

**MOORPARK CITY COUNCIL
AGENDA REPORT**

TO: Honorable City Council

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

DATE: January 18, 2012 (CC meeting of 02/01/12)

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 13, 2012.

DISCUSSION

On February 6, 2012, 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 17, 2012 at the City of Moorpark Community Center and one on January 18, 2012 at the Oxnard Public Library Community Room for members of the public to participate in the Unmet Transit Needs process. A summary of Moorpark's evening session is attached (Attachment E). The public may also fax, email, telephone, or mail comments to VCTC until February 13, 2012. 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 1, 2012 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.

FISCAL IMPACT

None.

STAFF RECOMMENDATION

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

Honorable City Council
February 1, 2012
Page 3

Attachment A – Report of Performance
Attachment B – Transit Needs Flyer
Attachment C – Unmet Needs Definition
Attachment D – VCTC FY 10/11 Unmet Transit Needs
Attachment E – VCTC Moorpark Evening Session Summary

**Report of Performance
2011/12 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 2011/12. 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 13, 2011.

1. Continue all existing bus services substantially as they exist.
 - 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. FY 2010/11 ridership decreased 1.47% to 65,033 (from 66,004 in FY 2009/10). The City's VCTC audited farebox ratio (including Moorpark City Transit, Beach Bus, and Dial-A-Ride services) has not yet been finalized. The City's self-calculated farebox ratio was 25.67%, 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 disabled (ADA) Dial-A-Ride services continued in FY 2010/11, 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 decreased 18.71% in FY 2010/11 (from 6,546 trips to 5,321 trips). Trips performed on the Intra-City Dial-A-Ride program decreased 20.10% (from 841 trips to 672 trips) during FY 2010/11. Trips performed on the Inter-City ADA program decreased 26.18% (from 1,986 trips to 1,466 trips) in FY 2010/11.

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.
 - The City of Simi Valley had to end its bus service to Villa del Arroyo Mobile Home Estates in August 2011 per request from the management company. The trial service began on August 16, 2010. Moorpark and Simi Valley staff are currently working to identify alternative locations.
3. Continue to adjust fixed route transit services, stops and schedules throughout Ventura County as needed and operationally feasible.
 - Updates to the City's bus routes began May 15, 2011 after approval by Moorpark City Council on January 5, 2011. The primary change to the system was adding Moorpark Marketplace to Route 1's schedule. The addition enables residents in the southwest section of Moorpark to travel to Moorpark Marketplace in 14 minutes instead of 38 minutes.
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.
 - All Moorpark City Transit bus stops have updated 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 possible organization and funding for all 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. Encourage 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 2010/11 compared to FY 2009/10. Moorpark City Transit is seeing an increase in ridership during the first six months of FY 2011/12.
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 lasted for nine months and was extended by the City Council on October 10, 2011 as a permanent program.

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 was updated last year 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 2011. The first meeting was on January 17, 2012 at the Moorpark Community Center and the second was on January 18, 2012 at the Oxnard Library Community 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"> • Moorpark session will be on Tuesday, January 17th, 6:30 PM – 7:30 PM at the City of Moorpark Community Center, 799 Moorpark Avenue. • Oxnard session will be on Wednesday, January 18th, 6:30 PM – 7:30 PM at the Oxnard Public Library Community Room. <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 1, 2012 7:00 P.M. MOORPARK CITY HALL – COUNCIL CHAMBERS 799 MOORPARK AVENUE, MOORPARK, CA</p>
<p>MONDAY, FEBRUARY 6, 2012 1:30 PM – 3:00 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 13, 2012.

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 Moorpark tendrá lugar el miércoles 17 de enero, 6:30 a 7:30 PM en el Municipio de Moorpark Sala de reuniones de la comunidad, 799 Moorpark Avenue, Moorpark, California.• Sesión de Oxnard será el martes 18 de enero, 6:30 – 7:30 PM, en la biblioteca de Oxnard. <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, 1 DE FEBRERO DE 2012 7:00 P.M. MOORPARK CITY HALL - COUNCIL CHAMBERS 799 MOORPARK AVENUE, MOORPARK, CA</p>
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<p>LUNES, 6 DE FEBRERO DE 2012 1:30-3:00pm CAMARILLO CITY HALL COUNCIL CHAMBERS 601 CARMEN DRIVE CAMARILLO, CA</p>	
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Esperamos su participación. Todos los comentarios deberán ser recibidos para el 13 de Febrero de 2012.

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 # 10F

December 2, 2011

MEMO TO: VENTURA COUNTY TRANSPORTATION COMMISSION

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

SUBJECT: FY12/13 TRANSPORTATION DEVELOPMENT ACT (TDA) UNMET TRANSIT NEEDS PUBLIC HEARING SCHEDULE, PROCEDURES AND DEFINITIONS OF "UNMET TRANSIT NEEDS" AND "REASONABLE TO MEET"

RECOMMENDATIONS:

- Approve the schedule, procedures and definitions of "Unmet Transit Needs" and "Reasonable to Meet" for the FY 12/13 Unmet Transit Needs Public Hearing.

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 12/13 public hearing is attached. A Hearing Board will be appointed by the VCTC Chair at the January meeting, and they will hold the public hearing Monday, February 6, 2012 at 1:30 PM at Camarillo City Hall. The Hearing Board will then review the comments received and draft staff findings/recommendations on April 23, 2012 before the full Commission considers the report in May.

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, by appearing at an East County or West County public meeting, and/or 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".

According to TDA regulations, citizen and social service agency input during the hearing process is specifically required. In response to that requirement, VCTC has designated its Citizen's Transportation Advisory Committee/Social Services Transportation Advisory Council (CTAC/SSTAC) as the advisory group to handle the annual hearing activity. At its November 8, 2011 meeting, a discussion about the procedures, schedule and required definitions used in the hearing process took place. Included as part of the discussion was a review of how other counties define the terms, and it was reassuring to discover that VCTC is setting the model for many other areas. CTAC/SSTAC recommended the definitions, schedule and procedures stay the same as used last year.

"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) 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

<u>Performance Level</u>		<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

<u>Performance Level</u>		<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)

<u>Performance Level</u>		<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 12/13 Unmet Transit Needs Public Hearing and Process Schedule

November 8, 2011	CTAC/SSTAC reviews FY 12/13 unmet transit needs public hearing definitions, procedures and schedule
December 2, 2011	VCTC approves FY 12/13 unmet transit needs public hearing definitions, procedures and schedule
December 16, 2011	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 6, 2012	Legal notice for public hearing published
January 6 and 16, 2012	Display advertisements on public hearing published in local English and Spanish language newspapers
January 18, 2012	East County public meeting, 6:30 PM, in Moorpark
January 19, 2012	West County public meeting, 6:30 PM, in Oxnard
January 23, 2012	Reminder notices on the public hearing sent to agencies/citizens
February 6, 2012	Public hearing, 1:30 p.m. at Camarillo City Hall
February 13, 2012	5 p.m. hearing record closed - no further public testimony accepted
March 15, 2012	Transit Operators Advisory Committee (TRANSCOM) reviews testimony and makes recommendations regarding the staff proposed findings
March 22, 2012	(Tentative Date) Managers Policy Advisory Committee (MPAC) reviews testimony and makes recommendations regarding the proposed findings
April 10, 2012	CTAC/SSTAC reviews testimony and makes recommendations regarding the staff proposed findings
April 23, 2012	1:30 p.m. at Camarillo City Hall - Hearing Board reviews and approves findings
May 4, 2012	9 a.m. at Camarillo City Hall - VCTC reviews and adopts Unmet Transit Needs Public Hearing Findings
May 7, 2012	Adopted findings are forwarded to the State for review
August 15, 2012	Deadline for State review of findings

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 2011/12 findings.

In addition, the VCTC, in the FY 2010/11 Unmet Transit Needs Resolution found that "... In cases where services are reduced due only to lack of local transit funds, the services will continue to be considered as needs, and shall be reinstated when funding becomes available." Gold Coast Transit Route 12 was specifically identified as a route which was being terminated because of poor performance and not a lack of transportation funds. VCTC noted that 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 recommendations, draft finding, and matrix were reviewed for technical accuracy by the VCTC Transit Operators Advisory Committee (TRANSCOM) on April 21, 2011. The TRANSCOM made several minor corrections to the text and supported the staff analysis and recommendations. The Citizens Transportation Advisory Committee/Social Service Transportation Advisory Committee (CTAC/SSTAC) reviewed and approved the recommendations, draft finding, and matrix on April 14, 2011.

RECOMMEDED FINDINGS:

1. Continue all existing bus services substantially as they exist.
2. Continue all public senior and disabled services in all jurisdictions in the County substantially as they exist. Work to implement the recommendations of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.
3. To the degree that transit funding under existing agreements allows, find that transit services which were reduced in FY 2010/11 due only to a lack of local transit funds, will continue to be considered as needs, and shall be reinstated when funding becomes available.
4. Monitor the implementation and operation of the VCTC funded transit shuttle 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.
5. Monitor the Gold Coast Transit provision of additional Routes 18/19 service to a new bus stop to be placed at or near the corner of Victoria and Gonzales and near Lombard and Sturgis.
6. Develop a funding plan to add service to the VISTA 126 route during times when demand exceeds capacity, and if adequate funding to add service is available based on the final TDA allocations and existing funding agreements for VISTA 126 service, implement additional service to alleviate overcrowding.
7. VCTC, working with the Cities of Fillmore and Santa Paula, and the County of Ventura develop a plan to provide sustainable transit services in the Heritage Valley under constrained funding conditions.

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

8. Find by VCTC Resolution #2011-05 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:

- A. Continue to pursue and identify funding to allow local agencies to install more bus benches and shelters, and transit information, where warranted and feasible.
- B. Continue to improve schedule coordination and transfer connections between different bus systems where operationally feasible.
- C. Continue to adjust fixed route transit services, stops and schedules throughout Ventura County as needed and operationally feasible.
- D. Continue community outreach and marketing efforts to increase awareness of the availability of transit services for the general public, seniors, and disabled, to be coordinated by VCTC.
- E. Continue operation of NEXTBUS countywide and provide addition NEXTBUS signs at appropriate locations.
- F. Continue to ensure that bus stops and bus signage, vehicles, and operations are all in compliance with the Americans with Disabilities Act (ADA) requirements.
- G. 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.
- H. Encourage cities, transit providers, and social service agencies to implement elements of the VCTC Countywide Human Services Transportation and Transit Services Coordination Study.
- I. 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.
- J. Initiate a countywide transit study to identify short range and long range transit needs.
- K. 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.
- L. 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.
- M. Support cost-effective actions to increase bike capacity on the transit system.
- N. Encourage transit trips over auto usage during this time of heightened public awareness of the cost of fuel.
- O. Seek financial support from the cities to provide subsidized fares for low income passengers transferring between local transit systems and VISTA. (BEING IMPLEMENTED THROUGH COUNTYWIDE FARE DEMONSTRATION)
- P. Work with LOSSAN, Caltrans, Amtrak, and other involved organizations to improve real safety and maintain or increase speeds on the rail services.
- Q. VCTC and the ADA providers in the county continue to improve transfers and transfer locations for inter-agency ADA trips.
- R. The VCTC integrate evening meetings in different parts of the county as part of future Unmet

Transit Needs proves.

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 #2011-05 that there are no 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

Trolley Service in Ojai Valley and Ventura. One person requested a trolley service like the one in Ojai, running in Ventura, say from Casitas Springs down Ventura Avenue, along Main Street to perhaps California, down California to the waterfront, along Harbor to the Ventura Harbor, then up Victoria to Ventura College, then west on Main Street back through downtown up to the terminus around Casitas Springs. This is not an Unmet Transit Need because most of the service is provided by Gold Coast Transit; except service to the Ventura Harbor, which was provided and terminated in 2010 due to very low ridership. Also, Unmet Transit Needs are specific to a service, not a type of vehicle.

Service, including evening service to Oxnard Shores area. One person requested transit service from the Oxnard Shores area to go into downtown Ventura often times for dinner or a movie. The area is served by the Oxnard Harbors and Beaches Dial-A-Ride during the day (not evening), connecting with Gold Coast Services in Oxnard. 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.

Service to the Del Norte industrial area in East Oxnard. One person requested bus service to the Del Norte industrial area in East Oxnard. 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.

Gold Coast Driver customer service. One person is unhappy with a Gold Coast Route driver's comments and actions regarding her use of her walker. This is not an Unmet Transit Need. It is an operational modification of an existing service. It is also a potential ADA issue and will be referred to Gold

VCTC Moorpark Evening Session Summary
January 17, 2012
6:30 p.m. – 7:30 p.m.

Vic Kamhi and Mary Travis from the Ventura County Transportation Commission led the discussion.

Ten other individuals (other than Moorpark staff) attended the meeting:

- Two individuals were VCTC consultants who are currently working on VCTC's Coordinated Public Transit-Human Services Transportation Plan: 2011 update.
- One individual was from Senior Concerns, an Adult Day Care Center located in Thousand Oaks.
- Two individuals were VCTC Citizen Advisory Committee Members (one for Moorpark, one from Simi Valley).
- Remaining five individuals were general members from the public

The majority of the meeting consisted of the residents asking general questions about the transit programs in Moorpark and Ventura County.

Comments included:

- Interest in weekend and evening service for Moorpark City Transit.
- The Senior Concerns representative stated that she receives comments from seniors who want service to/from medical appointments in outside jurisdictions, such as Kaiser in Woodland Hills. It was mentioned that Thousand Oaks attempted a shuttle service to Kaiser in Woodland Hills but it was canceled due to lack of use.
- One individual was interested in what assistance drivers for the Dial-A-Ride service provided passengers. It was explained that drivers primarily assist passengers getting on and off the vehicle, but will also ensure that the passenger can get to and from their respective facility. The drivers do not carry groceries or other materials that passengers may have.
- One individual noted that Moorpark City Transit fixed-route service does not provide convenient service from Vintage Crest Senior Apartments to Ralph's and Albertsons. The City's response was that seniors aged 62 or older could use the Dial-A-Ride service for travel to those destinations.