

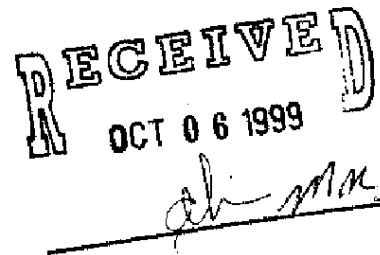


City of

EDMUND F. SOTELO  
City Manager

September 20, 1999

The Honorable Charles W. Campbell  
Presiding Judge of the Superior Court  
Ventura County Hall of Justice  
800 South Victoria Avenue  
Ventura, CA 93009



Subject: 1998/99 Ventura County Grand Jury Report: The Ventura County Transportation Commission and Its Role in Public Transit

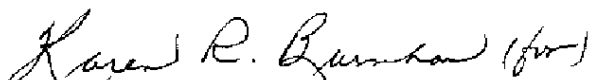
Dear Judge Campbell:

Attached is the City of Oxnard's responses to the subject Grand Jury Report recommendations. The City would like to take this opportunity to commend the Grand Jury for supporting public transit in Ventura County. As requested, we are responding to recommendation numbers 1, 3, 4, 5, 8, 10, 12, 16 and 17. Except for recommendation numbers 1 and 17, our public transportation provider, South Coast Area Transit, responded to the same recommendations.

Oxnard has the highest public bus transit utilization in the County. This high usage is indicative of our Council's continued support for adding transit service and expanding service boundaries whenever a transit need is indicated.

Thank you for your interest in Oxnard's level of public transit service and for allowing us the opportunity to provide a response to the 1998/99 Ventura County Grand Jury recommendations.

Sincerely,

  
Edmund F. Sotelo  
City Manager

c: Ventura County Grand Jury

1998-99 VENTURA COUNTY GRAND JURY  
The Ventura County Transportation Commission and its Role in Public Transit

CITY OF OXNARD

Recommendation R-1      *Set up Public Transit as an independent departments in each jurisdiction. Nonconcurrency:*

The City of Oxnard funds approximately 45% of the South Coast Area Transit (SCAT) public transportation system. Oxnard's Mayor sits on SCAT's Board of Directors and the City's Transportation Planning and Transit Services Programs under the Development Services Department provide on-going technical support for our Board Member, City Manager and Department Head. Since the City does not provide it's own transit service, the expense of a transit department is unjustified.

Recommendation R-3      *Require transit decision-makers to use public transit regularly. Nonconcurrency:*

While we agree with the implied reason for the recommendation, implementation is not reasonable. Our elected officials utilize public transportation every opportunity possible, however, this recommendation is unenforceable and is therefore not supported.

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

SCAT and the Ventura County Transportation Commission (VCTC) acting as the Ventura Intercity Service Transit Authority (VISTA) provide all of Oxnard's transit needs and have budgets established for promoting the use of public transit. Therefore, this recommendation would be a duplication of services currently in place.

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

The City's existing Internet Web page refers to the public transit service providers of SCAT and VISTA. Both SCAT and VCTC have Internet sites and provide all the transit scheduling information to employment centers and requesting parties.

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

The City's transit-related newspaper advertising needs are met through VCTC and SCAT. Since schedules are numerous, printing schedules in the newspapers is cost prohibitive and determined less-than-effective utilization of advertising dollars. Schedule outreach that targets potential and existing public transit users is an effective method to maximize advertising dollars

Recommendation 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.      Nonconcurrency:*

The City's transit providers of SCAT and VCTC provide these services. Current City staff takes advantage of every opportunity to address potential public transit users of the various transit options available in Oxnard.

Recommendation R-12      *Insert bus and train schedules in City Council proceedings on television.      Nonconcurrency:*

The City's government channel is available to our transit providers and has been used for transit notices from time to time. The City has SCAT, VISTA and Metrolink schedules available to users. With so many different schedules and such a large number of routes, posting schedules on the television channel would be confusing and difficult to follow.

Recommendation 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.      Nonconcurrency:*

Four years ago Oxnard implemented a bus bench and bus shelter program. The City removed all unsightly and improperly maintained bus benches with advertising and replaced them with City-owned bus benches and privately owned bus shelters. The bus shelter company is very responsive and maintains the shelters at a very high standard. Bus shelter locations have increased from an original 25 to a current 33 with the potential for an additional 8 shelters in the next year. The City installed over 80 City-owned bus benches throughout the City's vast public bus transit network. These bench locations are maintained by the City on a weekly basis and provide a pleasant, comfortable location for our transit users. SCAT provides for installation and maintenance of posted schedules at bus stop locations. There are a number of existing locations with schedules. The maintenance of schedules at all locations would be cost-prohibitive.

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

Transit services and schedules are evaluated each year through the VCTC Unmet Transit Needs process. New VISTA routes were implemented and employment bases were targeted for increased and new transit service while operating in the most productive and cost-efficient manner, as mandated by State regulations. On a regular and continuing basis, local and intercity transit operations are improved as much as possible. If and when there is sufficient demand for additional services, they will be added.