



AGENDA

TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)

Thursday, March 17, 2016, 1:30 p.m.

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

OFFICERS OF THE COMMITTEE:

MIKE HOUSER, City of Thousand Oaks – CHAIR
SHAUN KROES, City of Moorpark – VICE CHAIR

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

- Item #1 CALL TO ORDER**
- Item #2 INTRODUCTIONS AND ANNOUNCEMENTS**
- Item #3 PUBLIC COMMENTS**
- Item #4 FEBRUARY 18, 2016 MEETING MINUTES – PG. 3**
 - Approve the February 18, 2016 meeting minutes.
- Item #5 ADA CERTIFICATION AND MILEAGE REIMBURSEMENT PROGRAM UPDATE – PG. 4**
 - Receive and file the monthly ADA Certification Services Report and Mileage Reimbursement Program update.
- Item #6 REVISION TO VCTC FUNDING – CMAQ & LCTOP PROGRAMS – PG. 8**
 - Approve a transfer of CMAQ funds from the East/West Connector to the Oxnard/Camarillo Commuter Bus Service.
 - Approve a transfer of LCTOP funds from the Oxnard/Camarillo Commuter Bus Service to the East/West Connector.
- Item #7 REVIEW AND APPROVE SCOPE FOR THE COORDINATE HUMAN SERVICES TRANSPORTATION PLAN – PG. 10**
 - Approve proposed scope from AMMA, Inc. for the update of the Coordinated Human Services Transportation Plan.
- Item #8 UNMET NEEDS DRAFT REPORT – PG. 24**
 - Receive and file the annual Draft Unmet Needs Report.
- Item #9 ADJOURN**

In consideration of the City of Camarillo, please exit this meeting quietly through the exit door located directly right of the Administrative Conference Room, not back through the front section of Camarillo City Hall. Thank you.

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

February 18, 2016

1. Call to Order

Chair Mike Houser called the meeting to order at 11:05 a.m. A quorum was present. Self-introductions were performed. The following people were present:

Bill Golubics	Camarillo	Tyler Nestved	Camarillo
Ray Porras	CSUCI	Claire Johnson-Winegar	GCTD
Margaret Heath	GCTD	Jennifer Martinez	Independent Living Resource Ctr.
Shaun Kroes	Moorpark	Joseph Briglio	SCAG
Carlos Guzman	Simi Valley	Mike Houser	Thousand Oaks
Priscilla Freduah-Agyemang	Thousand Oaks	Kathy Connell	Ventura County
Scott Allison	Ventura County	Aaron Bonfilio	VCTC Intercity Bus
Ellen Talbo	VCTC	Martin Erickson	VCTC
Judith Johnduff	VCTC	Kara Elam	VCTC
Kevin Khouri	VCTC	Peter De Haan	VCTC
Treena Gonzalez	VCTC		

2. Announcements

Ventura County noted the Kanaan Shuttle had a service change effective January 4, 2016 and provided TRANSCOM copies of updated schedule brochures. Gold Coast Transit had a schedule change effective January 24, 2016. Martin Erickson introduced himself as VCTC's new Public Transit Director. CSUCI students recently started using their student ID as a bus pass on VCTC Intercity buses. VCTC Intercity Bus will be working with operators who have GFI fareboxes to roll out acceptance of the CSUCI student ID in the future. Operators who do not have GFI fareboxes could potentially accept the CSUCI student ID as a "flash pass". Priscilla Freduah-Agyemang introduced herself as Thousand Oaks new Transit Assistant. Scott Allison introduced himself as an employee of Ventura County as related to wireless communications. VCTC announced that a grant sought from the Federal Railroad Administration for 1.5 million dollars of funding for the Plan, Specification & Estimate (PS&E) for the Rice Avenue Bridge Project was approved. Proposals for the City of Moorpark's Transit Evaluation/Short Range Transit Plan (SRTTP) are due today. Phoenix Engineering has started design phase of Moorpark's Metrolink north parking lot expansion. Moorpark's new Public Works Director has been hired and is scheduled to start the second week of March. Kevin Khouri introduced himself as VCTC's new Transit Assistant. Thousand Oaks is recruiting for two part-time temporary positions to assist the Transit Department.

3. Public Comments

No public comments were made.

4. January 14, 2016 Meeting Minutes – Action

Kathy Connell moved to approve the January 14, 2016 meeting minutes. Shaun Kroes seconded the motion. The motion passed with no objections.

5. Status of Federal Congestion Mitigation and Air Quality (CMAQ) Projects

Staff provided a table listing current information on CMAQ transit projects. A brief discussion was had regarding the status of GCTD Expansion Bus project.

6. Revision to Proposition 1B Transit Capital Program

Aaron Bonfilio moved to approve the reprogramming of Proposition 1B Transit Capital funds, as follows:

- Reprogram \$10,000 from the City of Moorpark's Bus Procurement Project to the Metrolink North Parking Lot Project.

- Reprogram \$64,000 from the City of Simi Valley's Metrolink Parking Lot Construction Project to the Paratransit Replacement Van (2) project.
- Reprogram the project balances and accumulated interest from the City of Simi Valley's Paratransit Replacement Van (2) project to purchase a sixth vehicle.
- Reprogram the project balance and accumulated interest from the GCTD Replacement Bus Project to purchase two additional buses.

Bill Golubics seconded the motion. The motion passed with no objection.

7. ADA Certification and Mileage Reimbursement Program Update

The January 2016 ADA certification Services Report was provided to TRANSCOM via email prior to the TRANSCOM email. A brief discussion was had regarding MMP's responsiveness recently when a visitor to Ventura County sought ADA service. Discussion continued regarding overlapping ADA service areas within Ventura and Los Angeles Counties.

8. Federal and State Finding Update

Discussion was had regarding potential implications of the recently authorized federal transportation program, Fixing America's Surface Transportation (FAST) Act. An analysis and fact sheet on the FAST Act, as well as a summary of transportation proposals presented at recent California Transportation Commission (CTC) meetings and a table with Ventura County's estimated FAST Act authorized funding through Fiscal Year 2019, was provided to TRANSCOM.

9. Regional Emergency Radio Communications Project

In FY 2012/13, Thousand Oaks applied and received \$70,000 of Proposition 1B Transit Security funding for a transit-specific bus communication system for their area. In FY 2013/14, VCTC received Proposition 1B Transit Security funding in the amount of 150,000. Two years ago, operators and agencies collectively decided to research a countywide communications system as a backup communication system in case of a countywide emergency or event. Scott Allison provided detailed background information on Ventura County's current communications system. Discussions continued on options as well as feasibility of a countywide wireless communications system. Meetings will continue, separate to TRANSCOM, to discuss moving forward with either an analog system or potentially a change scope entirely.

10. Adjournment – Action

Chair Mike Houser moved to adjourn the meeting at 12:14 p.m. The motion passed with no objections.



Item #5

March 17, 2016

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

RECOMMENDATION:

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

DISCUSSION:

The February 2016 ADA Certification Services Report from Mobility Management Partners will be emailed as a separate attachment.

MMP received Section 5310 funding to expand its services to include the development and implementation of a pilot volunteer driver mileage reimbursement program in cooperation with the Area Agency on Aging and other agencies serving the needs of the county's senior population. MMP will provide a verbal update on the Mileage Reimbursement Program (MRP) at the TRANSCOM meeting.

Monthly ADA Certification Services Report February 2016								
Category	Item Measured	Feb	Jan	Dec	Nov	Oct	Sept	
Call Center	Inbound ADA Calls	893	891	670	889	1190	1066	Total phone calls inbound/outbound: 1039
	Outbound ADA calls	146	101	141	188	221	161	
	Average hold time (in seconds)	9.84	14.4	9.5	6.67	6.49	9.53	
	Outbound Area Transmittals	4	12	7	1	3	5	Riders requesting service outside of Ventura County
	Inbound Area Transmittals	3	1	4	0	3	3	Riders requesting service into Ventura County
Applications Received	Recertification	34	20	17	11	38	32	Total applications received: 145 New: 111 Recertification: 34
	New Applications	111	70	69	86	92	93	
Applications Received by Service Area	Camarillo Area	9	14	7	11	13	12	
	Gold Coast Area	54	37	28	45	45	42	
	Heritage Valley Area	6	1	4	3	7	3	
	Moorpark Area	7	4	1	2	6	9	
	Simi Valley Area	37	20	24	28	31	32	
	Thousand Oaks Area	31	14	20	7	28	26	
	Out of County	1	0	2	1	0	1	
Completed Evaluations In-person, Short-Term and Recertifications	Complete, with Functional Evaluation	25	25	29	26	39	29	A Total of 105 Evaluations were completed in the month of February
	Complete, Interview w/o Functional Evaluation	4	3	3	5	8	7	
	Complete, Special Circumstance (no Interview)	34	28	25	25	26	37	
	Complete, Over 85+	14	6	8	14	12	26	
	Complete, Phone Interview	3	1	2	0	2	1	
	Complete, Short-term Certification (60 days)	1	1	2	1	2	2	
	Complete, Recertifications	24	11	10	20	25	29	
	Total Evalsutions	105	75	79	91	114	131	
Delays in Processing (Cumulative)	Due to incomplete application by client	2	3	4	4	3	6	23 delays in processing due to incomplete applications or pending receipt of Professional Evaluations
	Pending Professional Evaluation (PE)	21	24	17	17	26	23	
	Applications that failed to meet 21 day rule	0	0	0	0	0	0	
	Applicants awaiting in-person interviews	11	11	13	29	54	36	
MONTHLY ASSESSMENTS BY CITY								
Assessments	Assessment Catagories	TOTALS	TRITON	OAC	SIMI	T.O.	MPK	Assessment Tests
	With Physical Assessment	12	0	8	3	1	0	Tinetti Gait & Balance test:Measures Gait/balance while seated, standing, walking FACTS Test- Cognitive skills needed for travel in the community using Public Transit Interview only, no further assessment required
	With Cognitive Assessment	13	3	2	2	6	0	
	Interview only (at assessment sites)	4	1	2	1	0	0	
	No Shows	8	0	6	2	0	0	
	Total in-person interviews scheduled	37	4	18	8	7	0	
	Total Number of appointment days	9	1	4	2	2	0	
Determination Types:		Totals	%					
Unconditional (including S.C., Over 85+ , Phone interviews)		89	85%					
Conditional		8	8%					
Temporary		7	7%					
Denials		0	0%					
Short Term		1	1%					

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	Complete, Over 85+	14	6	8	14	12	26	
	Complete, Phone Interview	3	1	2	0	2	1	
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	With Cognitive Assessment	13	3	2	2	6	0	
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	No Shows	8	0	6	2	0	0	
	Total in-person interviews scheduled	37	4	18	8	7	0	
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Determination Types:		Totals	%					
Unconditional (including S.C., Over 85+ , Phone interviews)		89	85%					
Conditional		8	8%					
Temporary		7	7%					
Denials		0	0%					
Short Term		1	1%					

Monthly ADA Certification Services Report February 2016						
APPLICATIONS RECEIVED BY CITY						
Gold Coast Transit District	Feb	Jan	Dec	Nov	Oct	Sept
Casitas Springs	0	0	0	0	0	0
Meiners Oaks	0	0	0	0	0	0
Miramonte	0	0	0	0	0	0
Ojai	1	0	1	5	4	2
Oak View	1	0	0	0	0	1
Oxnard	37	22	18	24	22	25
Port Hueneme	5	1	1	1	2	5
Ventura	10	14	8	15	16	9
Other	0	0	0	0	1	0
Valley Express District						
Fillmore	2	1	2	1	2	1
Piru	0	0	0	0	0	0
Santa Paula	4	0	2	2	5	2



Item #6

March 17, 2016

MEMO TO: TRANSIT OPERATORS COMMITTEE

**FROM: PETER DE HAAN, PROGRAMMING DIRECTOR
AARON BONFILO, PROGRAM MANAGER – TRANSIT SERVICES**

SUBJECT: REVISION TO VCTC FUNDING – CMAQ & LCTOP PROGRAMS

RECOMMENDATION:

- Recommend VCTC approve a transfer of approximately \$334,959 of Congestion Mitigation and Air Quality (CMAQ) funds from the East/West Connector to the Oxnard/Camarillo Commuter Bus Service, for the purchase of a single bus; and,
- Approve a transfer of an equal amount of Low Carbon Transit Operations Program (LCTOP) funds from the Oxnard/Camarillo Commuter Bus Service to the East/West Connector for the purchase of a single bus.

BACKGROUND:

At prior VCTC Commission meetings, the Commission approved programming a total of \$1,096,138, equal to VCTC's apportionments for the first two years of LCTOP (FY 14/15 and FY 15/16) to the new Oxnard/Camarillo Commuter Bus Service. The funds support the purchase of a bus as well as the operations of the new route. The Commission received payment from the state of the FY 2014/15 LCTOP apportionment amount of \$295,041 but has not yet received the FY 2015/16 apportionment payment, which is scheduled to arrive in June 2016. In May 2015, VCTC approved use of State Transit Assistance (STA) funds to pay the remaining \$334,959 cost of the bus, in addition to the \$295,041 FY 14/15 LCTOP apportionment, with the proviso that the STA funds would be repaid when the FY 15/16 apportionment was received.

Following the May 2015 meeting, VCTC placed the order for a bus to be used for the Oxnard/Camarillo service, with total price of the bus being approximately \$630,000. This cost was included in the project budget, and to be fully funded from LCTOP. However, after placing the order, Caltrans issued guidelines for the FY 15/16 LCTOP program which contained new language that prohibits VCTC from "repaying" back the STA fund balance with LCTOP funds, thus leaving a shortfall of \$334,959 in the STA fund balance. The new vehicle for the Oxnard/Camarillo route is due to arrive by the end of March 2016, but the FY 15/16 LCTOP apportionment payment is not scheduled to arrive until June 2016.

DISCUSSION AND RECOMMENDATION:

As previously approved by the Commission, VCTC will combine \$295,041 of FY 14/15 LCTOP funds and \$334,959 in STA funds to pay for the Oxnard/Camarillo vehicle. Staff recommends that VCTC approve repaying the STA fund balance with \$334,959 in FY 15/16 CMAQ funds from the planned East/West Connector project. As with the Oxnard/Camarillo route project, the East/West Connector project includes funding for the purchase of vehicles as well as operations. While, the CMAQ funds are not anticipated to be available to VCTC until later this spring, VCTC has received pre-award authorization to purchase new vehicles with the CMAQ funding and vehicles for the East/West Connector project have yet to be purchased.

To complete the purchase of vehicles for the East/West Connector project, Staff also recommends that VCTC approve shifting an equal amount of FY 15/16 LCTOP funds (that would have been used for the Oxnard/Camarillo project for the purchase of a single bus) to the East/West Connector project for the purchase of a single bus. That is, the swapped LCTOP funds, in addition to previously approved CMAQ funds, would be used to purchase a like vehicle for the East/West Connector project.



March 17, 2016

Item #7

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER

SUBJECT: REVIEW AND APPROVE SCOPE FOR THE COORDINATE HUMAN SERVICES TRANSPORTATION PLAN

RECOMMENDATION:

- Approve proposed scope from AMMA Transit Planning. for the update of the Coordinated Human Services Transportation Plan.

BACKGROUND:

Prior to federal approval of the Fixing America's Surface Transportation Act (FAST Act), several FTA programs were consolidated in September 2012 under MAP-21 as shown in Table 1 below. Prior to September 2012, VCTC was in the process of updating its Coordinated Human Services Transportation Plan (Coordinated Paratransit Plan), which was an FTA requirement in order for grantees to receive funds under the stated programs in Table 1. To receive funds, potential grantees must comply with all federal coordinated planning requirements. The FAST Act stipulates that projects selected for funding under these programs must be derived from a locally coordinated, public transit-human services transportation plan, or Coordinated Plan. Under federal guidelines, Coordinated Plans are to be revised/updated every four years in non-attainment areas.

Table 1 – Summary of Changes to FTA Programs Under MAP-21 and the FAST Act

Under MAP-21		Under FAST Act	
<i>Pre Sept. 2012</i>	<i>Post Sept. 2012</i>	<i>Mar.2016</i>	<i>Future Changes</i>
5310 (Elderly and Disabled capital funds)	No change	No change from MAP-21	None anticipated
5316 (JARC- or Job Access Reverse Commute for low income passengers and reverse-direction commute services)	Consolidated into 5307 for urbanized areas, 5311 for rural areas	No change from MAP-21	None anticipated
5317 (New Freedoms Initiative for disabled transit services)	Consolidated into 5310	No change from MAP-21	None anticipated

DISCUSSION:

In January 2016, VCTC staff issued a Request for Qualifications (RFQ) to update the agency's Coordinated Paratransit Plan. The RFQ was advertised on the websites for CalACT, California Transit Association, TransitTalent, and the VCTC website. Upon receiving one bid, received from AMMA Transit Planning who previously updated the Coordinated Paratransit Plan in 2011, staff decided not to rebid the RFQ since the proposed scope of work was within the budget allocated for the plan update. Thus, a scoring panel was not utilized.

AMMA Transit Planning proposed a scope of work comprised of six tasks along a timeline of approximately 8 months, with a draft plan proposed for release by October 2016 and the goal of approving the final draft by December 2016. A copy of the proposed scope is attached in Attachment A.

Keeping in compliance with the Section 5307 and 5310 programs, VCTC staff intends to update the Coordinated Paratransit Plan so that it:

- 1) Accurately reflects the federal changes to funding programs that have occurred since 2012 under MAP-21
- 2) Updates the coordination priorities and direction for pursuing future JARC and New Freedom-like activities
- 3) Update the list of on-going and future JARC/New Freedom-like projects that would be eligible for future FTA grant applications



Santa Clarita



Request for Qualifications: VENTURA COUNTY COORDINATED PUBLIC TRANSIT-HUMAN SERVICES TRANSPORTATION PLAN 2016 REVISION

Submitted to:

Ventura County Transportation Commission
Attn: Ellen Talbo, Transit Planning Manager
950 County Square Drive #207
Ventura, CA 93003

Submitted by:



In Collaboration with:



February 1, 2016



Scope of Services

Phase I – Review of Existing Conditions and Outreach to Identify Mobility Needs

Task 1 - Project Kick-off

Following the Notice to Proceed and/or the executed contract, we will schedule a face-to-face meeting between the AMMA team and VCTC staff, as well as any key stakeholders whom VCTC may choose to involve. This could be scheduled in conjunction with – but prior to – a regularly CTAC/SSTAC and/or the TRANSCOM/ Ad Hoc Committee in order to jumpstart the process and get early input from VCTC's committee members.

The agenda for the Kick-off meeting will include, but is not limited to:

- Discussion of key background issues and concerns of the VCTC organization
- Review of the proposed Scope of Services
- Review of the proposed schedule and various external dates/ timeframes with which to coordinate.
- Discussion of outreach activities and requirements: status of stakeholder list; review of potential venues; review of promotion activities.
- Review and settling upon the background documents to review for the Plan.

If the Kick-Off is held at the time of other regularly scheduled meetings, the AMMA team will prepare a short presentation identifying the purposes of the Coordinated Plan, the opportunities for input – including immediate needs around updating the Stakeholder list and the anticipated schedule.

Task 1 Deliverable: Subsequent to the kick-off meeting, a formal memorandum will be prepared describing modifications to the Scope or Schedule and other pertinent information that was agreed upon at the meeting.

Task 2 – Existing Conditions and Assessment of Available Services

Task 2.1 Review of relevant reports and legislation

Both to inform the Coordinated Plan Revision and to ensure that it recognizes work already done within Ventura County, the AMMA team will review key studies and reports, including the *Ventura County Comprehensive Transportation Plan*. The recent *Ventura County Short Range Transit Plan* (SRTP) provides excellent summaries of key documents but this effort will seek to isolate findings of relevance to the mobility of the Coordinated Plan's target groups. We will go over with VCTC staff what documents may be added to the SRTP list, potentially including some human service agency strategic planning documents such as the Area Agency on Aging 5-Year Plan or any long-range plan of the 2-1-1 organization.



This subtask provides for a review of goals from the 2007 *Coordinated Public Transit-Human Services Transportation Plan* and the 2012 *Update* with discussion of progress towards the goals and objectives these identify. Included as well will be a summary of Ventura County report to the legislature, in response to SB 716, which articulated the consensus of Ventura County leadership to move towards a more coordinated, customer focused system of transportation services.

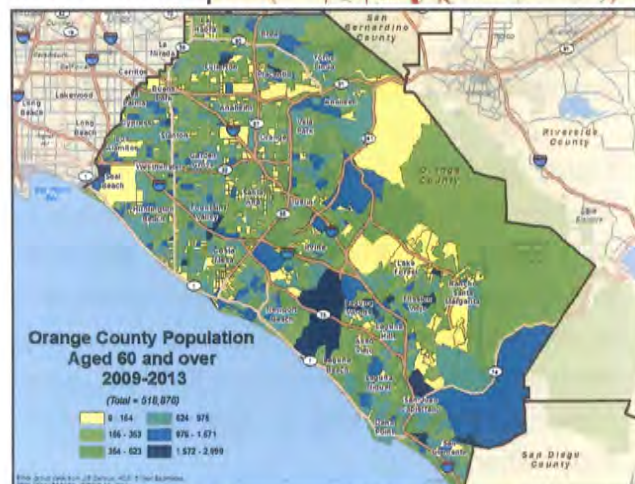
The Federal Transit Administration Section 5310 regulatory purposes and intent will be highlighted as well, likely included in the introductory language of this 2016 Coordinated Plan Revision.

Task 2.2 Demographics analysis of target populations

Although Ventura County is not growing at the rate of the Inland Southern California counties, it is still growing and within that growth are significant increases in key groups, specifically older Ventura County residents. This subtask will report through narration, tables, and mapping on current status and trends in relation to the following:

- Population sizes, changes, and densities of the older adults, persons with disabilities and persons of low-income within Ventura County;
- Population and employment Ventura County projections;
- Current employment densities within Ventura County;
- Relevant maps from SCAG's Regional Transportation Plan and other sources to further describe Ventura County's mobility issues.

For maps made by AMMA team member GIS Workshop, if the transit providers' current shape files are available, these layers can be overlaid onto other mapped variables. We have not budgeted for the mapping of the providers' transit service networks. Some data will be presented at the countywide level and some at the UZA level to help support the decision-making processes regarding Section 5310 allocations to Large UZAs versus the Caltrans' small UZA competitive process.





Task 2.3 Inventory of existing transportation services

Important to the statutory direction for Coordinated Plans is the assessment of the current transportation services. Ventura County's SRTP does much to document the status of the County's public transportation network. This subtask will reiterate that information – updating ridership information and other operating characteristics as necessary – and will seek to secure comparable information from the readily identified human service transportation providers in the County, specifically Section 5310, 5316 and 5316-funded projects. Task 3.1 following describes a survey process used to secure additional vehicle and agency transportation information.

In narrative and tabular forms, the inventory product of this subtask will document the services by community – or by mode – that are available to the Coordinated Plan's target groups. As noted, the SRTP will be a primary source for that documentation, in conjunction with the Task 3.1 survey.

An important by-product of the AMMA team's inventory will be to compile a comprehensive total of trips provided – inclusive of specialized transportation services publicly funded in Ventura County. This will enable reporting on *trips per capita* to establish a 2016 benchmark. SCAG has indicated that its annual regional goal is 34 trips per capita, that for every resident in the region at least 34 public transit and rail trips were taken each year. Los Angeles County is well above that at almost 70 trips per capita during FY 2014 while inland Riverside and San Bernardino Counties are in the single digits. SCAG has reported Ventura County at 6.5 transit trips per capita. This report will validate and make that current, inclusive of identified specialized transportation resources.

Task 2 Deliverables:

- Review of key studies and legislation, reporting on findings of relevance;
- Compilation of demographic information, identifying patterns and trends;
- Preparing the inventory framework, and initiating its content, from which to assess available transportation services.
- Preparation of Report of Findings: Existing Conditions and Assessment of Resources

Dennis Brooks will have lead responsibility for the Existing Conditions report, including the Inventory and for the demographics analysis with GIS support provided by John Johnson.

Task 3 – An Assessment of Transportation Needs

Task 3.1 Develop and administer stakeholder survey

This subtask provides some quantitative input to the Coordinated Plan in terms of both resources and needs. That is useful to compliment the qualitative information brought back from the public outreach.

A precursor to the survey effort will be the updating of the stakeholder list. The AMMA team uses a number of resources to do this. An important starting place will be to ensure that the VCTC stakeholder



RFQ: Ventura County Coordinated Public Transit – Human Services Transportation Plan 2016 Revision

listing includes current information for all of the stakeholders contacted as part of the 2014 Unmet Transit Needs definitions review. Using a variety of sources, including the California Highway Patrol terminal yard inspection lists and other publicly available lists, we will augment the VCTC stakeholder listing.

The AMMA team will prepare a survey of no more than two-pages to capture:

- 1) **agency-perceived mobility needs** represented to agency staff, case workers and line personnel by their clientele;
- 2) **agency transportation resources** and features, including simple service descriptions.

The survey is designed for both public transit agency input and human service stakeholder input. It is difficult to do both in a short survey of this type but we have nonetheless been able to develop useful information regarding the perception of needs and to break these apart by market segment or provider type, e.g. public transit provider versus human service agency provider.

The survey will be prepared in paper and electronic form and similarly distributed – to physical addresses and an e-survey link to available email addresses. The general format, survey design and structure aims to be answerable by one person within the agency. Although this isn't always possible, the more hands the survey has to go through, the less likely it is that it will be completed.

A final element of this subtask is the development of a cover letter, to explain the intent of both the survey and the Coordinated Plan Revision. Strong and compelling language will be used to encourage response. We anticipate encouraging the CTAC/ SSTAC and the TRANSOM/Human Services Ad Hoc Committee members to assist in survey distribution – both to complete it themselves and pass it on to key constituents.

Heather Menninger will lead the survey design, with input from team members and the final version to be approved by the VCTC Project Officer. AMMA's Dennis Brooks will oversee the development of the E-survey tools, for on-line distribution.

The image shows a sample of a survey form titled "Agency Survey" for the "2016-2019 Coordinated Public Transit-Human Services Transportation Plan for Los Angeles County". The form is divided into several sections:

- Agency Information:** Includes fields for Agency Name, Title, Telephone, Fax, E-Mail, and Zip code.
- 1. IN WHAT CITY OR COUNTY DOES YOUR AGENCY OPERATE?** A dropdown menu.
- 2. YOUR AGENCY TYPE (Check one only):** Radio buttons for Public agency, transit only; Private, for-profit, or other; and Public agency, not transit.
- 3. PLEASE PROVIDE A BRIEF DESCRIPTION OF YOUR AGENCY OR PROGRAM (You may also attach a brochure or flyer):** A text area.
- 4. HOW MANY CLIENTS DOES YOUR AGENCY SERVE?** A dropdown menu.
- 5. HOW DOES YOUR AGENCY ASSIST CLIENTS WITH TRANSPORTATION? (Check all that apply):** Checkboxes for various services like vanpooling, shuttle, etc.
- 6. DOES YOUR AGENCY SUBSIDIZE TRANSPORTATION FOR CLIENTS?** A dropdown menu.
- 7. APPROXIMATELY HOW MUCH DO YOU SPEND ANNUALLY ON EACH TYPE OF SUBSIDY? (Attach recent year):** A table with columns for Subsidy Type and Amount.



Task 3.2 Conduct Public Workshop and Consumer Focus Group Meetings

The RFP has proposed two public forums and three focus groups by which to provide input to this Coordinated Plan. The AMMA team proposes some modification to that, based upon our experience in securing meaningful input to the Coordinated Plan process and in complying with Title VI requirements to involve the limited English Speaking populations in meaningful ways in the planning process. We therefore propose the following:

1) Two to Three Agency Stakeholder Workshops –

- We will schedule and recruit stakeholder representatives to two formal workshops of 90 to 120 minutes, planning for 15 to 25 participants per location.
- We will identify a third workshop/ meeting opportunity with a standing group, such as the Ventura County Together organization, working with their meeting schedule to allow for discussion of priority mobility needs and concerns.

2) Up to Four Consumer Focus Groups -

- We will work with agency representatives to secure up to four locations for consumer discussions regarding mobility needs, working with agency contacts to recruit participants to these focus groups of 8 to 12 persons per session, anticipating that at least one would involve Spanish translation and be 60 to 90 minutes in length.

Voice Your Transportation Concerns!

This is your opportunity to help update the Riverside County Public Transit - Human Services Transportation Coordination Plan.

Help us identify transportation needs and contribute to Riverside County's transportation planning efforts for the next decade.

Join Riverside County Transportation Commission to share your transportation concerns:

- Gaps in service
- Unmet transportation needs within Riverside County
- Mobility needs of older adults, people with disabilities, and persons of low-income

Coordinated Plan Update Workshops

Riverside	Blythe	Wilton
January 15, 2013 - Thursday, 10 am - 12 pm Orange Terrace Community Center - Grand Ballroom 20010 Orange Terrace Parkway, Riverside, CA 92506	January 11, 2013 - Wednesday, 2:30 pm - 4:30 pm Parkview Building, Conference Room 110 73-710 Fred Waring Drive, Palm Desert, CA 92260	January 18, 2013 - Thursday, 2 pm - 4 pm Wilton Senior Assisted Living Community 33365 S. Pasadena Street, Wilton, CA 92595

Invited Participants: Public Transit Riders, Representatives for Social and Human Service Agencies, Community-Based Transportation Providers, Public Transit Agencies, General Public.

Aren't able to attend one of these meetings?
Your comments about transportation needs can be emailed to: PlanUpdates@hotmail.com until February 15, 2013.

For additional information, please call:
(951) 787-7141 | RCTC - Josefine Clemente, or
(951) 784-1359 | AMMA Transit Planning - Heather Messenger

Seeking solid "sponsor organizations" and access to their venues will be a focus of our team's outreach approach. In conjunction with VCTC staff, we will identify community contacts from among VCTC's CTAC/SSTAC and TRANSCOM through whom to 1) identify venues; 2) to identify and invite participation from *human service agency personnel* in the surrounding communities and 3) to recruit *representative community members* who are older adults, persons with disabilities or persons of limited means.

We have a number of tested recruitment strategies for both consumer representatives and agency personnel and expect to use them all to achieve solid turnout for both meeting types. For consumers, we have budgeted \$5 Starbucks/ Carl's Junior gift cards to aide in the recruitment process. An inviting, well-designed flyer announcing the

Interested in Improving Public Transit?

Public Transit - Human Services Transportation Coordination Plan for San Bernardino County 2016 Update

Government of San Bernardino

The Coordination Plan addresses mobility gaps for persons with disabilities, persons of low-income, and older adults.

Join us for one of four STAKEHOLDER WORKSHOPS to help us about the transportation needs of your clients and help develop responsive projects.

Tuesday, February 2, 2016 3:00 - 4:30 pm Foothill Aids Project 670 N. Arrowhead Ave, Suite A. San Bernardino, CA 92401	Wednesday, February 24, 2016 10:30 am - 12:00 pm Inland Empire United Way 9644 Hemosa Avenue Rancho Cucamonga, CA 91730 Please park only in United Way marked parking spots
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Contact: RCTC - Josefine Clemente, or AMMA Transit Planning - Heather Messenger



Community Meetings will be provided to stakeholder agencies ahead of time to encourage participation at those workshops.

Task 3.3 Document and Identify Unmet Needs and Gaps in Service

VCTC has a long history of taking unmet transit needs testimony in compliance with California Transportation Development Act (TDA) requirements. The work in Ventura County in 2013 to revisit the unmet needs definitions and to bring these current has presumably resulted in some change in how needs are reported and in what constitutes an unmet transit needs. An element of this subtask will be to compile and report on the unmet needs testimony from the most recent cycles, presumably the last two years of testimony and potentially including this FY 2015/2016 cycle. The unmet transit needs testimony was a significant input to the 2012 Coordinated Plan update, particularly undergirding its recommendations with regarding to fixed-route transit services within the County and gaps associated with these.

This subtask will also bring together the outreach findings with the findings from the stakeholder survey to identify and describe gaps in service. The product of this task will be in narrative form, with accompanying tables and graphs from the survey process, to identify both the themes that run through these findings and specific detail. This could relate to inter-community corridors of service where improved connectivity is still needed. These could involve service span or days of operation where work or school trips may fall outside of the current operating envelope. They are likely to involve some level of capital replacement, to continue to modernize and replace human service agency vehicles at appropriate times. Findings may also address the built-environment and the difficulties that consumers have with paths-of-access, bus stop accessibility and the safety or general experience of being a pedestrian or bicyclist in Ventura County.

Task 3 Deliverables/ Products:

- Agency stakeholder listing expanded and/or updated
- Draft and final agency survey
- Distribution of agency survey via email and surface mail
- Stakeholder workshop venues identified and secured; flyers prepared and distributed to promote workshops; some recruitment to workshops
- Up to 3 stakeholder workshops conducted, seeking 15 to 25 participants at each.
- Consumer focus group opportunities identified and secured; flyers prepared and distributed to invite participants to focus groups, relying upon agency assistance to secure participation of up to 8 to 12 persons at each of 4 focus groups including at least one with Spanish translation.
- Review of two cycles of unmet transit needs documentation
- Preparation of Report of Findings: Assessment of Mobility Needs and Gaps

All team members will participate in Task 3 activities, the significant primary research effort of this Coordinated Plan development. Dennis Brooks has lead responsibility for the survey effort. Heather



Menninger and Valerie Mackintosh will undertake the various public involvement activities, with support from other team members. Valerie Mackintosh will prepare the analysis of TDA unmet needs testimony. All team members will assist with the Report of Findings.

Phase II – Strategies Responsive to Mobility Needs Identified and Prioritized

Task 4 – Strategies, Activities and/or Projects to Address Identified Gaps

Development of strategies by subarea, market group, service type, and trip type.

The strategies and projects proposed will be developed in tabular, matrix and narrative form to address the diverse needs of different areas of Ventura County and the different market segment and service type considered through the outreach and survey activities.

Opportunities for coordination could also be considered by proposing policies and incentives for utilizing fixed route service whenever feasible. Coordination plan strategies that “maintain and strategically expand fixed route services to increase mobility options when financially feasible” often can have the biggest impact on increasing mobility options for the target populations. For example, the 2015 Countywide SRTP identified service gaps for infrequent and indirect transit service between Simi Valley and Moorpark College. When financially feasible, closing this service gap would be extremely beneficial in offering low income workers, students, and disabled individuals mobility options they currently don’t have today. This is consistent with the 2012 Coordinated Plan Update for Goal 2, Transit Capacity Building, and Implementing Objective 2.1, Expanding Fixed Route service.

Mobility gaps for transportation disadvantaged populations can vary extensively by market group and trip type. There may be ways in which to tease out the survey data, as well as to present the outreach findings that help point to particular strategies. In the 2012 Coordinated Plan, a common theme was on the need for more transit and better connections between cities and communities in Ventura County, but also inter-county connections. In the 2015 SRTP, service connectivity and transit investment to improve connectivity was a significant emphasis of the SRTP. The Coordinated Plan will build on this work to support transit investment that addresses transit connectivity for the target populations.

Another important outreach theme from the 2012 Coordinated Plan update was defining appropriate ways to provide individualized information and rider assistance. This will continue to be important in enabling older adults, persons with disabilities and persons of low-income to utilize existing public transportation and to access available specialized transportation. VCTC now has NextBus real time information for fixed routes buses and access is provided with the 511 trip planner. The outreach effort will determine how seniors, disabled individuals, and low income persons are getting the information they need, particularly those without smart phones. The outreach efforts will explore how individuals who need specialized transportation get information on needed transportation services from human service agencies. In recent Coordinated Plan development processes, we have been able to identify *specific* information gaps and develop *specific* strategies and projects to address these gaps. This will be an important area of exploration in the Ventura Coordinated Plan 2016 revision.



An important and significant part of FTA 5310 funding in the past has been for the replacement and expansion of vehicles for human service agencies. The inventory and survey conducted for this project will identify the vehicle procurement needs from human service agencies in Ventura County. Strategies and projects will be developed that meet this important component of FTA 5310 funding.

As the population continues to age, the increased need for door-through-door transportation has been a common theme of other Coordinated Plans on which the AMMA team has recently worked. While it is not known whether or not this will be a theme in 2016 in Ventura County, the AMMA team will listen to stakeholders and consumers on how human service agencies are addressing this important need. The AMMA team has helped other counties provide the necessary strategy “bucket” for consideration if a future FTA 5310 applicant wants to submit an application for such augmented service delivery.

Task 4 Deliverable/ Products:

A matrix will be prepared of Coordination Plan Update alternative policies, strategies and actions, potentially presented by market group to the extent that collected information allows and supporting narrative to describe these strategies.

Mobility Planners’ Cliff Chambers will have lead responsibility for this task, assisted by other team members.

Task 5 – Priorities for Implementation



At this stage, as through its overall development, the Coordinated Plan wants to promote and further large VCTC agency goals, including its mission “Moving Ventura County.” This task’s intent is to define the priorities for that in terms of the target groups of older adults, persons with disabilities and persons of low income.

Input from Task 4’s strategy identification, coupled with all the other previous tasks, will have been used to define the mobility gaps and the continuum of needs that individuals have in accessing needed services, employment and education. In order to prioritize these, the AMMA team proposes to use the two late-project public meetings as prioritization workshops and as part of the draft plan review called for in VCTC’s RFQ. Importantly, AMMA’s approach serves to comply with Circular 9070.1G regulatory guidance to utilize stakeholder input in order to prioritize the identified strategies and to seek comment upon the proposed Coordinated Plan update framework.

We will schedule two workshops in east and west county venues to invite participation around the prioritizing of strategies. Stakeholders from earlier in the plan development process will be invited back, as well as the CTAC/SSTAC and TRANSCOM participants. Invitees will consist of both transportation



providers and social service agency representatives that work directly with transportation disadvantaged populations. AMMA team members will work to recruit representative participation in these sessions, through email and telephone contacts.

The facilitated workshops will utilize the outcomes of previous tasks and input from the stakeholders to determine which policies and actions could have “high impact,” “medium impact”, and “low impact” in addressing the mobility needs or identified mobility gaps or barriers. By high impact, we will mean the “biggest bang for the buck” in filling mobility gaps in the most cost effective manner as possible. These interactive workshops invite participation around the process of determining project priority.

Prepared in advance of the workshop will be the strategies’ descriptions – fairly high level summaries of the strategies that have surfaced through the Plan development efforts to be considered in relation to responsible parties, time frames for implementation and obstacles or other issues impacting implementation.

This document will be coupled with the Existing Conditions and Mobility Needs assessment reports of Tasks 2, 3 and 4 to comprise the first draft Coordinated Plan, presented for review and prioritization discussion in the context of these workshops. A power point that summarizes this first draft plan, the findings that lead to its development and the resultant, proposed strategies will be prepared.

Task 5 Deliverable/ Products

- Initial strategies descriptions for use in the workshops
- First Draft Final Coordinated Plan
- Schedule and conduct of two stakeholder Prioritization Workshops
- Revised matrix of Goals, Objectives, Strategies and Projects to reflect key stakeholder input

Project team members will each contribute to the first draft Coordinated Plan document. Project principals, Heather Menninger and Cliff Chambers, will lead the prioritization workshops, working with invited stakeholders to draw out project possibilities and explore new coordinated partnerships.

Phase III Final Plan Preparation and Presentation

Task 6 – Compile Final Report and Presentations

This task provides for developing the second draft plan document, towards preparation of the Final Coordinated Plan Revision and its presentation to the CTAC/SSTAC, TransCOM/ Human Services Ad Hoc Committee and ultimately to the VCTC Commissioners.



Following the prioritization workshops, the initial draft plan document will be reviewed with VCTC staff to identify necessary revisions and modifications made and to discuss the prioritization rankings. The second draft document will be prepared for distribution, including an Executive Summary.

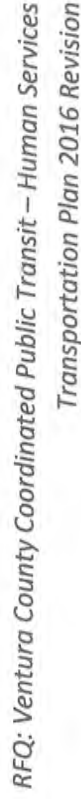
At this point, presentations of the draft final plan can be made to VCTC's two committees: CTAC/SSTAC, TransCOM/Human Services Ad Hoc Committee. Any revisions that are identified through these presentations will be addressed, to construct the final Coordinated Plan document. The AMMA team will work with VCTC staff to determine where to post the second draft Coordinated Plan document in order to invite review and comment by the general public. The required 25 hard copies plus an electronic copy of the Final Plan will be prepared and provided to the VCTC Project Manager.

A presentation to the VCTC Board of Commissioners can be scheduled.

Task 6 Deliverables/Products

- Review meeting with VCTC staff to discuss the prioritization findings and areas of revision to the first draft document
- Second draft Coordinated Plan document
- Presentations to the CTAC/SSTAC and to the TransCOM/Human Services Ad Hoc Committee
- Final Coordinated Plan Revision document and required copies
- Presentation to the VCTC Board of Commissioners

Heather Menninger will have primary responsibility for this task, with assistance anticipated from Cliff Chambers in relation to changes of substance and AMMA support team in relation to production of the final document.

[illegible]



Item #8

March 17, 2016

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER

SUBJECT: TRANSCOM REVIEW OF THE DRAFT FY 16-17 UNMET TRANSIT NEEDS REPORT

RECOMMENDATION:

- Receive and file

DISCUSSION:

The FY 16-17 Draft Annual Unmet Needs Report was provided to the CTAC/SSTAC for review on March 8, 2016. Public participation this year resulted in over 130 comments which were collected by mail, email, phone calls, and largely the online transit survey. The nature of comments spanned between a range of operational-type of service requests (such as on-time performance requests) to non-operational service requests (such as requests to expand transit in specific service areas). However, the comments received for expansion to any one area did not meet the 15 or more threshold, in which case staff is not recommending that there are unmet needs that are reasonable to meet.

Staff is requesting that Transcom members review the attached draft and provide any comments back to staff prior to March 29, 2016. Staff will make appropriate revisions and ask for the CTAC/SSTAC's approval of the findings at their regularly scheduled monthly meeting on April 12, 2016.

FY 16-17 Transit Needs Assessment

Ventura County
Transportation Commission



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Chapter 1: Introduction – What is the Ventura County Transportation Commission?

The Ventura County Transportation Commission (VCTC) is the State-designated regional transportation planning agency (RPTA) for Ventura County. In this role, VCTC is responsible for overseeing how federal and state monies for transportation are spent and VCTC is responsible for developing various transportation plans that identify the region's mobility options and priorities. VCTC is also the State-designated County Transportation Commission, carrying the responsibility of designating how local sales taxes are used for transportation. In addition, VCTC provides intercity bus service throughout the County and VCTC Intercity Transit is the second largest transit operator in the County.

Chapter 2: What is the Unmet Transit Needs Process?

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

The California TDA provides two major sources of annual funding for public transportation—the Local Transportation Fund (LTF) and the State Transit Assistance fund (STA). The Ventura County Transportation Commission, as the RPTA for the Ventura region, administers the TDA within the region, allocating TDA funds to eligible claimants (the cities, the County, and transit operators) within its jurisdiction.

Each year, VCTC staff facilitates an annual transit needs assessment to determine if there are any areas in the County where populations of less than 100,000 are not served by public transit to meet their daily transportation needs. To complete this process, VCTC adopts definitions of an “unmet transit need” and “reasonable to meet” criteria to determine if service requests collected during this process can be met by local transit operators or not.

What is an Unmet Transit Need?

The Commission approved a definition of unmet transit needs which was expanded to give specific examples of what are or aren't transit needs under the TDA, which is admittedly a narrower definition than might be assumed by the general public. Also, the definition quantifies what the threshold is for “substantial” community support, (i.e., 15 requests from the general public and/or 10 requests for service for transit-challenged persons). The Definition is as follows:

UNMET TRANSIT NEED

Public transportation services identified by the public with sufficient broad-based community support that have not been funded or implemented.

Unmet transit needs identified in a government-approved that plan meet the definition of an unmet transit need.

Sufficient broad-based community support means that persons who will likely use the service on a routine basis demonstrate support: at least 15 requests for general public service and 10 requests for disabled service.

An Unmet Transit Need Includes:

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

An Unmet Transit Need Excludes:

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

What is “Reasonable to Meet”?

Once a service request is received, it is further evaluated to determine how feasible it is for the transit operator to expand service. Figure 1 illustrates the criteria that was adopted by the Commission to evaluate the feasibility of requests to expand or significantly change service.

Figure 1 – Reasonable to Meet Criteria

Outcome	Definitions	Measures & Criteria
Equity	The proposed service will not cause reductions in existing transit services that have an equal or higher priority	Measures: Vehicle revenue service hours and revenue service miles. Criteria: Transit vehicle service hours and miles will not be reduced on existing routes to fund the proposed service

Outcome	Definitions	Measures & Criteria
Timing	The proposed service is in response to an existing rather than future transit need	Criteria: Same as definition that proposed service is in response to an existing rather than future transit need; based on public input
Feasibility	The proposed service can be provided with the existing fleet or under contract to a private provider	Measure: Vehicle spare ratio: Transit system must be able to maintain FTA's spare ratio requirement of 20% (buses in peak service divided by the total bus fleet cannot fall below 20%). If less than 20%, can additional buses be obtained (purchased or leased) or can service be provided under contract to a private provider?
Feasibility	There are adequate roadways to safely accommodate transit vehicles	Measure & Criteria: Route inspection to determine adequacy of infrastructure to accommodate transit vehicles and passengers.
Cost Effectiveness	The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole	Measure: Total estimate annual passenger fare revenue divided by total annual operating cost (the entire service including the proposed service) Criteria: fare revenue/operating cost cannot fall below the operator's required passenger fare ratio.
Cost Effectiveness	The proposed service will meet the scheduled passenger fare ratio standards described in Attachment A	Measures and criteria in Attachment A.
Service Effectiveness	Estimated passengers per hour for the proposed service will not be less than the system-wide average after three years.	Measure: Passengers per hour. Criteria: Projected passengers per hour for the proposed service is not less than 70% of the system-wide average (without the proposed service) at the end of 12 month of service, 85% at the end of 24 months of service, and 100% at the end of 36 months of service.

Chapter 3: Assessment of Population Characteristics

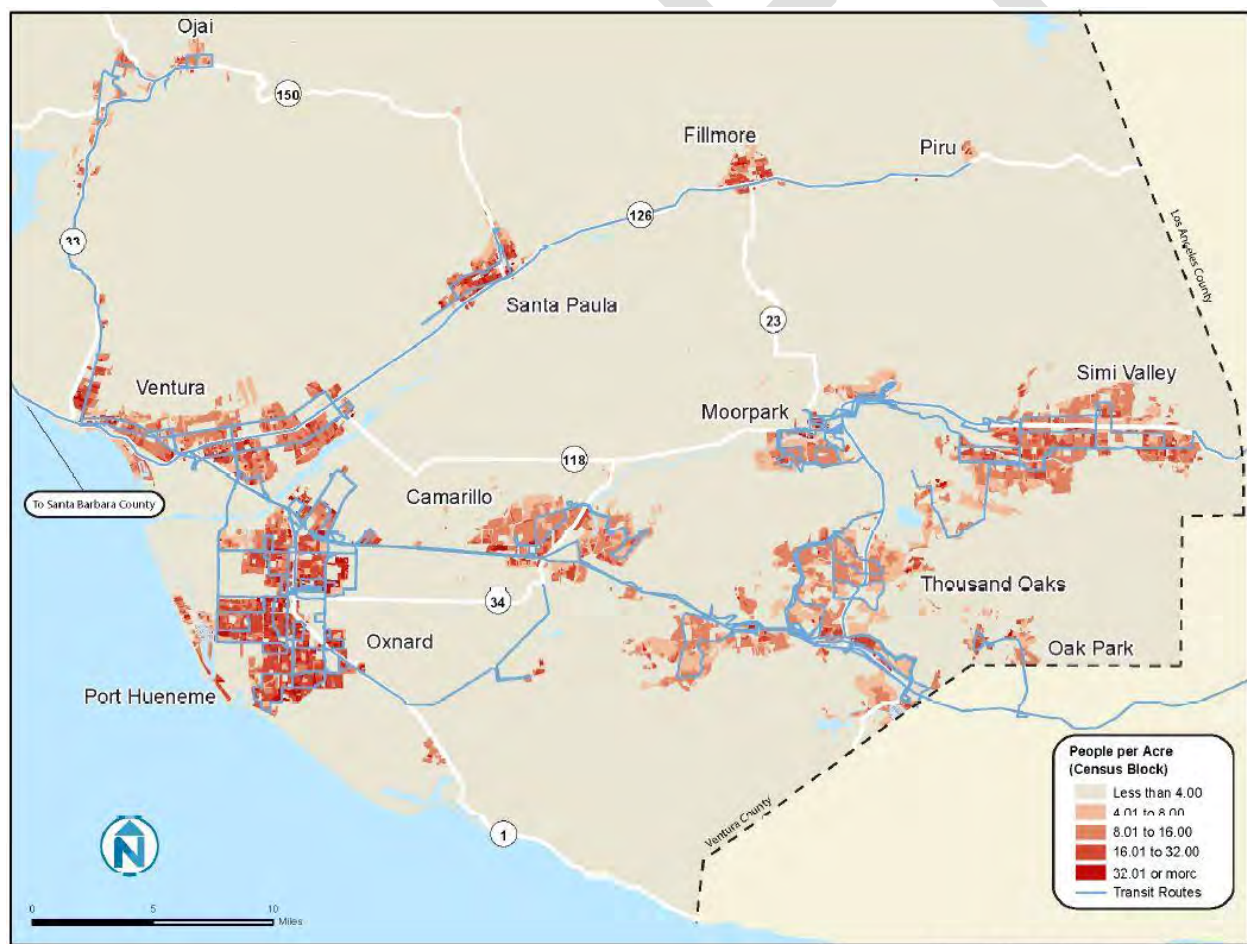
Per the Public Utilities Code Section 99401.5, an annual assessment is required to determine the size and distribution of groups likely to be transit-dependent or transit disadvantaged. Transit dependency is generally defined as dependency upon public or private transportation services by persons that are either unable to operate a vehicle, or do not have access to a vehicle. The elderly, youth, persons with disabilities and low-income households are more likely to be transit-dependent than the general population. For the purposes of this document elderly are considered to be individuals age 65 years old

and older and persons of limited means are considered to be those with incomes below the poverty threshold as defined by the federal government. This section focuses on demographic and socio-economic characteristics that affect transit usage in Ventura County.

Population Density

The distribution and density of population is among the most important factors influencing the viability of transit service because nearly all transit trips require walking to/from the bus on at least one end of the trip. Higher density communities have more people within walking distance of common corridors that might support transit. Together with employment density, population density will determine the success of transit more than any other factor. Data from the 2010 U.S. Census has been mapped at the block level to illustrate the distribution of population throughout Ventura County (Figure 2). Key population density findings include:

- Areas of high population density within Ventura County include South Oxnard, Central Oxnard, Northeast Oxnard, Westside Ventura, and Santa Paula.
- Areas of moderate population density include East Ventura, Fillmore, West Camarillo, Simi Valley, Central Moorpark, and along the Thousand Oaks Blvd corridor.



Source: US Census, Ventura County, & ESRI

Figure 2 - Population Density in Ventura County

Vehicle Access

For self-evident reasons, individuals without access to a vehicle represent a particularly strong market for transit. Identifying households without access to a vehicle helps in identifying areas that are likely to have a significant number of transit-dependent riders.

Data from the U.S. Census' American Community Survey 5-Year Estimates 2008-2012 was used to identify households who do not have regular access to a vehicle. The geographic unit of analysis for this data is the census block group. The following findings are apparent in Figure 3. Locations with the highest concentrations of households that do not have access to an automobile include South Oxnard, Central Oxnard, Santa Paula, West Camarillo, and West Simi Valley.



Figure 3 - Zero Vehicle Households in Ventura County

Transit Demand Demographic: Age

Older adults (those 65 years and older) are more likely to use transit than the general population because they are more likely to have chosen to stop driving or can no longer drive. Data from the U.S. 2010 Census was used to map individuals aged 65+ by census block. Figure 4 shows the geographic distribution of these older adults throughout Ventura County. A number of findings are apparent:

- Leisure Village in East Camarillo, Channel Islands Beach, Via Marina, and Marina West have the highest concentrations of senior citizens within Ventura County.
- High concentrations exist in neighborhoods elsewhere in the county but are less contiguous.

The young adult population (students and non-students) are a growing transit market as attitudes towards taking transit change and fewer young adults own a vehicle. Data from the U.S. 2010 Census was used to map individuals aged 10 to 17 (youths) by census block. Figure 5 shows the geographic distribution of these older adults throughout Ventura County. A number of findings are apparent:

- High concentrations of college age residents can be found throughout Oxnard as well as near college and university campuses, including California Lutheran University in Thousand Oaks, Ventura College, and Oxnard College.
- While California State University-Channel Islands is a growing campus, most students are commuters due to its remote location and limited on-campus housing.

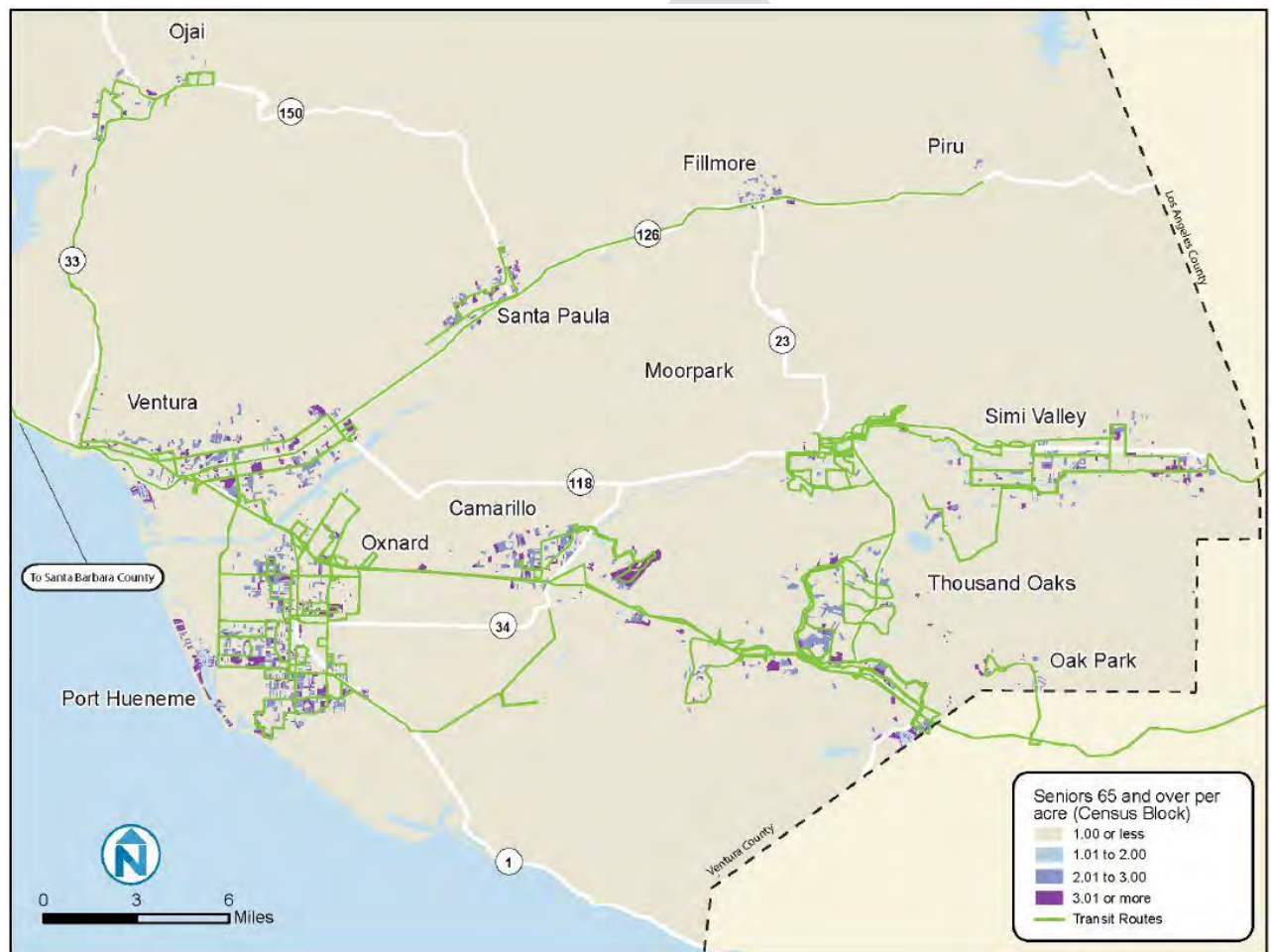


Figure 4 - Senior Demographic in Ventura County



Figure 5 - Young Adult Demographic in Ventura County

Transit Demand Demographic: Income

Poverty status data the U.S. 2010 Census was used to define and identify low income individuals. Because disposable income is largely a factor of household size and household income, the U.S. Census considers household income and the number of members in the household in classifying a household's poverty status. The distribution of individuals with low incomes (those living in a household considered in poverty by the Census), is shown in Figure 6.

The data is from the U.S. Census' American Community Survey 5-Year Estimates 2008-2012 at the census block group unit of analysis. A number of findings are apparent:

- Areas with high concentrations of households living below poverty levels include Central Oxnard, South Oxnard, Westside Ventura, and Santa Paula.
- Additional areas with a moderate number of low income households include El Rio, Central Camarillo, Central Moorpark, and several neighborhoods in Simi Valley.

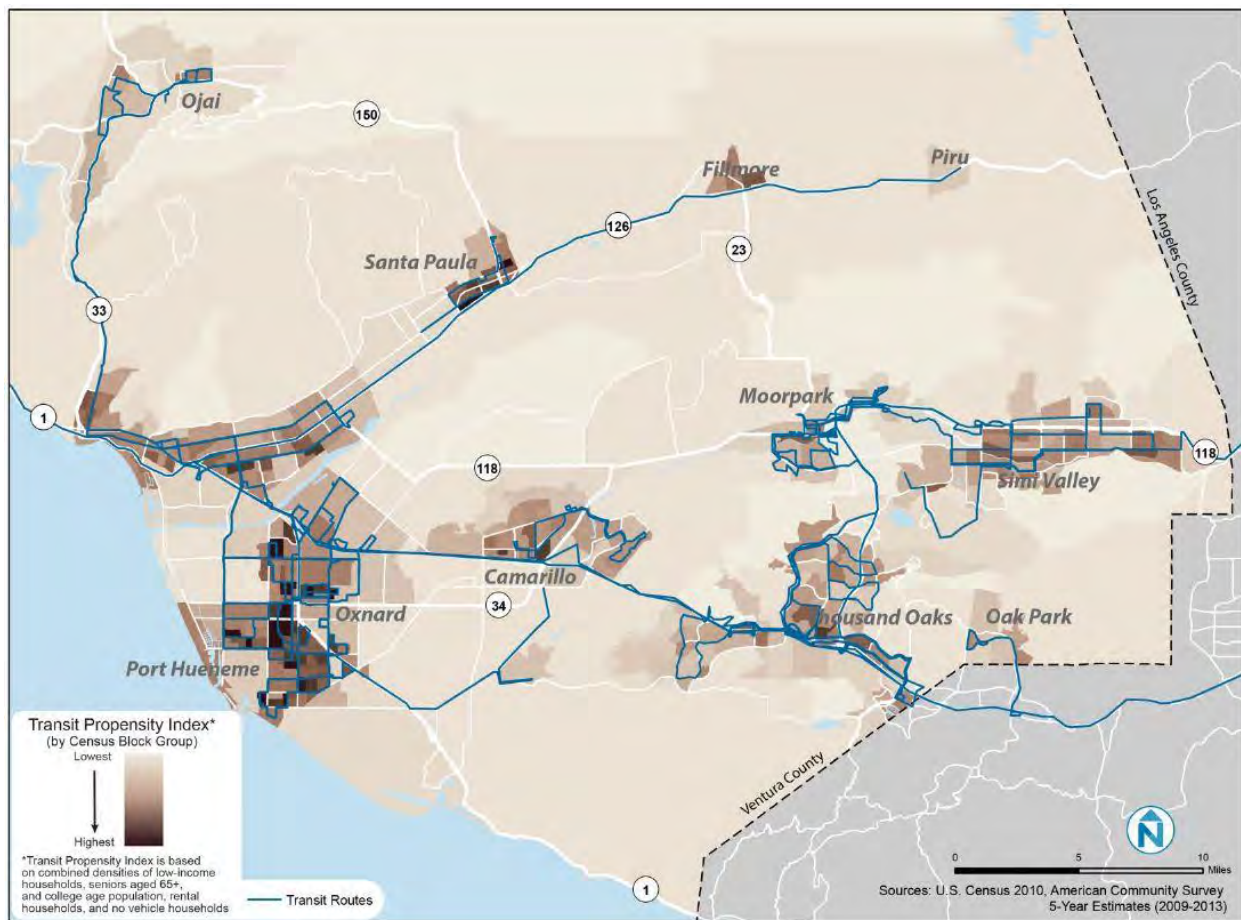


Figure 6 - Transit Propensity Index by Income Level

Chapter 4: Description of TDA-Funded Transit Providers Serving Populations Less than 100,000

VCTC Intercity Transit

The Ventura County Transportation Commission operates VCTC Intercity, an inter-city bus network that operates primarily within Ventura County, with service also extending into Santa Barbara and Los Angeles Counties. VCTC Intercity offers eight fixed routes that provide inter-city service between Los Angeles, Thousand Oaks, Simi Valley, Moorpark, Camarillo, Oxnard, California State University Channel Islands (CSUCI), Piru, Fillmore, Santa Paula, Ventura, Carpinteria, Santa Barbara, and Goleta. Major transfer points include:

- **Oxnard Transit Center.** Located in downtown Oxnard, with connections to 12 Gold Coast routes; VCTC Intercity routes 101 and Conejo Connection; Harbor & Beaches Dial-A-Ride; Amtrak; and Greyhound.
- **Ventura Transfer Center.** Located in the Pacific View Mall parking lot, with connections to five Gold Coast routes and VCTC Intercity routes 101, 126, Coastal Express.

- **“C” Street Transfer Center.** Located next to the Centerpoint Mall in south Oxnard, with connections to six Gold Coast routes and VCTC Intercity route CSUCI Oxnard.
- **Ventura County Government Center.** Bounded by Highway 126, Hill Road, Telephone Road, and Victoria Avenue, with connections to three Gold Coast routes and VCTC Intercity routes 101, 126, and Coastal Express.
- **Camarillo Metrolink Station.** Served by VCTC Intercity routes 101, Conejo Connection, and CSUCI Camarillo, with connections to Metrolink and Camarillo Dial-A-Ride services.
- **CSUCI.** Located between Camarillo and Oxnard, served by VCTC Intercity routes CSUCI Oxnard and CSUCI Camarillo.
- **Thousand Oaks Transit Center.** Located just south of the Moorpark Freeway/Ventura Freeway junction, with connections to three Thousand Oaks routes; the Metrolink Commuter Shuttle; VCTC Intercity routes 101, Conejo Connection, and East County; LADOT routes 422 and 423 (with service to Downtown L.A., and MTA Route 161 (with service to the Warner Center Transit Hub).
- **Oaks Mall.** Located in The Oaks Shopping Center parking lot, with connections to all four Thousand Oaks routes, the Metrolink Commuter Shuttle, and VCTC Intercity routes 101, Conejo Connection, and East County.
- **Moorpark Station.** Served by Moorpark City Transit, Metrolink, Amtrak, VCTC Intercity East County route, and the Metrolink Commuter Shuttle (providing service between Moorpark and Thousand Oaks).
- **Santa Paula K-Mart and Santa Paula City Hall.** There are two transfer points in the City of Santa Paula served by Valley Express Transit and VCTC Intercity Transit Route 126.
- **Fillmore Bus Terminal.** Served by Valley Express Transit and VCTC Intercity Transit Route 216.

Along with the transfer centers mentioned above, other destinations served include the University of Santa Barbara, Cottage Hospital (Santa Barbara), Conejo Industrial Park, Ventura College, Ventura County Medical Center, Warner Center in Los Angeles County, and Oxnard College.

Valley Express Transit (serving City of Santa Paula, City of Fillmore, unincorporated Piru area)

Valley Express consists of two community circulators, each operating exclusively within the cities of Santa Paula and Fillmore, as well as a shuttle service connecting the community of Piru with the city of Fillmore. During the school year, Valley Express also operates additional tripper service. The Valley Express fixed route service was implemented in March 2015, reducing the level of Dial-A-Ride service by providing improved coverage and regular 30-minute service on weekdays and weekends. Each route is scheduled to make timed connections with VCTC Intercity Route 126.

Valley Express Dial-A-Ride (DAR) is a demand-response service within Santa Paula, Fillmore, Piru, and unincorporated areas of Ventura County. Valley Express Dial-A-Ride replaces the former VCTC Dial-A-Ride service. Trip requests will only be honored if the trip begins and/or ends more than one quarter (1/4) mile away from any Valley Express bus stop. While service is available on a first come, first served basis, ADA-certified passengers may request a subscription service. Valley Express Transit is operated by VCTC.

Moorpark City Transit

Moorpark City Transit operates two fixed routes Monday through Friday from 5 a.m. to 8 p.m., with one route on Saturday operating between 8 a.m. and 5 p.m. Weekday service runs approximately every hour. Saturday service operates with headways between one and two hours. The service area is within the City of Moorpark. At the Moorpark Metrolink Station, riders can connect to Metrolink, Amtrak, VCTC Intercity East County route, and the Metrolink Commuter Shuttle (providing service between Moorpark and Thousand Oaks). Other destinations served include Moorpark College (with connections to VCTC Intercity East County route), City Hall, Moorpark Town Center, Moorpark Marketplace, Moorpark Plaza, Moorpark Village Center, and Mission Bell Plaza.

Moorpark City Transit provides Intracity Senior DAR and ADA Paratransit service Monday through Friday, 5:00 am to 8:00 pm and 8:00 am to 5:00 pm Saturday and Sunday. The City also provides Intercity ADA Paratransit service Monday through Friday 6:00 am to 6:00 pm to the cities of Simi Valley, Thousand Oaks, Camarillo, Oak Park and Westlake Village, with transfers to LA Access and Gold Coast Access. Intercity ADA Paratransit service is provided on Saturday and Sunday to the cities of Thousand Oaks, Oak Park and Westlake Village. The City of Moorpark contracts with Thousand Oaks to provide DAR services.

Camarillo Area Transit

Camarillo Area Transit (CAT) operates one fixed route and one trolley within the City of Camarillo. The fixed route runs Monday through Friday, with hourly service from 8 a.m. to 4:30 p.m. The trolley runs seven days a week from 10 a.m. to 6 p.m., with extended Friday and Saturday service until 10 p.m. At the Camarillo Metrolink station, riders can connect to Metrolink, along with VCTC Intercity routes 101, Conejo Connection, and CSUCI Camarillo. Other destinations served include Pleasant Valley Hospital, the Community Center, Ponderosa Plaza, Village Square, Mission Oaks Plaza, and Santa Rosa Plaza.

Camarillo Area Transit offers DAR service on weekdays from 6 a.m. to 9 p.m., on Saturdays from 8 a.m. to 9 p.m., and on Sundays from 8 a.m. to 5 p.m. Service is available to all members of the public, but does not include school trips.

Metrolink Commuter Rail

Metrolink operates 20 weekday trains through Ventura County. Although Metrolink is a regional commuter rail service provider serving the five-county Southern California region including Ventura County, VCTC is a member agency which contributes TDA LTF funding to operate the Ventura County line. The Ventura County Line serves five stations including the Cities of Camarillo and Moorpark. Requests for expanded Metrolink service were included in this analysis because of its service to the aforementioned cities of less than 100,000.

Chapter 5: Service Expansions & Demonstration Projects

The VCTC FY 15-16 Unmet Needs report found the current level of existing transportation services in the County to be baseline service and to therefore represent an Unmet Need, with the caveat that the following new, expanded, or demonstration services would require continued monitoring.

Valley Express

The launch of Valley Express service in March 2015 began just months prior to when the FY 15-16 Unmet Transit Needs report was issued. Prior to March 2015, the only local transit in this service area was a

demand-responsive general public Dial-A-Ride service. In March 2015, in response to the findings of the 2012 “Heritage Valley Transit Study,” new local fixed route bus service was implemented with the purpose of better serving the growing demand for public transportation in the area within the existing operating budgets and funding constraints.

Effective Jan 2016, the Valley Express service has expanded unrestricted Dial-A-Ride access (previously available to ADA-certified individuals only) to Seniors (65+) which is consistent with the other Dial-A-Ride operators in the county.

Valley Express ridership for all modes from service implementation through Dec 2015 109,846, a 24% decrease in ridership compared to the same period under the Dial-A-Ride only service. An initial drop in ridership was anticipated with the service transition and it is expected that the system will regain and even exceed prior ridership levels as the fixed route service becomes established. VCTC will continue to monitor this service.

VCTC Highway 126 - Piru Demonstration

Prior to the implementation of the new Valley Express service, and also in response to the Heritage Valley Transit Study’s findings, the County, in partnership with VCTC, opted to implement a Piru Demonstration service effective February 2014. This service expanded the pre-existing Piru Service on the VCTC Intercity Highway 126 Route (which consisted of just two evening trips) by adding five morning, Westbound trips and three, evening Eastbound trips for an additional 3.35 service hours per weekday. General Public Dial-A-Ride continued to serve the area, as well.

Ridership on the Piru Demonstration service was low, averaging approximately 10 riders per day. The demonstration ended in Feb 2015, and the expanded service was discontinued. Piru is currently served by the Valley Express Piru Fixed Route service, as well as the general public Dial-A-Ride. The fixed route service has been well received averaging 2,450 trips per month for the current FY and was recently expanded to include weekend service, effective Jan, 2016.

Moorpark City Transit – Expanded Weekday & Saturday Service

In August 2013, the City of Moorpark began a 3-year CMAQ-funded (Congestion Mitigation and Air Quality) demonstration project. The demonstration service includes: expanded weekday service hours and the addition of Saturday service on the Fixed Route, expanded weekday hours and the addition of weekend service on the Intracity Senior/ADA Dial-A-Ride, and the addition of weekend service for the Intercity Senior/ADA Dial-A-Ride.

Per Moorpark City Transit’s annual transit reports, ridership for all three transit demonstration services in FY 14-15 was 6,306 trips, an increase of 21.22% over FY 13-14. The farebox ratio for FY 13-14 was 3.54% and for FY 14-15 was 4.03%.

Although the initial demonstration period will be ending, the expanded services are currently scheduled to be funded through FY 617. Due to the low farebox recovery ratio, it may not be cost effective for

Moorpark City Transit to continue the demonstration services. VCTC will continue to monitor this service.

Gold Coast Transit – New Route 22

Effective July 2015, Gold Coast Transit implemented a new fixed route, Route 22, to provide a faster, more direct route between Oxnard and East Ventura. Route 22 is a 3-year CMAQ demonstration project and serves the Wells Center, the Juvenile Justice Center, Rio Mesa High School, shopping at the Rose, St. John's Hospital, and Nyeland Acres. From service implementation through January 2016, there were 23,162 trips that have been made on the Route, averaging approximately 3,750 riders per month. Because year over year data is unavailable for this fiscal year, VCTC will continue to monitor this service.

Ojai Trolley – Casitas Summer Service

Ojai Trolley operates a route that serves Lake Casitas on Saturdays only, during the Summer months. This route is a special, seasonal service and not considered a baseline service. A free fare was implemented in August, 2013, and performance on the route has been stagnant since that time. Route operations were previously funded through a route guarantee provided by the Casitas Municipal Water District. Funding has been discontinued, and the service will not operate for Summer 2016.

Camarillo Area Transit – Expanded Service & New Trolley Service

The Camarillo Trolley was implemented October 2014 to provide service between the Old Town Camarillo business district and the Camarillo Outlets. Year over year data was unavailable for this draft however, isolated data for the periods of October '14 – June '15, and July '15 - January '16 indicated a 15% increase in service. At this time there are no plans to discontinue this service.

Chapter 6: Public Input

VCTC held three interactive transportation forums to collect public feedback on transit needs. For these forums, VCTC developed a transit survey as the primary tool for collecting feedback through online and hard copy distribution. This year, the interactive transportation forums were designed to serve two purposes: 1) collect the necessary public feedback to evaluate and complete the annual transit needs assessment, and 2) collect public feedback in addition to transit about transportation issues in response to a public education campaign about the state of transportation funding in Ventura County. VCTC received public comments about non-motorized and county sales tax issues and they are not included in Appendix A, nor were they used to inform the transit needs assessment. In addition, a formal public hearing was held on February 8, 2016 in the City of Camarillo with a voluntary hearing board of the Ventura County Transportation Commission. A summary of the public feedback collected about transit needs are further discussed in this chapter.

Chapter 7: Transportation Needs Assessment & Findings

Unmet Transit Needs Analysis

The Unmet Transit Needs public comment period was open through February 19, 2016. Between the public hearing and end of the public comment period, VCTC received 68 comments through emails, letters, and phone calls in addition to the surveys and public comments that were submitted at the transportation forums. Overall, VCTC received 110 public comments regarding transit and additional comments unrelated to transit regarding non-motorized or general transportation funding issues. Non-transit comments were not used in the evaluation of unmet transit needs.

VCTC received less testimony at the public hearing than the previous year, and only one testimonial was specific to dial-a-ride transit while the remainder of testimonial were specific to bicycling. Testimonial about bicycling were not considered unmet transit needs, however they recorded as legitimate concerns and/or comments and were directed toward the appropriate departments at VCTC for further consideration.

Drawing on the Commission's adopted definition of an unmet transit need, comments screened to determine if they fit the definition of an unmet transit need. The following requests for service were considered fitting of the definition of an unmet need in terms of public service not provided or service that currently exists but would require significant route or frequency expansion. To determine if these service requests could be further considered an actual unmet transit need, they would be further screened to determine how reasonable it would be for the transit operator to meet the service request.

Comments on public transit services not currently provided to reach employment, medical assistance, shop for food or clothing, to obtain social services such as health care, county welfare programs and education programs:

- OTC - Harbor areas
- Esplanade – Harbor areas
- Hueneme - Victoria/Channel Islands
- Oak View - Port Hueneme
- Train service to LAX
- Simi -Thousand Oaks (CLU)
- Moorpark - SF Valley (118 corridor)
- Simi Valley - LA (118 corridor)
- Ventura - LA (101 corridor)
- Camarillo-LA (101 corridor)
- Fillmore - LA (126 corridor)
- Oxnard - Lompoc

Other requests for service were received that would require significant changes to service hours or frequency, and were considered fitting of the definition of an unmet transit need. To determine if these service requests could be further considered an actual unmet transit need, they would be further screened to determine how reasonable it would be for the transit operator to meet the service request.

Comments on service expansions including new routes, significant modifications to existing routes, and major increases in service hours and frequency:

- Weekend Simi Valley service
- AM/afternoon Moorpark - Ventura
- Weekend Simi Valley - Ventura
- Ventura - Newbury Park
- AM Ventura – Thousand Oaks/Westlake
- Ventura-East Ventura train service
- Fillmore – Moorpark
- Fillmore – Simi Valley
- Evening southbound Metrolink service
- Weekend Metrolink service
- Evening Southbound train service

Reasonable to Meet Analysis

Requests for service that fit the definition of an unmet transit were further screened to determine if the need would be reasonable to meet, that is, if the needed service would be reasonable for transit operators within their existing fleet capacity and/or financial resources. Using the Reasonable to Meet criteria in Table 1, a summary of the whether the requested services are found reasonable to meet are described below.

Service Request	Finding
OTC to Harbor areas	Direct service between the Oxnard Transit Center and the Harbor/Beaches areas is currently limited to general purpose dial-a-ride service only within the city limits of Oxnard and Port Hueneme. VCTC recognizes that this service is undergoing changes at the time of this draft, and that the request for service serves a regional purpose. Therefore, this service is currently being met and VCTC has forwarded these comments to the City of Oxnard and Gold Coast Transit for review.
Esplanade –Harbor areas	
Hueneme - Victoria/Channel Islands	
Oak View - Port Hueneme	Direct service between Oak View/Ojai and Port Hueneme is currently limited to Access dial-a-ride service provided by Gold Coast Transit. This comment has been forwarded to Gold Coast Transit for review.
Train service to LAX	Transit service to LAX is currently provided by Metrolink and Amtrak by way of transferring at LA Union Station. Direct train service between LA Union Station and LAX is outside of the Ventura County service area and is not considered reasonable to meet and this request is not considered an unmet transit need at this time.
Weekend Metrolink service	Currently weekend train service through Ventura County is provided by Amtrak. Weekend service could not be provided at this time due to constraints on operational cost of effectiveness and lack of adequate

Service Request	Finding
	operating revenues. Therefore this service request is not considered reasonable to meet and this request is not considered an unmet transit need at this time.
Simi Valley - Thousand Oaks (CLU)	Service is currently provided between Simi Valley and Thousand Oaks however direct service to CLU is outside of the VCTC service area. This comment has been forwarded to the City of Simi Valley and City of Thousand Oaks for review.
Evening Southbound train service	Currently Train #118 provides southbound train service departing out of Moorpark Station. Additional evening service could not be provided due to constraints on the existing fleet and operational cost effectiveness. Therefore this service request is not reasonable to meet and not considered an unmet transit need at this time.
Moorpark - SF Valley/Granada Hills (118 corridor)	Currently service exists between Moorpark and Granada Hills by way of transferring to at Chatsworth station to the LA Metro bus service area. Regarding direct bus service, at this time due to operational constraints on bus fleet size, spare ratio, and operational cost effectiveness it would not be feasible to expand VCTC Intercity service to Granada Hills, therefore this service request is not reasonable to meet.
Simi Valley – LA/Van Nuys (118 corridor)	Currently daily rail service provides access between Simi Valley and Van Nuys station. Regarding direct bus service, at this time due to operational constraints on bus fleet size, spare ratio, and operational cost effectiveness it would not be feasible to expand VCTC Intercity service to Van Nuys, therefore this service request is not reasonable to meet and this request is not considered an unmet transit need at this time.
Ventura – LA/Sherman Oaks (101 corridor)	Currently service exists between Ventura and Sherman Oaks by way of transferring at the Warner Center to the LA Metro bus service area. Regarding direct bus service, at this time due to operational constraints on bus fleet size, spare ratio, and operational cost effectiveness it would not be feasible to expand VCTC Intercity service to Sherman Oaks, therefore this service request is not reasonable to meet and this request is not considered an unmet transit need at this time.
Camarillo-LA (101 corridor)	Additional rail service beyond the existing Amtrak and Metrolink service between Camarillo and Los Angeles is not feasible due to constraints on existing train schedule slots, fleet size, and cost effectiveness. Therefore, at this time the service request is unreasonable to meet and this request is not considered an unmet transit need at this time.
Fillmore – LA/Santa Clarita (126 corridor)	Currently there is no route provided by VCTC that serves Santa Clarita/Valencia. At this time due to operational constraints on fleet size, spare ratio, and operational cost effectiveness it would not be feasible to expand VCTC Intercity service, therefore this service request is not reasonable to meet and this request is not considered an unmet transit need at this time.
Oxnard - Lompoc	Currently there is no route provided by VCTC that serves service areas north of Goleta, however the Santa Barbara to Lompoc/Solvang areas are currently serviced by the Santa Barbara Clean Air Express. At this time due to operational constraints on fleet size, spare ratio, and operational costs

Service Request	Finding
	it would not be feasible to expand VCTC Intercity service to Lompoc, therefore this service request is not reasonable to meet and not considered an unmet transit need at this time.
Weekend Simi Valley	Currently Simi Valley Transit operates on Saturdays only. Although the City of Simi Valley is not an eligible recipient of TDA Article 8 funding, VCTC recognizes that the request for service serves a regional purpose and this comment has been forwarded to Simi Valley Transit for review.
AM/afternoon Moorpark - Ventura	Currently service between Moorpark and Ventura exists by way of transferring in Thousand Oaks. Future plans to implement direct East-West county service have been identified in the VCTC Short Range Transit Plan. Therefore, this request is not considered an unmet transit need at this time.
Weekend Simi Valley - Ventura	Currently Saturday service between Simi Valley and Ventura exists by way of transferring in Thousand Oaks. Future plans to implement direct East-West county service have been identified in the VCTC Short Range Transit Plan. Therefore, this request is not considered an unmet transit need at this time.
Ventura - Newbury Park	Currently service is provided between the Pacific View Mall to the Newbury Park/Thousand Oaks/Westlake corridor. Route 101 service originating from Downtown Ventura may be feasible within the reasonable to meet criteria however there were less than 15 requests for this service so it is not being considered an unmet need at this time. VCTC will continue to monitor requests and feasibility of originating routes out of Downtown Ventura throughout the year.
AM Ventura - TO/Westlake	Currently service is provided between the Pacific View Mall to the Newbury Park/Thousand Oaks/Westlake corridor. Route 101 service originating from Downtown Ventura may be feasible within the reasonable to meet criteria however there were less than 15 requests for this service so it is not being considered an unmet need at this time. VCTC will continue to monitor requests and feasibility of originating routes out of Downtown Ventura throughout the year.
Ventura Amtrak-East Ventura train service	Due to the Amtrak Ventura Station being located outside of the Metrolink service area, and the demand for current service at the East Ventura Station is not high enough to warrant an extension, the service request is not reasonable to meet and this request is not considered an unmet transit need at this time.

Appendix A – Public comments received from January 6, 2016 through February 19, 2016

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Chris Van Dran	2/7/2016	Camarillo	Wants daytime service from Camarillo to Ventura.	Operational	VCTC
Dale Harshberger	2/12/2016	Simi Valley	Wants service from Madera/Los Angeles Ave. to Moorpark College between 7am -10:30pm. Also wants service from Madera/Los Angeles Ave. to Ventura Court House between 6:30am - 5pm to attend jury duty. -- The Bus exits at the Moorpark College exit, but does not stop. (Makes a 7 mile loop without stopping) The only bus to Moorpark College starts 5 miles in the opposite direction. If I were to walk to that bus stop, I might as well walk the 5 miles to school instead.	No	SVT/VCTC
Debra Barringer	1/22/2016	Ventura	I rode Vista from Ventura to Carpenteria during 3 of its difficult years. The biggest reason this worked for me was having the pre-loaded Smartcard. There is no way I would have exact cash every day and the monthly pass didn't work financially. I hope you are planning to replace the electronic cards. I no longer commute but hope the new lane on Hwy 101 has made Vista more reliable in the evenings. I spent up to and over an hour waiting on some days. Fixing these simple things would increase ridership.	Agency Coordination	VCTC
Tammy Glenn	2/4/2016	Camarillo	On behalf of the hundreds of seniors served by CAREGIVERS in Ventura County, we respectfully request that seniors not be forced to transfer in order to cross the City of Camarillo border. Seniors can't get in or out of Camarillo without having to transfer. Furthermore, this is the only community that is subjected to the ADA certification process for the same reason. It is a tremendous burden on this frail population. Not only is it a tragic physical burden on seniors, particularly those with health issues, but it is an emotional and spiritual atrocity that lacks compassion and empathy by those who have imposed this restriction. I know from talking with the transit operators that there is a fair and amicable way to approach this.	Agency coordination	
Patty Richardson	2/22/2006	Ventura	At the VTC (Ventura Transit Center) the bathrooms are filthy and really need cleaned - it's a shame.	Amenities	City of Ventura
Chart Comment from Forum	1/25/2016	Moorpark Forum	Buses often don't have bike racks available	Amenities	NA

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Chart Comment from Forum	1/25/2016	Moorpark Forum	Transit between East Simi to Westlake Village - bus connections are tight or too long making the trip time too long	Operational	NA
Katrina Maksimuk	1/27/2016	Ventura	Wants service from Ventura to San Francisco & from Ventura to San Jose. -- I use Uber at least once a week. Train to SB once. Really like the Ventura trolley.	Agency coordiantion	NA - out of service area
Mary Harris	2/4/2016	Thousand Oaks	All buses and Dial-A-Ride should run later hours - at least until 9pm so that if people have to work late they can get home, especially coming from LA back to ventura County. Also, for people like myself being in a power wheelchair and anyone else who is disabled we want to be able to get out and go places like anyone else. -- We need to get people out of their cars ad force them into transit so we can get our freeways unclogged of traffic problems. We need to let people know that public transit is the way to go - it's priority #1. - We need to push for a 1/2 cent sales tax for transit for 2016.	Agency coordination /service hour request	NA
Drew Story	2/4/2016	Ventura	Wants service from Ventura to Thousand Oaks or Westlake. Wants weekend service from Ventura to Santa Barbara.	Existing Service	VCTC
Drew Story	2/4/2016	Ventura	This is also part of the problem - what's our transit "center"? Fortunately, I don't have a commute for work - I ride my bike. However, I would like to see more mass transit options for all of us. Trains on the weekend in particular.	Weekend train service	VCTC/Metr olink
Chris Van Dran	2/7/2016	Camarillo	VCTC needs 1 bus service north, as have for south	Existing Service	VCTC
Ian Nicholson	2/8/2016	Camarillo	For intracity trips, Dial-A-Ride is great, like a budget Uber. I think more could be done to publicize it. It's not like fixed-route, fixed schedule transit so I think people are unfamiliar with how to use it, including myself. More marketing and publicity could be great.	Existing Service/Agency Coordination	CAT
Robert Jefferson	2/8/2016	Oxnard	Indicated there are places in Ventura County he wants to access but cannot, either because there is no route or there is no serice during a particular time of day - no details provided. -- I would like to see an increase in investment for VCTC to increase routes and frequency. I never see a bus even 50% occupied; after 5 or less passengers. Spewing contaminants into the atmosphere. This fleet should convert to CNG to reduce carbon footprint as so many other countries have. That fleet (48 buses) currently use gasoline	Existing Service	VCTC

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
			or diesel.		
Anonymous	2/12/2016	Simi Valley	Suggestion: Consider partnering with LA County's Metro system. The research and development is done. It meets most public transport users needs.	Agency Coordination	NA
Medhat Beshai	2/12/2016	Simi Valley	Use smaller buses instead of the big bus as most buses look empty and to save on gas.	Amenities	SVT/VCTC
Myra Medina	2/16/2016	Newbury Park	I am the supervisor at a medical therapy unit and our clients have difficulty using public transportation to get to appointments because of the length of time it takes.	Existing Service	NA
Anonymous	2/16/2016	Ventura	For work: Transportation is a huge problem for our clientele to access medical appointments in the county. Accessible bus stops to Public Health California Children's Services Medical Therapy Program locations. Plus current system takes several hours for clients to use.	Agency Coordination	NA
Deanna	2/16/2016	Ventura	Wants service from Ventura to LAX.	Existing Service/Agency Coordination	NA - out of service area
Divina Yung	2/22/2016	Ventura	Buses needed more in Ventura and benches with coverings.	Amenities	City of Ventura
Sandy P.	2/22/2016	Ventura	Bathrooms at the Ventura Transportation Center need cleaned.	Amenities	City of Ventura
Shirley McGinnis	2/22/2016	Port Hueneme	Bathrooms at the Ventura Transportation Center are unsanitary and need cleaned.	Amenities	City of Ventura
May Smith	2/22/2016	Port Hueneme	Monitoring of the restrooms at the Ventura Transportation Center is needed as restrooms need cleaning.	Amenities	City of Ventura
King David	2/22/2016	Port Hueneme	Bathrooms need cleaned.	Amenities	City of

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
					Ventura
Pim	2/22/2016	not provided	Restrooms at the VTC (Ventura Transit Center) need cleaned.	Amenities	City of Ventura
Guadalupe Camacho	2/22/2016	Oxnard	Restrooms at the Ventura Transit Center need cleaned more regularly.	Amenities	City of Ventura
Jake Clark	2/22/2016	Port Hueneme	Ventura Transit Center needs increased security and bathrooms need cleaned.	Amenities	City of Ventura
Brandy Collins	2/22/2016	Port Hueneme	Bathrooms need cleaned - should have hourly checks.	Amenities	City of Ventura
Maria Fernandez	2/22/2016	Oxnard	The restrooms need to be cleaned.	Amenities	City of Ventura
Timothy Herber	2/22/2016	Oxnard	I've been a passenger for 36 years. The bathrooms at the VTC (Ventura Transit Center) need cleaned badly.	Amenities	City of Ventura
Robert Smith	2/22/2016	Oxnard	At the VTC (Ventura Transit Center) we need the restrooms to be cleaned up.	Amenities	City of Ventura
Anonymous	2/22/2016	Oxnard	We need the restrooms at the VTC (Ventura Transit Center) to be cleaned hourly.	Amenities	City of Ventura
Johnnie T.	2/22/2016	Oxnard	Wants more buses to popular routes	Existing Service - General	GCTD
April Benson	2/22/2016	Oxnard	Wants longer bus hours for Oxnard & Ventura.	Existing Service/Service Frequency Request	GCTD
Ronald F.	2/22/2016	Oxnard	Better Parkwest route times.	Service Frequency Request	GCTD
Angelica Martinez	2/22/2016	Oxnard	Wants a bench at the bus stop on San Geronio.	Amenities	GCTD/City of Oxnard
Anna Flores	2/22/2016	Oxnard	We need more bus benches with canopy tops. The elements are too harsh for senior citizens.	Amenities	GCTD/City of Oxnard
Johnnie T.	2/22/2016	Oxnard	Wants better lighting in areas like Bard & J Street	Amenities	GCTD/City of Oxnard/PH
BB Lopez	2/22/2016	Oxnard	Better lighting needed at Bard & J St.	Amenities	GCTD/City

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
					of Oxnard/PH
Brenda Taylor	2/22/2016	Oxnard	Lighting at the Bard & J St. stop is non-existent and it is unsafe - more lighting is needed.	Amenities	GCTD/City of Oxnard/PH
Marisela Ruiz	2/22/2016	Oxnard	Bus stop at Bard & J St. is too dark and needs lighting.	Amenities	GCTD/City of Oxnard/PH
Kathleen Martin	2/22/2016	Port Hueneme	Better lighting needed at J St. and Bard	Amenities	GCTD/City of Oxnard/PH
Sarah Lester	2/22/2016	Port Hueneme	Wants benches at the J St. & Bard stop as well as lighting.	Amenities	GCTD/City of Oxnard/PH
Robert P. Lowenehank	2/22/2016	Oxnard	Lighting needed at South J St. & Bard St. It is hard to cross the street especially coming late at night from work.	Amenities	GCTD/City of Oxnard/PH
Jae G.	2/22/2016	Port Hueneme	Wants better lighting at Bard & J St.	Amenities	GCTD/City of Oxnard/PH
Tom Miller	2/22/2016	Port Hueneme	Buses are late.	Operational - OTP	General
Melida Castro	2/22/2016	none provided	Wants roofs where benches are so the passengers could be protected from the sun and the rain.	Amenities	NA
Matt Wehrman	2/22/2016	Oxnard	Wants bus service connecting the entire county, bike racks that hold more bicycles, and video information & entertainment.	Agency Coordination /Amenities	NA
Luisa Gutierrez	2/22/2016	Oxnard	The bus should be kept an agreeable temperature and the air conditioning should be used when necessary.	Amenities	NA

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Wendi Lerma	2/22/2016	Ventura	Wants better bus connections to other buses.	Agency Coordination	NA
Sandra Hill	2/22/2016	Ventura	Wants cleaner bus interiors.	Amenities	NA
Lucky Smith	2/22/2016	Oxnard	Wants seat belts on the buses - especially for the safety of children riding.	Amenities	NA
Angel Medina	2/22/2016	Oxnard	Wants more bus stops.	Existing Service	NA
Nicol Green	2/22/2016	Ventura	Can you please fix the times the bus runs? I have class at 9:30am but the only option is going at 6am and that's way too early.	Existing Service/Service Frequency Request	NA
Ashley Foster	2/22/2016	Oxnard	Please allow food on the bus.	Amenities	NA
Irina Woods	2/22/2016	Port Hueneme	Fix the schedule times.	Existing Service	NA
Taylor Lee	2/22/2016	Ventura	Buses need to be on time.	Operational - OTP	NA
Joanna Smith	2/22/2016	Oxnard	Wants there to be music on the buses, especially at night.	Amenities	NA
Carl Farmer	2/22/2016	Oak View	Buses need to run later.	Service Frequency Request	NA
Dana Hall	2/22/2016	Ventura	Wants more frequent buses.	Service Frequency Request	NA
Mia Young	2/22/2016	Ventura	Wants food to be allowed on the bus.	Amenities	NA
			Simi Valley has the worst bus schedule. Would take it more often, but takes too long and very confusing.	Existing Service - General	SVT
Willie Lechuga Jr.	1/29/2016	Oxnard	Indicated there are places in Ventura County he wants to access but cannot, either because there is no route or there is no service during a particular time of day -- no additional details provided.	Existing Service - General	NA
Cheryl Roberson	1/29/2016	Oxnard	Indicated there are places in Ventura County she wants to access but cannot, either because there is no route or there is no service during a particular time of day -- no additional details provided.	Existing Service - General	NA
Nancy Rojas-Elwell	1/5/2016	unknown	Wants weekend service to Downtown LA on the Ventura County Metrolink Line.	Weekend train service	Metrolink/VCTC

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Kevin Clerici	1/22/2016	Ventura	I wish the Metrolink connected with the downtown Ventura train platform, rather than end at the east Ventura station.	Service Expansion/O perations	Metrolink
WGK	1/22/2016	Oxnard	Wants service from Oxnard to Los Angeles & Thousand Oaks to Los Angeles.	Service Expansion/O perations	NA
Debra Barringer	1/22/2016	Ventura	Wants weekend Metrolink service from Ventura to Los Angeles.	Weekend train service	Metrolink/VCTC
Big Brothers Big Sisters of Ventura County	1/25/2016	Camarillo	On behalf of Big Brothers Big Sisters of Ventura County, it's often difficult to secure transportation for groups of children who can not afford transit otherwise. We want to encourage children in our program to use public transportation to make it a more sustainable means of getting around the county, but need program assistance in making that push (whether through donations or education or both).	Agency Coordination	NA
Vicki Tripoli	1/25/2016	Moorpark	Wants service from Moorpark to Granada Hills.	Service Expansion/O perations	NA - out of service area
Vicki Tripoli	1/25/2016	Moorpark	Wants A.M. and midday service from Moorpark to Ventura for county meetings, jury duty, etc. -- I support self taxing for transportation; however, feel strongly that any money spent on single driver autos is a complete waste. Our population is beyond this and all funds should go to develop efficient mass transit.	Service Frequency Request	VCTC
Chart Comment from Forum	1/25/2016	Moorpark Forum	Wants transit between East Simi to Westlake Village	Service Expansion/O perations	VCTC
Chart Comment from Forum	1/25/2016	Moorpark Forum	Wants transit between East Simit to Westlake Village - the evening trains only run west, no east train service to get to Westlake Village	Evening train service	VCTC/Metr olink
Michael Graham	1/26/2016	Simi Valley	Wants commute hour service from Simi Valley to CLU.	Service Frequency Request	Simi Valley/Tho usand Oaks/VCTC
Linda Coburn	1/26/2016	Westlake Village	Wants commute hour service from Simi Valley Station to Westlake Village.	Service Frequency Request	NA

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Michael Graham	1/26/2016	Simi Valley	Wants weekend service from Simi Valley to Ventura.	Service Frequency Request	VCTC
Map Comment from Forum	1/26/2016	Santa Paula Forum	Wants service between Fillmore and Moorpark	Service Expansion/Operations	VCTC
Anonymous	1/27/2016	Oxnard	Wants A.M. service from Downtown Oxnard to beach and harbor areas. -- More direct and frequent routes would be helpful.	Service Expansion/Service Frequency	GCTD
Norma Cunningham	1/27/2016	Oxnard	Wants commute hour service from Silverstrand Beach to the Topa Towers on Esplanade Dr. & wants service throughout the day from Silverstrand Beach to Shopping Plazas (Vons, Ralphs, or Trader Joe's). -- I'd like the option to use public transit to and from work.	Service Expansion/Service Frequency	GCTD
Matthew Saint	1/27/2016	Camarillo	I'd love to use trains more often, but the costs are often too high for an irregular user with a family. We recently used Metrolink and loved the experience but the price felt a little too high(especially with low oil prices currently).	Existing Service/Operations	Metrolink
Lawrence Older	1/27/2016	Ventura	Wants afternoon and evening service between Ventura and Los Angeles. -- I would like a complete transit system, so I can get home from LA in the night, get to the store across town in the day, similar to Portland, Washington DC, Seattle, Santa Barbara, etc.	Evening train service	NA
Paula Johnson	1/27/2016	Ventura	I locate employment for individuals with intellectual and developmental disabilities. We have job placements but no way to get the individual from city to city.	Agency Coordination /Existing Service	NA
Anonymous	1/27/2016	Ventura	Wants later evening service throughout the County	Service Frequency Request	NA
Deborah	1/27/2016	Camarillo	Wants more service from Camarillo to Los Angeles	Service Expansion/Existing Service	NA
Paula Johnson	1/27/2016	Ventura	Wants commute hour service from Ventura to Newbury Park.	Service Frequency Request	VCTC

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Anonymous	1/27/2016	Camarillo	Transit pass should work with Dial-A-Ride.	Agency Coordination	CAT / VCTC
Anonymous	1/28/2016	Ventura	Wants mid-day/afternoon service from Ventura to UCLA and to Sherman Oaks for medical appointments.	Service Expansion/Existing Service	NA - out of service area
Ron Lewis	1/28/2016	Fillmore	Wants daytime service from Fillmore to Santa Clarita	Service Expansion	VCTC
William	1/28/2016	Ventura	Wants commute hour service (7am) from Downtown Ventura to Thousand Oaks/Westlake. -- The times that buses/trains run are somewhat inconvenient. They seem to run super early, and the return times are early/infrequent.	Service Frequency Request	VCTC
Anonymous	1/28/2016	Ventura	Wants mid-day/afternoon service from Ventura to Westlake Village	Service Frequency Request	VCTC
Ron Lewis	1/28/2016	Fillmore	Wants daytime service from Fillmore to: Simi Valley Town Center and Moorpark Station. -- We need direct service to Moorpark Metrolink Station so seniors can go into Los Angeles.	Service Expansion	VCTC
Eileen Tracy	1/29/2016	Port Hueneme	Wants afternoon service from Hueneme Bay to Victoria/Channel Islands Blvd. -- Port Hueneme is a public transportation desert.	Service Frequency Request	GCTD
Eduardi Navarro Jr.	1/29/2016	Oxnard	Wants more service from Oxnard to Camarillo	Service Frequency Request	VCTC
Susan White Wood	2/4/2016	Ventura	Wants to travel to and from airports. -- Wants service from Montalvo Station to LAX and wants evening service from Montalvo Station to Burbank.	Service Expansion/Existing Service	Metrolink
Crystal Lui	2/4/2016	Oxnard	Wants work commute service from Oxnard to Lompoc arriving at 7:30am and returning at 4:30pm.	Service Expansion	NA - out of service area
Jason	2/5/2016	Oak View	Wants work commute service from Oak View to Port Hueneme arriving at 6am and returning at 4:30pm. Wants midday service (10am-1pm) from Port Hueneme to The Collection / River Park. -- I stopped using transit because of infrequency, late starts, cannot get to where I need to be on time, and unsafe bus stops because of no crosswalks at bus stops.	Service Expansion/Service Frequency	GCTD

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Matthew Lussier	2/12/2016	Simi Valley	Simi Valley needs bus service on Sundays even if it's limited.	Service Frequency Request	SVT
Anonymous	2/16/2016	Simi Valley	Wants work commute service from Simi Valley to Camarillo arriving at 8am and returning at 6pm.	Existing Service	VCTC
Jerry Martin	2/18/2016	Simi Valley	Wants Commuter service from Simi Valley to Van Nuys via the 118 to the 405: I do often see many people who go to the Van Nuys Amtrak Station wanting to travel to and from Simi Valley. I know we have Metrolink and Amtrak Services. But I know people do like having options for commuting. I know this might be a stretch for suggestions. But if it helps get people out of cars and trucks. Then it would be worth taking a look at.	Service Expansion/Existing Service	NA - out of service area
Trevor Allen	2/19/2016	Simi Valley	Please look into Proterra Catalyst Platform or the New Flyer Xcelsior Electric Buses, which will provide more inexpensive operation, less emission, and a decrease in demand for Compressed Natural Gas more commonly extracted by hydraulic fracking.	Operations	General
Karla Franco	2/22/2016	Oxnard	Wants more bus stops on Ventura Rd.	Existing Service	GCTD
Jennifer Lopez	2/22/2016	Oxnard	Wants work commute service from Oxnard to Fillmore arriving at 9am and returning at 5pm.	Service Expansion/Service Frequency	VCTC
Frankie Rodriguez	2/26/2016	unknown	Wants bus service from Ventura County to the Valencia/Six Flags area.	Service Expansion	NA - out of service area
Everard Ashworth	1/22/2016	Ventura	Wants service during commute hours from Ventura to Las Posas. -- I take mass transport at every city I commute to for work. I had a monthly pass when i lived in other urban/city centers (NYC, Washington DC, London). I find it ironic that I cannot bicycle nor take regularly scheduled bus/mass transit in my home city. I recognize that this is a significant commitment of resources, but think that AB32 funding/CEC and other federal/state initiatives should be explored with vigor to see how we can significantly improve our mass transit if not now, then in the next 3-8 years.	Service Frequency Request /Existing Service	VCTC/CAT
Map Comment from Forum	1/26/2016	Santa Paula Forum	Wants service from Piru to Santa Clarita to get to Magic Mountain, College of the Canyons, LA County	Service Expansion	VCTC

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Shae	5/19/2015	unknown	Wants weekend Coastal Express service hours extended to 8:00 p.m. or 9:00 p.m., not 6:30 p.m.	Service Frequency Request	VCTC
Carolina Perez	8/25/2015	unknown	Wants a bus departure out of Fillmore/Santa Paula into Ventura around 1:00 p.m. on weekdays.	Existing Service	VCTC
Everard Ashworth	1/22/2016	Ventura	Wants service every 20 min from midtown Ventura to Downtown Ventura.	Service Frequency Request	GCTD
Anonymous	1/27/2016	Camarillo	Wants mid-morning (10am) service from Carmen Plaza to Ventura College.	Service Frequency Request	VCTC/CAT
Matt Glass	2/9/2016	Camarillo	Wants service later at night from Ventura to Camarillo. Wants Southbound service after 7:15pm Fri or 5:15pm Sat. -- I really find it hard to get home to Camarillo. Later buses - say 10:00pm? How about buses on Sunday? (Northbound) Buses on Sunday don't exist.	Service Frequency	VCTC
Sky Ross	2/16/2016	Thouansd Oaks	Wants service from the Oaks Mall in Thousand Oaks to St. Johns Regional Medical Center arriving at 8am and returning at 3pm.	Service Frequency	VCTC/Thousand Oaks
Trevor Allen	2/19/2016	Simi Valley	I would prefer if Simi Valley Transit (SVT) had more buses operating with a shorter wait between buses. Its to the point in which if I accidentally miss one, i'm late to wherever I need to go, since it's usually 20-30 minutes between buses. I would also prefer SVT buses running later at night because its can be frustrating to have to be on a bus around 6-7 for an end of the day cycle of that route. Please make sure SVT drivers are not leaving AHEAD of schedule. I've almost missed a few buses because the bus is past its stop 1-2 mins ahead of time. I'd rather a driver be late by 3 mins than early by 1 or 2, since their layover/rest stops push them back onto their schedule.	Service Frequency Request/OTP	SVT
June & Benay Kuhad	2/22/2016	Oxnard	Add more hours to the Parkwest Route	Service Frequency Request	GCTD
Gary Sandoval	2/22/2016	Ventura	Better connections are needed all over. Buses leave too soon to make connections, especially the Parkwest bus.	Service Frequency Request	GCTD

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Guadalupe Camacho	2/22/2016	Oxnard	Wants more frequent bus service on Route 21.	Service Frequency Request	GCTD
Tracey Philips	2/22/2016	Oxnard	Parkwest bus service needs to be extended until at least 8:45pm. I work at Amtrak and I get off at 8:00pm.	Service Frequency Request	GCTD
Tamera Williams	2/22/2016	Oxnard	I'm a Metro bus commuter and it does not mesh well with the Parkwest Route. I'm always stranded. Please add longer run times for Parkwest.	Service Frequency Request	GCTD
Lynne Mai	2/22/2016	Port Hueneme	Commuting from the Metro, I need a Parkwest bus after 8:15pm. Also better bathrooms.	Service Frequency Request	GCTD
Luis Jimenez Reyes	2/22/2016	Oxnard	Wants longer service hours on the Parkwest route.	Service Frequency Request	GCTD
April Guzman	2/22/2016	Oxnard	There should be a later Parkwest bus out of OTC (Oxnard Transportation Center) to afford ridership for passengers getting off the last train at 9:00pm.	Service Frequency Request	GCTD
Jennifer Lopez	2/22/2016	Oxnard	Wants work commute service from Oxnard to Thousand Oaks arriving at 9am and returning at 5pm.	Service Frequency Request	VCTC
Leslie Keil	10/26/2015	Simi Valley	Wants the Metrolink train schedule put back to either a later time or add an additional train between 3:15 and 4:33. -- I do not know how much longer I can leave my job early and "run" to meet trains. I am so terribly disappointed in Metrolink, and feel like I am at the mercy of the system. After the nearly 22 years of riding the train, the schedule has always worked out fine. This is absolutely heartbreaking that I don't know how I'm going to continue to get to work.	Service Frequency Request	
Benjamin Unseth	1/25/2016	Camarillo	Wants service from Camarillo Station to CVS Mall on Santa Rosa Rd. (NE Camarillo) at 3:20pm for school trips.	Service Expansion	CAT
Anonymous	1/27/2016	Oxnard	Wants service from Oxnard Pacific mobile home park to Oxnard College	Service Expansion/Existing Service	GCTD
Crystal Lui	2/4/2016	Oxnard	Wants more frequent railway transportation from Oxnard to the near counties.	Service Frequency	Metrolink

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Tina McDonald	2/10/2016	unknown	RAIN Transitional Living Center (RAIN) provides a link from homelessness to sustainable income and housing. One identified critical barrier is the lack of transportation for homeless persons. Each year, an average of 60% of individuals and families served at RAIN do not have vehicles upon entry. There is a continued need to provide a safe, reliable, and sufficient service coverage with convenient schedules and reasonable journey times. This type of transport service will serve as a catalyst in the attainment of helping RAIN residents move from homelessness to sustainable permanent housing through sustained income and other self-sufficiency skills. With the assistance from VCTC in 2015-2016, RAIN provided transportation services to work, interviews and childcare for the homeless residents of RAIN who had no vehicles of their own. Eighty two adults attended skill development classes to assist with resume development, budgeting and more. The ability to provide transportation for the homeless individuals and families through partnership with VCTC has been instrumental in the residents reaching their goal of employment, increased income and permanent housing thus achieving RAIN's mission of ending homelessness these individuals and families.	Agency Coordination	
Danielle	2/12/2016	Simi Valley	The D bus would be beneficial to a lot of people on Saturday.	Existing Service	SVT
Danielle	2/12/2016	Simi Valley	Wants Saturday service from Royal High School to Reagan Library.	Service Expansion	SVT
Danielle	2/12/2016	Simi Valley	Wants all day service from Royal High School to Simi Valley Town Center. -- Many people would use the bus later in the day. 9pm would be a good time to stop the buses.	Service Expansion	SVT
Anonymous	2/12/2016	Simi Valley	Wants 3pm service from Valley View Middle School to Alamo/Yosemite. -- My teen cannot ride the bus home from school.	Service Frequency	SVT
Karol Spaccarelli	2/12/2016	Bell Canyon	Needs service from home to grocery shopping and to Church. I can't get a ride from my house because no service on either side of the county line will cross over and pick me up/drop me off....the nearest bus stop is three miles away so I walk. I don't have the ability to go grocery shopping or to/from the hospital or to my volunteering position as a tutor.	Service Expansion/Existing Service	
June Ewart	2/18/2016	Simi Valley	Wants afternoon service from 3150 School St. in Simi Valley to 131 W. Easy St. in Simi Valley.	Service Frequency	SVT

NAME	DATE	CITY	COMMENT(S)	CATEGORY	AREA / AGENCY
Jerry Martin	2/18/2016	Simi Valley	Wants Simi Valley Line D to be extended to the Thousand Oaks Transit Center and to have it serve Chatsworth Metrolink: One of the reasons to look at extending the D it would allow many people an opportunity from the LA Area to reach the Ronald Reagan Library if they could get a bus from Chatsworth.	Service Expansion	SVT
Jerry Martin	2/18/2016	Simi Valley	Wants Simi Valley Line C to be extended to Moorpark: It would allow more options for many who commute to and from CSUN. Many people who use Line C are commuting to and from CSUN or with the area of CSUN. So I like to see if there is a away to add service to make the connections.	Service Expansion	SVT
James Ouster	2/22/2016	Oxnard	Parkwest route needs more buses.	Service Frequency/Operations	GCTD
Jack O'Neill	2/22/2016	Ventura	Over-crowded buses coming from Ventura to Oxnard.	Existing Service	VCTC/GCTD