

The Ventura County Transportation Commission & Its Role in Public Transit

Background

The 1998-1999 Grand Jury decided to examine the state of public transit in Ventura County after reviewing an investigation of Welfare Reform in a Final Report by the 1997-1998 Grand Jury. That Grand Jury found that lack of transportation is one of the greatest obstacles which welfare clients have to overcome when attempting to obtain and keep gainful employment, as required by welfare reform. The report stated: "Transportation is often an important challenge for the job seeker... Although (a proposed transportation program) is a good start, we feel it falls short of satisfying all recipients' needs. Many welfare recipients have no valid driver's license because of alcohol and drug problems. Automobile insurance is an expense many recipients cannot afford. The bus pass and the automobile programs will solve transportation problems for some but too many are left with no improvement over the previous plan."

The purpose of this inquiry, therefore, is to examine the state of public transit in Ventura County, as a necessity for residents moving from welfare to work, but also as an alternative to automobile transportation, in view of federal mandates to manage traffic congestion and to lessen air pollution.

The State of California places responsibility for transportation on county Transportation Commissions. "Public demand for an efficient public transportation system in the Southern California region resulting from population sprawl, the concentration of many transit dependent citizens in the large urban areas and increasing mobility requirements indicates a need for improved, as well as more innovative, policy and decision making institutions to resolve these problems." (Public Utilities Code section 130000-130010)

The Code continues: "A basic purpose of transportation policy within the region should be ... to achieve the operation of a coordinated and integrated transportation system which will reduce automobile usage and dependency, reduce the consumption of scarce and ex-

pensive energy fuels and reduce the levels of automobile-related air pollution.” It goes on: “...The transportation system should offer adequate public transportation to all citizens, including those immobilized by poverty, age, physical handicaps, or other reasons.” Finally, “...Transportation systems have significant effect on the physical and socioeconomic characteristics of the areas served and emphasis should be given to the protection and enhancement of the environment...”

In Ventura County, responsibility for an effective public transit rests with the Ventura County Transportation Commission (VCTC) which establishes transportation policies, sets priorities and coordinates activities between the various transportation operators, agencies, cities and the County. Its mission is improving mobility within the county and procuring funding to meet transportation needs.

The Commission controls and reviews the allocation of federal, state and local funds for highway, transit, rail, aviation, bicycle and other transportation projects. The Commission also acts as the Airport Land Use Commission (ALUC), operates the freeway callbox system and sits as the Congestion Management Agency (CMA) of Ventura County.

Methodology

In preparing this report, members of a subcommittee of the Audit, Finance and County Administration Committee spoke with the Director and citizen members of the Ventura County Transportation Commission. Several Commission staff employees generously contributed information regarding their areas of responsibility as well. Members of the Grand Jury attended Commission meetings, and interviewed those responsible for mass transportation in the County and five cities, including the Director of SCAT. The Audit, Finance and County Administration Committee tried out the system by taking buses from the members' homes to the Government Center and back, as well as the Ojai trolley around Ojai. In addition, the subcommittee monitored the Unmet Needs process, which is described later in this report, and read budgets and reports.

Findings

Since its establishment in 1989, VCTC can point to the following achievements relating to mass transit (Report to the Commission, 1989-1999).

Funding

The VCTC budget has increased from a little more than half a million dollars in FY 1989-1990 to nearly thirteen million in FY 1998-99

(Figure 1). Ventura County obtains funding for public transit through federal, state and local funds, as follows (*1998 Ventura County Congestion Management Program*, pp. 5-6 to 5-7):

- Federal Transit Administration (FTA) Section 9 funds are provided to the Simi Valley-Moorpark and Ventura-Oxnard-Thousand Oaks urban areas. The money, a portion of the Federal gasoline tax, is allocated according to population and bus transit service, but can be used only for transit operating, planning and capital needs. Fixed Guideway Funds, included in the FTA Section 9 program, pay for Metrolink service in Ventura County.
- Federal Intermodal Surface Transportation Efficiency Act (ISTEA) funds can be used for road and street improvement, as well as for transit.
- State Transportation Development Act (TDA) and Local Transportation Funds (LTF) come from the sales tax provided to the cities and the County based on population. These funds are intended for transit service but can also be used for road purposes after all reasonable transit needs are met.
- State Transit Assistance (STA) funds, the sales tax on gasoline, can be used only for transit; since Proposition 116 was passed in 1990, the funds can no longer be used for roads.

VCTC Budgets Through the Years

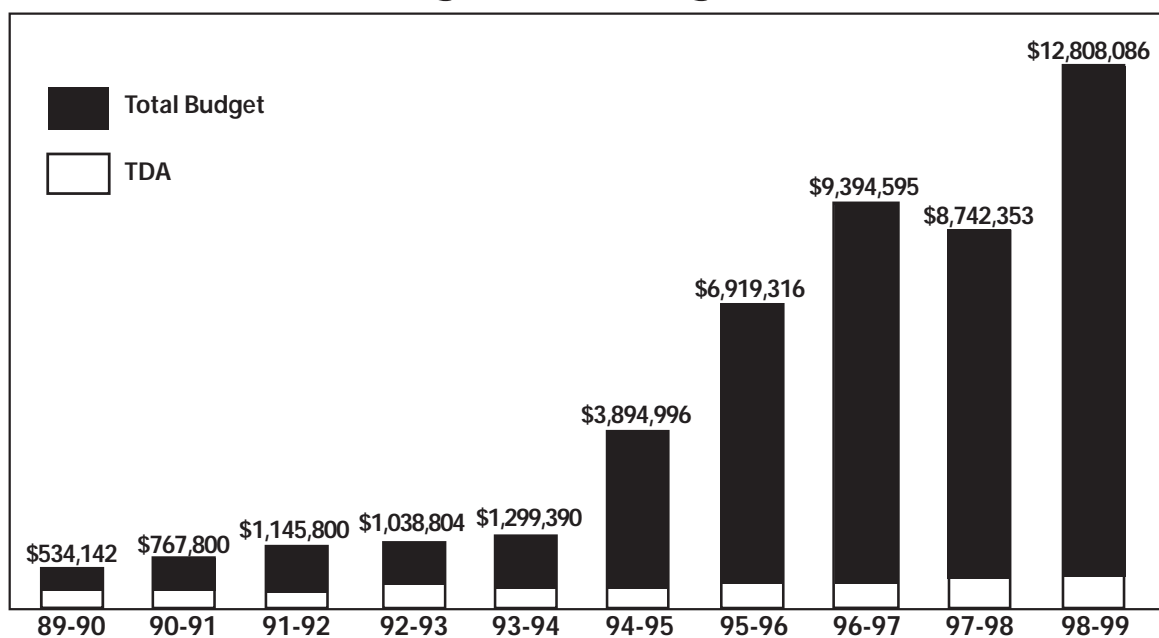


Figure 1. VCTC Budgets Through the Years

- State Transit Capital Improvement (TCI) Funds have paid for the acquisition of sites for rail stations and intermodal centers.
- Local Funds Contributions from businesses and other agencies can be used. For example, Camarillo and Simi Valley receive TDA funds but use local general revenue funds for transit services. Ventura County, unlike other urban counties in Southern California, does not have a local sales tax earmarked for transit and rail.
- Fares. State law requires that fares cover at least 20% of city fixed-route operating costs and 10% of special or rural operating costs when TDA funds are used for the service.

Ventura Intercity Services Transit Authority (VISTA)

Vista is an express bus system designed to connect riders to the individual City systems throughout the county. It runs on two main routes, with fixed bus stops. One route begins at Buenaventura Mall (soon to be called Pacific View Mall) in the City of Ventura and ends at Janss Mall in Thousand Oaks along Highway 101. The other also begins at Buenaventura Mall and runs along Highway 126 ending at Fillmore Senior Center. On Mondays through Fridays, the hours are 6AM to 7PM. On Saturdays, the buses run from 7AM to 6:37PM. There is no service on Sundays and major holidays.

Riders may have to pay additional fares upon transferring to a city line. And schedules for meeting local buses are not strictly observed. One Grand Juror was stranded when he missed the last bus he could have taken to get home because the Vista bus dropped him off at the transfer spot in Thousand Oaks just a few minutes after the local bus left.

SMART CARD (also known as Smart passport)

Smart Passport is a prepaid bus pass that permits travel by public transit around all of Ventura County. "By using the Smart Passport, riders get the added convenience of riding any system in the county without carrying cash, tokens, tickets or other passes." (Brochure, VCTC, 1995) The card also sends ridership data to transit officials.

A monthly pass is good for a month of unlimited rides. A debit card, which is another version of the Smart Card, can be bought in increments of \$10, and the fares are deducted electronically when the rider boards the bus. When one Grand Juror tested the system by buying a debit card in 1998, he could not use it on the first bus he boarded because the electronic scanner did not work. When the juror reported this to a representative of VCTC, the response was that the system was still being perfected.

Conejo Connection

Conejo Connection is a two-year demonstration program, funded by a Congestion Management & Air Quality (CMAQ) grant with the

local match provided by the Los Angeles Department of Transportation. Eighty-five of Warner Center's companies promote the Connection, with many employers at the Center subsidizing their employees' monthly pass.

This express service runs from Oxnard Esplanade to the Warner Center in the West Valley, serving Kaiser Medical Center, Blue Cross, Prudential, Litton, Healthnet, Rocketdyne and many other employers. There are seven departures from Oxnard, the first leaving at 6 am and the last at 3:50PM, arriving an hour and one half later at Warner Center Mondays through Fridays. It offers service to only three cities in Ventura County: Oxnard, Camarillo and Thousand Oaks, thus leaving 54.6% of the population who must arrange to get to those three cities to take advantage of Conejo Connection's route to West San Fernando Valley and the Metropolitan Transit Agency.

Guaranteed Ride Home (GRH)

To assure commuters that they would not be stranded if they left their cars at home and an emergency arose, such as a requirement to work late, or if a child must be picked up from school, VCTC established the Guaranteed Ride Home program in 1997. This program offers free trips home by taxi or rented car to employees who have arrived at work via carpools or public transportation, but because of an emergency will have missed their evening ride.

There are several requirements to be satisfied before riders can use this program. Riders must be registered at least a week before using the program. Use of the service is limited to two times during one calendar month. It may not be used for personal errands, pre-planned appointments, business-related travel, working late without supervisor's permission and side trips. If the trip is not expressly permitted, a rider will be required to repay the full cost of any trip. If the destination is less than 20 miles, a taxi can be called. If over 20 miles, a car can be rented by a driver over the age of 25 with a valid driver's license. The car must be returned to the pickup location by 9AM the following day.

Guaranteed Ride Home was funded as a demonstration project for three years with state and federal money. In the first eighteen months, this "safety net" has about 5,800 potential users registered. So far, 164 rides have been taken, most by taxi, for a total expenditure of approximately \$5,000.

In a letter to the Ventura County Star, the Transit Administrator of the state of Connecticut described several employer-funded programs and one in which van-poolers and holders of express bus passes can call a broker to arrange a ride at no cost to the employee or the employer. Across Connecticut, the GRH program is free to all

participants in the welfare-to-work program. He mentions that fewer than 10% of eligible commuters have ever used the GRH program. But the program offers commuters the security of knowing they can get a ride home.

Metrolink

Metrolink is a commuter service that runs trains on Union Pacific rails from Oxnard Transportation Center through five cities in Ventura County and four in Los Angeles County. It ends in Union Station in downtown Los Angeles where it is met by Los Angeles City buses. The riders can leave their cars in specially designated Park and Ride lots.

Ventura City Council is looking into the extension of service into Ventura, a logical move considering money has been deducted from the city's allotment from VCTC for the service anyway, and the trains are stored in Montalvo at night (Figure 3).

Businessmen and developers have shown interest in developing Metrolink stations as commercial sites. At the Chatsworth station, a Los Angeles councilman has opened a field office near a child care center and a cafe.


Southern California Area Transit (SCAT)

VCTC is the designated recipient and distributor for funds for South Coast Area Transit (SCAT), a joint powers agency whose signatories (San Buenaventura, Ojai, Oxnard, Port Hueneme and the County of Ventura) are served by 43 buses. VCTC also acts as an advisory body by scheduling Unmet Needs meetings and coordinating recommended changes.

Senior and Disabled Services

The Americans with Disabilities Act (ADA) is a Federal law that requires that buses must be accessible to persons with disabilities. It also provides for curb to curb service if their conditions prevent them from using buses. Persons needing to use these "para-transit" vehicles must apply for certification and describe the disability or condition that prevents them from using the fixed route bus service. (Fig. 2.1 and 2.2) An in-person interview is part of this certification process. These vehicles are variously called "Dial-A-Ride," "Care-A-Van," "SCAT Access" and in Ojai, "HELP." After certification, a person needing this transportation must phone for a reservation one day to fourteen days in advance. The fare is double the bus fare.

SCAT plans to consolidate all its para-transit services (SCAT Access, Senior Nutrition Transportation and One Stop Shopper) to improve service to the entire SCAT service area in the West County, beginning in October 1999. Hours of operation will be extended from 5AM to 10PM Mondays through Fridays, and for shorter hours on Saturdays



VENTURA COUNTY TRANSPORTATION COMMISSION
ADA ELIGIBILITY CERTIFICATION PROGRAM
APPLICATION FOR CERTIFICATION

The Americans with Disabilities Act (ADA) requires that complementary paratransit service be provided to those individuals who have a disability which prevents them from using fixed-route bus service. For further information on certification, please refer to the ADA paratransit information brochure.

This application form is to be completed by you or someone on your behalf.

Please print or type.

Name _____

Street Address _____

City, State, Zip _____

Telephone _____
 Home _____ Work _____

Check this box if this is the first application submitted.

Check this box if this is a resubmittal (i.e., original application was found to be incomplete).

Check this box if you have submitted an application within the last six months.

Which service area do you reside in?

South Coast Area Transit (SCAT)

Simi Valley Transit

Thousand Oaks Transit (TOT)

Camarillo Area Transit (CAT)

City of Moorpark

Other _____

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1. What is the nature of your disability or condition that you feel makes you eligible for ADA paratransit service? Check all that apply.

<input type="checkbox"/> Cardiovascular Impairment	<input type="checkbox"/> Mental/Cognitive Disability
<input type="checkbox"/> Developmental Impairment	<input type="checkbox"/> Visual Disability
<input type="checkbox"/> Difficulty Walking	<input type="checkbox"/> Musculo-Skeletal Disability
<input type="checkbox"/> Hearing Disability	<input type="checkbox"/> Neurological Disability
<input type="checkbox"/> Wheelchair User	<input type="checkbox"/> Respiratory Impairment
<input type="checkbox"/> Seizure Disorder	<input type="checkbox"/> Other Disability (please specify): _____

2. Has your disability been documented by a medical doctor. Yes No

3. Please describe how your disability/condition limits your ability to use the regular transit system. (If available, please attach professional letters or other documentation you may have concerning your disability.)

4. Is your disability temporary? Yes No
 If yes, expected duration until (date): _____

5. What type(s) of transportation do you use now?

<input type="checkbox"/> Private Auto (Drivers' License # _____)	<input type="checkbox"/> Taxi
<input type="checkbox"/> Bus	<input type="checkbox"/> Train
<input type="checkbox"/> Dial-a-Ride	<input type="checkbox"/> Other (please specify) _____

6. Are you able to independently get to and/or from a regular transit stop? Yes No

7. Are you able to independently get on and/or off a regular transit bus without assistance?
 Yes No

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Figure 2.1- Ventura County Transportation Commission ADA Eligibility Certification Program /Application For Certification

8. What is your primary method of getting around?

Walking
 Wheelchair
 Scooter

A. If you walk, please indicate which of the following assistive devices you use?

Walker
 Crutches
 Cane
 Other (please specify): _____

B. If you use a wheelchair, is it

Manual
 Electric

C. What is the combined weight of you and your wheelchair/scooter (approximate)?

_____ Pounds

9. How far can you continuously walk or move your wheelchair (e.g. 1 mile, 30 minutes).

10. Do you require a personal care attendant to use public transit? Yes No

11. Do you require a service animal to use public transit? Yes No

12. Are you able to read and understand a bus schedule? Yes No

Please list the person to be contacted in an emergency.

Name _____ Relationship _____
Address _____
City, State, Zip _____ Telephone _____

If some one has assisted in the completion of this application, please provide the following information:

Name _____
Agency (if applicable) _____
Relationship to Applicant _____
Address _____
City, State, Zip _____ Telephone _____
Signature _____

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I understand that this application will be returned if it is not complete.

I hereby certify that the information given above is complete and correct to the best of my knowledge. I understand that I may be required to attend an in-person interview and physical examination before a determination of eligibility is made. I understand that if I am not found to be eligible for ADA paratransit service that I may appeal the determination within 60 days after receipt of written determination, and that I will be advised of the procedures of such an appeal.

AUTHORIZATION TO RELEASE MEDICAL INFORMATION

I hereby authorize the person listed below to release to the Ventura County Transportation Commission information about my disability in order to verify my eligibility for ADA paratransit services. The information released will be used solely to determine eligibility for ADA paratransit services.

Name _____
Address _____
City, State, Zip _____
Telephone _____

Applicant's Signature (or conservator if applicable) _____ Date _____

Name of Conservator _____

Please return the completed application to:

**Ventura County Transportation Commission
ATTN: ADA Certification Coordinator
950 County Square Drive, Suite 207
Ventura, CA 93003**

or you may fax it to (805) 642-4860

If you have any questions regarding this application, call 1-800-438-1112.

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Figure 2.2 - Ventura County Transportation Commission ADA Eligibility Certification Program /Application For Certification

and Sundays for an increase in service hours of 8,750 hours. Fares will be cut in half. Routes will be revised to make connections at city boundaries to other city transits. Most significantly, all persons over the age of 65 years will be eligible to use this curb-to-curb service without the necessity of certification. Riders will be able to request rides for any purpose, rather than be limited to doctors' appointments, nutrition or shopping trips, as is currently the case.

Unmet Needs

The Unmet Needs program is the manner in which VCTC determines how Federal and State funds are divided between public transit needs and roads and streets. According to law, only after public transit needs are met can the remainder of the money be allotted to other uses. The Transportation Policy and Planning Committee of VCTC hears testimony from the public about its transportation concerns at a certain time every year.

Two Grand Jury members followed the Unmet Needs process, through four meetings to the adoption of the recommended changes. They found that the definitions of Unmet Needs were so narrow and arbitrary that even manifest needs, such as the extension of the El Rio route to include a large subsidized housing project, were rejected. The final decision was that "There are no unmet transit needs that are reasonable to meet."

CalWORKS

VCTC's contribution to CalWORKS, the welfare reform program in Ventura County, consists of a representative in each of the seven Job/Career Centers to advise on transportation using the web site www.goventura.org, and selling the SmartCard.

California State University at Channel Islands (CSUCI)

VCTC is working with the incoming California State University at Channel Islands (CSUCI) to provide access to the University along Lewis Road, a winding two-lane road. Billing itself as a "green" campus, the University will buy four buses and shuttle those wishing to go to the University from two parking lots: Park and Ride parking lot at the intersection of Highway 101 and Lewis Road in Camarillo and one at the Centerpoint Mall in Oxnard.

Thousand Oaks Transit (TOT)

The city of Thousand Oaks is an example of a city that runs its own public transportation within its boundaries, as Camarillo, Moorpark, Simi Valley and Ojai. Fares make up less than the 20% of cost, a condition to receiving TDA funds, therefore the money that comes from VCTC, which is based on population, goes into the city's General Fund (Figure 3). In Thousand Oaks, 38% of this money is allotted

to public transit and 62% for non-transit projects (i.e., streets and roads).

Four buses that traverse three routes run Mondays through Fridays from about 6AM to 6PM. TOT schedules are coordinated with VISTA, allowing residents to connect with other cities in the County. The system has been known to break down, however, due to the use of unscheduled (flag) stops, leaving riders stranded at transfer points.

An attempt to provide additional service to the Oaks Mall during the Christmas shopping season was not successful in spite of over-crowded parking lots, possibly because of inadequate publicity or lack of incentives to leave the car at home.

Thousand Oaks also runs a subsidized taxi service for residents who are over the age of 62, or disabled or are low-income residents. The Mayor of Thousand Oaks has recently proposed a shuttle-like trolley along the major commercial thoroughfare, Thousand Oaks Boulevard. Plans are underway for a transportation center as funding is available.

Conclusions

With a small but dedicated staff, VCTC has accomplished a tremendous amount in less than ten years. However:

- The current systems of mass transit are sadly inadequate to deal with today's needs, as well as with the increase of traffic congestion and air pollution expected in the next century. With the exception of Metrolink and Conejo Connection, it appears that most VCTC efforts are geared to those people who do not drive and that the Agency has given up on attracting drivers out of their cars.
- The Unmet Needs process, cited as the justification for transferring public transit funds to roads and bridges, frustrates members of the public who take the trouble to express their concerns, owing to definitions which aim to retain the system as it exists. All local transit officials work under the direction of Public Works departments, which benefit from funds not used by mass transit. It should not be a surprise to find that the Public Works Department of every jurisdiction receives more than 50% of transportation funds for uses other than transit. This, in spite of the avowed purpose of the funding bills that the money is to be used to reduce congestion and improve air quality (Figure 4).
- Not enough advertising is done to attract riders out of their automobiles as congestion management and increasing air pollution require. Less than 1% of the VCTC budget is allotted to marketing and that sum includes the printing and distribution of schedules. A similarly small percentage is allotted in SCAT, Metrolink and

city budgets. As a result, public transit is rarely thought of as an alternative to the automobile.

- VISTA doesn't start early enough in the morning for commuters, nor does it continue late enough in the evenings to accommodate late-working commuters. The schedule does not take into account that many large stores, malls, and shopping centers are open until 9 pm and later at Christmas, but shoppers cannot use buses past 6 pm if they plan to go home that night. Another barrier to the usefulness of VISTA is poor coordination with city bus lines.
- Most of the buses run an hour apart. Unless riders plan with schedule in hand, there may be a long wait for the next bus unsheltered from sun, wind and rain. Furthermore, the assumption that county residents do not need public transportation on Sundays may need to be reevaluated, as crowds of people at churches, shopping centers and entertainment centers suggest.
- Conejo Connection appears promising in that it works in coalition with the Los Angeles MTA and with employers and private enterprise.
- Metrolink is slowly gaining acceptance by commuters, at about 3% a year, (VCTC report, 3/5/99) and the addition of midday trains and weekend service in Ventura County would greatly increase its use by shoppers and tourists. This might also be accomplished by better coordination with Amtrak, which uses the same rails.
- For seniors and the disabled, the booklet describing the services available to them in their areas is complicated and confusing. The booklet is the only promotion this program has been given.
- Information about schedules and routes is too difficult to get. Dial-a-route by phone is answered by two clerks from 8AM to 5PM Mondays through Fridays. For two hours in the middle of the day, while one clerk is at lunch, only the other is on duty. Their information may be incomplete. The printed schedules, when they can be found, are confusing and hard to interpret.
- Most bus stops are unprotected. They lack benches, lights and shelter. Many do not even have maps or schedules attached to the poles to which small blue and white Bus Stop signs are affixed. Riders have to wait for their buses standing in the sun, wind or rain.

Recommendations

Administration

- R-1 Set up Public Transit as independent departments in each jurisdiction.
- R-2 Revisit definitions of Unmet Needs to coincide with current and anticipated conditions.

R-3 Require transit decision-makers to use public transit regularly.

Information

R-4 Increase percentage of budget for marketing and advertising to attract automobile drivers.

R-5 Improve access to transit scheduling and other information on the Internet for the benefit of employee transportation coordinators and the public.

R-6 Make route information available by phone 7 days a week for 16 hours a day.

R-7 Redesign schedules to make them easier to interpret.

R-8 Arrange with newspapers to print schedules on a regular basis every week, as theater schedules are printed.

R-9 Contact major employers, mall operators, schools and public agencies about subsidizing employees' bus costs.

R-10 Use staff members and volunteer speakers to address high school students, senior citizen groups, service clubs and social clubs on transit options available.

VENTURA COUNTY TRANSPORTATION COMMISSION							
Local Transportation Fund							
Fiscal Year 99/00 Apportionment - Population							
Estimated Unapportioned Carryin							2,500,000
Estimated Annual LTF Receipts							20,000,000
Total Funds Available							22,500,000
Auditor's Administrative Costs							11,000
VCTC Administrative Costs							395,000
VCTC Planning Costs							450,000
Subtotal							21,684,000
Article 3 Bikeway/Pedestrian Fund							433,880
Subtotal							21,250,320
Article 3 Commuter Rail							400,000
Subtotal							20,850,320
Article 4.5 Remaining Funds Returned							62,230
Total to be apportioned							20,912,550

LTF APPORTIONMENTS							
Agency	Population	Pop %	FY 99/00 Apportionment	Per Capita FY 98/99 Rate Adjustment	Total Apportionment	Deductions *	Total Adjusted Apportionment
Camarillo	60,200	8.24%	1,755,511	(32,948)	1,722,563		1,722,563
Fillmore	13,050	1.79%	380,555	(7,142)	373,413		373,413
Moorpark	29,300	4.01%	854,427	(16,036)	838,391		838,391
Ojai	8,150	1.12%	237,665	(4,461)	233,204		233,204
Oxnard	156,000	21.35%	4,549,166	(85,380)	4,463,785		4,463,785
Port Hueneme	22,550	3.09%	857,588	(12,342)	845,246		845,246
San Buenaventura	101,500	13.89%	2,959,874	(55,552)	2,904,322		2,904,322
Santa Paula	26,900	3.68%	784,439	(14,723)	769,717		769,717
Simi Valley	106,000	14.50%	3,091,100	(58,015)	3,033,085	-10,500	3,022,585
Thousand Oaks	115,700	15.63%	3,373,965	(83,324)	3,310,641		3,310,641
Ventura County - Unincorporated	91,500	12.52%	2,868,262	(50,079)	2,818,183		2,818,183
Total	730,850	100.00%	21,312,550	(400,000)	20,912,550	-10,500	20,902,050

*The remaining Article 4.5 from the allocation in FY 95/96 is \$62,230 of which \$10,500 was pre-paid to Simi Valley in June 1997. In order that each jurisdiction receives the proper allocation, the full \$62,230 is included for reapportionment. However, the actual allocation will be \$10,500 less deducted from Simi Valley's allotment.

Figure 3 - VCTC Apportionment by Population, FY 1999-2000

VENTURA COUNTY
TRANSPORTATION COMMISSION
950 County Square Drive, Suite 201
Ventura, CA

November 14, 1997

MEMO TO: SUPERVISOR Kathy Long, Councilwoman Linda Brewster, Mayor Robin Sullivan, Bert Rapp, Ken Ortega, Kathy Connell

FROM: Ginger Gheradi

SUBJECT: Percentage of TDA Spent on Transit by Jurisdiction

At the VISTA Committee meeting you requested information on the percentage of TDA monies being spent on public transit by each jurisdiction. It is important to understand the following points when reviewing the numbers.

1. The chart below does not include any additional costs for Santa Paula and Fillmore service increases, because based on recalculating higher capital percentages for FATCO and the larger Santa Barbara bus the total local cost of the service will be approximately \$3,000 less than the current local cost, or \$1,000 per agency. I will send a revised spread sheet when it is complete.
2. The cities of Camarillo, and Simi Valley do not actually use any TDA money for transit. They, instead, use General Fund dollars; the figure shown on the report is actually General Fund money.
3. The dollar amounts shown for the SCAT agencies are based on the original SCAT budget and do not reflect the approximate \$1.3 million savings that I identified for them for this fiscal year. Accordingly, when the SCAT grant is revised each agencies contribution will go down significantly, according to their respective share of the SCAT budget. Assuming SCAT obtains the full \$1.3 million the savings and new percentages are as follows: San Buenaventura \$511,810 - 44.65%; Oxnard \$579,670 - 42.38%; Ojai \$19,240-44.5%, Port Hueneme \$34,710 - 13.47%; and County \$154,570 - 18.19%.

AGENCY	APPORTIONMENT	TRANSITS	PERCENT
Camarillo	\$1,302,214	\$422,347	32.43%
Fillmore	291,150	92,048	31.62%
Moorpark	617,971	118,939	19.25%
Ojai	183,721	101,586	55.30%
Oxnard	3,441,423	2,214,113	64.34%
Port Hueneme	495,518	101,460	20.48%
San Buenaventura	2,253,556	1,518,313	67.35%
Santa Paula	610,442	92,048	15.08%
Simi Valley	2,309,009	1,026,033	44.44%
Thousand Oaks	2,511,022	750,430	29.89%
County Unincorporated	2,068,006	588,782	28.48%

Figure 4. Percentage of TDA Funds Spent on Transit, by Jurisdiction

R-11 Redesign the booklet describing para-transit for the elderly and disabled, perhaps as separate folders specific to each city and the County.

R-12 Insert bus and train schedules in City Council proceedings on television.

Service

R-13 Maintain close contact with CalWORKS to respond in a timely manner to new workers' transportation needs.

R-14 Work closely with California State University at Channel Islands to help them limit automobiles on Lewis Road.

R-15 Shorten wait times and extend hours that buses run.

R-16 Provide well lit shelters with benches at bus stops, with large maps and schedules posted, to make bus stops more visible and more comfortable.

R-17 Increase local and commuter transit service to major employers, schools and regional transit transfer points.

R-18 Extend Metrolink trains to serve Ventura.

R-19 Coordinate Metrolink and Amtrak schedules for all day use.

R-20 Consider a Santa Paula Branch line for future rail service to Santa Clarita.

R-21 Develop and implement a coordinated fare system so riders have to pay only once.

R-22 Extend the "Smart Card" to riders on the rail services.

Responses Required:

- Agencies are to respond to this report in accordance with the following matrix keyed to the above recommendations.

JURISDICTION	RECOMMENDATION NUMBER																					
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22
County/JP																						
VCTC		x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x	x
SCAT			x	x	x	x	x	x	x	x	x	x	x		x							
City Councils/ City Managers																						
Camarillo	x		x	x	x	x	x	x	x	x		x	x	x	x	x	x					
Fillmore	x		x	x	x			x	x	x		x	x		x	x	x					
Ojai	x		x	x	x		x	x		x		x				x	x					
Oxnard	x		x	x	x			x		x		x				x	x					
Port Hueneme	x		x	x	x			x		x		x				x	x					
Santa Paula	x		x	x	x			x	x	x		x			x	x	x					
Thousand Oaks	x		x	x	x	x	x	x	x	x		x	x		x	x	x					
Ventura	x		x	x	x			x		x		x				x	x					