

ITEM 9.A.

MOORPARK CITY COUNCIL AGENDA REPORT

TO: Honorable City Council

FROM: Dave Klotzle, Interim City Engineer/Public Works Director 
Prepared by: Shaun Kroes, Senior Management Analyst 

DATE: January 21, 2011 (CC meeting of 02/02/11)

SUBJECT: Consider Providing Comments on Possible Unmet Transit Needs to the Ventura County Transportation Commission and Receive Report on Unmet Transit Needs Findings and Goals

SUMMARY

On April 18, 2002, the City Council directed staff to prepare an annual report on the City's transit performance regarding the findings and goals that the Ventura County Transportation Commission (VCTC) adopts each year at the conclusion of the Unmet Transit Needs process. Attachment "A" serves as this year's annual report on the City's performance. The City Council is being asked to review the annual report, provide comments, and direct staff to forward the comments to VCTC prior to 5:00 p.m. on February 14, 2011.

DISCUSSION

On February 7, 2011, VCTC will hold its annual public hearing on Unmet Transit Needs at Camarillo City Hall. VCTC also scheduled two additional evening sessions (one on January 18, 2011 at the Oxnard Library and one on January 19, 2011 at the Thousand Oaks City Hall Oak Meeting Room) for members of the public to participate in the Unmet Transit Needs process. The public may also fax, email, telephone, or mail comments to VCTC until February 14, 2011. The information on how to submit comments is on the attached flyer, Attachment "B". Staff advertised the comment period in the City transit buses, on the City cable TV Channel 10, and on the City website. The public was encouraged to submit their comments to VCTC. Additionally, information about the City Council's consideration of Unmet Transit Needs at its February 2, 2011 meeting was also distributed.

Most public transit operators in Ventura County use Local Transportation Funds (LTF) to support portions of their system. The LTF is authorized by the Transportation Development Act (TDA) and its revenue is derived from ¼ cent of the 7.25-cent retail sales tax collected statewide. LTF is distributed to the cities and counties based on population. This revenue, often referred to as TDA funds, must first be spent on transit needs that are “reasonable to meet.” After those needs are met, any remaining TDA funds may be used for streets and roads by the receiving jurisdiction.

The specific requirement of the TDA, Public Utilities Code (PUC) Section 99401.5(c), requires that the local transportation planning agency (VCTC) hold at least one public hearing each year for the purpose of soliciting 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 deemed reasonable to meet must be funded before any allocation is made to streets and roads. The definition used to determine if a need is reasonable to meet is outlined on Attachment “C”.

According to PUC, VCTC must decide, by adopting a resolution, either that:

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

The resolution must include information that provides the basis for VCTC’s decision.

A number of the public comments received over the years do not fall into the category of Unmet Transit Needs. However, VCTC recognizes that some of them may be attainable with operational changes. VCTC adopts some of these comments as goals. These goals, where applicable, are included in the City’s Report of Performance (Attachment A) and are differentiated from the Unmet Needs Findings.

STAFF RECOMMENDATION

Provide comments and direct staff to forward them to VCTC, prior to the end of the public comment period.

- Attachment A – Report of Performance
- Attachment B – Transit Needs Flyer
- Attachment C – Unmet Needs Definition
- Attachment D – VCTC FY 09/10 Unmet Transit Needs

**Report of Performance
20010/11 Unmet Transit Needs
Moorpark City Transit**

Attachment D identifies all Unmet Transit Needs Findings adopted by VCTC including the Commission's approved goals for FY 2010/11. Attachment A below lists the Findings and Goals applicable to Moorpark City Transit and the City's efforts to meet the findings and goals.

Findings adopted by VCTC May 14, 2010.

1. Continue all existing bus services (except those identified in Attachment D).
 - Moorpark City Transit continued its previous levels of service, operating two fixed route buses Monday – Friday. Route 1 operates from 6:00 a.m. to 5:30 p.m., and Route 2 operates from 6:40 a.m. to 6:10 p.m. Ridership decreased 9.3% to 65,999 (from 72,747 in FY 2008/09). The City's VCTC audited farebox ratio (including Moorpark City Transit, Beach Bus, and Dial-A-Ride services) was 26.0%, meeting the target farebox ratio of 20.0% for the year.

2. Continue all public senior and disabled services in all jurisdictions in the County.
 - Moorpark senior and handicapped (ADA) Dial-A-Ride services continued in FY 2009/10, including the Inter-City Dial-A-Ride paratransit service. Transportation to the congregate AAA meal site and discounted rates on Moorpark City Transit for seniors and disabled continued as well. Senior and disabled travel on Moorpark City Transit increased 25.21% in FY 2009/10 (from 5,224 trips to 6,541 trips). Trips performed on the Intra-City Dial-A-Ride program increased 151.0% (from 335 trips to 841 trips) during FY 2009/10. Trips performed on the Inter-City ADA program decreased 2.31% (from 2,168 trips to 2,118 trips) in FY 2009/10.

After adopting the recommendations listed above and on Attachment D and based on the analysis of the written and verbal testimony provided to the Commission, the finding was that there were no Unmet Transit Needs that were reasonable to meet.

In addition to the Unmet Transit Needs Findings, VCTC also adopted transit goals. The following is the list of adopted goals that relate to Moorpark's transit programs. Attachment D provides the full list of goals.

1. Continue to pursue and identify funding to allow local agencies to install more bus benches and shelters, and transit information, where warranted and feasible.
 - There are eighteen City bus shelters and twelve private bus shelters along the bus route-ways. There are two more City bus shelters installed at the Metrolink Train Station. There are currently funds available to fund

rehabilitation of existing bus shelters and perhaps the installation of a couple of shelters if desired.

2. Continue to improve schedule coordination and transfer connections between different bus systems where operationally feasible.
 - VISTA East County connects with Moorpark City Transit. CUSA (the City's contractor) uses the same radio frequency for both services (VISTA and Moorpark City Transit) so that bus drivers can coordinate transfers between the services.
 - On August 16, 2010, the City of Simi Valley began providing bus service to Villa del Arroyo Mobile Home Estates. This enabled the establishment of a transfer point with Moorpark City Transit on Arroyo Drive.
3. Continue to adjust fixed route transit services, stops and schedules throughout Ventura County as needed and operationally feasible.
 - On January 5, 2011, Moorpark City Council approved proposed changes to Moorpark City Transit Route 1 and Route 2 bus stops. The proposed changes are currently out for public comment and will likely be implemented in March or early April.
4. 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.
 - The City of Moorpark advertises its transit program in the Moorpark City Newsletter and Recreation Guide, which comes out quarterly. For \$15 the Summer Youth Bus Pass provides unlimited ridership on Moorpark City Transit between June and the second Friday of September, giving Moorpark youth an opportunity to use the bus system for fun, which may increase their likelihood to continue using Moorpark City Transit throughout the year.
5. Continue operation of NEXTBUS countywide and provide additional NEXTBUS signs at appropriate locations.
 - The NEXTBUS web pages are promoted on the Moorpark City buses, website, Ride Guide, and bus stops.
6. Ensure that bus stops and bus signage, vehicles, and operations are all in compliance with the Americans with Disabilities Act (ADA) requirements.
 - Moorpark City Transit has placed route maps and timetables on poles at bus stops to make them readable by a person sitting in a wheelchair. Bus stops are ADA compliant.
7. 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.

- Staff participated in the Coordination Study in 2006 and 2007. Some recommendations, such as core weekday operating hours of 7:00 a.m. to 6:00 p.m. are already met by Moorpark City Transit. Other recommendations, such as establishing Sunday services, are still under evaluation.
8. Initiate a countywide transit study to identify short range and long range transit needs.
 - VCTC, in preparation for Proposition 1B funds, previously performed a transit investment study to determine some transit needs (such as new buses, additional bus shelters, etc.). During the course of that study, funds from the American Recovery and Reinvestment Act of 2009 became available and funded many of the local transit agencies' short term needs.
 - VCTC is currently working on a Regional Transit Study which is examining both the organization and funding of VISTA and at the possible organization and funding for all of the transit services in Ventura County.
 9. Support cost-effective actions to increase bike capacity on the transit system.
 - Moorpark City Transit buses currently have carrying capacity for two bicycles per bus. At this time, staff is not aware of user demand exceeding this capacity limitation.
 10. Increase transit trips over auto usage during this time of heightened public awareness of the cost of fuel.
 - This goal was recommended by the Moorpark City Council. Although gas prices are still high, they have fallen since this original goal was established. As detailed earlier, Moorpark City Transit saw a decrease in ridership during FY 2009/10 compared to FY 2008/09. Moorpark City Transit is seeing a decrease in ridership during the first six months of FY 2010/11 as well. One potential reason for the decrease in ridership this fiscal year is the loss of the Boys and Girls Club, which used to ride Route 2 Monday through Friday during the school year. Other transit agencies in Ventura County are seeing similar decreases in ridership.
 11. Seek financial support from the cities to provide subsidized fares for low income passengers transferring between local transit systems and VISTA.
 - The Moorpark City Council actually suggested to VCTC that there should be an agreement between the VISTA bus service and transit agencies in Ventura County to provide either free or discounted transfers for low income passengers transferring between transit agencies. On January 17, 2011, a free transfer pilot program between VISTA bus services and local transit agencies in Ventura County began. The service enables a VISTA passenger to receive one free transfer between two VISTA bus routes. The program also enables passengers to receive one free transfer between VISTA and a local transit agency (such as Moorpark City Transit). The pilot program will last for nine months. After the first six

months, ridership information will be assessed and recommendations will be made as to whether or not the program should continue beyond the original nine months.

12. VCTC and the ADA providers in the county continue to improve transfers and transfer locations for inter-agency ADA trips.
 - Prior to the establishment of this goal, Moorpark City Transit and Simi Valley Transit had already established a second ADA transfer point at the Simi Valley Town Center. The other transfer point is located at the Wood Ranch Shopping Center. Passengers have the ability to request a specific transfer location. The transfer point between Moorpark City Transit and Gold Coast Access in Camarillo has recently been upgraded to include a shelter for passengers.
13. VCTC integrate evening meetings in different parts of the county as part of future Unmet Transit Needs process.
 - VCTC held two evening meetings this year, similar to 2010. The first meeting was on January 18, 2011 at the Oxnard Library and the second was on January 19, 2011 at the Thousand Oaks City Hall Oak Meeting Room.

DO YOU HAVE TRANSIT NEEDS?

Ventura County Transportation Commission Announces Its Public Hearing On Transit Needs

The Ventura County Transportation Commission (VCTC) would like to hear your views on public transit service needs within Ventura County, and between Ventura County and Los Angeles/Santa Barbara counties as part of its process to identify unmet transit needs which it can reasonably meet.

Are transit services adequate, or are there specific areas in which unmet transit needs could be reasonable to meet through the expansion of existing transportation systems, by establishing new systems, or by contracting for service from private operators? VCTC is especially interested in hearing about the specific transit needs of senior citizens, persons with disabilities, persons of low income, and for environmentally sensitive areas.

There are several ways you can submit your comments:

   	<p>Provide comments to us at two evening meetings:</p> <ul style="list-style-type: none"> • Thousand Oaks session will be on Wednesday, January 19th, 6:30 PM – 7:30 PM at the Thousand Oaks City Hall Oak Meeting Room. • Oxnard session will be on Tuesday, January 18th, 6:30 PM – 7:30 PM at the Oxnard Library Meeting Room B. <p>Send them by mail to the Ventura County Transportation Commission, Unmet Transit Needs Process, 950 County Square Drive, Suite 207, Ventura CA 93003</p> <p>E-mail us at vkamhi@goventura.org or through our web site at www.goventura.org</p> <p>Fax us at (805) 642-4860</p> <p>Call us at 1-800-438-1112 and ask to make a customer comment.</p> <p>Come to our public hearing (and check our web site for opportunities to provide comments directly to City Councils and the County Board of Supervisors)</p> <p>Come to the City of Moorpark's Public Meeting:</p> <p style="text-align: center;">WEDNESDAY, FEBRUARY 2, 2011 7:00 P.M. MOORPARK CITY HALL – COUNCIL CHAMBERS 799 MOORPARK AVENUE, MOORPARK, CA</p>
<p>MONDAY, FEBRUARY 7, 2011 1:30 PM – 3:30 PM CAMARILLO CITY HALL COUNCIL CHAMBERS 601 CARMEN DRIVE CAMARILLO, CALIFORNIA</p>	

We look forward to hearing from you. All comments must be received by February 14, 2011.
In compliance with the Americans with Disabilities Act and Government Code Section 54954.2, if special assistance is needed to participate in a Commission meeting, please contact the Clerk of the Board at (805) 642-1591 ext 101. Notification of at least 48 hours prior to meeting time will assist staff in assuring that reasonable arrangements can be made to provide accessibility at the meeting.

¿NECESITA SERVICIOS DE TRANSPORTE?

La Comisión de Transporte del Condado de Ventura le invita a presentar sus comentarios ante una Audiencia Pública acerca de los Servicios de Transporte

La Comisión de Transporte del Condado de Ventura (VCTC) le invita a participar en un foro acerca de los servicios de transporte públicos dentro del Condado de Ventura, y entre el Condado de Ventura y los Condados de Los Angeles y Santa Bárbara. Es parte del proceso para identificar servicios de transportacion que faltan que pueden proveer razonablemente.

¿Son adecuados los servicios de transporte? ¿Son suficientes? ¿Existen aún sectores especificas que no cuentan con medios de transporte adecuados? ¿Se podría proporcionar un mejor servicio de transporte a través de la expansión de los sistemas actualmente en existencia, a través del establecimiento de nuevos sistemas, o mediante los servicios de operadores del sector privado? A VCTC le interesa especialmente saber cuales son las necesidades de transporte de las personas de la tercera edad, de las personas discapacitadas, personas de bajos ingresos y la necesidad de transporte en las regiones con condiciones ambientales vulnerables.

Existen varias formas de presentar sus comentarios:

   	<p>Proporcionar comentarios para usar en dos reuniones por la noche:</p> <ul style="list-style-type: none">• Sesión de Thousand Oaks tendrá lugar el miércoles 19 de enero, 6:30 a 7:30 PM en el Municipio de Thousand Oaks, en cuarto "Oak".• Sesión de Oxnard será el martes 18 de enero, 6:30 – 7:30 PM, en la biblioteca de Oxnard, cuarto B. <p>Un mensaje por el correo electrónico a vkamhi@goventura.org o por nuestra telaraña de pagina a www.goventura.org</p> <p><u>Llamenos al 1-800-438-1112</u></p> <p>Eníenos un Fax al (805) 642-4860</p> <p><u>Asista a nuestra audiencia pública (y visite nuestra página electrónica para tener la oportunidad de hacer comentarios al Concejo Municipal y a la Mesa Directiva de Supervisores del Condado).</u></p> <p>Venga a la Junta Pública de la Ciudad de Moorpark</p> <p>MIÉRCOLES, 2 DE FEBRERO DE 2011 7:00 P.M. MOORPARK CITY HALL - COUNCIL CHAMBERS 799 MOORPARK AVENUE, MOORPARK, CA</p>
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**LUNES, 7 DE FEBRERO DE 2011 1:30-3:30pm
CAMARILLO CITY HALL
COUNCIL CHAMBERS
601 CARMEN DRIVE
CAMARILLO, CA**



Esperamos su participación. Todos los comentarios deberán ser recibidos para el 14 de Febrero de 2011.

En cumplimiento de la Ley de Estadounidenses con discapacidades y la Sección 54954.2 del Código de Gobierno, si se necesita asistencia especial para participar en una reunión de la Comisión, por favor ponte en contacto con el Secretario de la Junta al (805) 642-1591 ext 101. Notificación de por lo menos 48 horas antes de la reunión asistirá el personal para asegurar que los acuerdos razonables se pueden hacer para facilitar la accesibilidad en la reunión.



Item # 9G

December 3, 2010

MEMO TO: VENTURA COUNTY TRANSPORTION COMMISSION

FROM: MARY TRAVIS, MANAGER, TRANSPORTATION DEVELOPMENT ACT AND RAIL PROGRAMS

SUBJECT: FY11/12 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS PUBLIC HEARING SCHEDULE, PROCEDURES AND DEFINITIONS OF "UNMET TRANSIT NEEDS" AND "REASONABLE TO MEET"

RECOMMENDATIONS:

- Review and approve the schedule, procedures and definitions of "Unmet Transit Needs" and "Reasonable to Meet" for the FY 11/12 Unmet Transit Needs Public Hearing.
- Request Commissioner volunteers to sit as the Hearing Board.

DISCUSSION:

Each year, the State Transportation Development Act (TDA) requires a public hearing be held to discuss public transit. The purpose of the annual public hearing is to take testimony on local and/or regional transit needs, and then develop findings that ensure that all reasonable transit needs are satisfied before TDA funds can be allocated for street and road purposes. The testimony is reviewed against adopted definitions describing what are "unmet transit needs" and what is "reasonable to meet".

A schedule for the FY 11/12 public hearing is attached. A Hearing Board will be appointed by the Chair from the Commission, and they will hold the public hearing Monday, February 7, 2011 at 1:30 PM at Camarillo City Hall, and then, review the testimony and draft staff findings/recommendations at the same time and place on Monday April 25, 2011.

The procedures for the hearing will be the same as in past years, that is, testimony will be collected from the public and local agencies interested in transportation. Testimony can be submitted by letter, email, telephone call to VCTC's toll-free "800" number and/or by appearing at the public hearing. The testimony will be reviewed by VCTC staff and transit providers and analyzed in the context of the adopted definitions of "unmet transit needs" and "reasonable to meet".

In addition to the required public hearing, staff will be holding two evening community meetings in mid-January to allow people to make comments who cannot be at the formal public hearing but who might want appear in person to present their needs. The two community meetings are not set yet but are tentatively scheduled at Thousand Oaks City Hall and at the Oxnard Public Library Meeting Room, likely on January 19th and 20th, from 6:30 to 7:30 PM.

Two years ago, a thorough discussion took place at VCTC's Citizen's Transportation Advisory Committee/Social Services Transportation Advisory Council (CTAC/SSTAC) about the required definitions used in the hearing process. Included as part of the discussion was a review of how other counties define the terms, and it was reassuring to discover that Ventura is setting the model for many other areas. Accordingly, staff is recommending the definitions stay basically the same.

“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) paratransit plans and/or in the Regional Transportation Plan that have not yet been implemented or funded.

“Reasonable to Meet”:

Following is the VCTC adopted definition of "Reasonable to Meet" including the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Ventura County. 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 meet the scheduled passenger fare ratio standards as described in the recommended benchmarks for the passenger farebox recovery ratio for new transit services in Ventura County.
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 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 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 to meet.

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

The State has established a basic requirement in Section 99268 of the Public Utility Code for all proposed transit services in urban areas. This requirement is to achieve a 20% passenger fare ratio by the end of the third year of operation. A similar targeted passenger fare ratio of 10% exists for special services (i.e. elderly and disabled) and rural area services.

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

END OF TWELVE MONTHS

Performance Level		<u>Recommended Action</u>
<u>Urban Service</u>	<u>Rural/Special Services</u>	
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		<u>Recommended Action</u>
<u>Urban Service</u>	<u>Rural/Special Services</u>	
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		<u>Recommended Action</u>
<u>Urban Service</u>	<u>Rural/Special Services</u>	
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 ratio 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.

Fiscal Year 11/12 Unmet Transit Needs Public Hearing and Process Schedule

November 9, 2010	CTAC/SSTAC reviews FY 11/12 unmet transit needs public hearing definitions
December 3, 2010	VCTC approves FY 11/12 unmet transit needs public hearing schedule and definitions
December 10, 2010	Letters/flyers are sent to community groups, social service agencies, transit operators, and the general public to announce the public hearing and information is posted on the www.goventura.org website
January 7, 2011	Legal notice for public hearing published
January 10 and 24, 2011	Display advertisements on public hearing published in local English and Spanish language newspapers
January 12, 2011	Reminder notices on the public hearing sent to agencies/citizens
January 19 – 20, 2011	6:30 – 7:30 PM Community meetings in Thousand Oaks and Oxnard
February 7, 2011	Public Hearing, 1:30 p.m. at Camarillo City Hall
February 14, 2011	5 p.m. hearing record closed - no further public testimony accepted
March 10, 2011	Transit Operators Advisory Committee (TRANSCOM) reviews testimony and makes recommendations regarding the staff proposed findings
March 18, 2011	(Tentative Date) Managers Policy Advisory Committee (MPAC) reviews testimony and makes recommendations regarding the proposed findings
April 12, 2011	CTAC/SSTAC reviews testimony and makes recommendations regarding the staff proposed findings
April 25, 2011	1:30 p.m. at Camarillo City Hall - Hearing Board reviews and approves findings
May 6, 2011	9 a.m. at Camarillo City Hall - VCTC adopts Unmet Transit Needs Public Hearing Findings
May 9, 2011	Adopted findings are forwarded to the State for review
August 15, 2011	Deadline for State review of findings

RECOMMENDED FINDINGS:

1. Continue all existing bus services except Gold Coast Route 12, 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 Gold Coast Transit express bus service and reduced headways and service hours. In addition, and reduced headways and service hours will occur due to a lack of transit funds. In cases where services are reduced due only to a lack of local transit funds, the services will continue to be considered as needs, and shall be reinstated when funding becomes available.
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 #2010-04 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 subsidized 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 #2010-04 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.