

**CITIZEN'S TRANSPORTATION ADVISORY COMMITTEE/
SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL
(CTAC/SSTAC)**

TUESDAY, APRIL 13, 2010 -- 1:30 PM – 3:30 PM

County Government Center - Hall of Justice
Cafeteria Pacific Meeting Room
800 South Victoria Avenue, Ventura

Item # 1.	Call to Order	Action
Item # 2.	Self Introductions	Information
Item # 3.	Public Comments for Items <u>Not</u> on the Agenda	Information
Item # 4.	Approval of 3/9/10 Meeting Summary	Action
Item # 5.	Review of Additional Information on FY 10/11 Bicycle/Pedestrian Fund Requests (Additional copies of the request packet will be available at the meeting)	Information
Item # 6.	FY10/11 Draft Findings on Possible Unmet Transit Needs Public Hearing – Vic Kamhi, VCTC Staff	Action
Item # 7	Chairman's Report	Information
Item # 8.	Staff Report	Information
Item # 9.	Committee Member Reports	Information
Item # 10.	Adjournment	Action

Staff Contact Mary Travis
(805) 642-1591 ext. 102

**The next meeting will be Tuesday, May 11th, 1:30 – 3:30 PM, when the FY 10/11
TDA Article 3 bicycle/pedestrian requests will be ranked.**

Item # 4.
Action

**CTAC/SSTAC MEETING SUMMARY
March 9, 2010**

Item # 1 CALL TO ORDER

The meeting was called to order by Chairman Jim White at 1:40 PM.

Item # 2 SELF INTRODUCTIONS

The committee members and audience introduced themselves.

Item # 3 PUBLIC COMMENTS (for items not on agenda)

There were no public comments.

Item # 4 FEBRUARY 9, 2101 MEETING SUMMARY

The meeting summary was reviewed and approved.

Item # 5 REVIEW OF FY 10/11 CITY/COUNTY REQUESTS FOR TRANSPORTATION DEVELOPMENT ACT (TDA) BICYCLE AND PEDESTRIAN FUNDS

The County and all cities except Fillmore, Ojai and Santa Paula have submitted requests for FY 10/11TDA bicycle/pedestrian funds. Before the presentations by the applicants were made, Committee members noted their disappointment that there weren't more innovative and multi-agency projects. However, staff noted that given the current financial situation, that likely the cities/County didn't think next fiscal was appropriate for major bicycle or pedestrian projects.

Staff also mentioned that San Buenaventura was not able to be at the meeting; their contact information is in the application packet and they will be invited to the April meeting. After additional general discussion, the requests (here in alphabetical order) were:

Camarillo \$60,000 for bike trail connector

Moorpark \$66,000 for sidewalk and bike lane

Oxnard \$60,000 for pedestrian improvements

Pt. Hueneme \$50,000 for bike/pedestrian crossing

San Buenaventura \$55,000 for sidewalk ramps

Simi Valley \$45,000 for sidewalk and ramps

Thousand Oaks \$55,000 for bike path connection

County \$60,000 for sidewalk

Item # 5**CHAIRMAN'S REPORT**

Chairman White urged everyone to make field visits to the project request locations where possible and to contact the cities/county if there were any questions about the projects. Several committee members will be carpooling to the sites.

Item # 6**STAFF REPORT**

Mary Travis, VCTC staff, mentioned that, in addition to the bad news from last month about the TDA receipts being sharply down in FY 09/10, there is good news - the State Transit Assistance (STA) fund has been restored for at least two years. This is the main source of local funding for Metrolink commuter trains so this was a great relief.

Item # 7**COMMITTEE MEMBER REPORTS**

Representative Susan White mentioned the Area Agency on Aging will have an "ambassador" available to help senior drivers transition to using public transit. Representative Warnagieris commented on a recent LA Times guest column about a woman learning to enjoy traveling by bus around Los Angeles.

Item # 8**ADJOURNMENT**

The meeting was adjourned at 3:30 PM.

Item # 5
Information

April 13, 2010

TO: CTAC/SSTAC
FROM: VCTC STAFF
SUBJECT: REVIEW OF FY 10/11 APPLICATIONS FOR TRANSPORTATION DEVELOPMENT ACT (TDA) ARTICLE 3 BICYCLE/PEDESTRIAN FUNDS

RECOMMENDATION:

- Receive and consider information about the applications from cities/County for FY 10/11 TDA Article 3 bicycle/pedestrian funds including reports of any field visits.

DISCUSSION:

Each year, under Article 3 of the State regulations governing the TDA, two percent of the TDA funds estimated to be available in Ventura County are taken "off the top" of the apportionment and set aside to be claimed for bicycle and pedestrian projects. This Article 3 money is discretionary funding allocated by VCTC according to policies and procedures formulated by CTAC/SSTAC and approved by the Commission.

We currently estimate there will be a total of \$428,000 available in FY 10/11. After 15% or \$64,200 is deducted for Class I bicycle trail maintenance, \$363,800 remains available for discretionary allocation.

Applications for the discretionary funding were received from the County and all cities except Fillmore, Ojai and Santa Paula. The applications submitted total \$451,000; see Attachment # 1 for a summary of the requests.

At the March 9th meeting, the cities/County presented their proposals and responded to questions from committee members. At today's meeting, field visits to the projects will be discussed, and, at the May 11th meeting, the ranking of new projects will take place.

FY 10/11 TDA ARTICLE 3 BICYCLE/PEDESTRIAN FUND APPLICATIONS

AGENCY	ARTICLE 3 REQUEST	PROJECT NAME	OTHER FUNDS	TOTAL FUNDS
Camarillo	\$60,000	Bike trail connector	\$60,000	\$120,000
Moorpark	\$66,000	Sidewalk/Bike lane	\$66,000	\$132,000
Oxnard	\$60,000	Pedestrian improvements	\$66,630	\$126,630
Pt. Hueneme	\$50,000	Bike/pedestrian crossing	\$150,000	\$200,000
San Buenaventura	\$55,000	Sidewalk ramps	\$55,000	\$110,000
Simi Valley	\$45,000	Sidewalk and ramps	\$45,000	\$90,000
Thousand Oaks	\$55,000	Bike path connection	\$65,000	\$120,000
County	\$60,000	Sidewalk	\$60,000	\$120,000
TOTAL	\$451,000		\$567,630	\$1,018,630
<i>Funding Available</i>	<i>\$363,800</i>			

g:mary/misc/article310/11review

TDA ARTICLE 3 GRANT EVALUATION CRITERIA

1. Matching Funds (Yes or No)		2. Safety (25 points possible)	
<p>This criterion evaluates local support for the proposed project in terms of financial partnership. It is mandatory that there be a minimum 50/50 match of the request.</p> <p>Is the City/County willing to match its request at 50 % or greater?</p>		<p>This criterion evaluates how the proposed project will effect safety at existing facilities or improve safety by building new facilities. When describing the project conditions include any accident statistics and how the project will improve or correct the situation.</p> <p>Will the proposed project improve safety or correct an existing safety problem including providing secure parking for bicycles?</p>	
3. Project Readiness (15 points possible)		4. Special Considerations (15 points possible)	
<p>This criterion evaluates deliverability of a proposed project. Please note that, funds not used within two years must be returned for redistribution the following year or a City and/or County may request that the project readiness be reevaluated so that the City and/or County may retain their allocation.</p> <p>Is this a new or continuing project and is the proposed project ready for construction in the fiscal year of allocation? Have past allocations been fully spent?</p>		<p>This criterion is designed to add flexibility and allows cities and/or agencies to be creative and discuss any other ways in which the proposed project will benefit City/County residents, for example, improving air quality. When discussing this criterion please be specific, if the proposed project will reduce auto trips please estimate the number of trips and how the number was developed.</p> <p>Does the proposed project provide a benefit to City/County residents that has not been discussed elsewhere?</p>	
5. Maintenance of Facility (10 points possible)		6. Connectivity (10 points possible)	
<p>This criterion evaluates whether a proposed project will be maintained at an appropriate level after the project is completed. Please discuss whether the proposed project has a long range maintenance plan associated with it.</p> <p>How will the proposed project be maintained?</p>		<p>This criterion evaluates the proposed project's relationship to regional and/or local planned pathway systems. When discussing this criterion please include an 8 1/2 " x 11" map illustrating the existing plan and the proposed project.</p> <p>Will the proposed project close a missing link in an existing local or regional bike or pedestrian plan?</p>	
7. Involvement of Other Agencies (10 points possible)		8. Traffic Generators (5 points possible)	
<p>This criterion evaluates whether the proposed project has local and/or regional significance. When discussing this issue please list all other agencies involved and their roles.</p> <p>Are any other agencies outside the applicant's jurisdiction involved in planning or constructing any phase of this proposed project?</p>		<p>This criterion evaluates the proposed project's usefulness in serving major traffic generators.</p> <p>Will the proposed project serve major bicycle or pedestrian traffic generators such as schools, libraries, work sites, downtown areas, retail centers, transit nodes?</p>	
9. Expected Utilization Rate (5 points possible)		10. Multi-Modal Interface (5 points possible)	
<p>This criterion evaluates the proposed project's usage. The project should be discussed in terms of the usage as a percentage of the applicant's population or as a percentage of the population the project affects.</p>		<p>This criterion evaluates the proposed project's connectivity to transit modes and other forms of transportation.</p> <p>How will the project encourage multi-modal travel?</p>	

Item # 6
Action

**VENTURA COUNTY
TRANSPORTATION COMMISSION**

FY 2010/2011 UNMET TRANSIT NEEDS FINDINGS



April 8, 2010

DRAFT

April 13, 2010

MEMTO TO: CITIZENS TRANSPORTATION ADVISORY COMMITTEE/SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (CTAC/SSTAC)

FROM: VICTOR KAMHI, BUS TRANSIT DIRECTOR.

SUBJECT: 2010/11 UNMET TRANSIT NEEDS DRAFT FINDINGS

RECOMMENDATION

- Review and Comment

DISCUSSION

BACKGROUND

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

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

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

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

The resolution approving the findings must include information that provides the basis for the Commission decision. In accordance with PUC Section 99401.5 (c) the Commission adopted definitions of "Unmet Transit Need" and "Reasonable to Meet" at the January 5, 1996 VCTC meeting and reaffirmed these definitions at its January 8, 2010 meeting.

The VCTC held its' public hearing on transit needs for FY 2010/2011 on February 8, 2010 at the Camarillo City Council Chambers. Approximately 32 people attended the meeting, in addition to the VCTC Hearing Board consisting of Commissioners Long, Walker, and Morgan, and VCTC staff. Eleven people testified at the hearing and some supplemental written comments, as well as several written statements were submitted. A total of forty-six persons had submitted written/e-mailed, or telephoned testimony, which staff summarized for the record. VCTC also held two evening "listening sessions" in which staff took public comments. The evening session in Ventura on January 26th had four citizens attend and comment, the evening session in Moorpark on January 27th had twelve citizens attend.

The Unmet Transit Needs public comment period was open through February 15, 2010. By the time the hearing was closed, approximately 57 individuals had submitted material to VCTC, including letters, e-mails, phone calls, and comments at the public hearing.

While some testimony was very specific about a particular problem in one area, most of the testimony fell into several broad categories: expanded and/or more frequent bus service; better coordination among bus systems; improved bus service for seniors and the disabled; and increased train service. In addition, there were a large number of comments which were both so general as to have impact on the Unmet Transit Needs process, and an even greater number of general comments regarding bike facilities – which is not part of the unmet transit needs process.

In a number of cases, the requests were for services which already exist, suggesting that public awareness is a continuing challenge to be addressed.

VCTC also received documentation from Gold Coast Transit and the Cities of Ventura that insufficient Transportation Development Act funds existed to continue operation the Route 16 and express bus services and that they would be discontinued or reduced significantly. Gold Coast Transit did try adjusting the service in compliance with the VCTC unmet transit needs requirements.

A few people made general comments stating that we needed to improve connections on the various buses, and increase Senior and ADA services.

In general, the verbal and written testimony given through the public hearing process supported the continuation of existing and programmed transit services and programs. For the most part the people testifying considered all existing transit services as a "baseline" saying that the services needed to be kept. It is therefore recommended that all general public bus transit systems and services be found an unmet transit needs as part of the FY 10/11 findings **assuming that the responsible agencies have sufficient TDA funds to continue operation of the services**. It is recognized that some jurisdictions may have no resources to fund those services, and that the VCTC action will not require they be fully funded. If additional TDA or other operating funds become available, it will be the responsibility of the cities and or County to fully fund those services before any TDA funds can be used for non-transit purposed this Fiscal Year.

The majority of the comments fell into several broad categories. These were:

1. Operational improvements including additional stops or increase frequency on existing services. These do not represent unmet transit needs, but are referred to the operators to review and consider in light of funding and operational data.
2. Requests for extended hours of days or service. There were a number of requests throughout the county, but these were limited in number and general in nature, and do not constitute an unmet transit need.
3. Comments about service going into other counties. Because unmet transit needs is a county process, staff will work with adjoining counties, but the requested services are not unmet transit needs.
4. Request for better coordination and transfer locations. These are operational improvements to make the services more convenient and attractive, and will be referred to TRANSCOM for on-going review.
5. Requests for reduced fares and changes to fare restrictions. These are unmet transit needs, and in some cases could adversely affect the TDA farebox requirements.
6. The on-going challenge of providing transit service to the Goodwill Industries facility and environs in East Oxnard. While there is not sufficient demand and possible efficiencies to identify this as an unmet need, VCTC should adopt a policy to encourage and support the City of Oxnard and Gold Coast Transit in providing service to the facility.

The draft findings and matrix are included as separately.

VENTURA COUNTY TRANSPORTATION COMMISSION

FY 2010/2011 UNMET TRANSIT NEEDS FINDINGS

BACKGROUND

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

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

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

UNMET TRANSIT NEED

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

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

REASONABLE TO MEET

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

Equity

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

Timing

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

Feasibility

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

Performance

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

Community Acceptance

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

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

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

ATTACHMENT A

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

END OF TWELVE MONTHS Performance Level

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

END OF TWENTY-FOUR MONTHS Performance Level

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

END OF THIRTY-SIX MONTHS (2) Performance Level

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

(1) Per statute the VCTC may establish a lower fare for community transit (dial-a-ride) services.

(2) A review will take place after 30 months to develop a preliminary determination regarding the discontinuation of proposed services.

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

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

- TDA rules and regulations
- Local and regional plans, including:
 - Short Range Transit Plans and budget information for transit operators (1999)
 - FTA Section 15 (National Transit Data Base) reports
 - Ventura County Congestion Management Plan (2006)
 - Ventura County Draft Congestion Management Plan (2009)
 - Ventura County Comprehensive Rail Plan (1995)
 - SCAG Regional Transportation Plan
 - SCRRRA's (Metrolink) 1402 Plan
 - SCRRRA's Draft Strategic Plan
 - SCRRRA's FY 2009/10 Budget
 - Caltrans State Rail Plan for the Pacific Surfliners
 - Coast Rail Corridor Plan
 - Ventura/Santa Barbara Rail Study Final Report –SCAG (March 2008)
 - VCTC AB 120 Plan (last amended 2001)
 - Simi Valley Transit Five Year Service and Funding Plan 2005-2010 (2005)
 - VCTC Countywide Human Services Transportation and Transit Services Coordination Study (2007)
 - Proposal Paper for Coordinated Paratransit Service Plan for Western Ventura County
 - SCAT's Coordinated Paratransit Implementation Plan
 - SCAT Public Transit Service Delivery Plan (April 2000)
 - City of Thousand Oaks' March 5, 2002 Memorandum regarding expansion of the Thousand Oaks Transportation (TOT) System
 - Ojai Valley Transit Needs Assessment (June 2004) Final Report
 - SCAT Origin/Destination and Transfer Study final report (July 2004)
 - SCAT System wide Fare Policy Study (April 2003)
 - VCTC Title VI Civil Rights Program (April 2009)
 - Santa Paula Branch Line Rail Study –SCAG/VCTC (March 2007)
 - SCAG 2008 Regional Transportation Plan
 - VCTC Title VI Program (February 6, 2009)
 - VCTC Title VI VISTA Proposed Fare Increase Evaluation (2009)
 - Ventura County Transit Investment Study (December 4, 2009)
 - VISTA 2008 Onboard Rider Survey

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

- Dial-A-Route Center
- Ventura County Passport (Smart Card) Program

- Go Ventura Internet Program
- Senior Nutrition Program
- East County Paratransit Transfer program
- VCTC Senior Token (ticket) Program
- VCTC Social Service Token (ticket) Program
- VISTA Ongoing Transit Services

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In a number of cases, the requests were for services which already exist, suggesting that public awareness is a continuing challenge to be addressed.

VCTC also received documentation from Gold Coast Transit and the Cities of Ventura that insufficient Transportation Development Act funds existed to continue operation the Route 16 and express bus services and that they would be discontinued or reduced significantly. Gold Coast Transit did try adjusting the service in compliance with the VCTC unmet transit needs requirements.

A few people made general comments stating that we needed to improve connections on the various buses, and increase Senior and ADA services.

In general, the verbal and written testimony given through the public hearing process supported the continuation of existing and programmed transit services and programs. For the most part the people testifying considered all existing transit services as a "baseline" saying that the services needed to be kept. It is therefore recommended that all general public bus transit systems and services be found an unmet transit needs as part of the FY 10/11 findings **assuming that the responsible agencies have sufficient TDA funds to continue operation of the services.** It is recognized that some jurisdictions may have no resources to fund those services, and that the VCTC action will not require they be fully funded. If additional TDA or other operating funds become available, it will be the responsibility of the cities and or County to fully fund those services before any TDA funds can be used for non-transit purposes this Fiscal Year.

The majority of the comments fell into several broad categories. These were:

1. Operational improvements including additional stops or increase frequency on existing services. These do not represent unmet transit needs, but are referred to the operators to review and consider in light of funding and operational data.
2. Requests for extended hours of days or service. There were a number of requests throughout the county, but these were limited in number and general in nature, and do not constitute an unmet transit need.
3. Comments about service going into other counties. Because *unmet transit needs* is a county process, staff will work with adjoining counties, but the requested services are not unmet transit needs.

4. Request for better coordination and transfer locations. These are operational improvements to make the services more convenient and attractive, and will be referred to TRANSCOM for on-going review.
5. Requests for reduced fares and changes to fare restrictions. These are unmet transit needs, and in some cases could adversely affect the TDA farebox requirements.
6. The on-going challenge of providing transit service to the Goodwill Industries facility and environs in East Oxnard. While there is not sufficient demand and possible efficiencies to identify this as an unmet need, VCTC should adopt a policy to encourage and support the City of Oxnard and Gold Coast Transit in providing service to the facility.

RECOMMENDED FINDINGS:

1. Continue all existing bus services, allowing the reductions in headways and route modifications needed to reflect full utilization of transit resources including TDA funds for transit services. Route modifications may include suspension of express bus service on existing routes.
2. Continue all public senior and disabled services in all jurisdictions in the County, and work to implement the recommendations of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.
3. Continue monitoring the implementation and operation of the VCTC funded transit shuttle service to the Transit service to the Valentine Road area, including the Tech Development Center and Adult Ed School and other uses, both social service agency and employment related. Adjust the service to insure the route is meeting VCTC operations targets (farebox).
4. Continue monitoring the Gold Coast Transit provision of additional Route 18 service to a new bus stop to be placed at or near the corner of Victoria and Gonzales.
5. Recommend to Gold Coast Transit and the City of Oxnard that they investigate and report back to VCTC on alternatives to provide transit service to provide peak hour bus service to the Goodwill Industries and environs on Lombard in East Oxnard. The report should show if a service can be provided which will meet the performance requirements, including farebox recovery ratio requirements and Gold Coast ridership targets to insure any potential service is performing comparable to other Gold Coast Transit routes.

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

6. Find by VCTC Resolution #2010-XX that there are no Unmet Transit Needs that are reasonable to meet

In addition to the above findings, VCTC will continue efforts to meet the following goals from prior hearings, and also, establish new goals resulting from the 2010-11 hearing:

- Continue to pursue and identify funding to allow local agencies to install more bus benches and shelters, and transit information, where warranted and feasible.
- Continue to improve schedule coordination and transfer connections between different bus systems where operationally feasible.

- Continue to adjust fixed route transit services, stops and schedules throughout Ventura County as needed and operationally feasible.
- Continue community outreach and marketing efforts to increase awareness of the availability of transit services for the general public, seniors, and the disabled, to be coordinated by VCTC.
- Continue operation of NEXTBUS countywide and provide additional NEXTBUS signs at appropriate locations.
- Continue to ensure that bus stops and bus signage, vehicles, and operations are all in compliance with the Americans with Disabilities Act (ADA) requirements.
- Continue to assist social service agencies in obtaining grant funding for equipment and rolling stock, utilizing Federal Section 5310 and any other funds available for those purposes.
- Encourage cities and transit providers, and not for profits social service agencies to implement elements of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.
- Initiate discussions and possible studies cooperatively with the City of Santa Clarita to determine the potential demand and feasibility for transit services connecting Fillmore, Santa Paula, and Ventura with Santa Clarita.
- Initiate a countywide transit study to identify short range and long range transit needs.
- Continue to encourage AMTRAK and Caltrans Division of Rail to adjust the schedule times of the Surfliner to better serve commuters traveling between Ventura and Santa Barbara Counties.
- Formally comment during the CEQA process regarding the potential difficulties and costs of providing transit services to low income housing and other public facilities with high transit dependent use which are not sited at locations served or easily served by public transit.
- Support cost-effective actions to increase bike capacity on the transit system.
- Increase transit trips over auto usage during this time of heightened public awareness of the cost of fuel
- Seek financial support from the cities to provide subsided fares for low income passengers transferring between local transit systems and VISTA

- Work with LOSSAN, Caltrans, AMTRAK, and other involved organizations to improve rail safety and maintain or increase speeds on the rails services.

Proposed New Goals

- VCTC and the ADA providers in the county continue to improve transfers and transfer locations for inter-agency ADA trips.
- The VCTC integrate evening meetings in different parts of the county as part of future Unmet Transit Needs process.

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

Find by VCTC Resolution #2010-XX that there are Unmet Transit Needs, including needs that are reasonable to meet.

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

1. Gold Coast Transit

Service to Metrolink Montalvo Station. One person requested service to the Metrolink Station in Montalvo. This is not an unmet transit need because there is Gold Coast Transit service at Bristol and Grand, less than ¼ mile from the station.

Service to AMTRAK Ventura Station. One person requested service to the Metrolink Station in downtown Ventura. This is not an unmet transit need because there is Gold Coast Transit service at Thompson and Figueroa, less than ¼ mile from the station.

Service between AMTRAK Ventura and Metrolink Montalvo stations. This is not an unmet transit need because there is Gold Coast Transit service less than ¼ mile from both stations.

Re-instatement of Route 16 Service into Ojai with improved frequency and hours. Five people asked for re-instatement of Route 16 service into Ojai with improved frequency and hours. This is not an Unmet Transit Need. It is an operational modification of an existing service. Due to lack of funding to operate duplicative service, Ojai and GCT continue to provide service to downtown Ojai with a transfer system.

Re-instatement of Route 12 Service from Pierpont and harbor area. Two people asked for the Gold Coast Transit Route 12 service to be re-instated. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demonstrated demand with several variations of GCT Route 12, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Extend Route 5 service past 8 pm. One person asked that GCT Route 5 be operated later than 8 pm. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Provide peak hour service to Lombard and Sturgis – Oxnard. One person testified that there was an ongoing request for bus service at or near Lombard and Sturgis in Oxnard. VCTC encouraged GCT to work with the major employer in the area, Goodwill, and prove a DAR shuttle vehicle being retired from the fleet to them. This ultimately did not work, and the access problem continues to be a problem. Providing service to this location would significantly impact the travel time and headway of the GCT Route 2 (causing headways and trip times to increase from 40 minutes to 60 minutes). The desired service is a commuter service, which is expensive to service because of the need for significant resources within a limited peak period. Gold Coast Transit and the City of Oxnard are studying alternative routing to provide the service in a manner which will allow them to meet VCTC and GCT performance criteria and not adversely impact other areas served by GCT. **It is recommended that** GCT and the City of Oxnard investigate and report back to VCTC on alternatives to provide transit service to meet peak hour service and meet the performance requirements, including farebox recovery ratio requirements and Gold Coast ridership targets to insure any potential service is performing comparable to other Gold Coast Transit routes. **Based on demonstrated community input for the service, this may be an Unmet Transit Need.** Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Equity

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

Performance

- The proposed service will not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.
- The proposed service will not meet the scheduled passenger fare ratio standards as described in Attachment A of the VCTC TDA transit service standards.
- The estimated number of passengers to be carried will be in the range of other

Re-instate GCT 30X bus service. One person requested reinstatement of the 30X service. The service was discontinued due to low ridership and farebox, and the lack of TDA funds needed to operate the service. GCT is studying a restructuring the Route 6 to improve travel times for the "local bus" service on this route. **This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services.** Route 30 ridership was not sufficient to warrant continuation. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Provide “Back-Up” buses on crowded routes. One person requested that GCT provide “Back-Up” [tripper] buses on crowded routes. GCT monitors its passenger load, and for trips which exceed capacity, does provide trippers. This is not an Unmet Transit Need, but an operational improvement which is being met.

Improved service, added stops to Gold Coast Transit Services. One person wanted additional stops and/or better headways on routes including more stops on Telegraph and Johnson, Telephone near the “Mervyn’s Plaza”. One person wanted additional stops on Route 16 along Thompson. These are not an Unmet Transit Needs, but operational improvements. GCT should continue to work with the City of Ventura to monitor boarding and trip travel times, and added stops as warranted as part of their schedule and operational activities.

Later Service. One person wanted later GCT service. No times or routes were given. This is not an Unmet Transit Need.

Holiday Service. One person wanted GCT holiday service. No times or routes were given. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Improved Customer Service. One request wanted GCT transit operators to be friendlier to passengers. This is not an Unmet Transit Need.

2. Transfer/Coordination Between Systems

Better Timed Connections between Gold Coast Transit and VISTA. One person wants better timed transfers between Gold Coast Transit and VISTA services. This is not an Unmet Transit Needs, but operational improvement. VISTA and GCT should continue to coordinate “meets” within the constraints of headways and route service objectives.

Better Timed Connections between Simi Valley Transit and Los Angeles (DOT) City Commuter Express Services. One person wanted Simi Valley Transit and Los Angeles City Commuter Express Services to coordinate transfer via radio. This is not an Unmet Transit Needs, but operational improvement. VCTC staff will work with Simi Valley and LA DOT to try and improve communications.

3. Fares and Transfers

Low Cost DAR in Moorpark, Free Transfers Between All Transit Services, Use of Transfers for Round Trips on GCT, Lower Fares on GCT. Five people requested reduced fares on transit systems. Fares are not considered an Unmet Transit Need. Even if they were, the state Transportation Development Act (TDA), which, along with fares, provides the operating funds for transit in Ventura County requires that specific farebox level be met or the TDA funds are withheld.

4. VISTA 101/CONEJO EXPRESS

Added stops on the VISTA 101 Service. Two people requested addition VISTA 101 runs stop at Ventura College. One person requested that the number of VISTA 101 stops be reduced to speed up the trip. One person wants a additional evening stop on the northbound VISTA 101/Conejo Connection at Wendy and Hillcrest. These are not Unmet Transit Needs, but operational improvements. The comments will be considered in the annual schedule review, which will include trip length and boardings and alighting at all stops.

Sunday Service on the VISTA 101 Service. Two people want Sunday service on the VISTA 101, and more frequent Saturday service. These are not Unmet Transit Needs because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Improved Connections between the VISTA 101 Service and Coastal Connection. One person wants improve reliability of VISTA 101 service. This is an operational improvement, not an Unmet Transit Need.

Later Evening Service on the VISTA 101 Service. Two people want later VISTA 101 service to Camarillo. This are not Unmet Transit Needs because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Additional Conejo Connection Service. One person wants additional transit service between Ventura/Oxnard and Los Angeles. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

More Direct Service Between Oxnard and Camarillo. Two people wants more direct transit service from their homes to work places in Camarillo without transfers. These are not an Unmet Transit Need because there is insufficient demonstrated demand for the service. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

5. VISTA EAST

VISTA EAST Service Off-Peak Service. One person wants VISTA EAST off-peak service to Thousand Oaks. This is not Unmet Transit Needs since the service already exists (VISTA EAST).

Sunday Service on the VISTA EAST Service

One person wants Sunday service on the VISTA EAST. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Half-hour VISTA EAST Service to Moorpark College. One person wants half-hour VISTA EAST service to Moorpark College. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

VISTA EAST Saturday service to the Thousand Oaks Transportation Center. One person wants VISTA EAST service to stop at the Thousand Oaks Transportation Center on Saturdays. VISTA dropped that stop due to no ridership and that no other transit uses the facility on Saturdays, and the location is somewhat remote. **This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services.** Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

6. VISTA COASTAL EXPRESS

VISTA Coastal Express Late Night Service. Three people want VISTA Coastal Express to operate late at night to allow people to attend concerts and other activities in Santa Barbara. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

VISTA Coastal Express Additional Service. One person wants “additional VISTA Coastal Express service. This is not an Unmet Transit Need.

VISTA 126 and Dial-A-Rides

Fixed Route Service in Santa Paula. Two people wanted “a bus system” in Santa Paula. Santa Paula converted its transit service from fixed route to dial-a-ride (DAR) due to low ridership on the fixed route system. The DAR currently carries over 100,000 annual riders and is very successful. The DAR also provides more complete service than a fixed route service can. This is not an unmet transit need, but an operational issue. Due to future budget constraints, VCTC is planning to work with the Cities and communities in the Heritage Valley and determine the best long term sustainable service.

Fixed Route Service To Piru and Rancho Sespe. Three people wanted fixed route service to Piru and Rancho Sespe. This is not an unmet transit need, but an operational issue. Due to future budget constraints, VCTC is planning to work with the Cities and communities in the Heritage Valley and determine the best long term sustainable service.

Additional Dial-A-Ride Buses and Dispatch Support. One person wants additional buses and dispatchers to meet the peak hour demand. VCTC is looking into operational improvements to better deliver the existing DAR service. This issue is not an unmet transit need, but an operational issue.

Later VISTA 126 Evening Service on Weekends and Weeknights. Seven people want later VISTA 126 Service, including service to Piru. This included service to provide trips for people attending Ventura College and people attending the “movie night” for Big Brothers/Big Sisters. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.
- Equity
- The proposed service will require a subsidy generally equivalent to other similar services.

In addition, the service to the "movie night" for Big Brothers/Big Sisters may be restricted due to the Federal Transit Administration's Charter regulations.

Additional Weekday VISTA 126 Service. One person wants additional VISTA 126 where more than hour "gaps" exist. . This is an operational modification, not an Unmet Transit Need.

VISTA 126 New Stop at Vons in Santa Paula. One person wants additional VISTA 126 stop at Vons. They questioned the need for the stop at Kmart, which is a park-and-ride location for VISTA 126. This is an operational modification, not an Unmet Transit Need.

7. VISTA CSUCI

VISTA CSUCI-Oxnard Increased Stops at Oxnard College. Two people want the VISTA CSUCI-Oxnard bus to stop at Oxnard College on its way to stop at the Center Point Mall. This is an operational improvement, not an Unmet Transit Need. VISTA staff will review this with CSUCI as part of the annual service and schedule review.

8. General Age Requirements

Changes in Age Requirements for Fares and Services. One person requested that the age for discount fares on Gold Coast Transit be lowered to 62, another person requested that the recommendation for a uniform countywide standard as recommended by the VCTC Social Service Transportation Plan (age 65) be implemented to provide consistency. These are operational improvement, not an Unmet Transit Need. Individual transit providers examine these are part of their fare structure analysis.

9. VISTA Service (Not Route Specific)

Later VISTA Service. Three people requested that VISTA operate later. The requests were not day, time, or location specific. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services, or even which routes. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Increased Frequency of VISTA Service. One person requested that VISTA operate with a half hour frequency. The request was not route or location specific. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services, or even which routes. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

- The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole.
- Equity
- The proposed service will require a subsidy generally equivalent to other similar services.

VISTA Day Passes. One person wants VISTA to issue day passes, especially for the VISTA Coastal Express. This is not an unmet transit need. VISTA staff will include this comment in their fare and fare media review.

VISTA Layover in Ventura. One person wants VISTA to move its buses during breaks away from the Ventura Transit Center, saying it causes rider confusion. This is not an unmet transit need. VISTA staff will work with the City of Ventura staff to determine if a better location exists.

VISTA Wheelchair Tie-Down Policy. One person wants VISTA post on its website the wheelchair Tie-down policy. As part of the website update, this along with all VISTA policies will be done. This is not an unmet transit need. VISTA staff will include this comment in their fare and fare medial review.

10. Camarillo Area Transit (CAT)

Later Camarillo Area Transit (CAT) Service. One person requested that Camarillo Area Transit (CAT) operate later. The request was not day, or time. One person requested that Camarillo Area Transit (CAT) DAR to operate later on weekends. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services, or even which routes. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Camarillo Area Transit (CAT) Weekend Service. Two people requested that Camarillo Area Transit (CAT) operate on weekends. The request was specific to a day or time. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services, or even which routes. Based on demand, this is not an Unmet Transit Need. Even if it were an Uhmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Camarillo Area Transit (CAT) Service Quality. One person does not feel that the VISTA and Camarillo Transit Systems serve the needs of the people. This is not an Unmet Transit Need.

Fixed Route Service in Camarillo. Three people want a fixed route bus system in Camarillo instead of dial-a-ride (DAR). Camarillo converted it transit service from fixed route to dial-a-ride and on fixed route due to low ridership on the fixed route system. This is not an unmet transit need, but an operational issue.

11. Moorpark Transit

Moorpark Transit Stops Closer to Schools. One person wants Moorpark transit to stop closer to schools. The request was specific to school or location. This is not an unmet transit need.

Moorpark Transit Dial-a-Ride Open to All. One person wants Moorpark transit Dial-A-Ride (DAR) be open to anyone. This is not an unmet transit need.

Moorpark Transit Service Complaints. One person provided information regarding a DAR trip which had a specific pick-up problem. One person wanted all DAR vehicles to be wheelchair equipped. One person wanted someone in addition to the contract to inspect the ADA vehicles. The request was specific to school or location. This is not an unmet transit need.

Late Bus. One person commented that the Route 2 runs late and has problems making a VISTA connection. This is not an Unmet Transit Need; the comment has been forwarded to Thousand Oaks for their review.

12. THOUSAND OAKS TRANSIT

Weekend Service on Thousand Oaks Transit. Three people want Thousand Oaks Transit to operate on the weekends. Thousand Oaks operated a demonstration of the full system during each fall for the past several years. The ridership has been low, and indicated that operation would impact the overall service's ability to meet farebox and other performance standards. Thousand Oaks should continue to monitor the use of the weekend service during their fall program, and request for service, as well as Senior and ADA weekend service which could be shift to fixed route. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Evening Service on Thousand Oaks Transit. Three people want Thousand Oaks Transit to operate on the later in the evening (10 pm). Thousand Oaks operated a demonstration of the full system during each fall for the past several years. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Empty Bus. One person commented that the Route 2 at 7 am is always empty which is wasteful. This is not an Unmet Transit Need; the comment has been forwarded to Thousand Oaks for their review.

Late Bus. One person commented that the Route 2 runs late and has problems making a VISTA connection. This is not an Unmet Transit Need; the comment has been forwarded to Thousand Oaks for their review.

Bus Service in Neighborhoods Instead of on Moorpark Road. One person commented he felt the Thousand Oaks buses should stay on Moorpark and not go into the neighborhoods. This is an operational improvement, not an Unmet Transit Need.

Half Hour Bus Frequency on Routes 1 and 3. One person commented that the Thousand Oaks Routes 1 and 3 should operate on half hour frequencies. This is an operational improvement, not an Unmet Transit Need.

Increased Dispatch Center Hours. One person wants the Thousand Oaks Dial-a-Ride Dispatch center to take calls after 4 pm on weekends. The Center stops taking reservations for that day half an hour before service ends. This is not an Unmet Transit Need. The City of Thousand Oaks should investigate taking calls after hours for the next day service.

13. County of Ventura/Newbury Park/Somis

Transit Service for Somis. One person wants transit service for Somis. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Feasibility

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

Performance

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

Equity

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

Direct ADA Service Between Newbury Park and CSUCI. One person wants direct ADA service between Newbury Park and CSUCI. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Feasibility

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

Performance

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

Equity

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

14. Simi Valley Transit

Late Bus. One person commented that the Simi Valley Transit runs late and has problems making an afternoon connection to the northbound Metrolink. This is not an

Unmet Transit Need; the comment has been forwarded to Thousand Oaks for their review.

Late Evening Simi Valley Bus Service. One person requested that Simi Valley Transit operate later, until 9 or 10 pm. The request was not route specific. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services, or even which routes. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Simi Valley Bus Service to the Big Sky Neighborhood. One person requested that Simi Valley Transit operate bus service to the Big Sky neighborhood. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services, or even which routes. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Because the request was from someone doing travel training, and potentially identifying trips which can be shifted from DAR to fixed route service, Simi Valley should monitor the level of ADA and Senior DAR trips if fixed route service was provided.

15. Rail

Rail from Ventura to Santa Clarita. One person wants rail on the Santa Clara Branch Line from Ventura to Santa Clarita. Rails do not exist between Piru and Santa Clarita in Los Angeles County. In addition, unmet transit needs are not mode specific, but service specific, and at this time sufficient high speed service exists on the corridor. This is not an unmet transit need.

Rail Delay Alerts. One person wants a system to provide information about delayed Metrolink trains at the Oxnard Station. This is not an unmet transit need. It is an operational modification of an existing service. This comment is being forwarded to Metrolink and the City of Oxnard.

Parking At the Oxnard Station. One person wants parking close to the platform at the Oxnard Station be reserved for commuters. This is not an unmet transit need. This comment is being forwarded to the City of Oxnard.

Improved Alternatives for Metrolink Service Interruptions. One person wants a system to deal with interruptions in Metrolink service from the Oxnard Station. This is not an unmet transit need. This comment is being forwarded to Metrolink.

Metrolink Service to Santa Barbara. One person asked for Metrolink service to Santa Barbara. The Unmet Transit Needs is based on "need", not on mode (type of vehicle). VCTC and SBCAG provide seven day a week VISTA Coastal Express Service between Ventura and Oxnard and

Santa Barbara destinations. In addition, the rail between Ventura and Santa Barbara is privately owned, and is not readily available to VCTC. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Feasibility

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

Performance

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

Equity

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

VCTC should continue to support commuter friendly AMTRAK rail service.

Security at the Simi Valley Metrolink Station. One person wanted police patrols at the Simi Valley Metrolink Station. This is not an Unmet Transit Need.

This comment is being forwarded to the City of Simi Valley.

Lower Fares on AMTRAK and Metrolink

One person wants lower fares on AMTRAK and Metrolink. Both operations are required to obtain minimum percentages of their costs from their fare box revenues, and develop fares based on the costs of the service. **This is not an Unmet Transit Need.**

Train Stations - Montalvo

One person wants a permanent train station at Montalvo. The station exists. **This is not an Unmet Transit Need.**

Train Stations – Downtown Ventura. One person wants Metrolink service extended to the downtown Ventura AMTRAK station exists. This is not an Unmet Transit Need.

Rail to Santa Barbara

Three people asked for rail service to Santa Barbara. The Unmet Transit Needs is based on "need", not on mode (type of vehicle). VCTC and SBCAG provide seven day a week VISTA Coastal Express Service between Ventura and Oxnard and Santa Barbara destinations. In addition, the rail between Ventura and Santa Barbara is privately owned, and is not readily available to VCTC. **This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services.** Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Feasibility

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

Performance

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

Equity

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

Bus Service From Thousand Oaks to LAX, Bob Hope Airport, and or the Van Nuys Fly-away Terminal. One person wants bus service from Thousand Oaks to LAX, Bob Hope Airport, and or the Van Nuys Fly-away terminal. The requested service is primarily a Los Angeles County service, and does not represent Ventura County services going only to a logical transfer point. The Unmet Transit Needs addresses need within Ventura County. This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Additional Bus Service to Social Service Destinations. One person wants additional bus service to social service destinations. This is not an Unmet Transit.

16. Bus stops

Ventura Transit Center.

One person wants better shelter from elements at the Ventura Transit Center. **This is not an Unmet Transit Need.**

17. Countywide Issues

Countywide Transit System. Two people wants improved countywide transit headways (frequency of services). This is not an Unmet Transit Need.

Countywide Headway Improvements. One person wants a countywide transit system. This is not an Unmet Transit Need.

Improved Transit Accessibility. One person wants improved transit accessibility in Camarillo, Fillmore, and Thousand Oaks. This is not an Unmet Transit Need.

Transit Marketing. Two people want countywide transit marketing to occur. This is not an Unmet Transit Need. VCTC and the operators do provide marketing, and VCTC has a program which includes both marketing of VISTA and countywide transit services.

ADA Transfer Marketing. One person wants increased marketing of the countywide ADA transfer system. This is not an Unmet Transit Need. The comment is being forwarded to the VCTC marketing consultant as well as the individual transit services and the VCTC Mobility Manager.

ADA Certification. One person commented on the difficulty of getting ADA certification. This is not an unmet transit need, but is being forwarded to the VCTC Mobility Manager.

Transfers between ADA services within Ventura County. Several people at the Moorpark "listening session wanted additional transfers for ADA trips between Moorpark and Simi Valley, one person does not like the transfers between Simi Valley ADA services and LA ACCESS services. Two people want a comprehensive review of ADA transfer points and amenities. One

person wants the Camarillo ADA transfer point moved back to the privately own location (which requested the transfers not be made at their facility). Simi Valley has no control over the LA ACCESS operations or procedures. These are not an Unmet Transit Needs, they are operational improvements.

The ADA operators are investigating a major revision and expansion of transfer locations.

ADA Enhanced Services. One person wants door-through-door services for seniors and ADA trips. This is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:

Performance

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

Equity

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

Transfers Between Senior Services Within Ventura County. One person wants seamless transfer between Senior Dial-a-Ride services. The specific services and trip destinations were not identified. This is not an Unmet Transit Need.

Individualized Non-Emergency Medical Transportation Services Within Ventura County. One person wants individualized non-emergency medical transportation services within Ventura County. The specific services and trip destinations were not identified. This is not an Unmet Transit Need.

Uniform Hours of Services for All Dial-A-Ride Operations Within Ventura County. One person wants uniform hours of services for all dial-a-ride operations within Ventura County. The specific services and trip destinations were not identified. This is not an Unmet Transit Need.

Future Unmet Transit Hearings. Several people comments that VCTC should continue to hold additional meeting to receive input for the unmet transit needs process. VCTC should continue this practice, and increase public notices.

Non-Transit Issues. Two people submitted comments requesting bikeway facilities. These are not Unmet Transit Needs.

2010 Ventura County Unmet Transit Needs
Comments received at Unmet Transit Needs Hearing

	NAME	SUMMARY OF COMMENTS	AREA/ AGENCY	STAFF RESPONSE	RECOMMENDATION
1. a	Amelia Aparicio e-mailed	Train should run from Fillmore to Ventura and from Fillmore through Piru to Santa Clarita to downtown LA. Not just used for tourism to the pumpkin patch etc	VCTC	This is not an Unmet Transit Need	
1.b		Bike path needed from Fillmore to Ventura and Fillmore to Santa Clarita.	Fillmore, Ventura County	This is not an Unmet Transit Need	
1.c		VISTA bus should run late on weekends say 9pm	VISTA	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services 	
2	Amber Diaz (Oxnard) mailed comment	More VISTA buses running mid-day and Ventura College (Telegraph and Estates)	VISTA (101?)	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	Consider increasing mid-day stops as part of 2010-11 schedule analysis.
2.a	Hanlon (Thousand Oaks) mailed	Weekend service	Thousand Oaks Transit	This is not an Unmet Transit Need because there is insufficient	The City of Thousand Oaks should continue to monitor

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				<p>demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services 	<p>ridership on the DAR, request for weekend service, and results of the City holiday season weekend service, and determine if any weekend service is warranted and feasible.</p>
2.b		Route 2 at 7 am is always empty from the Oaks to Trader Joes, which is wasteful	Thousand Oaks Transit	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	Refer to City of Thousand Oaks
3	Unsigned (Thousand Oaks) mailed	Wants VISTA service every 30 minutes	VISTA	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
4	Samuel Johnson (Thousand Oaks) mailed	Thousand Oaks Transit Weekend service for commute to work. Liked "Holiday Shopper".	Thousand Oaks Transit	SEE COMMENT 2.a.	
5.a	Sonia (Moorpark) mailed	Wants Moorpark DAR open to all	Moorpark	This is not an Unmet Transit Need.	
5.b.		Wants trips to Conejo Valley during off-peak	VISTA East	This is not an Unmet Transit Need because there is currently off-peak service on VISTA East 6 days a week from Moorpark	
5.c.		Wants more stops close to schools	Moorpark	This is not an Unmet Transit Need	
6.	Unsigned mailed postcard	Wants Saturday and Sunday (8-5) service between Thousand Oaks and Camarillo, specified between Pardee Plaza and the Oaks Mall	VISTA 101/Conejo Connection	This is not an Unmet Transit Need because there is Saturday service; in addition there is insufficient demonstrated demand for the Sunday	

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		NOTE: Saturday Service Exists.		<p>service. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none">• The estimated number of passengers to be carried will be in the range of other similar services.• The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none">• The proposed service will require a subsidy generally equivalent to other similar services	
7.	Nena (Camarillo) mailed	More frequent VISTA 101 service on Saturdays and service on Sundays	VISTA 101	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none">• The estimated number of passengers to be carried will be in the range of other similar services.• The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none">• The proposed service will require a subsidy generally equivalent to	

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				other similar services	
8.	Unsigned mailed postcard	Wants “close routes” between Esplanade Dr and Paseo Camarillo. Closer to home and work.	VISTA 101	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> • The proposed service can be provided with the existing fleet or under contract to a private provider <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator’s ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services 	
9.a.	Mike Cyr (Thousand Oaks) mailed	Want VISTA East to have half-hour service to Moorpark College	VISTA East	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> • The proposed service can be provided with the existing fleet or under contract to a private 	

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				<p><u>provider</u></p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
9.b.		Wants Route on Moorpark instead of through neighborhoods	THOUSAND OAKS TRANSIT	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
10	Unsigned mailed postcard	Wants THOUSAND OAKS TRANSIT Routes 1 and 3 every 30 minutes	THOUSAND OAKS TRANSIT	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
11.a.	Unsigned mailed postcard (phone number)	Wants VISTA to run to 10 pm	VISTA (?)	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p>	

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				The proposed service will require a subsidy generally equivalent to other similar services.	
11.b.		Wants Thousand Oaks Transit to run until 10 pm	Thousand Oaks Transit	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <p>The proposed service will require a subsidy generally equivalent to other similar services.</p>	
12.	Unsigned mailed postcard (phone number)	Wants VISTA pick-up at Wendy and Hillcrest "toward evening" at 5-6 pm	VISTA 101/Conejo Connection	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	VISTA consider this modification as part of 2010-11 schedule adjustment based on schedule impact and demand on Conejo Connection.
13.	Marlene Wait, Somis, mailed	Wants bus from Somis to Camarillo	County	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> • The proposed service can be 	

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				<p>provided with the existing fleet or under contract to a private provider</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
14.	Rachel Offer, Ventura, mailed	Wants late night service between Ventura and Santa Barbara to allow attendance at SB Bowl concerts, etc.	VISTA Coastal Express	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
15.a.	K.K. Holland,	Wants weekend service between	VISTA 101	SEE ITEM #6	

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	ASERT	Camarillo's Pardee Plaza and the Oaks Mall			
15.b.		Wants evening service extended until 10pm for VISTA and for the Ventura to Santa Barbara route)	VISA Coastal Express	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
15.c.		Wants evening service extended until 10pm for Camarillo	Camarillo	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required 	

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				<p>passenger fare ratio for its system as a whole.</p> <p><u>Equity</u></p> <ul style="list-style-type: none"> The proposed service will require a subsidy generally equivalent to other similar services. 	
15.d.		Wants evening service extended until 10pm for Thousand Oaks	THOUSAND OAKS TRANSIT	SEE COMMENT 11.b.	
15.e.		Wants local weekend bus service in Thousand Oaks on THOUSAND OAKS TRANSIT (typically requested Saturday or Sunday, 8-5pm).	THOUSAND OAKS TRANSIT	SEE COMMENT 2.a.	
15.f.		Wants low income families in Moorpark to utilize reduced cost dial-a-ride or taxi service a certain number of times a year for emergencies	Moorpark	Fares are not an Unmet Transit Need. Even if they were, reducing fares would impact the ability of the agency to meet the state-required farebox recovery rate without raising fares for other riders.	
16.a.	B a Walters e-mailed	Wants fewer stops on VISTA 101 between Thousand Oaks and Ventura.	VISTA 101	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
16.b.		Wants transit connections to the East Ventura (Montalvo) Metrolink Station	Ventura/GCT	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service. Currently GCT stops at Grand and Bristol, within ¼ mile of station.	
16.c.		Wants transit connections to the Amtrak Ventura Station (suggests 6A/6B routes)	Ventura/GCT	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service. Currently GCT stops at Thompson and Figueroa, within ¼ mile of station.	
16.d.		Wants better timed connections between VISTA and GCT buses	VISTA/GCT	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
17	Barry Gabrielson, Newbury Park (County) e-mailed	Wants [ADA] DAR service directly from Newbury Park to CSUCI	County	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it	

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				<p>were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> • The proposed service can be provided with the existing fleet or under contract to a private provider. <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
18	Bev Pluche e-mailed	Does not feel the VISTA system and the Camarillo System do not meet the needs or people	Not identified	This is not an Unmet Transit Need	
19.a.	Sigrid Bremmer faxed	Wants communication between the Simi Valley Route C bus and the LA Metro 245 bus	Simi Valley	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service. Also, VCTC has no control over activities in Los Angeles County	
19.b.		Wants VISTA East to stop at the (TO?) transit center on weekends.	VISTA East	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. VISTA East Saturday service to the THOUSAND OAKS TRANSITC was discontinued due to no use of the stop. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to	

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				<p>meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
19.c.		Want THOUSAND OAKS TRANSIT route 2 to be "on time" to connect with VISTA (?) bus	THOUSAND OAKS TRANSIT	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	Because of ongoing problems with schedule adherence, the City of Thousand Oaks should review the Route 2 service.
19.d.		Wants VISTA to provide free transfers to all connecting buses	VISTA/Simi Valley/THOUSAND OAKS TRANSIT/CAT/GCT/Moorpark Transit	Fares are not an Unmet Transit Need. Even if they were, reducing fares would impact the ability of the agency to meet the state-required farebox recovery rate without raising fares for other riders.	
20	Brenda Tubbs e-mailed	Wants countywide system (specifically DAR)	Not identified	Not an unmet need	
21.a.	Brett Johnson e-mailed	Wants Simi Valley bus to be on time. (late bus causes miss of Metrolink to Oxnard)	Simi Valley Transit	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	Simi Valley should review transit schedule adherence to see if operational improvements are needed.
21.b.		Wants delay alerts for Metrolink at Oxnard Station	Oxnard/Metrolink	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	Refer to Metrolink
21.c.		Wants alternative services in place for when Metrolink is shut down for more than a trip.	VISTA/Metrolink	This is not an Unmet Transit Need.	Refer to Metrolink
21.d.		Wants parking close to [Oxnard] station reserved for commuters; not	Oxnard	This is not an Unmet Transit Need.	Refer to City of Oxnard

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		service vehicles, employees, etc.			
21.e.		Wants Metrolink service to Santa Barbara	VCTC/Metrolink	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> • The proposed service can be provided with the existing fleet or under contract to a private provider <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. <p>Unmet Needs are not mode specific, and there is extensive VISTA Coastal Express Service. Also, the VCTC and member agencies have no control over the privately (Union Pacific Railroad) owned rail line.</p>	VCTC should continue to support commuter friendly AMTRAK rail service
21.f.		Wants police patrols at Simi Valley Metrolink Station	Simi Valley/Metrolink	This is not an Unmet Transit Need.	Refer to Simi Valley for follow-up.
22.	David Kropp e-mailed	Wants additional information about ADA DAR transfers. distributed	Not identified	This is not an Unmet Transit Need	Refer to VCTC ADA program manager.
23.	David Scarr e-mailed	Wants later evening bus service (9-	Simi Valley	This is not an Unmet Transit Need	

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		10 pm) in Simi Valley	Transit	<p>because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
24.a.	Diane Garber (Ventura) called	Wants to be able to use the GCT transfer to make round trips (reduced fare)	GCT	Fares are not an Unmet Transit Need. Even if they were, reducing fares would impact the ability of the agency to meet the state-required farebox recovery rate without raising fares for other riders. Also, GCT sells a day pass.	
24.b.		Wants GCT to lower its age for seniors to be 62	GCT	This is not an Unmet Transit Need.	
25.	Dina Ontiveras (Area Agency on Aging) e-mailed	Wants Moorpark Access to be on time for pickups (specific tip complaint)	Moorpark Transit	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
26.a.	Fern Rose e-mailed	Wants Metrolink service extended to Ventura station	VCTC/Metrolink	This is not an unmet need. Unmet Needs are not mode specific, and there is extensive transit service to the Oxnard station and within ¼ mile of the Montalvo station. Also, the VCTC and member agencies have no control over the privately (Union	

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				Pacific Railroad) owned rail line.	
26.b.		Wants bus service between Montalvo Metrolink Station and Ventura Amtrak Station.	GCT	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. There is extensive transit service to the Oxnard station and within ¼ mile of the Montalvo station. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
27.a.	Gordon White mailed	Wants [fixed route?] bus system in Camarillo	Camarillo Transit	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service. Camarillo shifted from fixed route to predominately DAR to improve ridership, replacing fixed route lines which did not meet state performance standards.	
27.b.		Wants a bus system in Santa Paula	VISTA/Santa Paula	This is not an Unmet Transit Need since there is a transit system which carries approximately 100,000 annual riders in Santa Paula.	
28.a.	Mary Harris mailed	Wants weekend evening service (fri-sat) in Thousand Oaks	Thousand Oaks Transit	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the	

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				<p>services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
28.b.		Wants evening service between cities, especially Friday and Sat evenings	VISTA	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to 	

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				other similar services.	
28.c.	Mary Harris mailed	Wants weekend dispatch to take calls after 4 pm	Thousand Oaks Transit	This is not an Unmet Transit Need. THOUSAND OAKS TRANSIT does not schedule DAR pick-ups within a half hour of the end of service times.	Thousand Oaks transit should investigate a way of taking requests after hours for next day services)
29.	Gail Hodgson mailed	Wants a fixed route transit service in Camarillo for the disabled population	Camarillo Transit	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service. Camarillo shifted from fixed route to predominately DAR to improve ridership, replacing fixed route lines which did not meet state performance standards.	
30.	Janina A vecilla e-mailed	Wants the VISTA CSUCI bus to stop at Oxnard college on its way back from CSUCI	VISTA CSUCI-Oxnard	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	Consider stopping in both directions as part of 2010-11 schedule analysis.
31.a.	Karen Hansen	Wants additional Santa Paula DAR service during peak hours.	Santa Paula DAR	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
31.b.		Wants additional VISTA 126 service to fill in gaps midday.	VISTA 126	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
		Wants additional VISTA 126 service later evening both weekend and weekdays	VISTA 126	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p>	

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				<ul style="list-style-type: none"> The proposed service will require a subsidy generally equivalent to other similar services. 	
32.	Karen Hudspeth (Ventura) called	Wants bus service from Pierpont to connect to other transit services, does not care if it is to downtown or Seward and Main/Thompson. Also feels service would serve the Ventura Homeless encampment (by Marina and Harbor).	GCT	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demonstrated demand with several variations of GCT Route 12, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> The estimated number of passengers to be carried will be in the range of other similar services. The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> The proposed service will require a subsidy generally equivalent to other similar services. 	
33.a.	Karyn Bates e-mailed	Wants the #30x express to be reinstated	GCT	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Route 30 ridership was not sufficient to warrant continuation. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> The estimated number of passengers to be carried will be in the range of other similar services. 	

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				<ul style="list-style-type: none"> The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> The proposed service will require a subsidy generally equivalent to other similar services. 	
33.b.		Wants the #12 to be reinstated	GCT	See comment #32	
33.c.		Wants back-up busses on the peak hours on major routes to address overcrowding	GCT	This is not an Unmet Transit Need. It is an <u>operational issue</u> . GCT monitors all passengers loading to determine if a back –up (Tripper) bus is needed.	
33.d.		Wants additional stops on Telegraph road and on Johnson Drive in Ventura	GCT	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	GCT, along with the City of Ventura, should review the passenger loading as part of the 2010 service modifications.
33.e.		Wants busses are needed at night in order for people to attend classes and meetings and community events (no times given)	GCT	This is not an Unmet Transit Need.	
33.f.		Wants better headways near Telephone Road Plaza (near what used to be Mervyn's and across the street from Ross' dress for less)	GCT	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
33.g.		Wants service on holidays	GCT	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> The estimated number of passengers to be carried will be in the range of other similar services. 	

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				<ul style="list-style-type: none"> The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> The proposed service will require a subsidy generally equivalent to other similar services. 	
33.h.		Wants additional service from Ventura/Oxnard to Camarillo and points east..... to attend council or other meetings in Camarillo and the rest of east county for those who depend on the transit system	VISTA 101	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> The estimated number of passengers to be carried will be in the range of other similar services. The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> The proposed service will require a subsidy generally equivalent to other similar services. 	
33.i.		Wants additional Route 16 stops on Thompson	GCT	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	GCT, along with the City of Ventura, should review the passenger loading as part of the 2010 service modifications.
32.	Kelly Hahs e-mailed	Want either a carpool or bus to get from Oak View to Ventura County Government Center at 6:30 am	GCT/VCTC Rideshare	Service provided.	Person was successfully placed in a carpool upon receipt of this comment.
33.	Kyle Heyek e-mailed	Wants a VISTA 126 stop at or near Vons.	VISTA 126	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an	Consider moving the stop if an agreement can be reached with

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				existing service.	the shopping center to allow bus rider parking.
34.	Patricia (Liz) Gladstone e-mailed	Wants the GCT route 16 to downtown Ojai reinstated	GCT	<p>This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service. Due to lack of funding to operate duplicative service, Ojai and GCT continue to provide service to downtown Ojai with a transfer system.</p>	
35. a.	Marc M. Mahan e-mailed	Wants increased bus service to Los Angeles from Ventura/Oxnard	VISTA 101/Conejo Connection	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
35.b.		Wants increased bus service to Santa Barbara from Ventura/Oxnard	VISTA Coastal Express	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p>	

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				<ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
36.	City of Moorpark mailed	Wants VCTC to continue to hold additional meetings to encourage input into the unmet needs process	VCTC	Not an Unmet Transit Need	VCTC should continue to hold additional public unmet transit needs meetings and increase noticing.
37.	Eleanor Ourhaan e-mailed	Wants all Moorpark DAR vehicles to be wheelchair accessible	Moorpark Transit	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	
38.	Pam Marshall e-mailed	Wants additional bus service for social service destinations for transit dependent	Not identified	This is not an Unmet Transit Need	
39.	Lynn Edmonds e-mailed	Wants transit service between Fillmore to Piru and Rancho Sespe for "movie night" for Big Brothers/Big Sisters".	VISTA DAR	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services, and because it serves a specific group at a limited number of occasions and times, rather than a general public service. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. 	

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				<ul style="list-style-type: none"> The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u> The proposed service will require a subsidy generally equivalent to other similar services.</p>	
40.	Phillip Seymour e-mailed	Wants a VISTA 101 bus from Thousand Oaks that connects with a Coastal Express bus to get to Santa Barbara by 8 am, and to have the return Coastal bus make the connection to the last SB VISTA 101.	VISTA 101	<p>This is not an Unmet Transit Need. Improved transfer time (less waiting) is an <u>operational modification</u> of an existing service. Transfers do exist, however waits between buses can be as little as 5 minutes or as much as 20 minutes depending on which Coastal bus is used (Santa Barbara or Goleta).</p>	
41.a.	Sandy From Thousand Oaks	Wants hourly service from Thousand Oaks to LAX, or at least to the fly-away bus service in Van Nuys	No identified agency	<p>This is not an Unmet Transit Need. Unmet Transit Needs are limited to the County and logical transfer point. Even if it were an Unmet Transit Need there is insufficient demonstrated demand for the services and not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> The proposed service can be provided with the existing fleet or under contract to a private provider <p><u>Performance</u></p> <ul style="list-style-type: none"> The estimated number of passengers to be carried will be in the range of other similar services. The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system 	

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				as a whole. <u>Equity</u> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
41.b.		Wants transit service from Thousand Oaks to Bob Hope (Burbank) airport.	No identified agency	SEE Comment 41.a.	
42.	William Good	Wants bus service from Simi Valley to Kaiser Woodland Hills. Is Blind.	Simi Valley Transit/LA ACCESS	This is not an Unmet Transit Need. Unmet Transit Needs are limited to the County and logical transfer point. The service, with a transfer to LA ACCESS exists for persons with ADA card.	
43.a.	Moorpark hearing session	Wants Moorpark ADA vehicles inspected by 3 rd party (not service contractor)	Moorpark DAR	This is not an Unmet Transit Need.	
43.b.		Wants Moorpark ADA to make stops in Simi Valley other than transfer point	Moorpark DAR, Simi Valley DAR	This is not an Unmet Transit Need. This is an <u>operational improvement</u> .	Refer to Moorpark and Simi Valley Transit.
43.c.		Wants weekend (espec Sat PM and Sunday AM) service on both Moorpark fixed route and DAR	Moorpark Transit	<p>This is not an Unmet Transit Need. Unmet Transit Needs are limited to the County and logical transfer point. Even if it were an Unmet Transit Need there is insufficient demonstrated demand for the services and not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require 	

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				a subsidy generally equivalent to other similar services.	
43.d.		Wants a “unified” transit service in Ventura county		This is not an Unmet Transit Need.	
43.e.		Wants “increased” hours of service on Moorpark transit in the summer	Moorpark Transit	SEE COMMENT #43.c.	
44.a.	Ventura Hearing Session	Wants VCTC to continue to have evening sessions for unmet needs	VCTC	This is not an Unmet Transit Need	VCTC continue and expand evening sessions for unmet needs, including better noticing.
44.b.		Wants direct transit service from OTC to Camarillo Metrolink or employment centers in the area.	VISTA 101/Conejo Connection	This is not an Unmet Transit Need. It is an <u>operational modification</u> of existing services. Service available via both Metrolink and a combination of VISTA and GCT.	
44.c.		Wants daily passes on VISTA, especially the Coastal Express	VISTA	This is not an Unmet Transit Need	Consider as part of fare analysis and on-going fare media analysis in FY 2010-11.
44.d.		Wants extending GCT back into Ojai	Ojai/GCT	This is not an Unmet Transit Need. It is an <u>operational modification</u> of existing services. Ojai has determined the best way to serve the trip with existing funding is by provision of connecting service with trolley and GCT.	
44.e.		Wants Coastal Express to provide late evening service 6 days a week	Coastal Express	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> The proposed service can be provided with the existing fleet or under contract to a private provider <p><u>Performance</u></p> <ul style="list-style-type: none"> The estimated number of passengers to be carried will be in 	

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				<p>the range of other similar services.</p> <ul style="list-style-type: none"> • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
44.f.		Wants later bus service to Camarillo	VISTA 101	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> • The proposed service can be provided with the existing fleet or under contract to a private provider <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
44.g.		Wants weekend service (in East part of county)	Camarillo, Moorpark	<p>This is not an Unmet Transit Need because there is insufficient</p>	

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				<p>demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
44.h.		Wants improved headways (all systems)	Not identified	This is not an Unmet Transit Need	
44.i.		Wants countywide transit marketing	Not identified	This is not an Unmet Transit Need	
45.a.	Pacific Clinics (TAY Tunnel) Wellness and Recovery Center	Wants better customer service from GCT (passenger greetings)	GCT	This is not an Unmet Transit Need	
45.b		Wants lower transit fares for GCT	GCT	Fares are not an Unmet Transit Need. Even if they were, reducing fares would impact the ability of the agency to meet the state-required farebox recovery rate without raising fares for other riders.	
45.c.		Wants GCT Route #5 to run past 8 pm	GCT	This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not	

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				<p>meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
45.d		Wants improved transit accessibility in Camarillo, Fillmore, and Thousand Oaks areas.	Not identified	This is not an Unmet Transit Need	
46.a.	Samuel Cruz, testified, Piru	Wants fixed route bus service in Piru.	VISTA/County of Ventura	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	VCTC consider this request in the analysis of Heritage Valley Transit services planned for 2010-11.
46.b.		Wants fixed route bus service to Rancho Sespe.	VISTA/County of Ventura	This is not an Unmet Transit Need. It is an <u>operational modification</u> of an existing service.	VCTC consider this request in the analysis of Heritage Valley Transit services planned for 2010-11.
46.c.		Wants later weekend hours of service from Fillmore to Piru.	VISTA/County of Ventura	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> • The proposed service can be provided with the existing fleet or under contract to a private provider <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in 	

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				<p>the range of other similar services.</p> <ul style="list-style-type: none"> • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
46.d		Wants later weekday hours of service from Fillmore to Piru.	VISTA/County of Ventura	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> • The proposed service can be provided with the existing fleet or under contract to a private provider <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
47.	Marissa Cruz, testified, Rancho	Same as comments 46	VISTA/County of Ventura	SEE COMMENT 46.a., 46.b.	

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48.	Jessica Romos, testified, Rancho Sespe	Same as comments 46	VISTA/County of Ventura	SEE COMMENT 46.a., 46.b.	
49.	David Grimm, TO Council on Aging, testified.	Wants the ADA transfer point moved back to old location	GCT ACCESS,CHCD, Thousand Oaks Transit	This is not an Unmet Transit Need. The Transfer point was on private property, and the owner requested that it be moved.	VCTC staff work with the ADA providers to develop new and more acceptable transfer points in Camarillo, Thousand Oaks, Moorpark, and Simi Valley.
50.a.	Karsten Nasutt, ACT Travel Training, Testified.	Wants VISTA 101 eastbound to stop at Ventura College at approximately 1 pm and 3:30 pm.	VISTA 101	SEE Comment #2	
50.b.		Wants VISTA layover to be somewhere other than at the Ventura Transit Center	VISTA	This is not an Unmet Transit Need	VISTA staff work with the City of Ventura to identify an alternate layover location.
50.b.		Wants VISTA tie-down policy to be on website for clarity.	VISTA	This is not an Unmet Transit Need	VISTA staff post tie-down policy as part of overall policies and rider information.
50.c.		Wants transit service to "Big Sky" neighborhood in Simi Valley.	Simi Valley	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> • The proposed service can be provided with the existing fleet or under contract to a private provider <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system 	The City should monitor ADA and Senior Dial-a-ride use to see when demand has increase to consider other cost-effective transit services.

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				as a whole. <u>Equity</u> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	
51.a.	Susan White, VC Area Agency on Aging testified	Wants “seamless transfers” for senior between communities.	Not identified	This is not an Unmet Transit Need	
51.b.		Wants the VCTC Human Services plan recommendation to adopt uniform Sr. age for transit at 65.		This is not an Unmet Transit Need	Refer to VCTC possible action to raise senior age on VISTA to 65 as part of fare adjustment.
51.c.		Wants uniform hours of service for DAR services throughout the county.	Not identified	This is not an Unmet Transit Need	
52.a.	Dina Ontiveras, VC Area Agency on Aging testified	Had a complaint about the timely pick-up of client by Moorpark ADA DAR	Moorpark DAR	This is not an Unmet Transit Need	Complaint referred to Moorpark Transit Manager
52.b.		Had complaint about challenge of client getting ADA card	VCTC	This is not an Unmet Transit Need	Complaint referred to VCTC Transit Dependent Programs Manager
53.c.		Wants door-through-door ADA services.	Not identified	This is not an Unmet Transit Need	
53.d.		Wants individualized non-emergency medical transport	Not identified	This is not an Unmet Transit Need	
54.	Carmen Fraser, Goodwill, testified.	Wants bus service to facility on Lombard in East Oxnard	GCT/Oxnard	There might be an unmet transit need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria: <u>Equity</u> <ul style="list-style-type: none"> • The proposed service will not cause reductions in existing transit services that have an equal or higher priority. • The proposed service will require a subsidy generally equivalent to other similar services. <u>Performance</u> <ul style="list-style-type: none"> • The proposed service will not unduly affect the operator's ability to maintain the required 	GCT and the City of Oxnard investigate and report back to VCTC on alternatives to provide transit service to meet peak hour service and meet the performance requirements, including farebox recovery ratio requirements and Gold Coast ridership targets to insure any potential service is performing comparable to other Gold Coast Transit routes.

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				<p>passenger fare ratio for its system as a whole.</p> <ul style="list-style-type: none"> • The proposed service will not meet the scheduled passenger fare ratio standards as described in Attachment A of the VCTC TDA transit service standards. • The estimated number of passengers to be carried will be in the range of other 	
55.a.	Jim White, ARC, testified.	Wants increased transit marketing	Not identified	Not an unmet need	
55.b.		Wants improved bike trail maintenance and more class 1 bike trails.	Not identified	Not an Unmet Transit Need.	
56.a.	Kindra Gonzales, Camarillo, testified.	Wants fixed route service in Camarillo	Camarillo Area Transit.	See Comment # 27.a.	
56.b.		Wants later Saturday service and Sunday on Camarillo DAR	Camarillo Area Transit	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Feasibility</u></p> <ul style="list-style-type: none"> • The proposed service can be provided with the existing fleet or under contract to a private provider <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. 	

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				<u>Equity</u> • The proposed service will require a subsidy generally equivalent to other similar services.	
57.	Lynn Edmonds, One Step a La Vez (Fillmore) testified.	Wants VISTA 126 to operate later to allow students to attend Ventura College evening class and return to Santa Paula, Fillmore, and Piru.	VISTA 126	<p>This is not an Unmet Transit Need because there is insufficient demonstrated demand for the services. Based on demand, this is not an Unmet Transit Need. Even if it were an Unmet Transit Need it is not reasonable to meet since it does not meet the following criteria:</p> <p><u>Performance</u></p> <ul style="list-style-type: none"> • The estimated number of passengers to be carried will be in the range of other similar services. • The proposed service would not unduly affect the operator's ability to maintain the required passenger fare ratio for its system as a whole. <p><u>Equity</u></p> <ul style="list-style-type: none"> • The proposed service will require a subsidy generally equivalent to other similar services. 	