

# FY 16-17 Transit Needs Assessment

Ventura County  
Transportation Commission



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

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

## **Chapter 2: What is the Unmet Transit Needs Process?**

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

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

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

### **What is an Unmet Transit Need?**

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

### **UNMET TRANSIT NEED**

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

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

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

#### **An Unmet Transit Need Includes:**

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

#### **An Unmet Transit Need Excludes:**

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

## **What is “Reasonable to Meet”?**

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

*Figure 1 – Reasonable to Meet Criteria*

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

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

### Chapter 3: Assessment of Population Characteristics

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

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

## Population Density

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

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

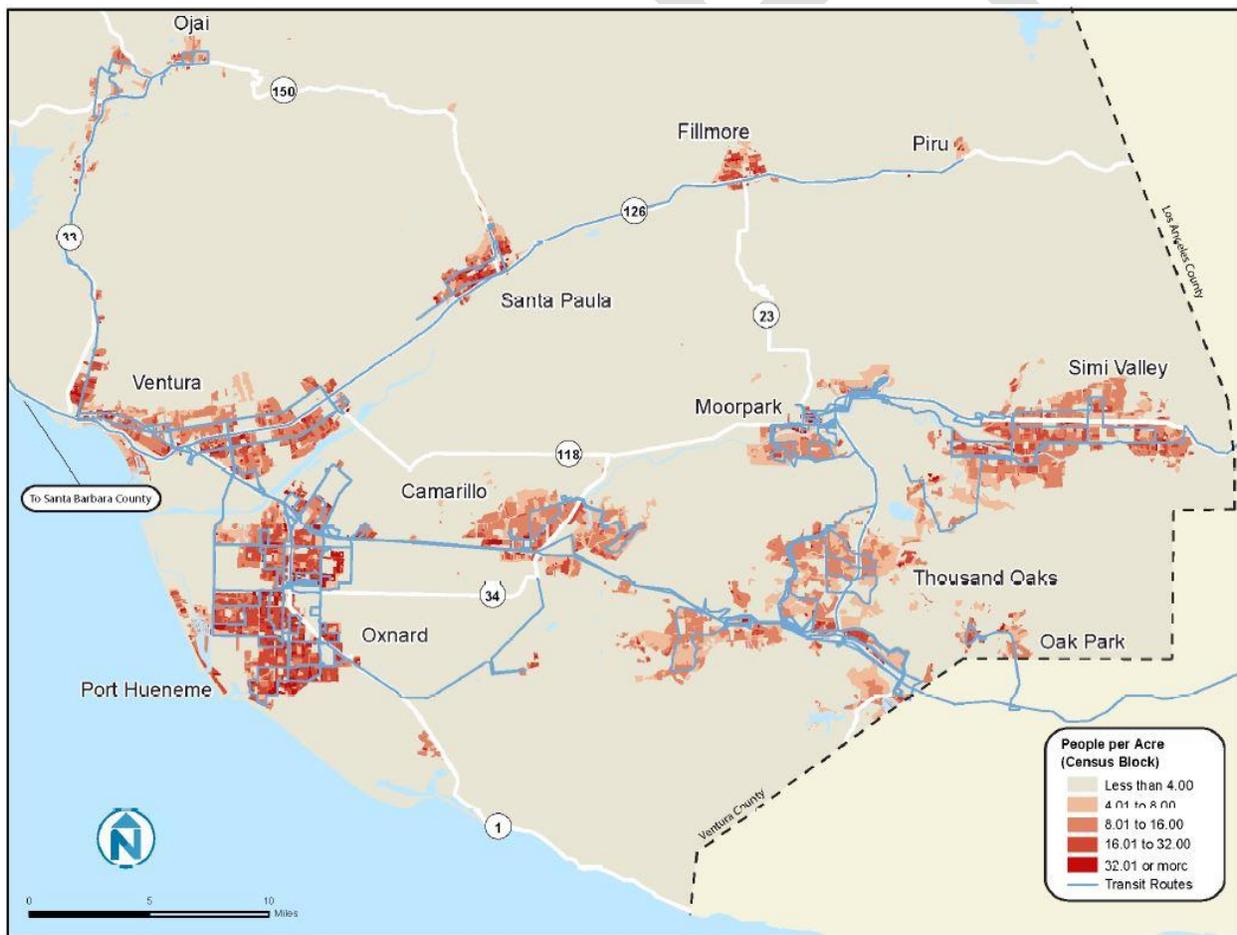


Figure 2 - Population Density in Ventura County

## Vehicle Access

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

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

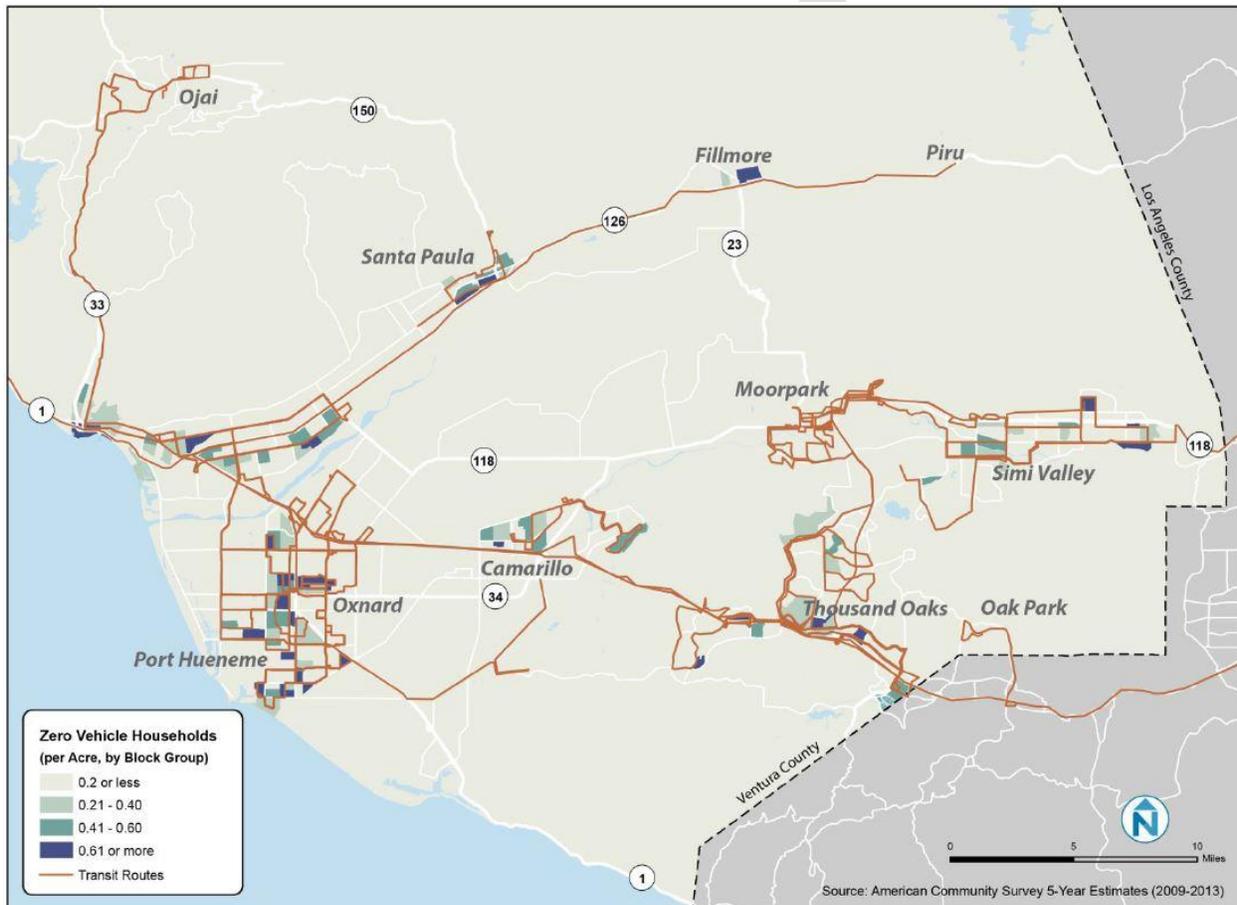


Figure 3 - Zero Vehicle Households in Ventura County

## Transit Demand Demographic: Age

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

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

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

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

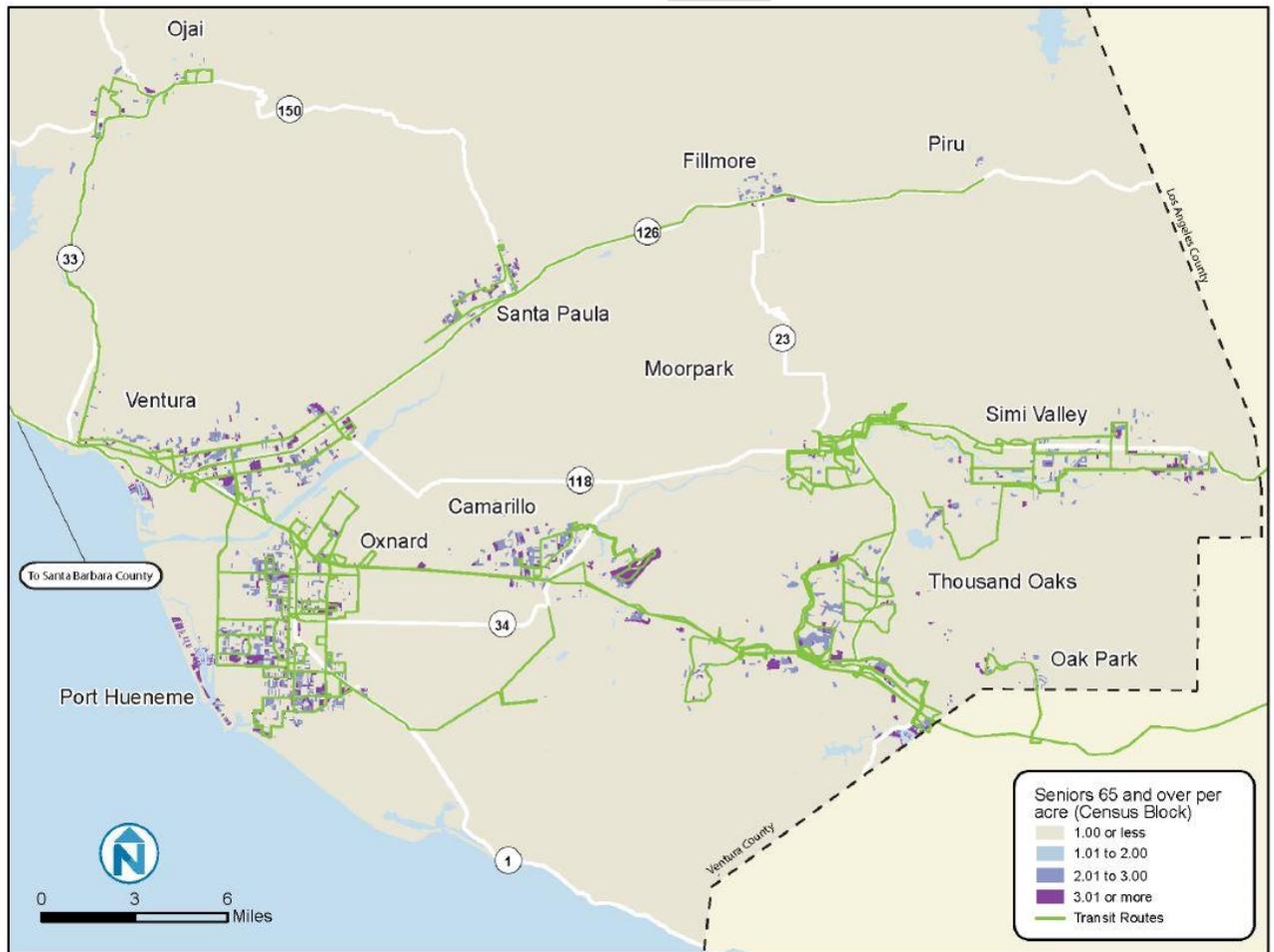


Figure 4 - Senior Demographic in Ventura County

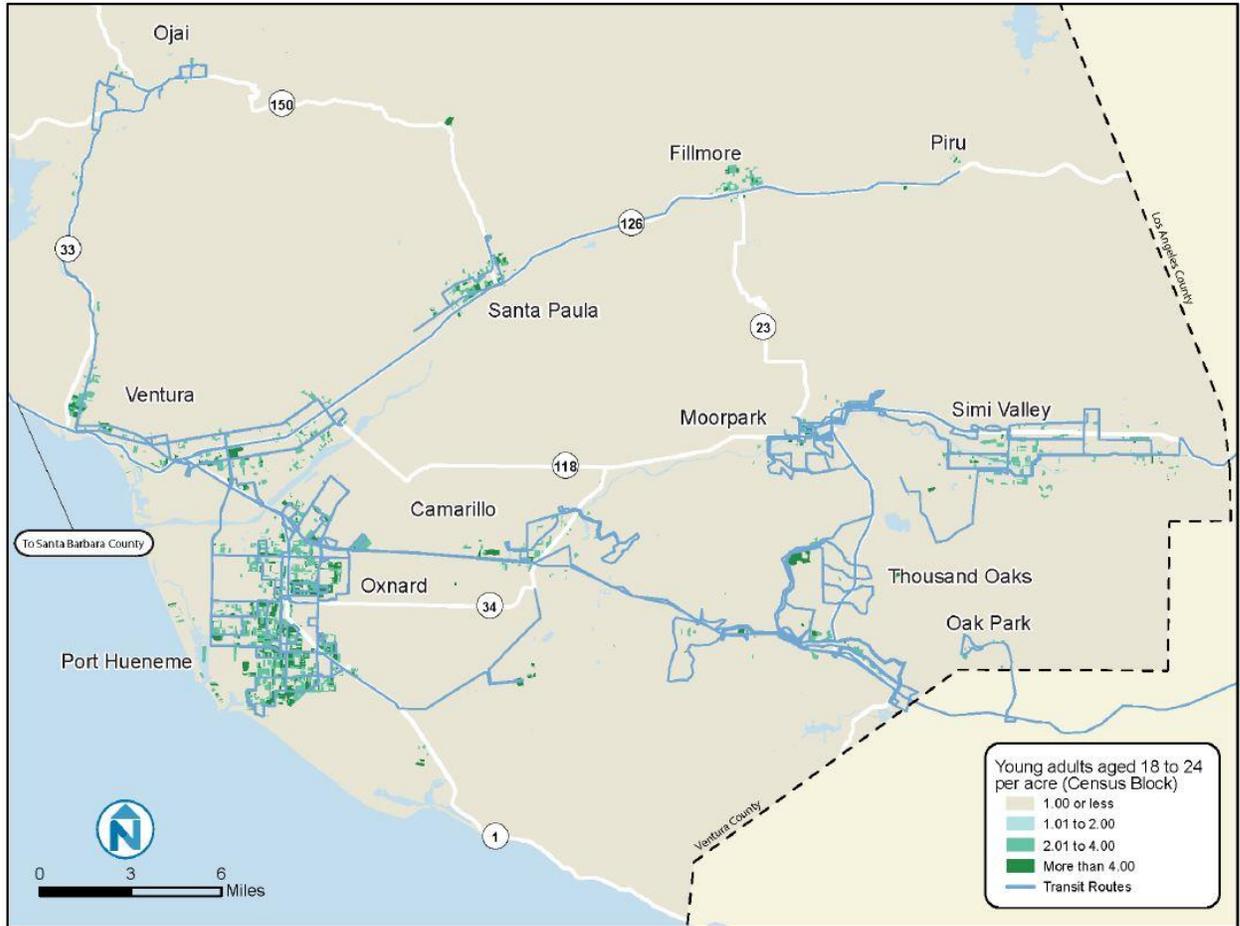


Figure 5 - Young Adult Demographic in Ventura County

### Transit Demand Demographic: Income

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

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

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

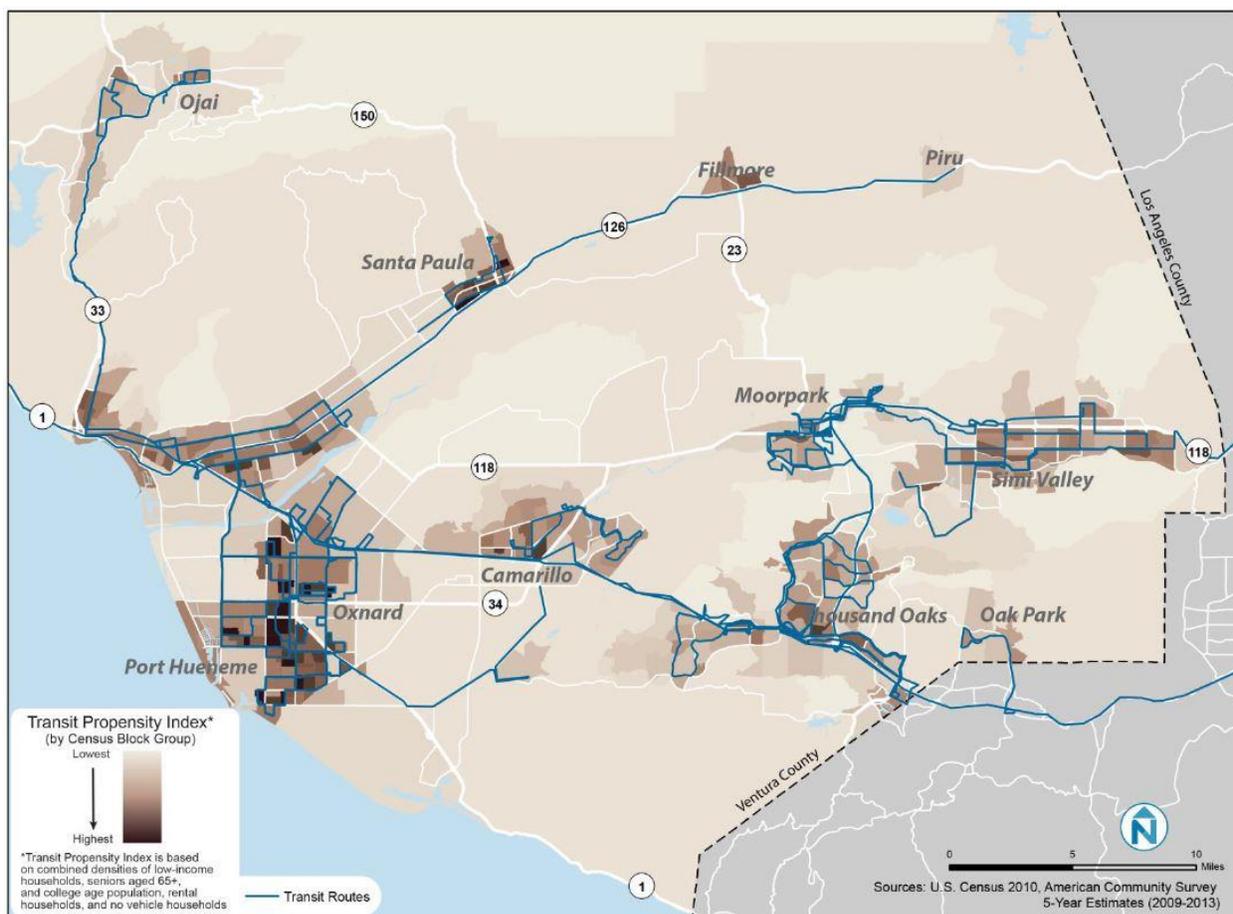


Figure 6 - Transit Propensity Index by Income Level

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

### VCTC Intercity Transit

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

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

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

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

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

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

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

## **Moorpark City Transit**

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

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

## **Camarillo Area Transit**

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

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

## **Metrolink Commuter Rail**

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

## **Chapter 5: Service Expansions & Demonstration Projects**

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

### Valley Express

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

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

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

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

#### VCTC Highway 126 - Piru Demonstration

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

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

#### Moorpark City Transit – Expanded Weekday & Saturday Service

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

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

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

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

#### Gold Coast Transit – New Route 22

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

#### Ojai Trolley – Casitas Summer Service

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

#### Camarillo Area Transit – Expanded Service & New Trolley Service

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

## **Chapter 6: Public Input**

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

## Chapter 7: Transportation Needs Assessment & Findings

### Unmet Transit Needs Analysis

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

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

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

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

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

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

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

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

### Reasonable to Meet Analysis

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

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

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

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