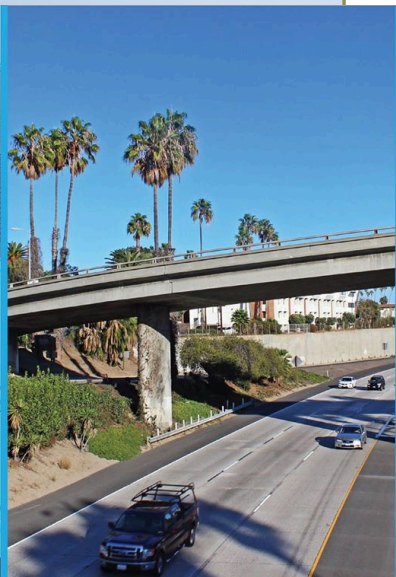


FY 20-21 Transit Needs Assessment

Ventura County
Transportation Commission



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

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

Chapter 2: What is the Unmet Transit Needs Process?

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

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

Each year, pursuant to Senate Bill 203, VCTC staff facilitates an annual transit needs assessment to determine if there are any areas in the County where populations of less than 100,000 are not served by public transit to meet their daily transportation needs. The areas in Ventura County with populations under the aforementioned threshold include City of Camarillo, City of Moorpark, City of Fillmore, and City of Santa Paula. Additionally, on June 11, 2018, legislation allowed Thousand Oaks to spend TDA fund on streets and roads and they therefore now participate in the process as well. To complete this process, VCTC adopts definitions of an “unmet transit need” and “reasonable to meet” criteria to determine if service requests collected during this process can be met by local transit operators or not.

What is an Unmet Transit Need?

The Commission approved a definition of unmet transit needs in 2014 which was expanded to give specific examples of what are or are not transit needs under the TDA, which is admittedly a narrower definition than might be assumed by the general public. Also, the definition quantifies what the threshold is for “substantial” community support, (i.e., 15 requests from the general public and/or 10 requests for service for transit-challenged persons). The Definition is as follows:

UNMET TRANSIT NEED

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

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

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

An Unmet Transit Need Includes:

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

An Unmet Transit Need Excludes:

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

What is “Reasonable to Meet”?

Once a service request is received and has broad-based support (meeting the 15 or 10 comment threshold), it is further evaluated to determine how feasible it is for the transit operator to expand service. Figure 1 illustrates the criteria adopted by the Commission to evaluate the feasibility of requests to expand or significantly change service.

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

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

Chapter 3: Description of TDA-Funded Transit Providers Serving Populations Less than 100,000 and Thousand Oaks

VCTC Intercity Transit

The Ventura County Transportation Commission operates VCTC Intercity, an inter-city bus network that operates primarily within Ventura County, with service also extending into Santa Barbara and Los Angeles Counties. VCTC Intercity currently operates eight fixed routes that provide inter-city service between Los Angeles, Thousand Oaks, Simi Valley, Moorpark, Camarillo, Oxnard, California State

University Channel Islands (CSUCI), Piru, Fillmore, Santa Paula, Ventura, Carpinteria, Santa Barbara, and Goleta.

Valley Express Transit

Valley Express Transit serves the City of Santa Paula, City of Fillmore, and the unincorporated area of Piru. Valley Express consists of two community circulators, within the cities of Santa Paula and Fillmore, as well as a shuttle service connecting the community of Piru with the city of Fillmore. During the school year, Valley Express also operates additional tripper service. The Valley Express fixed route service was implemented in March 2015 with service modifications implemented in January 2016. Each route is scheduled to make timed connections with VCTC Intercity Route 126.

Valley Express also provides demand-response service for the general public anywhere in the Valley Express service area and intercity trips are available via transfer. Valley Express service is managed and administered by VCTC.

Moorpark City Transit

Moorpark City Transit operates two fixed routes with service Monday through Friday. The routes are within the city and run approximately every hour. Moorpark City Transit also provides senior DAR and ADA paratransit service Monday through Friday. The City of Moorpark contracts with Thousand Oaks to provide DAR services.

Camarillo Area Transit

Camarillo Area Transit (CAT) operates one fixed route and one trolley within the City of Camarillo. The fixed route runs hourly Monday through Friday and the trolley runs seven days a week with service every half an hour. CAT also offers general public DAR service every day of the week, but it does not include school trips.

Thousand Oaks Transit

Thousand Oaks Transit (TOT) operates five fixed routes with service Monday through Saturday. The routes are within the city and run approximately every hour to an hour and ten minutes. TOT also provides senior DAR and ADA paratransit service seven days a week.

Metrolink Commuter Rail

Metrolink operates 16 weekday trains through Ventura County. Although Metrolink is a regional commuter rail service provider serving the five-county Southern California region including Ventura County, VCTC is a member agency which contributes TDA LTF funding to operate the Ventura County line. The Ventura County Line serves five stations including East Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley; plus seven stations in Los Angeles County. Requests for expanded Metrolink service were included in this analysis because of its service to cities with populations of less than 100,000.

Chapter 4: Public Input

For FY 20-21, the public comment period for the annual process was held from December 16, 2019 – February 14, 2020, though any comments received throughout the year (before the public comment period) and shortly after the public comment period were included.

VCTC collected public input online, over the phone and in person. VCTC hosted an online survey where over 170 surveys were collected. A social media campaign was conducted that reached over 32,000 people. VCTC conducted five community meetings (in Moorpark, Camarillo, Santa Paula, Thousand Oaks and Fillmore) and held a public hearing on February 7, 2020. Comments were also received through letters, email/website, Facebook and over the phone. Additionally, any comments received through the Communities Connected outreach process relating to public transit were recorded. Public notices were printed in the VC Star Vida.

A summary of the public feedback collected about transit needs is discussed in following chapter.

Following the public hearing, the Citizens Transportation Advisory Committee and Social Services Transportation Advisory Committee (CTAC/SSTAC) reviewed the public feedback and draft findings and was brought for approval during the April meeting. There were two requests that met the 15-comment threshold, service to Santa Clarita and service between Fillmore and Moorpark. Neither of these were deemed reasonable to meet and as such, CTAC/SSTAC approved the recommendation of no Unmet Transit Needs that are reasonable to meet.

Chapter 5: Transportation Needs Assessment & Findings

Unmet Transit Needs Analysis

Throughout the year and during the public comment period, VCTC received about 500 comments through the survey, emails, letters, and public comments at community meetings. Many of the comments received were about specific improvements, including nearly 150 comments about adding a particular bus stop. There were a significant amount of comments about service improvements in Fillmore and Santa Paula and throughout the Heritage Valley. Also received were a number of comments about adding frequency or later service hours, especially for VCTC routes and Metrolink service. Operational comments (route modifications, bus stops, driver performance, etc.) and ones regarding service areas that are not applicable to the Unmet Transit Needs process were not considered but were forwarded to the appropriate transit operator for a response.

Comments regarding an expressed demand for new service in the applicable cities were screened to determine if the request for service met the definition of an unmet need using the Commission's adopted criteria. Two requests met the 15-comment threshold:

- service to Santa Clarita
- service between Fillmore and Moorpark

Service to Santa Clarita

Service to Santa Clarita was requested 36 times, most of the comments requesting service from Fillmore to Santa Clarita, and some requesting the service start in Santa Paula, Ventura or Piru. This service also met the 15-comment threshold last year but was not considered reasonable to meet because the service could not be provided with the existing fleet, due to the long distance of the route. Also, since the service request occurs outside of Ventura County, it is technically not an "Unmet Need" within the jurisdiction of VCTC as the Regional Transportation Planning Agency (RTPA) for Ventura County. However, VCTC staff has endeavored to plan for a scenario to bring the service forward as a potential

partnership with the Santa Clarita. Since the conclusion of the Unmet Transit Needs process last year, VCTC has:

- Reviewed fleet capacity and conducted capital needs assessment
- Planned and costed out a potential route that would extend the VCTC Intercity *Highway 126* service into Santa Clarita
- Met with Santa Clarita Transit to discuss proposed route configuration(s) and partnership opportunities
- Submitted Capital and Operating Budget assumptions to SCAG through FTIP process which projected potential use of grants for service operation.

Additionally, VCTC plans to hold follow up meetings with Santa Clarita Transit, as well as the cities of Fillmore and Santa Paula, the County of Ventura and Gold Coast Transit District. The goals of the meetings include:(1) build consensus on the route path, (which will determine demonstration costs) and (2) develop the long-term funding plan. Historically, VCTC demonstrations that connect multiple cities, and which require additional fleet vehicles, utilize outside grant funding (initially) to purchase necessary buses and support operations during the demonstration period. As this service is a regional need that will serve more than Fillmore and Santa Paula and will cost more their LTF funds not being spent on transit, planning for this route has highlighted a structural issue with TDA law and the Unmet Needs process. The Unmet Needs process is intended to make sure necessary transit service is operated before municipalities spend LTF dollars on spent on streets and roads. However, this request, like the majority of requests received through the Unmet Needs process, is for regional connecting service, rather than municipal services. Because of this, planning includes multiple jurisdictions, and multiple potential funding entities in the short-term and long-term. VCTC is exploring State and Federal grant opportunities for the initial timeframe but will work with local LTF recipients to establish ongoing funding.

Service Between Fillmore and Moorpark

This year, service between the Heritage Valley and the East County was requested 32 times, 25 of which were for service between Fillmore and Moorpark. This comment has been common request over the last couple years and now reaches the threshold for consideration. As the service between Fillmore and Moorpark is a regional service within Ventura County, involving multiple jurisdictions, it will require planning with the cities of Fillmore and Moorpark, as well as the County of Ventura. Additional vehicles will also be needed to implement this service (and the vehicles will likely need to be smaller, cutaway style, transit vehicles due to the terrain of the route). At the conclusion of the Unmet Needs process, VCTC will begin the planning process in coordination with local agencies, Fillmore, Santa Paula, Moorpark and the County, with the goal of future implementation of this service. Areas for consideration/determination include the designated operator for the service, route orientation, vehicle type and identification of available funding sources.

CARES Act and COVID-19 Effect

Due to the significant projected loss of LTF revenue and fare revenue as a result of COVID-19, the Coronavirus Aid, Relief, and Economic Security (CARES) Act made funds available to transit operators to help fund continue operation of transit service. The CARES Act funds will likely provide relief for one to two years for county transit operators but LTF revenues will likely be needed to continue to fund existing service and forestall reducing service levels further once the funding has been expended. Increases in service such as the requested route between Fillmore and Moorpark would lead to the loss of other services, and therefore would not be equitable. It is for this reason that implementing service at this time is not found to be “reasonable to meet.” Nevertheless, VCTC will begin planning for the

feasibility and potential implementation with the goal to implementing service once revenues have stabilized and are available.

Other Requests

Additionally, VCTC received over 140 requests for a bus stop at Central and Del Norte in Camarillo from employees of SAGE Services. SAGE Services employees or supports over 600 people and hosts activities 4-5 times a week. Their current office is located near the Pacific View Mall and is well served by transit and they will be moving to Del Norte Road in Camarillo in the Summer of 2020. However, adding bus stops to a route is not considered an Unmet Need. Additionally, this location is currently served by Camarillo Area Transit (CAT)'s general purpose dial-a-ride. As such, this request is not considered an Unmet Need but because it was so highly requested, VCTC and CAT staff will monitor the need for this stop after SAGE Services relocates. VCTC will also facilitate a meeting between the three entities to better understand the need.

No requests met the 10-comment threshold for dial-a-ride service and therefore were not further screened to determine if the need was reasonable to meet.

All comments are essential to improving public transit in Ventura County. Comments that had decent support and have been brought up over the years are taken into consideration for future planning purposes. While not at a level to be defined as an Unmet Transit Need, the most frequent comments received were in the following areas:

- Direct service between Fillmore and Oxnard
- Weekend and increased Metrolink service
- Increased Highway 101 and Conejo Connection service
- Additional service on the East West Connector
- Increased service in the Heritage Valley overall

Demand expressed for some of these service expansions has been limited and in this case staff is recommending continued monitoring of the ridership demand before pursuing extensive analysis of cost-effectiveness.

The most frequent comments that are not applicable to the Unmet Transit Needs process but are nonetheless valuable for the operators are the following:

- More frequency and extended service on the Coastal Express
- More frequency on numerous routes and services
- Later evening service
- Improved service to LA county
- Bus stop improvements

All comments submitted are included in Appendix I, which has all comments received that could potentially be considered an Unmet Transit Need if support is increased and Appendix II which includes all other comments received through the process.

Conclusion

There were a number of comments received that VCTC evaluated under the definition of an Unmet Transit Need in terms of public service not provided or service that currently exists but would require significant route or frequency expansion. Requests for service to Santa Clarita and between Fillmore to

Moorpark met the 15-comment threshold but is not reasonable to meet due to the significant projected loss of LTF funds and fare revenue, as well as not being able to be accommodated with the existing fleet. Additionally, these are regional services, requiring funding above what the affected cities are not spending on transit. VCTC will work with local and regional partners to begin the planning for service provision of this service when the impacts of COVID-19 are fully known.

All comments received through this process were forwarded to the operators, who take it into consideration for future planning purposes. VCTC and the operators continue to coordinate to work towards improved transit service including connectivity and transferability for cross-county travel.

Although the comments received may not meet the “Unmet Transit Needs” and “reasonable to meet definitions,” VCTC and other transit operators in Ventura County, take these comments and all public input received into consideration in their regional transit planning efforts. VCTC and the County’s transit operators thank the public for their participation in this process.

Appendix A – Public Comments Received for FY 20-21 – Unmet Transit Needs

Comment	From	Specific Type	City/Area	Service Area
Service to Santa Clarita	David Kenny	Expanded service	Heritage Valley	VCTC
Service to Santa Clarita	Pat Origel	Expanded service	Ventura County	VCTC
Bus to Santa Clarita	Michael Marquez	Expanded service	Ventura County	VCTC
Bus to Santa Clarita	Dave Acosta	Expanded service	Fillmore	VCTC
Service to Santa Clarita/Newhall to pick up the train	Nicole Facciuto	Expanded service	Fillmore	VCTC
Access to Santa Clarita, Castaic and Valencia for work purposes	Vanessa Lopez	Expanded service	Piru	VCTC
Access Metrolink in Newhall from Fillmore	Susan Johnson	Expanded service	Fillmore	VCTC
Service between Fillmore and Santa Clarita	Katharine McDowell	Expanded service	Fillmore	VCTC
Routes to Santa Clarita from Fillmore		Expanded service	Fillmore	VCTC
Transportation available to Valencia from Fillmore		Expanded service	Fillmore	VCTC
Daily transportation to Santa Clarita from Fillmore	Norma	Expanded service	Fillmore	VCTC
Transit to Valencia from Fillmore	Annette Ross	Expanded service	Fillmore	VCTC
Public transportation to Santa Clarita from Fillmore	Heather Merenda	Expanded service	Fillmore	VCTC
Bus to Santa Clarita from Fillmore	Lynn Edmonds	Expanded service	Fillmore	VCTC
Fillmore - Santa Clarita - Metrolink, Amtrak, College of Canyon, Magic Mountain (jobs), shopping		Expanded service	Ventura County	VCTC
Fillmore - Santa Clarita - to connect to LA & Kern County		Expanded service	Ventura County	VCTC
Fillmore to Santa Clarita route	Candie	Expanded service	Fillmore	VCTC
Route to Santa Clarita from Fillmore	Stephen Mckeown	Expanded service	Fillmore	VCTC
Bus to Santa Clarita from Fillmore	Irma Martinez	Expanded service	Fillmore	VCTC
Transit to Santa Clarita from Fillmore	Debbie Miller	Expanded service	Fillmore	VCTC
Bus to Santa Clarita, College of the Canyons from Fillmore	Daisy Arreola	Expanded service	Fillmore	VCTC
Transportation to Valencia from Fillmore	Luis Munoz	Expanded service	Fillmore	VCTC
No public transit available to Santa Clarita	Manuel Minjares	Expanded service	Fillmore	VCTC
Route from Piru to Valencia		Expanded service	Piru	VCTC

Transit to Santa Clarita area from Piru	Daisy Solis	Expanded service	Piru	VCTC
Routes from Piru/Fillmore to Valencia	Maria Villa	Frequency	Piru	VCTC
Bus to Santa Clarita from Piru		Expanded service	Piru	VCTC
There is no transit to Santa Clarita from Piru	Lorena	Expanded service	Piru	VCTC
Transportation to Valencia and Santa Clarita from Piru	Celia	Expanded service	Piru	VCTC
Bus to Santa Clarita (Transit station, College of the Canyons, Magic Mountain) from Santa Paula	Kate English	Expanded service	Santa Paula	VCTC
Bus to Santa Clarita (Transit station, College of the Canyons, Magic Mountain) from Santa Paula	Laura Espinosa	Expanded service	Santa Paula	VCTC
Santa Paula to Santa Clarita route		Expanded service	Santa Paula	VCTC
Route to Santa Clarita from Ventura	Victor	Expanded service	Ventura	VCTC
Daily times going to Valencia from Ventura	Brooke Phillips	Expanded service	Ventura	VCTC
Extend VCTC Line 60 to McBean Regional Transit Center	Juan De Haro	Expanded service	Ventura	VCTC
Bus to Santa Clarita from Ventura	Yifan Lei	Expanded service	Ventura	VCTC
Fillmore – Moorpark – Metrolink, College		Expanded service	Fillmore	VCTC, VE
Bus to Moorpark from Fillmore	Dave Acosta	Expanded service	Fillmore	VCTC, VE
No public transit available to Moorpark (from Fillmore)	Manuel Minjares	Expanded service	Fillmore	VCTC, VE
Bus to Moorpark from Fillmore	Rachelle miller	Expanded service	Fillmore	VCTC, VE
Bus to Moorpark from Fillmore	Martha	Expanded service	Fillmore	VCTC, VE
New route between Fillmore and Moorpark via SR-23.	Juan De Haro	Expanded service	Ventura	VCTC, VE
Routes from Piru/Fillmore to Moorpark	Maria Villa	Expanded service	Piru	VCTC, VE
Bus to Moorpark from Fillmore	Erika Arana	Expanded service	Fillmore	VCTC, VE
Non stop routes to Moorpark for college students from Fillmore	Esteban Montes	Expanded service	Fillmore	VCTC, VE
Transportation to Moorpark from Fillmore	Luis Munoz	Expanded service	Fillmore	VCTC, VE
Bus to Moorpark from Fillmore	Daisy Arreola	Expanded service	Fillmore	VCTC, VE
Transit to Moorpark from Fillmore	Debbie Miller	Expanded service	Fillmore	VCTC, VE
Service to Moorpark from Fillmore to catch train there	Nicole Facciuto	Expanded service	Fillmore	VCTC, VE
Bus to Moorpark Metrolink and College from Fillmore	Irma Martinez	Expanded service	Fillmore	VCTC, VE
There should be a bus from Fillmore to Moorpark college		Expanded service	Fillmore	VCTC, VE

Bus to Moorpark from Fillmore	Lynn Edmonds	Expanded service	Fillmore	VCTC, VE
Bus to Moorpark from Fillmore	Victor Fuentes	Expanded service	Fillmore	VCTC, VE
Public transportation to Moorpark from Fillmore	Heather Merenda	Expanded service	Fillmore	VCTC, VE
Access Metrolink in Moorpark from Fillmore	Susan Johnson	Expanded service	Fillmore	VCTC, VE
Service between Fillmore and Moorpark	Katharine McDowell	Expanded service	Fillmore	VCTC, VE
Bus routes that go to Moorpark from Fillmore	Amelia Aparicio	Expanded service	Fillmore	VCTC, VE
Transit from Fillmore to Moorpark	Kai Love	Expanded service	Fillmore	VCTC, VE
Transportation available for school to Moorpark from Fillmore		Expanded service	Fillmore	VCTC, VE
Routes to Moorpark from Fillmore		Expanded service	Fillmore	VCTC, VE
Daily transportation to City of Moorpark from Fillmore	Norma	Expanded service	Fillmore	VCTC, VE
Transit to Moorpark area from Piru	Daisy Solis	Expanded service	Piru	VCTC, VE
Bus to Moorpark (Moorpark College and Metro/Amtrak station) from Santa Paula	Laura Espinosa	Expanded service	Santa Paula	VCTC, VE
Bus to Moorpark (Moorpark College and Metro/Amtrak station) from Santa Paula	Kate English	Expanded service	Santa Paula	VCTC, VE
Routes between Santa Paula and Moorpark – Metrolink, Moorpark College	Ms. Cummings	Expanded service	Ventura County	VCTC, VE
Transit from Fillmore to Simi Valley	Annette Ross	Expanded service	Fillmore	VCTC, VE
Daily transportation to city of Thousand Oaks from Fillmore, especially CLU	Norma	Expanded service	Fillmore	VCTC, VE
Bus routes that go to Thousand Oaks and Newbury Park from Fillmore	Amelia Aparicio	Expanded service	Thousand Oaks	VCTC, VE
Bus to Oxnard from Fillmore	Carmen Ortiz	Expanded service	Fillmore	VCTC
Bus to Oxnard from Fillmore	Martha	Expanded service	Fillmore	VCTC
Bus to Oxnard from Fillmore	Beatriz Hernandez	Expanded service	Fillmore	VCTC
Direct service between Fillmore and Oxnard	Katharine McDowell	Expanded service	Fillmore	VCTC
Better transit needs from Fillmore to Oxnard	Kai Love	Expanded service	Fillmore	VCTC
Bus straight to Oxnard from Fillmore	Rachelle miller	Expanded service	Fillmore	VCTC
Fillmore – Oxnard College (direct) – summer times		Expanded service	Fillmore	VCTC

Nonstop routes to Oxnard for college students from Fillmore	Esteban Montes	Expanded service	Fillmore	VCTC
Piru – advocate service to Oxnard College		Expanded service	Fillmore	VCTC
Direct bus to Oxnard (Oxnard College) from Santa Paula	Claudia Leiva	Expanded service	Santa Paula	VCTC
Oxnard to Santa Paula Bus	Rosa Villanueva	Expanded service	Santa Paula	VCTC
Bus straight to Oxnard (OTC and Oxnard College) from Santa Paula	Kate English	Expanded service	Santa Paula	VCTC
Bus straight to Oxnard (OTC and Oxnard College) from Santa Paula	Laura Espinosa	Expanded service	Santa Paula	VCTC
Bus to Oxnard from Santa Paula	Silvia	Expanded service	Santa Paula	VCTC
Fillmore – CSUCI (direct) – summer times		Expanded service	Fillmore	VCTC
Bus to CSUCI from Fillmore	Victor Fuentes	Expanded service	Fillmore	VCTC
Sunday service on TOT		Service hours	Ventura County	TOT
Bus from Lynn Road to the mall to Cal Lutheran, and later times	Jasmine O'campo	Expanded service	Newbury Park	TOT
Extend routes for Simi Valley and Thousand Oaks Transit to connect with each other	Juan De Haro	Expanded service	Ventura	VCTC, TOT, SVT
More bus service on the freeways (118, 23, 101)	Mr. Hartung	Expanded service	East County	VCTC, SVT, TOT
TOT late service that serve meal locations like Harbor House		Other	Ventura County	TOT
More frequent buses, Simi and TO routes	Kevin Sage	Frequency	Simi Valley	TOT, SVT
Later times going to Cal Lutheran	Jasmine	Service hours	Newbury Park	TOT
Better service to CLU		Other	Ventura County	TOT
More buses to the TO mall	Natalie Nodolf	Frequency	Ventura	VCTC, TOT
After school transportation, especially Boys & Girls Club		Frequency	Ventura County	CAT
Increase service hours on CAT fixed route	Gudrun Eastham	Service hours	Camarillo	CAT
Bus to Camarillo Airport	Lucy C Cartagena	Expanded service	Camarillo	CAT
Transportation to the Camarillo Airport	Penni Nussbaum	Expanded service	Camarillo	CAT
Camarillo trolley do a large square trip around Camarillo to service more areas	Veronica R Rauschenberger	Expanded service	Camarillo	CAT
Service to the Camarillo Air Show, including from LA and Santa Barbara	Frank Lopez	Expanded service	Camarillo	VCTC, CAT
Later service from Chatsworth to Moorpark	Lacee Shaw	Service hours	Moorpark	SVT

Increasing the overall frequency of bus routes to Amgen	Alexander Cano	Frequency	Oxnard	VCTC
More times going to Camarillo	Rosa Villanueva	Frequency	Oxnard	VCTC
More times from T.O to Ventura		Frequency	Ventura County	VCTC
Better service to Amgen		Other	Ventura County	VCTC
Transportation from Ventura to TO and have it be frequent and reliable		Frequency	Ventura County	VCTC
More 101 Hwy 101 times		Expanded service	Camarillo	VCTC
More times for the Hwy 101	Patrice Wheeler	Expanded service	Camarillo	VCTC
More times for the HWY 101 schedule during the week		Frequency	Thousand Oaks	VCTC
More times for 101 bus	Pat DeBattista	Frequency	Ventura	VCTC
More times on the 101 route to Westlake and a stop between them	Amy Hudson	Expanded service	Oxnard	VCTC
More times to Westlake	Kathy Miller	Frequency	Ventura	VCTC
One new Conejo Connection midday roundtrip	Yifan Lei	Frequency	Ventura	VCTC
More times to Woodland Hills		Frequency	Simi Valley	VCTC
There isn't a direct route from Oxnard to Agoura Hills or Westlake	Michele Cabacungan	Expanded service	Oxnard	VCTC
Service that does the reverse pattern of the Conejo Connection – midday, later evenings, earlier afternoons		Frequency	Ventura County	VCTC
Commuter service to Amgen – Conejo Connection (from Valley), Oxnard & Camarillo		Frequency	Ventura County	VCTC
VCTC connection to Kanan shuttle		Coordination	Ventura County	VCTC, Kanan
I'd like a direct route to the San Fernando valley from Fillmore	Annette Ross	Expanded service	Fillmore	VCTC
Improved frequency on East West Connector	Lynn D	Frequency	Moorpark	VCTC
Earlier morning trips from Ventura/Oxnard to Simi Valley on Line 77	Eva Scott	Service hours	Oxnard/Simi Valley	VCTC
Sunday service to Ventura from Simi Valley	Sigrid Bremer	Service hours	Simi Valley	VCTC
More times for route 77	Jasmine	Frequency	Newbury Park	VCTC
More Simi Valley to Oxnard times	Rena E GlaserPezzuto	Frequency	Santa Paula	VCTC
The time it takes too get from Moorpark to Ventura is an issue		more direct service	Ventura County	VCTC
Later times – after 9pm (HWY126), college classes		Expanded service	Ventura County	VCTC

More buses going to and from Fillmore to Ventura and later hours	Mitch	Frequency	Fillmore	VCTC
Bus to Ventura City Hall area from Santa Paula	Silvia	Bus stop/exp. service	Santa Paula	VCTC
Stop at Downtown Ventura for the 126 route	Jennifer Hernandez-Munoz	Bus stop/exp. service	Fillmore	VCTC
Earlier times before 5 am	Ben Garcia	Service hours	Santa Paula	VCTC
Extend VCTC hours on CSUCI 6am – 10pm		Service hours	Ventura County	VCTC
Transit is indirect, infrequent, and slow to/from Camarillo job sites - both directions		Frequency	Ventura County	VCTC
Later service back from Ventura to Camarillo, especially during events	Chuck Elsbury	Service hours	Ventura/Camarillo	VCTC
Additional access along Lynn Rd to Oaks Mall with VCTC routes in early morning	Erik Loose	Expanded service	Thousand Oaks	VCTC
East Ventura to CSUCI bus	Monica Merryman	Expanded service	Ventura	VCTC
Direct connection bus from TOT to CSUCI		Expanded service	Thousand Oaks	VCTC
Limited options to my destination CSUCI		Expanded service	Ventura County	VCTC
Port hueneme to Camarillo outlets bus	Richard Gonzalez	Expanded service	Camarillo	VCTC
Bus to county fair from Santa Paula	John McCullough	Expanded service	Santa Paula	VCTC
A bus to Ventura that arrives after 8 or 9pm from Fillmore	Lynn Edmonds	Service hours	Fillmore	VCTC
Not enough and only specific times to Ventura	Juliana Gonzalez	Frequency	Santa Paula	VCTC
There are not enough routes to Camarillo (from Santa Paula)	Sabrina	Expanded service	Santa Paula	VCTC
Bus to/from Montalvo train station to connect with the Metrolink train at Moorpark		Expanded service	Ventura County	VCTC
I am requesting better transit needs for the youth I work with in Fillmore and Piru	Kai Love	Frequency	Port Hueneme	VCTC, VE
Buses take forever the transit needs more drivers and so many routes makes it to confusing to go from Piru to Ventura		More direct service	Piru	VCTC, VE
More scheduled pick ups for VE, time slots usually not available	Denise Hubbard	Frequency	Santa Paula	VCTC, VE

More stops and times around Santa Paula	R.R.	Frequency	Santa Paula	VCTC, VE
More pick up times from El Dorado Park	Luther Asbury	Frequency	Fillmore	VCTC, VE
Future regular route to new Santa Paula Hospital	Laura Espinosa	Expanded service	Santa Paula	VCTC, VE
Service to Beckwith Rd.	Hjrj Tytt	Expanded service	Fillmore	VCTC, VE
No accessible mass transit for early morning hours		Service hours	Ventura County	all operators
Bus routes that run later on the weekends	Amelia Aparicio	Service hours	Ventura County	all operators
Transit to Ojai; Ventura more than just Saturday (from Santa Paula)	Elva Reyes	Service hours	Santa Paula	VCTC, GCTD
Sunday bus services on all the Ventura County lines	Sigrid Bremer	Service hours	Ventura County	all operators
Bus service on Sunday mornings		Service hours	Thousand Oaks	VCTC, TOT
Buses run on all holidays, no days off	Howie	Service hours	Ventura County	all operators
Service on holidays		Service hours	Ventura County	all operators
More frequency of bus service	Marissa Rodriguez	Frequency	Fillmore	VCTC, VE
The time options are poor for public transportation	Kim Danebrock	Expanded service	Camarillo	VCTC, CAT
More bus times	Marion Vose	Frequency	Ventura County	all operators
Taking multiple busses to get to my location and the gap in schedules		Frequency	Ventura County	all operators
Wait time, bus routes and bus connections make travel time too long		more direct service	Ventura County	all operators
Buses take too long because there are not enough routes, time in between		Expanded service	Ventura County	all operators
More frequency of bus service		Frequency	Ventura County	all operators
System where one only had to wait less than 15 minutes for bus		Frequency	Ventura County	all operators
Need for more hours of service, not 9-5 only		Service hours	Ventura County	all operators
Buses are too infrequent and so are completely impractical for commuting		Frequency	Ventura County	all operators
More express routes and later service	Karyn Bates	Frequency	Ventura County	all operators

Buses to recreational places- beaches, hiking (week and or weekends)		Expanded service	Ventura County	all operators
Work with the VC Metrolink to schedule for more alignment and allow for weekend options		Service hours	Ventura County	Metrolink
Ventura County Metrolink service should run on the weekends		Service hours	Ventura County	Metrolink
Weekend Metrolink service	K Fanslow	Service hours	Ventura County	Metrolink
We need Metrolink 7 days a week		Service hours	Ventura County	Metrolink
Train doesn't operate on Saturday's		Service hours	Ventura County	Metrolink
There are no Metrolink trains on the weekends for Ventura County	Patrice Wheeler	Expanded service	Ventura County	Metrolink
A late train from LA Union Station on weekends	Kerby Zozula	Service hours	Ventura County	Metrolink, Amtrak
Metrolink weekend service from Ventura to LA		Expanded service	Ventura County	Metrolink
Lack of transit services with frequent schedules, specifically, rail services		Expanded service	Ventura County	all operators
Consider train timetable improvements		Frequency	Ventura County	Metrolink, Amtrak
Increased Metrolink service from Ventura County to Los Angeles	Ms. Cummings	Other	Ventura County	Metrolink
Bus service timing, limited train service		Frequency	Ventura County	Metrolink
More trains would allow more people to leave their cars		Frequency	Ventura County	Amtrak, Metrolink
Train is unreliable, expensive and infrequent also, so equally unavailable		Frequency	Ventura County	Metrolink, Amtrak
More frequent service on Metrolink – service in all downtowns		Frequency	Ventura County	Metrolink
The Metrolink trains in the middle of the day only go to Moorpark.	Patrice Wheeler	Expanded service	Ventura County	Metrolink
Metrolink later routes during the week.		Expanded service	Ventura County	Metrolink
Later service from Downtown LA/Union Station to Moorpark	Lacee Shaw	Service hours	Ventura County	Metrolink
Buses, trains need to run more often		Frequency	Ventura County	VCTC, Metrolink
No fast trains	Danielle Montoya	Other	Ventura County	Metrolink, Amtrak
Metrolink should run to downtown Ventura		Expanded service	Ventura	Metrolink

Amtrak schedule is too early to commute into work	Sabrina	Service hours	Ventura	Amtrak
Rail option that links to Metrolink Santa Barbara to Ventura	Roland Barrio	Expanded service	Ventura	Metrolink
We need a rail system that works between Ventura and Santa Barbara County		Frequency	Ventura	Amtrak
Add Camarillo station to Amtrak train 767 and 1767	Ross G. Benn	Other	Camarillo	Amtrak
We have a rail system on the coast but it doesn't work. It doesn't connect you with where you need to go. Like airports.		Expanded service	Ventura	Metrolink, Amtrak

Appendix B – Public Comments Received for FY 20-21 – All Other Comments

Comment	From	Specific Type	City/Area	Service Area
Stop at Central and Del Norte Ave. in Camarillo - requested over 140 times	SAGE Services	Bus stop	Camarillo	VCTC/CAT
Bus going to Oxnard or Government Center in the 4 o'clock hour	Miguel Sanchez	Frequency	Oxnard	GCTD
Late buses from Valentine to the government center	Scott Collins	Frequency	Ventura	GCTD
Bus times after 9pm from Saticoy to VTC	Keya Murthy	Expanded service	Ventura	GCTD, VCTC
Midnight times from Downtown Ventura to Mall area	Chad Davidson	Service hours	Ventura	GCTD, VCTC
More times going to Oakview & better coordination with VCTC for transfers from Fillmore to Oakview	Candie	Expanded service	Oakview	GCTD, VCTC
Bus 21 frequency increased to more than twice an hour		Frequency	Ventura County	GCTD
Ventura - Oxnard Express buses running every 30 minutes		Frequency	Ventura County	GCTD
More service out of Ojai	Annika Forester	Frequency	Ojai	GCTD
Ojai bus does not run after 8pm and not after 7 pm weekends	Diane Wallis	Service hours	Ventura	GCTD, VCTC
We need far more routes, more frequent pickups to Oxnard	Kari Aist	Expanded service	Ventura	GCTD, VCTC
Bus from Ventura East end to Ventura Harbor		Expanded service	Ventura	GCTD
Mckee St to Winco and Walmart	Tara J Prudhomme	Expanded service	Ventura	GCTD
Would like Summer Beach bus		Expanded service	Oxnard/Ventura	GCTD, VCTC
There is no bus service to any of our beach areas		Expanded service	Ventura County	GCTD, VCTC

Service between Pierpont and Downtown Ventura	Deanne Holverston Ball	Expanded service	Ventura	DVP, GCTD
Lack of Ventura- Riverpark connections		Coordination	Ventura County	GCTD, VCTC
Express bus service is needed between Ventura and Oxnard		Expanded service	Ventura County	GCTD
Important to link South Oxnard communities to the 101		Expanded service	Ventura County	GCTD, VCTC
Shorter routes into Oxnard – OTC		more direct service	Ventura County	GCTD, VCTC
Need buses that get us between Oxnard and Ventura quickly	Claudia Armann	More direct service	Ventura	GCTD
More service to Chatsworth/Northridge – from Oxnard		Frequency	Ventura County	VCTC
Port Hueneme to Ventura county fairgrounds bus	Richard Gonzalez	Expanded service	Port Hueneme/Ventura	GCTD
More service to Chatsworth/Northridge – from East County		Frequency	Ventura County	VCTC, SVT
West end of Simi to Chatsworth station as an LA transit hub. esp after 6pm	Colleen	Expanded service	Simi Valley	SVT
Later trips back from downtown Santa Barbara on the weekends	Kerby Zozula	Service hours	Ventura	VCTC
Earlier PM times from Haley St/Garden St going back to Oxnard some time in the 4'o clock hour	Lenisa Duarte	Service hours	Oxnard	VCTC
An additional bus from Goleta after 5:37pm	Maricruz Guzman	Service hours	Ventura	VCTC
Additional options to Santa Barbara airport	Dan Weldy	Expanded service	Ojai	VCTC
Not enough and only specific times to Santa Barbara	Juliana Gonzalez	Frequency	Santa Paula	VCTC
Sunday service to Santa Barbara	Sigrid Bremer	Service hours	Simi Valley	VCTC

More express buses from Santa Barbara to Ventura PM time	Stephen Kally	Frequency	Ventura	VCTC
Later bus leaving Goleta than 5:15pm	Tracey Martinez	Service hours	Oxnard	VCTC
More times in the afternoon from Santa Barbara to Ventura	Shanna	Frequency	Ventura	VCTC
Service from the Center Point Mall in Oxnard to Goleta		Expanded service	Ventura County	VCTC
Bus travel from Oxnard and Ventura to Santa Barbara every one or two hours		Frequency	Ventura County	VCTC
More frequent schedule since there are none between 10 and 2 pm for bus going to Santa Barbara		Frequency	Ventura County	VCTC
Buses from Ventura to Goleta that leave a little later, after 6:42	Bruce Lacasse	Frequency	Santa Barbara/Ventura	VCTC
Times after 7:00pm from Calle Real	Michelle Becerra	Expanded service	Ojai	VCTC
Service from Goleta to Main and Donlon and to Colt Ave	DeAnn Turner	Bus stop	Santa Barbara/Ventura	VCTC
Service from Camarillo to Carpinteria	Gopal Chakravarthy	Bus stop	Carpinteria/Camarillo	VCTC
Downtown Santa Barbara to Ventura Fairgrounds	Ginnie Thomas	Expanded service	Ventura	VCTC
HWY 101 to be able to connect to Coastal to go for work hours		Coordination	Ventura County	VCTC
Morning drop off on Hollister/Coromar (Goleta)		Service hours	Ventura	VCTC
A bus stop for #87/5:30 a.m. and bus #89/3:25 p.m. in front of IHOP on Calle Real and Turnpike/Santa Barbara	Clara Espino	Bus stop	Santa Barbara	VCTC
Would like bus going to Goleta to stop at Cottage Hospital	Samantha Ciricacks	Bus stop	Santa Barbara/Ventura	VCTC

Santa Barbara buses need to run on time	RJ	On-time performance	Camarillo	VCTC
Bus stop by the beaches in the mornings on Saturdays and Sundays from Ventura to Santa Barbara		Expanded service	Ventura County	VCTC
Faster, more reliable public transportation with a high frequency of "trips" both ways across SB and Ventura		Frequency	Ventura County	VCTC
Service further into LA (Van Nuys)		Expanded service	Ventura County	VCTC
Commute via the train or bus to Calabasas	Tara J Prudhomme	Expanded service	Oxnard	VCTC
Bus to LA	Kim Danebrock	Expanded service	Camarillo	VCTC
Bus to LA		Expanded service	Camarillo	VCTC
Bus Line between Ventura Transit Center and Downtown LA and have it fill in the service gap that Metrolink doesn't cover.	Juan De Haro	Expanded service	Ventura	VCTC
Transit to Burbank airport from Ventura	Brooke Phillips	Frequency	Ventura	VCTC
Additional options to LAX and Burbank airports	Dan Weldy	Expanded service	Ojai	VCTC
Bus from Ventura to Hollywood	Savanna Garcia	Expanded service	Fillmore	VCTC
Lack of connection to LA	Yifan Lei	Expanded service	Ventura	VCTC
Bus to Santa Monica	Michael Marquez	Expanded service	Oxnard	VCTC
Would like a bus that goes to Santa Monica	Diane Wallis	Expanded service	Ventura	VCTC
Access Santa Monica/LAX	Alex Alcantar	Expanded service	Oxnard	VCTC
A new commuter bus line from Ventura/Oxnard to West LA via PCH	Juan De Haro	Expanded service	Ventura	VCTC
Bus to Santa Monica		Expanded service	Camarillo	VCTC
From Oxnard to LAX 1 bus every hour		Expanded service	Ventura County	VCTC

Commuter bus service from Oxnard/Ventura to Santa Monica	Peter Nagy	Expanded service	Oxnard	VCTC
Express bus service connections should be provided for major events/destinations, such as Dodgers Stadium or the Hollywood Bowl		Expanded service	Ventura County	VCTC
Complete lack of public transit bus service spotty or non-existent		Expanded service	Ventura County	all operators
Better network between the county		Expanded service	Ventura County	all operators
Better service to hubs like schools, health service areas		Expanded service	Ventura County	all operators
Time on bus is too long for simple destinations	Stephen Mckeown	More direct service	Fillmore	VCTC
Shorter trips on the transit		More direct service	Fillmore	VCTC
Reach a destination in a reasonable amount of time	Kate Faulkner	more direct service	Ventura	all operators
Takes all day to get from place to place (both fixed and DAR)		More direct service	Ventura County	all operators
Quicker service between Simi Valley and further into Simi		more direct service	Ventura County	VCTC, TOT
Ojai trolley needs to be more consistent	Elva Reyes	On-time performance	Santa Paula	Ojai Trolley
On-time performance, sometimes bus leaves early and are really late		On-time performance	Ventura County	all operators
Better on-time performance		On-time performance	Ventura County	all operators
Better coordination between transit and class times at community colleges	Katharine McDowell	Coordination	Fillmore	VCTC
Better coordination with Moorpark College and VCTC bus times	Jasmine	Coordination	Newbury Park	VCTC
Timed connection on the Hwy 101 and the East County routes to the new weekend train	Christina Lee	Coordination	Oxnard	VCTC, Metrolink

Increased mass transit connectivity within the 101 and 126 Corridors.	Donald Nielsen	Coordination	Oxnard	VCTC
Better coordination with Community colleges on transit for class times	Claudia Leiva	Coordination	Santa Paula	VCTC
Better coordination with Community colleges on transit for class times	Kate English	Coordination	Santa Paula	VCTC
Better coordination with Community colleges on transit for class times	Laura Espinosa	Coordination	Santa Paula	VCTC
Better coordination between Simi Transit and VCTC times		Coordination	Simi Valley	VCTC, SVT
Not enough bike to bus/train interface/conectability	Scarab	Coordination	Ventura	VCTC
East/West connector does not have good connection with Simi Valley Transit	Yifan Lei	Coordination	Ventura	VCTC
Transferring is difficult, clients that live in more rural locations face an even higher burden		Coordination	Ventura County	all operators
Better coordination the 99 route times are in direct conflict with the 101 route times		Coordination	Newbury Park	VCTC
Paratransit is too expensive, especially for seniors		Fares	Ventura County	DAR
Hard to book rides		Other	Ventura County	VCTC
Barrier of applying for ADA		Other	Ventura County	DAR
Accessibility of transit services		Other	Ventura County	all operators
Limited accessibility to public transit service		Other	Ventura County	VCTC
Gold Coast, GC Access and Vista are all deficient		Other	Ventura County	VCTC, GCTD
Paratransit – better time, direct service		Other	Ventura County	DAR

Full use of the two available wheelchair spaces		Other	Ventura County	VCTC
VCTC should have paratransit service		Other	Ventura County	VCTC, DAR
It takes too long to go from Santa Paula to Thousand Oaks on dial-a-ride. It should not take longer than 3 hours	Dorothy Loehl	Other	Ventura County	VE, GCTD, ECTA
Minors (18-) should receive any form of discount	Diego Jaimes	Other	Oakview	all operators
On GoVCbus app, offer discounts or promos, reduce paper costs, offer mobile tickets instead of shipping them		Other	Ventura County	all operators
Would like purchasing bulk quantities to be easier		Other	Ventura County	TOT
Make paying fare easier to understand and do		Other	Ventura County	all operators
Subsidized transportation for seniors – different age groups	Ms. Cummings	Fares	Ventura County	all operators
Make public transportation free to riders		Fares	Ventura County	all operators
Free fares		Other	Ventura County	all operators
Free transfers w/ Metro-161, DOT		Other	Ventura County	VCTC, TOT
Fares are too expensive on dial-a-ride when using multiple operators	Dorothy Loehl	Other	Ventura County	all operators
Free pass promotion to engage passengers & get new people to ride		Other	Ventura County	all operators
Better buses due to difficult time getting on & off the buses due to the depth on the steps on the buses.	Julie Stone	Other	Ventura	VCTC
Marketing strategy – do a scavenger hunt and free transit days		Other	Ventura County	all operators
Want more bike-friendly routes. Metrolink stop to CSUCI.	J Miller	Other	Camarillo	VCTC

Safety concerns – especially early morning later at night		Other	Ventura County	all operators
Get kids involved from an early age i.e. touch a bus, family mobility training – events where kids get on the bus, field-trips		Other	Ventura County	all operators
Make using the bus easier		Other	Ventura County	all operators
Last ride home vehicles and other procedures if someone misses the last bus	Ms. Malone	Other	Ventura County	all operators
Expand ridership through commuter parking lots		Other	Ventura County	all operators
We would like working buses since our fare increased		Other	Ventura County	all operators
Better employer benefits		Other	Ventura County	all operators
Bus systems on dedicated lanes that are not mixed with other vehicle traffic in Ventura County	Jackson Piper	Other	Newbury Park	VCTC
A monorail or BRT down the center of the 101 (instead of an HOV lane) from Ventura to Thousand Oaks and all the way to the Warner Center Orange Line Station in LA	Donald Nielsen	Expanded service	Oxnard	Metrolink, Amtrak
A BRT line along the 126 corridor or repurpose the existing train tracks to handle commuter trains and extend the tracks to Santa Clarita.	Donald Nielsen	Expanded service	Oxnard	Metrolink, Amtrak
Need rail transit on the 101 freeway		Expanded service	Ventura County	Metrolink, Amtrak
Get rid of car pool lanes and put a rail train down the middle of freeway from Ventura to LAX		Expanded service	Ventura County	Metrolink, Amtrak
New light rail should also be considered from Woodland Hills to Thousand Oaks		Expanded service	Ventura County	VCTC
Rapid transit service is needed to connect to light rail/train service in LA		Expanded service	Ventura County	VCTC, Metrolink

There should be a lane reserved only for bus commuters and/or a system like BART		Expanded service	Ventura County	VCTC
Would like Camarillo to join a county transit system	Karyn Bates	Other	Camarillo	CAT
Would like one bus agency to simplify taking the bus	Pete Jackson	Other	Ventura County	all operators
Want a unified bus service		Other	Ventura County	all operators
Would like more VCTC buses to stop at the Collection	Bob Dawson	Bus stop/modified service	Oxnard	VCTC
Would like VCTC buses to stop in Wagon Wheel	Steven W. Sutler	Bus stop/modified service	Oxnard	VCTC
Add a bus stop at Montecito and Olive		Bus stop/modified service	Montecito	VCTC
Another stop in Fillmore to Ventura closer to entrance of Fillmore	Savanna Garcia	Bus stop/modified service	Fillmore	VCTC
Conejo Connection stop at outlets – from San Fernanado Valley		Bus stop/modified service	Ventura County	VCTC
52 to stop at Amgen and better service overall from Oak Park		Bus stop/modified service	Ventura County	VCTC
Create more bus stops in the city of Moorpark to connect w/ VCTC		Bus stop/modified service	Ventura County	VCTC
East County Route, include stops at CLU		Bus stop/modified service	Ventura County	VCTC
142 total requests for service to new SAGE office near Central and Del Norte in Camarillo		Bus stop/modified service	Camarillo	VCTC

Stop at Kimball Rd for the 126 route	Jennifer Hernandez-Munoz	Bus stop/modified service	Fillmore	VCTC
Bus stops are pretty far away from each other		Bus stop	Ventura County	VCTC
Bench at Citrus View Drive & Main St Piru stop	Mirna	Bus stop	Piru	VCTC, VE
Westlake stops – the trellises at stops don't provide shelter		Bus stop	Ventura County	VCTC
Want Janss Rd parking lot bus stop moved – closer to intersection		Bus stop	Ventura County	TOT, VCTC
Number 11 bus doesn't stop close to mills and main going west	Shelah	Bus stop/modified service	Ventura	GCTD
Bike rack on Thompson and San Clemente	Michael Radparvar	Bus stop	Ventura	GCTD
Would like bus stop at Harbor& 5th	Roman Shtengel	Bus stop	Oxnard	GCTD
Shelter at VTC		Bus stop	Ventura County	GCTD, VCTC
Need a multimodal transit center in downtown Ventura		Bus stop	Ventura County	GCTD, VCTC
Shelters at all our Simi Valley stops	Dave Harwell	Bus stop	Simi Valley	SVT
Waiting sheds with enclosures (even just roofing) to protect passengers from harsh weather conditions while waiting for their rides.	Vivencia Andrizzi	Bus stop	Ventura County	all operators
Bus stops should be clean, well lit and accessible for seniors		Bus stop	Ventura County	all operators
Access to the Camarillo rail station is difficult from the Mission Oaks side of the freeway and new residential area		Other	Camarillo	Amtrak, Metrolink
Lack of walking and bike paths connections to light weight inner-city and		Other	Ventura County	VCTC, cities

FWY monorails that lend connections to Amtrak & beyond				
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