



**THURSDAY, May 9, 2013
1:30 P.M.
Camarillo City Hall
Camarillo**

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

- Item #1** **CALL TO ORDER**
- Item #2** **INTRODUCTIONS AND ANNOUNCEMENTS**
- Item #3** **PUBLIC COMMENTS**
- Item #4** **TRANSCOM Meeting Summary March 14, 2013 – pg.3**
Approve the meeting summary of the March 14, 2013 TRANSCOM meeting
- Item #5** **TRANSCOM Meeting Summary April 11, 2013 – pg.7**
Approve the meeting summary of the APRIL11, 2013 TRANSCOM meeting
- Item #6** **Discussion and Review of Draft Unmet Needs Findings – pg.11**
Discuss and comment on the recommended draft finding of the 2013-14 VCTC Unmet Transit Needs process.
- Item#7** **Approve Fiscal Year 2013/14 Program of Projects – pg.87**
Recommend Commission approval of the Program of Projects (POP) for federal transit operating, planning and capital assistance for FY 2013/14.
- Item #8** **Mobility Management Partners, Inc. Grant Request for the Countywide Mobility Project – pg.89**
Consider a recommendation to the Commission regarding the Mobility Management Partners, Inc. grant request for the Countywide Mobility Project.
- Item #9** **Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) Projects – pg. 91**
Recommend that the Commission approve \$2,560,000 in PTMISEA funds for the Gold Coast Transit Facility, replacement Dial-A-Ride vans for Thousand Oaks, and the Metrolink Sealed Corridor project.

TRANSCOM Agenda
May 9, 2013
Page #2

- Item #10** **Approval of FY 2012/13 Proposition 1B Transit Security Projects – pg.95**
Recommend the Commission approve the project list shown in Attachment A for \$720,944 in Proposition 1B Transit Safety and Security projects.
- Item #11** **ADA CERTIFICATION UPDATE**
Receive the monthly report on the ADA certification process.
- Item #12** **ADJOURN**



Item #4

**VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)
THURSDAY, March 14, 2013, 1:30 P.M.
Camarillo City Hall
Camarillo**

Meeting Summary

- Item #1** **CALL TO ORDER**
Chair Houser called the meeting to order at 1:35 pm.
- Item #2** **INTRODUCTIONS AND ANNOUNCEMENTS**
The Committee members introduced themselves. Shaun Kroes reported that the improvements submitted as part of the CMAQ project are on hold indefinitely.
- Helene Buchman reported on the Gold Coast Transit (GCT) installation of triple bike racks.
- Vic Kamhi reported that the VISTA CSUCI Oxnard bus would be stopping in both directions at Oxnard College beginning in April.
- Item #3** **PUBLIC COMMENTS**
None
- Item #4** **TRANSCOM MEETING SUMMARY JANUARY 10, 2013**
The meeting summary was approved on a motion by Roc Pulido, seconded by Shaun Kroes.
- Item #5** **REPORT ON TRANSCOM MEETING FEBUARY 14, 2013**
The meeting summary was accepted without comment, since there had been on quorum.
- Item #6** **FISCAL YEAR (FY) 2012/13 PROPOSITION 1B TRANSIT SECURITY GRANT PROGRAM FUND AVAILABILITY**
Stephanie Young reported on the upcoming cycle of Proposition 1B Transit Security Grants and the recommend the process which will be presented to the Commission in April. She noted that the due date will be April 5, and VCTC will need a project description. Some discussion occurred about the compressed schedule. The recommendation was approved on a motion by Roc Pulido, seconded by Helene Buchman.

Item #7 **DISCUSSION OF EXTENSION OF AMERICANS WITH DISABILITIES ACT (ADA) CERTIFICATION CONTRACT**

Peter DeHaan noted that there had been changes since the item was drafted, and pulled the item. It will be placed on the April TRANSCOM agenda.

Item #8 **LIMITED ENGLISH PROFICIENCY PLAN**

Peter DeHaan discussed the FTA required Limited English Proficiency Plan (LEP). TRANSCOM discussed the relationship of both the LEP and the Title VI Report and subrecipient responsibilities. The questions included if the subrecipients could/should also adopt the VCTC LEP. Both Gold Coast Transit and Simi Valley Transit, as direct recipients, have to prepare their own Title plans, including LEPS. The recommendation was approved on a motion by Shaun Kroes, seconded by Kathy Connell.

Item #9 **MOBILITY MANAGEMENT PARTNERS, INC. (PPM) GRANT REQUEST FOR THE COUNTYWIDE MOBILITY PROJECT**

Mike Culver presented the three programs included in the MMP grant application. The three programs are: a "paid volunteer" driver program; travel training, and a countywide call and referral center.

TRANSCOM discussed the programs extensively. There was support for the first two, but still unanswered questions. Concerns about liability and about control of the volunteer driver were raised.

There was universal support for travel training, although TRANSCOM had a desire for a more details.

The third program, providing a transit referral and information center, was developed when it appeared that VCTC would be ending its Transit Information Center activities. There also were concerns about transitioning to a short term grant funded center, and possible duplication with various other agencies and activities.

TRANSCOM requested that three programs be broken out separately, and returned to TRANSCOM for actions on a motion by Helene Buchman, seconded by Roc Pulido.

Item #10 **ADA CERTIFICATION UPDATE**

Mike Culver reported on the ADA certification process. He noted that they are experimenting with different time blocks to improve efficiency.

Item #11 **ADJOURN**



TRANSCOM

DATE __Mar 14, 2013__

NAME

Andrew Mikkelson

Ben Cacatian**City of Fillmore** (Bert Rapp)**Chuck Perkins**

Darren Kettle

Dave Fleish

Debra Solomon

Drew Lurie

Elizabeth Amador

Fernando Castro**Andy Santamaria**

Gina Summey

Gloria Sotelo

Grahame Watts

Helene Buchman**Jeff Hereford**

Joanna Capelle

John Quinn

Kathy Connell

Kerry Forsythe

Kimberly Gayle

Linda Wright

Martin Erickson

Mary Travis

Matt Gleason

Ron Calkins**Mike Houser**

Myra Montejano

Peter DeHaan

Roc Pulido**Shaun Kroes**

Steve Brown

Steve Rosenberg

Tom Mericle

Vic Kamhi

Charles Sandlin

Jacqui Cervantez Roberts

Syed Shdab

Stephanie Young

Ray Porras

Danny Haws

Fabian Gallardo

James Hinkamp

Jim Moore

Leticia Leon

Mike Culver

Paula Johnson (the ARC)

Susan White Wood(AAA)

Sue Tatangelo (CHCD)

Maria Tello (VCBH)

Jesus Galvan (CHCD)

Jan Richards (Help)

Ann Springer

Sue Tatangelo

Maria Tello

Margaret Heath

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Item #5

**VENTURA COUNTY TRANSPORTATION COMMISSION (VCTC)
TRANSIT OPERATORS ADVISORY COMMITTEE (TRANSCOM)
THURSDAY, April 11, 2013, 1:30 P.M.
Camarillo City Hall
Camarillo**

Meeting Summary

Item #1

CALL TO ORDER

Chair Houser called the meeting to order at 1:42 pm.

Item #2

INTRODUCTIONS AND ANNOUNCEMENTS

The Committee members introduced themselves. Mike Houser noted that TRANSCOM was one member short of a quorum.

Mike Houser reported that Thousand Oaks has applied for Proposition 1B security funds for an emergency communications backup system. Mike stated that there are sufficient funds to implement a countywide system that would allow bus to interact. Request that this should be a Future topic.

Mike Houser reported that he has been meeting with the Intercity Group regarding better connections, Hours of operation and fares.

Peter DeHaan, at the request of Mike Houser, provided an update as to the CMAQ grants of over \$2 mil. Peter discussed some of the concerns with Map21 and union issues, but noted that the funds were approved pending legal interpretation and review of the MAP21 requirements.

Item #3

PUBLIC COMMENTS

None

Item #4

TRANSCOM MEETING SUMMARY MARCH 14, 2013

The meeting summary was review, item deferred due to lack of a quorum.

Item #5

VCTC UPDATE OF PROGRAM OF PROJECTS

Peter DeHaan reviewed the FY 2013-14 POP Revenues, Expenses and Countywide Planning spreadsheets. ADA funding was reviewed and the new column 5339 funds were discuss. Additional discussions were on the FY 2013/14 POP regarding changes and hiring of addition staff at VCTC. No action taken due to lack of a quorum.

Item #6 **FOREIGN CURRENCIES AND DEFACED COIN DISPOSAL**
Item pulled. No date for returning item was set.

Item #7 **DISCUSSION OF EXTENSION OF AMERICANS WITH DISABILITIES ACT (ADA) CERTIFICATION CONTRACT**
Peter DeHaan presented: The issue of timing to bring this item before the Commission in a timely manner was discussed. Additional discussion involved the increase cost in the contract to reduce backlog and stay on doctors to complete forms. No action taken due to the lack of a quorum.

Item #8 **ADA CERTIFICATION UPDATE**
Mike Culver, Director of Operation Mobility Management Partners, Inc., provided handouts of January, February and March ADA Certification Services Report.

TRANSCOM discussed the pending evaluation and the 20% no shows. Mike Culver commented that 20% no shows are comparable with other agencies.

Item #9 **CMAQ PROJECT MONITORING REPORT**
Peter DeHaan provided status sheets listing the CMAQ projects. It was noted that a letter had been received from the FTA regarding the age of Mills Road bus turnout project. This project has been adjusted and is now current. Status of agency projects has been updated with the exception of those concerning Ventura and Ojai.

Mike Houser brought up the issue of using a brand name on a requested project. Peter commented that those items are usually caught a changed before filing.

Item #10 **VISTA STATUS REPORT**
Fabian prestend charts showing the current 9 months of VISTA operations compared t with comparable 9 month periods. The Coastal Express is slightly low as a result of slower and smaller buses.

Item #11 **ADJOURN at 2:35 PM**



TRANSCOM

DATE April 11, 2013

NAME

Andrew Mikkelsen
Ben Cacatian
City of Fillmore
Chuck Perkins
Darren Kettle
Debra Solomon
Drew Lurie
Elizabeth Amador
Fernando Castro
Andy Santamaria
Gina Summey
Gloria Sotelo
Grahame Watts
Helene Buchman
Jeff Hereford
Joanna Capelle
John Quinn
Dave Fleish
Charles Sandlin
Jesus Galvan
Kathy Connell
Kerry Forsythe
Kimberly Gayle
Linda Wright
Martin Erickson
Mary Travis
Matt Gleason
Mike Culver
Mike Houser
Ron Calkins
Peter DeHaan
Roc Pulido
Shaun Kroes
Steve Brown
Steve Rosenberg
Tom Mericle
Margaret Heath

Perkins

Jesus Galvan
Kathy Connell

Mike
White

P. DeHaan
Roc Pulido

Fabian Gallardo
Roy Myers
Ray Porras

Ray Porras
Claire Johnson-Winegar

Ann Springer
Vanessa Rauschenberger
Margaret Heath
Susan White Wood SNW

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Item #6

May 9, 2013

MEMO TO: TRANSIT OPERATORS COMMITTEE
FROM: VICTOR KAMHI, DIRECTOR OF BUS SERVICES
SUBJECT: FISCAL YEAR 2013/2014 TRANSPORTATION DEVELOPMENT ACT UNMET
TRANSIT NEEDS DRAFT FINDINGS

RECOMMENDATION:

- Discuss and comment on the recommended draft finding of the 2013-14 VCTC Unmet Transit Needs process

BACKGROUND:

VCTC request TRANSCOM to review and comment on the draft recommended finding from the Unmet Transit Needs process prior to mandatory actions by the Citizens' Transportation Advisory Committee/Social Services Transportation Advisory Committee. A copy of the draft findings and matrix of individual comments is attached.

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Item #

June 7, 2013

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

FROM: VICTOR KAMHI, BUS TRANSIT DIRECTOR

**SUBJECT: FISCAL YEAR 2013/2014 TRANSPORTATION DEVELOPMENT ACT UNMET
TRANSIT NEEDS DRAFT FINDINGS**

RECOMMENDATION

- Approve the Fiscal Year (FY) 2013/2014 Unmet Transit Needs Findings.
- Adopt Resolution NO. 2013-XX

BACKGROUND

VCTC has been designated by the State as the Transportation Planning Agency (TPA) for Ventura County. One of the TPA responsibilities is administration of the Transportation Development Act (TDA) which is a major source of transportation funding for the cities and County of Ventura.

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

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

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

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

The resolution approving the findings must include information that provides the basis for the Commission decision. In accordance with PUC Section 99401.5 (c) the Commission adopted definitions of “Unmet Transit Need” and “Reasonable to Meet” at the January 5, 1996 VCTC meeting and reaffirmed these definitions at its December 7, 2012 meeting.

The VCTC held its public hearing on transit needs for FY 2013/2014 on February 4, 2013 at the Camarillo City Council Chambers. Approximately 19 people attended the meeting, with the VCTC Hearing Board consisting of Commissioners Sharkey, Long, Fernandez, and White. Ten people testified at the hearing and some supplemental written comments, as well as several written statements were submitted. A total of sixteen persons had submitted written/e-mailed, or telephoned testimony, which staff summarized for the record. VCTC also held two evening “listening sessions” at which staff took public comments. The evening session in Oxnard on January 24th had five people attend and comment, while the evening session in Moorpark on January 23rd had eight persons attend. VCTC and local transit staffs also attended both evening sessions and the hearing. VCTC also attended two community meetings, one in Fillmore and one in Santa Paula, to obtain community input.

The Unmet Transit Needs public comment period was open through February 11, 2013. By the time the hearing was closed, 139 individuals and groups had attended the meetings and/or submitted material to VCTC, including letters, e-mails, phone calls, and comments at the public hearing or the Unmet Transit Needs meetings. A total of 675 comments were received.

While some testimony was very specific about a particular problem in one area, most of the testimony fell into several broad categories. This was in good part due to the active participation of community advocate organization outreach activities focused in the West County. As a result, VCTC received a substantial number of comments which were extremely general in scope and substance, while reflecting an overall interest in having improved transit. Many of the comments were vague enough to not be Unmet Transit Needs, however, the majority appeared to have revolved around two issues. The first issue was the loss of the high capacity, high quality buses which VISTA operated until the contractor bankruptcy and short term replacement of the over the road coaches with standard transit vehicles. The second significant issue was the desire for more capacity and responsiveness of the community transit services in the Heritage Valley (the Ventura to Piru corridor along Highway 126)..

In some cases, there were comments requesting specific transit trip services which already exist. Where the commenter was available, staff worked to resolve the issue and while listed as a comment received, it is specifically to disclose all comments received.

A number of the comments received request transit service outside the county, in some cases, substantial distances outside the county. TDA funds are specifically for transit services inside the county, and the Commission works with neighboring counties to jointly fund services (such as Metrolink and the VISTA Coastal Express), or provide reciprocal services (such as the Conejo Connection into Los Angeles County and the Metro 161/LA DOT 422-423 into Ventura County).

Because of the timeframe of the Unmet Transit Needs process, sometimes requests/comments are received regarding services already in existence or in the process of being implemented. During the process, Gold Coast Transit initiated a demonstration project which provides service on Channel Islands Blvd. between Saviers and Victoria, and then travels up Victoria to Ventura. This provides a much more

direct service between South Oxnard and Port Hueneme and Ventura, including Ventura College. This not only addressed a comment received this year, but continues to provide improvements to a service which was partially addressed in actions in response to comments from prior hearing cycles. A similar issue exists with the VISTA 126 late evening services. VCTC initiated late evening service Eastbound on VISTA 126 in the fall of 2012; however there were a number of requests for later service for that route again this year.

VCTC will be releasing a request for proposals for a long term intercity transit provider, scheduled to begin on July 1, 2014. The request will be for a return to predominately large capacity, high speed, over the road coaches. This will address a substantial number of comments/complaints received (37 comments including those asking for more bike carrying capacity). It will also reduce some of the crowding issues which occur sporadically on several VISTA routes.

VCTC has also been working with the cities of Fillmore, Santa Paula, and the County to develop a sustainable plan to continue and expand the community transit services in the Heritage Valley. The existing dial-a-ride service has been very effective; however, due to a full expenditure of TDA funds for transit by Fillmore, and the agreements to minimize subsidization by other agencies, the service has not been able to expand to meet demand. VCTC has also heard requests for a scheduled fixed route service in the Heritage Valley communities. A plan has been developed and presented to the affected agencies which provides for (1) a continuation of communitywide general purpose dial-a-ride services to insure access for all parts of the communities, (2) a fixed route "circulator" to provide additional capacity and services without the need to make a reservation, (3) the creation of a local management agency by the three agencies to provide more accessible management, and (4) a sustainable fiscal plan, including the programming of VCTC Proposition 1B transit capital funds to purchase vehicles and reduce ongoing annual costs. This service is targeted to begin on July 1, 2014.

The City of Thousand Oaks and the City of Moorpark have both developed demonstration projects to provide expanded service and been awarded Congestion Mitigation-Air Quality (CMAQ) grants from VCTC. Both grants are pending authorization by the Federal Transit Administration. The City of Camarillo approved an expansion of their general public dial-a-ride, including starting earlier on weekdays, operating later on Saturday, and providing Sunday service. Finally, the "East County Cities" (Camarillo, Moorpark, Simi Valley, Thousand Oaks) are working on a Memorandum of Understanding (MOU) which will serve as the template for "core" uniform hours of operation, and other actions to improve coordination of services in the East County. VCTC should receive a report and recommendations from the agencies later this year.

State legislation is currently under consideration which, if enacted, will replace the Gold Coast Transit agency with a transit district. If successful, the district will begin functioning on July 1, 2014.

Finally, VCTC has included in the draft FY 2013/2014 budget funds to develop a Short Range Transit Plan. The last one was completed in 1999, and covered the years through 2004. Along with that planning effort, the budget includes a proposal to revise the definitions and "unmet transit needs" process.

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

1. Operational improvements including additional stops or increased frequency on existing services. These do not represent unmet transit needs, but are referred to the operators to review and consider in light of funding and operational data.
2. Request for extended hours or days of service. There were a number of requests throughout the County, but these were limited in number and general in nature, and do not constitute an Unmet Transit Need.
3. Comments about vehicles and facilities. A number of comments were received requesting increased bike capacity on buses, and improved numbers and quality shelters (protection from elements) at bus stops, and the quality of the buses themselves. These are not Unmet Transit Needs, but VCTC and the operators have on-going efforts to address these concerns.
4. Request for better coordination. These are operational improvements to make the services more

- convenient and attractive, and will be referred to TRANSCOM for on-going review.
5. Request for reduced fares and changes to fare restrictions. These are not Unmet Transit Needs, and in some cases could adversely affect the TDA fare box requirements.
 6. Requests for multi-county transit services. Because TDA funds are specifically for use within counties, and VCTC is not able to direct the use of TDA funds in other counties, comments asking for multi-county services are not considered unmet needs. VCTC will continue to work with neighboring counties to forge alliances and shared funding where projections of ridership appear to justify potential joint funded transit services.
 7. Comment regarding driver performance. A number of comments were received regarding driver performance. These are not Unmet Transit Needs, but do represent an operational concern and were therefore referred to the appropriate operators.

The recommendations, draft findings, and matrix were reviewed for technical accuracy by the VCTC Transit Operators Advisory Committee (TRANSCOM) on May 9, 2013. The TRANSCOM xxxxxxxxxxxxxxxx. The Citizens Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) met on May 14, 2013 and after review, xxxxxxxxxxxxxxxx. The Hearing Board xxxxxxxxxxxxxxxx on May 20, 2013 for a final review of the draft findings before the Commission considers its' action on June 7, 2013.

The draft findings are attached. A matrix of the complete testimony given was reviewed by the CTAC/SSTAC and the Hearing Board, and is available on the VCTC website "Goventura.org" or at the Commission office.

VENTURA COUNTY TRANSPORTATION COMMISSION

FY 2013/2014 UNMET TRANSIT NEEDS FINDINGS



June 7, 2013

VENTURA COUNTY TRANSPORTATION COMMISSION

FY 2013/2014 UNMET TRANSIT NEEDS FINDINGS

BACKGROUND

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

All Unmet Transit Needs that are reasonable to meet must be funded before any allocation is made to streets and roads pursuant to PUC Section 99401.5 (e). Under Section 99238 (c) (2), the Public Utilities Code specifies that the social service transportation advisory council, Citizen's Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) in our county, has the responsibility to participate in the annual process and must review and recommend action by VCTC on the findings. A panel consisting of a number of the VCTC Commissioners is appointed annually by the VCTC Chairman to act as the hearing board. The full VCTC then considers all the input from these sources as well as the public and adopts the findings.

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

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

The resolution approving the findings must include information that provides the basis for the Commission decision. In accordance with PUC Section 99401.5 (c) the Commission adopted definitions of "Unmet Transit Need" and "Reasonable to Meet" at the January 5, 1996 VCTC meeting and reaffirmed these definitions at its December 7, 2012 meeting.

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

UNMET TRANSIT NEED

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

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

REASONABLE TO MEET

An Unmet Transit Need shall be considered reasonable to meet if the proposed service ⁽¹⁾ is in general compliance with the following criteria;

Equity

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

Timing

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

Feasibility

- The proposed service can be provided within available funding. ⁽²⁾
- The proposed service can be provided with the existing fleet or under contract to a private provider.

Performance

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

Community Acceptance

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

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

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

ATTACHMENT A

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

END OF TWELVE MONTHS Performance Level

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

END OF TWENTY-FOUR MONTHS Performance Level

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

END OF THIRTY-SIX MONTHS (2) Performance Level

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

-
- (1) Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.
(2) A review will take place after 30 months to develop a preliminary determination regarding the discontinuation of proposed services.

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

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

- TDA rules and regulations

Local and regional plans, including the following (Note that SCAT is the former name of Gold Coast Transit):

- Short Range Transit Plans and budget information for transit operators (1999)
- FTA Section 15 (National Transit Data Base) reports
- Ventura County Congestion Management Plan (2006)
- Ventura County Congestion Management Plan (2009)
- Ventura County Comprehensive Rail Plan (1995)
- SCAG Regional Transportation Plan
- SCRRA’s (Metrolink) 1402 Plan
- SCRRA’s Draft Strategic Plan
- SCRRA’s FY 2011/12 Budget
- SCRRA’s FY 2012/13 Budget
- Caltrans State Rail Plan for the Pacific Surfliners
- Coast Rail Corridor Plan
- Ventura/Santa Barbara Rail Study Final Report – SCAG (March 2008)
- VCTC AB 120 Plan (last amended 2001)
- Simi Valley Transit Five Year Service and Funding Plan 2005-2010 (2005)
- VCTC Countywide Human Services Transportation and Transit Services Coordination Study (2007)
- VCTC Countywide Human Services Transportation and Transit Services Coordination Study update (2012)
- Proposal Paper for Coordinated Paratransit Service Plan for Western Ventura County
- SCAT’s Coordinated Paratransit Service Plan for Western Ventura County
- SCAT Public Transit Service Delivery Plan (April 2000)
- City of Thousand Oaks March 2, 2002 Memorandum regarding expansion of the Thousand Oaks Transportation (TOT) System
- Ojai Valley Transit Needs Assessment (June 2004) Final Report
- SCAT Origin/Destination and Transfer Study final report (July 2004)
- SCAT System wide Fare Policy Study (April 2003)
- VCTC Title VI Civil Rights Program (April 2009)
- Santa Paula Branch Line Rail Study – SCAG/VCTC (March 2007)
- SCAG 2008 Regional Transportation Plan
- SCAG 2012-2035 Regional Transportation Plan
- VCTC Title VI Program (February 6, 2009)
- VCTC Title VI VISTA Proposed Fare Increase Evaluation (2009)
- VCTC Limited English Proficiency Plan (2011)
- Ventura County Transit Investment Study (December 4, 2009)

- VISTA 2012 Onboard Rider Survey
- City of Moorpark Transit Evaluation (December 2010)
- County of Ventura/City of Thousand Oaks documents Consolidation of Dial-a-Ride Services in Unincorporated Areas. (2010)
- City of Thousand Oaks Transit Action Plan (April 2010)
- Gold Coast Transit Vineyard Avenue and Wells Road Community Based Transit Plan (December 30, 2010)
- City of Ojai Report of Recommendations from the Ad Hoc Transit Committee (Dec 2011)
- Gold Coast Transit 2010 TDA Triennial Performance Audit
- VCTC 2010 TDA Triennial Performance Audit
- California Lutheran University Public Transportation Needs Assessment Survey Analysis (2012) and Employee home locations and trip times spreadsheet
- VCTC Heritage Valley Transit Study Final Report March 2013

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

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

The resolution approving the findings must include information that provides the basis for the Commission decision. In accordance with PUC Section 99401.5 (c) the Commission adopted definitions of “Unmet Transit Need” and “Reasonable to Meet” at the January 5, 1996 VCTC meeting and reaffirmed these definitions at its December 7, 2012 meeting.

The VCTC held its public hearing on transit needs for FY 2013/14 on February 4, 2013 at the Camarillo City Council Chambers. Approximately 19 people attended the meeting, with the VCTC Hearing Board consisting of Commissioners Sharkey, Long, Fernandez, and White. Ten people testified at the hearing and some supplemental written comments, as well as several written statements were submitted. A total of sixteen persons had submitted written/e-mailed, or telephoned testimony, which staff summarized for the record. VCTC also held two evening “listening sessions” at which staff took public comments. The evening session in Oxnard on January 24th had five people attend and comment, while the evening session in Moorpark on January 23rd had eight persons attend. VCTC and local transit staffs also attended both evening sessions and the hearing. VCTC also attended two community meetings, one in Fillmore and one in Santa Paula, to obtain community input.

The Unmet Transit Needs public comment period was open through February 11, 2013. By the time the hearing was closed, 139 individuals and groups had attended the meetings and/or submitted material to VCTC, including letters, e-mails, phone calls, and comments at the public hearing or at the Unmet Transit Needs meetings. A total of 675 comments were received.

While some testimony was very specific about a particular problem in one area, most of the testimony fell into several broad categories. This was in good part due to the active participation of community advocate organization outreach activities focused in the West County. As a result, VCTC received a substantial number of comments which were extremely general in scope and substance, while reflecting an overall interest in having improved transit. Many of the comments were vague enough to not be Unmet Transit Needs, however, the majority appear to have revolved around two issues. The first issue was the loss of the high capacity, high quality buses which VISTA operated until the contractor bankruptcy and short term replacement of the over the road coaches with standard transit vehicles. The

second significant issue was the desire for more capacity and responsiveness of the community transit services in the Heritage Valley.

In some cases, there were comments requesting specific transit trip services which already exist. Where the commenter was available, staff worked to resolve the issue and while listed as a comment received, it is specifically to disclose all comments received.

A number of the comments received request transit service outside the county, in some cases, substantial distances outside the county. TDA funds are specifically for transit services inside the county, and the Commission works with neighboring counties to jointly fund services (such as Metrolink and the VISTA Coastal Express), or provide reciprocal services (such as the Conejo Connection into Los Angeles County and the Metro 161/LA DOT 422-423 into Ventura County).

Because of the timeframe of the Unmet Transit Needs process, sometimes requests/comments are received regarding services already in existence or in the process of being implemented. During the process, Gold Coast Transit initiated a demonstration project which provides service on Channel Islands Blvd. between Saviers and Victoria, and then travels up Victoria to Ventura. This provides a much more direct service between South Oxnard and Port Hueneme and Ventura, including Ventura College. This not only addresses a comment received this year, but continues to improve on a service which was only partially addressed from prior hearing cycles. The same thing issue exists with the VISTA 126 late evening service. VCTC initiated late evening service Eastbound on VISTA 126 in the fall of 2012, however there were still a number of requests for later service received for that route.

VCTC will be releasing a request for proposals for a long term intercity transit provider, scheduled to begin on July 1, 2014. The request will be for a return to predominately large capacity-high speed over the road coaches. This will address a substantial number of comments/complaints received (37, including more bike carrying capacity). It will also reduce some of the crowding issues which occur sporadically on several VISTA routes.

VCTC has also been working with the Cities of Fillmore, Santa Paula, and the County to develop a sustainable plan to continue and expand the community transit services in the Heritage Valley. The existing dial-a-ride service has been very effective, however, due to a full expenditure of TDA funds for transit by Fillmore, and the agreements to minimize subsidization by other agencies, the service has not been able to expand to meet demand. VCTC has also heard requests for a scheduled fixed route service in the Heritage Valley communities. A plan has been developed and presented to the affected agencies which provides for (1) a continuation of communitywide general purpose dial-a-ride services to insure access for all parts of the communities, (2) a fixed route "circulator" to provide additional capacity and services without the need to make a reservation, (3) the creation of a local management agency by the three agencies to provide more accessible management, and (4) a sustainable fiscal plan, including the programming of VCTC Proposition 1B transit capital funds to purchase vehicles and reduce ongoing annual costs. This service is targeted to begin on July 1, 2014.

The City of Thousand Oaks and the City of Moorpark have both developed demonstration projects to provide expanded service and been awarded Congestion Mitigation-Air Quality (CMAQ) grants from VCTC. Both grants are pending authorization by the Federal Transit Administration. The City of Camarillo approved an expansion of their general public dial-a-ride, including starting earlier on weekdays, operating later on Saturday, and providing Sunday service. Finally, the "East County Cities" (Camarillo, Moorpark, Simi Valley, Thousand Oaks) are working on a Memorandum of Understanding (MOU) which will serve as the template for "core" uniform hours of operation, and other actions to improve coordination of services in the East County. VCTC should receive a report and recommendations from the agencies later this year.

State legislation is currently under consideration which, if enacted, will replace the Gold Coast Transit agency with a transit district. If successful, the district will begin functioning on July 1, 2014.

Finally, VCTC has included in the draft FY 2013-14 budget funds to develop a Short Range Transit Plan. The last one was completed in 1999, and covered the years through 2004. Along with that planning effort, the budget includes a proposal to revise the definitions and “unmet transit needs” process.

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

1. Operational improvements including additional stops or increased frequency on existing services. These do not represent unmet transit needs, but are referred to the operators to review and consider in light of funding and operational data.
2. Request for extended hours or days of service. There were a number of requests throughout the County, but these were limited in number and general in nature, and do not constitute an unmet transit need.
3. Comments about vehicles and facilities. A number of comments were received requesting increased bike capacity on buses, and improved numbers and quality shelters (protection from elements) at bus stops, and the quality of the buses themselves. These are not Unmet Transit Needs, but VCTC and the operators have on-going efforts to address these concerns.
4. Request for better coordination. These are operational improvements to make the services more convenient and attractive, and will be referred to TRANSCOM for on-going review.
5. Request for reduced fares and changes to fare restrictions. These are not Unmet Transit Needs, and in some cases could adversely affect the TDA fare box requirements.
6. Requests for multi-county transit services. Because TDA funds are specifically for use within counties, and VCTC is not able to direct the use of TDA funds in other counties, comments asking for multi-county services are not considered unmet needs. VCTC will continue to work with neighboring counties to forge alliances and shared funding where projections of ridership appear to justify potential joint funded transit services.
7. Comment regarding driver performance. Some number of comments were received regarding operational performance of some transit services. These are not Unmet Transit Needs, but do represent an operational concern and were therefore referred to the appropriate operators.

The recommendations, draft findings, and matrix were reviewed for technical accuracy by the VCTC Transit Operators Advisory Committee (TRANSCOM) on May 9, 2013. The TRANSCOM xxxxxxxxxxxxxxxx. The Citizens Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) met on May 14, 2013 and after review, xxxxxxxxxxxxxxxx. The Hearing Board xxxxxxxxxxxxxxxx on May 20, 2013 for a final review of the draft findings before the Commission considers its’ action on June 7, 2013.

The draft findings are attached. A matrix of the complete testimony given was reviewed by the CTAC/SSTAC and the Hearing Board, and is available on the VCTC website “Goventura.org” or at the Commission office.

RECOMMENDED FINDINGS:

1. Continue all existing bus services substantially as they exist.
2. Continue all public senior and disabled services in all jurisdictions in the County substantially as they exist. Work to implement the recommendations of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.
3. If awarded grants, monitor the proposed service demonstrations on the VISTA 126 (expanded hours) and the Gold Coast Transit Channel Islands Blvd./Victoria Ave. (new route) to determine if a transit need which is reasonable to meet exists.
4. If awarded grants, monitor the proposed service demonstrations expansions in transits service in both the City of Thousand Oaks and the City of Moorpark.

5. Receive a status report from the East County Cities on process to improve coordination and rationalization of transit services.
6. Receive quarterly a status reports on the City of Camarillo's service modifications.
7. Continue the Ventura County interagency bus transfer program.
8. Assist the Heritage Valley communities in developing an organizational structure, acquiring vehicles, and implementing the Heritage Valley transit study.
9. Issue and award a long term VCTC contract for intercity VISTA services.

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

10. Find by VCTC Resolution #2013-XX that there are no Unmet Transit Needs that are reasonable to meet.

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

- A. Continue to pursue and identify funding to allow local agencies to install more bus benches and shelters, and transit information signs, where warranted and feasible.
- B. Continue to improve schedule coordination and transfer connections between different bus systems where operationally feasible.
- C. Continue to adjust fixed route transit services, stops and schedules throughout Ventura County as needed and operationally feasible.
- D. Continue community outreach and marketing efforts to increase awareness of the availability of transit services for the general public, seniors, and disabled, to be coordinated by VCTC.
- E. Continue operation of NEXTBUS countywide and provide additional NEXTBUS signs at appropriate locations.
- F. Continue to ensure that bus stops and bus signage, vehicles, and operations are all in compliance with the Americans with Disabilities Act (ADA) requirements.
- G. Continue to assist social service agencies in obtaining grant funding for equipment and rolling stock, utilizing Federal Section 5310, Section 5316 and any other funds available for those purposes.
- H. Encourage cities, transit providers, and social service agencies to implement elements of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.
- I. Continue discussions and possible studies cooperatively with the City of Santa Clarita to determine the potential demand and feasibility for transit services connecting Fillmore, Santa Paula, and San Buenaventura with Santa Clarita.
- J. Initiate a VCTC short range transit plan.

- K. Revise the VCTC Unmet Transit Needs definitions and process.
- L. Continue to encourage AMTRAK and Caltrans Division of Rail to adjust the schedule times of the Surfliner to better serve commuters traveling between Ventura and Santa Barbara Counties.
- M. Formally comment during the CEQA process regarding the potential difficulties and costs of providing transit services to low income housing and other public facilities with high transit dependent use which are not sited at locations served or easily served by public transit.
- N. Support cost-effective actions to increase bike capacity on the transit system.
- O. Encourage transit trips over auto usage during this time of heightened public awareness of the cost of fuel.
- P. Seek financial support from the cities/County to provide subsidized fares for low income passengers who are transferring between local transit systems and VISTA.
- Q. Work with LOSSAN, Caltrans, Amtrak, and Metrolink to improve rail safety and maintain or increase speeds on the rail services.
- R. Encourage the ADA providers in the County continue to improve transfers and transfer locations for inter-agency ADA trips.
- S. Continue to integrate evening meetings in different parts of the county as part of the future Unmet Transit Needs process.
- T. Work to improve customer service on weekends and evenings.

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

Find by VCTC Resolution #2013-XX that there are no Unmet Transit Needs, including needs that are reasonable to meet.

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

1. **Gold Coast Transit**

Improvements during the year. A significant change in Gold Coast Transit service occurred mid-year, with the implementation of Route 21 with a grant awarded by VCTC. This route provides service on Channel Islands Blvd. and Victoria, with service into Ventura. This directly or indirectly addresses several of the comments received this year, and enhances service to Via Victoria, an area which was identified in prior "Unmet Transit Needs" processes.

Improved service quality. Seventeen persons wanted an increase in bus servicing current stops, or the creation of new stops on existing routes. There were three people who wanted later service to RiverPark, and no other route or comment was made by more than one person. Several of the services already exist, and appear to be unfamiliar to the commenter. These are not Unmet Transit Needs. Even if they were Unmet Transit Needs, they are not reasonable to meet since they do not meet the following criteria:

Performance

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

Equity

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

Although not Unmet Transit Needs that are reasonable to meet, the comments are forwarded to Gold Coast Transit for inclusion in their analysis of service and future modifications.

One person wants Gold Coast Transit service "on Holidays", although specific routes and holidays were not provided. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

One person wanted the service to the Ventura Marina re-instated. The service was terminated after a four year effort to replace the route which had served the area unsuccessfully through the 1990s and early 2000s. Although Gold Coast marketed and modified the service schedule, it was never able to attract enough riders. This is not an Unmet Transit Needs. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Finally, one person was unhappy with the provision of the GCT ACCESS service. This is an operational complain, and not an unmet transit need.

2. City of Oxnard.

One person wanted more service on the Oxnard Harbors and Beaches Dial-A-Ride (OHBDAR), including Sunday service. Ridership on the service has been sufficient to continue operations, but has not significantly increased in the past decade, which would provide an indication of increasing demand. Sunday service was discontinued due to extremely low ridership. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Four people wanted a bus bench or shelter at the bus stop near Wendys in El Rio, and one wanted a bus bench or shelter at the stop at 501 Cuesta Del Mar. These are not unmet transit needs; however, they are being referred to the City of Oxnard for analysis and possible future actions.

3. City of Port Hueneme

One person wanted a bus bench or shelter at the bus stop at the Port Hueneme parking lot. This is not an unmet transit need; however, it is being referred to the City of Port Hueneme for analysis and possible future actions.

4. City of Ventura

One person wanted the passenger shelter at the Ventura Transit Center (Pacific View Mall) modified to protect waiting passengers from the rain. This is not an unmet transit need; however, it is being referred to the City of Ventura for analysis and possible future actions.

5. City of Camarillo

Four people wanted increased weekend transit service in Camarillo (currently service is provided 8-4 Saturday, no Sunday service). One person wanted evening transit service (currently until 9 pm weeknights) in Camarillo. These are not Unmet Transit Needs. Even if they were Unmet Transit Needs, they are not reasonable to meet since they do not meet the following criteria:

Performance

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

Equity

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

The City of Camarillo approved a demonstration of service improvements which will include starting weekday services at 6 am instead of 7am, extending Saturday service until 9pm, and operating Sunday service from 8am until 5 pm.

One person wanted the Camarillo service to increase the number of fixed routes instead of the Citywide Dial-a-Ride (DAR) service. This is not an unmet transit need. The city reduced the fixed route service and shifted to the citywide DAR system in the 1990s to (successfully) increase access and improve ridership and efficiency.

One person was unhappy with the Camarillo Dial-a-Ride (DAR) service dispatching, while praising the drivers. This is not an unmet transit need. This complaint is being provided to the city for their review.

One person complained that a driver had denied them a ride because they were in a wheelchair. Immediately after the hearing where the complaint was first made, the City staff worked with the rider and the driver to remedy this situation. This is not an unmet transit need. It was a potential ADA violation which the city, immediately upon receipt, address to insure there would be no future recurrences.

6. City of Thousand Oaks

Two people requested later service in Thousand Oaks until 10 pm (currently 8 pm weekdays). This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

One person (a senior) commented regarding problems completing a trip from Oxnard to Thousand Oaks ("last mile"). The City of Thousand Oaks staff worked with the rider to get them a city Senior Transit identification card and arrange travel from the Thousand Oaks Transit Center. This was a situation where the service existed and staff was able to facilitate the rider's use of the services.

The City of Thousand Oaks was awarded a grant by VCTC to provide weekend transit service. The grant is pending approval by the Federal Transit Administration. The City should provide status reports to the Commission on the demonstration once initiated.

7. City of Moorpark

One person wants a new bus stop between two existing bus stops. This is an operational modification, and has been referred to the city. The requested stop is on a State Highway, and the city cannot stop at the location without an approved permit from CALTRANS.

One person wants the Moorpark DAR to operate until 10 PM. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

The city of Moorpark was awarded a grant by VCTC to extend weekday transit service until 8 pm, and add Saturday service. It also will fund ADA paratransit to Thousand Oaks and Simi Valley on Saturdays. The grant is pending approval by the Federal Transit Administration. The City should provide status reports to the Commission on the demonstration once initiated.

8. City of Simi Valley

One person wanted Simi Valley transit to "expand" service. This is not an Unmet Transit Needs because it is so vague and general as to be impossible to analyze.

9. Simi Valley/Thousand Oaks/Moorpark intercity ADA service.

Two people wanted direct service for ADA (and Senior DAR) between Moorpark and Simi Valley and Thousand Oaks, including direct service to medical facilities (instead of transfers). This is not an Unmet Transit Needs. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

One person wants a "more safe" transfer location for intercity ADA trips than the current on at the Simi Valley Towncenter. This is not an unmet transit need; and there is no record of any incidents at the location where VISTA and Simi Valley buses stop, as well as the ADA transfers.

10. Simi Valley/Thousand Oaks/Moorpark intercity service.

Two people requested direct transit service between Simi Valley and Cal Lutheran (CLU) University. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Analysis of data for employee and student travel patterns does not support any feasible transit, although CLU should be encouraged to continue working with VCTC ridesharing program in the creation of carpools and vanpools.

11. City of Ojai

One person requested that the Ojai Trolley cuts be restored. During the past year, the Ojai Trolley routes were modified to improve overall efficiency; and Gold Coast Transit services were terminated and then reinstated through the City of Ojai. At this time, there are no significant cuts in either Ojai trolley or Gold Coast Transit services in Ojai to restore. This is not an unmet transit need.

12. VISTA Service

Seven people complained about VISTA drivers. One person wanted the Wifi problems to be fixed. One person wanted “security” on the VISTA buses. These are operational complains, not unmet transit needs.

Thirty-three comments were received calling for a return of the “bigger” (over the road motor coaches) with better seats, more capacity, storage, and restrooms. In addition, six people wanted more bike capacity on the buses (comments not specific to VISTA). These are not unmet transit needs. The services have been maintained although the vehicle types have changed. As VCTC develops a long term contract to replace the “emergency” services obtained to continue service subsequent to the bankruptcy of the long term intercity transit provider, it is expected that there will be an improvement in the fleet.

One person wanted hourly VISTA service, and one person want all VISTA buses to stop at all stops. These are not unmet transit needs, they are operational adjustments.

13. VISTA 126

Three people wanted longer hours of VISTA 126 transit service. In the fall of 2012, eastbound service was extended until almost 10 pm. This is not an unmet transit need, because it already exists.

One person wanted VISTA 126 service from Fillmore to Piru. Service is provided until 8 pm by the VISTA Heritage Valley DAR to Piru daily, and a VISTA 126 trip leaving Fillmore at 7:05 pm and 8:05 pm have existed for several years. This is not an unmet transit need, because transit service already exists.

One person wanted VISTA 126 service to operate on Holidays. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

One person wanted VISTA 126 service to add a stop in Fillmore. This is not an Unmet Transit Need, but an operational improvement. VCTC staff is analyzing the potential of a “West Fillmore” stop on Highway 126, and if feasible, will work to obtain a CALTRANS permit to allow a stop.

Four people wanted “more service” on VISTA 126. Four people wanted westbound VISTA 126 service after 9 pm, and two people wanted additional westbound VISTA 126 service in the afternoon. These are not Unmet Transit Needs. Even if they were an Unmet Transit Need they are not reasonable to meet since they do not meet the following criteria:

Performance

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

Equity

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

Two people wanted fixed route transit service between Santa Paula and Fillmore. This is not an unmet transit need, since VISTA 126 already provides this 7 days a week.

14. VISTA 101/Conejo Connection

One person wanted an increase in Conejo Connection service to the Warner Center, including Sunday service. One person wanted an increase in VISTA service to Camarillo (from where not stated), and one person wanted more VISTA 101 trips (from where to where, or when not stated). These are not Unmet Transit Needs. Even if they were an Unmet Transit Need they are not reasonable to meet since they do not meet the following criteria:

Performance

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

Equity

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

15. VISTA Coastal Express

One person wanted additional Coastal Express bus service to Oxnard. One person wanted later northbound trips on the Coastal Express. These are not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

16. VISTA Heritage Valley Dial-a-Ride

The VISTA Heritage Valley Dial-a-Ride (DAR) service has been impacted for several years, due to the full expenditure of all available transit funds by the City of Fillmore and the funding arrangement which limits interagency subsidies between the three agencies who fund the DAR. As a result, VCTC has recently completed a plan for sustainable service into the future. The plan calls for a limited fixed route service in Santa Paula and another in Fillmore and Piru, supplemented by general purpose DAR. This is expected to provide more capacity and relieve both the impacted DAR services and the associated call center. In FY 2013/2014 a new agreement among the three agencies (Cities of Fillmore, Santa Paula, and the County) will be approved, VCTC will provide Prop 1B funds to support capital acquisition, and a contract awarded to provide the modified service, which will begin service in FY 2014/2015.

Three people commented that the DAR call center was impacted and difficult to access. Two people complained that a driver was "rude". One person wanted more storage on the DAR vehicles. These are operational issues, and not Unmet Transit Needs.

Three people wanted DAR service to be extended until 9 pm. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Four people wanted "more" DAR service. It has been noted that the current DAR service is impacted during peak hours, and a plan is in place to relieve that. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Three people wanted fixed route service for school trips. Fillmore currently has school bus service, including service to Piru and Rancho Camulos. Public transit is prohibited by Federal law and California regulations from providing "school bus service", however, it cannot prohibit students from riding public transit services. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

One person wanted the Dial-a-Ride service to provide intercity trips between Santa Paula and Fillmore. VISTA 126 provides intercity fixed route service between the communities. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

17. Direct intercity services

One person wanted direct bus between Oxnard and Santa Paula, one person wanted direct service between Oxnard and Camarillo, two people want direct transit service between Santa Paula and Moorpark, and two people want direct service between Fillmore and Moorpark. One person wants direct transit service between the Heritage Valley and Moorpark. These are not Unmet Transit Needs. Even if they were Unmet Transit Needs they are not reasonable to meet since they do not meet the following criteria:

Performance

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

Equity

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

As part of the VCTC Heritage Valley Transit Study, the Commission analyzed the work trips between the Heritage Valley and various locations in the county, and did not identify any corridors which would generate enough trips to sustain a viable direct route. The Commission should continue to make ridersharing support available throughout the county.

Three persons wanted direct transit services connecting the three Community Colleges (Moorpark, Oxnard, and Ventura Colleges). This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

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

Equity

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

18. Intercity ADA services

Two people wanted improved east county ADA connections; and two people wanted direct ADA trips between Santa Paula and Ventura (without transfer), including one who wanted the trips to be on demand. These are not Unmet Transit Needs. Even if they were Unmet Transit Needs they are not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

One person wanted a non-emergency intercity ADA paratransit trip for people on gurneys. This is not an Unmet Transit Need.

One person wanted VISTA 126 service to operate on Holidays. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Two people had specific concerns regarding the use of intercity ADA services. In both cases, because the service commented on all ready exists, VCTC and local transit operators staffs worked with the commenter to insure that they were understood the service and how to use it. The comments are included because although addressed, were received in the process.

19. ADA services/Senior Services

One person wanted county intercity ADA rate improvements. Currently the rates for the Intercity ADA service are relatively complicated and may vary depending on the direction of travel, since the trips are provided by different agencies, with different fares, depending on where the trip originates. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since the Transportation Development requires individual services to achieve required farebox recovery rates, which are based on each agency's performance. The transit providers participating in the intercity ADA transfer are studying ways to improve the operation of the intercity ADA services, and if any recommendations are developed, should be reported to the VCTC for possible implementation.

One person wanted a countywide card for seniors, instead of having to acquire a senior identification card for each transit provider in the county. This would facilitate use by seniors of the various DAR senior services in the county, and comply with TDA regulations and FTA statute that the services funded with TDA and FTA funds be available to everyone. While not an Unmet Transit Need, this is being referred to TRANSCOM for consideration, and a report back to the Commission.

Two people wanted a uniform countywide senior age to reduce the confusion for seniors riding multiple transit systems in the County. This is not an unmet transit need. The VCTC adopted a policy to encourage the use of the age of 65 for seniors to public transit as part of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study adopted in 2007; however, VCTC cannot mandate a countywide age.

One person wanted a countywide DAR for seniors. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

One person wanted a senior "Not For Profit transport" program to be created in the county. While VCTC supports any enhancements to the existing services, this is not an Unmet Transit Need.

One person supported Mediride service provided by the Ventura County Area Agency on Aging with grant support from VCTC. One person wants the "towncar" (Mediride) to be restricted to women drivers for women, and also wants the service not to be a shared ride service. These are not Unmet Transit Needs.

One person wanted travel training for seniors and disabled. This service is currently provided through grants from VCTC.

One person wanted easier ADA certification process. VCTC has an ADA certification process which complies with the ADA statutes and regulations. This is not an Unmet Transit Need.

One person complained about not being certified. This is not an Unmet Transit Need. In compliance with ADA statutes and regulations, VCTC has an appeals process to insure that all ADA applications are addressed within the legal requirements.

20. Intercounty services

VCTC received a number of request for new or expanded intercounty services. The Transportation Development Act funding was established to provide transit services within individual counties. VCTC has been successful in developing some services with neighboring counties, either through joint funding or reciprocal services.

Seven people requested service between the Heritage Valley and Santa Clarita/Valencia. The analysis of the potential for this service in the recently completed VCTC Heritage Valley Transit Study Final Report March 2013 did not indicate sufficient ridership at this time to sustain a viable operation. Discussions with Santa Clarita Transit staff support this analysis. At this time, Santa Clarita does not find that a cost sharing of service between the Heritage Valley and Santa Clarita/Valencia would be a reasonable expenditure of their funds. This is not an Unmet Transit Need. Even if they were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Two people wanted intercounty service to medical facilities in Santa Barbara and Los Angeles County. VCTC, in partnership with the Santa Barbara County Association of Governments, provides transit service during peak hours to Santa Barbara Cottage Hospital; and with the Conejo Connection, provides service to Kaiser Woodland Hills. VCTC provided funding to the City of Thousand Oaks to provide a 3 year demonstration of off-peak service to Kaiser – which was unable to achieve half of the farebox requirements. These are not Unmet Transit Needs. Even if they were Unmet Transit Needs they are not reasonable to meet since they do not meet the following criteria:

Performance

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

Equity

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

One person wanted the Santa Barbara Airbus bus to stop in Ventura. The Santa Barbara Airbus is a private operation, which begins outside Ventura County and terminates at the Los Angeles International Airport (LAX) in Los Angeles County. There is a private operation from Ventura and Oxnard, the Ventura County Airbus, which is available, in addition to a number of shuttle providers to LAX. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

One person wanted a bullet train from LA to Seattle. This is not an Unmet Transit Need.

One person wanted improved ADA connections with LA Access. Ventura County transit providers continue to work to improve connections with LA Access in both the Conejo Valley (Westlake/Agoura Hills) and the San Fernando Valley, however, LA Access is an independent agency in another county, and not under the guidance of VCTC. This is not an Unmet Transit Need, although Ventura County transit providers continue to work to improve cross-county connections.

One person wanted a bus from Santa Barbara to Agoura Hills near Chesebro Road on Saturdays. This is not an Unmet Transit Need. Both the origin and destination are outside of Ventura County.

One person wanted an intercity county bus system. VISTA provides intercity bus service to most locations in Ventura County, and connections to Gold Coast Transit service to the remaining cities in the county not directly served by VISTA. This is not an Unmet Transit Need.

21. Metrolink

Two people wanted Metrolink weekend service to Camarillo (with shuttle service to the outlet mall). Two people wanted a mid-day Metrolink train to Los Angeles. In addition to the lack of documented demand sufficient to meet farebox and operating costs, the rail lines from Moorpark north are owned by the Union Pacific, and VCTC does not have any agreement, contract, or authorization to increase passenger rail service on that segment. These are not Unmet Transit Needs. Even if they were Unmet Transit Needs they are not reasonable to meet since they do not meet the following criteria:

Performance

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

Equity

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

Timing

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

One person wanted the Metrolink 10 ride ticket reinstated. This is not an unmet transit need, it is a Metrolink operations activity.

22. General and unspecific comments

Twenty-five people wanted “more transit service” but provided no specifics regarding where or when they wanted the increase. This is not an Unmet Transit Need.

One person wanted more transit service for students but provided no specifics regarding where or when they wanted the increase. This is not an Unmet Transit Need. Federal Transit Law and regulations prohibit transit agencies from providing “school bus services”.

Eight people wanted lower fares, in some cases, specifically for students. This is not an Unmet Transit Need. TDA law requires transit services to achieve a level of fare support to review funds. Most operations in Ventura County only achieve that level. Also, fares are an important part of the operating revenues – lower fares would potentially cause a reduction in service and failure to meet TDA operating requirements.

One person wanted better transit connections but provides no specifics regarding where or when. This is not an Unmet Transit Need. VCTC and the community transit operators continue to work to improve connections, however, with the relatively long headways this continues to be a goal the Commission supports.

One person wanted guiderides at all stops, and one person wanted more bus shelters and heaters at all stops. These are not an Unmet Transit Need. VCTC has a goal of support for the provision of appropriate bus stop amenities.

One person was unhappy with the overall state of transit in Ventura County. This is not an Unmet Transit Need.

Two people wanted additional transit marketing. While not a specific request, VCTC and a number of the community operators do have active marketing programs. This is not an Unmet Transit Need.

One person wanted the customer service center open on weekends (not specific about which customer service center). This is not an Unmet Transit Need. However, VCTC and the community transit operators recognize the desirability of having more transit rider customer services available, and a new goal is recommended.

Two people wanted an “improved definition of Unmet Transit Need. While not an Unmet Transit Need, and previously accepted by the State to be in compliance with state requirements, VCTC has committed to review and potentially revised the Unmet Transit definitions as part of the FY 2013-14 work program. One person wanted the unmet meeting at night. Currently VCTC has been holding two evening unmet transit needs meetings in the evening, one in West County and one in East County.

One person, representing the City of Moorpark, encouraged VCTC to coordinate with large employers, colleges, etc, to encourage commuting via transit. VCTC currently does this through its Regional Rideshare outreach. This is not an Unmet Transit Need.

One person wanted VCTC to partner with private transportation providers to develop more frequent shuttle van networks. This is not an Unmet Transit Need.

One person wanted VCTC to enact a transportation sales tax to support transit. This is not an Unmet Transit Need.

FY 2013/2014 Ventura County Unmet Transit Needs
Comments received through the Unmet Transit Needs Process

	<i>NAME</i>	SUMMARY OF COMMENTS	AREA/ AGENCY	STAFF RESPONSE	RECOMMENDATION
1a	Maria Rodrigues 295 RiverPark Blvd #202 Oxnard 415-6307 CAUSE Postcard	Wants a bench placed in front of Wendys on RiverPark Blvd.	City of Oxnard	This is not an Unmet Transit Need. It is an amenity.	Referred to the City of Oxnard.
1b		Wants [RiverPark] service to run later into the night for those of us who work late.	GCT/City of Oxnard	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	Refer to GCT to monitor conditions after the commercial area in RiverPark is fully occupied.
2	Clementina Mora 282 RiverPark Blvd #110 Oxnard 278-2476 CAUSE Postcard	Wants a bench with roof covering placed in front of Wendys on RiverPark Blvd. "I am a resident from Paseo Santa Clara on El Rio. Plenty of people use lines 14 and 15 and sometimes 17 to go shopping. "	City of Oxnard	This is not an Unmet Transit Need. It is an amenity.	Referred to the City of Oxnard.

3a	Elana Pasugua 287 RiverPark Blvd #104 Oxnard 276-3321 CAUSE Postcard	Wants a bench placed in front of Wendys on RiverPark Blvd. "I go shopping often and use the bus stop outside the Paseo Santa Clara apartments."	City of Oxnard	This is not an Unmet Transit Need. It is an amenity.	Referred to the City of Oxnard.
3b		Wants GCT Routes 14 & 15 to run later.	GCT/Oxnard	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
4	Natalie Nodok 1765 Pasadena Ave Fillmore 421-6497 CAUSE Postcard	Wants more bus hours, longer bus hours of service, weekend service; longer service after 5pm Friday-Sunday	VISTA 126(?)	This is not an Unmet Transit Need; service already exists. VISTA buses on the Highway 126 route operate on weekends and operate several hours later than 5 pm.	
5	Alex Fillmore 844-4379	Wants the bus service "That they are good."	No service identified	This is not an Unmet Transit Need	
6	Francisco Ruiz pancho.90@live.com CAUSE Postcard	Wants to be able to go to more places.	No service identified	This is not an Unmet Transit Need	
7a	Caitlin Scoles	Wants the inconsistent Wifi fixed;	VISTA 126?	This is not an Unmet Transit Need.	VCTC should continue to

	981 Foothill Dr. 524-2802 CAUSE Postcard				work with the provider to improve wifi delivery.
7b		Wants additional afternoon westbound VISTA 126 service, it gets extremely crowded; standing room only	VISTA 126	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	VCTC should consider in their operational and schedule planning and modifications. Current monitoring of buses indicates only occasional overcrowding on this trip.
8a	Netty Ventura 253-5404 CAUSE Postcard	Wants restrooms; more room; better seats	No service identified	This is not an Unmet Transit Need	
8b		Wants later hours of service	No service identified	This is not an Unmet Transit Need	
9	Richard Fillmore 524-0445 CAUSE Postcard	Wants more time on running busses	No service identified	This is not an Unmet Transit Need	
10	Alfredo Rodrigues 646 River St #G Fillmore alfredospectab	Wants bigger buses because very packed.	VISTA 126 (?)	This is not an Unmet Transit Need	

	@yahoo.com CAUSE Postcard				
11a	Ruben Mateno Oxnard 516-9103 CAUSE Postcard	Wants better seats; a restroom;	No service identified	This is not an Unmet Transit Need	
11b		Wants more bike racks	No service identified	This is not an Unmet Transit Need. Ventura County transit operators have, where allowed by the CHP, added 3- bike racks this year.	
11c		Wants service after 5pm	No service identified	This is not an Unmet Transit Need. Most transit service in the County operates later than 5 pm, some as late as 10 pm.	
12a	Colidia Martinez Fillmore 421-8627 CAUSE Postcard	Wants “really small bus”; restrooms	No service identified	This is not an Unmet Transit Need	
12b		Wants later hours for people that need school; be on time	No service identified, no times identified.	This is not an Unmet Transit Need	
13a	Sylvia Segovia 729 Santa Clara St. Fillmore 535-8347 CAUSE Postcard	Wants runs later in the evening	No service identified, no times identified.	This is not an Unmet Transit Need	
13b		Wants better seats, and restrooms	No service identified	This is not an Unmet Transit Need	
14	Ruben Rubio Piru 629-0498 CAUSE Postcard	Wants better seats; wifi on all small buses, cleaner, poles to stand up, TVs, food	No service identified	This is not an Unmet Transit Need	
15	Adrian Diaz	Wants the buses improved by making	No service	This is not an Unmet Transit Need	

	Fillmore 861-0050 CAUSE Postcard	them go to further and different directions	identified		
16a	Joel Orozco 3634 Camulos Piru joelorozco2009@gmail.com CAUSE Postcard	Wants bigger buses	No service identified	This is not an Unmet Transit Need	
16b		Wants a route to Valencia	INTERCOUNTY SERVICE	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services. In addition, the Unmet Transit Needs process is for services within a county, and not for services beyond the jurisdiction of the County.	VCTC continue discussions with the City of Santa Clarita to identify potential ridership for a viable service, and if sufficient ridership is identified, work on a joint funding plan for a service between Ventura Heritage Valley and the City of Santa Clarita (Valencia). Santa Clarita has indicated no interest in a cost sharing of a potential service at this time.
16c		Wants restrooms in bus.	No service identified	This is not an Unmet Transit Need	
17a	Thania Sahagun Piru thania.sahagun	Wants a Valencia route	INTERCOUNTY SERVICE	SEE Comment 16b	

	@yahoo.com CAUSE Postcard				
17b		Wants bigger buses.	No service identified	This is not an Unmet Transit Need	
18	Thomas Small CAUSE Postcard	Wants more buses and lifts for handicap people in small buses.	No service identified	This is not an Unmet Transit Need. All public transit DAR services have and dispatch lift equipped vehicles.	
19a	Enrique Perez CAUSE Postcard	Wants more services for students, more buses.	No service identified	This is not an Unmet Transit Need	
19b		Wants lower fares.	No service identified	This is not an Unmet Transit Need. TDA law requires transit services to achieve a level of fare support to receive funds. Most operations in Ventura County only achieve that level. Also, fares are an important part of the operating revenues – lower fares would potentially cause a reduction in service and failure to meet TDA operating requirements.	
20	Trisha Armstrong CAUSE Postcard	Wants buses with no leaks; drivers to be nicer to people in wheel chairs, take care of addicts.	No service identified	This is not an Unmet Transit Need	
21	Ruben CAUSE Postcard	Wants more seats (comfortable), restroom, better drivers (nice), change machine	No service identified	This is not an Unmet Transit Need	
22	Venita Bloxhain CAUSE Postcard	Wants more accessible for seniors; restrooms; more seats; steps too high.	No service identified	This is not an Unmet Transit Need	
23	Matthew CAUSE Postcard	Wants restroom, seats.	No service identified	This is not an Unmet Transit Need	
24a	Martin Ventura CAUSE Postcard	Wants early drop off in Fillmore.	No service identified (VISTA 126 or VISTA DAR?)	This is not an Unmet Transit Need	
24b		Wants to have more places and pick up go faster; pick up later at pick up time.	No service identified	This is not an Unmet Transit Need	

24c		Wants buses run all routes all the time.	No service identified	This is not an Unmet Transit Need	
24d		Wants more room to have window open and have air circulating; signs to where they are going; signs on windows.	No service identified	This is not an Unmet Transit Need	
25	Luis Rodrigues CAUSE Postcard	DAR doesn't answer at times. More DAR operators.	VISTA DAR	This is not an Unmet Transit Need. VCTC is addressing this through the Heritage Valley Transit plan. Currently Fillmore is using all TDA funds available to operate services.	
26	Jose Ruiz 317-9072 CAUSE Postcard	Wants bigger buses and a heater.	No service identified	This is not an Unmet Transit Need	
27	Moises Garcia 258 E. Telegraph Rd. #105 246-8650 CAUSE Postcard	We need more bus to Santa Paula.	VISTA 126	This is not an Unmet Transit Need	
28a	Marta Fillmore 524-5953 CAUSE Postcard	Wants restrooms	VISTA 126(?)	This is not an Unmet Transit Need	
28b		Wants more hours [of service?]	No service identified	This is not an Unmet Transit Need	
29	Lyolin 231-7583 CAUSE Postcard	Wants phones; better seats; restrooms	No service identified	This is not an Unmet Transit Need	
30	Francisco Fillmore	Wants bathroom; size [larger buses], wifi, seats	No service identified	This is not an Unmet Transit Need	
31	Melody Munez 946-6683 CAUSE Postcard	Wants seats, restroom, heater, tinted windows, radio	No service identified	This is not an Unmet Transit Need	
32a	Gloria Sebastian	Wants storage space on DAR; need space for strollers and groceries	VISTA DAR	This is not an Unmet Transit Need	

	4005 S. Center Piru CAUSE Postcard				
32b		Commenter has complaint about rude DAR drivers	VISTA DAR	This is not an Unmet Transit Need	
33	Tiffany Becerra 517 Stonehedge Dr. CAUSE Postcard	Wants better marketing; provides an example: "letting us know the bus from VC leaves at a later time."	No service identified	This is not an Unmet Transit Need. VCTC has an active marketing program.	
34	Natalie N Fillmore CAUSE Postcard	Commenter asks why is the last DAR from Ventura at 7pm	VISTA 126[?]	This is not an Unmet Transit Need. The DAR services do not come from Ventura, however, since October 2012, the VISTA 126 has leaving Ventura for Fillmore at 9:30 pm.	
35	Leticia Fillmore CAUSE Postcard	Wants restrooms; bus hours; more stops	No service identified	This is not an Unmet Transit Need	
36	Maria Gonzales Santa Paula	Wants hours: every hour all week	No service identified	This is not an Unmet Transit Need	
37	Luis Fillmore CAUSE Postcard	Wants more room; restrooms	No service identified	This is not an Unmet Transit Need	
38a	Rodrigo Fillmore CAUSE Postcard	Wants to have old bus back	VISTA intercity service	This is not an Unmet Transit Need	
38b		Wants transit to charge less.	No service identified	This is not an Unmet Transit Need. TDA law requires transit services to achieve a level of fare support to receive funds. Most operations in Ventura County only achieve that level. Also, fares are an important part of the operating revenues – lower fares would potentially cause a reduction in service and failure to meet TDA operating requirements.	

39a	Patricio Sandoval Fillmore CAUSE Postcard	More security once in a while.	No service identified	This is not an Unmet Transit Need	
39b		Wants a bus to Moorpark [from Fillmore?].	City of Fillmore, City of Moorpark VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
39c		Wants a bus to Piru, couple for day; [from Fillmore?];	VISTA DAR	This is not an Unmet Transit Need. VISTA DAR currently provides service between Fillmore and Piru.	
40	Eloy Ramos Piru CAUSE Postcard	Wants later DAR at 8pm and 9pm	VISTA DAR	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
41	Juan Gaspar 315 C Street Fillmore	Wants an increase the size of the bus. "It gets crowded too fast."	VISTA 126[?] VISTA Dial-A-Ride [?]	This is not an Unmet Transit Need.	

	CAUSE Postcard				
42	Emeli Tomis Fillmore CAUSE Postcard	Wants an added 2pm bus to Fillmore to Ventura and to Santa Paula	VISTA 126	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	VCTC should consider in their operational and schedule planning and modifications. Current monitoring of buses indicates only occasional overcrowding on this trip.
43	Isidro Pisceno Piru CAUSE Postcard	Wants later DAR at 8pm and 9pm	VISTA DAR	This is not an Unmet Transit Need.	See comment 40 response
44	Juan Luis Amaro Fillmore CAUSE Postcard	Wants buses to come earlier; more routes; less time to wait	No service identified	This is not an Unmet Transit Need	
45	Noe Santa Paula CAUSE Postcard	Have nice drivers; have good management; "helped people"	No service identified	This is not an Unmet Transit Need	
46	Danielle dominguez 242 Palm St Fillmore CAUSE Postcard	Wants more seats and a restroom	No service identified	This is not an Unmet Transit Need	
47	Karla Richard	Wants more routes to more places; nicer	No service	This is not an Unmet Transit Need	

	Piru CAUSE Postcard	people; less money; larger buses	identified		
48a	Adriana Zamory CAUSE Postcard	Wants “new tires, better driving; new seats; more space; radio; tv; bathroom.”	No service identified	This is not an Unmet Transit Need	
48b		Wants quicker in answering calls.	VISTA DAR [?]	This is not an Unmet Transit Need	
49a	Daniel Zavala CAUSE Postcard	Wants “new seats, radio, tv”.	No service identified	This is not an Unmet Transit Need	
49b		Wants quicker response in answering calls.	VISTA DAR [?]	This is not an Unmet Transit Need	
50	Unknown CAUSE Postcard	Wants more seats, restroom, air fresheners.	No service identified	This is not an Unmet Transit Need	
51a	Jesus Delgado CAUSE Postcard	Wants more hours in the afternoon; after 5 from Fillmore.	VISTA 126 or VISTA DAR [?]	This is not an Unmet Transit Need	
51b		Wants westbound to make the last one at 9pm	VISTA 126 [?]	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
52	Brittney CAUSE Postcard	Wants better seats, restroom, heater	No service identified	This is not an Unmet Transit Need.	
53a	Eloi Ramos CAUSE Postcard	Wants the VISTA DAR goes to Piru at night	VISTA DAR	This is not an Unmet Transit Need.	See comment 40 response
53b		Wants VISTA 126 bus service to Ventura	VISTA 126	This is not an Unmet Transit Need	

		after 5pm		because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
54	Phil Serhan 1455 N 5th Street Port Hueneme 450-0709 CAUSE Postcard	I would like the 24 hour service in all routes	No service identified	This is not an Unmet Transit Need	
55	Magdalena Vasquez Oxnard CAUSE Postcard	We want more service at La Colonia. Currently we get service once an hour, we would like it every thirty minutes. I use Route 2 to go to the doctor and to go shopping. A lot of my neighbors use it for the same reasons.	GCT/Oxnard	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
56	Juan Ramon 454 Rincon Way Oxnard Jremon5@gmail.com	Wants buses "to go over late than normal".	No service identified	This is not an Unmet Transit Need	

	CAUSE Postcard				
57a	Lisa Miller 1424 N. Cedar St Oxnard 815-9264 CAUSE Postcard	Wants a bus stop closer to Cedar & N. Ventura Rd.	GCT/Oxnard	This is not an Unmet Transit Need. This intersection is with two blocks of two Route 3 stops, and two blocks from a Route 5 stop. Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.	
57b		Wants Route 5 needs a bus on each side	GCT/Oxnard	This is not an Unmet Transit Need.	
58	Edan Guzman Ventura evelynpguzman@yahoo.com CAUSE Postcard	As a college student I go to Oxnard College. The bus pass is expensive for me. I hope that there can be a student pass or students may obtain a low fee bus pass. Thank you.	GCT[?]	This is not an Unmet Transit Need. TDA law requires transit services to achieve a level of fare support to review funds. Most operations in Ventura County only achieve that level. Also, fares are an important part of the operating revenues – lower fares would potentially cause a reduction in service and failure to meet TDA operating requirements.	
59	Jesus Garcia 501 Cuesta Del Mar Oxnard 336-3781 CAUSE Postcard	Wants need a bench and a shelter at out bus stop “at the parking lot in Port Hueneme.”	Oxnard/Pt. Hueneme/ GCT	This is not an Unmet Transit Need.	Refer to the cities of Port Hueneme and Oxnard.
60a	Wanda Johnson 3515 S. A Street Oxnard CAUSE Postcard	Wants buses to Camarillo	VISTA City of Oxnard/City of Camarillo	This is not an Unmet Transit Need. Service exists between Oxnard and Camarillo via the VISTA CSUCI and the VISTA 101/Conejo Connection.	
60b		Wants bus service to K-mart, “ too far to walk”.	GCT	This is not an Unmet Transit Need. GCT started Rt 21 service on Channel Islands Blvd. including KMART in February.	
60c		Wants overcrowding of Routes #18, #1; and #6 addressed.	GCT/Oxnard/ Port Hueneme		

61a	Rosa Morales 654 Calle D. Apt B 483-1566 CAUSE Postcard	Wants students at Pacifica to have an earlier bus pick up time to get to class on time.	GCT/Oxnard	This is not an Unmet Transit Need. First bus arrives at 5:30 am, earliest class is 7:09 am	
61b		Wants service to Pleasant Valley for work opportunity.	GCT	This is not an Unmet Transit Need. GCT Route 7 serves much of Pleasant Valley Road. Route 1 also serves portions of Pleasant Valley Road.	
62	Lupe Segara 426 S. D Street 486-1528 CAUSE Postcard	Wants another bus to Ventura	No service identified	This is not an Unmet Transit Need.	
63	Blanca Molina 341 N. Roosevelt Ave. 483-3968 CAUSE Postcard	"Try to get to work on time."	No service identified	This is not an Unmet Transit Need.	
64	Sylvia Suggs 350 South Stechle Drive #2 Santa Paula 510-542-3131 CAUSE Postcard	Wants a more comfortable bus ride. With more seating and more space for bicycles and handicapped. Also cameras and audio.	VISTA 126 or VISTA DAR?	This is not an Unmet Transit Need.	
65a	Brenda Randel 344 Townsquare Santa Paula 421-8691 CAUSE Postcard	Wants DAR drivers should treat us better. More service from DAR.	VISTA DAR	This is not an Unmet Transit Need.	
65b		Wants more hours on the Santa Paula DAR.	VISTA DAR	This is not an Unmet Transit Need.	
66	Marla Reyes 654 Hemonds	Wants more buses because the current service is never on time.	VISTA DAR?	This is not an Unmet Transit Need.	

	Fillmore 524-4036 CAUSE Postcard				
67	Antoinette Santa Paula	Wants more seating on the VISTA, “not enough room” and complains that some people don’t give up seats for older people.	VISTA	This is not an Unmet Transit Need.	
68a	Graciela Silva 681 W. Santa Barbara St. Santa Paula 290-3035 CAUSE Postcard	Wants more services because the current DAR gets full too fast.	VISTA DAR		
68b		Complains the drivers are not helpful with opening doors and storage spaces.	VISTA DAR	This is not an Unmet Transit Need.	
68c		Wants the DAR to be city to city “not stops everywhere.”	VISTA DAR	This is not an Unmet Transit Need. There is City to City service with the VISTA 126 buses.	
69	Jenny Bermudez Santa Paula CAUSE Postcard	Wants more frequent service. “I live in Santa Paula and I would like to use the DAR service more.”	VISTA DAR	This is not an Unmet Transit Need.	
70a	Celia Sanchez 216 Santa Barbara St. Santa Paula CAUSE Postcard	Complains that the transportation system is unreliable and frequently late.	VISTA DAR and/or VISTA 126[?]	This is not an Unmet Transit Need.	
70b		Wants later service.	No service identified	This is not an Unmet Transit Need.	
71	Joaquin Gonzalez Oxnard 890-0305	Complaint about a driver that treats his passengers very poorly.	No service identified	This is not an Unmet Transit Need.	
72	Benny Bustos 236-9662 CAUSE	Comment. You have pretty good service. Except for a handful of your drivers. Rude!!!	No service identified	This is not an Unmet Transit Need..	

	Postcard				
73a	Raul Morales 509-5677 CAUSE Postcard	Wants buses every 25 mins. I use it for work. Wants service later in the day as well.	No service identified	This is not an Unmet Transit Need.	
73b		Wants El Rio after 930pm	GCT – no route or specific location identified	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
74	Thomas Pecel homeless seczdnday5000@gmail.co CAUSE Postcard	A raised track bullet train from LA to Seattle.	NA	This is not an Unmet Transit Need.	
75	Alejandro Gonzales 541 Hotly Ave Oxnard CAUSE Postcard	Complaint Route 6 is sometimes not on time and the driver sometimes does not stop at the park.	GCT/Oxnard	This is not an Unmet Transit Need.	Refer to Gold Coast Transit for consideration in their operational and schedule planning and modifications.
76	Natalia Rodrigues 281 RiverPark blvd #204 Oxnard 932-5291 CAUSE Postcard	"I have trouble getting back home after work because the VISTA service stops working so early in the day. I get out of work around 9 or 10 and am forced to use the 14, 4B, 15, 7, and 17."	VISTA?	This is not an Unmet Transit Need.	
77	Jose Alvarez 1300 Saratoga #1204 Fillmore 760-8192 CAUSE Postcard	"When I go to the swap meet I use the 6, and to get back home it takes more than an hour. I would like increased service. "	GCT?	This is not an Unmet Transit Need.	
78	Soledad Hernandez 281 RiverPark blvd #205	I live in Paseo Santa Clara, in El Rio. We need a bench with proper shelter next to the bus stop by the Wendy's.	City of Oxnard	This is not an Unmet Transit need. It is an amenity.	Refer to the City of Oxnard.

	Oxnard 981-3594 CAUSE Postcard				
79a	Rosa Gaitan 134 12th Street Santa Paula CAUSE Postcard	Wants a more direct bus from Oxnard from Santa Paula, to not have to board 2.	VISTA 126 City of Santa Paula/City of Oxnard	This is not an Unmet Transit need. It is an operational improvement.	
79b		Wants a bus that stops at the Wells Park so we don't have to travel all the way to Ventura, it takes me all day.	VISTA 126? GCT?	Not an Unmet Transit Need.	
790c		And also, the color of the bus is unpleasant.	NA	Not an Unmet Transit Need.	
80	Shirly Zuniga 227 Saratoga Street Fillmore 933-2524 CAUSE Postcard	Complaint "Transfers for VISTA don't work, even after using them once. I use to go to Asis Clinc in Santa Paula and I can't transfer on because they don't take it."	VISTA[?]	Not an Unmet Transit Need.	
81a	Donevahn Mitchell 1900 Rialto Street 732-0377 CAUSE Postcard	Want the buses to run longer (#5, #3).	GCT/Oxnard	Not an Unmet Transit Need.	
81b		I want customer service call center on the weekends.	No service identified	Not an Unmet Transit Need.	
81c		I want my 10-trip tickets for Metrolink.	Metrolink	Not an Unmet Transit Need. Fares and fare types are by definition not an Unmet Transit Need. Ventura County/VCTC does not control fares or type of tickets used by Metrolink.	Forward comment to Metrolink.
82	Mary Fajardo 1209 Gotita Way Oxnard CAUSE	Complaints "they take long".	No service identified	Not an Unmet Transit Need.	

	Postcard				
83a	Adele Podolsky Risa Lee Miller, EQS Oak Park ladyadele85@gmail.com ; rlmiller.blueskies@gmail.com Hearing and email	Complaint regarding difficulties getting ADA DAR service from Oak Park to Simi Valley; long waits for pickups beyond scheduled times.	Oaks Park (County) Transit/ Thousand Oaks DAR/Simi Valley Transit	Not an Unmet Transit Need. (This issue was addressed by East County Ventura transit staff at the hearing, and comments travel problems within Ventura County were resolved.)	
83b		Complaint regarding difficulties with connections between DAR at Oak Park and LA Access in difficult and frustrating.	Thousand Oaks DAR/LA ACCESS	Not an Unmet Transit Need.	East County Ventura transit staff continue to try and improve intercounty transfers. VCTC has no control over LA ACCESS and their procedures.
84a	Amisha DeYoung-Dominguez emailed deyoungdomin guez@gmail.com	Wants extended hours of service and buses leaving from Oxnard to Santa Barbara and vice versa. "The last northbound bus that leaves the Oxnard Esplanade is at 6:10AM, and the only other option to go to Santa Barbara is taking a Gold Coast bus that connects Oxnard residents to the Ventura transit center. There is no apparent coordination between Gold Coast and Vista bus schedules, so the transferring between bus services results in up to 3 to 4 hours in total commute time for Oxnard residents for a mere 45 minute commute by car."	VISTA Coastal Express	Not an Unmet Transit Need.	
84b		Wants expanded services for nights and weekends, especially for students from Santa Paula. "It is extremely difficult for students to take night classes at either the VC, OC, or Moorpark campuses because there is no return bus service. For students who want to return to Santa Paula after their night classes, they must	VISTA 126, other service unidentified between Santa Paula and Oxnard College and Moorpark College.	Not an Unmet Transit Need.	

		leave class over 30 minutes early to make the last bus. More frequency is needed and extended hours.”			
84c		Wants service from the Moorpark campus to Santa Paula.	Moorpark/Santa Paula	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
84d		Wants a more clear definition about defining “unmet transit needs” so that other Ventura residents, and specifically students, can understand how to best convey their transit needs according to whatever criteria is being used.	No service identified	This is not an Unmet Transit Need. VCTC has included a major review of the Unmet Transit Needs process and definitions in the draft 2013-14 budget.	
85a	Audrey Fayloga (Thousand Oaks) Called 557-0664	Wants increase intercity service hours for ADA and for senior.	No service identified	This is not an Unmet Transit Need.	The ADA Intercity Committee continue to work on a plan and implementation of longer and more consistent service hours for their services.
85b		Need intercity DAR for Senior transportation	Countywide	This is not an Unmet Transit Need.	
85c		Later hours	No service identified	This is not an Unmet Transit Need.	
85d		Better Connections	No service identified	This is not an Unmet Transit Need.	
85e		Better training for all drivers regarding the assistance for people with walkers.	No service identified	This is not an Unmet Transit Need.	
86a	Bruce Jewett Santa Paula Fonman805@verizon.net	Wants additional later bus service on VISTA 126 from Santa Paula to Ventura weekdays	VISTA 126	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it	

				is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
86b		Wants additional later bus service on VISTA 126 from Santa Paula to Ventura weekends.	VISTA 126	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
86c		Holiday service. Minimal service, especially as more people are working holidays.	VISTA 126	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
86d		Holiday service. Minimal service, especially as more people are working	GCT	This is not an Unmet Transit Need because there is insufficient	

		holidays.		demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
86e		Gold Coast – Main Street between 5 Points and Mills. Loop.	GCT/Ventura	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
87	Jenifer Garcia CAUSE Postcard	Wants cheaper and fair transit. Wants free service for college, high school students.	No service identified	This is not an Unmet Transit Need. TDA law requires transit services to achieve a level of fare support to receive funds. Most operations in Ventura County only achieve that level. Also, fares are an important part of the operating revenues – lower fares would potentially cause a reduction in service and failure to meet TDA operating requirements.	
88	Monica Campos 625-5022 419 Second	Wants more bus route throughout Piru and Fillmore, so kids can get to school on time.	VISTA DAR/Fillmore/ County	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it	

	Street, Fillmore, 93015 CAUSE Postcard			is not reasonable to meet since it does not meet the following criteria: <u>Feasibility</u> The proposed service can be provided within available funding. <u>Equity</u> 3. The proposed service will not cause reductions in existing transit services that have an equal or higher priority. School bus service is provided by the school district to Fillmore and Piru.	
89a	J. Gaddardo Fillmore/Piru CAUSE Postcard	Wants better connection times	No service identified	This is not an Unmet Transit Need.	
89b		Wants fixed route service in Santa Clara Valley	VISTA DAR/Fillmore/ County/ Santa Paula	This is not an Unmet Transit Need.	
89c		Wants bus service to Santa Clarita	INTERCOUNTY SERVICE	SEE Comment 16b.	
89d		Wants reduced fares for Ventura County students	No service identified	This is not an Unmet Transit Need. TDA law requires transit services to achieve a level of fare support to receive funds. Most operations in Ventura County only achieve that level. Also, fares are an important part of the operating revenues – lower fares would potentially cause a reduction in service and failure to meet TDA operating requirements.	
90a	Nayely 244 Main, CAUSE Postcard	Wants more bike racks	NA	This is not an Unmet Transit Need. Ventura County transit operators have, where allowed by the CHP, added 3-bike racks this year.	
90b		Wants cheaper fares for college, high	NA	This is not an Unmet Transit Need.	

		school students.		TDA law requires transit services to achieve a level of fare support to receive funds. Most operations in Ventura County only achieve that level. Also, fares are an important part of the operating revenues – lower fares would potentially cause a reduction in service and failure to meet TDA operating requirements.	
91	Marten Garcia 9476823 276 Main St. Fillmore, CA 93015 CAUSE Postcard	Wants lower fares for students.	No service identified	This is not an Unmet Transit Need. TDA law requires transit services to achieve a level of fare support to receive funds. Most operations in Ventura County only achieve that level. Also, fares are an important part of the operating revenues – lower fares would potentially cause a reduction in service and failure to meet TDA operating requirements.	
92a	Ivan Campos 625-5022 419 Second St. Fillmore, CA 93015 CAUSE Postcard	Wants more space on buses for bags and bikes	NA	This is not an Unmet Transit Need. Ventura County transit operators have, where allowed by the CHP, added 3-bike racks this year.	
92b		Wants cheaper fares for college, high school students	No service identified	This is not an Unmet Transit Need. TDA law requires transit services to achieve a level of fare support to review funds. Most operations in Ventura County only achieve that level. Also, fares are an important part of the operating revenues – lower fares would potentially cause a reduction in service and failure to meet TDA operating requirements.	
93	Patricia Suarze Pattysuarez12@yahoo.com Main St.	Wants bigger buses in Fillmore	VISTA DAR[?] VISTA 126[?]	This is not an Unmet Transit Need.	

	Fillmore CAUSE Postcard				
94a	Juliana Gallardo julianangurdo@gmail.com Oxnard, CA CAUSE Postcard	Wants a number of bus stops in Fillmore	VISTA 126[?]	This is not an Unmet Transit Need.	
94b		Wants a fixed route bus to Piru	VISTA DAR/Fillmore/ County	This is not an Unmet Transit Need.	
94c	Letter from Cabrillo Economic Development Corporation and petition with 137 names (as many as 18 in one handwriting).	Wants fixed route connecting Piru, Fillmore, Rancho Sespe, and Santa Paula to Ventura and the rest of the County	VISTA 126/VISTA DAR	This is not an Unmet Transit Need.	
94d		Wants increase service (reduced wait times/overcrowding) for Santa Paula DAR	VISTA DAR/Fillmore/ County/Santa Paula	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Feasibility</u> - The proposed service can be provided within available funding. <u>Equity</u> - The proposed service will not cause reductions in existing transit services that have an equal or higher priority.	
94e		Want more frequent service and more capacity on VISTA 126 service	VISTA 126	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services.	

				Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Feasibility</u> - The proposed service can be provided within available funding. <u>Equity</u> - The proposed service will not cause reductions in existing transit services that have an equal or higher priority.	
94f		Wants service to Santa Clarita	INTERCOUNTY SERVICE	SEE Comment 16b.	
94g		Wants lower fares for students and youth	No service identified	This is not an Unmet Transit Need. TDA law requires transit services to achieve a level of fare support to receive funds. Most operations in Ventura County only achieve that level. Also, fares are an important part of the operating revenues – lower fares would potentially cause a reduction in service and failure to meet TDA operating requirements.	
94h		Wants additional [VISTA] bus stop in Fillmore	VISTA 126	This is not an Unmet Transit Need.	VCTC analyze a possible addition of a VISTA 126 stop in west Fillmore. If the stop is determined feasible, work with Caltrans to obtain a permit to stop on a state highway.
95	301 Danvers River St. Oxnard CAUSE Postcard	Comment – “Rides everywhere, rides bike everywhere, would like to get a card.”	NA	This is not an Unmet Transit Need.	
96	Chris Davidson 861-7099 167 So. Palm	Wants Harbor Bus route reinstated to Marina.	GCT/Ventura	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services.	

	St #108 CAUSE Postcard			Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
97a	Larry L. Hicks larryaquarius@yahoo.com 720 W. Santa Maria St. #52 Santa Paula CAUSE Postcard	Wants longer, later hours for between city travel	No service identified	This is not an Unmet Transit Need.	
97b		Wants a less difficult process to register for ADA card.	No service identified	This is not an Unmet Transit Need. The ADA certification process follows Federal Transit Administration regulation and guidelines.	
98	Ezequiel A. Sanchez Armando Sanchez Sanchez.ezequiel73@yahoo.com 844-7170 3471 Rene St. Oxnard, CA 93036-1449 CAUSE Postcard	Wants an intercity county bus system.	VISTA	This is not an Unmet Transit Need. VISTA provides an intercity system with connections to Santa Barbara County and the San Fernando Valley (Los Angeles County).	

99	Bernadette.lyon@s-sales@hotmail.com 794-8288 CAUSE Postcard	Complaint: Has traumatic brain injury and denied ADA	No service identified	This is not an Unmet Transit Need. The ADA certification process follows Federal Transit Administration regulation and guidelines.	
100	Regina Paynter bloomingflowergale@yahoo.com The Client Network CAUSE Postcard	Comment "Please review all comments for those who have mental health challenges."	No service identified	This is not an Unmet Transit Need. The ADA certification process follows Federal Transit Administration regulation and guidelines.	
101	Dr. Norma Beck 3492 Wild Lilac Rd., #G218, Thousand Oaks, 91360 805	Need to get to Oxnard (Channel Islands Blvd. and C Str.) daily from Thousand Oaks. Has ADA card.	GCT ACCESS/Thousand Oaks Transit – Ventura County East ADA providers	This is not an Unmet Transit Need. (Service exists; VCTC and Thousand Oaks staff worked with Dr. Beck to ensure she got service.)	
102	Juliana Gallardo Community Building Manager Cabrillo Economic Development Corporation 702 County Square Dr. Ventura, CA 93003 805-672-2588 www.cabrilloedc.org	Transmitting letter in support of residents in Fillmore and Piru.	NA	This is not an Unmet Transit Need.	
103a	Don Hall Donman3950@	Unhappy with Camarillo DAR dispatch; thinks drivers are great. Very much likes	City of Camarillo	This is not an Unmet Transit Need.	Refer comment to the City of Camarillo.

	live.com Camarillo; also testified at unmet needs hearing	the drivers.			
103b		Wants extended hours of service on the Camarillo DAR, especially to Sunday	City of Camarillo	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services. The City of Camarillo has approved and is implementing an expansion of hours of service on weekdays and Saturdays, and is initiating Sunday Service.	VCTC monitor the results of Camarillo's demonstration of expanded hours of DAR service.
103c		Wants a consistent age for senior passes, would accept any uniform age, including 65.	NA	This is not an Unmet Transit Need. VCTC has a policy of encouraging all operators to adopt an age of 65 for senior fares and use of senior transportation services.	
104a	Escueta Lorna lbeusa2002@yahoo.com	Wants CAT DAR hours to be the same on Saturdays as weekdays	City of Camarillo	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u>	VCTC monitor the results of Camarillo's demonstration of expanded hours of DAR service.

				• The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services. The City of Camarillo has approved and is implementing an expansion of hours of service on weekdays and Saturdays, and is initiating Sunday Service.	
104b		Wants CAT DAR to operate on Sundays and Holidays.	City of Camarillo	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services. The City of Camarillo has approved and is implementing an expansion of hours of service on weekdays and Saturdays, and is initiating Sunday Service.	VCTC monitor the results of Camarillo's demonstration of expanded hours of DAR service.

104c		Wants to know about inconsistency of age requirements.	NA	This is not an Unmet Transit Need. VCTC has a policy of encouraging all operators to adopt an age of 65 for senior fares and use of senior transportation services.	
104d		Wants additional VISTA Conejo Connection service to Warner Center	VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	VCTC continue to review ridership and farebox recovery as part of ongoing transit service analysis.
104e		Wants VISTA (101/Conejo?) service to be available on Sundays and Holidays	VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to	VCTC continue to review ridership and farebox recovery as part of ongoing transit service analysis.

				other similar services.	
104f		Wants hourly headways on VISTA service Monday-Sat.	VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
105	Albertina Lourenci albertina.lourenci@gmail.com	Wants transit service from Santa Barbara to Agoura Hills on Saturdays.	VISTA/ City of Agoura Hills (Los Angeles County)	This is not an Unmet Transit Need. VCTC, in partnership with Santa Barbara County (SBCAG), provides service from Santa Barbara to Thousand Oaks; VCTC does not have any authority over transit operations in Los Angeles County.	
106a	Michele Malkin catlover90230@yahoo.com 383-9996 Camarillo (Leisure Village)	Wants CAT DAR hours on the weekdays to be until 9pm. "Has ADA card."	City of Camarillo	This is not an Unmet Transit Need. CAT has operated for a number of years until 9 pm weekdays.	
106b		Wants CAT DAR to operate on Sundays	City of Camarillo	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u>	VCTC monitor the results of Camarillo's demonstration of expanded hours of DAR service.

				- The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services. The City of Camarillo has approved and is implementing an expansion of hours of service on weekdays and Saturdays, and is initiating Sunday Service.	
107a	Sasha Wolfe sashawolfe2000@yahoo.com Ojai	Complaint/comment Overall unhappy with GCT ACCESS service, in terms of reservations and pick-up, vehicles. However, appreciates the service, drivers, and "will call" option.	GCT ACCESS	This is not an Unmet Transit Need.	
107b		Wants service to medical facilities in Santa Barbara and Los Angeles Counties.	INTERCOUNTY SERVICES	This is not an Unmet Transit Need. VCTC implements connections to transit services in adjoining counties, but does not fund service with adjoining counties. Jointly funded/operated service into Santa Barbara serves several medical facilities. Service to Kaiser Woodland Hills was jointly funded with LA until established.	
107c		Wants more GCT ACCESS vehicles to allow more direct trips.	GCT ACCESS	This is not an Unmet Transit Need.	
108a	KK Holland kkholland@gmail.com	Wants more service in and out of Camarillo with the VISTA, especially expanded service in the evenings and weekends. More frequent buses are also needed. Camarillo is where many of the county mental health services are accessed, and the lack of fixed dial a ride and limited VISTA service makes it	VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> The estimated number of	

		difficult for many to access these services. Fixed route service would make transit more predictable, especially for return trips. Friends have had trouble using dial a ride, and many riders have stories of being forgotten and having to wait several hours, particularly for a return ride, or of drivers not finding their location.		passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
108b		Wants more service between the Moorpark, Oxnard, and Ventura college campuses, especially since many students take classes across more than one campus. It is difficult for students of Moorpark college to access classes that are only taught at other campuses.	VISTA/Moorpark/ Oxnard/Ventura	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
108c		Wants fixed route service in Santa Paula and Fillmore	Santa Paula/Fillmore/ VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to	

				maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> The proposed service will require a subsidy generally equivalent to other similar services.	
108d		Wants service in Santa Paula and Fillmore to connect to Moorpark and Camarillo	Santa Paula/ Fillmore/ Moorpark/ Camarillo/ VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
108e		Wants restoration of the trolley for Ojai, or a route that can bring riders the full way into the city rather than stopping at the edge due to funding and jurisdictional issues.	City of Ojai/County	This is not an Unmet Transit Need. Ojai trolley services have not been cut; services always went into the city. GCT services into Ojai were restored a year ago.	
108f		Wants service for the commute from downtown Ventura to the Esplanade and back via the VISTA. The route currently stops one stop short in the mornings. It would likely take approximately half an hour via VISTA, but the Gold Coast bus for that route takes an hour and seven minutes. A rider would have to leave Ventura at 7:43 am in order to be at work on time Service.	GCT/VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not	

				unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> The proposed service will require a subsidy generally equivalent to other similar services. Gold Coast Transit is the agency responsible for providing transit services within their service area, and determining the need for local and limited services within the service area.	
108g		Wants expanded hours for Coastal Express, particularly evening returns to SB. The latest bus coming back to SB is before 6pm. "It looks like the latest bus to return from SB to Ventura is 8:45pm, which is GREAT news! I hope you will post notices at the stop and alert riders about this bus."	VCTC	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
108h		Need for a clear criteria for unmet need." I would like to see "reasonable to meet need" defined in terms of still being able to meet 20% farebox across the system, and/or providing a lower cost per passenger. "	VCTC	This is not an Unmet Transit Need.	See comment 84d
109	Renee Oxnard Shores 744-1017	Wants additional service to Oxnard Shores. Feels that the Harbor and Beaches Dial-a-ride isn't sufficient	City of Oxnard	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services.	

		because it doesn't have late enough hours of service, doesn't run on Sundays, and is often hard to book a trip due to crowding.		Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
110a	Ryan Uyematsu worm88@gmail.com Camarillo	Wants a fixed route service instead of the Camarillo DAR	City of Camarillo	This is not an Unmet Transit Need. The City converted from a fixed route service to a DAR service to increase access and ridership – and no data exists to indicate that shifting back would improve either transit access or ridership. The DAR services the entire city.	
110b		Wants a Metrolink train from Los Angeles to Camarillo, linking to a shuttle service to the outlet malls.	Metrolink	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to	

				other similar services. <u>Timing</u> The proposed service can be provided with the existing fleet or under contract to a private provider.	
110c		Wants a mid-day Metrolink train to Los Angeles.	Metrolink	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services. <u>Timing</u> - The proposed service can be provided with the existing fleet or under contract to a private provider.	
110d		Wants the VISTA buses to stop at the same stops all the time, or designate each bus differently.	VISTA	This is not an Unmet Transit Need.	
110e		Wants more VISTA 101 trips.	VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> The estimated number of passengers to be carried will be in the range of other similar services.	

				- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services	
111	Tri Nappa Hallen trinappahallen@hotmail.com	Wants bikes allowed inside the buses or bike racks on the sides of the buses.	VISTA	This is not an Unmet Transit Need. This is a safety issue, also potentially a capacity issue, if the bikes are being placed on buses with a full passenger load.	
112	Janice Hann, CLU Clinical Services Director 493-3797	Wants bus service from Simi Valley to CLU, as well as earlier and later service.	Simi Valley/Thousand Oaks/VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services	
113	June Longshore Santa Paula 525-8883	Wants direct (no transfer) trips to Ventura and Oxnard doctors appointments from Santa Paula. Also, wants bus to be "on demand" for return trip. Has ADA card.	VISTA/GCT ACCESS	This is not an Unmet Transit Need. With ADA card the rider can get Heritage Valley DAR connection with GCT ACCESS, service is shared ride; and because of distances and multiple operators, the services would not be "on demand" but pre-scheduled as required by ADA regulations.	
114	Person	Wants guideride signs at bus stops	No service	This is not an Unmet Transit Need.	

	unknown called 642-3381		identified		
115	Mary Harris Thousand Oaks called	Wants evening service in Thousand Oaks until 10 pm	Thousand Oaks Transit	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services	
116a	Pamela Stocker 985-0409 Port Hueneme	Senior, 85, wants a connecting bus in Thousand Oaks to get to doctor and other destinations in Thousand Oaks.	Thousand Oaks Transit	This is not an Unmet Transit Need. VCTC and Thousand Oaks staff worked to get Ms. Stoker a Thousand Oaks Senior card, and access to Thousand Oaks Senior DAR for "last mile" trips.	
116b		Wants single countywide Senior ID card	VCTC/Gold Coast Transit/Simi Valley Transit/Thousan d Oaks Transit/Camarillo Transit/Ojai Trolley/OHBDAR /Ventura County Oak Park Transit	This is not an Unmet Transit Need.	This issue will be referred to the TRANSCOM for consideration of implementation.
116c		Lack of bus shelters and heat.	No service identified	This is not an Unmet Transit Need.	
117	Doreothea	Wants frequent and complete fixed route	Camarillo Transit	This is not an Unmet Transit Need. See	

	Mallory 389-2902 Camarillo	service in Camarillo. Currently uses and is dissatisfied with CAT DAR.		comment 108	
118a	General comments from 9 public participants at Moorpark outreach meeting	Wants more bike on bus capacity.		This is not an Unmet Transit Need. Ventura County transit operators have, where allowed by the CHP, added 3-bike racks this year.	
118b		Wants transit from Simi Valley to CLU.	Simi Valley/Thousand Oaks/VISTA	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services	
118c		Wants transit from Fillmore to Santa Clarita.	INTERCOUNTY SERVICE	This is not an Unmet Transit Need. SEE Comment 16b	
118d		Wants transfer for ADA from Santa Paula to Oxnard and Ventura to be on demand.	VISTA DAR/GCT ACCESS	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> The estimated number of passengers to be carried will be in the range of other similar services.	

				- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services	
118e		Wants the Thousand Oaks DAR to operate until 10 pm.	Thousand Oaks Transit	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services	
118f		Wants later evening operation of ADA DAR from Thousand Oaks to Oxnard.	Thousand Oaks/GCT ACCESS	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.	

				<u>Equity</u> The proposed service will require a subsidy generally equivalent to other similar services	
119	Unsigned letter Moorpark	Wants a bus stop at the Bank of America at 730 New LA Ave.	Moorpark Transit	This is not an Unmet Transit Need. This is potentially an operational modification, however, the stop would be on a state highway and the City has not received Caltrans authorization to stop at this point.	
120a	Oasis	Likes VCTC supported towncar program [VCAAA "Medi-ride" program] to UCLA, but want only women drivers assigned to drive women clients	NA	This is not an Unmet Transit Need.	
120b		Does not want the towncar program rides to be shared rides.	NA	This is not an Unmet Transit Need.	
121a	Joyce Tollefson (Ojai)	Wants Santa Barbara airport bus to stop in Ventura. Feels Ventura Airpoter is insufficient.	NA	This is not an Unmet Transit Need. Service is destinations outside the county, operated by a private company.	
121b		Wants metros (Metrolink?) to run throughout the day and weekends	Metrolink	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services. <u>Timing</u> - The proposed service can be provided with the existing fleet or	

				under contract to a private provider.	
122	Moorpark City Council	Encourages VCTC to coordinate with large employers, colleges, etc, to encourage commuting via transit.	VCTC	This is not an Unmet Transit Need.	
123a	Participants are the One Step Vez meeting at Fillmore	Want Service to Valencia, especially at night	INTERCOUNTY SERVICE	SEE Comment 16b	
123b		Want fixed route service in [Heritage Valley]	VISTA/Santa Paula/Fillmore/County	This is not an Unmet Transit Need.	
123c		Want fixed route bus services to supplement school bus services to Piru	VISTA/Santa Paula/Fillmore/County	This is not an Unmet Transit Need. Federal regulations prohibit public transit from providing school bus service.	
123d		Wants later VISTA 126 bus service.	VISTA 126	This is not an Unmet Transit Need. VCTC provided later service on VISTA 126 starting in October 2013.	
124	Barbara Marquet Fillmore 746-0499	Wants more lines and consistent times for service from Fillmore to Ventura for work and college	VISTA 126	This is not an Unmet Transit Need.	
125	City of Moorpark Public Works Director on behalf of City Council wrote	The City encourages VCTC to coordinate with large employers, colleges, and other sources of large traffic generates to encourage commuting via transit.	VCTC	This is not an Unmet Transit Need.	
126	Bruce Bell wrote letter to the Acorn	Wants VCTC to partner with private transportation providers to develop more frequent shuttle van networks.	VCTC	This is not an Unmet Transit Need.	
127	Les Ellen Shutes testified at the Unmet Needs Hearing	Wants transportation after 6 pm and on the weekends.	City of Camarillo	This is not an Unmet Transit Need. Camarillo staff conveyed to Ms. Shutes that the DAR operates to 9 pm.	
128	Cheri Carr testified at the Unmet Needs Hearing	Wants all the buses to accept wheelchairs, rather than a separate bus for wheelchair riders in Camarillo.	City of Camarillo	This is not an Unmet Transit Need; it was a violation of City policy and FTA regulations, which was immediately corrected. This complaint was	

				addressed by the City of Camarillo immediately after receiving this comment. Both erring driver and passenger complaining about inclusion of wheelchair on bus we communicated with.	
129	Susan White Wood, Area Agency on Aging, and VCTC CTAC; testified at the Unmet Needs Hearing	Wants VCTC to continue to work to provide more transport for Senior to get them out of cars when they should stop driving; and notes the successful partnership of AAA and VCTC on the MediRide program.	VCTC	This is not an Unmet Transit Need; however, VCTC has funded the program and will continue to consider funding it in the future.	
130a	Monica Meece; Area Agency on Aging; testified at the Unmet Needs Hearing	Wants the rates for intercity ADA service to be the same in both directions, and overall more consistency and better connectivity with the services.	VCTC/Gold Coast Transit/Simi Valley Transit/Thousand Oaks Transit/Camarillo Transit/Ojai Trolley/OHBDAR /Ventura County Oak Park Transit	This is not an Unmet Transit Need.	This issue will be referred to the ADA Intercity Committee for consideration of implementation.
130b		Wants service to Kaiser Woodland Hills.	INTERCOUNTY SERVICE	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a	

				subsidy generally equivalent to other similar services. Although an intercounty trip, VCTC funded a demonstration/trial service. Over several years and adjustments, average ridership was 1-2 riders per trip.	
130c		Wants non-emergency medical for people on gurneys.	No agency identified	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
131a	Cindy Escoto; My One Step; testified at the Unmet Needs Hearing.	Wants service to Valencia.	INTERCOUNTY SERVICE	SEE Comment 16b	
131b		Wants extended/late hours of service, specifically late evening buses from Santa Paula to Ventura.	VISTA 126	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> The estimated number of passengers to be carried will be in	

				the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
131c		Wants improved transit advertising	No agency identified	This is not an Unmet Transit Need.	
131d		Wants additional bike racks on buses	No agency identified	This is not an Unmet Transit Need. Ventura County transit operators have, where allowed by the CHP, added 3-bike racks this year.	
131e		Wants storage bays for strollers and groceries and stuff.	No agency identified	This is not an Unmet Transit Need.	
132	Sylvia Rodriguez; Cabrillo Economic Development Corporation/res ident of Camarillo; testified at the Unmet Needs Hearing	Wants [unmet transit needs] meetings be held throughout the county at hours where actually working families can give their input.	VCTC	This is not an Unmet Transit Need. Evening meetings were held in Moorpark and Oxnard. VCTC also attended evening community meetings in Santa Paula and Fillmore.	
133	Karen Bates; Client Network of Ventura County; testified at the Unmet Needs Hearing	Wants travel trainers.	No agency identified	This is not an Unmet Transit Need.	VCTC funds travel training countywide travel training programs. Ms. Bates was introduced to Mr. Culver, VCTC contractor for travel training.
134	Nelson Wallace; Oxnard outreach meeting.	Suggested that Ventura County work to set up a Independent Transportation Network (ITNAmerica), which provides senior rides through a not-for-profit.	No agency identified	This is not an Unmet Transit Need.	

135	Cheryl Roberson, littlecherb99@yahoo.com ; Oxnard outreach meeting	Wants improved frequency to reduce overcrowding.	No agency identified	This is not an Unmet Transit Need.	
136a	Karyn Bates; the Client Network; tapdancer805@yahoo.com ; 746-3106; Oxnard outreach meeting	Wants the bus shelter at the Ventura Pacific View Mall modified to provide shelter from rain (outreach meeting was held on a rainy day)	City of Ventura	This is not an Unmet Transit need. It is an amenity.	Refer to the City of Ventura
136B	Moorpark outreach meeting	Wants a countywide transit district and countywide transit sales tax.	NA	This is not an Unmet Transit need.	
137a	Amy Aguler, ASSERT/BRU; Oxnard outreach meeting	Wants later transit service to the Oxnard "Collection" at RiverPark for worker who finish work after 9 pm.	GCT/Oxnard	SEE COMMENT 1b.	
137b		Wants a bus shelter/ bench at housing at RiverPark.	City of Oxnard	This is not an Unmet Transit need. It is an amenity.	Refer to the City of Oxnard.
138	Sue Fitzgerald, Moorpark outreach meeting	Wants direct Moorpark Dial-a-ride service for ADA and seniors to either/or the Hospital in Thousand Oaks or Simi Valley.	City of Moorpark	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.	Referred to the City Moorpark and ADA Intercity Committee

				<u>Equity</u> The proposed service will require a subsidy generally equivalent to other similar services.	
139a	Maria Leones and Carmen Rodriques; Moorpark outreach meeting	Wants a safer ADA transfer point in Simi Valley.	City of Simi Valley, City of Moorpark, and City Thousand Oaks.	This is not an Unmet Transit need.	Refer to the City of Simi Valley, Moorpark, and Thousand Oaks
139b		Wants Moorpark to operate DAR until 10 pm.	City of Moorpark	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	Moorpark report back to VCTC on possible demonstration of extended hours of transit service.
139c		Wants Saturday Metrolink service from Moorpark to Union Station.	Metrolink	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to	

				maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> The proposed service will require a subsidy generally equivalent to other similar services.	
139d		Wants Simi Valley to expand their service.	City of Simi Valley	This is not an Unmet Transit Need.	
139e		Wants direct Moorpark DAR service for to the Hospital and medical offices in Thousand Oaks and Simi Valley.	City of Simi Valley, City of Moorpark, and City Thousand Oaks.	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <u>Equity</u> - The proposed service will require a subsidy generally equivalent to other similar services.	
140	Gary Cushing; Moorpark outreach meeting	Wants transit service for College students between Oxnard, Ventura, and Moorpark Colleges.	No agency identified VISTA/GCT?	This is not an Unmet Transit Need. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Performance</u> - The estimated number of passengers to be carried will be in the range of other similar services. - The proposed service would not unduly affect the operator's ability to maintain the required passenger	

				fare ratio for its system as a whole. <u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services. GCT provides service between Oxnard and Ventura Colleges, VISTA provides service between Moorpark College and Oxnard and Ventura Colleges. Both services require 1 or more transfers.	
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Item #7

May 9, 2013

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

SUBJECT: APPROVE FISCAL YEAR 2013/14 PROGRAM OF PROJECTS

RECOMMENDATION:

- Recommend Commission approve the Program of Projects (POP) for federal transit operating, planning and capital assistance for FY 2013/14.

BACKGROUND:

The Federal Transit Administration (FTA) requires that the public be provided an opportunity to review transit projects proposed to be funded with federal dollars. As the designated recipient of federal transit funds, the VCTC is required to hold a public hearing and adopt a POP which lists projects to be funded with federal funds in each urban area of Ventura County. Since 2003, VCTC has prepared the POP using separate programs for the Oxnard/Ventura, Thousand Oaks/Moorpark, and Camarillo urbanized areas, as defined by the U.S. Census Bureau. Later, VCTC also began to prepare the POP for Simi Valley based on a decision by Caltrans to delegate to VCTC the Designated Recipient status for Simi Valley.

In early summer of each year VCTC approves a draft POP which can be used as the basis for a TIP amendment to incorporate the projects into the TIP. The Final POP, to be adopted in September, could incorporate changes based on adopted transit operator budgets, or other updated funding figures. One particularly likely change to the final POP could be the Metrolink budget, for which staff has not yet received a final draft. The current Metrolink POP funding is based on the placeholder numbers assumed in VCTC's draft budget, including Section 5337 capital funds approved by the Commission to replace State Transportation Improvement Program (\$1.5 million) and Proposition 1B (\$2 million) funds for rehabilitation.

At the last Committee meeting, tables were provided showing the calculation of estimated revenues and expenses for the four urbanized areas. The transit operators then provided proposed programs based on the amounts of funds shown in the tables as being available for each operator. As of this writing the POP was not yet complete, but will be provided to TRANSCOM under separate cover prior to the meeting.

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Item #8

May 9, 2013

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: PETER DE HAAN, PROGRAMMING DIRECTOR

**SUBJECT: MOBILITY MANAGEMENT PARTNERS, INC. GRANT REQUEST FOR THE
COUNTYWIDE MOBILITY PROJECT**

RECOMMENDATION:

- Consider a recommendation to the Commission regarding the Mobility Management Partners, Inc., grant request for the Countywide Mobility Project.

BACKGROUND:

At the March, 2013 Mike Culver, MMP Director of Operations presented the Countywide Mobility Project proposed for funding in the recent JARC/New Freedom call for projects. The Committee had certain questions and requested that the item be placed again on a future agenda. At this time Mr. Culver will provide responses to the Committee's questions.

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Item #9

May 9, 2013

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: STEPHANIE YOUNG, PROGRAM ANALYST

**SUBJECT: PROPOSITION 1B PUBLIC TRANSPORTATION MODERNIZATION IMPROVEMENT
AND SERVICE ENHANCEMENT ACCOUNT (PTMISEA) PROJECTS**

RECOMMENDATION:

- Recommend that the Commission approve \$2,560,000 in PTMISEA funds for the Gold Coast Transit Facility, replacement Dial-A-Ride vans for Thousand Oaks, and the Metrolink Sealed Corridor project.

BACKGROUND:

Proposition 1B, approved by the voters in 2006, includes \$3.6 billion statewide for transit capital projects, to be distributed to transit operators and regional agencies by formula. VCTC's total apportionment is approximately \$39,645,000. The VCTC Transit Investment Study developed a list of recommended transit capital projects to be funded by Proposition 1B, as well as project selection criteria to be used if additional unanticipated funds become available. Much of this list was funded with the help of federal stimulus funds for transit, leaving an unprogrammed balance of approximately \$29,081,000. The Transit Investment Study included a policy that two-thirds of PTMISEA funds go to bus projects and one-third goes to rail projects.

At the October 5, 2012 meeting, the Commission approved \$2,374,000 of bus replacement projects and \$867,000 of rail projects for PTMISEA funding. The Commission also approved reserving \$13,890,000 for future bus replacement projects and the construction phase of the Gold Coast Transit facility. These reserve projects are shown in Attachment A.

DISCUSSION:

On April 24, 2013, local agencies informed staff about which projects on the reserve list would be ready to start within the next 18 months. These projects, which are recommended for funding, are:

- \$1,610,000 of the \$7,220,000 reserved for the new Gold Coast Transit Facility and,
- \$800,000 for replacement Dial-a-Ride vans in Thousand Oaks.

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As discussed in the previous item, Metrolink applied to VCTC for \$709,972 in Proposition 1B Transit Security funds for continuation of its Sealed Corridor Project. This project would improve safety at grade crossings in Simi Valley and is a high priority for Ventura County. Since VCTC received requests that exceeded the \$720,944 of Proposition 1B Transit Security funds available, staff recommends that the Metrolink Sealed Corridor Project receive \$150,000 of PTMISEA funds instead of Transit Security funds. There would still be \$11,800,000 of unreserved PTMISEA remaining after funding this project.

PTMISEA Bus Replacements

Agency	Amount	Description
Gold Coast	\$7,220,000	New administration, maintenance, and operations facility
Gold Coast	\$2,630,000	24 replacement paratransit vehicles
Santa Paula	\$140,000	Two Class C 16 passenger plus 2 wheelchair ADA accessible cutaway style transit buses
Santa Paula	\$300,000	Two medium duty buses for bi-directional circulator service.
Simi Valley	\$2,200,000	Four replacement CNG transit buses.
Simi Valley	\$600,000	Six CNG paratransit replacement vans
T.O.	\$800,000	Replacement DAR vehicles
TOTAL	\$13,890,000	

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Item #10

May 9, 2013

MEMO TO: TRANSIT OPERATORS COMMITTEE

FROM: STEPHANIE YOUNG, PROGRAM ANALYST

SUBJECT: APPROVE FISCAL YEAR (FY) 2012/13 PROPOSITION 1B TRANSIT SECURITY PROJECTS

RECOMMENDATION

- Recommend the Commission approve the project list shown in Attachment A for \$720,944 in Proposition 1B Transit Safety and Security projects.

BACKGROUND

The State has appropriated \$60 million in Proposition 1B Transit Safety, Security & Disaster Response bond funds for FY 2012/13. These Transit Security funds are distributed by formula to regional transportation agencies and transit operators. Based on the formula the Ventura County Transportation Commission (VCTC) can receive \$709,972, which is available for eligible transit capital projects within Ventura County, subject to available bond financing. In addition, \$10,972 was carried over from FY 2011/12. Thus, the total available for projects in this cycle is \$720,944.

DISCUSSION

At the March 14, 2013 meeting, the Commission approved the schedule to receive proposals from agencies for Transit Security projects by April 5, 2013. Staff received project nominations for a total of \$1,659,972. The attached table shows the amount requested for each project and the projects that staff is recommending for funding. Bus security cameras were given priority since they are a basic security and safety measure that most transit operators in the county already have. VCTC staff worked with the City of Thousand Oaks staff to prioritize funding levels on the Thousand Oaks projects so that all bus project proposals could receive some funding. Though most of the project proposals are eligible for Transit Security funding, the eligibility of the Ventura County Area Agency on Aging Wheelchair Strap project must be determined by Cal EMA staff when applications are submitted. If this project is not found eligible, the resulting balance will be programmed to the VISTA project so that it can be fully funded.

Per the Proposition 1B guidelines, projects cannot proceed until Cal EMA confirms that bond funds are available and approves the grants. After Commission approval and submittal of applications, each transit operator receives the funds directly from the state.

The only project that is not recommended for Transit Security funding is the Metrolink Sealed Corridor Program Expansion. This project is a regional priority that increases the safety of trains, passengers, motorists, and pedestrians at grade crossings. It includes median separators or raised islands, new signs

and pavement markings, signal systems, signal preemption, locked gates and fencing, and grade separations or closings of crossings. The requested funding would be used on grade crossings in Simi Valley. Since there is not enough Transit Security funding for this project in addition to the bus projects that have been nominated, staff is recommending that this project receive \$150,000 of Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) funds instead of Transit Security funds. Based on discussion with SCRRA staff, it appears that \$150,000 is the minimum amount needed to allow the currently underway Sealed Corridor Project to proceed to completion. This issue is further discussed in the PTMISEA item in this agenda.

Proposition 1B Transit Safety and Security Projects

Sponsor	Project	Description	Request	Recommendation
VISTA	Bus Security Camera	Install five or six cameras per bus for 30 buses	\$ 475,000	\$ 470,944
T.O.	Bus Security Camera Replacements	Replace and upgrade cameras and recording devices on 7 transit buses.	\$ 70,000	\$ 70,000
T.O.	Digital Radio Communication System	Install digital radio communication system for vehicles and three transit support facility sites	\$ 250,000	\$ 70,000
T.O.	Security Camera System Archive Storage Upgrade	Upgrade the security camera chronological history storage capacity at the Transportation Center	\$ 60,000	\$ 60,000
T.O.	Fiber Optic Connection	Connect Transportation Center to the City's secure fiber-optic I-net for secure data transfer and to improve the facility's capabilities in the event of an emergency.	\$ 85,000	\$ 40,000
Area Agency on Aging	Wheelchair Safety Straps	Purchase wheelchair straps to distribute to clients for use on transit.	\$ 10,000	\$ 10,000
Metrolink	Sealed Corridor Program Expansion	Grade crossing improvements and ROW fencing and swing gates in Simi Valley	\$ 709,972	\$ -
TOTAL			\$ 1,659,972	\$ 720,944



Item #11

May 9, 2013

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

RECOMMENDATION:

- Receive report.

BACKGROUND:

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