



**FY 2016/2017 TRANSPORTATION DEVELOPMENT ACT (TDA)
PUBLIC HEARING ON UNMET TRANSIT NEEDS
(THIS IS A PUBLIC HEARING TO GATHER INFORMATION. NO ACTION IS EXPECTED)**

**MONDAY, FEBRUARY 8, 2016 1:30 P.M. – 3:30 PM
CAMARILLO CITY HALL, COUNCIL CHAMBERS
601 N. CARMEN DRIVE, CAMARILLO, CA 93010**

In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a meeting, please contact the Clerk of the Board at (805) 642-1591 ext. 105. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility.

Item #1 Call to Order, Commissioner Linda Parks

Item #2 Roll Call

Item #3 VCTC Staff Report

- Overview of Public Hearing Process/Procedure
- Summary of FY 2015/16 Hearing Actions and FY 2016/17 Comments Heard to Date

Item #4 Public Comments on Potential Unmet Transit Needs

Item #5 Next Actions

- Staff recommends the public hearing record remain open until 5 PM on Friday, February 19, 2016.
- Staff also recommends the VCTC Hearing Board consider action on the draft hearing findings at its Friday, May 6, 2016 meeting, at 9 AM, at Camarillo City Hall Council Chambers

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Item #3

February 08, 2016

MEMO TO: UNMET TRANSIT NEEDS HEARING BOARD
FROM: ELLEN TALBO, TRANSIT PLANNING MANAGER
**SUBJECT: FISCAL YEAR 2016/2017 TRANSPORTATION DEVELOPMENT ACT (TDA)
UNMET TRANSIT NEEDS PUBLIC HEARING INFORMATION**

RECOMMENDATION:

- Receive and file

OVERVIEW:

This staff report contains two informational items for public hearing attendees:

- Attachment #1: An overview of the TDA and unmet transit needs process, and
- Attachment #2: A summary of comments received to date about public transit service.

Attachment 1 is intended to brief public hearing attendees with the purpose of the Transportation Development Act and the role of the Unmet Transit Needs process in relation to how TDA funding is publically distributed. The definition of “unmet transit needs” and “reasonable to meet” is annually reviewed and adopted by the Commission before this process commences, and those definitions are further discussed in the attachment.

Attachment 2 provides a summary of the public comments about transit that were collected during three interactive transportation forums. Testimony and feedback about transit service will be collected at today’s public hearing and the public comment period will close on February 19, 2016. After that point, staff will evaluate the public testimony and comments received at the forums using the evaluation criteria outline in the Commission’s “unmet transit need” and “reasonable to meet” definitions.

Staff will report its findings to the Social Services Transportation Advisory Committee (SSTAC) at its meeting on April 12th, 2016, and the Unmet Transit Needs Hearing Board has the option of meeting as a stand-alone Hearing Board in April to approve the SSTAC and/or staff recommendations – or the Hearing Board may choose to combine their action on the findings with the Commission’s review during their May 6th, 2016 meeting. No action is necessary at this public hearing. The Unmet Transit Needs Hearing Board may decide its meeting preference at any time between now and March.

**TRANSPORTATION DEVELOPMENT ACT (TDA)
FISCAL YEAR 2016/2017 PUBLIC HEARING
UNMET TRANSIT NEEDS IN VENTURA COUNTY**

(Note: This overview of the TDA and public hearing process is provided only for the purpose of the public hearing on unmet transit needs. It represents only a brief summary of the TDA Program. For more details, please refer to the State's TDA Statutes and Government Code at <http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>.)

OVERVIEW OF THE STATE TRANSPORTATION DEVELOPMENT ACT (TDA)
UNMET TRANSIT NEEDS PUBLIC HEARING REQUIREMENT

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

Legislative Intent for Use of TDA Funds

The legislative intent for use of TDA money is stated in the law as follows:

It is in the interest of the State that funds available for transit development be fully expended to meet the transit needs that exist in California. Furthermore, it is also in the interest of the State that such funds be expended for physical improvement – to improve the movement of transit vehicles, the comfort of patrons, and the exchange of patrons from one transportation mode to another. To assure full consideration is given to meeting the intent of the law, a public hearing to discuss transit needs must be held every year.

This hearing is especially important in areas like Ventura County where the TDA allows use of funds for street and road projects. The purpose of the hearing is to take testimony on local and/or regional transit needs, and assure that all reasonable transit needs are satisfied. VCTC is required to make those findings, and provide them to the State for review and concurrence prior to allocation of TDA funds to the cities/County for any street or road purpose. As of July 1, 2014 only the cities of Camarillo, Fillmore, Moorpark and Santa Paula can claim funds for local street purposes

The VCTC develops the findings after a review of the testimony and from a review of regional and local transportation plans. This review takes into consideration adopted goals, policies and actions already identified in area plans and tries to identify projects that will improve the environment and the public transportation needs of groups likely to be transit dependent, such as the physically/cognitively challenged, senior citizens and/or low income individuals.

It is important to recognize that in addition to testimony offered at the hearing, any applicable comments received at other local meetings held earlier this year (e.g. meetings of city councils, community advisory groups and/or transit boards) will be added to the public hearing record for Board consideration. Also added to the public record will be comments received via U.S. mail, e-mail, and telephone; this allows for the broadest public participation

After review of all the aforementioned, VCTC must decide by adopting a resolution either that:

1. There are no unmet transit needs;
2. There are no unmet transit needs that are reasonable to meet; or,
3. There are unmet transit needs, including needs that are reasonable to meet.

Page 5 shows the schedule for FY 15/16 public hearing process which includes review of the findings.

ATTACHMENT 1 (cont)

This attachment contains the current VCTC definitions of “Unmet Transit Needs” and “Reasonable to Meet” which are required to be adopted each year; these definitions were approved by the Commission on December 6, 2013, and readopted on December 4, 2015. The current definitions were adopted in 2013 after extensive consultant review of the past practices especially concerning public participation. The revised definitions were reviewed by the VCTC’s Citizen’s Transportation Advisory Committee/Social Services Transportation Advisory Council (CTAC/SSTAC) before being presented to the Commission for approval.

A summary of the public hearing process follows:

- The Hearing Board receives the testimony submitted to-date at community meetings or by other transmittal methods, and given at the public hearing on February 8th; hearing record left open until 5 PM February 19, 2019 for any supplemental information.
- VCTC’s Transit Operators’ Advisory Committee (TRANSCOM), and CTAC/SSTAC committees will review staff’s summary of the public comments and the staff recommended findings.
- The Hearing Board is scheduled to review the advisory committee comments and staff recommendations regarding the findings on April 18th at 1:30 PM at Camarillo City Hall Council Chambers, and forward them with any Hearing Board comments to the full Commission for action. Should the Hearing Board choose to do so, they may combine their approval with the Commission’s approval during their regularly scheduled May 6th meeting.
- The VCTC will review, adjust as needed, and adopt the final recommendations at its May 6, 2016 meeting at 9 AM at Camarillo City Hall.
- The findings will then be transmitted as required to the State. The VCTC will also inform any jurisdictions of any unmet transit needs which were deemed reasonable to meet, and direct submission of a program to meet those needs prior to the VCTC approval of the TDA funds for street and road purposes.

Fiscal Year 16/17 Unmet Transit Needs Public Hearing and Process Schedule

September 8, 2015	CTAC/SSTAC reviews FY 16/17 Unmet Transit Needs Public Hearing Definitions <i>Completed – SSTAC approved the schedule and provided feedback.</i>
December 4, 2015	VCTC approved FY 16/17 Unmet Transit Needs Public Hearing schedule and Definitions
January 6, 2016	Letters/flyers were sent to community groups, social service agencies, transit operators, and the general public to announce the public hearing and information is posted on the www.goventura.org website.
January 6, 2016	Legal notice for public hearing published in the Ventura County Star newspaper
January 7, 2016	Legal notice for public hearing published in the La Vida News newspaper
<u>January 25, 2016</u>	Transportation Interactive Forum #1, 6:30 PM at Moorpark City Hall
<u>January 26, 2016</u>	Transportation Interactive Forum #2, 6:30 PM at Santa Paula Community Center
<u>January 28, 2016</u>	Transportation Interactive Forum #3, 6:30 PM at Oxnard Library
January 26, 2016	Reminder notices on the public hearing sent to agencies/citizens
<u>February 8, 2016</u>	Public Hearing, 1:30 PM Camarillo City Hall
February 19, 2016	5 PM Hearing record closed – no further public testimony accepted
March 10, 2016	Transit Operators Advisory Committee (TRANSCOM) reviews testimony and makes recommendations regarding the proposed findings
April 12, 2016	CTAC/SSTAC reviews testimony and makes recommendations regarding the staff proposed findings
<u>April 18, 2016</u>	1:30 PM Camarillo City Hall – VCTC Hearing Board may approves Unmet Transit Needs Public Hearing Findings (or this meeting may be combined with the May 6, 2016 Commission meeting)
May 6, 2016	9 am Camarillo City Hall – VCTC adopts Unmet Transit Needs Public Hearing Findings
May 9, 2016	Adopted findings are forwarded to the State for review
August 15, 2016	Deadline for State review of findings

DEFINITION OF “UNMET TRANSIT NEED”

Public transportation services identified by the public with sufficient broad-based community support that have not been funded or implemented. Unmet transit needs identified in a government-approved plan meet the definition of an unmet transit need. Sufficient broad-based community support means that persons who will likely use the service on a routine basis demonstrate support: at least 15 requests for general public service and 10 requests for disabled service.

Includes:

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

Excludes:

- Operational changes such as minor route changes, bus stop changes, or changes in schedule
- Requests for extended hour (less than one (1) hour
- Service for groups or individuals that is not needed by or will not benefit the general public
- Comments about vehicles, facilities, driver performance and transit organizational structure
- Requests for better coordination
- Requests for reduced fares and changes to fare restrictions
- Improvements funded or scheduled for implementation in the following year
- Future transportation needs
- Duplication or replacement of existing service

DEFINITION OF “REASONABLE TO MEET”

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

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

Outcome	Definitions	Measures & Criteria
		months of service, and 100% at the end of 36 months of service.

RECOMMENDED BENCHMARKS FOR PASSENGER FAREBOX RECOVERY RATIO FOR NEW TRANSIT/PARATRANSIT SERVICES IN VENTURA COUNTY

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

TDA regulations have established a basic requirement in Section 99268 of the Public Utilities Code for all proposed new transit services in urban areas; this requirement states a 20% passenger fare ration by the end of the third year of operations. A similar target passenger fare ratio of 10% exists for special services (for seniors or persons with disabilities) and rural area services.

VCTC has established more detailed interim passenger fare ratio standards, which will be used to evaluate new services as they are implemented, which are described below. Transit serving both urban and rural areas, per State law, may obtain an “intermediate” passenger ratio. (1)

Urban Service	Rural Service	Recommended Action
New Service Performance Criteria: End of Twelve Months		
Less than 6%	Less than 3%	Provider may discontinue service
6% or more	3% or more	Provider will continue service, with modifications if needed
New Service Performance Criteria: End of Twenty-four Months		
Less than 10%	Less than 5%	Provider may discontinue service
10% or more	5% or more	Provider will continue service, with modifications if needed

New Service Performance Criteria: End of Thirty-Six Months **		
Less than 15%	Less than 7%	Provider may discontinue service
15% to 19%	7% to 9%	Provider may consider modifying and continue service
20% or more	10% or more	Provider will continue service, with modifications if needed
<i>*Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.</i>		
<i>**A review will take place after 30 months to develop a preliminary determination regarding the discontinuation of proposed services</i>		

- 1) *Per statute the VCTC may establish a lower fare ratio for intermediate area transit services.*
- 2) *A review will take place after 2 ½ years operation to develop a preliminary determination regarding the modification or discontinuation of the service.*

Fiscal Year 2016-17 Unmet Transit Needs
Public comments received from January 6, 2016 through February 7, 2016

	NAME/CITY/DATE/CONTACT	COMMENT(S)
1	Shae, <i>unknown</i> 5/19/2015 email butterly2009@gmail.com	Wants weekend Coastal Express service hours extended to 8:00 p.m. or 9:00 p.m., not 6:30 p.m.
2	Carolina Perez 08/25/15 phone call (805) 421-8839	Wants a bus departure out of Fillmore/Santa Paula into Ventura around 1:00 p.m. on week days.
3	Kevin Clerici 01/22/16 Ventura	I wish the Metrolink connected with the downtown Ventura train platform, rather than end at the east Ventura station.
4	WGK 01/22/16 Oxnard	Wants service from Oxnard to Los Angeles & Thousand Oaks to Los Angeles.
5	Everard Ashworth 01/22/16 Ventura	Wants service during commute hours from Ventura to Las Posas & wants service every 20 min from midtown Ventura to Downtown Ventura. -- I take mass transport at every city I commute to for work. I had a monthly pass when i lived in other urban/city centers (NYC, Washington DC, London). I find it ironic that I cannot bicycle nor take regularly scheduled bus/mass transit in my home city. I recognize that this is a significant commitment of resources, but think that AB32 funding/CEC and other federal/state initiatives should be explored with vigor to see how we can significantly improve our mass transit if not now, then in the next 3-8 years.
6	Benjamin Unseth 01/25/16 Camarillo	Wants service from Camarillo Station to CVS Mall on Santa Rosa Rd. (NE Camarillo) at 3:20pm for school trips.
7	Big Brothers Big Sisters of Ventura County 01/25/16 Camarillo	On behalf of Big Brothers Big Sisters of Ventura County, it's often difficult to secure transportation for groups of children who can not afford transit otherwise. We want to encourage children in our program to use public transportation to make it a more sustainable means of getting around the county, but need program assistance in making that push (whether through donations or education or both).
8	Vicki Tripoli 01/25/16 Moorpark	Wants A.M. and midday service from Moorpark to Ventura for county meetings, jury duty, etc. & wants service from Moorpark to Granada Hills.
9	Michael Graham 01/26/16 Simi Valley	Wants commute hour service from Simi Valley to CLU & wants weekend service from Simi Valley to Ventura.
10	Linda Coburn 01/26/16 Westlake Village	Wants commute hour service from Simi Valley Station to Westlake Village.
11	Matthew Saint 01/27/16 Camarillo	I'd love to use trains more often, but the costs are often too high for an irregular user with a family. We recently used Metrolink and loved the experience but the price felt a little too high (especially with low oil prices currently).

	NAME/CITY/DATE/CONTACT	COMMENT(S)
12	Anonymous 01/27/16 Oxnard	Wants A.M. service from Downtown Oxnard to beach and harbor areas. -- More direct and frequent routes would be helpful.
13	Lawrence Older 01/27/16 Ventura	Wants afternoon and evening service between Ventura and Los Angeles. -- I would like a complete transit system, so I can get home from LA in the night, get to the store across town in the day, similar to Portland, Washington DC, Seattle, Santa Barbara, etc.
14	Paula Johnson 01/27/16 Ventura	Wants commute hour service from Ventura to Newbury Park. -- I locate employment for individuals with intellectual and developmental disabilities. We have job placements but no way to get the individual from city to city.
15	Anonymous 01/27/16 Oxnard	Wants service from Oxnard Pacific mobile home park to Oxnard College
16	Anonymous 01/27/16 Ventura	Wants later evening service throughout the County
17	Deborah 01/27/16 Camarillo	Wants more service from Camarillo to Los Angeles
18	Anonymous 01/27/16 Camarillo	Wants mid-morning (10am) service from Carmen Plaza to Ventura College. -- Transit pass should work with Dial-A-Ride.
19	Norma Cunningham 01/27/16 Oxnard	Wants commute hour service from Silverstrand Beach to the Topa Towers on Esplanade Dr. & wants service throughout the day from Silverstrand Beach to Shopping Plazas (Vons, Ralphs, or Trader Joe's). -- I'd like the option to use public transit to and from work.
20	Katrina Maksimuk 01/27/16 Ventura	Wants service from Ventura to San Francisco & from Ventura to San Jose. -- I use Uber at least once a week. Train to SB once. Really like the Ventura trolley.
21	William 01/28/16 Ventura	Wants commute hour service (7am) from Downtown Ventura to Thousand Oaks/Westlake. -- The times that buses/trains run are somewhat inconvenient. They seem to run super early, and the return times are early/infrequent.
22	Anonymous 01/28/16 Ventura	Wants mid-day/afternoon service from Ventura to UCLA, to Westlake Village, and to Sherman Oaks for medical appointments.
23	Ron Lewis 01/28/16	Wants daytime service from Fillmore to: Simi Valley Town Center, Santa Clarita, and Moorpark Station. -- We need direct service to Moorpark Metrolink Station so seniors can go into Los Angeles.
24	Willie Lechuga Jr. 01/29/16 Oxnard	Indicated there are places in Ventura County he wants to access but cannot, either because there is no route or there is no service during a particular time of day -- no additional details provided.
25	Cheryl Roberson 01/29/16 Oxnard	Indicated there are places in Ventura County she wants to access but cannot, either because there is no route or there is no service during a particular time of day -- no additional details provided.

	NAME/CITY/DATE/CONTACT	COMMENT(S)
26	Eduardi Navarro Jr. 01/29/16 Oxnard	Wants more service from Oxnard to Camarillo
27	Eileen Tracy 01/29/16 Port Hueneme	Wants afternoon service from Hueneme Bay to Victoria/Channel Islands Blvd. -- Port Hueneme is a public transportation desert.
28	Map Comment from Forum	Wants service from Piru to Santa Clarita to get to Magic Mountain, College of the Canyons, LA County
29	Map Comment from Forum	Wants service between Fillmore and Moorpark
30	Chart Comment from Forum	Wants transit between East Simi to Westlake Village
31	Chart Comment from Forum	Transit between East Simit to Westlake Village - the evening trains only run west, no east train service to get to Westlake Village
32	Chart Comment from Forum	Transit between East Simi to Westlake Village - buses often don't have bike racks available
33	Chart Comment from Forum	Transit between East Simi to Westlake Village - bus connections are tight or too long making the trip time too long