Exhibit 5
June to October 2017 Draft Background Report Public Comments
Bob Poole  
Director  

June 19, 2017  

Mr. Michael Powers  
Chief Executive Officer  
County of Ventura  
800 S. Victoria  
Ventura, California  93009  

Re: WSPA Comments on Ventura County General Plan Background Document  

Dear Mr. Powers,  

The Western States Petroleum Association (WSPA) appreciates this opportunity to provide initial feedback on the Ventura County General Plan Background document. WSPA is a non-profit trade association representing companies that explore for, produce, refine, transport and market petroleum, petroleum products, natural gas and other energy supplies in California and four other western states.  

On behalf of WSPA and our members in Ventura County, we would like to thank the County of Ventura for recognizing the importance of including the economic development and sustainability section as part of the 2040 General Plan. Energy must be included as a factor in the County’s economy in the most sustainable way possible while ensuring high-paying jobs and the quality of life citizens of Ventura County expect.  

We also appreciate your work on the background document and for including the pertinent industry statistics outlined in the Los Angeles County Economic Development Corporation (LAEDC) Study from 2013. To that end, WSPA has comments on the following areas that provide relevant and factual information that differ from the original written content.  

Chapter 2: Demographics and Economics (Section 2.3 Regional Market Trends: Oil and Gas Production-Market Outlook, pages 2-50)  

The Market Outlook for the Oil & Gas Industry language should be corrected to reflect actual conditions. Oil and gas production exists in a cyclical market, competing on the global stage due to commodity prices. There is no basis to say that the industry in Ventura County is in decline. Production may have fluctuated temporarily due to price reductions, but history has shown oil prices will increase - as they have in the past six months - and production increases accordingly. According to the federal 2015 Annual Energy Outlook, fossil fuels will continue to provide 80% of our total energy needs in 2040, the last year forecasted.  

Additionally, Chapter 3: Land Use, Page 3-27 of the report says the following under the heading of “MINERAL RESOURCES”: Mineral resource uses account for 0.1 percent, or 1,136 acres, in the unincorporated county. Mineral resource uses include land dedicated to natural gas, oil, and mining.  

We want to point out Ventura County has significant oil and gas reserves contained within many 1000’s of acres (as displayed in Chapter 8, Figure 8-11, Page 8-101) and energy companies possess the subsurface mineral rights to produce these reserves. The above italicized comment needs to be clarified/qualified to address the potential misunderstanding/incorrect interpretation this separate surface acreage use information can convey.
Advances in oil and gas technology can help meet the county’s increasing energy demands and safeguard the environment. The oil and gas industry is minimizing its footprint with the aim of using less to do more.

Any references to hydraulic fracturing in the document must be removed. It is only one of many well completion techniques that have long been safely used in the County and should not be singled out. California has the most comprehensive regulatory system for oil and natural gas production of any producing state. California’s Division of Oil, Gas and Geothermal Resources (DOGGR) and other state agencies regulate and enforce every aspect of oil and gas drilling and production, including hydraulic fracturing and other well stimulation techniques. Senate Bill 4 (SB 4), signed into law in 2013, ensures science-based regulations are in place so that California can continue developing our domestic energy supplies while protecting the environment.

Chapter 8: Natural Resources (Section 8.5 Regional Mineral Resources: Petroleum Reserves, page 8-100)

It is important to note that 662 active water injection wells primarily utilize recycled produced water in enhanced oil production activities, and that there is no injecting of water into or near drinking water aquifers.

Chapter 8: Natural Resources (Section 8.1 Air Quality: Methane, page 8-8)

It is important to note that methane is emitted naturally throughout the County by natural oil seeps, a fact that is omitted in potential sources. The plan should reference all sources of methane, including naturally occurring sources.

Chapter 11: Hazards and Safety (Section 11.1 Geologic and Seismic Hazards: Subsidence, page 11-16)

There is a comment that subsidence may be related to oil and gas production, specifically on the Oxnard Plain. There is no evidence that this is the case. Experienced geologists working the oil fields in the Oxnard Plain say that subsidence has not been identified as a problem in that area. The lack of current research to produce evidence that subsidence actually exists in the area results in mere conjecture by the consultants and should not be included as fact in this document. The County should remove the subsidence reference from the background report.

WSPA believes that Ventura County’s public policy goal should be to supply affordable, ample, and secure domestically-produced energy under California’s stringent environmental and safety standards to increase Californians and Ventura County residents’ well-being and access to opportunity. Our industry is “all-in” for supplying the energy needs of today and tomorrow locally, thereby reducing imports and contributing to a long-term future of environmental sustainability and support for jobs and the economy.

WSPA appreciates this opportunity to provide our initial input regarding the Ventura County General Plan Update 2040 Background document. We believe that addressing the above comments in this document will ensure we have the most accurate information going forward. If you have any questions, please contact me at (805) 305-5086 or via e-mail at bpoole@wspa.org.

Sincerely,

Cc: Susan Curtis, Ventura County
Follow Up Flag: Follow up
Flag Status: Flagged

FYI below

Susan Curtis | Manager
General Plan Update Section
susan.curtis@ventura.org

Ventura County Resource Management Agency | Planning Division
P. (805) 654-2497 | F. (805) 654-2509
800 S. Victoria Ave., L #1740 | Ventura, CA 93009-1740
Visit the Planning Division website at vcrma.org/planning
Ventura County General Plan Update. Join the conversation at VC2040.org
For online permits and property information, visit VC Citizen Access

Pursuant to the California Public Records Act, email messages retained by the County may constitute public records subject to disclosure.

Hi Susan,

We have reviewed the attached General Plan (Transit section) and have attached our suggested edits and comments on the PDF.

One comment is that the document includes a reference to the term “transit dependents” in the document -- Although this is a term that has been used historically – it can unintentionally reinforce a negative stereotype for person who ride the bus. Another way to describe persons who ride the bus who are also low income would be – persons without access to a car, or persons who rely on alternatives to driving, etc.

If you are interested, the article below gives a short good explanation of this and alternatives ways to categorize types of transit riders.

http://usa.streetsblog.org/2016/07/12/the-choice-vs-captive-transit-riders-dichotomy-is-all-wrong/

Other comments are mostly minor typos and factual corrections.
If you have any questions please feel free to email or call. Thanks for the opportunity to provide our input!

VANESSA RAUSCHENBERGER
Director of Planning and Marketing
Vanessa@GCTD.org
P 805 483 3959 x 141

GOLDCOASTTRANSIT.ORG
SECTION 6.4  TRANSIT SERVICE

Introduction

This section describes the existing transit services in Ventura County including bus service and commuter rail. The County is served by seven transit operators that provide fixed-route, inter-city and local bus service and three operators that provide dial-a-ride service. A combination of regional and municipal operators provide fixed-route bus service that operates within and between cities and in unincorporated areas of the County. Several bus routes stop at commuter rail stations that are served by Metrolink and Amtrak – providing transit connections for Ventura County residents and commuters with neighboring counties.

Major Findings

- According to the 2015 American Community Survey (reflecting 2014 totals), 1.4 percent of workers in Ventura County commute to work by transit, compared to a statewide share of 5.2 percent.
- According to the 2015 American Community Survey (reflecting 2014 totals), 9.2 percent of Ventura County households have no vehicle available.
- According to the 2015 American Community Survey (reflecting 2014 totals), 11.2 percent of the County’s population is aged 65 years or older, 25.9 percent are under 16 years of age, 11.9 percent are disabled, 27.4 percent live below poverty level. These populations are more likely to be dependent on transit for some of their mobility needs. Additionally, the 65 years or older demographic has grown more in Ventura County than any other demographic age group over the past 20 years. This trend is projected to continue in the future. The Gold Coast Transit District (GCTD) is the largest transit operator in Ventura County in terms of annual passenger boardings and revenue hours of operation (i.e. the hours a bus is in service).
- The 2016 RTP/SCS identified the need to significantly increase the share of trips by transit modes in order to achieve the goals of AB32 and SB375.
- VCTC Intercity and GCTD provide inter-city bus service throughout the county. GCTD, Thousand Oaks Transit, Valley Express, and the Kanan Shuttle serve unincorporated areas. Municipal transit operators that provide primarily intra-city or community circulation service have connections with the Metrolink and Amtrak commuter rail stations to link Ventura County residents and workers with employment and activity centers in neighboring counties (Los Angeles and Santa Barbara). Additionally, the jointly-funded Coastal Express serves the counties of Ventura and Santa Barbara.
- The Ventura County Short Range Transit Plan (SRTP) from VCTC (2015) identified the following needs and priorities for guiding investments to improve transit service and coverage in the county: 1) improve countywide transit coordination and cooperation to address service gaps and deficiencies; 2) invest in transit facilities to make transfers more convenient; 3) consolidate service providers in east Ventura County to improve productivity and connectivity where market analysis suggest that the areas can support increased levels of transit service; and 4) develop countywide performance metrics to evaluate transit services on a continuous basis in accordance with State reporting and funding requirements.
Number: 1  
Author: MMiller  
Subject: Sticky Note  
Date: 6/26/2017 4:40:27 PM  
These findings, although factual, paints the picture that transit is for a specific type of person fitting a poor socio-economic background.

Number: 2  
Author: bmegerdichian  
Subject: Sticky Note  
Date: 6/30/2017 3:10:51 PM  
Consider making a separate bullet point starting with "The Gold Coast Transit District...".

Number: 3  
Author: GCTD  
Subject: Sticky Note  
Date: 6/30/2017 3:10:10 PM  
Recommend making this the 2nd or 3rd bullet.

Number: 4  
Author: GCTD  
Subject: Sticky Note  
Date: 6/30/2017 3:23:30 PM  
Add bullet: GCTD's SRTP (2015) identifies the biggest constraints to improving service is increased funding. Without a sales tax measure or without additional funding, GCTD cannot increase service.

Number: 5  
Author: GCTD  
Subject: Sticky Note  
Date: 6/30/2017 3:26:05 PM  
Add bullet: GCTD's top recommendations to improve service are A. Service along Ventura Rd., B. Restructured service in south Oxnard, C. Improved service to/from Naval Base Ventura County, D. Decreased travel time between Oxnard, Ventura and Ojai and finally E. A seasonal bike bus.
Existing Conditions

Overview

Transit mode shares for commuters in Ventura were collected from the American Community Survey (ACS). Table 6-16 shows the relative proportion of commuters using transit as their primary commute mode for each jurisdiction and provides a comparison to the California statewide average. Overall, 1.4 percent of the labor force in Ventura County commuted to work by transit. By contrast, more Ventura County residents walk to work (1.9 percent) than take transit. Among the county’s cities, Simi Valley had the highest proportion of workers commuting by transit at 2.2 percent. Statewide, the percentage of transit commuters was considerably higher, at 5.2 percent.

<table>
<thead>
<tr>
<th>Area</th>
<th>Riders</th>
<th>Percent</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>County of Ventura (Total)</td>
<td>5,521</td>
<td>1.4%</td>
<td>386,259</td>
</tr>
<tr>
<td>County of Ventura (Unincorporated)</td>
<td>427</td>
<td>1.0%</td>
<td>43,943</td>
</tr>
<tr>
<td>Camarillo</td>
<td>341</td>
<td>1.1%</td>
<td>30,797</td>
</tr>
<tr>
<td>Fillmore</td>
<td>83</td>
<td>1.4%</td>
<td>5,926</td>
</tr>
<tr>
<td>Moorpark</td>
<td>313</td>
<td>1.8%</td>
<td>17,604</td>
</tr>
<tr>
<td>Ojai</td>
<td>13</td>
<td>0.4%</td>
<td>3,134</td>
</tr>
<tr>
<td>Oxnard</td>
<td>1,291</td>
<td>1.4%</td>
<td>89,885</td>
</tr>
<tr>
<td>Port Hueneme</td>
<td>212</td>
<td>2.2%</td>
<td>9,790</td>
</tr>
<tr>
<td>Santa Paula</td>
<td>263</td>
<td>2.1%</td>
<td>12,493</td>
</tr>
<tr>
<td>Simi Valley</td>
<td>966</td>
<td>1.5%</td>
<td>62,549</td>
</tr>
<tr>
<td>Thousand Oaks</td>
<td>676</td>
<td>1.1%</td>
<td>59,629</td>
</tr>
<tr>
<td>Ventura</td>
<td>936</td>
<td>1.9%</td>
<td>50,509</td>
</tr>
<tr>
<td>California</td>
<td>859,372</td>
<td>5.2%</td>
<td>16,529,777</td>
</tr>
</tbody>
</table>

Source: American Community Survey – 2014 5-Year Aggregate.

The greatest users of transit in Ventura County are considered transit-dependents. These are persons who, due to disability, age, and/or economic status, do not have access to a personal vehicle and rely on public or private transportation services. According to the 2015 ACS, 11.2 percent of the County’s population is aged 65 years or older, 25.9 percent are under 16 years of age, 11.9 percent are disabled, and 27.4 percent live below poverty level. These populations are more likely to be dependent on transit for some of their mobility needs. According to the US Census and Department of Finance population estimates, the 65 years or older demographic has grown more in Ventura County than any other demographic age group over the past 20 years. This trend is projected to continue in the future. As of 2014, 9.2 percent of Ventura County households had no vehicle available.

VCTC Intercity and the Gold Coast Transit District are the primary providers of public transit service to cities within the County and unincorporated areas. VCTC Intercity is operated by VCTC and provides fixed route transit service between the cities of Oxnard, Ventura, Camarillo, Thousand Oaks, Moorpark, and Simi Valley. In the Heritage Valley, VISTA formerly operated a demand response service that was replaced by the Valley Express Fixed Route and Dial-A-Ride. Gold Coast Transit District is a joint powers that operates fixed route transit service in the cities of Ventura, Oxnard, Port Hueneme, Ojai, and...
though more take transit than bike to work.

This demonstrates the need for increased investment in transit.

Do we want this description of our riders and service in this General Plan document for the next 20 years? I'm not sure if I have good alternative wanted to ask the question.

I agree. This is already stated above. Overall the tone about transit is negative but none of the same is written about those that bike and walk. It is presumable that those that walk and bike may at least fit into some of these categories. It would be nice to have them written as all alternative modal options rather than just transit as a last resort.

No longer point powers.

I suggest that GCTD is listed first as we are the largest transit provider. At least before Heritage Valley.
the unincorporated areas of El Rio, Saticoy, Oak View and Mira Monte. Gold Coast Transit operates dial-a-ride service for seniors and the disabled.

Municipal providers such as Thousand Oaks Transit, Simi Valley Transit, Moorpark City Transit, Camarillo Area Transit, Ojai Trolley, Valley Express, and the Kanan Shuttle operate fixed route bus service, community circulators, and dial-a-ride services within the County. Through a Memorandum of Understanding among the County of Ventura, and the Cities of Camarillo, Moorpark, Simi Valley, and Thousand Oaks, the East County Transit Alliance (ECTA), was formed to coordinate transit services, enhance interconnectivity between incorporated and unincorporated areas, and coordinate senior and ADA dial-a-ride services.

LA Metro operates an inter-county bus route between Thousand Oaks and the San Fernando Valley in Los Angeles County; and the Los Angeles Department of Transportation (LADOT) operates the Commuter Express that connects Ventura County commuters with Downtown Los Angeles.

The County is served by two rail lines, Metrolink and Amtrak. Metrolink is a joint powers authority that operates a commuter rail system serving five counties in Southern California, as well as service south to Oceanside in San Diego County. The Metrolink Ventura County Line serves five stations in Ventura County (East Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley) and seven stations in Los Angeles County (Chatsworth, Northridge, Van Nuys, Burbank-Bob Hope Airport, Downtown Burbank, Glendale, and Los Angeles Union Station). Amtrak operates rail service between San Luis Obispo, Los Angeles, and San Diego on the Pacific Surfliner line. The Pacific Surfliner serves five stations in Ventura County (Ventura, Oxnard, Camarillo, Moorpark, and Simi Valley).

Greyhound Bus Lines provides regular long distance travel service and stops in Oxnard, Thousand Oaks, and Ventura, while Great American Stagelines makes trips to Los Angeles International Airport.

These transit services are shown in Figure 6-8. In addition to those shown in Figure 6-8, there are also social service transportation services in the County. A full listing of these services is shown in Table 6-18.
Refer to GO Access for dial-a-ride service.

I looked this up and didn't see anything. If it's mentioned, so should other services such as the airporter shuttle.
Figure 6-8: Ventura County Transit Network

Map Date: November 15, 2016
Source: Ventura County, 2016; California Department of Transportation, 2007; USGS, 2013.
The VCTC CSUCI Route is not only the pink section
Transit services operating in Ventura County are summarized in Table 6-16. A summary of the services provided by each transit operator is presented in Table 6-18. Most services operate Monday through Friday during daytime hours, with some operators providing limited weekend service.

**TABLE 6-17**

**SUMMARY OF TRANSIT OPERATORS**

<table>
<thead>
<tr>
<th>Ventura County</th>
<th>Intra-city operations</th>
<th>Inter-city operations</th>
<th>Inter-community operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Thousand Oaks Transit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Simi Valley Transit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Moorpark City Transit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Camarillo Area Transit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gold Coast Transit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>VCTC Intercity</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Gold Coast Transit</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Kana Shuttle</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Ojai Trolley</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Valley Express</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CONNECT Senior ADA</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Source: Ventura County Transportation Commission (VCTC), Ventura County Short Range Transit Plan. May 2015.

**TABLE 6-18**

**SUMMARY OF VENTURA COUNTY TRANSIT SERVICES**

<table>
<thead>
<tr>
<th>Service</th>
<th>Days and times of operation</th>
<th>Type of service</th>
<th>Frequency of inter-city trips</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>VCTC Intercity</td>
<td>M-F: 4:30 am – 8:00 pm</td>
<td>Scheduled fixed route</td>
<td>Multiple round trips</td>
<td>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</td>
</tr>
<tr>
<td>Gold Coast Transit</td>
<td>M-F: 7:00 am – 5:30 pm</td>
<td>Scheduled fixed route</td>
<td>Multiple round trips</td>
<td>Ojai, Oxnard, Port Hueneme, Ventura, and unincorporated areas Ojai, Oxnard, Port Hueneme, Ventura, and unincorporated areas</td>
</tr>
<tr>
<td>Dial-a-ride service</td>
<td>Varies by location</td>
<td>Demand responsive</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Thousand Oaks Transit</td>
<td>M-F: 5:00 am – 8:00 pm</td>
<td>Scheduled fixed route</td>
<td>Multiple round trips</td>
<td>Thousand Oaks and unincorporated areas Thousand Oaks, Moorpark Metrolink Station</td>
</tr>
<tr>
<td></td>
<td>Su: 8:00 am – 8:00 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>M-F: 5:15 am – 8:30 pm</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Space between Intercity and Gold

Add GCTD. Is this just for communities that are unincorporated?

Add District

Hours are incorrect. Change hours to:
M-F: 4:45 am - 10:33 pm
Sa-Sun: 5:15 am - 10:04 pm

Same hours apply to GO Access Dial-a-ride service.

Do the days and times of operation really vary by location for GO ACCESS?
<table>
<thead>
<tr>
<th>Service</th>
<th>Days and times of operation</th>
<th>Type of service</th>
<th>Frequency of inter-city trips</th>
<th>Service Area</th>
</tr>
</thead>
</table>
| Dial-a-ride service | M-F: 5:00 am – 8:00 pm  
Sa-Su: 8:00 am – 8:00 pm | Demand Responsive | | Thousand Oaks, Moorpark, Simi Valley, and unincorporated areas |
| East County Transit Alliance (ECTA) CONNECT ADA/Senior Dial-A-Ride | Monday through Friday from 6:00 a.m. to 6:00 p.m. | Demand Responsive | Multiple round trips | Thousand Oaks, Moorpark, Simi Valley, and unincorporated areas |
| Moorpark City Transit Intra-city service | M-F: 5:00 am – 8:00 pm  
Sa: 8:00 am – 5:00 pm | Scheduled fixed route | | Moorpark |
| Dial-a-ride service | M-F: 5:00 am – 8:00 pm  
Sa: 8:00 am – 5:00 pm | Demand responsive | | Moorpark |
| Simi Valley Transit Intra-city service | M-Sa: 8:00 am – 4:30 pm  
M-Sa: 5:50 am – 8:00 pm | Scheduled fixed route | Multiple round trips | Simi Valley |
| Inter-city service | | | | Simi Valley, Chatsworth Metrolink Station |
| Dial-a-ride | M-Sa: 5:50 am – 8:00 pm | Demand Responsive | | Simi Valley |
| Camarillo Area Transit Intra-city service | M-F: 8:00 am – 4:30 pm  
Su-Th: 10:00 am – 6:00 pm  
F-Sa: 10:00 am – 10:00 pm | Scheduled fixed route  
Fixed route with route deviation | | Camarillo |
| Intra-city service (Camarillo Trolley) | | | | Camarillo |
| Dial-a-ride | M-F: 6:00 am – 9:00 pm  
Sa: 8:00 am – 9:00 pm  
Su: 8:00 am – 5:00 pm | Demand responsive | | Camarillo |
<table>
<thead>
<tr>
<th>Number: 1</th>
<th>Author: GCTD</th>
<th>Subject: Sticky Note</th>
<th>Date: 6/30/2017 3:45:33 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>Would be easier to read if all TO stuff was on one page.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Number: 2</th>
<th>Author: GCTD</th>
<th>Subject: Sticky Note</th>
<th>Date: 6/30/2017 3:46:16 PM</th>
</tr>
</thead>
<tbody>
<tr>
<td>To be consistent, shouldn't have a line separating dial-a-ride.</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
### TABLE 6-18
SUMMARY OF VENTURA COUNTY TRANSIT SERVICES

<table>
<thead>
<tr>
<th>Service</th>
<th>Days and times of operation</th>
<th>Type of service</th>
<th>Frequency of inter-city trips</th>
<th>Service Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ojai Trolley</td>
<td>M-F: 5:30 am – 9:30 pm Sa: 6:00 am – 8:30 pm Su: 7:00 am – 8:30 pm</td>
<td>Fixed route with route deviation</td>
<td></td>
<td>City of Ojai and unincorporated areas</td>
</tr>
<tr>
<td>Valley Express</td>
<td>M-F: 5:40 am – 7:45 pm Sa-Su: 8:00 am – 5:40 pm</td>
<td>Scheduled fixed route</td>
<td></td>
<td>Santa Paula and Fillmore and Piru</td>
</tr>
<tr>
<td>Dial-a-ride service</td>
<td>M-F: 5:40 am – 7:45 pm Sa-Su: 8:00 am – 6:00 pm</td>
<td>Demand responsive</td>
<td></td>
<td>Santa Paula, Fillmore, Piru and unincorporated areas</td>
</tr>
<tr>
<td>Kanan Shuttle</td>
<td>M-F: 6:40 am – 6:20 pm Sa: 8:10 am – 6:20 pm</td>
<td>Scheduled fixed route</td>
<td></td>
<td>Thousand Oaks and unincorporated areas</td>
</tr>
</tbody>
</table>

Source: Ventura County Short Range Transit Plan, 2015.

### Operating Data

Bus transit operators in Ventura County carried a combined total of over 5.5 million passengers in FY 2013 – 2014, as shown in Table 6-19. Gold Coast Transit carried the most passengers and had the most revenue hours, or the hours a bus is in service, among the transit operators in the county. It accounted for 68 percent of total passengers and 62 percent of total revenue hours. Gold Coast Transit was also the most productive with an average of 19.1 boardings per revenue hour of operations.
### TABLE 6-19
OPERATING SUMMARY
Ventura County FY 2013 - 2014

<table>
<thead>
<tr>
<th>Transit Operator</th>
<th>Passengers</th>
<th>Revenue Hours</th>
<th>Boardings per Revenue Hour</th>
</tr>
</thead>
<tbody>
<tr>
<td>Gold Coast Transit District</td>
<td>3,756,703</td>
<td>196,494</td>
<td>19.1</td>
</tr>
<tr>
<td>VCTC Intercity</td>
<td>933,064</td>
<td>55,080</td>
<td>16.9</td>
</tr>
<tr>
<td>Simi Valley Transit</td>
<td>357,743</td>
<td>21,709</td>
<td>16.5</td>
</tr>
<tr>
<td>Thousand Oaks Transit</td>
<td>197,969</td>
<td>20,284</td>
<td>9.8</td>
</tr>
<tr>
<td>Ojai Trolley</td>
<td>105,829</td>
<td>8,171</td>
<td>13.0</td>
</tr>
<tr>
<td>Moorpark City Transit</td>
<td>85,880</td>
<td>7,650</td>
<td>11.2</td>
</tr>
<tr>
<td>Kanan Shuttle</td>
<td>84,915</td>
<td>5,090</td>
<td>16.7</td>
</tr>
<tr>
<td>Camarillo Area Transit</td>
<td>15,494</td>
<td>2,062</td>
<td>7.5</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>5,537,597</strong></td>
<td><strong>316,540</strong></td>
<td><strong>17.5</strong></td>
</tr>
</tbody>
</table>

*Source: Ventura County Short Range Transit Plan, 2015.*

---

### Passenger Rail Service

Passenger railroad service includes Amtrak, Metrolink, and Fillmore and Western Railway. Amtrak passenger rail service operates the Coast Starlight between Los Angeles and Seattle, Washington, and several trains between San Diego and Los Angeles and either Santa Barbara or San Luis Obispo. In addition, Metrolink, a five county public transportation agency, operates eight round trip commuter trains daily to various Ventura County locations. The Fillmore and Western Railway operates passenger excursion service between Fillmore and Santa Paula on a track that runs from Montalvo to Piru; VCTC plans to end this service in the near future.

### Regulatory Setting

**Gold Coast Transit District (GCTD).** The Gold Coast Transit District (GCTD) is a transit operator that provides fixed route bus and dial-a-ride services to cities and unincorporated areas in west Ventura County. It is a joint powers agency whose board is made up of directors from the following: elected officials from the cities of Port Hueneme, Oxnard, Ventura, and Ojai and the County of Ventura.

**Consolidated Transportation Service Agency (CTSA).** VCTC is the designated Consolidated Transportation Service Agency (CTSA) that is responsible for improving the coordination and efficiency of transportation provided by social service agencies as mandated by the State.

**Transportation Development Act (TDA).** The TDA provides significant sources of funding for public transportation through the Local Transportation Fund (LTF) and the State Transit Assistance Fund (STA). Funds are allocated to communities based on population, taxable sales, and transit performance, and are used to address unmet transit needs. LTF dollars may be used for local streets and roads projects when a community can demonstrate that all transit needs have been met (see below). The TDA also requires local jurisdictions to assess unmet transit needs before allocating funds to specific program or projects. VCTC is the designated Regional Transportation Planning Agency (RTPA) responsible for the administration of TDA in Ventura County.

**Unmet Transit Needs.** VCTC is the designated RTPA responsible for conducting an annually assessment of possible unmet transit needs in certain areas within Ventura County (those outside the GCTD area).
Good morning Kim,

As I've pointed out a couple of times already, I believe the language in the GPU Update Report saying that "air quality in Ventura County is typically moderate to good" is disingenuous. This statement needs revision.

I have also made the case for change with Clay, and he remarked that what is needed is suggested language. So here is my suggested language:

Page 8-2 Major Findings first sentence, and Page 8-5 Ozone/Smog fourth paragraph first sentence - replace those sentences (Currently, air quality within the county is typically moderate to good) with the following:

"While substantial improvement has been made towards reducing levels of County air pollution, Ventura County air still violates State and Federal air quality standards for ozone and particulate matter. Thus far in 2017, the State air quality standard for ozone has been exceeded on 21 days (this is through 9/5 and should be updated). On days when air quality standards are exceeded, the air is considered unhealthy, particularly for children, the elderly, and people with respiratory problems."

I think this suggested edit more accurately portrays where we are at in the County. We shouldn't claim that all is well. It isn't. There is still much to do to make the County's air quality healthy.

Thank you,

Phil White
Good morning Kim and Clay,

I’m forwarding the latest summary of ozone data for the County from the APCD. In short, the state .07 ozone health standard has been exceeded on 22 days so far this year.

In the updated GPU background report, the section on air quality needs to include this information, rather than presenting old data that implies there is not an ozone problem in the County.

Thank you,

Phil White

---------- Forwarded message ----------
From: Phil Moyal <phil@vcapcd.org>
Date: Wed, Oct 18, 2017 at 9:15 AM
Subject: RE: 2017 Ozone Update
To: Phil White
Cc: Mike Villegas <mike@vcapcd.org>, Mallory Ham <mallory@vcapcd.org>, Chuck Thomas <chuck@vcapcd.org>

Hi Phil,

Please find attached the most current statistics on the 2017 data. As usual, feel free to contact me if you have any questions. Thanks.

Sincerely,

Philip Moyal
Air Quality Specialist II
Ventura County Air Pollution Control District

(805)662-6953
phil@vcapcd.org

-----Original Message-----
From: Phil White
Good morning Phil,

Will you please update the 2017-to-date Ozone data?

Thank you,

Phil White

Sent from my iPhone
Data on this page extracted on October 18, 2017 at 07:55:48

AQMIS web pages were recently revised. Please report any problems to aqmis@arb.ca.gov

AQMIS

Data after 2015 may be preliminary
AQMIS data are in PST

Note: This AQMIS Ozone page reflects the 2015 National 8-Hour Ozone Standard of 0.070 ppm

Ventura County (Mainland Only) Annual Ozone Summary Data 2017 Parts Per Million (ppm)

<table>
<thead>
<tr>
<th>Basin</th>
<th>County</th>
<th>Monitoring Site</th>
<th>Exceedances Days</th>
<th>Maximum Concentration</th>
<th>Ozone</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCC</td>
<td>Ventura</td>
<td>El Rio-Rio Mesa School #2</td>
<td>0</td>
<td>0.004</td>
<td>0.075</td>
</tr>
<tr>
<td>SCC</td>
<td>Ventura</td>
<td>Oak-Avil Avenue</td>
<td>1</td>
<td>0.007</td>
<td>0.060</td>
</tr>
<tr>
<td>SCC</td>
<td>Ventura</td>
<td>Rincon-Pacif Ave</td>
<td>4.1</td>
<td>0.060</td>
<td>0.083</td>
</tr>
<tr>
<td>SCC</td>
<td>Ventura</td>
<td>Sand Valley-Cochran Blvd</td>
<td>10</td>
<td>0.100</td>
<td>0.934</td>
</tr>
<tr>
<td>SCC</td>
<td>Ventura</td>
<td>Thousand Oaks-Moongate Rd</td>
<td>0.6</td>
<td>0.000</td>
<td>0.073</td>
</tr>
</tbody>
</table>

Standards:
- State 1-hr: 0.090 ppm
- State 8-hr: 0.070 ppm
- National 1-hr: 0.12 ppm
- 2008 National 8-hr: 0.075 ppm
- 2015 National 8-hr: 0.070 ppm

Other Standards (pdf)
Get Additional Information on Sites

Nat'l stds truncate 4 digit 8-Hr avgs to 3 decimals; State stds round to 3 decimals.
Cell color is red if national 8-hour standard level is exceeded.
Click on site name to see multiyear data for the site.
Season Covered (%) is based only on official data.
The 8-hour maximum value is based on the 2015 (0.070) ppm Nat'l std method.

Change Selection
- Ozone
- Daily Average

Air Quality and Meteorological Information (AQMIS2) Home Page
- Latest Ozone Air Quality
- Latest Week's Ozone
- Recent Years' Ozone Air Quality
- Air Quality Data
- Meteorological Data
- Google Map Pages
- AQ Map

https://www.arb.ca.gov/aqmis2/display.php?param=OZONE&units=007&year=2017&re... 10/18/2017
<table>
<thead>
<tr>
<th>MONITORING SITES</th>
<th>Est. #Days &gt; Natl. 24-Hour Standard</th>
<th>National Annual Average</th>
<th>State Annual Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Rio – Rio Mesa School #2</td>
<td>* 0</td>
<td>* 7.3</td>
<td>* 7.0</td>
</tr>
<tr>
<td>Ojai – Ojai Avenue</td>
<td>* 0</td>
<td>* 6.8</td>
<td>* 7.0</td>
</tr>
<tr>
<td>Piru – 3301 Pacific Avenue</td>
<td>* 0</td>
<td>* 6.6</td>
<td>* 7.0</td>
</tr>
<tr>
<td>Simi Valley – Cochran Street</td>
<td>* 0</td>
<td>* 7.8</td>
<td>* 8.0</td>
</tr>
<tr>
<td>Thousand Oaks – Moorpark Road</td>
<td>* 0</td>
<td>* 7.7</td>
<td>* 8.0</td>
</tr>
</tbody>
</table>

* 24-Hour Standard is thru October 17. Annual Averages are thru June, as a complete quarter is necessary to calculate. 2017 data has not been completely collected and is therefore not representative to Federal or CA criteria.
<table>
<thead>
<tr>
<th>MONITORING SITES</th>
<th>Est. #Days &gt; Natl. 24-Hour Standard</th>
<th>Est. # Days &gt; State 24-Hour Standard</th>
<th>State Annual Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>El Rio – Rio Mesa School #2</td>
<td>* 1</td>
<td>* 15</td>
<td>* 21.0</td>
</tr>
<tr>
<td>Simi Valley – Cochran Street</td>
<td>* 0</td>
<td>* 5</td>
<td>* 19.0</td>
</tr>
</tbody>
</table>

* 24-Hour Standards are thru October 17. Annual Average is thru June, as a complete quarter is necessary to calculate. 2017 data has not been completely collected and is therefore not representative to Federal or CA criteria.