The Citizens Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) met on April XX, 2012 and (TO BE COMPLETED AFTER TRANSCOM MEETS).

The findings and matrix are attached.

RECOMMEDED 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. Discontinue Gold Coast Transit Route 40 due to a failure to meet ridership goals and performance productivity objectives of both Gold Coast Transit and VCTC.
4. If awarded grants, monitor the proposed service demonstrations on the VISTA 126 (expanded hours) and the Gold Coast Transit Channel Islands Blvd./Victoria Ave. (new route) to determine if a

transit need which is reasonable to meet exists.

5. Continue the Ventura County interagency bus transfer program.

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

6. Find by VCTC Resolution #2012-0X that there are no Unmet Transit Needs that are reasonable to meet.

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

- A. Continue to pursue and identify funding to allow local agencies to install more bus benches and shelters, and transit information, where warranted and feasible.
- B. Continue to improve schedule coordination and transfer connections between different bus systems where operationally feasible.
- C. Continue to adjust fixed route transit services, stops and schedules throughout Ventura County as needed and operationally feasible.
- D. Continue community outreach and marketing efforts to increase awareness of the availability of transit services for the general public, seniors, and disabled, to be coordinated by VCTC.
- E. Continue operation of NEXTBUS countywide and provide addition NEXTBUS signs at appropriate locations.
- F. Continue to ensure that bus stops and bus signage, vehicles, and operations are all in compliance with the Americans with Disabilities Act (ADA) requirements.
- G. 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.
- H. Encourage cities, transit providers, and social service agencies to implement elements of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.
- I. 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.
- J. Initiate a countywide transit study to identify short range and long range transit needs.
- K. 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.
- L. 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.
- M. Support cost-effective actions to increase bike capacity on the transit system.
- N. Encourage transit trips over auto usage during this time of heightened public awareness of the cost of fuel.

- O. Seek financial support from the cities to provide subsidized fares for low income passengers transferring between local transit systems and VISTA.
- P. Work with LOSSAN, Caltrans, Amtrak, and other involved organizations to improve real safety and maintain or increase speeds on the rail services.
- Q. VCTC and the ADA providers in the county continue to improve transfers and transfer locations for inter-agency ADA trips.
- R. The VCTC integrate evening meetings in different parts of the county as part of future Unmet Transit Needs proves.

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 #2012-0X 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**

Improved service quality. Twenty-four persons wanted an increase in bus servicing current stops. Many complained of long headways, 45 minutes to an hour. Many want to see headway times dropped to between 15 and 30 minutes. Fourteen persons complained about overcrowding on Gold Coast Transit buses. Seventeen persons complained about Gold Cost Transit buses running late, causing passengers to arrive late to work, miss appointments, etc. One person complained about the need for a "Constant schedule with few disruptions". Also, three requests were made to increase or re-instate the route 6 Line. Two people asked for more buses to stop at Ventura College. One person said the buses take too long. One person stated the bus stops too far from their house; another wanted the bus to go into the discount center to stop at Charter College. One person commented that there was a lack of time built into schedules to allow for wheelchair boarding's. One person complained about the leg room on the bus. Gold Coast Transit was aware of the problems, and since late 2011 was working on a revision to their schedule to correct these three related issues. A major schedule modification was implemented on February 12, just after community organization groups distributed and collected comment cards. It appears that the problems identified by the riders have been addresses. These is not an Unmet Transit Need.

Three people were also complementary to new GCT regarding their new or modified services.

Service on Victoria Ave. and Channel Islands Blvd. Thirteen people requested Gold Coast Transit service on Victoria Ave. and Channel Islands Blvd., and two people requested more direct service from Oxnard/Port Hueneme to Ventura College. While there were not sufficient number of request nor data to justify the determination of an Unmet Transit Need, the comments support the analysis down by Gold Coast Transit, which lead to that agency submitting to VCTC a grant application to implement a demonstration service from Center Point Mall in Oxnard, down Channel Island Blvd. to Victoria Ave., and then on Victoria Ave. to Ventura, ending at the Ventura Transit Center.

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.

Additional evening service and/night owl service and weekend service. Twelve persons requested additional evening service and/night owl service; and two people requested additional Gold Coast Transit weekend service. 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.

Gold Coast Driver customer service. Six people comment on poor customer service provided by Gold Coast Route bus drivers. Two people complained about the lack of cleanliness maybe contributing to deteriorating health of passengers. One person wants GCT drivers to accept GOVENTURA receipts for passes; and one person feels drivers should notify other bus drivers when they are going to be late. These are not an Unmet Transit Needs. It is an operational modification of an existing service. The comments are referred to Gold Coast Transit for their review.

Gold Coast Employment Treatment. One person wants Gold Coast Transit employees to be treated better. This is not an unmet transit need.

Want lower fares on Gold Coast Transit. Four people wants lower fares on GCT, and four people want a lower (or free) student fare. One person wants Gold Coast Transit to not increase in fares or decrease in service. And one person would like additional fares

General Comments about service modifications. A number of comments/requests for service were received, including three persons requesting service on Harbor Blvd, and one requesting service to the Corner of 7th and Hueneme. 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.

Bikes on Buses. Three people commented about the need for more bike carrying capacity on GCT buses. This is not an unmet transit need, and is regulated by state law. Gold Coast Transit is working with the legislature in an effort to get authority to use triple bike racks, which would increase capacity.

Signal for stopping. One person recommended that buses be configured to make it easier for passengers, especially elderly passengers, to pull the signal for stopping. This is not an unmet transit need.

2. City of Oxnard

Bus stop lighting. One person requested lighting at stops at J and Bard to improve safety and perception of safety at dark stop. One person has concerns about the safety of the VISTA CSUCI Centerpoint mall and Camarillo Metrolink station. These are not unmet transit needs; however, they are being referred to the City.

3. VISTA

VISTA General issues

Later VISTA service. One person requested later VISTA service. One person wants VISTA buses to serve Metrolink trains. One person wants 30 minute headways on VISTA services. These are not unmet transit needs.

VISTA 126 and Dial-A-Rides

Later VISTA 126 Evening Service on Weekends and Weeknights. Three people want later VISTA 126 Service, including service to Piru. This request includes additional service to provide trips for people attending evening classes at 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.

VCTC has applied for a grant funds to operate a demonstration to determine if later evening and expanded service to address crowding is justified.

Fixed Route Service overcrowding on VISTA 126. One person wants additional service on VISTA 126 to resolve overcrowding. This is not an unmet transit need.

VISTA EAST

VISTA EAST Evening Service. One person wants VISTA EAST service until after 9 pm on weekdays to serve Moorpark College. While this potential should be monitored, there is not sufficient documented demand. 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.

VISTA CSUCI- Oxnard

Earlier VISTA CSUCI- Oxnard Bus. One person wants earlier VISTA CSUCI-Oxnard bus service. 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.

VISTA COASTAL EXPRESS

VISTA Coastal Express service to Montecito. VISTA and SBCAG staff should investigate the potential of adding a stop on the Coastal Express, and the impact on existing service schedules. Potentially adding this stop would cause enough loose in time to decrease the total number of trips in the peak period. 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.

VISTA 101/CONEJO EXPRESS

VISTA 101 to Downtown Ventura. One person wants the VISTA [101] to go to downtown Ventura (near the mission) area. . The service is available, but requires a transfer to a Gold Coast Transit or a VISTA Coastal Express Bus. 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.

4. City of Ventura

Environmental protection at Ventura Transit Center. One person requested a covered shelter at the Ventura Transit Center. This is not an unmet transit need.

5. Ojai Trolley

No comments received for Ojai Trolley

6. Camarillo Area Transit (CAT)

Increased service. One person requested increased hours of service on Saturday, and DAR services on Sunday. 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.

Fare discounts. One person requested wants multi-ride discount tickets available for the Camarillo DAR. This is not an unmet transit need.

7. Moorpark Transit

Moorpark Expanded Service. Two requested were received for evening transit service in Moorpark, either on the DAR or fixed routes. Two requested were received weekend transit service, including expanding service hours to meet Metrolink trains. These are 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.

One request was made regarding availability of transport from Vintage Crest Senior Apartments to Ralphs/Albertsons, our comment regarding Door to door assistance for ADA riders on the Moorpark DAR. One person support the existing Moorpark DAR, including trips to Kaiser in Thousand Oaks. These are not unmet transit needs.

Support for the Moorpark Dial-A-Ride. One person express support for the Moorpark DAR and it service to the Kaiser facility in Thousand Oaks.

8. Thousand Oaks Transit

Thousand Oaks Transit Dial-A-Ride evening hours. One person wants the Thousand Oaks Dial-A-ride to operate later at night, including specifically allowing them to attend the to city council meetings. 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.

Thousand Oaks Transit weekend service. One person wants the Thousand Oaks Transit to operate on the weekend so she can use the #3 and #4 to get to work at the Oaks. 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.

Thousand Oaks Transit service expansion. One person wants the Thousand Oaks Transit to have a stop at Westlake Blvd. and Triunfo; which would basically require a new route or significant changes in the existing route structure. 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.

9. Simi Valley Transit

Simi Valley Transit to Moorpark. One person wants Simi Valley Transit Route "B" buses extended to Moorpark. Unmet transit needs are not service provider specific, and this is not an unmet transit need.

Service on Los Angeles Avenue between Erringer and First Streets. One person would like the Route D (or VISTA East) to provide local service on Los Angeles Avenue between Erringer and First Streets. VISTA East is by design a regional operator, and adding local service would cause the service to fail to meet its mission of provided a limited number of stops while providing intercity services. 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.

10. Rail

Metrolink expansion, including weekend service. One person wants expanded Metrolink service to Los Angeles, including weekend service. 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.

11. County of Ventura/Ojai Valley

Transit service to Saint John's near Ojai. One person representing a social service agency requested transport for elderly residents of Saint John's near Ojai. 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.

12. Service Expansions – multiple agencies.

Service from Santa Paula to Simi Valley. One person wants bus service from Santa Paula to Simi Valley for work trips. 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.

Service between Oxnard and Camarillo. One person and the attendees at the Oxnard Unmet Transit Needs workshop want bus service from South Oxnard to jobs in Camarillo. VCTC work with the cities of Oxnard and Camarillo, and Gold Coast Transit to investigate the need and feasibility of improved transit service between Oxnard and Camarillo. VCTC has participated in an ongoing survey of employees at the Camarillo Outlet Mall. The US Census data indicates that there are a substantial number of trips in the Corridor; however, insufficient data exists to determine the feasibility of any service improvements. 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.

13. County/Interagency ADA Transportation

Transfer Free Intercity ADA service. One person wants the intercity ADA paratransit to be transfer free. 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.

Better East-West transport for mental health clients. One person wants better bus service for Mental Health clients between East County and Oxnard/Ventura area. . This is not an Unmet Transit Need

Continued support for Medi-Ride transit options countywide. One person wants continued/additional support for the “Medi-ride program” transit for seniors. 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. This is not an Unmet Transit Need.

Improved intercity ADA services. One person wants improved intercity ADA transfers, including consistent hours, especially earlier services countywide. The Ventura County Human Services Transportation and Transit Service Coordination Plan (adopted by VCTC 2007) recommend all paratransit operate during uniform hours from 7 to 7 weekdays, and on Sundays. All paratransit providers should monitor feasibility of implementing the Plan. Because of the general nature of the request, it is not an Unmet Transit Need. However, as the VCTC and member agencies work to implement the Ventura County Human Services Transportation and Transit Service Coordination Plan, it will continue to be an objective.

One person wanted the intercity ADA system to be more easily understood and explained. They also wanted a single information/referral center for ADA trips, and the when transfers take place, the vehicles making the transfer wait for the transferring vehicle before leaving (“hand off” rides). These are not Unmet Transit Needs.

Increased Mobility for seniors. One person wants increased transit services for seniors in all cities. This is not an Unmet Transit Need.

Support for Travel Training. One person wants continued and increased funding and supporting Travel Training. This is not an Unmet Transit Need.

Bus shelters. One person wants more bus shelters to protect disabled bus riders from the sun. They noted that in some cases the disabled are medically unable to wait in the sun. VCTC has supported and continues to support placement of bus shelters, however, this comment is not site specific. This is not an Unmet Transit Need.

14. Countywide Issues

VCTC Transit Information Center. One person wants the VCTC transit information center to be open on weekends. This is not an Unmet Transit Need.

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

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.

NEXTBUS. Two people commented that the NEXTBUS system is difficult to use or does not work well. Without specific data regarding dates, time, and buses, it is impossible to tell if possible problems are caused by the system or operator error. This is not an unmet transit need.

Interagency transfers. One person wants the intercity bus transfers to be good for a longer period of time. The time limit is to prevent abuse, and prevent the transfer from being used as a day pass. This is not an unmet transit need. One person supports continuing the program.

Interagency communication. One person wants countywide communications between buses. This is not an unmet transit need.

Acceptance of tokens/tickets. One person wants countywide acceptance for a prepaid fare media (token or ticket). Until the fares in the county are uniform, this will be difficult to achieve, since it will require different fare losses by different providers, with no revenue source to compensate. Fares are not an unmet transit need.

Bike parking at bus shelters. One person wants increased bike parking at bus shelters. This is not an Unmet Transit Need.

Other Issue

VISTA Buses. One person does not like the “big” VISTA buses, and the fact that they have Wyoming license plates. This is not an Unmet Transit Need.

Rider Misconduct. One person commented regarding “misconduct” on the bus system, but did not identify either the system or the misconduct. This is not an Unmet Transit Need.

LA type rail system. One person wants the county to plan to fund a rail system “similar to the one in Los Angeles.” This is not an unmet transit need.

Ventura City area focus group. One person wants VCTC to set up a focus group in Ventura City to provide input on transit improvements. This is not an unmet transit need.

RESOLUTION NO. 2012-0x

**A RESOLUTION OF THE VENTURA COUNTY
TRANSPORTATION COMMISSION APPROVING
UNMET TRANSIT NEEDS FINDINGS FOR FISCAL YEAR 2012/2013**

- 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 commission created in the County of Ventura by Division 12 (commencing with § 130000) of the Public Utilities Code.
 - C. In § 99222 of the Mill-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 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 disadvantaged, ...
 - b) An analysis of the adequacy of existing public transportation services and specialized transportation services, including privately and publically 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 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 transit 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 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 funding ... 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 6, 2012, 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 xx, 2012, the CTAC/SSTAC met and xxxxxxxxxxxx.
- Although not required by law, VCTC staff recommendations regarding unmet transit needs in FY 2012/2013 were also reviewed by the Transit Operators Advisory Committee of VCTC ("Transcom") on April xx, 2012.
- L. VCTC has reviewed and incorporates by reference in this resolution its approvals of the following:
- The definition of "unmet transit needs" adopted by VTC on January 5, 1996 and reaffirmed by the VCTC on December 2, 2011; and,
 - The definition of "reasonable to meet" adopted by VCTC on January 5, 1996 and reaffirmed by the VCTC on December 2, 2011.
- 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 6, 2012 and submitted to VCTC through February 13, 2012;
- The TDA rules and regulations;
- The VCTC Staff Report, dated May XX, 2012 (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-Ride Center (VCTC Transit Information Center)
Ventura County Passport (Smart Card) Program
Go Ventura Internet Program
VCTC Social Service Token (ticket) Program

**II. NOW, THEREFORE, THE VENTURA COUNTY TRANSPORTATION COMMISSION DOES
HEREBY RESOLVE AND ADOPT ALL OF THE FOLLOWING FOR FISCAL YEAR 2012/2013**

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. Discontinue Gold Coast Transit Route 40 due to a failure to meet ridership goals and performance productivity objectives of both Gold Coast Transit and VCTC.
4. If awarded grants, monitor the proposed service demonstrations on the VISTA 126 (expanded hours) and the Gold Coast Transit Channel Islands Blvd./Victoria Ave. (new route) to determine if a transit need which is reasonable to meet exists.
5. Continue the Ventura County interagency bus transfer program.

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

1. Find by VCTC Resolution #2012-0X that there are no Unmet Transit Needs that are reasonable to meet.

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 #2012-0X that:

THERE ARE NO UNMET TRANSIT NEEDS THAT ARE REASONABLE TO MEET. 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 2011/2012.

BE IT FURTHER RESOLVED THAT:

- A. 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.
- B. The Executive Director shall before August 15, 2012 forward to 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 XXth day of May, 2012

John Zaragoza, 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 XX, 2012 upon the motion of Commissioner _____, seconded by Commissioner _____ and adopted on the following vote of the Commission:

Ayes:

Nays:

Absent:

Dated: May XX, 2012

Donna Cole, Clerk of the Commission

2012 Ventura County Unmet Transit Needs
Comments received at Unmet Transit Needs Hearing

	NAME	SUMMARY OF COMMENTS	AREA/ AGENCY	STAFF RESPONSE	RECOMMENDATION
1.	Maryanne Southam, Oak View, emailed	Wants more bike capacity on GCT buses to Ojai	Gold Coast Transit	This is not an Unmet Transit Need. State law limits bike rack capacity. GCT is working to get a change in state law to allow triple bike racks,	
2.	David Kropp, Moorpark, emailed	Wants weekend Dial-a-Ride and Moorpark bus service.	City of Moorpark	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: <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.	The City of Moorpark monitor requests for evening and weekend service on both its DAR and Fixed Route services for possible future expansion. The Ventura County Human Services Transportation and Transit Service Coordination Plan (adopted by VCTC 2007) recommends all paratransit operate during uniform hours from 7 to 7 weekdays, and on Sundays. .
3.	Mike Houser provided a request from a T.O. resident	Wants VISTA East service from Moorpark College until 9:00 p.m. in the evening for students taking night classes.	VISTA East	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:	VISTA staff should monitor requests for evening services on VISTA East, including coordination with Metrolink and student service desires at Moorpark College, and coordinate with expansions of evening service in the member agencies

				<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.	(Moorpark, Simi Valley, and Thousand Oaks).
4.	Carol Anderson, Thousand Oaks, wrote	Wants the VISTA [101] to go to downtown Ventura (near the mission) area.	VISTA 101	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: <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	The service is available, but requires a transfer to a Gold Coast Transit or a VISTA Coastal Express Bus.

				a subsidy generally equivalent to other similar services.	
5.	Laura Goldberg, Moorpark, called	While satisfied with Moorpark DAR, Wants Moorpark DAR weekend service,	Moorpark City	See comment #2	
6.	Linda from Ventura called	Wants later service in Ventura and Oxnard on GCT for people who work night shifts.	Gold Coast Transit	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: <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.	
7,	Marcia Ziegler, Moorpark, emailed	Support use of Moorpark DAR, including trips to Kaiser in Thousand Oaks.	Moorpark City	This is not an Unmet Transit Need.	
8.	Marilyn McQuinn, Moorpark, called	Does not like "big buses" with Wyoming license plates going through town.	VISTA	This is not an Unmet Transit Need.	
9.	Karin Duncan emailed	Wants bus service to Montecito.	VISTA Coastal Express	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the	VISTA and SBCAG staff should investigate the potential of adding a stop on the Coastal Express,

				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: <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.	and the impact on existing service schedules.
10.a.	Mary Harris, Thousand Oaks, wrote	Wants late night DAR service	Thousand Oaks	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: <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.	
10.b.		Wants to have no transfers for DAR intercity services.	Countywide	Not an Unmet Transit Need.	
10.c.		Wants late night VISTA late night service.	VISTA	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: <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.	
10.d.		Wants TO DAR services to go to city council meetings.	City of Thousand Oaks	See Comment #10.a.	
11.a.	Sylvia Pollak Camarillo called	Wants Camarillo DAR service on Sundays.	City of Camarillo	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: <u>Performance</u> The estimated number of	The Ventura County Human Services Transportation and Transit Service Coordination Plan (adopted by VCTC 2007) recommends all paratransit operate during uniform hours from 7 to 7 weekdays, and on Sundays. All paratransit providers should monitor feasibility of implementing the

				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.	Plan.
11.b.		Wants weekend DAR service after 4 pm.	City of Camarillo	See Comment 11.a.	
11.c.		Wants a multi-ride discount ticket for DAR.	City of Camarillo	This is not an Unmet Transit Need.	
12.	Vickie Odle social services designee for a senior community in Ojai, emailed	Wants transportation services to Saint John's near Ojai (for elderly and disabled)	County of Ventura	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: <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>	Refer to the County of Ventura for review of County services in the Ojai Valley.

				The proposed service will require a subsidy generally equivalent to other similar services.	
13.a.	Yasmin Paulson [Oxnard?] emailed	Have concerns about the safety of the VISTA CSUCI Centerpoint mall and Camarillo Metrolink station.	VISTA CSUCI/ City of Oxnard	This is not an Unmet Transit Need.	Concern was forwarded to City of Oxnard and Oxnard Police Department.
13.b.		Wants earlier service from Oxnard to CSUCI.	VISTA CSUCI/ CSUCI	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: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
14.a.	Debra, from Moorpark, emailed, area of Princeton and Amherst.	Wants VISTA East hours extended earlier and later to meet Metrolink trains.	VISTA East	See comment #3	
14.b.		Wants VISTA East more frequent	VISTA East	This is not an Unmet Transit Need.	
14.c.		Wants increase Metrolink service, including weekend hours.	VCTC	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:	

				<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.	
14.d.		Wants Moorpark transit hours extended earlier and later to meet Metrolink trains.	Moorpark City	See Comment #2	
15.	Brenda Birdwell (Sr. Concerns) attended VCTC workshop	Expressed concerns getting between cities with DAR for doctors appointments; Kaiser Woodland Hills and other intercommunity trips discussed.	Countywide	This is not an Unmet Transit Need.	
16.	Sue Fitzgerald attended VCTC workshop	Expressed concerns about Moorpark Seniors getting to shopping trips (specifically from Vintage Crest Senior Apartments to Ralph's and Albertsons).	City of Moorpark	This is not an Unmet Transit Need	Service is provided by Moorpark DAR for seniors (62 and over). City staff is working to promote the service at Vintage Crest Sr. Apartments.
17.	Sue Sandlin attended VCTC workshop	Asked about door to door assistance for Moorpark DAR.	Moorpark City	This is not an Unmet Transit Need.	
18..	Fausta Lopez attended VCTC workshop	Wants GCT buses (#5) to connect to the earlier Metrolink services.	Gold Coast Transit	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: <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.	
19.a.	Attendees at Oxnard VCTC workshop (group discussion)	Wants bus service from South Oxnard to jobs in Camarillo,	City of Oxnard, City of Camarillo	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: <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 work with the cities of Oxnard and Camarillo, and Gold Coast Transit to investigate the need and feasibility of improved transit service between Oxnard and Camarillo. VCTC has participated in an ongoing survey of employees at the Camarillo Outlet Mall. The US Census data indicates that there are a substantial number of trips in the Corridor; however, insufficient data exists to determine the feasibility of any service improvements.
19.b.		Wants Gold Coast Transit service on	Gold Coast	This is not an Unmet Transit Need	Currently this corridor is served by

		Channel Island Blvd. (noted all the way to Victoria), specifically mentioned was Big Lots.	Transit	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: <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.	the Oxnard Harbors and Beaches DAR. Gold Coast Transit is including Channel Islands Blvd. service as a part of the grant request to fund a demonstration on Victoria Blvd. If funded, the route would include Channel Island Blvd. to Victoria Ave., and then Victoria to the VTC.
19.c.	Cheryl Roberson	Concerns about street lighting at stops at "J" and Bard.	City of Oxnard	This is not an Unmet Transit Need.	Forward to the City of Oxnard.
19.d		Wants VCTC Transit Information Center open on weekends	VCTC	This is not an Unmet Transit Need.	
19.e.		Wants College Student discount fare	Gold Coast Transit	Fares are not an Unmet Transit Need. State law mandates minimum farebox recovery rates for all systems.	Refer to student governments/Associations to consider student body assessments to subsidize transit.
19.f.		Wants GCT drivers to be accepting of GOVENTURA receipts for passes	Gold Coast Transit	This is not an Unmet Transit Need.	
20.	Maria attended VCTC workshop	Wants more frequent service to Ventura College	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
21.a.	Anita Barela, Thousand Oaks emailed	Wants Thousand Oaks Transit to operate on the weekend so she can use the #3 and #4 to get to work at the Oaks.	Thousand Oaks City	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: <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.	
21.b.		Wants Thousand Oaks Transit to have a stop at Westlake Blvd. and Triunfo.	Thousand Oaks City	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: <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.	
22.	B.S. Arevalo,	Wants Simi Valley transit service (either	Simi Valley City	This is not an Unmet Transit Need	

	Jr, Simi Valley, emailed	fixed route or DAR) on Sundays, even by the hour.... say, 8, 9, am to say, up to 5 pm for the benefits of us, seniors who do not own nor drive a car, to church (for mass) or even go to the Simi Valley mall, visit some friends/relatives, etc.		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: <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.	
23.	Barbara Hegner, Senior Cit. Moorpark, emailed	Wants Simi Valley Route "B" Buses to come to Moorpark.	Simi Valley City	This is not an Unmet Transit Need.	
24.	Debbie May emailed.	Wants the VISTA buses to operate on an extended schedule that coordinates with the Metrolink train i.e. a start time of at least 5:30 am in either direction and being able to pick up the bus at the train station at night by at least 7 or 8 pm going either north or south.	VISTA	This is not an Unmet Transit Need.	
25.a.	Lynn D. emailed	Wants the different bus services that have connection lines could communicate with each other!!	All Transit providers	This is not an Unmet Transit Need.	
25.b		Likes the Farmers insurance drop off. "Wonder since Simi transit has this "hole" in the LA Ave between First street and Erringer if VISTA would consider doing off Erringer before leaving Simi to Los	VISTA East/ Simi Valley City	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	Refer to Simi Valley.

		Angeles Ave to First and back freeway as usual.“ Suggests that Simi can change their D route to include that, though doesn’t help on Saturday as D runs M-F.		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.	Laura Flores, Oxnard (Turning Point Foundation Recovery Center), sent a card.	Wants a direct route between Ventura and Oxnard via Harbor Blvd. for their transit dependent clients.	Gold Coast Transit	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: <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.	

27.	Everarto Martinez, Oxnard, sent a card.	Wants more space for bicycles and more frequent service, especially on the 6 line	Gold Coast Transit	This is not an Unmet Transit Need. State law limits bike rack capacity. GCT is working to get a change in state law to allow triple bike racks,	
28.	Vianey Carrera, Oxnard, sent a card	Wants a more constant schedule with fewer disruptions to the regular schedule.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
29.	Alejandra Morales, Oxnard, sent a card	Wants the buses to run later hours, like until midnight. Sometimes commenter has to work the graveyard shift and has to either get a ride or pay a taxi.	Gold Coast Transit	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: <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 and Gold Coast to investigate alternative programs which could be funded through programs like JARC (Jobs Access/Reverse Commute) and operated by non-government organizations to provide "night owl" types of service in the Oxnard-Ventura area.
30.	Rafaela Moreno, Oxnard, sent a card	Wants a bus that runs by Villa Cesar Chavez. In order to take the bus commenter has to go "travel far".	Gold Coast Transit	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:	While insufficient demand has been demonstrated to determine service on Victoria Ave. between Channel Island Blvd. in Oxnard and the Ventura Transit Center to classify; and the service cannot be provided with minor route modifications, there appears to be

				<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.	enough requests for different trip activities to justify further efforts. GCT has recognized this, and has applied to VCTC for grant funding to institute a demonstration service.
31.	Rosario Lopez, Oxnard, sent a card	Wants a bus between Oxnard and Camarillo. The existing bus "takes a very long time to arrive. It takes me almost the entire day to go and return back home."	Oxnard City, Camarillo City	See Comment (19)	
32.	Juan Martinez, Oxnard, sent a card	Wants to have more space for my bicycle. I have had to wait for more than an hour because of the lack of space on the bus for my bicycle	Gold Coast Transit	See Comment #1	
33.	Maria Espinoza, Oxnard, sent a card	Some drivers do not treat passengers well. It is there job and they should understand that we need this service. Also, when there are people walking towards the bus, the bus does not wait and that is not right.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their driver training.
34.	Eriverto Garcia, Oxnard, sent a card	Commenter likes the daily services provided. Thank you.	Gold Coast Transit	This is not an Unmet Transit Need.	
35.	Luisa Segovia, Oxnard, sent a card	There is not much space for handicapped people. There have also been accidents and they are not taken care of properly.	Gold Coast Transit	This is not an Unmet Transit Need.	
36.	Maria Lopez, Oxnard, sent a card	Wants the buses to run on time. Commenter is frequently late to their doctor's appointments at St. Johns because the bus is always running late. "This affects us a lot because we lose	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.

		our appointments.”			
37.	Patty Oseguera, Oxnard, sent a card	“Service is good and on time. We need more service in the evening and night hours.”	Gold Coast Transit	See Comment #29.	
38.a.	Pilar Yanes, Oxnard, sent a card	Commenter feels fares are too expensive	Gold Coast Transit	Fares are not an Unmet Transit Need. State law mandates minimum farebox recovery rates for all systems.	
38.b.		Wants the buses to run on time. “Buses do not arrive on time causing us to run late to doctor’s appointments (Camino Real) and the welfare office.”	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
39.	Eduardo Sanches, Oxnard, sent a card	“Fare is expensive and many of us have to stand. I wouldn’t mind paying more only if service improves, if not, I would like to pay less.”	Gold Coast Transit	Fares are not an Unmet Transit Need. State law mandates minimum farebox recovery rates for all systems.	
40.	Josefina Magana, Oxnard, sent a card	“I need the bus because I am sick and to go to my appointments in Ventura. Stops are too far.”	Gold Coast Transit	This is not an Unmet Transit Need.	
41.	Wendy, Oxnard, sent a card	Wants a stop be placed to serve Villa Cesar Chavez	Gold Coast Transit	See Comment #30.	
42.	Juan Mendez, Oxnard, sent a card	Wants some early morning service along Victoria Ave. “There is no transportation and many of us work in the fields there.”	Gold Coast Transit	See Comment #30.	
43.a.	Maria Hernandez, Oxnard, sent a card	Wants bus service along Harbor Blvd.	Gold Coast Transit	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: <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.	
43.b.		Commenter feels there is "a great lack of public transportation at night."	Gold Coast Transit	See comment #29	
44.	Eudocia Gomez, Oxnard, sent a card	Commenter wants a closer bus stop [to Villa Caesar Chavez]. "We walk a long distance to catch the bus."	Gold Coast Transit	See Comment #30.	
45.	Alma Reyes, Oxnard, sent a card	"The bus drivers are not very polite and are rude with some people. Also, many times the bus drivers see us running to the stops and choose to not wait. They refuse to open the door. Instead they make us wait an hour for the next bus."	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their driver training.
46.	Erminio Martinez Vasquez, Oxnard, sent a card	Commenter feels that Line 6 takes too long; it has caused them to arrive late to many of their appointments. Commenter has a baby and the bus is too full. The buses should all stop taking in so many people because it is dangerous.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
47.	Pablo Martinez, Oxnard, sent a card	Wants service at the corner of Seventh and Hueneme "because it is necessary."	Gold Coast Transit	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: <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.	
48.	Francisco H., Oxnard, sent a card	Wants buses to run later into the night. Sometimes commenter works late night and has no way of getting back home. "The taxis charge too much money."	Gold Coast Transit	See comment #29	
49.	Josefina Martinez, Oxnard, sent a card	Commenter would like it if buses ran further into the night and on weekends.	Gold Coast Transit	See comment #29	
50.	Guadalupe Rodriguez, Oxnard sent a card	Wants improved reliability and capacity. "The bus is always late and full. We do not fit! I have been late to many appointments because of this."	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
51.a.	Natalia Rodriguez, El Rio/Oxnard sent a card	Likes the new 14 line. It has helped commenter get to work. It has also helped the kids with a ride to school.	Gold Coast Transit	This is not an Unmet Transit Need	
51.b.		Wants new 14 line to run later in the evening and nighttime; allow some people go to night school.	Gold Coast Transit	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: <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.	
52.	Jubenal Hernandez, Oxnard, sent a card	Wants shorter headways, "It takes too long to arrive. Waiting 20 minutes would be better, 30 minutes to an hour is too much."	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
53.	Francisco Ramirez, Oxnard, sent a card	Wants improved reliability. "The buses always run late and I need them on time."	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
54.a.	Ricardo Castro, Oxnard, sent a card	Wants improved reliability. "They run very late, need to be more on time."	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
54.b.		Wants increased frequency. "Buses should come by every half hour."	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
55.	Maria Sanchez, Oxnard, sent a card	Wants services in the area near the Mandalay Hotel. Commenter works near the area cleaning homes and it costs time and money to get there. Sometimes commenter doesn't have a ride to get to work.	Gold Coast Transit	This is not an Unmet Transit Need.	The Oxnard Harbors and Beaches DAR provides service to the area 6 days a week, and transfers with GCT and VISTA CSUCI.
56.	Romelio Chavez, Oxnard, sent a card	The bus (6 line) arrives late.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
57.		Wants more service on the 6 line "would be great. I work in Ventura and the morning bus is too full. Sometimes seniors don't fit up front so they are forced to stand in the back, which is not right."	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
58.	Angela Reyes, Oxnard, sent a	Wants two way service on the Route 6. "I leave near Wagon Wheel and there is	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational

	card	only one way service, I have no way of getting back home. I really like the service on the 14 but not the 6. The 6 needs two-way service.”			and schedule planning and modifications.
59.	Angela H., Oxnard, sent a card	Wants service on Victoria Blvd. “Victoria Blvd does not have nearby service, we need closer stops because we walk too far right now.”	Gold Coast Transit	See Comment #30.	
60.	Christina, sent a card	Wants there to be a closer bus stop [to Villa Cesar Chavez] “because my mom does not drive and she needs someone to take her places.”	Gold Coast Transit	See Comment #30.	
61.	Kathy Long, Oxnard, sent a card	Wants the drivers to be required to notify other bus drivers when they are going to be late.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their driver training.
62.	Adriana Villagomez, Santa Paula, sent a card	Wants additional [VISTA] service to Woodland Hills	VISTA Conejo Connection	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: <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 should continue to monitor growth in ridership on the Conejo Connection for future expansion considerations. There is currently capacity on the existing service.
63.	Dinera Rico, Oxnard, sent a card	Complaint that buses are late and overcrowded.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and

					modifications.
64.	Kathy Karluk, Ventura, sent a card	Complaint that buses are late and overcrowded. Also Wants "more overhands when it rains".	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
65.	Angelina Valomaras, Oxnard, sent a card	Wants a stop at Charter College (2000 Outlet Center Dr, Oxnard.)	Gold Coast Transit	This is not an Unmet Transit Need.	The bus stop is currently on Gonzales in front of the Outlet Mall.
66.a.	Andres Chavez, Santa Paula, sent a card	Wants earlier and later bus service times.	VISTA 126	This is not an Unmet Transit Need.	This comment is too vague to be an "Unmet Transit Need", however, there have been a number of requests and inquires for expanded hours and increased capacity on the VISTA 126 route. VCTC has applied for a grant to allow expansion of the VISTA 126 service, both increasing peak hour capacity and extending hours of service.
66.b		Wants additional capacity at peak times (additional buses).	VISTA 126	See Comment #66.a.	
67.	Denise Diaz, Pt. Hueneme, sent a card	Commenter has concern about lack of time built into schedules to allow for wheelchair boardings.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
68.	Lupe Ramirez, Oxnard, sent a card	Wants overcrowding addressed, especially on line 18A.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
69.	Edwardo Rayos, Oxnard, sent a card	Feels transfers would help him get a job.	Gold Coast Transit	This is not an Unmet Transit Need.	A transfer is available between all transit and general paratransit in Ventura County.
70.	Christian Olin, Oxnard, sent a card	Feels the bus takes too long.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
71.	Marieruz, Oxnard, sent a card	Wants more frequent service, and later service in Oxnard.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and

					modifications.
72.	Cheryl Roberson, Oxnard, sent a card	Wants a bus to go down Channel Island Blvd. to Victoria (and possible the beach).	Gold Coast Transit	See Comment #19.b.	
73.	Denise Williams, Oxnard, sent a card	Wants better communications with riders. Just found out about transfer policy.	Gold Coast Transit	This is not an Unmet Transit Need.	
74.a.	Jane Wood, Santa Paula, sent a card	Wants additional service to Woodland Hills.	VISTA Conejo Connection	See Comment #62.	
74.b.		Wants more direct (less time) service from Santa Paula to Simi Valley.		This is not an Unmet Transit Need	
75.	Mercedes Jackson, Ventura, sent a card	Wants the 6B re-instated.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
76.	Liz Grande, Oxnard, sent a card	Wants drivers to not allow the buses to get too crowded.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
77.	Jess Ruiz sent a card	Wants 30 minutes headway on VISTA.	VISTA(?)	This is not an Unmet Transit Need.	
78.	Miguel Flores, Oxnard, sent a card	Wants drivers to be more sensitive.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their driver training.
79.	Derrin Martin, Oxnard, sent a card	Complains buses are overcrowded and late.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
80.a.	Esag Cosimiro, Oxnard, sent a card	Complains drivers are impolite.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their driver training.
80.b.		Complains buses are overcrowded.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
80.c.		Wants bus service after 10 PM.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational

					and schedule planning and modifications.
80.d.		Feels fares are too high.	Gold Coast Transit	Fares are not an Unmet Transit Need. State law mandates minimum farebox recovery rates for all systems.	
81.	Alicia Flores, Oxnard, sent a card	Feels there is insufficient room on the buses for people with disabilities if bus is crowded.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
82.a.	Ramon Hernandez, Oxnard, sent a card	Complains buses are overcrowded.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
82.b.		Complains buses to not connect well enough.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
82.c.		Wants buses on 30 minute headways.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
82.d.		Wants more "night access".	Gold Coast Transit	See comment #29	
82.e.		Wants better treatment of the worker.	Gold Coast Transit	This is not an Unmet Transit Need.	
82.f.		Is concerned about service for disabled persons.	Gold Coast Transit	This is not an Unmet Transit Need.	
82.g.		Wants express bus services.	Gold Coast Transit	This is not an Unmet Transit Need.	
82.h.		Wants more weekend service.	Gold Coast Transit	This is not an Unmet Transit Need.	
82.i.		Wants free rides for school and doctor appointments.	Gold Coast Transit	Fares are not an Unmet Transit Need. State law mandates minimum farebox recovery rates for all systems.	Refer to student governments/Associations to consider student body assessments to subsidize transit.
83.	Jessie Gonzales, Pt. Hueneme, sent a card	Wants a bus to go down Channel Island Blvd. to Victoria.	Gold Coast Transit	See Comment #19.b.	
84.	Dominick	Wants discount student fares.	Gold Coast	Fares are not an Unmet Transit Need.	Refer to student

	Reign, Ventura, sent a card		Transit	State law mandates minimum farebox recovery rates for all systems.	governments/Associations to consider student body assessments to subsidize transit.
85.	Wendy, Oxnard, sent a card	Wants bus service to Villa Cesar Chavez.	Gold Coast Transit	See Comment #30.	
86.	Randy Perez, Oxnard, sent a card	Wants drivers to have a better attitude toward passengers.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their driver training.
87.	Juan Avalos, Oxnard, sent a card	Feels the "signal for stopping" rope is out of reach for many including seniors.	Gold Coast Transit	This is not an Unmet Transit Need.	
88.	Amy Aguler, Oxnard, sent a card	Wants more direct service from Oxnard to Ventura College (current trip take her 2 hours). Supports a Victoria bus line to get to Ventura.	Gold Coast Transit	See Comment #30.	
89.	Daniel Gonzales, Oxnard, sent a card	Wants later night service in Oxnard to Oxnard College. Service ends before his classes get him to the bus.	Gold Coast Transit	See Comment #37.	GCT should monitor evening classes and student service requests from Oxnard College.
90.	Aracely Preciado, Pt. Hueneme, sent a card	Wants a bus to go down Channel Island Blvd. to Victoria (and possible the beach).	Gold Coast Transit	See Comment #19.b.	
91.	Daniel Hernandez, Pt. Hueneme, sent a card	Wants more direct service from Pt. Hueneme to Ventura College.	Gold Coast Transit	See Comment #30.	
92.	Ricardo Lopez, Oxnard, sent a card	Complains he gets to school late because "the bus is off its route period."	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
93.	Jemail Smith, Oxnard, sent a card	Complains about driver attitude and failure to announce stops.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their driver training.
94.a.	Liz Warren, MHRP, Camarillo, sent a card	Wants better bus service for Mental Health clients between East County and Oxnard/Ventura area.		This is not an Unmet Transit Need.	
94.b		Wants better bus service for Mental	Gold Coast	This is not an Unmet Transit Need.	

		Health clients between Ojai and Oxnard/Ventura area.	Transit		
94.c.		Wants later bus service.	Gold Coast Transit	This is not an Unmet Transit Need.	
95.	Laurie Warner, Oxnard, sent a card	Feel the \$6 fare for GC ACCESS is too much.	Gold Coast Transit	Fares are not an Unmet Transit Need. State law mandates minimum farebox recovery rates for all systems.	.
96.a	Maria Isenmann, Simi Valley, sent a card	Wants Sunday transit service in Simi Valley and other cities.	Simi Valley City	This is not an Unmet Transit Need.	
96.b.		Wants intercity transfers to be good for longer periods of time.	VCTC	This is not an Unmet Transit Need.	
96.c.	Maria Isenmann, Simi Valley, commented at public hearing (card)	Wants plans to fund a rail systems similar to Los Angeles.	VCTC	This is not an Unmet Transit Need.	
		Wants no increase in fares or decrease in services.	Gold Coast Transit	Fares are not an Unmet Transit Need. State law mandates minimum farebox recovery rates for all systems.	.
97.	Pete Lafollotte, Ojai, sent a card	Wants more frequent service on GCT Route 6 in rush hours.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
98.a.	Susan White Wood, Ventura County Area Agency on Aging, commented at public hearing	Wants continued and expanded specialized transit for seniors. Specifically, continued and expanded funding for Medi-ride.	VCTC	This is not an Unmet Transit Need.	Not a "public transit service", however, fills a need. VCTC has supported the provision of Medi-ride type services through Federal social service transportation grant programs by agencies other than transit agencies.
98.b.		Wants a unified systems between cities for seniors.	Gold Coast Transit	This is not an Unmet Transit Need.	
98.c.		Supports the ongoing Ventura County Transfer program.	VCTC/all operators	This is not an Unmet Transit Need.	
98.d.		Wants countywide acceptance for a prepaid fare media (token or ticket).	VCTC/all operators	This is not an Unmet Transit Need.	
99.a.	Audrey	Wants improved intercity ADA transfers,	VCTC/all	This is not an Unmet Transit Need.	The Ventura County Human

	Faylora, Thousand Oaks, commented at public hearing	including consistent hours, especially earlier services countywide.	operators		Services Transportation and Transit Service Coordination Plan (adopted by VCTC 2007) recommends all paratransit operate during uniform hours from 7 to 7 weekdays, and on Sundays. All paratransit providers should monitor feasibility of implementing the Plan.
99.b.		Wants increased transit services for seniors in all cities.	VCTC/all operators	This is not an Unmet Transit Need.	
100.a.	Jim White, CTAC chair, and The ARC of Ventura, commented at public hearing	Wants more mobility training programs.	VCTC/all operators	This is not an Unmet Transit Need.	VCTC has continued to support mobility ("travel") training programs as called for in the VCTC Social Service Transportation Coordination Plan.
100.b.		Wants bike parking at bus shelters.	VCTC/all operators	This is not an Unmet Transit Need.	
101.a.	Tricia Avila and Nicole Cavalino commented at public hearing	Wants the intercity ADA transfer system simplified and information about it be provided in clear and easily understood materials.	VCTC/all operators	This is not an Unmet Transit Need.	
101.b.		Wants intercity ADA trips to not require multiple transfers.	VCTC/all operators	This is not an Unmet Transit Need.	
101.c.		Wants ADA vehicles to wait at "hand off" locations until pick up vehicle arrives. Also wants improved coordination of interagency trips.	VCTC/all operators	This is not an Unmet Transit Need.	
101.d.		Wants one stop info center for ADA transit services, and single countywide point of contact for all transit.		This is not an Unmet Transit Need.	
101.e.		Need for bus shelters at all stops, many disabled cannot wait in the sun.	Cities/County	This is not an Unmet Transit Need.	VCTC will continue to work with the operators, Cities, and the County to support installation of bus shelters.
102.	Aracely Preciado, Pt. Hueneme, at	Wants bus service from Pt. Hueneme on Channel Islands to Victoria Ave.	Gold Coast Transit	See Comment #19.b.	

	Oxnard VCTC workshop				
103.	Maria Martinez, Oxnard, at Oxnard VCTC workshop	Wants more frequent service for buses in front of Ventura College.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
104.a.	Lorena Rodriguez, Oxnard, sent a card	Wants more Route 6 buses.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
104.b.		Wants more Route 19 buses.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
105.a.	Jackie Lou sent a card	Wants buses every 15-20 minutes, deal with crowding.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
105.b.		Complains buses take too long.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
105.c.		Wants improved sanitation procedures on buses (sneezing everywhere).	Gold Coast Transit	This is not an Unmet Transit Need.	
106.	Alfredo Perez, Oxnard, sent a card	Wants service in Colonia to end later.	Gold Coast Transit	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: <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.	
107.a.	Elmer Alvones, Oxnard, sent a card	Wants a more direct bus to Ventura College.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
107.b		Wants more frequent service.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
107.c.		Wants student discount fares.	Gold Coast Transit	Fares are not an Unmet Transit Need. State law mandates minimum farebox recovery rates for all systems.	Refer to student governments/Associations to consider student body assessments to subsidize transit.
108.	Anna Huerta, Oxnard, sent a card	Wants 30 minutes headways on Route 6.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
109.	Rene Soto sent a card	Feels Gold Coast Transit can make better use of "social media".	Gold Coast Transit	This is not an Unmet Transit Need.	
110.a.	Kelly Siu, Oxnard, sent a card	Wants buses to be on time.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
110.b.		Wants more shade at bus stops.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit
111.	Angel Peraza, Oxnard, sent a card	Complains that buses are sometimes late, making commenter tardy at Pacifica HS.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
112.	Maria Preciado, Oxnard, sent a card	Wants Metrolink to Los Angeles on weekends.		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: <u>Feasibility</u> - The proposed service can be provided with the existing fleet or under contract to a private provider. This includes the rails between Oxnard and Moorpark, which are in private ownership. <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.	
113.a.	Merab Vega, Oxnard, sent a card	Wants bus routes improved, comments it takes her 2 hours to go the seven miles to school.	Gold Coast Transit	This is not an Unmet Transit Need.	
113.b.		Wants buses to run later at night, possible 24 hours a day.	Gold Coast Transit	See comment #29	
114.	Martin Issac, Ventura, sent a card	Complains NEXTBUS does not work properly at times.	VCTC	This is not an Unmet Transit Need.	Without specific information, it is impossible to determine if the problem is with the NEXTBUS system or a failure of the driver to properly log into the system.
115.	Ingrid Castro, Oxnard, sent a card	Wants improved bus service frequency in Colonia. Feels 45 minute headways are too long.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and

					modifications.
116.	Ana Rodriguez, Oxnard, sent a card	Feels that after paying her \$1.50 fare, she should be provided a seat on the bus.	Gold Coast Transit	This is not an Unmet Transit Need.	
117.	Jessie Rodriguez, Ventura, sent a card	Wants improved headways; and the buses to be on-time.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
118.a.	Rene Guerra, Oxnard, sent a card	Wants bus stops on Harbor Blvd.	Gold Coast Transit	See Comment #43.a.	
118.b,		Feels NEXTBUS is not accurate at times.	VCTC	This is not an Unmet Transit Need.	Without specific information, it is impossible to determine if the problem is with the NEXTBUS system or a failure of the driver to properly log into the system.
119.	Casandra, Oxnard, sent a card	Feels the buses are not on time.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
120.a.	Kenia Arreala, Oxnard, sent a card	Feels the buses are not on time.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
120.b.		Wants "more buses".	Gold Coast Transit	This is not an Unmet Transit Need.	
121.	Sergio Ruiz, Pt. Hueneme, sent a card	Complains about lack of leg room on bottom floor seats.	Gold Coast Transit	This is not an Unmet Transit Need.	
122.	Kelly Sou, Oxnard, sent a card	Wants later service on Route 5 (Parkhurst). Gets out of VC class at 9, service ends at 8.	Gold Coast Transit	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: <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.	
123.a.	Robert Chavez, Santa Paula, sent a card	Wants earlier VISTA 126 service to Ventura College.	VISTA 126	See Comment #66.	
123.b.		Wants later VISTA 126 service from VC. Classes end around 9 pm, last VISTA 126 at 7:08 pm.	VISTA 126	See Comment #66.	
124.	Isha Yante, Oxnard, sent a card	Feels the buses are not on time.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
125.a.	Alice Estrada, Oxnard, sent a card	Wants increased frequency of service.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
125.b.		Wants buses to be better cleaned.	Gold Coast Transit	This is not an Unmet Transit Need.	
126.	Maria Martinez, Oxnard, sent a card	Wants improved coordination of the buses at both the OTC and VTC.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
127.	Gloria, Oxnard, sent a card	Feels the buses are overcrowded.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
128.a.	Pat Esperanza, Oxnard, sent a card	Wants the buses to stay on schedule, instead of leaving ahead or behind schedule.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
128.b.		Wants drivers to announce schedules	Gold Coast	This is not an unmet transit need	Federal Transit ADA Regulations

		[stops] (comment that mics when used are full of static).	Transit		require this. Refer to Gold Coast Transit operations and training.
128.c		Wants weather shelter at VTC.	Ventura City	This is not an Unmet Transit Need.	
128.d.		Complains routes 1A, 1B, and 2A are overcrowded.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
129.a.	Amparo Lopez, Oxnard, sent a card	Wants more service to Channel Islands Shopping Center.	Gold Coast Transit	See Comment #30.	
		Wants service “all the way down Ventura,” with extended hours to allow for use by students getting out of school late.	Gold Coast Transit	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: <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.	
130.	Diana Vargas, Oxnard, sent a card	Wants increases service [headways] to Ventura College.	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
131.a.	Brenda Lievanos, Oxnard, sent a card	Wants a route to Ventura College exclusively for students, using “the shortest route.”	Gold Coast Transit	This is not an Unmet Transit Need.	

131.b.		Wants a student discount fare.	Gold Coast Transit	Fares are not an Unmet Transit Need. State law mandates minimum farebox recovery rates for all systems.	Refer to student governments/Associations to consider student body assessments to subsidize transit.
132.	Yesenia Sanchez, Oxnard, sent a card	Wants more buses between the OTC and Ventura College [to relieve overcrowding].	Gold Coast Transit	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
133.	Lori Bloom, Ventura, sent a card	Wants a Ventura [city] focus group to provide input on transit improvements.	Gold Coast Transit	This is not an Unmet Transit Need.	
134.	Joel Mendoza, Oxnard, sent a card	Wants a new route down Victoria to Channel Islands Shopping Center.	Gold Coast Transit	See Comment #30.	
135.	Carlos Montes, Pt. Hueneme, sent a card	Wants a bus to serve near Villa Victoria	Gold Coast Transit	See Comment #30.	
136.	Julio Vasquez, Santa Paula, sent a card	Wants late VISTA [126] service on weekends.	VISTA 126	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: <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.	
137.	Ariana	Comments that buses are really	Gold Coast	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for

	Vasquez, Oxnard, sent a card	crowded, especially Route 6.	Transit		consideration in their operational and schedule planning and modifications.
138.	Pat Gonzalas attended the public hearing,	Commented on "misconduct" on the bus system.	No service identified.	This is not an Unmet Transit Need.	