

6.0 IMPLEMENTATION PLAN

6.1 PLAN RECOMMENDATIONS & PHASING

Near-term

1) Esplanade-Central Ave-Rose Ave-St. John's Hospital (Alternative A):

Implement a three-year demonstration fixed-route that serves Esplanade-Vineyard Avenue-Central Ave-Rose Ave-St. John's Hospital as soon as possible.

Long-term

1) St. John's Hospital-Oxnard College:

Consider implementing in two to five years a fixed-route that serves St. John's Hospital-Oxnard College via Rose Avenue.

2) Wells Center to Esplanade via Vineyard Ave (Alternative B2):

Consider implementing in two to five years a demonstration fixed-route service between Wells Center and the Esplanade Mall via Vineyard Avenue after completion of proposed mixed-use development Saticoy and Wells.

3) Shuttle Concepts (Alternatives SA1 & RL):

a) Consider implementing in two to five years a demonstration shuttle service in Saticoy after completion of proposed mixed-use development in the area. Consider service between west and east Saticoy and along areas not currently well served by transit such as Darling Road and Saticoy Avenue. Consider implementing a deviated fixed-route or dial-a-ride.

b) Consider implementing in two to five years a demonstration shuttle service in the East Village/West Village/Rio Lindo communities after implementation of proposed changes/improvements to fixed-route service along Gonzales Road and Rose Avenue (Oxnard College). Consider providing service between St. John's Hospital and the Esplanade Mall with possible stops at West Village Park and Rio Lindo Park. Consider implementing a deviated fixed-route or dial-a-ride.

6.2 ORGANIZATIONAL STRUCTURE

Transit organizational structures were reviewed for implementation of future transit service. Since it is assumed that GCT will continue to provide local transit service within its existing service area, organizational structures were examined from transit agencies similar to that of GCT in terms of vehicle miles/hours, passenger miles, and/or service area square miles. A summary of these agencies is provided in a table by organization type in Exhibit R on the following three pages.

Generally speaking, the majority of local public transit operators in California can be categorized into one of three organizational structures:

- Local agency operated (city or county)
- Joint Powers Authority
- Transit District

Local agencies that operate transit service (directly or by contract) normally provide the service within their local jurisdictional boundaries. When a transit agency serves more than one local jurisdiction or a region, it is common for the transit agency to be organized as a Joint Powers Authority or a Transit District.

GCT is currently a Joint Powers Authority (JPA) as its service area transcends local agencies boundaries. A JPA is distinct from the member agencies as they have separate operating boards of directors. These boards can be given any of the powers inherent in all of the participating local agencies.

Transit districts are independent of local agency control and have the ability to issue bond financing for capital improvements.

Exhibit P - Organizational Arrangements

This table summarizes information on transit agencies similar to GCT including organizational structure and sources of operating funds. The information was obtained from the National Transit Database (2009 Data) and agency websites.

Gold Coast Transit					Sources of Operating Funds				
Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
91	360,623	12,103,391	2,227,279	Joint Powers Agency (5 jurisdictions)	18%	51%	2%	28%	1%

Transit District (CA)	Santa Barbara Metropolitan Transit District (MTD) - Santa Barbara, CA					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	56	200,772	41,552,275	3,271,801	Metropolitan Transit District (Voter Approved)	38%	11%	29%	20%	2%
	The Santa Barbara Metropolitan Transit District (MTD) is a public transit agency providing bus service in the southern portion of Santa Barbara County. It serves the cities of Santa Barbara, Carpinteria, and Goleta as well as the unincorporated areas of Montecito, Summerland, and Isla Vista. Limited commuter service is provided to Buellton and Solvang through the Valley Express. Voters approved the formation of the MTD in 1966. Voter approved Metropolitan Transit District. It is governed by a 7 member board of directors. Two members are appointed by the County Board of Supervisors, two are appointed by the Santa Barbara City Council, one is appointed by the Goleta City Council and one is appointed by the Carpinteria City Council. The seventh member, also known as the at-large director, is appointed by the other six members of the board.									
	San Joaquin Regional Transit District (RTD) - Stockton, CA					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	1,426	564,539	30,459,676	3,984,949	Regional Transportation District	17%	59%	4%	20%	0%
	Stockton Metropolitan Transit District (SMTD) aka SMART, has provided fixed-route bus service to the city of Stockton as a transit district since 1965. In 1994 legislation passed that expanded SMART's service area to the San Joaquin County border. With the expansion in service SMTD changed its name to San Joaquin RTD. The same year SJ RTD expanded its Interregional Commuter service to offer additional routes to commuters traveling to the Bay Area and Sacramento. The RTD is governed by a 5 member board of directors, with 2 Members appointed by the Stockton City Council, 2 Members appointed by the San Joaquin County Board of Supervisors, 1 Member appointed jointly by five members of the San Joaquin County Board of Supervisors and five members of the Stockton City Council. SJ RTD currently operates, 41 fixed routes to the Stockton metropolitan area, including a Deviated route Hopper, Metro Express, RTD's Bus Rapid Transit service, and two Downtown trolley-replica routes.									
	Yolo County Transportation District (YCTD) - Sacramento, CA					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
109	528,880	20,049,422	2,400,641	Transportation District	25%	56%	0%	17%	2%	
The Yolo County Transportation District administers YOLOBUS, which operates local and intercity bus service 365 days a year in Yolo County and neighboring areas. YOLOBUS serves Davis, West Sacramento, Winters, Woodland, downtown Sacramento, Sacramento International Airport, Cache Creek Casino Resort, Esparto, Madison, Dunnigan and Knights Landing. In 1997, the Yolo County Transportation District (YCTD) was formed to replace the Yolo County Transportation Agency (YCTA) a JPA formed between the Cities of Davis, West Sacramento, Woodland, Winters and the County of Yolo. The seven-member YCTD Board consists of members from the cities of Winters, Davis, Woodland and West Sacramento, as well as a member from the County of Yolo. In addition, the University of California at Davis and Caltrans each have ex-officio Board membership. Each city, the County and ex-officio members have designated alternates.										
Golden Empire Transit District (GET) - Bakersfield, CA					Sources of Operating Funds					
Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other	
98	452,671	27,242,255	4,027,324	Transit District	23%	56%	0%	19%	2%	
Greater Bakersfield Metropolitan Transit District was established by Board of Supervisors Resolution in 1973, and name changed to Golden Empire Transit District (GET) in 1974. Board of Directors include five members: two members appointed by Board of Supervisors, two members appointed by Bakersfield City Council, and one member appointed by majority vote of other four members of board. The GET has 19 routes that serve 1,600 bus stops, carrying over 7 million passengers a year.										
Monterey-Salinas Transit District (MST) - Monterey County, CA					Sources of Operating Funds					
Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other	
280	352,000	30,001,092	4,627,446	*NEW* Transit District (approved July 2010)	28%	33%	6%	31%	2%	
Monterey-Salinas Transit District was created by state law AB644 and formed July 1, 2010 succeeding the MST Joint Powers Agency formed in 1981 when the City of Salinas joined the Monterey Peninsula Transit Joint Powers Agency. Current members of the joint powers agency are the Cities of Carmel, Del Rey Oaks, Greenfield, Gonzales, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad and the County of Monterey. MST operates 50 routes, plans for a bus rapid transit system, and generates 28% of funds from farebox recovery.										

City or County Operated (CA)	Santa Maria Area Transit (SMAT) - Santa Maria, CA					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	34	120,097	7,781,883	901,556	City Engineering Division (Administration) & Private Contractor (Operations)	22%	34%	0%	40%	4%
	SMAT is administered and operated by City of Santa Maria, Engineering Division. The Engineering Division provides SMAT system administration, planning and oversight while enlisting the services of private contractors for: bus operations, bus maintenance, bus stop janitorial, SMAT marketing, SMAT advertising revenues .									
Joint Powers Agency (CA)	Imperial Valley Transit (IVT) - El Centro, CA					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	4,598	164,421	10,772,320	843,434	County Public Works Department (Administration) & Private Contractor (Operations)	13%	0%	66%	21%	0%
	Created in 1989 as "Imperial County Transit", Imperial Valley Transit (IVT) service area includes routes in and between Brawley, Imperial, IVC, El Centro and Heber to Calexico. The Secondary Service areas include Holtville, Seeley, Niland, Calipatria and Westmorland. The Remote Zones (lifeline service) include Ocotillo, Winterhaven and the East side of the Salton Sea. Passenger ridership averages approximately 23,000 passengers a month. The service is operated by First Transit, Inc. IVT is administered by the Imperial County Department of Public Works and funded by the Imperial Valley Association of Governments (IVAG). The IVAG Regional Council members represent each city and the County. Funding is provided annually through the adopted IVAG Transit Finance Plan. The sources of the funding include, State Transit Assistance (STA), State Transportation Development Act (TDA), Federal 5311 and 5307 funds and local fare revenue.									
Joint Powers Agency (CA)	Central Contra Costa Transit Authority (CCCTA) - Contra Costa County, CA					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	143	500,000	18,464,907	4,504,372	Joint Powers Agency (11 jurisdictions)	16%	65%	8%	9%	3%
	A joint powers agency of 11 jurisdictions, including: the cities of Clayton, Concord, Lafayette, Martinez, Orinda, Pleasant Hill, San Ramon, Walnut Creek; the towns of Danville and Moraga; and the unincorporated areas of central Contra Costa County. Contra Costa County is one of the nine counties that make up California's San Francisco Bay Area.									
Joint Powers Agency (CA)	Livermore / Amador Valley Transit Authority (LAVTA) - Livermore, CA					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	40	166,972	10,880,060	2,400,066	Joint Powers Agency (11 jurisdictions)	18%	66%	0%	14%	2%
	LAVTA was formed in 1985, under a Joint Powers Agreement to provide public transit in the cities of Dublin, Livermore, Pleasanton, and in unincorporated areas of Alameda County. LAVTA is governed by a seven member Board of Directors, composed of two elected city officials from each City Council, and one member appointed by the Alameda County Board of Supervisors. LAVTA operates 12 fixed bus routes, 15 school tripper routes, 4 commuter shuttles, and maintains 947 bus stops.									
Joint Powers Agency (CA)	San Luis Obispo Regional Transit Authority (RTA) - San Luis Obispo, CA					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	3,320	206,008	17,057,252	1,313,004	Joint Powers Authority (All of SLO County)	15%	9%	47%	23%	5%
	The San Luis Obispo Regional Transit Authority (RTA) provides intercommunity public transportation. RTA's service area includes all of San Luis Obispo County and extends into Santa Barbara County to the south. RTA provides regional fixed-route service (RTA) and Americans with Disabilities Act (ADA) complementary paratransit service (Runabout), which includes Dialysis Transportation. RTA also oversees the administration of South County Area Transit (SCAT) which operates in the Five Cities area between Shell Beach, Pismo Beach, Grover Beach, Oceano and Arroyo Grande. The RTA is a Joint Powers Authority (JPA) provides central management for all regional and local fixed-route services (SCAT) as well as Runabout paratransit service.									
Other States	Knoxville Area Transit (KAT) - Knoxville, TN					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	104	184,802	14,132,440	3,032,046	City of Knoxville (Administration) & Private Contractor (Operations)	9%	51%	13%	9%	18%
	Knoxville Area Transit (KAT) is the City of Knoxville's transit system, operating buses, trolleys and paratransit service across the city. Funding for service comes from the City of Knoxville, the state and federal governments and fare revenues. KAT uses Veolia as their management company, and many operators and service personnel are members of the Amalgamated Transit Union local #1164. KAT carries over 3.6 million passenger trips each year.									
Other States	Chittenden County Transportation Authority (CCTA) - Burlington, VT					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	59	85,889	9,987,702	1,643,605	Transportation Authority (chartered by state legislation)	24%	20%	17%	32%	6%

Other States	The Chittenden County Transportation Authority (CCTA) was chartered in 1973 by the Vermont General Assembly, after Burlington Rapid Transit, a private bus contractor, went out of business. CCTA serves the communities of Burlington, Essex, South Burlington, Shelburne, Williston, Winooski, Milton, and a portion of Colchester. In the spring of 2003, CCTA received authority from the Vermont General Assembly to operate outside of Chittenden County (in Washington County and between Franklin and Chittenden Counties). CCTA is governed by a 16 member Board of Commissioners with two Commissioners from each community it serves.									
	Greater Peoria Mass Transit District (CityLink) - Peoria, IL					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	105	207,795	14,801,073	2,420,323	Transit District (Voter Approved)	13%	10%	71%	4%	2%
	The Greater Peoria Mass Transit District (GPMTD) formed on May 4, 1970 after a referendum passed which allocated 5 mil. tax for the transportation district. With a grant, the federal government issued to GPMTD funds to purchase 33 new buses. The Greater Peoria community was the first transit system in the country to run ethanol-fueled buses in its fleet. In the 1990's, voters approved, overwhelmingly, an increase in GPMTD's levy authority from 5 mil. to 15 mil. The District consists of the Village of Peoria Heights, West Peoria Township and City of Peoria.									
	Gainesville Regional Transit System (RTS) - Gainesville, FL					Sources of Operating Funds				
	Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other
	76	151,294	25,357,714	3,149,373	City of Gainesville, FL (Administered & Operated)	55%	20%	9%	14%	2%
	RTD is administered and operated by City of Gainesville as a City Department. The service primarily serves the city of Gainesville and some unincorporated areas adjacent to the city. The State of Florida Public Transit Block Grant Program was enacted by the Florida Legislature to provide a stable source of State funding for public transportation. The Block Grant Program requires public transit service providers to develop and adopt a 10-year Transit Development Plan (TDP).									
	Erie Metropolitan Transit Authority (EMTA) - Erie, PA					Sources of Operating Funds				
Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other	
77	189,872	11,229,847	3,045,181	City of Erie, PA (Administered & Operated)	38%	5%	37%	19%	2%	
Following over 100 years of The city and county took over the Erie Coach Company and formed the Erie Metropolitan Transit Authority on September 20, 1966. The authority runs buses seven days a week within the city limits. Limited service is available outside the city as well.										
Greater New Haven Transit District (GNHTD) - New Haven, CT					Sources of Operating Funds					
Service Area Sq. Miles	Population	Annual Passenger Miles	Annual Vehicle Revenue Miles	Organizational Structure	Fare Revenues	Local Funds	State	Federal	Other	
188	451,486	2,315,135	2,030,698	Regional Transportation District	2%	24%	69%	0%	5%	
The Greater New Haven Transit District (GNHTD) is a governmental agency established in 1973 under the provisions of Connecticut Public Act 261, Chapter 103(a) for the purpose of operating and providing a variety of transportation programs and services. It is one of fourteen regional transit districts in the State of Connecticut. The GNHTD provides direct transportation services. It also provides vehicles to municipalities and community agencies in the greater New Haven region for their own respective transportation programs. The Board of Directors is composed of representatives of member municipalities appointed by their Chief Elected Official and approved by the Legislative bodies of each municipality. Each Board Member has a vote proportional to the population of his/her member community. The Board of Directors has policy-making authority, but delegates program administration to an Executive Committee consisting of seven (7) Board members elected by the Board of Directors as prescribed by the By-Laws of the GNHTD. The Executive Committee has administrative control of all phases of program operations.										

SOURCE: National Transit Database (NTD)

6.3 POTENTIAL FUNDING SOURCES

The list below summarizes potential funding sources to implement transportation improvements.

6.3.1 FEDERAL FUNDING SOURCES

CMAQ – Improving Air Quality

The Congestion Mitigation and Air Quality improvement program (CMAQ) provides federal funds for transportation projects that improve air quality. Eligible pedestrian and bicycle-related projects include transportation facilities (preliminary engineering, project planning studies and construction), safety and education programs, and promotional programs. Other eligible uses include transit capital projects, such as the acquisition of clean-fuel buses, and operating expenses to demonstrate new service. In Ventura County, CMAQ funds are allocated by the Ventura County Transportation Commission.

CDBG – Flexible program for low- & moderate-income areas

The Community Development Block Grant (CDBG) program is a flexible program administered by the U.S. Department of Housing and Urban Development (HUD) that provides communities with resources to address a wide range of unique community development needs. Not less than 70 percent of CDBG funds must be used for activities that benefit low and moderate-income persons. In addition, each activity must meet one of the following national objectives for the program: benefit low- and moderate-income persons, prevention or elimination of slums or blight, or address community development needs having a particular urgency because existing conditions pose a serious and immediate threat to the health or welfare of the community for which other funding is not available. Potential uses of this funding include bus shelters, and fixed-route passenger fare subsidies. These funds are administered through local agencies.

FTA

Federal Transit Administration (FTA) is one of the agencies of the U.S. Department of Transportation (USDOT).

FTA 5303 - Urban Areas

Metropolitan planning program funds are distributed to Metropolitan Planning Organizations (MPOs) based on urbanized area population and an FTA administrative formula to address planning needs in urbanized areas. Funding can assist in preparing short-range transit plans. This FTA program is administered by the Southern California Association of Governments (SCAG) in the six-county region that includes Ventura County.

FTA 5308 Clean-Fuels Formula Grant Program

This program provides grants to public transit operators to use on clean-fuel technologies for their bus fleets. Gold Coast Transit administers FTA funds through the FTA grant program.

FTA 5307/5309 – Capital Program / Earmarks

The 5307 program is a capital program based on urbanized area formulas (for such as replacement or expansion of buses or bus facilities) while the 5309 capital program is essentially congressional earmarks. Gold Coast Transit administers FTA funds through the FTA grant program.

FTA 5311 – Non-Urbanized Areas

Funds are distributed to the regions on non-urbanized area formula. These funds are used for transit capital and operating purposes in non-urbanized areas, and are a possible source for funding bus shelters, benches, and signage. Ojai is the only area eligible for these funds within the Gold Coast Transit Service area. Funds are administered by Caltrans.

FTA 5316 – JARC Access to Jobs

Job Access and Reverse Commute (JARC) funds are directed to services that provide transportation to low-income individuals. Access to jobs is the goal. Grants can fund capital and operating costs. In Ventura County, these funds are allocated by the Ventura County Transportation Commission.

FTA 5317 – New Freedom

New Freedom program funds are directed to elderly and disabled transportation services. The formula grant program also aims to provide additional tools to overcome existing barriers facing Americans with disabilities seeking integration into the work force and full participation in society. The formula grant program seeks to reduce barriers to transportation services and expand the transportation mobility options available to seniors and to people with disabilities beyond the requirements of the Americans with Disabilities Act (ADA) of 1990. In Ventura County, these funds are allocated by the Ventura County Transportation Commission.

HSIP

The federal Highway Safety Improvement Program (HSIP) provides funding for improving safety on roads and highways. Proposed projects must include improvements that will help reduce accidents on the roadway. This program is administered by Caltrans.

HRRRP

A program known as the High Risk Rural Roads Program (HRRRP) is a component of the federal Highway Safety Improvement Program (HSIP) and is set-aside after HSIP funds have been apportioned to the states. The HRRRP supports road safety program

efforts through the implementation of construction and operational improvements on high-risk rural roads. This program is administered by Caltrans.

RSTP – Roads & Transit Capital

The Regional Surface Transportation Program (RSTP) is a formula grant program for roads, bridges, transit capital and bicycle and pedestrian projects, including bicycle and pedestrian facilities, activated traffic lights, pedestrian and bicycle trails. In Ventura County, these funds are allocated by the Ventura County Transportation Commission.

RTP – Recreational Trails

Administered by the California Department of Parks and Recreation, the Recreational Trails Program (RTP) provides federal funds for recreational trails and trail-related projects. Eligible activities include right-of-way acquisition, trail construction, and development of trail related facilities.

TE – Transportation Enhancement

The federal Transportation Enhancements Activities (TEA) program offers communities the opportunity to expand transportation choices. Activities, such as safe bicycle and pedestrian facilities, scenic routes, beautification, and other investments, increase opportunities for recreation, accessibility, and safety for everyone beyond traditional highway programs. In Ventura County, these funds are allocated by the Ventura County Transportation Commission.

6.3.2 STATE FUNDING SOURCES

TDA

The Transportation Development Act (TDA) is a key source of transit operating revenue. TDA funds are generated from a statewide 1/4 cent sales tax on all retail sales in each county. This state funding is generally used for transit, special transit for disabled persons, and bicycle and pedestrian purposes. TDA can be used for transit capital and operational expenditures. TDA may also be used for local roads if all transit needs that are reasonable to meet have been met. In Ventura County, the TDA program is administered by the Ventura County Transportation Commission.

BTA

The Bicycle Transportation Account (BTA) is administered by Caltrans. Funding is aimed at improvements in the safety and convenience of bicycle commuters. Jurisdictions must have an adopted and certified bicycle plan in place to qualify. Grants can be used for design, engineering and construction of bicycle lanes and paths, and supporting amenities.

EEM

The Transportation Blueprint Legislation of 1989 established the Environmental Enhancement and Mitigation (EEM) Program. The Legislature is authorized to allocate

ten million dollars annually, to local, state, and federal agencies, and nonprofit organizations. Applicants are not required to be transportation or highway related organization to submit an application and receive funding. Applicants may apply for these funds to undertake environmental enhancement and mitigation projects that are directly or indirectly related to the environmental impact of modifying existing transportation facilities, or for the design, construction or expansion of new transportation facilities. The related transportation facility must be modified or constructed in 1990 or later and the EEM project must be over and above the required mitigation for the related transportation project. All participating cost incurred on a project are funded in arrears on a reimbursement basis of the states proportionate share of actual costs. No matching funds or cost shares from the applicant or other funding sources are required to apply for an EEM grant; however, projects that include the greatest proportion of other monetary sources of funding will be rated highest. Grants are generally limited to \$350,000. This program is administered by Caltrans.

SHOPP

State Highway Operation and Protection Program (SHOPP). Caltrans is responsible for maintaining and operating the state highway system. Caltrans monitors the condition and operational effectiveness of highways through periodic inspection, traffic studies and system analysis, and then uses the information to prepare the ten-year state highway operation and protection plan. SHOPP is used to improve traffic safety, preserve bridges, roadways and roadsides, increase mobility, and improve highway-related facilities. In Ventura County, the SHOPP is administered through Caltrans District 7.

OTS

The California Office of Traffic Safety (OTS) program funds projects to reduce the number of persons killed in traffic collisions, alcohol-involved collisions, hit and run fatal and injury collisions, and nighttime fatal and injury collisions. On an annual basis OTS requests proposals for projects from public agencies, including cities, school districts, and public safety providers.

HES

Administered by Caltrans, the Hazard Elimination Safety Program (HES) is a federal safety program that provides funds for safety improvements on all public roads and highways. These funds serve to eliminate or reduce the number and/or severity of traffic accidents at locations selected for improvement.

SR2S - Safe Routes to School

California’s Safe Routes to School program is intended to increase the number of K-12 children walking and bicycling. By funding projects that improve safety and promote walking and bicycling within a collaborative community framework, children will be able to gain the health benefits of greater physical exercise, and local air pollution and traffic congestion are reduced. Cities and counties can apply for this funding. Eligible

projects include sidewalks, pedestrian ramps, traffic calming, traffic control devices, bicycle facilities, public outreach and education programs.

PROP 1B

The proposition 1B (Infrastructure Bond) \$2 billion dollars for transit capital includes funding for capital service enhancements or expansions, bus capital, bus rapid transit improvements, rehabilitation or replacement. Prop 1B Transit Capital formula funds are administered through the Ventura County Transportation Commission.

State Transit Assistance (STA)

Public Utilities Code (PUC) section 99314 allows for the annual allocation of STA revenue allocation formula funds to GCT based on revenue generated by GCT relative to revenue generated by other eligible transit operators in the State. Funds may be used for operating or capital purposes. STA funds are administered by the Ventura County Transportation Commission.

6.3.4 LOCAL & REGIONAL SOURCES

AIR QUALITY

The Ventura County Air Pollution Control District (APCD) grants.

FOUNDATIONS & NONPROFITS

National and local non-profit organizations and private foundations can also be potential sources of funding. An example might be a grant to support safe routes to school efforts, or a gift for beautification initiatives. Example foundations are: Robert Woods Johnson Foundation (promoting health through physical activity), Surdna Foundation (community revitalization), and the William G. Irwin Charity Foundation (capital grants could be used for bus shelters, shuttle vans, bus benches).

DEVELOPER FEES & TRAFFIC IMPACT MITIGATION

When projects move through the permitting process, there may be opportunities to condition projects to build infrastructure such as sidewalks and transit amenities, or to contribute impact fees for transit/transportation improvements. City and County traffic mitigation fees are one such example of the development fees described above.

VOLUNTEER / CIVIC GROUPS/ FUNDRAISING

Volunteer efforts can often fill gaps in governmental and business-provided services. A prime example in the plan area is the role the volunteer drivers could play in providing rides to seniors, generously giving their time, car use, and gasoline. Volunteers are also partners in the safe routes to school programs. Civic groups, such as Rotary Clubs made up of volunteers, may also contribute to transportation-related solutions. Private or group donations and money gathered through such methods as raffles and fundraisers could contribute to transportation-related solutions and supports.