Appendices

Appendix I.

Regional Advisory Group Participants

Participant	***Organization***
Hamid Bahadori	Auto Club - Public Policy and Programs
Bill Burrato	VCEDA
Cathy Brudnicki	VC Homeless and Housing Coalition
Ben Cacatian	VC Air Pollution Control District
Julie Chase McCaslin	Tenby, Inc.; Chase Production Co.
Mitch Crespi	Courtyard by Marriott, Camarillo
Harold Edwards	Limoneira
Paul Felix	League of United Latin American Citizens
Gene Fisher	RDP-21
Jim Hensley	League of United Latin American Citizens
Lynn Jacobs	Statewide issues expert
Alan Jaeger	Center for Asymmetric Warfare
Victoria Jump	Area Council on Aging, County of Ventura
Bill Kiefer	NAI Capital Commercial Real Estate
Hank Lacayo	El Concilio del Condado de Ventura
Helen LaMonte	League of Women Voters
Steve Lattimore	League of Women Voters
Sean Leonard	Construction project manager
Nancy Lindholm	Federated Chambers of Commerce
John Meehan	Camarillo Premium Outlets
Marty Melvin	VCRCD
Maricela Morales	CAUSE
Shane Morger	Bunnin
Rachel Morris	VCCool
Pat Murray	League of Women Voters

Participant	***Organization***
Doug Nelson	Architect and Rancher
E.J. Remson	The Nature Conservancy
Mark Roling	Camarillo Premium Outlets
Kay Runnion	VCCA Realtors
Mark Sellers	Jackson DeMarco
Dave Smith	United Way of Ventura County
Nancy Stehle	Ventura County Civic Alliance
Bruce Stenslie	EDC-VC
Drew Story	Ventura Bicycle Union
*Doug Tapking	Ventura County Housing Authority
Nancy Tillie	Cabrillo EDC
Lily Verdone	The Nature Conservancy
Mike Villegas	VC Air Pollution Control District
Susan White	Area Council on Aging, County of Ventura
Cameron Yee	CAUSE

Appendix II.

Business Survey Summary of Results

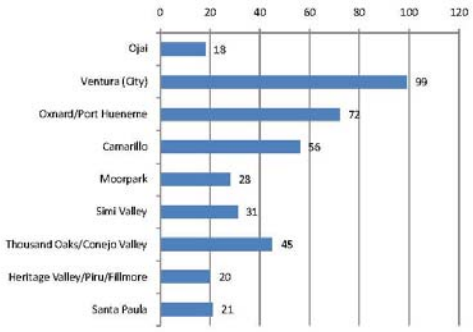
Ventura County Transportation Commission Business Survey
Summary of Results

The Ventura County Transportation Commission's Business Survey was conducted in support of the agency's Comprehensive Transportation Plan. It was part of an extensive outreach effort designed to identify transportation priorities and projects for the county's future.

The 10-minute survey was made available via physical copies as well as online. A total of 236 valid surveys were received across the 3½-month period between October 2010 and February 2011. The majority of respondents (156) chose to complete the survey online, though 80 responded using the paper survey.

Q1. Where is the primary location of your business in Ventura County? (If multiple, check all that apply.)

The most responses cited the *city of Ventura* (99), followed by *Oxnard/Port Hueneme* (72), *Camarillo* (56), and *Thousand Oaks/Conejo Valley* (45). All locations listed were cited by a minimum of 18 respondents.



1

Q2. From your business' perspective, what are the top three transportation issues to focus on in Ventura County? (Rank your top three issues using numerals 1, 2, and 3.)

The following two statements were ranked most frequently as the number one transportation issue:

- *Ability of our customers to get to our business* (69)
- *Ability of our employees to get to work due to traffic congestion* (59)

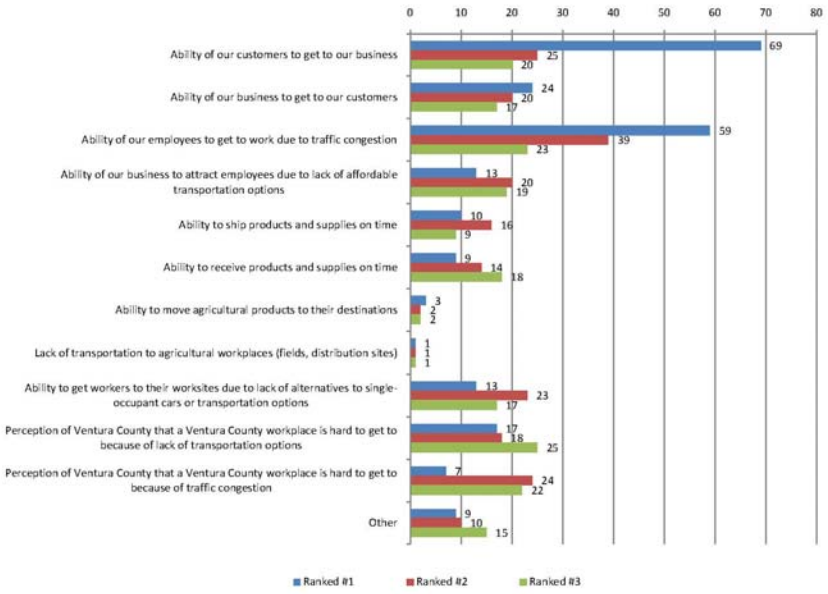
The following five statements were ranked most frequently as the number two transportation issue:

- *Ability of our employees to get to work due to traffic congestion* (39)
- *Ability of our customers to get to our business* (25)
- *Perception of Ventura County that a Ventura County workplace is hard to get to because of traffic congestion* (24)
- *Ability to get workers to their worksites due to lack of alternatives to single-occupant cars or transportation options* (23)
- *Ability of our business to attract employees due to lack of affordable transportation options* (20)

The following eight statements were ranked most frequently as the number three transportation issue:

- *Perception of Ventura County that a Ventura County workplace is hard to get to because of lack of transportation options* (25)
- *Ability of our employees to get to work due to traffic congestion* (23)
- *Perception of Ventura County that a Ventura County workplace is hard to get to because of traffic congestion* (22)
- *Ability of our customers to get to our business* (20)
- *Ability of our business to attract employees due to lack of affordable transportation options* (19)
- *Ability to receive products and supplies on time* (18)
- *Ability of our business to get to our customers* (17)
- *Ability to get workers to their worksites due to lack of alternatives to single-occupant cars or transportation options* (17)

Choices selected the fewest number of times related to agriculture: *Lack of transportation to agricultural workplaces* and *ability to move agricultural products to their destinations.*


0
10
20
30
40
50
60
70
80
Ability of our customers to get to our business
69
25
20
Ability of our business to get to our customers
24
20
17
Ability of our employees to get to work due to traffic congestion
59
39
23
Ability of our business to attract employees due to lack of affordable transportation options
13
20
19
Ability to ship products and supplies on time
10
16
9
Ability to receive products and supplies on time
9
14
18
Ability to move agricultural products to their destinations
3
2
2
Lack of transportation to agricultural workplaces (fields, distribution sites)
1
1
1
Ability to get workers to their worksites due to lack of alternatives to single-occupant cars or transportation options
13
23
17
Perception of Ventura County that a Ventura County workplace is hard to get to because of lack of transportation options
17
18
25
Perception of Ventura County that a Ventura County workplace is hard to get to because of traffic congestion
7
24
22
Other
9
10
15
Ranked #1
Ranked #2
Ranked #3

3

3. From your business' perspective, what are the top three solutions to resolving the transportation issues you raised in Question 2? (Rank your top three solutions using numerals 1, 2, and 3.)

The following four statements were ranked most frequently as the number one solution to the transportation issues identified in Question 2:

- *Develop long-range plans to identify new transportation solutions* (58)
- *Maintain local roads and streets/potholes* (36)
- *Widen local roadways* (30)
- *Add more bus service* (27)

The following four statements were ranked most frequently as the number two transportation issue:

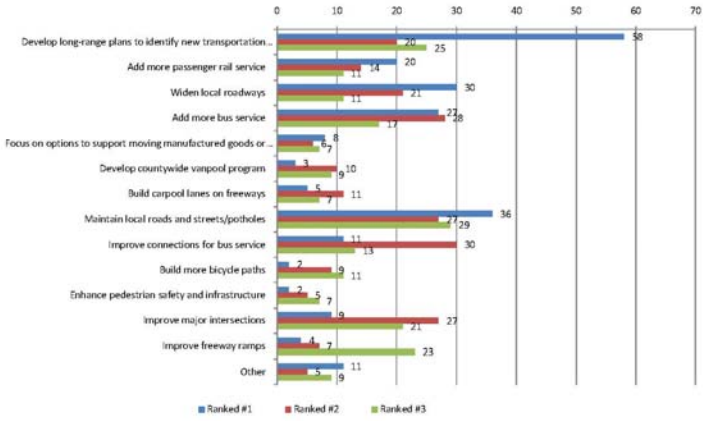
- *Improve connections for bus service* (30)
- *Add more bus services* (28)
- *Maintain local roads and streets/potholes* (27)
- *Improve major intersections* (27)

The following four statements were ranked most frequently as the number three transportation issue:

- *Maintain local roads and streets/potholes* (29)
- *Develop long-range plans to identify new transportation solutions* (25)
- *Improve freeway ramps* (23)
- *Improve major intersections* (21)

Bicycle and pedestrian concerns and development of a countywide vanpool program were cited least as top-ranked solutions. However, both responses were cited more frequently as second or third choices.

Maintain local roads and streets/potholes was in the top three responses for each ranking.


0
10
20
30
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50
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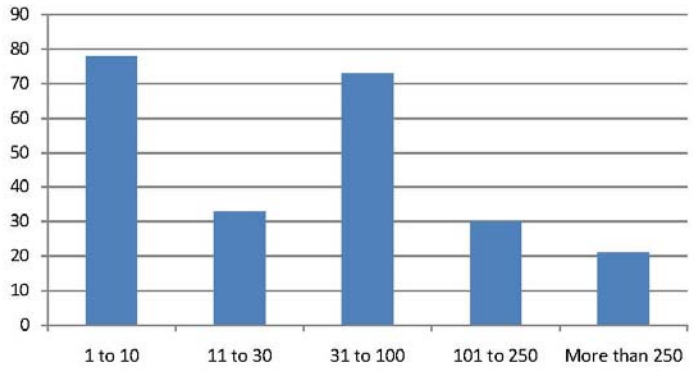
70
Develop long-range plans to identify new transportation ...
58
20
25
Add more passenger rail service
20
14
11
Widen local roadways
30
21
11
Add more bus service
27
28
17
Focus on options to support moving manufactured goods or ...
8
6
7
Develop countywide vanpool program
3
10
9
Build carpool lanes on freeways
5
7
11
Maintain local roads and streets/potholes
36
27
29
Improve connections for bus service
11
13
30
Build more bicycle paths
2
9
11
Enhance pedestrian safety and infrastructure
2
5
7
Improve major intersections
9
27
21
Improve freeway ramps
4
7
23
Other
11
5
9
Ranked #1
Ranked #2
Ranked #3

5

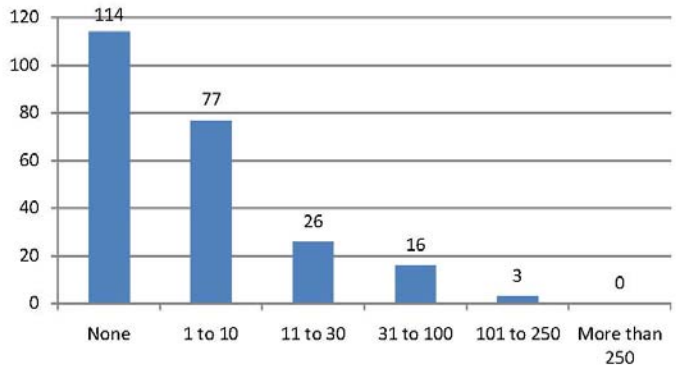
Q4. How many people are employed by your business in Ventura County?

Respondents were chiefly small (1 to 10 employees) and mid-size (31 to 100 employees) businesses. Less than one-quarter of all respondents indicated having more than 100 employees. Nearly half cited having 30 employees or less.



Q5. Approximately how many of your employees live outside of Ventura County?

Nearly half of all respondents reported that *none* of their employees live outside of Ventura County. Less than ten percent said that more than 30 of their employees live outside the county.



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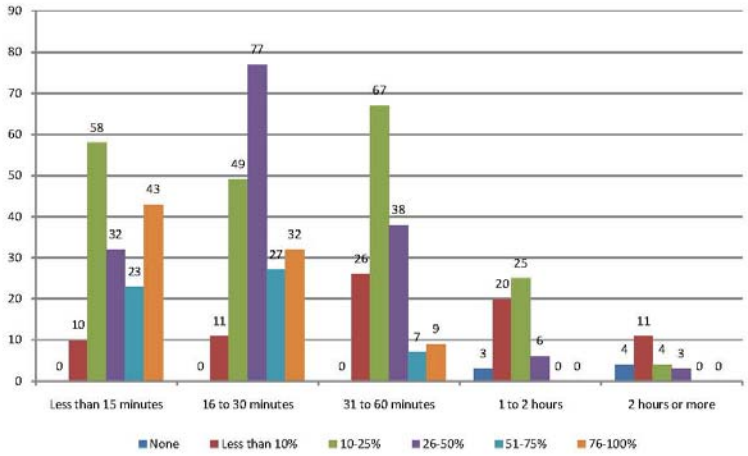
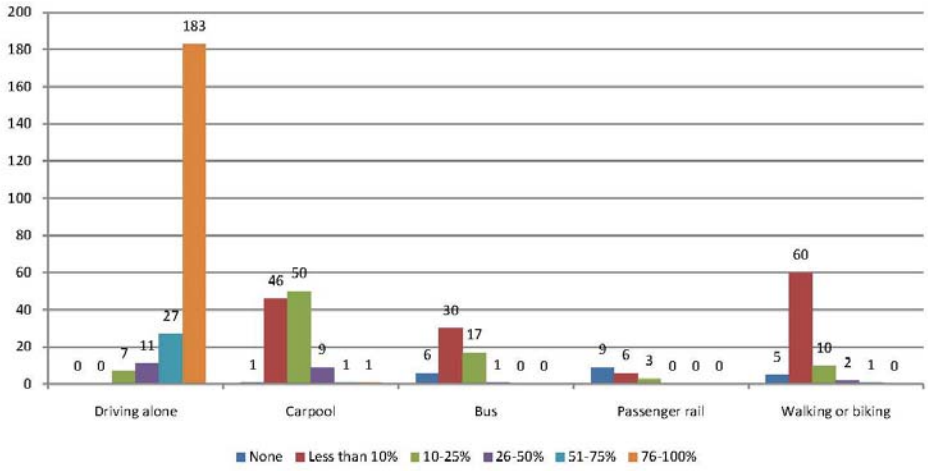
Q6. To the best of your knowledge, indicate the percentage of your employees whose commute to work is: (total must add to 100%.)

The largest single response indicated 26 to 50 percent of employees have a commute time of *16 to 30 minutes*. The second largest indicated that 10 to 25 percent of employees have a commute time of *31 to 60 minutes*. Few businesses cited having significant numbers of employees with a commute time of *two hours or more*, though three respondents did indicate that 26 to 50 percent of employees reflect such a commute time.



Q7. To the best of your knowledge, indicate the percentage of your employees who commute to work by: (total must add to 100%.)

The vast majority of respondents (183) indicated 76 to 100 percent of their employees commute by *driving alone*. Fifty respondents said that 10 to 25 percent of employees carpool, while another 46 said 10 to 25 percent of their workforce does so. Thirty respondents said less than ten percent commute by *bus*, while only seven cited the same for 10 to 25 percent of employees. One respondent said 51 to 75 percent of employees commute by *walking or biking;* sixty respondents said less than ten percent walk or bike to work. Relatively few employees commute by *passenger rail*.



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Q8. To the best of your knowledge, rank the top three most important routes for your employees' commute. (Rank your top three routes using numerals 1, 2, and 3.)

The following routes were ranked most frequently as the number one most important routes for employee commutes:

- *Highway 101 within Ventura County* (82)
- *Major local roads* (75)

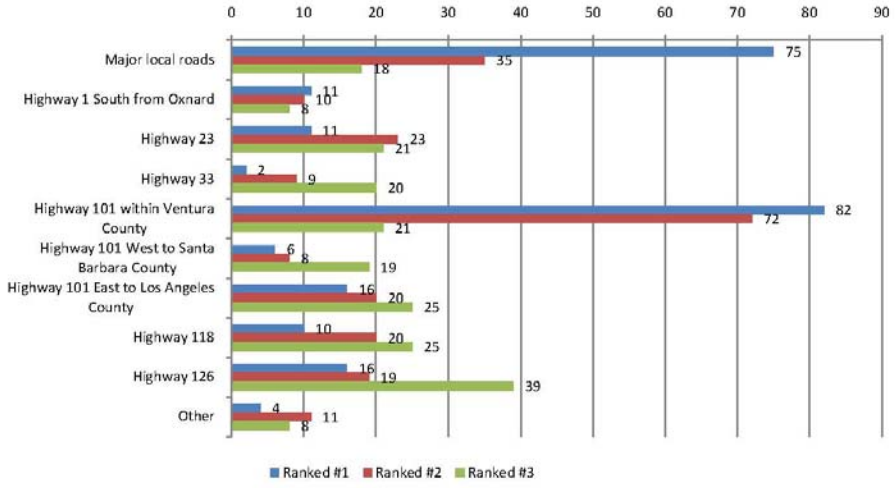
The following routes were ranked most frequently as the second-most important routes for employee commutes:

- *Highway 101 within Ventura County* (72)
- *Major local roads* (35)

The following routes were ranked most frequently as the third-most important routes for employee commutes:

- *Highway 126* (39)
- *Highway 101 East to Los Angeles County* (25)
- *Highway 118* (25)

Highway 101 within Ventura County and *major local roads* appear to be the primary commute routes for the largest portion of employees represented in this survey.



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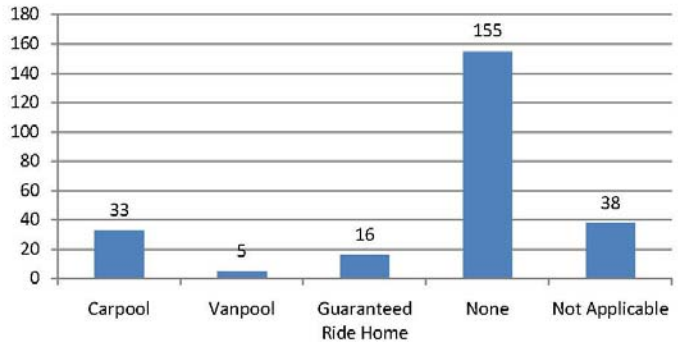
Q9. Within the last year, has your business provided or helped your employees use any of the following Rideshare services? (Mark all that apply.)

The majority of respondents (nearly 80 percent) have not provided any Rideshare services to employees or indicated the provision of Rideshare services was *not applicable* to their business. Of those providing such services, *carpool* was the most frequently cited, representing slightly more than 13 percent of total responses.

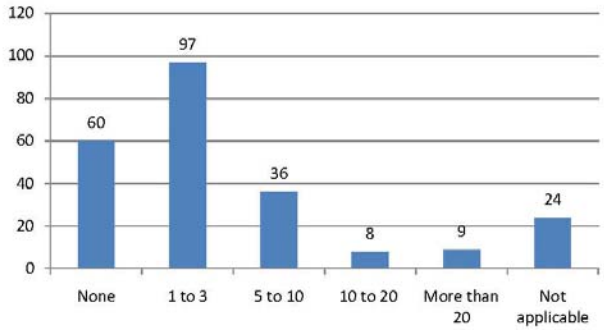


Note: The "not applicable" response was available on the online version only.

10

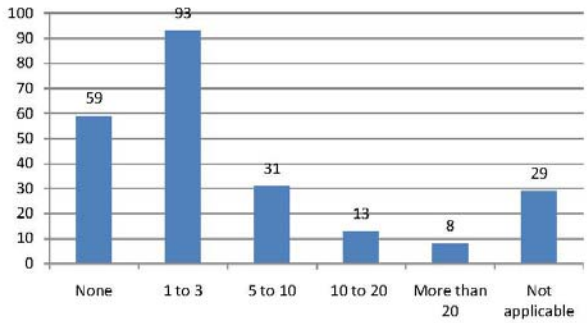
Q10. On average, approximately how many times per month do transportation issues in Ventura County (i.e., traffic gridlock, accidents) cause significant problems for your business' ability to access your customers?

Most respondents reported transportation issues as having a modest effect on their company's ability to access customers. However, more than seven percent cited a significant impact, indicating they experience transportation issues ten or more times per month.



Q11. On average, approximately how many times per month do transportation issues in Ventura County (i.e., traffic gridlock, accidents) cause significant problems for your customers' ability to access your business?

Most respondents reported transportation issues as having a modest effect on customers' ability to access their business. However, nine percent cited a significant impact, indicating they experience transportation issues ten or more times per month.



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Q12. To the best of your knowledge, rank the top three most important routes for your connecting your business to your customers. (Rank your top three routes using numerals 1, 2, and 3.)

The following routes were ranked most frequently as the number one most important routes for connecting businesses to customers:

- *Highway 101 within Ventura County* (69)
- *Major local roads* (68)

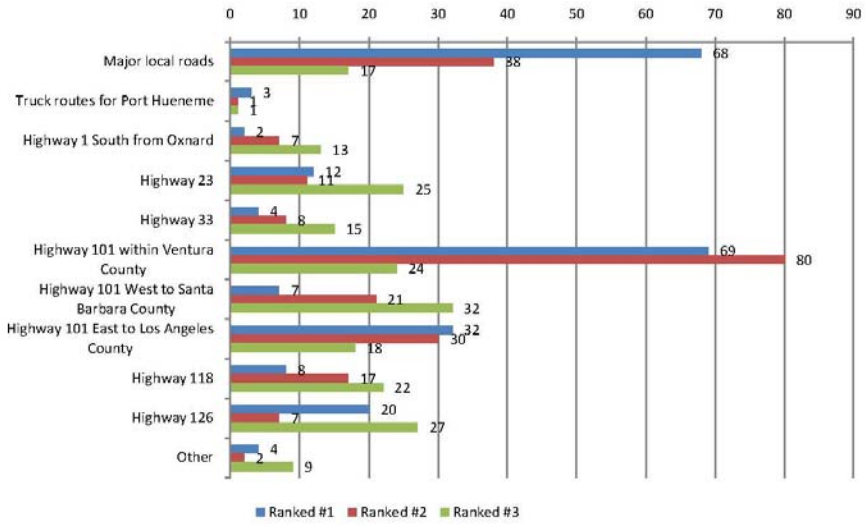
The following routes were ranked most frequently as the second-most important routes for connecting businesses to customers:

- *Highway 101 within Ventura County* (80)
- *Major local roads* (38)

The following routes were ranked most frequently as the third-most important routes for connecting businesses to customers:

- *Highway 101 West to Santa Barbara County* (32)
- *Highway 126* (27)

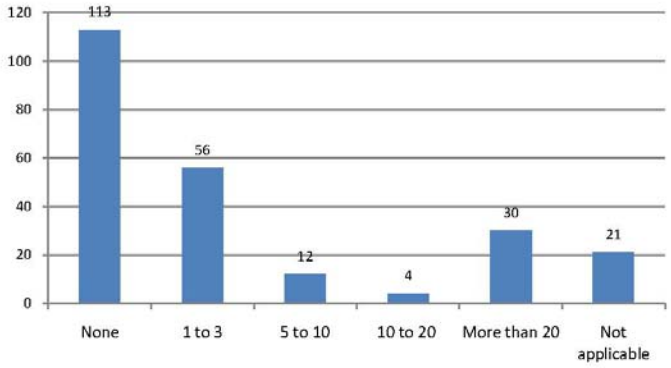
As with employee travel, *Highway 101 within Ventura County* and *major local roads* appear to be the most important routes for connecting businesses to customers for the greatest number of employees represented in this survey.



12

Q13. On average, approximately how many times per month do transportation issues in Ventura County (i.e., traffic gridlock, accidents) cause significant problems for your business' ability to ship or receive products and supplies?

Most respondents reported transportation issues as having a modest effect on their ability to ship or receive products and supplies. However, more than 14 percent cited a significant impact, indicating they experience transportation issues ten or more times per month.



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Q14. To the best of your knowledge, rank the top three most important routes for your business' ability to ship or receive products and supplies. (Rank your top three routes using numerals 1, 2, and 3.)

The following routes were ranked most frequently as the number one most important routes for a business' ability to ship or receive products and supplies:

- *Highway 101 within Ventura County* (57)
- *Major local roads* (48)

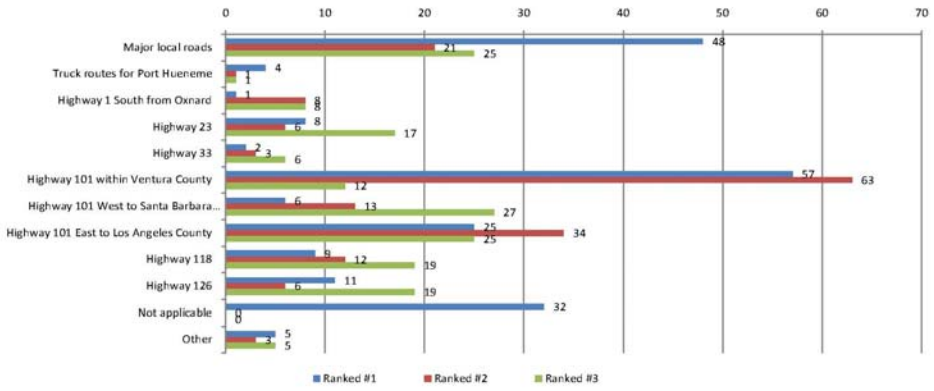
The following routes were ranked most frequently as the second-most important routes for connecting businesses to customers:

- *Highway 101 within Ventura County* (63)
- *Highway 101 East to Los Angeles County* (34)

The following routes were ranked most frequently as the third-most important routes for connecting businesses to customers:

- *Highway 101 West to Santa Barbara County* (27)
- *Major local roads* (25)
- *Highway 101 East to Los Angeles County* (25)

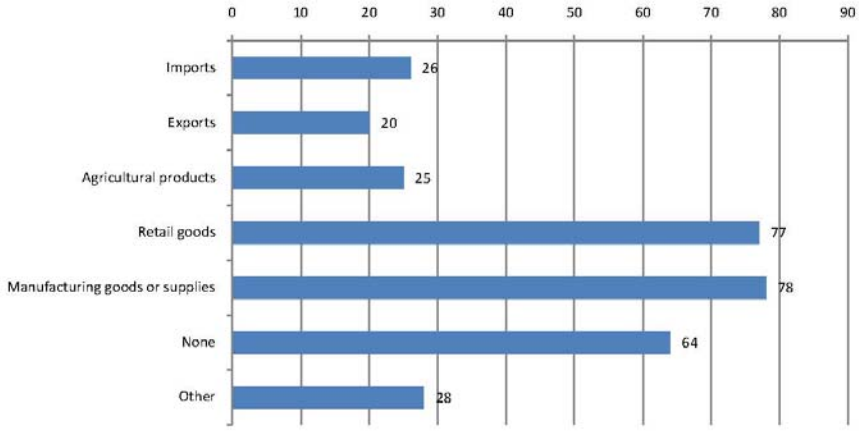
Highway 101 is, to a large number of respondents, a key route for shipping products and receiving supplies.


0
10
20
30
40
50
60
70
Major local roads
48
21
25
Truck routes for Port Hueneme
4
1
1
Highway 1 South from Oxnard
1
8
8
Highway 23
8
6
17
Highway 33
2
3
6
Highway 101 within Ventura County
57
63
12
Highway 101 West to Santa Barbara...
6
13
27
Highway 101 East to Los Angeles County
25
25
34
Highway 118
9
12
19
Highway 126
11
6
19
Not applicable
32
0
0
Other
5
3
5
Ranked #1
Ranked #2
Ranked #3

15

Q15. What types of good movement are important to your business in Ventura County? (Check all that apply.)

The most important types of goods movement among respondents are *retail goods* and *manufacturing goods or supplies* (each garnered 24 percent of all responses). However, 20 percent of respondents indicated goods movement is not important to their businesses. *Exports* are the least important, represented by just six percent of responses.



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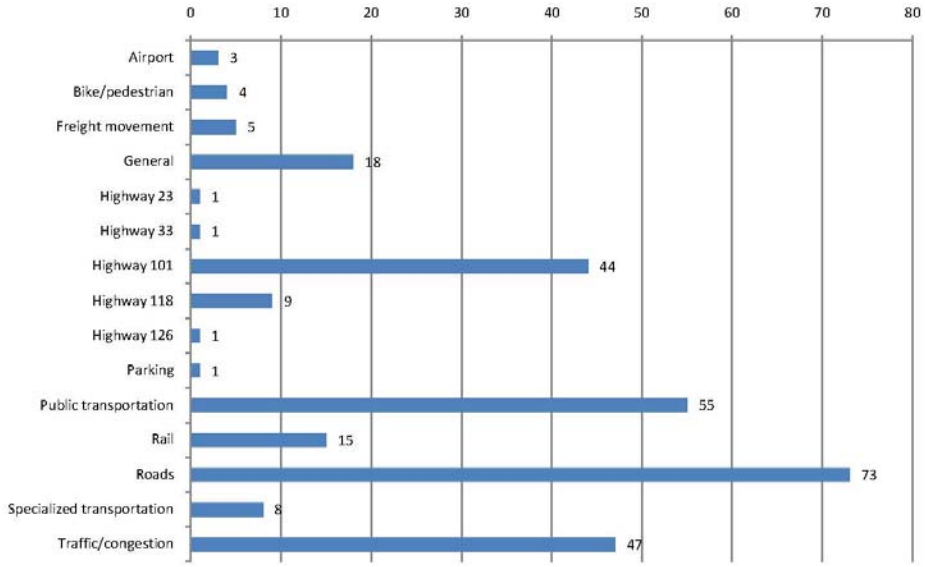
Q16. Overall, what single improvement to the County's transportation system would have the biggest positive impact on your business? (Maximum 25 words.)

Question 16 was an open-ended question in which respondents were invited to add their comments or suggestions as the most important transportation improvement. Responses were reviewed and broken down into categories, which are reflected in the chart below. Some responses could be assigned multiple categories, which is why the number of responses is greater than the number of respondents.

Roads was the most-cited improvement; this category primarily included suggestions regarding infrastructure improvements and road conditions. *Public transportation*, which focused largely on bus service, was the second most-cited improvement. *Traffic/congestion* (47 responses) and *Highway 101* (44 responses) were the next most frequently cited improvements.



Some selected responses:

- Better cooperation between Ventura County & Santa Barbara County so 101 can be more user-friendly in moving from one county to another.
- Better freeway flow, especially in the afternoon; big problems at Moorpark Rd and from Camarillo to Santa Barbara.
- Camarillo has become a traffic nightmare...the ramps at Santa Rosa & Las Posas are new but are creating flow problems...traffic enters from both sides of the ramp in both the N and S

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directions. This creates a terrible backup. If we are going to use this design in Ventura County...you HAVE to put the traffic lights to control the flow onto the freeway.

- Carpool lanes would be awesome.
- Completion of the widening of the 118 freeway with consistent and sizable funding to local road projects.
- Encourage staggered start times for major companies, Amgen being the one in our area that causes total gridlock in Newbury Park/Thousand Oaks. We moved to a 7 am start time to get employees to work without getting caught in the 8 am 101 Southbound gridlock from Oxnard to Westlake.
- Finish Highway 101 projects. Widen Highway 101 Carpinteria to Santa Barbara.
- Fix the roads of potholes and align the 118 to Donlon Rd.
- Friday, Saturday, and Sunday evening bus service for the local merchants that are open here in Fillmore, the theater and restaurants.
- Get the port working for imports and exports so we don't have to go through L.A.
- Improving public transportation alternatives for low-income working people to get to work in Ventura, SB, Oxnard, and surrounding cities. Improving the connectivity of these services between cities and within the cities themselves after making the larger commute.
- I have been in business for 5 years and have no complaints. Understanding traffic patterns allows us to adjust our routing around certain hours. Accidents are an issue but not one you can address. Our biggest nightmare is having to go through the scales every time we drive by - allowing us to pay a fee for a pass on scales would be a huge benefit.
- Improve the 101 freeway - widen, add carpool lanes, fix on-ramps along Thousand Oaks, fix 101/23 interchange, widen throughout Camarillo/Oxnard.
- Improve traffic flow adding more/better right turn, turnout lanes, and better traffic control for pedestrians and bikes.
- Improving all of our roads and streets - in Ventura County and Santa Barbara County. I have ruined several sets of wheels on potholes and rough surfaces.
- Improvement of public transportation through greater access through changes in bus routes and schedules and improved intercity bus/rail connections.
- Maintenance of deteriorating local roads, and improvement to 118 corridor, especially through the Somis choke point.
- Make it possible for employees and clients to get from their homes to here via bus or train routes. You can't get from here to "there" at all without a car.
- Mostly bus schedules. Quite a few of my employees rely on public transportation. I think more of them would use it if it was more reliable.
- Neighboring jurisdictions should work together to improve full road lengths, as opposed to just local sections. E.g.- Harbor Blvd from Oxnard/Hueneme to Ventura. County did a GREAT job improving the road, but the Oxnard & Ventura sides are still junky.
- Not working on ALL the roads at the SAME TIME. This makes moving around within the city difficult at best.

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- Plan for the future development of western Ventura County with a light rail plan to be implemented over the next 20 years.
- Re-routing of big rigs off roads...they use Los Angeles Ave. to avoid Conejo Grade.
- Regular, frequent, non transfer bus service i.e. up and down Victoria, up and down Gonzales, etc. My clients are often without cars or unable to drive and have to schedule appts around friends/family who can drive them.
- Transportation along the cost from Malibu to Ventura stopping at military bases and hotels and major attractions like harbors and beaches. Connections between various transportation modes like Amtrak and Metrolink with VISTA and airport shuttles.
- Van service designed to get patients without transportation to medical appointments.
- Vanpools that drop employees at their workplaces.
- We are a service business that goes out to see its customers. We need well-maintained roads with the capacity to handle the traffic flow, or with alternate transportation options for others, so that our roads are not as congested. We aren't able to utilize public transportation to see our clients, so we are solely dependent on the freeway/highway system.
- We don't fit your profile as a business that is constantly moving goods around. Smart transportation is my request (better signals, quality roads). All employees live close to office so we have no commuters. We even go home for lunch.
- We would like to hire more applicants that can't provide their own transportation and beyond the reach of current services.
- Widen streets and time/computerize traffic signals; change school start times, many schools and the college start at the same time causing huge problems.
- Widening the 101 to 3 lanes all the way to Santa Barbara; adding a fourth SB lane (exit only) on the 101 from Vineyard to Rose; adding a fourth NB lane from the Santa Clara River bridge to Victoria.

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Appendix III.

Community Survey Results (November 2010)

Q1.a How important are the following issues to you? (First Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Crime	433	34.2	35.5	35.5
	Economy	408	32.2	33.5	69.0
	Education	195	15.4	16.0	85.0
	Environmental issues	83	6.6	6.8	91.8
	Gas Prices	34	2.7	2.8	94.6
	Traffic congestion	66	5.2	5.4	100.0
	Total	1219	96.3	100.0	
Missing	System	47	3.7		
Total		1266	100.0		

Q1.b How important are the following issues to you? (Second Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Crime	218	17.2	18.4	18.4
	Economy	340	26.9	28.6	47.0
	Education	252	19.9	21.2	68.2
	Environmental issues	125	9.9	10.5	78.8
	Gas Prices	103	8.1	8.7	87.4
	Traffic congestion	149	11.8	12.6	100.0
	Total	1187	93.8	100.0	
Missing	System	79	6.2		
Total		1266	100.0		

Q1.c How important are the following issues to you? (Third Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Crime	215	17.0	18.3	18.3
	Economy	168	13.3	14.3	32.6
	Education	195	15.4	16.6	49.2
	Environmental issues	198	15.6	16.9	66.1
	Gas Prices	134	10.6	11.4	77.5
	Traffic congestion	264	20.9	22.5	100.0
	Total	1174	92.7	100.0	
Missing	System	92	7.3		
Total		1266	100.0		

Q2. Have you heard of the Ventura County Transportation Commission (VCTC)?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	698	55.1	57.7	57.7
	No	512	40.4	42.3	100.0
	Total	1210	95.6	100.0	
Missing	System	56	4.4		
Total		1266	100.0		

Q3.a What services provided or funded by VCTC are you aware of? (mark all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	VISTA Bus	808	63.8	74.9	74.9
	Metrolink	225	17.8	20.9	95.7
	Rideshare	13	1.0	1.2	96.9

	Traffic information	8	.6	.7	97.7
	GoVentura Smartcard	2	.2	.2	97.9
	Highway call boxes	23	1.8	2.1	100.0
	Total	1079	85.2	100.0	
Missing	System	187	14.8		
Total		1266	100.0		

Q3.b What services provided or funded by VCTC are you aware of?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Metrolink	613	48.4	68.6	68.6
	Rideshare	148	11.7	16.6	85.1
	Traffic information	37	2.9	4.1	89.3
	GoVentura Smartcard	24	1.9	2.7	91.9
	Highway call boxes	72	5.7	8.1	100.0
	Total	894	70.6	100.0	
Missing	System	372	29.4		
Total		1266	100.0		

Q3.c What services provided or funded by VCTC are you aware of?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Rideshare	303	23.9	48.6	48.6
	Traffic information	68	5.4	10.9	59.5
	GoVentura Smartcard	55	4.3	8.8	68.3
	Highway call boxes	198	15.6	31.7	100.0
	Total	624	49.3	100.0	
Missing	System	642	50.7		
Total		1266	100.0		

Q3.d What services provided or funded by VCTC are you aware of?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Traffic information	124	9.8	40.3	40.3
	GoVentura Smartcard	40	3.2	13.0	53.2
	Highway call boxes	144	11.4	46.8	100.0
	Total	308	24.3	100.0	
Missing	System	958	75.7		
Total		1266	100.0		

Q3.e What services provided or funded by VCTC are you aware of?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	GoVentura Smartcard	79	6.2	61.2	61.2
	Highway call boxes	50	3.9	38.8	100.0
	Total	129	10.2	100.0	
Missing	System	1137	89.8		
Total		1266	100.0		

Q3.f What services provided or funded by VCTC are you aware of?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Highway call boxes	70	5.5	100.0	100.0
Missing	System	1196	94.5		
Total		1266	100.0		

Q4. What is your overall impression of VCTC?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Favorable	441	34.8	36.6	36.6

	Unfavorable	62	4.9	5.1	41.7
	Neither/No opinion	703	55.5	58.3	100.0
	Total	1206	95.3	100.0	
Missing	System	60	4.7		
Total		1266	100.0		

Q5.a Rank-VCTC is a valuable part of our community.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	86	6.8	7.6	7.6
	2	56	4.4	4.9	12.5
	3	400	31.6	35.1	47.6
	4	226	17.9	19.8	67.4
	5	371	29.3	32.6	100.0
	Total	1139	90.0	100.0	
Missing	System	127	10.0		
Total		1266	100.0		

Q5.b Rank-VCTC help keep Ventura County moving.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	71	5.6	6.3	6.3
	2	99	7.8	8.7	15.0
	3	404	31.9	35.6	50.6
	4	278	22.0	24.5	75.1
	5	282	22.3	24.9	100.0
	Total	1134	89.6	100.0	
Missing	System	132	10.4		
Total		1266	100.0		

Q5.c Rank-VCTC plays a leadership role in developing Ventura County's transportation system.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	72	5.7	6.4	6.4
	2	87	6.9	7.7	14.2
	3	488	38.5	43.5	57.6
	4	238	18.8	21.2	78.8
	5	238	18.8	21.2	100.0
	Total	1123	88.7	100.0	
Missing	System	143	11.3		
Total		1266	100.0		

Q5.d Rank-VCTC is actively seeking solutions to our transportation and air quality issues.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	63	5.0	5.6	5.6
	2	105	8.3	9.4	15.0
	3	521	41.2	46.6	61.6
	4	241	19.0	21.5	83.1
	5	189	14.9	16.9	100.0
	Total	1119	88.4	100.0	
Missing	System	147	11.6		
Total		1266	100.0		

Q5.e Rank-VCTC is a public agency I trust.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	69	5.5	6.2	6.2
	2	86	6.8	7.7	13.9

	3	581	45.9	52.2	66.1
	4	204	16.1	18.3	84.5
	5	173	13.7	15.5	100.0
	Total	1113	87.9	100.0	
Missing	System	153	12.1		
Total		1266	100.0		

Q5.f Rank-VCTC makes good use of public funds.

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1	70	5.5	6.3	6.3
	2	104	8.2	9.3	15.6
	3	631	49.8	56.5	72.1
	4	174	13.7	15.6	87.7
	5	137	10.8	12.3	100.0
	Total	1116	88.2	100.0	
Missing	System	150	11.8		
Total		1266	100.0		

Q6.a In your opinion, what general transportation issues should VCTC focus on? (First Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Develop long-range plans to identify new transportation solutions	370	29.2	31.9	31.9
	Add more Metrolink rail service	106	8.4	9.1	41.0
	Widen local roadways	93	7.3	8.0	49.1
	Add more bus service	120	9.5	10.3	59.4
	Develop countywide vanpool program	25	2.0	2.2	61.6

	Build carpool lanes on freeways	42	3.3	3.6	65.2
	Local roads and streets/potholes	230	18.2	19.8	85.0
	Better connecting bus service	82	6.5	7.1	92.1
	Build more bicycle paths	66	5.2	5.7	97.8
	Other	26	2.1	2.2	100.0
	Total	1160	91.6	100.0	
Missing	System	106	8.4		
Total		1266	100.0		

Q6.b In your opinion, what general transportation issues should VCTC focus on? (Second Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Develop long-range plans to identify new transportation solutions	162	12.8	14.7	14.7
	Add more Metrolink rail service	150	11.8	13.6	28.3
	Widen local roadways	86	6.8	7.8	36.1
	Add more bus service	166	13.1	15.0	51.1
	Develop countywide vanpool program	49	3.9	4.4	55.5
	Build carpool lanes on freeways	93	7.3	8.4	63.9
	Local roads and streets/potholes	164	13.0	14.9	78.8
	Better connecting bus service	141	11.1	12.8	91.6
	Build more bicycle paths	73	5.8	6.6	98.2
	Other	20	1.6	1.8	100.0
	Total	1104	87.2	100.0	

Missing	System	162	12.8		
Total		1266	100.0		

Q6.c In your opinion, what general transportation issues should VCTC focus on? (Third Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Develop long-range plans to identify new transportation solutions	194	15.3	18.7	18.7
	Add more Metrolink rail service	120	9.5	11.5	30.2
	Widen local roadways	79	6.2	7.6	37.8
	Add more bus service	97	7.7	9.3	47.2
	Develop countywide vanpool program	55	4.3	5.3	52.5
	Build carpool lanes on freeways	70	5.5	6.7	59.2
	Local roads and streets/potholes	124	9.8	11.9	71.1
	Better connecting bus service	156	12.3	15.0	86.1
	Build more bicycle paths	106	8.4	10.2	96.3
	Other	38	3.0	3.7	100.0
	Total	1039	82.1	100.0	
Missing	System	227	17.9		
Total		1266	100.0		

Q6 other

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	1185	93.6	93.6	93.6
24 hour service	1	.1	.1	93.7

add carpool lane	1	.1	.1	93.8
air conditioner and heater	1	.1	.1	93.8
being on schedule/ on time	1	.1	.1	93.9
better handicap access	1	.1	.1	94.0
better metrolink connection	1	.1	.1	94.1
better upkeep	1	.1	.1	94.2
car/vanpool resource	1	.1	.1	94.2
commuter train	1	.1	.1	94.3
connect 126 and 118	1	.1	.1	94.4
coordinate with other communities	2	.2	.2	94.5
coordinate with other communties	4	.3	.3	94.9
develop round abouts	1	.1	.1	94.9
disband	1	.1	.1	95.0
dispatchers never answer phones	1	.1	.1	95.1
door to door service	3	.2	.2	95.3
easier info access	9	.7	.7	96.1
eliminate street corner transients	1	.1	.1	96.1
enforce highway laws	1	.1	.1	96.2
extend 118 to Ventura	2	.2	.2	96.4
extend service hours	1	.1	.1	96.4
freeway traffic resolution	2	.2	.2	96.6
improve onramps	3	.2	.2	96.8
later departures to UCSB	1	.1	.1	96.9
later hours	1	.1	.1	97.0
LAX service	2	.2	.2	97.2
less noise	1	.1	.1	97.2

	light rail	3	.2	.2	97.5
	lower cost	3	.2	.2	97.7
	make more rt turn lanes	1	.1	.1	97.8
	more efficient	5	.4	.4	98.2
	more rail period	1	.1	.1	98.3
	no more pavement	1	.1	.1	98.3
	purchase new buses	1	.1	.1	98.4
	rail service to SB	1	.1	.1	98.5
	raise gas tax for roads	1	.1	.1	98.6
	raise speed limits	1	.1	.1	98.7
	rapid transit	1	.1	.1	98.7
	safety	3	.2	.2	99.0
	sidewalks for bus stops	1	.1	.1	99.1
	smaller buses	2	.2	.2	99.2
	speed bumps on Channel Dr	1	.1	.1	99.3
	stop building new homes	4	.3	.3	99.6
	stop spending on useless programs	1	.1	.1	99.7
	TOD	1	.1	.1	99.8
	traffic light coordination	2	.2	.2	99.9
	truck bypass moorpark	1	.1	.1	100.0
	Total	1266	100.0	100.0	

Q7.a Have you seen or heard any advertising by VCTC? If so, where? (mark all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Newspaper	154	12.2	14.1	14.1
	Television	36	2.8	3.3	17.4
	Mail	24	1.9	2.2	19.7

	Radio	39	3.1	3.6	23.2
	Bus Shelter	44	3.5	4.0	27.3
	Magazine	2	.2	.2	27.5
	Outdoor advertising	8	.6	.7	28.2
	Onboard the bus	37	2.9	3.4	31.6
	Not aware of advertising	737	58.2	67.7	99.3
	Other	8	.6	.7	100.0
	Total	1089	86.0	100.0	
Missing	System	177	14.0		
Total		1266	100.0		

Q7.b Have you seen or heard any advertising by VCTC? If so, where?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Television	35	2.8	21.2	21.2
	Mail	26	2.1	15.8	37.0
	Radio	25	2.0	15.2	52.1
	Bus shelter	27	2.1	16.4	68.5
	Magazine	3	.2	1.8	70.3
	Outdoor advertising	17	1.3	10.3	80.6
	Onboard the bus	28	2.2	17.0	97.6
	Not aware of advertising	3	.2	1.8	99.4
	Other	1	.1	.6	100.0
	Total	165	13.0	100.0	
Missing	System	1101	87.0		
Total		1266	100.0		

Q7.c Have you seen or heard any advertising by VCTC? If so, where?

	Frequency	Percent	Valid Percent	Cumulative

					Percent
Valid	Mail	14	1.1	17.7	17.7
	Radio	8	.6	10.1	27.8
	Bus shelter	10	.8	12.7	40.5
	Magazine	8	.6	10.1	50.6
	Outdoor advertising	10	.8	12.7	63.3
	Onboard the bus	24	1.9	30.4	93.7
	Not aware of advertising	1	.1	1.3	94.9
	Other	4	.3	5.1	100.0
	Total	79	6.2	100.0	
Missing	System	1187	93.8		
Total		1266	100.0		

Q7.d Have you seen or heard any advertising by VCTC? If so, where?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Radio	10	.8	38.5	38.5
	Bus shelter	4	.3	15.4	53.8
	Magazine	1	.1	3.8	57.7
	Outdoor advertising	3	.2	11.5	69.2
	Onboard the bus	7	.6	26.9	96.2
	Other	1	.1	3.8	100.0
	Total	26	2.1	100.0	
Missing	System	1240	97.9		
Total		1266	100.0		

Q7.e Have you seen or heard any advertising by VCTC? If so, where?

	Frequency	Percent	Valid Percent	Cumulative Percent

Valid	Bus shelter	3	.2	27.3	27.3
	Magazine	3	.2	27.3	54.5
	Outdoor advertising	1	.1	9.1	63.6
	Onboard the bus	3	.2	27.3	90.9
	Not aware of advertising	1	.1	9.1	100.0
	Total	11	.9	100.0	
Missing	System	1255	99.1		
Total		1266	100.0		

Q7.f Have you seen or heard any advertising by VCTC? If so, where?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Magazine	1	.1	16.7	16.7
	Outdoor advertising	4	.3	66.7	83.3
	Onboard the bus	1	.1	16.7	100.0
	Total	6	.5	100.0	
Missing	System	1260	99.5		
Total		1266	100.0		

Q7.g Have you seen or heard any advertising by VCTC? If so, where?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Outdoor advertising	1	.1	33.3	33.3
	Onboard the bus	2	.2	66.7	100.0
	Total	3	.2	100.0	
Missing	System	1263	99.8		
Total		1266	100.0		

Q7.h Have you seen or heard any advertising by VCTC? If so, where?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Onboard the bus	1	.1	100.0	100.0
Missing	System	1265	99.9		
Total		1266	100.0		

Q7.i Have you seen or heard any advertising by VCTC? If so, where?

		Frequency	Percent
Missing	System	1266	100.0

Q7. other

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		1247	98.5	98.5	98.5
	co-workers	1	.1	.1	98.6
	e-mail	1	.1	.1	98.7
	Facebook	1	.1	.1	98.7
	fair	2	.2	.2	98.9
	friends	1	.1	.1	99.0
	have seen buses on route and friends use system	1	.1	.1	99.1
	internet	2	.2	.2	99.2
	local chamber meetings	1	.1	.1	99.3
	member	1	.1	.1	99.4
	online	2	.2	.2	99.5
	only on Facebook and the VC Fair	1	.1	.1	99.6
	public event	1	.1	.1	99.7
	VC fair	1	.1	.1	99.8
	website	1	.1	.1	99.8

	work	2	.2	.2	100.0
	Total	1266	100.0	100.0	

Q8. Have you seen or heard any news stories about VCTC?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	207	16.4	17.6	17.6
	No	967	76.4	82.4	100.0
	Total	1174	92.7	100.0	
Missing	System	92	7.3		
Total		1266	100.0		

Q9.a Which of the following VCTC-funded services have you used in the past 12 months? (mark all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Highway call boxes	39	3.1	7.1	7.1
	Traffic information	130	10.3	23.7	30.8
	Website	109	8.6	19.9	50.7
	GoVentura Smartcard	21	1.7	3.8	54.6
	Call Center	9	.7	1.6	56.2
	VISTA Bus	110	8.7	20.1	76.3
	Metrolink	117	9.2	21.4	97.6
	Rideshare	13	1.0	2.4	100.0
	Total	548	43.3	100.0	
Missing	System	718	56.7		
Total		1266	100.0		

Q9.b Which of the following VCTC-funded services have you used in the past 12 months?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Traffic information	12	.9	5.8	5.8
	Website	36	2.8	17.5	23.3
	GoVentura Smartcard	26	2.1	12.6	35.9
	Call center	13	1.0	6.3	42.2
	VISTA Bus	65	5.1	31.6	73.8
	Metrolink	45	3.6	21.8	95.6
	Rideshare	9	.7	4.4	100.0
	Total	206	16.3	100.0	
Missing	System	1060	83.7		
Total		1266	100.0		

Q9.c Which of the following VCTC-funded services have you used in the past 12 months?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Website	6	.5	6.8	6.8
	GoVentura Smartcard	5	.4	5.7	12.5
	Call center	4	.3	4.5	17.0
	VISTA Bus	36	2.8	40.9	58.0
	Metrolink	31	2.4	35.2	93.2
	Rideshare	6	.5	6.8	100.0
	Total	88	7.0	100.0	
Missing	System	1178	93.0		
Total		1266	100.0		

Q9.d Which of the following VCTC-funded services have you used in the past 12 months?

	Frequency	Percent	Valid Percent	Cumulative Percent

Valid	GoVentura Smartcard	4	.3	17.4	17.4
	Call center	1	.1	4.3	21.7
	VISTA Bus	6	.5	26.1	47.8
	Metrolink	9	.7	39.1	87.0
	Rideshare	3	.2	13.0	100.0
	Total	23	1.8	100.0	
Missing	System	1243	98.2		
Total		1266	100.0		

Q9.e Which of the following VCTC-funded services have you used in the past 12 months?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Call center	3	.2	42.9	42.9
	VISTA Bus	1	.1	14.3	57.1
	Metrolink	2	.2	28.6	85.7
	Rideshare	1	.1	14.3	100.0
	Total	7	.6	100.0	
Missing	System	1259	99.4		
Total		1266	100.0		

Q9.f Which of the following VCTC-funded services have you used in the past 12 months?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	VISTA Bus	3	.2	100.0	100.0
Missing	System	1263	99.8		
Total		1266	100.0		

Q9.g Which of the following VCTC-funded services have you used in the past 12 months?

	Frequency	Percent	Valid Percent	Cumulative

					Percent
Valid	Metrolink	1	.1	100.0	100.0
Missing	System	1265	99.9		
Total		1266	100.0		

Q9.h Which of the following VCTC-funded services have you used in the past 12 months?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Rideshare	1	.1	100.0	100.0
Missing	System	1265	99.9		
Total		1266	100.0		

Q10. How often do you currently ride a VISTA bus? (mark only one)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	5-7 days per week	34	2.7	2.9	2.9
	At least once per week	58	4.6	4.9	7.8
	At least once per month	35	2.8	3.0	10.8
	A few times per year	94	7.4	8.0	18.8
	About once per year	93	7.3	7.9	26.7
	Never	864	68.2	73.3	100.0
	Total	1178	93.0	100.0	
Missing	System	88	7.0		
Total		1266	100.0		

Q11.a Which of the following, if any, would cause you to ride the bus more often? (First Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	More frequent service	218	17.2	18.7	18.7

	Service to more places	249	19.7	21.4	40.1
	Higher gas cost	88	7.0	7.6	47.7
	Employer incentive	34	2.7	2.9	50.6
	Increased traffic congestion	43	3.4	3.7	54.3
	Better connections between routes	125	9.9	10.7	65.0
	Lower fares	41	3.2	3.5	68.6
	Nothing	315	24.9	27.1	95.6
	Other	51	4.0	4.4	100.0
	Total	1164	91.9	100.0	
Missing	System	102	8.1		
Total		1266	100.0		

Q11.b Which of the following, if any, would cause you to ride the bus more often? (Second Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	More frequent service	163	12.9	20.6	20.6
	Service to more places	227	17.9	28.6	49.2
	Higher gas cost	67	5.3	8.4	57.6
	Employer incentive	51	4.0	6.4	64.1
	Increased traffic congestion	57	4.5	7.2	71.2
	Better connections between routes	142	11.2	17.9	89.2
	Lower fares	56	4.4	7.1	96.2
	Nothing	11	.9	1.4	97.6
	Other	19	1.5	2.4	100.0
	Total	793	62.6	100.0	
Missing	System	473	37.4		
Total		1266	100.0		

Q11.c Which of the following, if any, would cause you to ride the bus more often? (Third Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	More frequent service	123	9.7	17.1	17.1
	Service to more places	117	9.2	16.2	33.3
	Higher gas cost	72	5.7	10.0	43.3
	Employer incentive	45	3.6	6.2	49.5
	Increased traffic congestion	62	4.9	8.6	58.1
	Better connections between routes	195	15.4	27.0	85.2
	Lower fares	73	5.8	10.1	95.3
	Nothing	18	1.4	2.5	97.8
	Other	16	1.3	2.2	100.0
	Total	721	57.0	100.0	
Missing	System	545	43.0		
Total		1266	100.0		

Q11. other

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		1186	93.7	93.7	93.7
	ability to use debit card	1	.1	.1	93.8
	access for scooters	1	.1	.1	93.8
	airport service	4	.3	.3	94.2
	better handicapped service	3	.2	.2	94.4
	faster service	8	.6	.6	95.0
	green energy source	1	.1	.1	95.1
	health	3	.2	.2	95.3

	if unable to drive	24	1.9	1.9	97.2
	improved buses	4	.3	.3	97.6
	knowledge of system	12	.9	.9	98.5
	later hours	10	.8	.8	99.3
	less income	1	.1	.1	99.4
	Moorpark to Ventura service	1	.1	.1	99.4
	more covered bench stops	1	.1	.1	99.5
	North Bus should have same stops as South Bus	1	.1	.1	99.6
	not convenient	1	.1	.1	99.7
	Port Hueneme service	1	.1	.1	99.8
	prior experience	1	.1	.1	99.8
	safety	1	.1	.1	99.9
	service from Ojai to SBCC	1	.1	.1	100.0
	Total	1266	100.0	100.0	

Q12.a Within the last year, have you used any of the following Rideshare services? (mark all that apply)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Carpool	106	8.4	8.9	8.9
	Vanpool	18	1.4	1.5	10.4
	Guaranteed Ride Home	11	.9	.9	11.4
	None	1054	83.3	88.6	100.0
	Total	1189	93.9	100.0	
Missing	System	77	6.1		
Total		1266	100.0		

Q12.b Within the last year, have you used any of the following Rideshare services?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Vanpool	8	.6	66.7	66.7
	Guaranteed Ride Home	3	.2	25.0	91.7
	None	1	.1	8.3	100.0
	Total	12	.9	100.0	
Missing	System	1254	99.1		
Total		1266	100.0		

Q12.c Within the last year, have you used any of the following Rideshare services?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Guaranteed Ride Home	4	.3	100.0	100.0
Missing	System	1262	99.7		
Total		1266	100.0		

Q12.d Within the last year, have you used any of the following Rideshare services?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	None	1	.1	100.0	100.0
Missing	System	1265	99.9		
Total		1266	100.0		

Q13. Within the last year, have you requested information about Rideshare services?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	67	5.3	5.7	5.7
	No	1116	88.2	94.3	100.0
	Total	1183	93.4	100.0	
Missing	System	83	6.6		

Total		1266	100.0		

Q14. How often do you currently ride Metrolink? (mark only one)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	5-7 days per week	10	.8	.8	.8
	At least once per week	18	1.4	1.5	2.3
	At least once per month	21	1.7	1.8	4.1
	A few times per year	163	12.9	13.6	17.7
	About once per year	213	16.8	17.8	35.4
	Never	775	61.2	64.6	100.0
	Total	1200	94.8	100.0	
Missing	System	66	5.2		
Total		1266	100.0		

Q15.a Which of the following, if any, would get you to ride Metrolink more often? (First Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	More frequent service	260	20.5	22.8	22.8
	More weekend service	150	11.8	13.2	36.0
	More mid-day service	30	2.4	2.6	38.7
	Higher gas cost	85	6.7	7.5	46.1
	Employer incentive	32	2.5	2.8	48.9
	Increased traffic congestion	62	4.9	5.4	54.4
	Nothing	369	29.1	32.4	86.8
	Other	150	11.8	13.2	100.0
	Total	1138	89.9	100.0	
Missing	System	128	10.1		

Total		1266	100.0		

Q15.b Which of the following, if any, would get you to ride Metrolink more often? (Second Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	More frequent service	129	10.2	20.6	20.6
	More weekend service	155	12.2	24.7	45.3
	More mid-day service	80	6.3	12.8	58.1
	Higher gas cost	81	6.4	12.9	71.0
	Employer incentive	46	3.6	7.3	78.3
	Increased traffic congestion	88	7.0	14.0	92.3
	Nothing	13	1.0	2.1	94.4
	Other	35	2.8	5.6	100.0
	Total	627	49.5	100.0	
Missing	System	639	50.5		
Total		1266	100.0		

Q15.c Which of the following, if any, would get you to ride Metrolink more often? (Third Choice)

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	More frequent service	78	6.2	14.3	14.3
	More weekend service	71	5.6	13.0	27.3
	More mid-day service	124	9.8	22.7	50.0
	Higher gas cost	61	4.8	11.2	61.2
	Employer incentive	51	4.0	9.3	70.5
	Increased traffic congestion	109	8.6	20.0	90.5
	Nothing	19	1.5	3.5	94.0
	Other	33	2.6	6.0	100.0

	Total	546	43.1	100.0	
Missing	System	720	56.9		
Total		1266	100.0		

Q15. other

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid		1076	85.0	85.0	85.0
	add overnight parking	1	.1	.1	85.1
	airport service	6	.5	.5	85.5
	better bus connections	7	.6	.6	86.1
	better shuttle at train station	1	.1	.1	86.2
	change of workplace	1	.1	.1	86.3
	cleaner buses	1	.1	.1	86.3
	communication	1	.1	.1	86.4
	earlier departures	1	.1	.1	86.5
	early morning service	1	.1	.1	86.6
	easier to find information	6	.5	.5	87.0
	extend service area	70	5.5	5.5	92.6
	faster service	2	.2	.2	92.7
	health	1	.1	.1	92.8
	if unable to drive	21	1.7	1.7	94.5
	late night hours	1	.1	.1	94.5
	late night service	12	.9	.9	95.5
	lower price	36	2.8	2.8	98.3
	lower prices	2	.2	.2	98.5
	more direct route	2	.2	.2	98.7
	rail service to Santa Barbara	1	.1	.1	98.7

	reliability	1	.1	.1	98.8
	reverse direction	3	.2	.2	99.1
	reverse directions	1	.1	.1	99.1
	safer service	6	.5	.5	99.6
	safety	1	.1	.1	99.7
	special event	3	.2	.2	99.9
	vacation	1	.1	.1	100.0
	Total	1266	100.0	100.0	

Q16. Do you regularly commute to work...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	In Ventura County	508	40.1	43.3	43.3
	Outside Ventura County	209	16.5	17.8	61.1
	I do not work	457	36.1	38.9	100.0
	Total	1174	92.7	100.0	
Missing	System	92	7.3		
Total		1266	100.0		

Q17. Do you regularly commute to school...

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	In Ventura County	100	7.9	8.5	8.5
	Outside Ventura County	21	1.7	1.8	10.3
	I do not go to school	1050	82.9	89.7	100.0
	Total	1171	92.5	100.0	
Missing	System	95	7.5		
Total		1266	100.0		

Q18. On average, how many total minutes do you spend commuting each day?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Less that 15	309	24.4	29.9	29.9
	15 to 30	235	18.6	22.7	52.6
	30 to 45	163	12.9	15.8	68.4
	45 to 60	148	11.7	14.3	82.7
	More than one hour	179	14.1	17.3	100.0
	Total	1034	81.7	100.0	
Missing	System	232	18.3		
Total		1266	100.0		

Q19. Are you a registered voter?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	1100	86.9	91.3	91.3
	No	105	8.3	8.7	100.0
	Total	1205	95.2	100.0	
Missing	System	61	4.8		
Total		1266	100.0		

Q20. Did you vote in the last general election?

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Yes	1026	81.0	87.2	87.2
	No	151	11.9	12.8	100.0
	Total	1177	93.0	100.0	
Missing	System	89	7.0		
Total		1266	100.0		

Q21. Age:

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Under 18	2	.2	.2	.2
	18-24	21	1.7	1.7	1.9
	25-44	228	18.0	19.0	20.9
	45-64	544	43.0	45.2	66.1
	65 or older	408	32.2	33.9	100.0
	Total	1203	95.0	100.0	
Missing	System	63	5.0		
Total		1266	100.0		

Q22. Average annual household income:

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Less than $25,000	152	12.0	14.6	14.6
	$25,000 to $49,999	201	15.9	19.3	33.8
	$50,000 to $74,999	209	16.5	20.0	53.9
	$75,000 to $99,999	175	13.8	16.8	70.7
	$100,000 to $149,999	185	14.6	17.7	88.4
	150,000 or more	121	9.6	11.6	100.0
	Total	1043	82.4	100.0	
Missing	System	223	17.6		
Total		1266	100.0		

Q23. How many years have you lived in Ventura County?

	Frequency	Percent	Valid Percent	Cumulative Percent
Valid	100	7.9	7.9	7.9
0.5	3	.2	.2	8.1

1-Jan	1	.1	.1	8.2
1	21	1.7	1.7	9.9
1.5	2	.2	.2	10.0
10	65	5.1	5.1	15.2
100	1	.1	.1	15.2
11	19	1.5	1.5	16.7
12	25	2.0	2.0	18.7
13	21	1.7	1.7	20.4
14	11	.9	.9	21.2
15	26	2.1	2.1	23.3
16	18	1.4	1.4	24.7
17	22	1.7	1.7	26.5
18	15	1.2	1.2	27.6
19	10	.8	.8	28.4
2	17	1.3	1.3	29.8
2.5	1	.1	.1	29.9
20	67	5.3	5.3	35.2
21	18	1.4	1.4	36.6
22	23	1.8	1.8	38.4
23	23	1.8	1.8	40.2
24	20	1.6	1.6	41.8
25	41	3.2	3.2	45.0
26	11	.9	.9	45.9
27	15	1.2	1.2	47.1
28	12	.9	.9	48.0
29	11	.9	.9	48.9
3	34	2.7	2.7	51.6
3.5	2	.2	.2	51.7
30	74	5.8	5.8	57.6

31	15	1.2	1.2	58.8
32	21	1.7	1.7	60.4
33	13	1.0	1.0	61.5
34	20	1.6	1.6	63.0
35	33	2.6	2.6	65.6
36	11	.9	.9	66.5
37	10	.8	.8	67.3
38	16	1.3	1.3	68.6
39	8	.6	.6	69.2
4	14	1.1	1.1	70.3
4.5	1	.1	.1	70.4
40	43	3.4	3.4	73.8
40+	1	.1	.1	73.9
41	8	.6	.6	74.5
42	18	1.4	1.4	75.9
43	11	.9	.9	76.8
44	8	.6	.6	77.4
45	29	2.3	2.3	79.7
46	8	.6	.6	80.3
47	9	.7	.7	81.0
48	11	.9	.9	81.9
49	8	.6	.6	82.5
5	25	2.0	2.0	84.5
50	23	1.8	1.8	86.3
51	3	.2	.2	86.6
52	3	.2	.2	86.8
53	4	.3	.3	87.1
54	4	.3	.3	87.4
55	14	1.1	1.1	88.5

56	5	.4	.4	88.9
57	1	.1	.1	89.0
58	7	.6	.6	89.6
59	3	.2	.2	89.8
6	22	1.7	1.7	91.5
60	6	.5	.5	92.0
61	1	.1	.1	92.1
62	3	.2	.2	92.3
63	1	.1	.1	92.4
64	2	.2	.2	92.6
65	5	.4	.4	93.0
66	1	.1	.1	93.0
67	1	.1	.1	93.1
68	2	.2	.2	93.3
7	24	1.9	1.9	95.2
70	2	.2	.2	95.3
71	1	.1	.1	95.4
74	3	.2	.2	95.7
75	1	.1	.1	95.7
76	1	.1	.1	95.8
77	1	.1	.1	95.9
79	2	.2	.2	96.1
8	29	2.3	2.3	98.3
83	1	.1	.1	98.4
88	1	.1	.1	98.5
9	18	1.4	1.4	99.9
90	1	.1	.1	100.0
Total	1266	100.0	100.0	

Source of survey response

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Mail	1007	79.5	79.5	79.5
	Homeless shelter - OX/OHA	3	.2	.2	79.8
	Homeless shelter - VTA/PU	9	.7	.7	80.5
	Homeless shelter - TO/MN	24	1.9	1.9	82.4
	Web	211	16.7	16.7	99.1
	6.00	12	.9	.9	100.0
	Total	1266	100.0	100.0	

Survey response language

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	English	1222	96.5	96.5	96.5
	Spanish	44	3.5	3.5	100.0
	Total	1266	100.0	100.0	

Zip Code

	Frequency	Percent	Valid Percent	Cumulative Percent
	31	2.4	2.4	2.4
91320-1002	1	.1	.1	2.5
91320-1822	1	.1	.1	2.6
91320-2007	1	.1	.1	2.7
91320-2057	1	.1	.1	2.8
91320-2132	1	.1	.1	2.8
91320-2830	1	.1	.1	2.9
91320-2902	1	.1	.1	3.0
91320-3077	1	.1	.1	3.1
91320-3217	1	.1	.1	3.2
91320-3342	1	.1	.1	3.2
91320-3572	2	.2	.2	3.4
91320-3638	1	.1	.1	3.5
91320-3903	1	.1	.1	3.6
91320-3904	1	.1	.1	3.6
91320-4203	1	.1	.1	3.7
91320-4236	1	.1	.1	3.8
91320-4259	1	.1	.1	3.9
91320-4345	1	.1	.1	3.9
91320-4461	1	.1	.1	4.0
91320-4507	1	.1	.1	4.1
91320-4519	1	.1	.1	4.2
91320-4600	1	.1	.1	4.3
91320-4714	1	.1	.1	4.3
91320-4718	1	.1	.1	4.4
91320-4754	1	.1	.1	4.5
91320-4775	1	.1	.1	4.6
91320-4826	1	.1	.1	4.7
91320-4840	1	.1	.1	4.7
91320-5004	1	.1	.1	4.8
91320-5028	1	.1	.1	4.9
91320-5077	1	.1	.1	5.0
91320-5123	1	.1	.1	5.1
91320-5140	1	.1	.1	5.1
91320-5234	1	.1	.1	5.2
91320-5419	1	.1	.1	5.3
91320-5426	1	.1	.1	5.4
91320-5557	1	.1	.1	5.5
91320-5806	1	.1	.1	5.5
91320-5902	2	.2	.2	5.7
91320-5990	1	.1	.1	5.8
91320-6742	1	.1	.1	5.8
91320-6768	1	.1	.1	5.9
91320-6857	1	.1	.1	6.0
91320-6994	1	.1	.1	6.1
91320-7019	1	.1	.1	6.2
91320	9	.7	.7	6.9
91360-1031	1	.1	.1	7.0
91360-1046	1	.1	.1	7.0

	Frequency	Percent	Valid Percent	Cumulative Percent
91360-1052	1	.1	.1	7.1
91360-1057	2	.2	.2	7.3
91360-1101	1	.1	.1	7.3
91360-1109	1	.1	.1	7.4
91360-1216	1	.1	.1	7.5
91360-1310	1	.1	.1	7.6
91360-1335	1	.1	.1	7.7
91360-1422	1	.1	.1	7.7
91360-1509	1	.1	.1	7.8
91360-1608	1	.1	.1	7.9
91360-1802	1	.1	.1	8.0
91360-1841	1	.1	.1	8.1
91360-1913	1	.1	.1	8.1
91360-1914	1	.1	.1	8.2
91360-1925	1	.1	.1	8.3
91360-1962	1	.1	.1	8.4
91360-2021	1	.1	.1	8.5
91360-2116	2	.2	.2	8.6
91360-2152	1	.1	.1	8.7
91360-2210	1	.1	.1	8.8
91360-2216	1	.1	.1	8.8
91360-2224	2	.2	.2	9.0
91360-2260	1	.1	.1	9.1
91360-2329	1	.1	.1	9.2
91360-2347	1	.1	.1	9.2
91360-2408	1	.1	.1	9.3
91360-2446	1	.1	.1	9.4
91360-2448	1	.1	.1	9.5
91360-2453	1	.1	.1	9.6
91360-2469	1	.1	.1	9.6
91360-2541	1	.1	.1	9.7
91360-2569	1	.1	.1	9.8
91360-2593	1	.1	.1	9.9
91360-2813	1	.1	.1	10.0
91360-2829	2	.2	.2	10.1
91360-2847	1	.1	.1	10.2
91360-2865	1	.1	.1	10.3
91360-2878	1	.1	.1	10.3
91360-2881	1	.1	.1	10.4
91360-2886	1	.1	.1	10.5
91360-2929	1	.1	.1	10.6
91360-3010	1	.1	.1	10.7
91360-3145	1	.1	.1	10.7
91360-3241	1	.1	.1	10.8
91360-3244	1	.1	.1	10.9
91360-3311	1	.1	.1	11.0
91360-3332	1	.1	.1	11.1
91360-3430	1	.1	.1	11.1
91360-3512	1	.1	.1	11.2
91360-4025	1	.1	.1	11.3
91360-4543	2	.2	.2	11.5
91360-4650	1	.1	.1	11.5

	Frequency	Percent	Valid Percent	Cumulative Percent
91360-4752	1	.1	.1	11.6
91360-4833	1	.1	.1	11.7
91360-5251	1	.1	.1	11.8
91360-5335	1	.1	.1	11.8
91360-5339	1	.1	.1	11.9
91360-5354	1	.1	.1	12.0
91360-5559	1	.1	.1	12.1
91360-6011	1	.1	.1	12.2
91360-6054	1	.1	.1	12.2
91360-6118	1	.1	.1	12.3
91360-6120	1	.1	.1	12.4
91360-6122	1	.1	.1	12.5
91360-6126	1	.1	.1	12.6
91360-6218	1	.1	.1	12.6
91360-6300	1	.1	.1	12.7
91360-6360	1	.1	.1	12.8
91360-6405	1	.1	.1	12.9
91360-6512	1	.1	.1	13.0
91360-6522	1	.1	.1	13.0
91360-6732	1	.1	.1	13.1
91360-6741	1	.1	.1	13.2
91360-6838	1	.1	.1	13.3
91360-6903	1	.1	.1	13.3
91360-6911	1	.1	.1	13.4
91360-8467	1	.1	.1	13.5
91360	21	1.7	1.7	15.2

	Frequency	Percent	Valid Percent	Cumulative Percent
91361-1503	1	.1	.1	15.2
91361-1621	1	.1	.1	15.3
91361-1624	1	.1	.1	15.4
91361-1644	1	.1	.1	15.5
91361-1707	1	.1	.1	15.6
91361-1742	1	.1	.1	15.6
91361-1802	1	.1	.1	15.7
91361-1935	1	.1	.1	15.8
91361-3207	1	.1	.1	15.9
91361-3305	1	.1	.1	16.0
91361-3313	1	.1	.1	16.0
91361-3425	1	.1	.1	16.1
91361-5179	1	.1	.1	16.2
91361-5188	1	.1	.1	16.3
91361	1	.1	.1	16.4
91362-1144	1	.1	.1	16.4
91362-1166	1	.1	.1	16.5
91362-1264	1	.1	.1	16.6
91362-1402	1	.1	.1	16.7
91362-1450	1	.1	.1	16.7
91362-1515	1	.1	.1	16.8
91362-1815	1	.1	.1	16.9
91362-1848	1	.1	.1	17.0
91362-1926	1	.1	.1	17.1
91362-2028	1	.1	.1	17.1
91362-2051	1	.1	.1	17.2

	Frequency	Percent	Valid Percent	Cumulative Percent
91362-2303	1	.1	.1	17.3
91362-2309	1	.1	.1	17.4
91362-2311	1	.1	.1	17.5
91362-2337	1	.1	.1	17.5
91362-2348	1	.1	.1	17.6
91362-2423	1	.1	.1	17.7
91362-2446	1	.1	.1	17.8
91362-2447	1	.1	.1	17.9
91362-2655	1	.1	.1	17.9
91362-2752	1	.1	.1	18.0
91362-3106	1	.1	.1	18.1
91362-3118	1	.1	.1	18.2
91362-3146	1	.1	.1	18.2
91362-3157	1	.1	.1	18.3
91362-3337	1	.1	.1	18.4
91362-3456	1	.1	.1	18.5
91362-3511	1	.1	.1	18.6
91362-3519	1	.1	.1	18.6
91362-4204	1	.1	.1	18.7
91362-4247	1	.1	.1	18.8
91362-4296	1	.1	.1	18.9
91362-4314	1	.1	.1	19.0
91362-4627	1	.1	.1	19.0
91362-4716	1	.1	.1	19.1
91362-4837	1	.1	.1	19.2
91362-4902	1	.1	.1	19.3
91362-4934	1	.1	.1	19.4
91362-4938	1	.1	.1	19.4
91362-4951	1	.1	.1	19.5
91362-4963	1	.1	.1	19.6
91362-4987	1	.1	.1	19.7
91362-5043	1	.1	.1	19.7
91362-5152	1	.1	.1	19.8
91362-5171	1	.1	.1	19.9
91362-5233	1	.1	.1	20.0
91362-5314	1	.1	.1	20.1
91362-5458	1	.1	.1	20.1
91362-5702	1	.1	.1	20.2
91362-5763	1	.1	.1	20.3
91362	23	1.8	1.8	22.1
91377-1014	1	.1	.1	22.2
91377-1126	1	.1	.1	22.3
91377-1206	1	.1	.1	22.4
91377-1213	1	.1	.1	22.4
91377-3721	2	.2	.2	22.6
91377-3811	1	.1	.1	22.7
91377-3819	1	.1	.1	22.7
91377-3822	1	.1	.1	22.8
91377-4729	1	.1	.1	22.9
91377-4804	1	.1	.1	23.0
91377-4808	1	.1	.1	23.1
91377-5545	1	.1	.1	23.1

	Frequency	Percent	Valid Percent	Cumulative Percent
91377-5632	1	.1	.1	23.2
91377-5656	1	.1	.1	23.3
91377-5812	1	.1	.1	23.4
91377-5826	1	.1	.1	23.5
91377-5829	1	.1	.1	23.5
91377-5832	1	.1	.1	23.6
91377	1	.1	.1	23.7
93001-0106	1	.1	.1	23.8
93001-0240	1	.1	.1	23.9
93001-0322	1	.1	.1	23.9
93001-0325	1	.1	.1	24.0
93001-1026	1	.1	.1	24.1
93001-1142	1	.1	.1	24.2
93001-1146	1	.1	.1	24.2
93001-1164	1	.1	.1	24.3
93001-1408	1	.1	.1	24.4
93001-1427	1	.1	.1	24.5
93001-1479	1	.1	.1	24.6
93001-1495	1	.1	.1	24.6
93001-1615	1	.1	.1	24.7
93001-1714	1	.1	.1	24.8
93001-1725	1	.1	.1	24.9
93001-1922	1	.1	.1	25.0
93001-2075	1	.1	.1	25.0
93001-2095	1	.1	.1	25.1
93001-2162	1	.1	.1	25.2
93001-2427	2	.2	.2	25.4
93001-2452	1	.1	.1	25.4
93001-2462	1	.1	.1	25.5
93001-2465	1	.1	.1	25.6
93001-2586	1	.1	.1	25.7
93001-2614	1	.1	.1	25.8
93001-2635	1	.1	.1	25.8
93001-2738	1	.1	.1	25.9
93001-2779	1	.1	.1	26.0
93001-2951	1	.1	.1	26.1
93001-3008	1	.1	.1	26.1
93001-3202	1	.1	.1	26.2
93001-3237	1	.1	.1	26.3
93001-3313	1	.1	.1	26.4
93001-3343	1	.1	.1	26.5
93001-3434	1	.1	.1	26.5
93001-3510	1	.1	.1	26.6
93001-3515	1	.1	.1	26.7
93001-3518	1	.1	.1	26.8
93001-3533	1	.1	.1	26.9
93001-3725	1	.1	.1	26.9
93001-3825	1	.1	.1	27.0
93001-3839	1	.1	.1	27.1
93001-3853	1	.1	.1	27.2
93001-3854	1	.1	.1	27.3
93001-3865	1	.1	.1	27.3

	Frequency	Percent	Valid Percent	Cumulative Percent
93001-3927	1	.1	.1	27.4
93001-4029	1	.1	.1	27.5
93001-4046	1	.1	.1	27.6
93001-4048	1	.1	.1	27.6
93001-4054	1	.1	.1	27.7
93001-4060	1	.1	.1	27.8
93001-4125	1	.1	.1	27.9
93001-4127	1	.1	.1	28.0
93001-4150	1	.1	.1	28.0
93001-4156	1	.1	.1	28.1
93001-4157	1	.1	.1	28.2
93001-4161	1	.1	.1	28.3
93001-4246	1	.1	.1	28.4
93001-5235	1	.1	.1	28.4
93001-5682	1	.1	.1	28.5
93001-6210	1	.1	.1	28.6
93001-8700	2	.2	.2	28.8
93001-9760	1	.1	.1	28.8
93001	25	2.0	2.0	30.8
93003-0226	1	.1	.1	30.9
93003-0245	1	.1	.1	31.0
93003-0381	1	.1	.1	31.0
93003-0633	1	.1	.1	31.1
93003-0634	1	.1	.1	31.2
93003-1032	1	.1	.1	31.3
93003-1115	1	.1	.1	31.4

	Frequency	Percent	Valid Percent	Cumulative Percent
93003-1122	1	.1	.1	31.4
93003-1125	1	.1	.1	31.5
93003-1149	1	.1	.1	31.6
93003-1238	1	.1	.1	31.7
93003-1241	1	.1	.1	31.8
93003-1244	1	.1	.1	31.8
93003-1328	1	.1	.1	31.9
93003-1401	1	.1	.1	32.0
93003-1423	1	.1	.1	32.1
93003-1528	1	.1	.1	32.1
93003-1721	1	.1	.1	32.2
93003-1919	1	.1	.1	32.3
93003-1933	1	.1	.1	32.4
93003-1936	1	.1	.1	32.5
93003-2059	1	.1	.1	32.5
93003-2114	1	.1	.1	32.6
93003-2221	1	.1	.1	32.7
93003-2227	1	.1	.1	32.8
93003-2348	1	.1	.1	32.9
93003-2409	1	.1	.1	32.9
93003-2452	1	.1	.1	33.0
93003-2521	1	.1	.1	33.1
93003-2573	1	.1	.1	33.2
93003-2600	1	.1	.1	33.3
93003-3037	1	.1	.1	33.3
93003-3305	1	.1	.1	33.4

	Frequency	Percent	Valid Percent	Cumulative Percent
93003-3309	1	.1	.1	33.5
93003-3331	1	.1	.1	33.6
93003-3342	1	.1	.1	33.6
93003-3647	1	.1	.1	33.7
93003-3810	1	.1	.1	33.8
93003-3825	1	.1	.1	33.9
93003-3835	1	.1	.1	34.0
93003-3847	2	.2	.2	34.1
93003-4222	1	.1	.1	34.2
93003-4336	1	.1	.1	34.3
93003-4340	1	.1	.1	34.4
93003-4496	1	.1	.1	34.4
93003-4503	1	.1	.1	34.5
93003-4653	1	.1	.1	34.6
93003-4703	1	.1	.1	34.7
93003-5045	1	.1	.1	34.8
93003-5207	1	.1	.1	34.8
93003-5841	1	.1	.1	34.9
93003-6010	1	.1	.1	35.0
93003-6011	1	.1	.1	35.1
93003-6042	1	.1	.1	35.2
93003-6145	1	.1	.1	35.2
93003-6200	1	.1	.1	35.3
93003-6205	1	.1	.1	35.4
93003-7035	1	.1	.1	35.5
93003-7043	1	.1	.1	35.5
93003-7057	1	.1	.1	35.6
93003-7105	1	.1	.1	35.7
93003-7524	1	.1	.1	35.8
93003-7569	1	.1	.1	35.9
93003-7572	1	.1	.1	35.9
93003-8242	1	.1	.1	36.0
93003-9901	3	.2	.2	36.3
93003	28	2.2	2.2	38.5
93004-0385	1	.1	.1	38.5
93004-1012	1	.1	.1	38.6
93004-1038	1	.1	.1	38.7
93004-1040	1	.1	.1	38.8
93004-1114	1	.1	.1	38.9
93004-1127	1	.1	.1	38.9
93004-1136	1	.1	.1	39.0
93004-1214	1	.1	.1	39.1
93004-1318	1	.1	.1	39.2
93004-1342	1	.1	.1	39.3
93004-1521	1	.1	.1	39.3
93004-1559	1	.1	.1	39.4
93004-1942	1	.1	.1	39.5
93004-2009	1	.1	.1	39.6
93004-2013	1	.1	.1	39.7
93004-2106	1	.1	.1	39.7
93004-2115	1	.1	.1	39.8
93004-2120	1	.1	.1	39.9

	Frequency	Percent	Valid Percent	Cumulative Percent
93004-2211	1	.1	.1	40.0
93004-2226	1	.1	.1	40.0
93004-2248	1	.1	.1	40.1
93004-2304	1	.1	.1	40.2
93004-2425	1	.1	.1	40.3
93004-2427	1	.1	.1	40.4
93004-2636	1	.1	.1	40.4
93004-2807	1	.1	.1	40.5
93004-2821	1	.1	.1	40.6
93004-2839	1	.1	.1	40.7
93004-2854	1	.1	.1	40.8
93004-2856	1	.1	.1	40.8
93004-2888	2	.2	.2	41.0
93004-3005	1	.1	.1	41.1
93004-3050	1	.1	.1	41.2
93004-3104	1	.1	.1	41.2
93004-3107	2	.2	.2	41.4
93004-3301	1	.1	.1	41.5
93004-3321	1	.1	.1	41.5
93004-3402	1	.1	.1	41.6
93004-3501	1	.1	.1	41.7
93004-3534	1	.1	.1	41.8
93004-3541	1	.1	.1	41.9
93004-3755	1	.1	.1	41.9
93004-3766	1	.1	.1	42.0
93004-3783	1	.1	.1	42.1

	Frequency	Percent	Valid Percent	Cumulative Percent
93004-3835	1	.1	.1	42.2
93004-3840	1	.1	.1	42.3
93004-4037	1	.1	.1	42.3
93004-4845	1	.1	.1	42.4
93004	16	1.3	1.3	43.7
93010-0786	1	.1	.1	43.8
93010-1015	1	.1	.1	43.8
93010-1020	1	.1	.1	43.9
93010-1107	1	.1	.1	44.0
93010-1164	1	.1	.1	44.1
93010-1345	1	.1	.1	44.2
93010-1453	1	.1	.1	44.2
93010-1474	2	.2	.2	44.4
93010-1609	1	.1	.1	44.5
93010-1611	1	.1	.1	44.5
93010-1631	1	.1	.1	44.6
93010-1652	1	.1	.1	44.7
93010-1736	1	.1	.1	44.8
93010-1807	1	.1	.1	44.9
93010-1861	1	.1	.1	44.9
93010-1950	1	.1	.1	45.0
93010-2043	2	.2	.2	45.2
93010-2057	1	.1	.1	45.3
93010-2220	1	.1	.1	45.3
93010-2241	1	.1	.1	45.4
93010-2370	1	.1	.1	45.5

	Frequency	Percent	Valid Percent	Cumulative Percent
93010-2402	1	.1	.1	45.6
93010-2619	1	.1	.1	45.7
93010-2656	1	.1	.1	45.7
93010-2733	1	.1	.1	45.8
93010-2846	1	.1	.1	45.9
93010-2934	1	.1	.1	46.0
93010-3032	1	.1	.1	46.1
93010-3119	1	.1	.1	46.1
93010-3125	1	.1	.1	46.2
93010-3164	1	.1	.1	46.3
93010-3263	1	.1	.1	46.4
93010-3404	1	.1	.1	46.4
93010-3508	1	.1	.1	46.5
93010-3807	1	.1	.1	46.6
93010-4518	1	.1	.1	46.7
93010-4553	1	.1	.1	46.8
93010-4565	1	.1	.1	46.8
93010-4567	1	.1	.1	46.9
93010-4623	1	.1	.1	47.0
93010-4735	1	.1	.1	47.1
93010-4742	1	.1	.1	47.2
93010-4848	1	.1	.1	47.2
93010-4855	1	.1	.1	47.3
93010-4875	1	.1	.1	47.4
93010-4926	1	.1	.1	47.5
93010-5939	1	.1	.1	47.6

	Frequency	Percent	Valid Percent	Cumulative Percent
93010-6016	1	.1	.1	47.6
93010-6128	1	.1	.1	47.7
93010-6207	1	.1	.1	47.8
93010-6243	1	.1	.1	47.9
93010-7418	1	.1	.1	47.9
93010-7419	1	.1	.1	48.0
93010-7808	1	.1	.1	48.1
93010-7926	1	.1	.1	48.2
93010-7942	1	.1	.1	48.3
93010-8510	1	.1	.1	48.3
93010-8527	1	.1	.1	48.4
93010-9241	1	.1	.1	48.5
93010	16	1.3	1.3	49.8
93012-0940	1	.1	.1	49.8
93012-0968	1	.1	.1	49.9
93012-0972	1	.1	.1	50.0
93012-2537	1	.1	.1	50.1
93012-4131	1	.1	.1	50.2
93012-4134	2	.2	.2	50.3
93012-4137	1	.1	.1	50.4
93012-4252	1	.1	.1	50.5
93012-4315	1	.1	.1	50.6
93012-5025	1	.1	.1	50.6
93012-5032	1	.1	.1	50.7
93012-5115	1	.1	.1	50.8
93012-5191	1	.1	.1	50.9

	Frequency	Percent	Valid Percent	Cumulative Percent
93012-5202	1	.1	.1	50.9
93012-5252	1	.1	.1	51.0
93012-5329	1	.1	.1	51.1
93012-5335	1	.1	.1	51.2
93012-5420	1	.1	.1	51.3
93012-5521	1	.1	.1	51.3
93012-5539	1	.1	.1	51.4
93012-5556	1	.1	.1	51.5
93012-5668	1	.1	.1	51.6
93012-5808	1	.1	.1	51.7
93012-5836	1	.1	.1	51.7
93012-6806	1	.1	.1	51.8
93012-6907	1	.1	.1	51.9
93012-6908	1	.1	.1	52.0
93012-6917	1	.1	.1	52.1
93012-6918	1	.1	.1	52.1
93012-6927	1	.1	.1	52.2
93012-7207	1	.1	.1	52.3
93012-7404	1	.1	.1	52.4
93012-7406	1	.1	.1	52.4
93012-7606	1	.1	.1	52.5
93012-7617	1	.1	.1	52.6
93012-7664	1	.1	.1	52.7
93012-8108	1	.1	.1	52.8
93012-8116	1	.1	.1	52.8
93012-8118	1	.1	.1	52.9
93012-8122	1	.1	.1	53.0
93012-8124	1	.1	.1	53.1
93012-8127	1	.1	.1	53.2
93012-8133	1	.1	.1	53.2
93012-8187	1	.1	.1	53.3
93012-8196	1	.1	.1	53.4
93012-8198	1	.1	.1	53.5
93012-8211	1	.1	.1	53.6
93012-8530	1	.1	.1	53.6
93012-8811	1	.1	.1	53.7
93012-8825	1	.1	.1	53.8
93012-8902	1	.1	.1	53.9
93012-9317	1	.1	.1	53.9
93012-9344	1	.1	.1	54.0
93012-9436	1	.1	.1	54.1
93012	16	1.3	1.3	55.4
93015-1031	1	.1	.1	55.5
93015-1038	1	.1	.1	55.5
93015-1119	1	.1	.1	55.6
93015-1312	1	.1	.1	55.7
93015-1421	1	.1	.1	55.8
93015-1427	1	.1	.1	55.8
93015-1531	1	.1	.1	55.9
93015-1537	1	.1	.1	56.0
93015-1632	1	.1	.1	56.1
93015-1685	1	.1	.1	56.2

	Frequency	Percent	Valid Percent	Cumulative Percent
93015-1867	1	.1	.1	56.2
93015-1871	2	.2	.2	56.4
93015-1956	1	.1	.1	56.5
93015-2153	1	.1	.1	56.6
93015-2172	1	.1	.1	56.6
93015-9621	1	.1	.1	56.7
93015	3	.2	.2	57.0
93021-1017	1	.1	.1	57.0
93021-1241	1	.1	.1	57.1
93021-1254	1	.1	.1	57.2
93021-1573	1	.1	.1	57.3
93021-1614	1	.1	.1	57.3
93021-1647	1	.1	.1	57.4
93021-1689	1	.1	.1	57.5
93021-1881	1	.1	.1	57.6
93021-1968	1	.1	.1	57.7
93021-2025	1	.1	.1	57.7
93021-2075	1	.1	.1	57.8
93021-2105	1	.1	.1	57.9
93021-2114	1	.1	.1	58.0
93021-2136	1	.1	.1	58.1
93021-2206	1	.1	.1	58.1
93021-2217	1	.1	.1	58.2
93021-2514	1	.1	.1	58.3
93021-2704	2	.2	.2	58.5
93021-2731	1	.1	.1	58.5

	Frequency	Percent	Valid Percent	Cumulative Percent
93021-2748	1	.1	.1	58.6
93021-2803	1	.1	.1	58.7
93021-2810	1	.1	.1	58.8
93021-2835	1	.1	.1	58.8
93021-2870	1	.1	.1	58.9
93021-2930	1	.1	.1	59.0
93021-3109	1	.1	.1	59.1
93021-3137	1	.1	.1	59.2
93021-3147	1	.1	.1	59.2
93021-3252	1	.1	.1	59.3
93021-3263	1	.1	.1	59.4
93021-3510	1	.1	.1	59.5
93021-3704	1	.1	.1	59.6
93021-3724	1	.1	.1	59.6
93021-3752	1	.1	.1	59.7
93021-3756	1	.1	.1	59.8
93021-4102	1	.1	.1	59.9
93021-5015	1	.1	.1	60.0
93021-5017	1	.1	.1	60.0
93021-8701	1	.1	.1	60.1
93021	4	.3	.3	60.4
93022-0009	1	.1	.1	60.5
93022-9238	1	.1	.1	60.6
93022-9404	1	.1	.1	60.7
93022-9511	1	.1	.1	60.7
93022-9523	1	.1	.1	60.8

	Frequency	Percent	Valid Percent	Cumulative Percent
93022-9532	1	.1	.1	60.9
93022-9537	1	.1	.1	61.0
93022-9605	1	.1	.1	61.1
93022-9710	1	.1	.1	61.1
93022-9773	1	.1	.1	61.2
93022	5	.4	.4	61.6
93023-1501	1	.1	.1	61.7
93023-1553	1	.1	.1	61.8
93023-1769	1	.1	.1	61.8
93023-1870	1	.1	.1	61.9
93023-1964	1	.1	.1	62.0
93023-2005	1	.1	.1	62.1
93023-2006	1	.1	.1	62.2
93023-2263	1	.1	.1	62.2
93023-2507	1	.1	.1	62.3
93023-2651	1	.1	.1	62.4
93023-2727	1	.1	.1	62.5
93023-2911	1	.1	.1	62.6
93023-2970	1	.1	.1	62.6
93023-3051	1	.1	.1	62.7
93023-3147	1	.1	.1	62.8
93023-3151	3	.2	.2	63.0
93023-3153	1	.1	.1	63.1
93023-3159	1	.1	.1	63.2
93023-3415	2	.2	.2	63.3
93023-3416	1	.1	.1	63.4

	Frequency	Percent	Valid Percent	Cumulative Percent
93023-3424	1	.1	.1	63.5
93023-3450	1	.1	.1	63.6
93023-3459	1	.1	.1	63.7
93023-3477	1	.1	.1	63.7
93023-3528	1	.1	.1	63.8
93023-3538	1	.1	.1	63.9
93023-3562	1	.1	.1	64.0
93023-3609	1	.1	.1	64.1
93023-3612	1	.1	.1	64.1
93023-3627	1	.1	.1	64.2
93023-3915	1	.1	.1	64.3
93023-4000	1	.1	.1	64.4
93023-4020	1	.1	.1	64.5
93023-4027	2	.2	.2	64.6
93023-4028	1	.1	.1	64.7
93023-4108	1	.1	.1	64.8
93023-4190	1	.1	.1	64.8
93023-5889	1	.1	.1	64.9
93023-5891	1	.1	.1	65.0
93023-5894	1	.1	.1	65.1
93023-5896	1	.1	.1	65.2
93023-5897	1	.1	.1	65.2
93023-9301	1	.1	.1	65.3
93023-9325	1	.1	.1	65.4
93023-9368	1	.1	.1	65.5
93023-9389	1	.1	.1	65.6

	Frequency	Percent	Valid Percent	Cumulative Percent
93023-9604	1	.1	.1	65.6
93023-9740	1	.1	.1	65.7
93023	9	.7	.7	66.4
93024-1275	1	.1	.1	66.5
93030-0108	1	.1	.1	66.6
93030-0413	1	.1	.1	66.7
93030-2567	1	.1	.1	66.7
93030-2585	1	.1	.1	66.8
93030-3123	1	.1	.1	66.9
93030-3254	1	.1	.1	67.0
93030-3435	1	.1	.1	67.1
93030-3471	1	.1	.1	67.1
93030-3506	1	.1	.1	67.2
93030-3519	1	.1	.1	67.3
93030-3531	1	.1	.1	67.4
93030-3654	1	.1	.1	67.5
93030-3661	1	.1	.1	67.5
93030-3773	1	.1	.1	67.6
93030-3808	1	.1	.1	67.7
93030-3914	1	.1	.1	67.8
93030-4017	1	.1	.1	67.9
93030-4127	1	.1	.1	67.9
93030-4435	1	.1	.1	68.0
93030-4607	1	.1	.1	68.1
93030-4721	1	.1	.1	68.2
93030-4729	1	.1	.1	68.2

	Frequency	Percent	Valid Percent	Cumulative Percent
93030-4805	1	.1	.1	68.3
93030-4813	1	.1	.1	68.4
93030-4822	1	.1	.1	68.5
93030-5040	1	.1	.1	68.6
93030-5172	1	.1	.1	68.6
93030-5219	1	.1	.1	68.7
93030-5223	1	.1	.1	68.8
93030-5305	1	.1	.1	68.9
93030-5345	1	.1	.1	69.0
93030-5425	1	.1	.1	69.0
93030-5480	1	.1	.1	69.1
93030-5487	1	.1	.1	69.2
93030-5493	1	.1	.1	69.3
93030-5502	1	.1	.1	69.4
93030-5559	1	.1	.1	69.4
93030-5579	1	.1	.1	69.5
93030-5904	1	.1	.1	69.6
93030-5930	1	.1	.1	69.7
93030-6133	1	.1	.1	69.7
93030-6628	1	.1	.1	69.8
93030-6757	1	.1	.1	69.9
93030-6777	1	.1	.1	70.0
93030-7037	1	.1	.1	70.1
93030-7124	1	.1	.1	70.1
93030-7272	1	.1	.1	70.2
93030-7303	1	.1	.1	70.3

	Frequency	Percent	Valid Percent	Cumulative Percent
93030-7391	1	.1	.1	70.4
93030-8044	1	.1	.1	70.5
93030-8068	1	.1	.1	70.5
93030-8408	1	.1	.1	70.6
93030-8631	1	.1	.1	70.7
93030-8710	1	.1	.1	70.8
93030-8748	1	.1	.1	70.9
93030-8798	1	.1	.1	70.9
93030-8956	1	.1	.1	71.0
93030	13	1.0	1.0	72.0
93033-1812	1	.1	.1	72.1
93033-3013	1	.1	.1	72.2
93033-3120	1	.1	.1	72.3
93033-3426	1	.1	.1	72.4
93033-3442	1	.1	.1	72.4
93033-3544	1	.1	.1	72.5
93033-3676	1	.1	.1	72.6
93033-3836	1	.1	.1	72.7
93033-3843	1	.1	.1	72.7
93033-4408	1	.1	.1	72.8
93033-4718	1	.1	.1	72.9
93033-4740	1	.1	.1	73.0
93033-4818	1	.1	.1	73.1
93033-4937	1	.1	.1	73.1
93033-5113	1	.1	.1	73.2
93033-5215	1	.1	.1	73.3
93033-5420	1	.1	.1	73.4
93033-5431	1	.1	.1	73.5
93033-5705	1	.1	.1	73.5
93033-6040	1	.1	.1	73.6
93033-6102	1	.1	.1	73.7
93033-6201	1	.1	.1	73.8
93033-6279	1	.1	.1	73.9
93033-6643	1	.1	.1	73.9
93033-6665	1	.1	.1	74.0
93033-6685	1	.1	.1	74.1
93033-6715	1	.1	.1	74.2
93033-6727	1	.1	.1	74.2
93033-6805	1	.1	.1	74.3
93033-6868	1	.1	.1	74.4
93033-6888	1	.1	.1	74.5
93033-6922	1	.1	.1	74.6
93033-7124	1	.1	.1	74.6
93033-7211	1	.1	.1	74.7
93033-7263	1	.1	.1	74.8
93033-7420	1	.1	.1	74.9
93033-7651	1	.1	.1	75.0
93033-7716	1	.1	.1	75.0
93033-7950	1	.1	.1	75.1
93033-8021	1	.1	.1	75.2
93033-8026	1	.1	.1	75.3
93033-8317	1	.1	.1	75.4

	Frequency	Percent	Valid Percent	Cumulative Percent
93033-9110	1	.1	.1	75.4
93033-9122	1	.1	.1	75.5
93033	5	.4	.4	75.9
93035-1006	1	.1	.1	76.0
93035-1065	1	.1	.1	76.1
93035-1217	1	.1	.1	76.1
93035-1234	1	.1	.1	76.2
93035-1318	1	.1	.1	76.3
93035-1337	1	.1	.1	76.4
93035-1529	1	.1	.1	76.5
93035-1800	1	.1	.1	76.5
93035-1817	1	.1	.1	76.6
93035-1968	1	.1	.1	76.7
93035-2136	1	.1	.1	76.8
93035-2159	1	.1	.1	76.9
93035-2206	1	.1	.1	76.9
93035-2219	1	.1	.1	77.0
93035-2418	1	.1	.1	77.1
93035-2428	1	.1	.1	77.2
93035-2518	1	.1	.1	77.3
93035-2522	1	.1	.1	77.3
93035-2829	1	.1	.1	77.4
93035-2901	1	.1	.1	77.5
93035-2917	1	.1	.1	77.6
93035-2945	1	.1	.1	77.6
93035-2959	1	.1	.1	77.7

	Frequency	Percent	Valid Percent	Cumulative Percent
93035-3104	1	.1	.1	77.8
93035-3128	1	.1	.1	77.9
93035-3212	1	.1	.1	78.0
93035-3406	1	.1	.1	78.0
93035-3705	1	.1	.1	78.1
93035-3736	1	.1	.1	78.2
93035-3750	1	.1	.1	78.3
93035-3935	1	.1	.1	78.4
93035-4130	1	.1	.1	78.4
93035-4431	1	.1	.1	78.5
93035-4573	1	.1	.1	78.6
93035-4683	1	.1	.1	78.7
93035-4775	1	.1	.1	78.8
93035	2	.2	.2	78.9
93036-1622	1	.1	.1	79.0
93036-2799	1	.1	.1	79.1
93036-5335	1	.1	.1	79.1
93036-6338	1	.1	.1	79.2
93036-7721	1	.1	.1	79.3
93036-7740	1	.1	.1	79.4
93036-8830	1	.1	.1	79.5
93036	6	.5	.5	79.9
93040-0186	1	.1	.1	80.0
93040-0747	1	.1	.1	80.1
93041-1227	1	.1	.1	80.2
93041-1514	1	.1	.1	80.3

	Frequency	Percent	Valid Percent	Cumulative Percent
93041-1524	1	.1	.1	80.3
93041-1537	1	.1	.1	80.4
93041-1542	1	.1	.1	80.5
93041-1742	1	.1	.1	80.6
93041-1807	1	.1	.1	80.6
93041-1809	1	.1	.1	80.7
93041-1816	1	.1	.1	80.8
93041-1818	1	.1	.1	80.9
93041-1913	1	.1	.1	81.0
93041-2112	1	.1	.1	81.0
93041-2146	1	.1	.1	81.1
93041-2338	1	.1	.1	81.2
93041-2340	1	.1	.1	81.3
93041-2403	1	.1	.1	81.4
93041-2428	1	.1	.1	81.4
93041-2429	1	.1	.1	81.5
93041-2640	1	.1	.1	81.6
93041-2709	1	.1	.1	81.7
93041-2715	1	.1	.1	81.8
93041-3030	1	.1	.1	81.8
93041-3129	1	.1	.1	81.9
93041-3303	2	.2	.2	82.1
93041-3445	1	.1	.1	82.1
93041-3503	1	.1	.1	82.2
93041-4212	1	.1	.1	82.3
93041-4224	1	.1	.1	82.4
93041	15	1.2	1.2	83.6
93060-1111	1	.1	.1	83.6
93060-1117	1	.1	.1	83.7
93060-1223	1	.1	.1	83.8
93060-1237	1	.1	.1	83.9
93060-1240	1	.1	.1	84.0
93060-1271	1	.1	.1	84.0
93060-1273	1	.1	.1	84.1
93060-1403	1	.1	.1	84.2
93060-1410	1	.1	.1	84.3
93060-1523	1	.1	.1	84.4
93060-1605	1	.1	.1	84.4
93060-1614	1	.1	.1	84.5
93060-1618	1	.1	.1	84.6
93060-1720	1	.1	.1	84.7
93060-1843	1	.1	.1	84.8
93060-1921	1	.1	.1	84.8
93060-2071	1	.1	.1	84.9
93060-2450	1	.1	.1	85.0
93060-2667	1	.1	.1	85.1
93060-2672	1	.1	.1	85.2
93060-2674	1	.1	.1	85.2
93060-3011	1	.1	.1	85.3
93060-3130	1	.1	.1	85.4
93060-3546	1	.1	.1	85.5
93060-3607	1	.1	.1	85.5

	Frequency	Percent	Valid Percent	Cumulative Percent
93060-3779	1	.1	.1	85.6
93060-3912	1	.1	.1	85.7
93060-4094	1	.1	.1	85.8
93060-9610	1	.1	.1	85.9
93060-9742	1	.1	.1	85.9
93060	8	.6	.6	86.6
93063-0433	1	.1	.1	86.7
93063-1002	1	.1	.1	86.7
93063-1031	1	.1	.1	86.8
93063-1048	1	.1	.1	86.9
93063-1232	1	.1	.1	87.0
93063-1408	1	.1	.1	87.0
93063-1627	1	.1	.1	87.1
93063-1634	1	.1	.1	87.2
93063-1653	1	.1	.1	87.3
93063-1685	1	.1	.1	87.4
93063-1753	1	.1	.1	87.4
93063-1771	1	.1	.1	87.5
93063-1828	1	.1	.1	87.6
93063-2053	1	.1	.1	87.7
93063-2055	1	.1	.1	87.8
93063-2061	1	.1	.1	87.8
93063-2213	1	.1	.1	87.9
93063-2230	1	.1	.1	88.0
93063-2336	1	.1	.1	88.1
93063-2356	1	.1	.1	88.2
93063-2387	1	.1	.1	88.2
93063-2474	2	.2	.2	88.4
93063-2487	1	.1	.1	88.5
93063-2606	1	.1	.1	88.5
93063-2757	1	.1	.1	88.6
93063-2831	1	.1	.1	88.7
93063-2843	1	.1	.1	88.8
93063-2925	1	.1	.1	88.9
93063-2930	1	.1	.1	88.9
93063-2937	1	.1	.1	89.0
93063-3041	1	.1	.1	89.1
93063-3044	1	.1	.1	89.2
93063-3085	1	.1	.1	89.3
93063-3208	1	.1	.1	89.3
93063-3227	1	.1	.1	89.4
93063-3235	1	.1	.1	89.5
93063-3358	1	.1	.1	89.6
93063-3360	1	.1	.1	89.7
93063-3510	1	.1	.1	89.7
93063-3543	1	.1	.1	89.8
93063-3555	1	.1	.1	89.9
93063-3594	1	.1	.1	90.0
93063-3839	1	.1	.1	90.0
93063-3845	1	.1	.1	90.1
93063-3855	1	.1	.1	90.2
93063-3913	1	.1	.1	90.3

	Frequency	Percent	Valid Percent	Cumulative Percent
93063-4110	1	.1	.1	90.4
93063-4191	1	.1	.1	90.4
93063-4216	1	.1	.1	90.5
93063-4338	1	.1	.1	90.6
93063-4363	1	.1	.1	90.7
93063-4459	1	.1	.1	90.8
93063-4465	1	.1	.1	90.8
93063-4517	1	.1	.1	90.9
93063-4518	1	.1	.1	91.0
93063-4561	1	.1	.1	91.1
93063-4568	1	.1	.1	91.2
93063-4587	1	.1	.1	91.2
93063-4774	1	.1	.1	91.3
93063-4904	1	.1	.1	91.4
93063-5031	1	.1	.1	91.5
93063-5056	1	.1	.1	91.5
93063-5371	1	.1	.1	91.6
93063-5712	1	.1	.1	91.7
93063-5735	1	.1	.1	91.8
93063-6314	1	.1	.1	91.9
93063-6457	1	.1	.1	91.9
93063-6508	1	.1	.1	92.0
93063-6550	1	.1	.1	92.1
93063	7	.6	.6	92.7
93065-0206	1	.1	.1	92.7
93065-0252	1	.1	.1	92.8

	Frequency	Percent	Valid Percent	Cumulative Percent
93065-0578	1	.1	.1	92.9
93065-0637	1	.1	.1	93.0
93065-0846	1	.1	.1	93.0
93065-1024	1	.1	.1	93.1
93065-1409	1	.1	.1	93.2
93065-1433	1	.1	.1	93.3
93065-1523	1	.1	.1	93.4
93065-1544	1	.1	.1	93.4
93065-1904	1	.1	.1	93.5
93065-1963	1	.1	.1	93.6
93065-2206	1	.1	.1	93.7
93065-2310	1	.1	.1	93.8
93065-2365	1	.1	.1	93.8
93065-2376	1	.1	.1	93.9
93065-2426	1	.1	.1	94.0
93065-2442	1	.1	.1	94.1
93065-2515	1	.1	.1	94.2
93065-2536	1	.1	.1	94.2
93065-2653	1	.1	.1	94.3
93065-2663	1	.1	.1	94.4
93065-2857	1	.1	.1	94.5
93065-3067	1	.1	.1	94.5
93065-3074	1	.1	.1	94.6
93065-3211	1	.1	.1	94.7
93065-3238	1	.1	.1	94.8
93065-3339	1	.1	.1	94.9

	Frequency	Percent	Valid Percent	Cumulative Percent
93065-3374	1	.1	.1	94.9
93065-3396	1	.1	.1	95.0
93065-3536	1	.1	.1	95.1
93065-3577	1	.1	.1	95.2
93065-3714	1	.1	.1	95.3
93065-3904	1	.1	.1	95.3
93065-4118	1	.1	.1	95.4
93065-4133	2	.2	.2	95.6
93065-4342	1	.1	.1	95.7
93065-4429	1	.1	.1	95.7
93065-4638	1	.1	.1	95.8
93065-4655	1	.1	.1	95.9
93065-4704	1	.1	.1	96.0
93065-4829	1	.1	.1	96.1
93065-4842	1	.1	.1	96.1
93065-5063	1	.1	.1	96.2
93065-5169	1	.1	.1	96.3
93065-5225	1	.1	.1	96.4
93065-5238	1	.1	.1	96.4
93065-5249	1	.1	.1	96.5
93065-5286	1	.1	.1	96.6
93065-5421	1	.1	.1	96.7
93065-5501	1	.1	.1	96.8
93065-5525	2	.2	.2	96.9
93065-5527	1	.1	.1	97.0
93065-5651	1	.1	.1	97.1
93065-5656	1	.1	.1	97.2
93065-5701	1	.1	.1	97.2
93065-6236	1	.1	.1	97.3
93065-6263	1	.1	.1	97.4
93065-6687	1	.1	.1	97.5
93065-6906	1	.1	.1	97.6
93065-6913	1	.1	.1	97.6
93065-7038	1	.1	.1	97.7
93065-7042	1	.1	.1	97.8
93065-7067	1	.1	.1	97.9
93065-7115	1	.1	.1	97.9
93065-7221	1	.1	.1	98.0
93065-7224	1	.1	.1	98.1
93065-7309	1	.1	.1	98.2
93065-7362	1	.1	.1	98.3
93065-7387	1	.1	.1	98.3
93065-7394	1	.1	.1	98.4
93065-7416	1	.1	.1	98.5
93065-7437	1	.1	.1	98.6
93065-7440	1	.1	.1	98.7
93065-8163	1	.1	.1	98.7
93065-8207	1	.1	.1	98.8
93065	9	.7	.7	99.5
93066-9623	1	.1	.1	99.6
93066-9718	1	.1	.1	99.7
93066-9721	1	.1	.1	99.8

	Frequency	Percent	Valid Percent	Cumulative Percent
93066-9766	1	.1	.1	99.8
93066-9777	1	.1	.1	99.9
93066-9784	1	.1	.1	100.0

	Frequency	Percent	Valid Percent	Cumulative Percent
Total	1266	100.0	100.0	

Appendix IV.

2040 Sales Tax Revenue Forecasts for Ventura County

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Introduction and Executive Summary

This project consisted of a long-run 2040 forecast, and analysis of Ventura County's response to a sales tax increase. Our standard economic forecasts are short-run, eight-quarter, forecasts. For this project, we built two long-run 30-year forecast models, one for the United States and one for Ventura County. While the long-run United States model was not the primary focus of this project, it was built to assist in informing the Ventura County model, which is explained more below. The Ventura County model included taxable sales and the inflation rate allowing us to analyze the long-term consequences of a tax-rate increase on Ventura County revenue generation. The important findings from this analysis were:

- Ventura County population growth will gradually subside, reflecting long-term trends in births, deaths, and increases in the average population age
- Economic growth will increase a bit from now until 2015 as the economy improves, then very gradually subside after that to a long-run average
- Taxable sales growth will also gradually increase from 2011 to 2016 as the economy improves, then gradually subside after that to a long-run average.
- The estimated revenues raised from a transportation tax implemented for 10 years would be $700 million.
- The estimated revenues raised from a transportation tax implemented for 20 years would be $1,900 million.
- The estimated revenues raised from a transportation tax implemented for 30 years would be $3,300 million.

Short Run versus Long Run Economic Forecasts

Short-run economic forecast models focus on fluctuations. The quarterly economic historical data are volatile as the economy surges and slows, and our short-term forecasts attempt to inform our clients of soon-to-come changes in growth.

Long-run economic trends, measured at the annual frequency, change more gradually. Important long run trends include: birth rates, death rates, civilian labor force participation rate, the long-run unemployment rate, educational attainment, and productivity.

The Long Run 2040 Forecast

Introduction

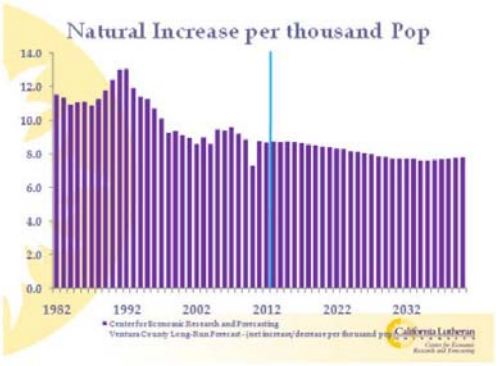
The structure of the United States and Ventura long-run forecast models were fairly similar. I discuss them here, noting differences between the United States and Ventura County where appropriate. The long-run United States forecast model was helpful because it informed the Ventura County model with more complete data and extensive comparative analysis by other forecast experts.

The goal in building these long-run forecast models was to find a cost-effective way to link changes in demographics with changes in economics. The changes go in both directions. The way in which we did this was to use the economy to drive changes in migration and to use demographics to drive changes in the labor force.

Long-Run Model Structure and Forecasts

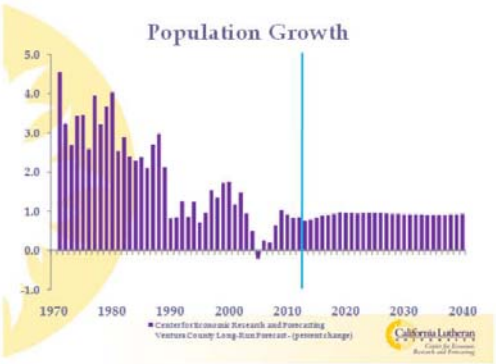
The long-run forecast models start with the rate of natural increase in the country, defined as births minus deaths. We start by defining "crude birth" and "crude death" rates by dividing births and deaths, respectively, into total population. We collected the 2050 U.S. births and deaths forecasts from the United States Census bureau. In December 2010, the long-run Census forecast for the United States was called the "2009" series. The bureau had a set of alternate scenarios for their long run forecasts. We examined their baseline births and deaths forecasts, which among other adjustments, were built around an international migration forecast that was similar to recent historical experience. Other Census bureau U.S. 2050 scenarios utilized either more optimistic or more pessimistic international migration forecasts. The patterns in the baseline Census bureau birth and death rate forecasts were used to inform our U.S. birth and death rate forecasts, i.e. we maintained the essential pattern with small adjustments. Then the Ventura County birth and death rates were forecasted to 2040 using regression analysis, where the U.S. birth and death rates were used as drivers of the Ventura County birth and death rates.

Figure 1: Ventura County Natural Increase Per Thousand Population



Population change is driven by two types of changes, natural change and migration. While the natural change forecast is determined by purely demographic factors, the migration forecast is driven by economic factors, especially jobs.

Figure 2: Ventura County Population Growth

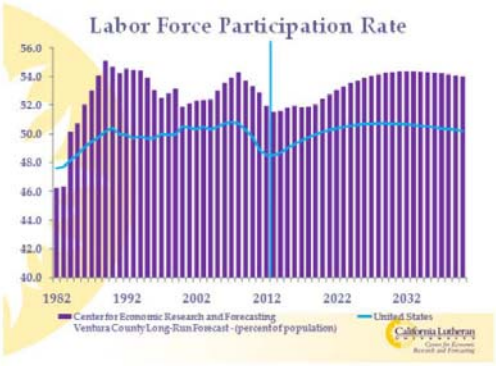


The structure of long-run economic activity starts with the forecast of civilian labor force. While the civilian labor force participation rate (civilian labor force as a share of population) rose impressively from the early 1960s to the early 1990s, it has leveled off since then. The main factor that drove that change was greater female participation in the labor force.

Figure 3: United States Labor Force Participation Rate

We and most analysts feel that a new dynamic will affect labor force going forward, that is, older workers will remain in the labor force longer than previous generations. This is due in part simply to people living longer, and also older households will need to work to bolster incomes and savings as federal government retirement benefits are gradually reduced. Thus, we forecast a gradually rising civilian labor force participation rate from about 2018 to 2032. It subsides very slowly thereafter until 2040 due a slowing of the increase in the average age of the population.

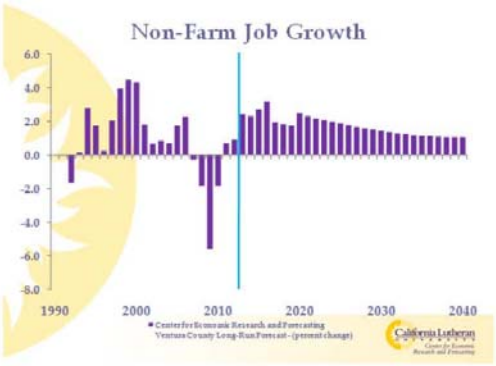
Figure 4: Ventura County and U.S. Labor Force Participation Rate



The civilian labor force forecast, along with the unemployment rate forecast, helps us drive the jobs forecast. The unemployment rate forecast takes the recent economic recession into account, that is, the unemployment rate is high at this time and does not fall back to a normal level of about 6 percent until 2018. The post-2018 unemployment rate remains near 6 percent

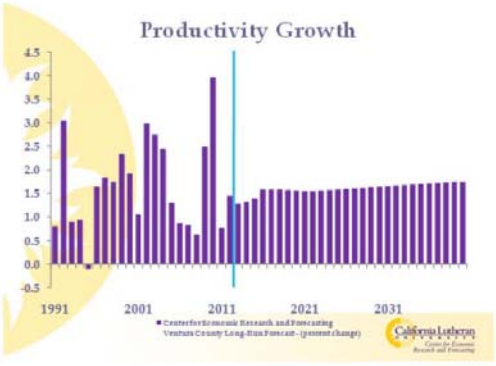
until 2040, which is an economic way of saying that this forecast does not attempt to predict future recessions or financial crises. The jobs forecast, driven by the unemployment rate and by civilian labor force, implies that 2013 and later job growth will be noticeably more rapid than job growth during the 2008 to 2012 time period, a natural outcome of eventual recovery from the Great Recession.

Figure 5: Ventura County Non-Farm Job Growth



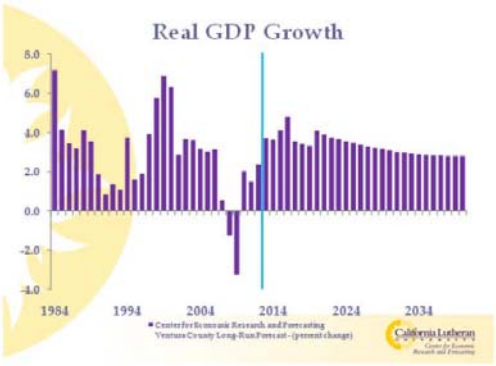
Productivity, defined as real output per worker, is driven in part by the number of college degrees conferred and by historical trends. The productivity growth rate forecast maintains the recent pace of about 1.5 percent. This forecast speaks to an expectation that the labor force will continue to become more educated, and that basic research (which is related to those college degrees that are Ph.D.'s and the eventual research they will do) will continue to filter into the economy in the form of new products, new companies, efficiencies in communications, business operations, computing, and social networking.

Figure 6: Ventura County Real Productivity Growth



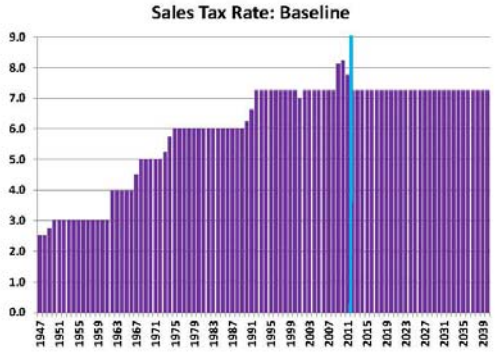
With the forecasts of jobs and productivity, we can then compute the forecast of real GDP, the broadest measure of economic activity. Due to a constant productivity growth forecast the GDP forecast has a similar growth profile as jobs, which entails more rapid growth in 2013 and later compared with the 2008 to 2012 time period.

Figure 7: Ventura County Real GDP Growth



Using the forecast for GDP, we compute the forecast for real taxable sales. This forecast was driven by these factors: real GDP, the sales tax rate, real wealth, and the interest rate. The sales tax rate was decomposed into two components, an underlying rate that capture the long-run increases and another component, a "change component", that captured changes in the rate of a half a percent. With the change component, we were able to measure the impact that a tax increase of that magnitude would have on taxable sales.

Figure 8: Ventura County Sales Tax Rate: Baseline



Finally, we needed a forecast of inflation so that we can translate real taxable sales into the taxable sales at the register, or nominal taxable sales. We used a combination of demand, productivity, and oil prices to forecast inflation.

Figure 9: Ventura County Retail Sales Growth

Assessment of the Long-Run Ventura County Demographic and Economic Forecast

With the long-run Ventura County forecast in hand, we then compared our forecast against history, and compared our population forecast against other forecasts, see the table below.

From the table, we see that our forecast is very similar to recent history. Population and productivity growth are slightly slower in the forecast compared with history. The population forecast is compared with the consensus of three other regional forecasts below.

The productivity forecast is conservative relative to history, especially once older historical data is taken into account. The inflation forecast entails the same growth rate as recent historical experience.

Retail sales growth, both real and nominal, are faster in the forecast compared with history. However, recent history includes a major cyclical downturn, the 2008 to 2009 "Great Recession". Downturns of this magnitude, the worst United States recession since World War II, do not happen more than once about every 50 years. Our forecast does not include such a cyclical downturn. To see the impact that the Great Recession has on our comparison, we adjusted the last set of numbers in the table, the nominal (or at the register) retail sales to

remove the impact of the Great Recession, and found that the historical growth rate would have been 5.4 percent. Therefore, the forecast is conservative relative to recent history.

Computing a forecast that is conservative relative to recent history is a desired strategy for this analysis. This is so we compute revenue estimates from tax increases that should be obtainable in most economic circumstances.

Summary: Ventura County Baseline Forecast

Average annual growth rates (%)	History (1990-2010)	Forecast (2011-2040)
Population Growth	1.0	0.9
Productivity Growth	1.7 *	1.6
Real Retail Sales Growth	1.5	2.2
Inflation Growth	2.7	2.7
Retail Sales Growth	**4.2 ****	**5.0**

* 2.4 with 1990
** 5.4 without the Great Recession

Turning to a comparison of our Ventura County 2040 population forecast against others we find these competing forecasts as of January 2011:

Population Forecast Comparison: Ventura County

Agency/Forecaster	Average annual growth
California Department of Finance (2040)	1.12 %
SCAG (2035)	0.90 %
Ventura County Council of Governments (2040)	0.69 %
Average	**0.90 %**
This Forecast (2040)	**0.90 %**

Our forecast is very close to the average of the three competing forecasts out there.

The Response of Ventura County Taxable Sales to a Tax Increase

This part of the analysis consisted of creating a forecast equation for Ventura County taxable sales that conditioned on the economy as well as the level of the sales tax rate as it changed over the years. With that done, we conducted intervention analysis to estimate the impact of a sales tax rate increase on taxable sales. This resulted in the estimate of a 2.7% decrease in taxable sales due to an increase in the tax rate of a half of a percent.

Alternate Scenarios for the Path of Future Tax Rates

With the calculation above, we then designed four scenarios for future sales tax rate changes.

The Ventura County sales tax rate as of March 2011 was 7.75 percent. This was an average, across municipalities, where Oxnard and Port Hueneme had different rates than the rest of the county, and an average across the year, where the early part of the year the geographical average was 8.25 percent and in the later part of the year the average was 7.25 percent.

The Baseline Sales Tax Rate Path

The baseline sales tax rate path is the one that is consistent with current legislation. It calls for the rate to start at the level of 7.75 percent in 2011, then falls to 7.25 percent in 2012, remaining at 7.25 percent thereafter, until 2040.

Tax Extension Scenario

The "Tax Extension Scenario" is one consistent with a currently proposal that is a June 2011 ballot measure. This scenario specifies the tax rate remains 7.75 percent through 2012, then is hiked to 8.75 percent for two years, 2014 and 2015. 2013 would be 8.5 percent, and 2016 would be 8.25 percent. Then, the tax rate would be 7.75 percent from 2017 to 2040.

The next three scenarios are possible Ventura County Transportation Commission scenarios for tax rate increases that would generate additional revenue for Ventura County Transportation System purposes.

Half-cent 10-year Scenario

The 10-year scenario calls for the sales tax rate to track the baseline as it falls from 7.75 percent in 2011 to 7.25 percent in 2012, but then rises to 7.5 percent in 2013 and to 7.75 percent in 2014. It remains at 7.75 percent from 2014 until 2022. Then in 2023 it begins to fall, and gets back to 7.25 percent by 2024. This difference of 0.5 percent during 2014 through 2022 is what

generates most of the tax revenues that could be used for transportation infrastructure purposes.

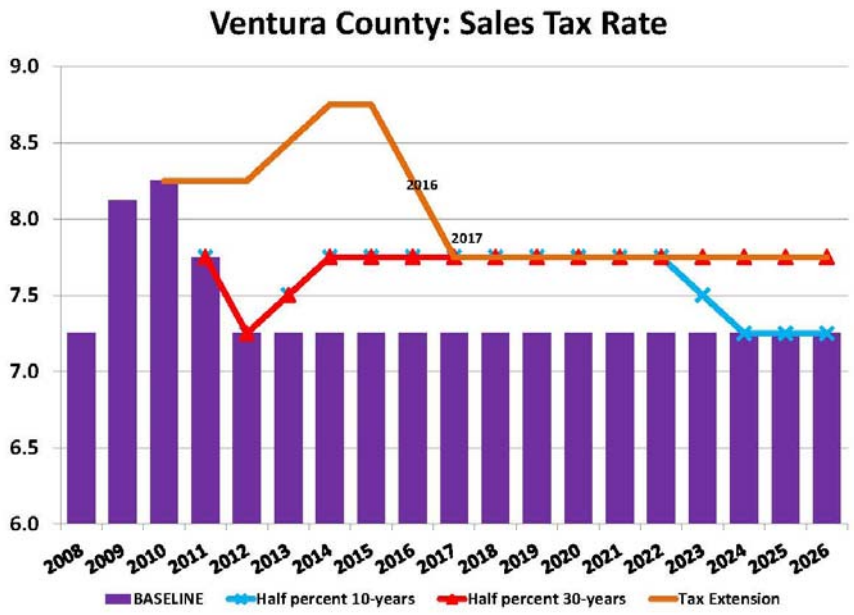
Half-cent 20-year Scenario

The 20-year scenario calls for the sales tax rate to track the baseline as it falls from 7.75 percent in 2011 to 7.25 percent in 2012, but then rises to 7.5 percent in 2013 and to 7.75 percent in 2014. It remains at 7.75 percent from 2014 until 2022. Then in 2033 it begins to fall, and gets back to 7.25 percent by 2034. This difference of 0.5 percent during 2014 through 2032 is what generates most of the tax revenues that could be used for transportation infrastructure purposes.

Half-cent 30-year Scenario

The 30-year scenario calls for the sales tax rate to track the baseline as it falls from 7.75 percent in 2011 to 7.25 percent in 2012, but then rises to 7.5 percent in 2013 and to 7.75 percent in 2014. It remains at 7.75 percent from 2014 through 2040. This difference of 0.5 percent during 2014 through 2040 is what generates most of the tax revenues that could be used for transportation infrastructure purposes.

Figure 10: Ventura County Sales Tax Rate



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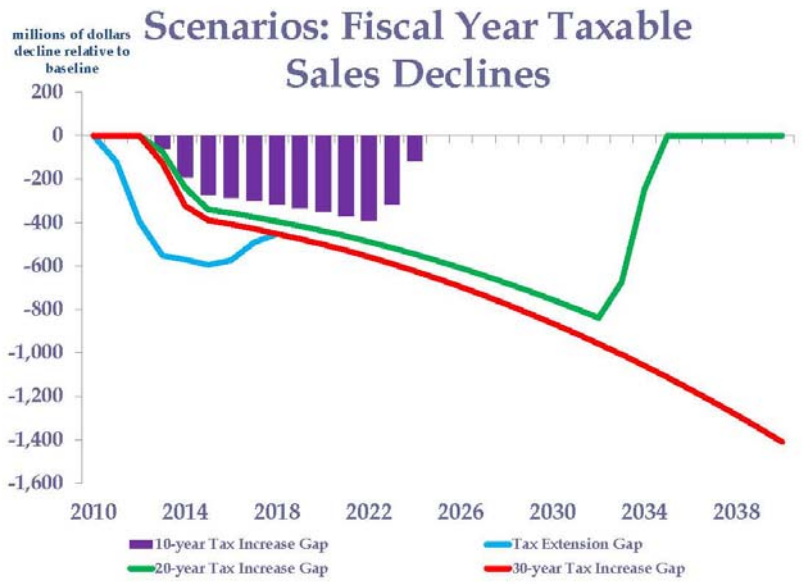
The Economic Impact of Sales Tax Increases

Relative to the baseline Taxable sales growth forecast, Scenario growth forecasts have the following properties:

- The tax extension scenario has the largest near-term impact, and a long term impact similar to the 30-year scenario. This is because the tax hike is larger in the short term relative to the other scenarios, and is similar to the 30-year scenario in the long run.
- The ten-year half-percent tax increase reduces Taxable Sales starting in 2013, and ending in 2024.
- The twenty-year half-percent tax increase reduces Taxable Sales starting in 2013, and ending in 2034. The initial reduction in the twenty-year scenario is greater than the ten-year, due to the tax being longer lasting.
- The thirty-year half-percent tax increase reduces Taxable Sales starting in 2013, and ending in 2044. The initial reduction in the thirty-year scenario is greater than the twenty-year, due to the tax being longer lasting.

See the chart below.

Figure 11: Ventura County: Taxable Sales Declines by Scenario



Alternate Transportation System Revenue Generation Scenarios

From the calculations of the tax impact on retail sales and from running the model five times, for the baseline and the four scenarios, we obtain the results of revenues that would be generated from the transportation tax options, shown in the table below. Note that while the model was run with retail sales data and calendar year data for statistical purposes, we converted these numbers into Taxable sales data and Fiscal Year data for the purposes of calculating the revenue generation.

Ventura County
Cumulative Revenue Estimates

Nominal Dollars (includes inflation)	
10-year scenario	$ 709.4 million
20-year scenario	$ 1,909.3 million
30-year scenario	$ 3,293.6 million
Real Dollars (excludes inflation)	
10-year scenario	$ 603.3 million
20-year scenario	$ 1,357.3 million
30-year scenario	$ 2,082.0 million

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Summary

This analysis was done to compute a 2040 Ventura County forecast and the revenue generated from a sales tax increase. The revenue is designed to be used for Ventura County transportation system needs.

The 2040 Ventura County population forecast derived in this effort was seen to be at the consensus average annual growth rate, compared with three other regional forecasts. The 2040 economic forecast was calculated to be conservative relative to recent history, once the 2008 to 2009 Great Recession was taken into account.

We measured and showed how Ventura County's taxable sales would fall in response to a sales tax rate increase. Then, we calculated the revenue generated from a half-percent sales tax rate for three scenarios, ten-year, twenty-year, and thirty-year. Obviously, the thirty-year scenario would generate the most revenue, which comes to about $3.4 billion, or about $2.1 billion in today's dollars.