

SHORT RANGE TRANSIT PLAN

GOLD COAST TRANSIT DISTRICT | FY 2015 - FY 2019
FINAL APPROVED 11.5.15



GOVERNMENT REGULATION AND TITLE VI

The GCTD route planning methodology complies with Federal Transit Administration (FTA) requirements (23 CFR 450.316) to engage a planning process that creates opportunities for public involvement, participation and consultation throughout the development of service plans. GCTD has an established outreach process with steps to ensure that interested members of the public have an opportunity to express their concerns regarding the adopted annual budget, or potential changes related to its annual transit service. The outreach process also complies with similar requirements of the Transportation Development Act (TDA).

The SRTP was prepared by GCTD's Planning staff, who spent numerous hours on this project, to provide an overview of our current service levels and operational needs for the five-year period of FY 2014-15 to FY 2018-19. GCTD's SRTP will be updated on a regular basis in order to provide the public information about our transit service needs and priorities, provide input to regional plans and programming documents, and encourage coordination with local planning entities.

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GOLD COAST TRANSIT DISTRICT BOARD OF DIRECTORS 2015

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SHORT RANGE TRANSIT PLAN

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Supplemental Documents Available Online at www.goldcoasttransit.org

- Fixed-Route Service Planning Guidelines & Evaluation Policy
- Bus Stop Guidelines
- Survey Analysis
- Route Profiles
- New Administration and Operations Facility

CHAPTER 1

PURPOSE AND BACKGROUND INFORMATION

This Short Range Transit Plan (S RTP) is intended to provide the public with information about the Gold Coast Transit District's (GCTD) service and operational needs for the next five years. The plan is based on a combination of extensive community input and an analysis of system performance and demographic data. While this S RTP is financially constrained based on current funding levels, it also includes options for service expansion and operational improvements should additional funding become available.

BACKGROUND

The S RTP was prepared by GCTD's Planning staff to provide an overview of our current service levels and operational needs for the five-year period of FY 2014-15 to FY 2018-19. GCTD's S RTP will be updated on a regular basis in order to provide the public with information about our transit service needs and priorities, provide input to regional plans and programming documents, and encourage coordination with local planning entities.

What's in the Short Range Transit Plan?

Chapter 1 – Purpose, GCTD's History, and Organizational Structure
Chapter 2 – Description of the Existing Fixed-Route Transit System and Paratransit Services
Chapter 3 – Service Area Characteristics, Demographics and Major Trip Generators
Chapter 4 – Financial Data for FY 2013-14
Chapter 5 – Description of Capital Assets: Vehicles, Facilities, and On-Board Technology
Chapter 6 – Service Planning Process and Summary of Public Input to this Plan
Chapter 7 – 5-Year Service Plan and Financial Forecast
Chapter 8 – Options for Service Expansion Should Additional Funding Become Available.

Appendix I GCTD Ridership Data
Appendix II Community Input and Survey Summary
Appendix III Future Improvements Concept Maps
Appendix IV Fleet Information

Additional information related to this plan can be found online at www.goldcoasttransit.org:

- **Fixed-Route Service Planning Guidelines**
- **Route Profiles**
- **Bus Stop Guidelines**
- **New Administration and Operations Facility**
- **S RTP Survey Analysis**

PUBLIC INFORMATION RESOURCE

It is important that the public have the opportunity to understand the operation of GCTD, and the financial realities facing the agency. By describing GCTD's current service and plans for the future, the S RTP allows the public to gain an understanding of the financial outlook for local public transit and its relationship to planned service. Without the understanding and support of

the public, including the elected officials that represent the local jurisdictions, GCTD would have difficulty implementing the projects outlined in this document.

INPUT FOR REGIONAL & LOCAL PLANS

This SRTP will serve to inform regional planning and programming efforts conducted by the Ventura County Transportation Commission (VCTC), which serves as the area's Regional Transportation Planning Agency (RTPA), and the Southern California Association of Governments (SCAG), GCTD's Metropolitan Planning Organization (MPO).

SCAG's Regional Transportation Plan and Sustainable Community Strategy (RTP/SCS) and the Federal Transportation Improvement Program (FTIP) are required documents that list where, when and how federal transportation funds are to be spent in Ventura County. Only projects included in the FTIP are eligible to receive federal transportation funding. Projects selected for inclusion in the FTIP must first be identified in VCTC's annual Program of Projects (POP).

The SRTP will help identify future projects that may be reviewed (and compete) for possible funding through VCTC's call for projects; a process developed to address regional goals related to congestion relief and development of alternative transportation modes.

FEDERAL, STATE & LOCAL COMPLIANCE

The SRTP is in compliance with the Federal Transit Administration (FTA) requirement that all recipients of FTA funds demonstrate the legal, financial, and technical capacity to carry out the proposed project. The SRTP is also commonly referenced by state and local government agencies when reviewing applications for project funding.

The SRTP includes a financial plan covering a five-year period, commencing with the current fiscal year (the GCTD fiscal year runs from July 1 through June 30).

The SRTP also provides input to local plans and studies documents prepared by local member agencies. It is the intent of GCTD that the SRTP be in agreement with these documents, to the extent feasible.

GCTD HISTORY

GCTD provides public fixed-route and paratransit service in the cities of Ojai, Oxnard, Port Hueneme, Ventura and the unincorporated areas of Ventura County. In the more than 40 years of its existence, GCTD has become the largest public transit operator in Ventura County, providing nearly 4 million fixed-route and paratransit trips in FY 2013-14.

Of significance in GCTD's early history was passage by the State Legislature of the Transportation Development Act (TDA) in 1971. This Act created a source of dedicated transportation funding and provided local governments an impetus for forming a single regional transit entity to operate coordinated transit services across jurisdictional boundaries.

GCTD was first established in 1973 as South Coast Area Transit (SCAT), a Joint Powers Authority (JPA). Prior to SCAT's creation, two municipal bus lines operated the region's public transit service from two facilities located in Ventura and Oxnard. By forming a JPA, the cities' fixed-route transit functions were consolidated into a single facility located at 301 East Third Street in Oxnard. Until 1994, SCAT operated service in Santa Paula, which has since been replaced by VCTC Intercity bus service (previously VISTA) and the Valley Express. On July 1, 2007, SCAT was renamed to Gold Coast Transit to better reflect the coastal area it serves.



After 40 years as a JPA, Gold Coast Transit officially transitioned to become the Gold Coast Transit District on July 1, 2014, enabling the district more flexibility to serve the communities transit needs.



In 2014, GCTD leadership was recognized with the District being honored as the “***Transit Agency of the Year***” at the Small Operators award ceremony hosted by the California Transit Association (CTA) as part of its 49th Annual Conference and Expo in Monterey, California.

In 2015, GCTD unveiled a new logo and bus paint scheme to coincide with the purchase of replacement buses. The new colors reflect GCTD's commitment to quality public transportation, and evokes the agency's vision of a more modern, clean and efficient future.



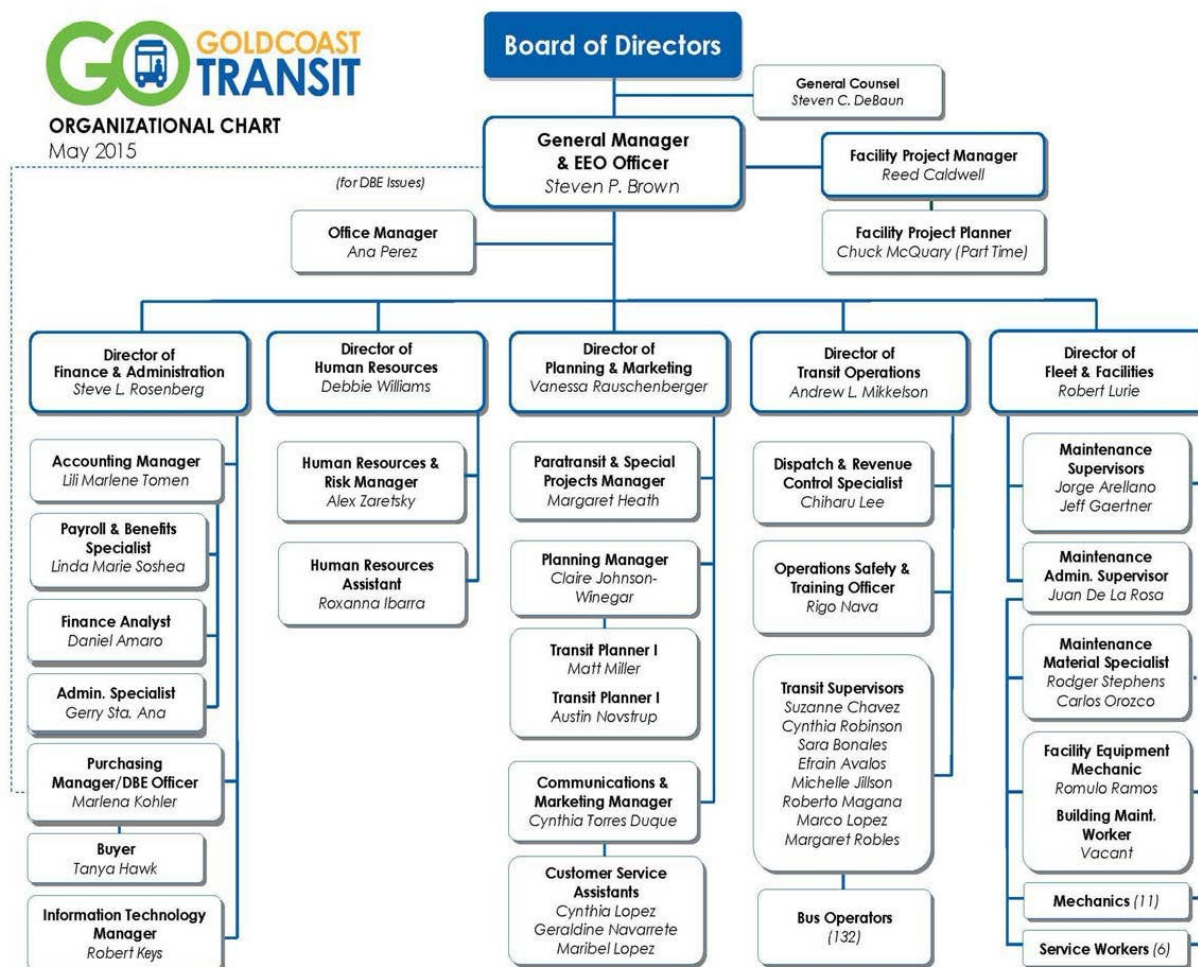
TRANSITION FROM JOINT POWERS AUTHORITY TO A TRANSIT DISTRICT

On October 3, 2013, Governor Brown signed into law Assembly Bill AB 664, which formed the District. The District legislation was initiated in response to Senate Bill SB 716, which initially required that all TDA funds in Ventura County be used solely for public transit purposes as of July 2014. The bill also authorizes other cities in Ventura County to join the district in the future.

On July 1, 2014, the agency officially became a district and a direct recipient of TDA funds to operate public transportation in western Ventura County. Prior to this, local TDA funding was provided to GCTD by its member agencies for operating costs and capital projects, allocated by a formula based on the percentage of revenue miles of transit service provided within each respective jurisdiction.

Dissolution of the JPA and formation of a transit district allows GCTD's Board of Directors and staff greater flexibility in implementing service improvements by looking beyond jurisdictional borders in order to efficiently and effectively meet the public's transit needs.

ORGANIZATIONAL CHART



BOARD OF DIRECTORS

A Board of Directors consisting of five elected officials appointed by their respective jurisdictions governs GCTD. The Board's responsibilities are to consider GCTD management and staff recommendations relative to the mission and goals of the district with respect to compliance with federal, state and local laws; provide guidance to staff and provide oversight in ensuring that fiduciary responsibilities to constituencies are fulfilled. Each of its five member agencies appoints one elected official from its governing body to serve on the Board of Directors and may appoint a second to serve as an alternate member. The Board of Directors holds regular monthly meetings on the first Wednesday of each month.

GCTD'S LEADERSHIP

GCTD's General Manager is appointed by, and reports to, the Board of Directors. The General Manager is charged with carrying out the Board's policies and directives, and has full charge of

the operation of GCTD's services, facilities, and administration of business affairs. The General Manager provides leadership to a staff of approximately 190, including bus operators, mechanics and administrative personnel who operate and oversee the GCTD's fixed-route transit service.

MISSION AND STRATEGIC GOALS

Mission Statement

Adopted by the GCTD Board of Directors October 19, 2009

Provide safe, responsive, convenient, efficient and environmentally responsible public transportation that serves the diverse needs of our community.

Strategic Goals

Adopted by the Board of Directors on February 2, 2011

- 1) Offer a range of transit opportunities to **serve the diverse needs of our community**.
- 2) Build on GCTD's **internal strengths and capacities** to achieve the highest standard of transit service delivery and foster a sense of ownership for employees.
- 3) Provide **safe and dependable** transit service that is convenient and efficient.
- 4) Provide transit services that are **environmentally and sustainably responsible** as well as supportive of and supported by sustainable development/smart growth/transit-oriented development.
- 5) Maintain the most appropriate governance structure to facilitate the achievement of the **highest standards of transit service** delivery.
- 6) Maintain a balanced fiscal plan that supports our Mission Statement.

GCTD SPHERE OF INFLUENCE

In accordance with the provisions of the Ventura Local Agency Formation Commission (LAFCO), and in recognition of the one-year anniversary of GCTD as a special district, LAFCO in its regular Commission meeting of July 15, 2015 determined the boundaries of GCTD's Sphere of Influence encompassed all of Ventura County (shown in the map below).

LAFCO was formed and operates under the provisions of state law, specifically what is now known as the Cortese - Knox-Hertzberg Local Government Reorganization Act of 2000. State law provides for LAFCOs to be formed as independent agencies in each county in California. LAFCOs implement state law requirements and state and local policies relating to boundary changes for cities and most districts, including spheres of influence, incorporations,

Figure 1.1: GCTD Sphere of Influence



annexations, reorganizations and other changes of organization within one year of the formation of a special district.

TITLE VI OF THE CIVIL RIGHTS ACT & ENVIRONMENTAL JUSTICE

As a publicly funded agency, GCTD has requirements under Title VI of the 1964 Civil Rights Act, as well as Environmental Justice regulations, to provide equal access to the benefits of federally funded programs. In meeting these requirements, GCTD may serve some areas due to the transit dependency of the residents, even though the service does not meet the minimum thresholds otherwise set for GCTD transit service.

GCTD is committed to Title VI and the Civil Rights Act of 1964. The Title VI Report can be found at www.goldcoasttransit.org.

CHAPTER 2

GCTD'S CURRENT TRANSIT SYSTEM

FIXED-ROUTE SERVICE OVERVIEW

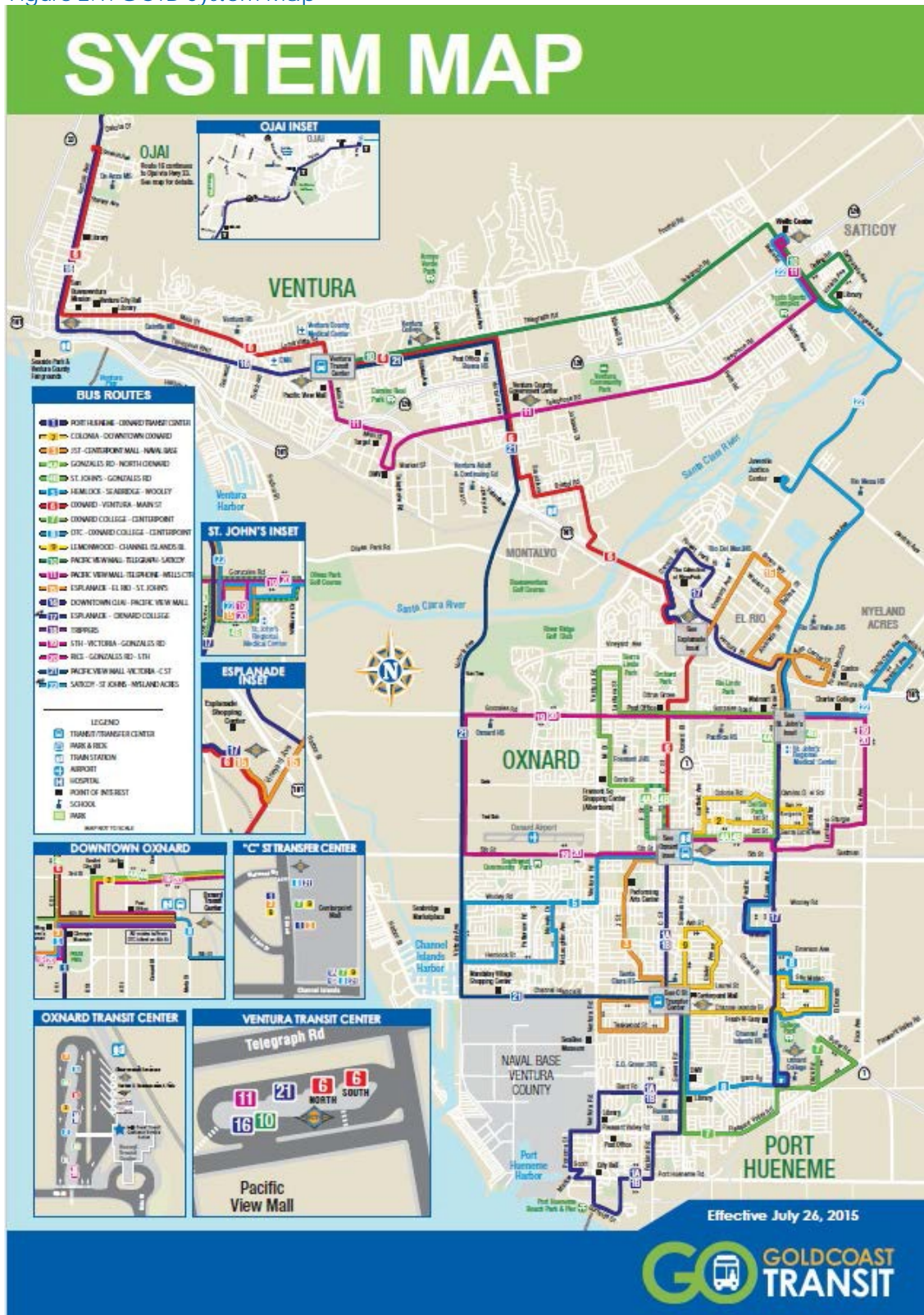
GCTD provides public transit service in the cities of Ojai, Oxnard, Port Hueneme and Ventura, and in the unincorporated County areas between the cities. In Fiscal Year 2013-14, GCTD served almost 4 million fixed-route passenger boardings, an increase of 7.2 percent from the previous year. In the same year, it operated over 2,600,000 miles and 196,925 hours of revenue service. GCTD operates a fleet of 56 full-size (35-foot and 40-foot) buses on fixed-route service all using clean compressed natural gas (CNG).

GCTD's fixed-route service is comprised of 20 bus routes. The service is designed to meet an array of travel needs that connect neighborhoods to jobs, schools, shopping and other destinations. The amount of service available is limited by the level of funding available for transit in the local service area. As all GCTD buses are wheelchair accessible, the District meets all requirements of the ADA. Additionally, GCTD has installed front-mounted bicycle racks that can transport up to three bicycles on all of its fixed-route buses.

Table 2.1: GCTD Bus Route Classification & Vehicles Used FY 2015-16

Route	Destination	Days of Service	Route Classification	Peak Buses in Service
1	PortHueneme-OTC	Daily	Frequent Local	4
2	Colonia - Downtown Oxnard	Daily	Circulator	1
3	JSt - Centerpoint Mall - Naval Base	Daily	Circulator	1
4	North Oxnard	Daily	Local	3
5	Hemlock - Seabridge - Wooley	Daily	Circulator	1
6	Oxnard - Ventura - Main St	Daily	Frequent Local	9
7	Oxnard College - Centerpoint Mall	Daily	Local	1
8	OTC - Oxnard College - Centerpoint Mall	Daily	Local	2
9	Lemonwood - Channel Islands Blvd	Daily	Circulator	1
10	Pacific View Mall - Telegraph - Saticoy	Daily	Local	1
11	Pacific View Mall - Telephone - Wells Center	Daily	Local	3
15	Esplanade - El Rio - St. John's	Daily	Circulator	1
16	Downtown Ojai - Pacific View Mall	Daily	Intercity	3
17	Esplanade - Oxnard College	Daily	Local	2
18	Booster Service to Local High Schools	School Days	Special	4
19	OTC - 5th St - Gonzales Rd	Daily	Local	1
20	Rice - Gonzales Rd - 5th	Daily	Local	1
21	Pacific View Mall - Centerpoint Mall	Daily	Local	4
22	Wells Center - St. John's - Nyeland Acres	Daily	Local	2

Figure 2.1: GCTD System Map



OVERVIEW OF GCTD'S ROUTES

This overview provides descriptions of each GCTD route. All routes are **regularly** evaluated per GCTD's *Fixed-Route Service Planning Guidelines & Evaluation Policy*, which can be found at www.goldcoasttransit.org. Information on route performance for Fiscal Years 2013-14 and 2014-15 can be found in Appendix I. Recommendations for addressing noted shortcomings are reviewed in Chapter 8.

1 Port Hueneme – Oxnard Transit Center

Routes 1A and 1B are frequent local routes that provide frequent service (approximately every 22 minutes) between downtown Oxnard and the City of Port Hueneme. Beginning at the Oxnard Transit Center (OTC), these routes provide service to Oxnard City Hall, the C Street Transfer Center (CTC), Santa Clara High School, Port Hueneme Beach Park, Port Hueneme City Hall, the Port of Hueneme, Naval Base Ventura County (NBVC) and Hueneme High School via C Street, Saviers Road and a loop around southern Port Hueneme. (Route 1A runs clockwise and Route 1B runs counterclockwise).

Route 1 is GCTD's most successful route in terms of passengers per hour and subsidy per passenger. These routes are also second in terms of overall passengers served. Route 1 provides service to large, dense, primarily lower income neighborhoods. The routes serve 40,042 people and 12,636 jobs within a quarter mile of a bus stop.

Shortcomings of Route 1 are its two unproductive segments, the Surfside and Ponomo loops, as well as no stops southbound along Ventura Road between Bard and Pleasant Valley Roads.

2 Colonia – Downtown Oxnard

Route 2, a circulator route, provides service approximately every 45 minutes to the Colonia and Rose Park neighborhoods in Oxnard. It serves the OTC, Oxnard City Hall, two junior high schools, Multi-Service Center, Del Sol Park and the GCTD Administrative Office in one-way clockwise loop along Garfield Avenue, Colonia Road, Gibraltar Street and Third Street.

Route 2 primarily provides service to lower income neighborhoods and is in the top and second quartile in the passenger per hour metric and subsidy per passenger metric, respectively. Route 2 is able to provide quality service with only one bus in service all day but due to its limited service hours is 8th in passengers served per year.

A major shortcoming of this route is its one-way loop structure. Additionally, narrow streets and frequency of on street parking, the Colonia and Rose Park neighborhoods restrict access to stops and hamper operation of large transit buses. The congestion, with stops placed in close proximity to one another make this route the slowest in the GCTD system.

3 J St – Centerpoint Mall – Naval Base

Route 3, a circulator route with an average frequency of 45-50 minutes, serves the OTC, Oxnard Plaza Park, the Oxnard Performing Arts Center, the CTC, SeaBee Museum and NBVC via 5th Street, Hobson Way/J Street, C Street, ending in a one way loop along Teakwood Street, Ventura Road and Channel Islands Boulevard.

Route 3 provides passengers living in the high density area in south Oxnard access to services, jobs, and recreation as well as NBVC.

Route 3 is right in the middle in the passengers per hour and subsidy per passenger metrics and is 11th in terms of passengers per year. Route 3 also contains a one way loop that increases travel time for riders waiting for service on the far end of the loop.

4 North Oxnard

Routes 4A and 4B are local routes that run counter to each other and serve north Oxnard via Doris Street, M Street, Ventura Road, Lantana Street, Gonzales Road, Rose Avenue, and 3rd Street. Route 4A runs in a clockwise loop on a 40 minute frequency and 4B runs counterclockwise on a 30 minute frequency. Both routes begin at the OTC and serve Oxnard City Hall, Fremont Junior High School, Pacifica High School, Shopping at the Rose, and St. John's Regional Medical Center.

Route 4 is an effective local route that connects a large population of passengers to a high number of jobs and medical services in Oxnard. The route connects a population of approximately 34,000 people to 10,000 jobs.

Route 4 is in the second quartile for both passengers per hour and subsidy per passenger metrics but serves the fourth most passengers per year. Route 4B has higher ridership due to its additional frequency and proximity to major destinations. A shortcoming of Route 4 is that deviates into neighborhood streets north of Gonzales Road, which slows the bus down and is somewhat unproductive.

5 Hemlock – Seabridge – Wooley

Route 5, a circulator route, has a frequency of approximately 45 minutes and serves the neighborhoods of Hobson Park West, Marina West and Via Marina along Fifth Street, Ventura Road, Wooley Road, McLoughlin Avenue, Hemlock Street, and Victoria Avenue in a one way loop. Beginning at the OTC, Route 5 provides service to Oxnard Plaza Park and the Seabridge Shopping Center as well as providing a connection to Ventura via the Route 21.

Route 5 is able to provide timely service with just one bus in service on the route all day, however, a great portion of the route is a one way loop. Despite this, it is in the second quartile for passengers per hour and the first quartile for subsidy per passenger though it serves the 9th most passengers per year. It is important to note that this route has the best on time performance.

Route 5 provides service to areas underserved compared to the rest of GCTD's service area. Currently, the route is experiencing declines in ridership, due mostly to the implementation of Route 21, which provides a faster trip to Ventura and illustrates that passengers are willing to walk longer distances to reach faster, more direct and frequent service.

6 Oxnard – Ventura – Main St.

Route 6 is a frequent local route that serves the cities of Oxnard and Ventura on an average frequency of 23 minutes. Beginning at the OTC and running north utilizing C Street, it stops at the Esplanade Shopping center before continuing north on the 101 Freeway. Exiting at Johnson Drive, it serves the Montalvo neighborhood before traveling north on Victoria Avenue and continues to Telegraph Road to the Ventura Transit Center (VTC). It continues on Loma Vista Road and Main Street to Ventura Avenue where it terminates at Seneca Avenue. Route 6 serves Oxnard City Hall, the Ventura County Government Center, Ventura College, Pacific View

Mall, Ventura County Medical Center (VCMC), Community Memorial Hospital (CMH), Ventura High School, Downtown Ventura, the San Buenaventura Mission and four junior high schools.

Operating with nine buses at peak service, Route 6 has the highest ridership in the system by a wide margin. It also has the second highest passengers per hour and second lowest subsidy per passenger. Route 6 serves as the main connection between Oxnard and Ventura serving both city's transportation centers as well as major destinations in both cities. This route also provides service to approximately 42,000 people and connects them to 29,000 jobs.

Because this route provides one seat service to so many popular destinations in the service area, it is an extremely long and slow route, taking about an hour and a half from the beginning of the route to the end, which is five times longer than traveling by personal car. Contributing to slow speeds are overcrowding at peak times, close stop spacing and deviation onto residential slower speed streets such as C Street and Grand Avenue. Poor on time performance can also be an issue during peak periods of travel. This route has many stops close together; a bus stop improvement plan will look at stop spacing and may recommend bus stop consolidation along this route, helping to speed up this route.

Another shortcoming of this route is that it has a mid-route layover (between 7 and 10 minutes) at the VTC in each direction, adding a considerable increase to travel time between downtown and the rest of Ventura and Oxnard. While the mid-route layover provides the ability to connect to other routes and give the bus operators a place to take a break, the configuration and location of the transit center requires the operator to make nine distinct turns (see figure 2.3) to enter and exit each time, slowing down the bus.

Figure 2.2: Ventura Transit Center (VTC) Travel



7 Oxnard College – Centerpoint Mall

Route 7, a local route, serves the south Oxnard and Oxnard College on an approximately 45 minute frequency. Beginning at the CTC, the route travels south on Saviers Road to Pleasant Valley Road, eventually serving Oxnard College and making a loop along Olds and Butler Roads. Route 7 also serves Santa Clara High School, two junior high schools and the South Oxnard Library.

Route 7 has a short travel time per trip and provides service to outlying parts of Oxnard, giving access to services and destinations that otherwise prove challenging to reach. Ridership on this route remains low, carrying the third lowest amount of passengers per year in the system. This route ranks in the third quartile in terms of passengers per hour and subsidy per passenger. One reason for the low ridership on this route may be due in part to portions of this route that are duplicated by routes 1 and 8.

8 OTC – Oxnard College – Centerpoint Mall

Route 8, a local route, connects downtown and south Oxnard to Oxnard College on an average frequency of 45 minutes. The route begins at the OTC, travels on Rose Avenue to the Lemonwood neighborhood, continues to Oxnard College, along Bard Road and end at the CTC. It also serves the Pacific Industrial area, the Ventura County Human Services Agency, Channel Islands High School, College Park and the South Oxnard Library.

Route 8 falls in the middle of the pack in terms of performance. It serves the 7th most passengers per year and is in the second quartile in terms of passengers per hour and in the third quartile in terms of subsidy per passenger. It also provides access to about 10,000 jobs including those in the Westar Industrial area, Oxnard College and surrounding the Centerpoint Mall. As service to Lemonwood is a significant route deviation, Route 8 has been suffering from a decline in ridership. Also, because Oxnard College is served by both the northbound and southbound trips, the potential of passenger confusion increases.

9 Lemonwood – Channel Islands Blvd.

Route 9, a circulator route, serves the Cal-Gisler and Lemonwood neighborhoods in Oxnard on a 50 minute frequency. Beginning at the CTC, Route 9 makes a clockwise loop along the Cal-Gisler neighborhood, returns to CTC then travels east on Channel Islands Boulevard to Lemonwood where the route makes a clockwise loop. This route also serves Channel Islands and Santa Clara High Schools.

Challenges of this route are two slow, one-way loops in neighborhoods, serving the CTC twice within 15 minutes which can be confusing for passengers and a layover in the middle of the route. It also provides access to a limited number of jobs. This route has the second lowest number of passengers per year and sits just above the lowest quartile for passengers per hour and subsidy per passengers.

10 Pacific View Mall – Telegraph – Saticoy

Route 10 is a local route linking midtown Ventura and east Ventura/Saticoy. It begins at the VTC and travels along Telegraph Road to Wells Center and then to the Saticoy neighborhood. Route 10 serves Ventura College, Buena High School and Juanamaria Middle School. Route 10 provides hourly service and a quick trip between the two areas of Ventura. For example, a common trip on Route 10, from Wells Center to Ventura College, is only 5 minutes longer using transit.

This route serves the 10th most passengers per year and falls into the last quartile in terms of passengers per hour and subsidy per passengers. Currently, Route 10 serves a low density area, however, it is expected that the population and ridership will increase due to two large planned developments in east Ventura at Telegraph Road and Wells Road. Another challenge

of this route is that it serves the Wells Center twice within 15 minutes thus offering redundant service, possibly confusing passengers and adding travel time to the route.

11 Pacific View Mall – Telephone – Wells Center

Route 11, a local route, provides service in Ventura between the VTC and Wells Center along Telephone Road and has an average frequency of 35 minutes. It is similar to Route 10 in that it begins and ends at the same locations but it instead utilizes Telephone Road. Route 11 connects a large population to approximately 16,400 jobs. It serves a number of shopping centers, the Market Industrial Area and the County Government Center, which also serves as a major transfer point.

It has a direct route path with well spaced stops allowing it to maintain a good on time performance. Route 11 only has one route deviation with the purpose of providing service to a shopping center, industrial area and the DMV.

15 Esplanade – El Rio – St.John's

Route 15, a circulator route, serves the unincorporated neighborhood of El Rio, connecting it to the Esplanade and St. John's Regional Medical Center and has an average frequency of 50 minutes. The route also provides service to Rio Vista Middle School, the Oxnard Auto Center, Costco and the edge of RiverPark.

A major shortcoming of this route is that it travels around the Auto Center in a one-way loop in both route directions, which slows the route down and can confuse passengers. The Auto Center loop takes about 15 minutes, or 25% of a round-trip but only serves 21 passengers per day or only about 7% of the total daily ridership. Though Route 15 provides vital service to a low-income neighborhood, it serves the least passengers per year of all GCTD routes and is last in terms of passengers per hour and subsidy per passenger.

16 Downtown Ojai – Pacific View Mall

Route 16 is an intercity route that provides hourly service between Ventura and Ojai. The route begins at the VTC, travels on Thompson Boulevard to Ventura Avenue and eventually uses Highway 33 to travel to downtown Ojai, ending at the Ojai Park and Ride.

Route 16 provides a vital link, connecting Ojai to destinations and services in Ventura. Route 16 not only brings those living in Ojai south but it also allows those living in Ventura, Oxnard and Port Hueneme to reach destinations in Ojai. It maintains strong ridership and receives requests for increase of frequency. Due to the long distance traveled on of the route, increasing frequency is quite costly. However, due to its route path, it provides service fairly comparable to the same trip in an automobile.

Route 16 serves the 3rd most passengers per year and is in the first quartile for both passengers per hour and subsidy per passenger. A major shortcoming of this route is that it currently only operates once per hour. Along the more populous corridors of this route, including Thompson Street in Ventura, where there are higher concentrations of businesses, wait time for the bus can be long, discouraging transit ridership.

17 Esplanade – Oxnard College

Route 17 is a local route that serves many neighborhoods throughout Oxnard. Beginning at the Esplanade Shopping Center in north Oxnard, it provides service to RiverPark, travels along Ventura Boulevard then heads south on Rose Avenue, ending at Oxnard College. It also provides service to the south end of El Rio, the Oxnard Auto Center, St. John's Regional Medical Center, the Pacific Industrial area, Channel Islands High School and College Park.

Serving many different areas of Oxnard, Route 17 connects neighborhoods to major trip generators. With few route deviations, passengers can move from one of the city to the other in a short amount of time.

18 Trippers – Oxnard H.S., Pacifica H.S., Ventura H.S., Rio Mesa H.S.

The Route 18 Trippers are a service designed to supplement existing routes and help students get to school. Open to the general public, these routes run while schools are in session with limited trips in the morning and afternoon to coincide with the beginning and end of school days. There are four different Tripper routes that serve Oxnard High School, Pacifica High School, Ventura High School and Rio Mesa High School.

19 20 OTC – 5th – Gonzales Rd.

Routes 19 and 20 are local routes that provide hourly service in the north end of Oxnard. They are loop routes that travel opposite each other. Both begin at the OTC and are bounded by Fifth Street, Victoria Avenue, Gonzales Road and Rice Avenue. They serve Oxnard Airport, the Mexican Consulate, Oxnard High School, Pacifica High School, St. John's Regional Medical Center, medical centers and colleges along Gonzales Road, the Veterans Affairs Center and the industrial area in north east Oxnard.

These routes provide direct service between east and west Oxnard connecting passengers to about 18,400 jobs. These routes serve the 8th most passengers per year but both routes are in the third quartile for passengers per hour and subsidy per passenger.

21 Pacific View Mall – Victoria Ave. – Centerpoint Mall

Route 21 is a local route that travels between south Oxnard and Ventura. Beginning at the CTC, it travels west on Channels Islands Boulevard to Victoria Avenue, turning left on Telegraph Road, terminating at the VTC. Route 21 provides 30 minute peak hour service and hourly service during non-peak times. Route 21 provides service to NBVC, a number of shopping centers, the Ventura County Government Center, Buena High School and Ventura College.

Since its inception in early 2013, Route 21 has quickly grown in ridership and was the 5th most popular route at the end of FY 2014-15. Due to the quick and direct trip it provides between south Oxnard and Ventura, Route 21 carries passengers to the VTC in less time than Route 6 and from a further distance. This route falls into the second quartile for passengers per hour and subsidy per passenger.

Route 22 is a local route that began service in July of 2015 and provides direct service between north Oxnard and east Ventura every 50 minutes. Beginning at Wells Center, it travels along Wells Road to Vineyard Avenue to Central Avenue, taking Rose Avenue south to Gonzales Road to Rice, terminating in the unincorporated neighborhood of Nyeland Acres. It services to Juvenile Justice Center, Rio Mesa High School, St. John's Regional Medical Center, medical centers and colleges along Gonzales Road, the Veterans Affairs Center.

Route 22 provides a fast way to travel between Oxnard and east Ventura, cutting travel time by an hour in each direction. Using alternative streets, like Los Angeles Avenue and Vineyard Avenue, and limited stops, Route 22 provides passengers living in east Ventura quicker access to St. John's Regional Medical Center, County facilities, and other medical facilities on Gonzales Road. It also gives those living in Nyeland Acres direct service to Rio Mesa High School and services in east Ventura.

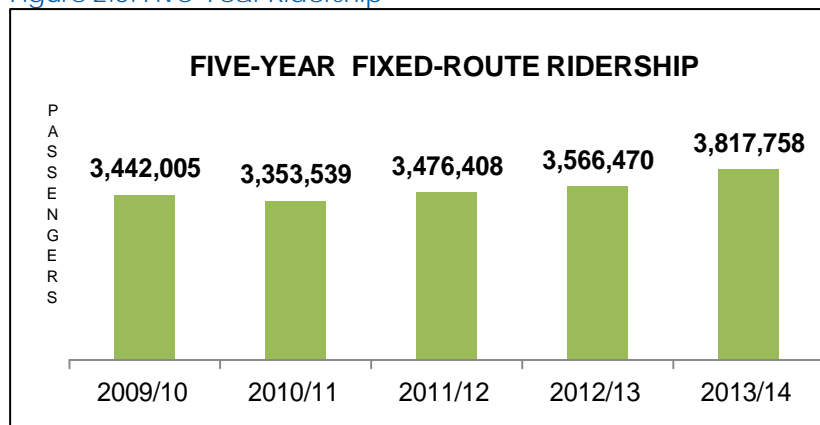
FIXED-ROUTE RIDERSHIP BY ROUTE

In FY 2013-14, GCTD's fixed-route service served 3,817,758 passengers. The following table presents the fixed-route ridership by route for that period.

Table 2.2: FY 2013-14 Ridership by Route

Route	Route Name	FY 13/14 Unlinked Passengers
1A & 1B	Port Hueneme – OTC	600,854
2	Colonia – Downtown	100,901
3	J St – Centerpoint Mall – Base	105,002
2 & 3	<i>Route 2 & 3 Combined</i>	205,903
4A & 4B	North Oxnard	297,858
5	Hemlock – Seabridge – Wooley	100,525
6	Oxnard – Ventura – Main Street	1,046,340
7	Oxnard College – Centerpoint – PV Rd	77,481
8	OTC – Centerpoint – Oxnard College	169,664
9	Lemonwood – Channel Islands	62,197
11	Telephone Road – Wells Center	243,444
14	RiverPark – Nyeland Acres	53,720
15	El Rio – Esplanade	69,916
14 & 15	<i>Route 14 & 15 Combined</i>	123,636
10	Telegraph Road – Saticoy	104,951
16	Downtown Ojai – Pacific View Mall	311,561
10 & 16	<i>Route 10 & 16 Combined</i>	416,512
17	Esplanade – Oxnard College	69,223
18	Trippers (OHS, VHS, PHS)	54,065
19	Gonzales – OTC – 5 th – Airport	68,274
20	Eastman – Lombard – Sturgis – Shuttle	49,223
21	Victoria – Ventura – Port Hueneme	232,559
TOTAL	GCT System YTD – YEAR END	3,817,758

Figure 2.3: Five-Year Ridership



PARATRANSIT SERVICE OVERVIEW

GCTD's "GO ACCESS" provides paratransit service for people with disabilities and senior citizens located within the GCTD service area. GO ACCESS offers complementary paratransit service for ADA certified individuals with disabilities and persons age 65 and older. Paratransit service differs from fixed-route service in that customers reserve their trips by phone at least one day in advance. Riders are usually picked up at the curb outside their origin and dropped off at the curb outside their destination. Riders can use GO ACCESS for any purpose to any destination within the GCTD service area.



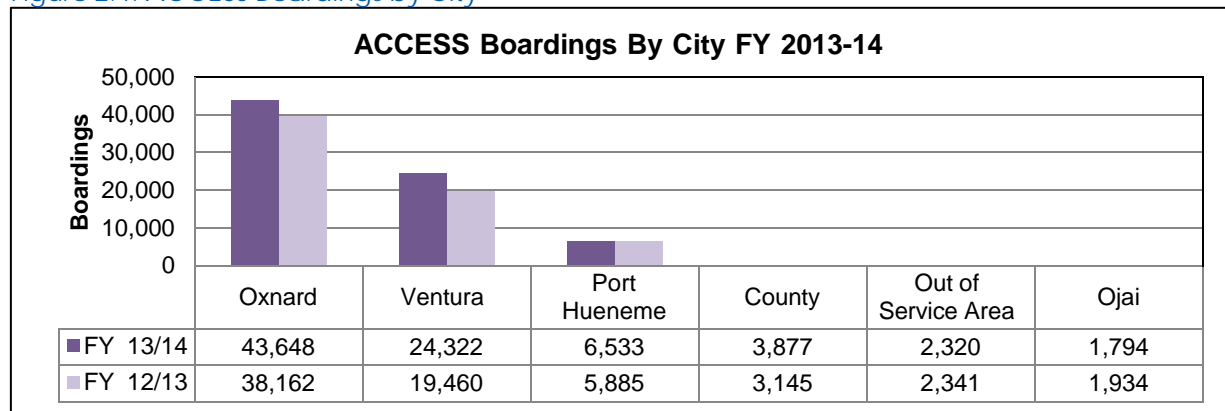
GCTD is required to ensure all ADA paratransit service provided is compliant with FTA regulations. Whenever fixed-route services are delivered, comparable ADA paratransit service must be offered and available to persons whose disabilities prevent them from effectively using the local fixed-route services. Service must be available the same days and hours, serve the same geographic area and provide passengers similar travel times experienced on fixed-route service.



In FY 2013-14, the GO ACCESS paratransit system transported 82,495 passengers, an increase of 16.3 percent from the previous year. In 2015, as part of the District's rebranding efforts, a new "GO ACCESS" logo and paint scheme for the vehicles was introduced. At the same time, GCTD purchased new, smaller paratransit vehicles in order to improve fuel economy and ease of access.

GCTD currently contracts its paratransit service to MV Transportation, a private passenger transportation contractor that is based at an off-site facility in Oxnard. The agreement between GCTD and MV facilitates GCTD oversight of GO ACCESS.

Figure 2.4: ACCESS Boardings by City



FARE STRUCTURE

The full adult fixed-route cash fare is \$1.50 per trip. GCTD also offers a reduced fare of \$0.75 to seniors (age 65-74), persons with disabilities, and Medicare card holders. Transfers, valid for 2 hours, are provided upon request when the fare is paid. Seniors 75 years of age and over can ride free at any time and children 45 inches and under can ride free when accompanied by a paying adult.



In addition to cash fares, GCTD sells a 1-Ride Pass, 15-Ride Pass, Day Pass, and 31-Day Pass. Tickets and passes are sold at the Customer Service Center, by mail order, or at an authorized ticket outlet.

GO ACCESS fares are \$3.00 per one-way trip. The ADA limits the fare for a one-way paratransit trip to twice the base adult fare for the fixed-route service. Passengers riding to and from the County Senior Nutrition Program may ride free.

GCTD and VCTC Intercity bus service have established a friendly agency transfer agreement where each operator accepts the other's transfers as a valid fare to complete their trip. GCTD previously accepted the VCTC GoVentura Smartcard on its buses until it was discontinued in July 2015. In order to facilitate passengers who use multiple systems, GCTD now accepts VCTC's 1-Ride and 31-Day passes on board its buses and receives reimbursement for those trips. However, GCTD does not currently accept VCTC's 10-Ride pass.

Opportunities in the future may include development of a smartcard, similar to the TAP card. LA Metro's TAP card is used by all 26 transit providers in LA County and is the largest such program in the country.

PASSENGER INFORMATION

GCTD system maps and schedule information for each route are available online at www.goldcoasttransit.org. The Bus Book, published for each service change, is provided free online, onboard every bus, at the Customer Service Center, at GCTD's ticket outlets and at over



65 locations throughout the service area. Trip planning assistance and service information is available by calling or visiting the Customer Service Center located in the Oxnard Transit Center Monday-Friday, from 7 a.m.-7 p.m. Additionally, GCTD Trip Planning is available through Google Maps online and via smartphone. Passengers and staff can also access real-time predictive bus arrival information through the cloud-based application NextBus.

REGIONAL SERVICE COORDINATION

VCTC Intercity Bus service provides connections to cities and neighboring counties outside of the GCTD service area. GCTD does not have any timed transfers with VCTC, but does coordinate times where feasible to facilitate transfers between systems. As mentioned previously, GCTD accepts transfers from VCTC, as well as their 31-Day and 1-Ride passes.

Metrolink and Amtrak operate limited commuter rail between Ventura County and the Los Angeles region. GCTD has 10 routes that connect with these rail services at the Oxnard Transit Center. There is also a Metrolink stop in east Montalvo and an Amtrak stop in downtown Ventura. GCTD accepts Metrolink and Amtrak passes to allow commuters to complete trips with these services.

OTHER MUNICIPAL OPERATORS

The Ojai Trolley, operated by the City of Ojai, operates two fixed trolley routes servicing Ojai, Meiners Oaks and Mira Monte. GCTD coordinates transfers to Route 16 (Downtown Ojai-Pacific View Mall) with the Trolley service to help provide passengers easier connections to and from the Ojai Trolley.

The Ventura Trolley, operated by the Downtown Ventura Partnership, provides free shuttle service between downtown Ventura and the Ventura Harbor via Pierpont. The Ventura Trolley does not have any scheduled connections with GCTD service.

The Harbor and Beaches Dial-a-Ride, currently operated by the City of Oxnard, provides general public dial-a-ride service to and from the Harbor and beach areas in Oxnard, Port Hueneme and the County, namely along Harbor Boulevard, generally where bus service is not currently provided. It serves to transport residents within this area and to transit centers where passengers can transfer to GCTD service.

OTHER VENTURA COUNTY TRANSPORTATION OPTIONS

While this SRTP is focused on GCTD service, there is a variety of transportation options available in Ventura County in addition to public transportation such as car-sharing, carpooling, vanpooling, on demand services and bicycle and pedestrian networks. GCTD intends to work in cohesion with other modal options to help provide the best service to meet passengers' needs. The cities of Oxnard and Ventura and the County of Ventura have bicycle master plans that help show the investment in alternative modal options and plan for the future. Bike networks and programs help to bridge the gap of last mile connections and make transit a more viable option for our community. Additionally, VCTC has a countywide bicycle lane map and is working to

complete a bicycle wayfinding project, all of which helps to increase the attractiveness of alternative modal options.

Along the same lines, as alternative transportation options evolve and grow in popularity, such as on-demand services like Uber and car-sharing programs like Zipcar, GCTD intends to work cooperatively with alternative modal options to help modality in its service area.

Additionally, GCTD resolves to keep abreast of technological changes that help improve modality options and public transportation specifically. Along with GCTD service, the mobility and accessibility provided by these options are critical to the quality of life of the residents in the County. Access to social and medical services, employment opportunities, educational resources, and basic necessities are topics of concern for GCTD and other county agencies in developing transportation plans to meet public need. Website links to each of these providers is included on GCTD's website at www.goldcoasttransit.org.

Figure 2.5: Ventura County Fixed-Route Transit System



Source: VCTC SRTP (Nelson Nygaard) 2015

CHAPTER 3

SERVICE AREA CHARACTERISTICS & DEMOGRAPHICS

Population growth, changes in demographics, and transportation choices available to those in GCTD's service area provide the framework for planning a cohesive system that can meet the increasing need for an expanded and sustainable public transit system.

GCTD staff reviews major development plans that may require changes to the service area network on a regular basis. Transit needs affected by economic downturns, relocation of employment centers or other changes are also taken into account. In keeping with GCTD's adopted goals, shifts in population as a result of residential developments and/or new commercial centers are considered when developing service plans.

VENTURA COUNTY POPULATION & ECONOMIC FORECAST

Ventura County has a population of 840,000 people and a total of 314,000 wage and salary jobs. Four of the five most densely populated areas in the county and the two cities with the highest job concentration fall within the GCTD service area. The average salary per worker in the county is \$62,514 and the income per capita is \$50,185.

From 2008-2013, the Ventura County population increased at an annual average rate of 0.7 percent. This growth was due entirely to the natural increase (new births), as overall net migration was negative. However, since 2013, job growth accelerated across Southern California, with total employment advancing by 2.7 percent. Ventura County added 5,900 jobs, representing an increase of 1.9 percent. The unemployment rate improved substantially, dropping from 9.0 percent in 2012 to 7.8 percent in 2013.

The California Department of Transportation's Economic Analysis Branch's (EAB) forecast has indicated that population growth is expected to remain moderate in Ventura County. Between 2014 and 2019, growth will average 0.9 percent per year. In 2014, total employment is projected to increase by 1.9 percent. Over the entire 2014-2019 period, the annual growth rate is expected to average 1.9 percent per year.

Figure 3.1: New Residential Units Forecast

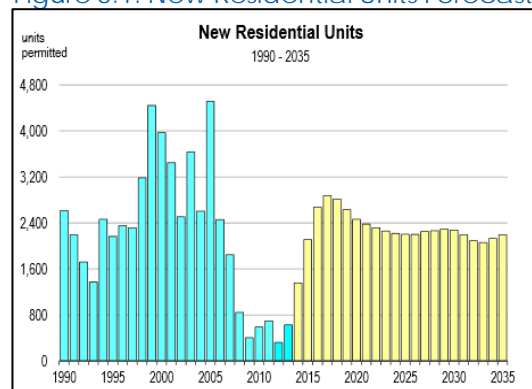
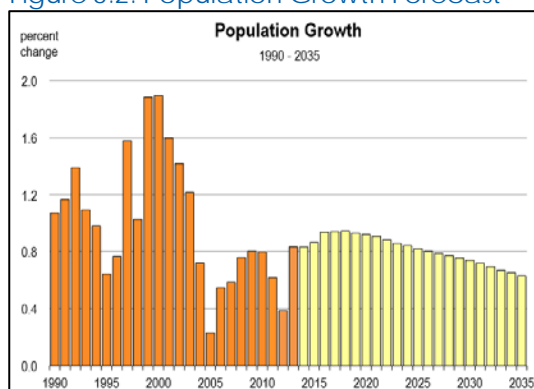


Figure 3.2: Population Growth Forecast



ECONOMIC DATA

According to US Census data, the majority of GCTD's service area has lower income or higher unemployment than the national average. Only six census tracts in the service area are not considered economically distressed in any way based on these criteria.

Economically Distressed Areas

Of the 72 census tracts that GCTD serves, 28 are considered "economically distressed areas," having **both** a per capita income that is 80% or less of the national average **and** an unemployment rate that is 1% greater than the national average. These areas are highlighted in red in the map to the right.

Census Tracts with Income below the National Average

Thirty-one census tracts in the GCTD service area have a per capita income of 80% or less of the national average. Of these, 56% are below the national average income level and 54% are below the California average income level. These areas are highlighted in blue in the map below.

Census Tracts with Unemployment 1% Higher than the National Average

Sixty-three census tracts have an average unemployment rate of 1% greater than the national average, with an average of a 10.8% unemployment rate in the last 12 months. These areas are highlighted in yellow on the map below.

Figure 3.3:
Economically Distressed Areas

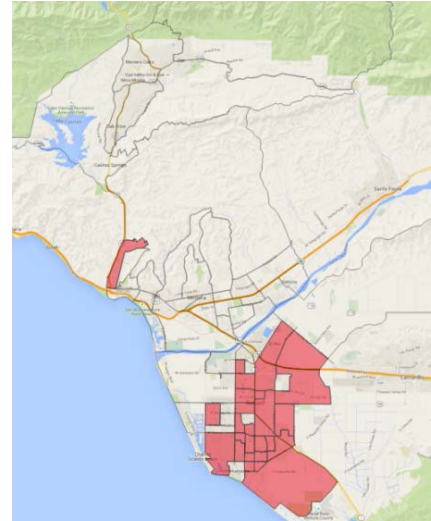


Figure 3.4: Income Below
National Average

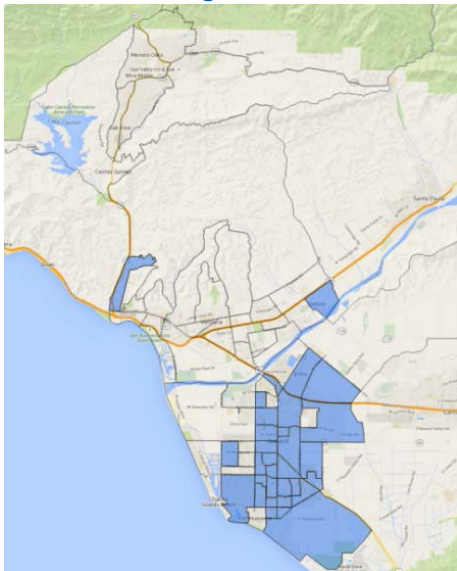
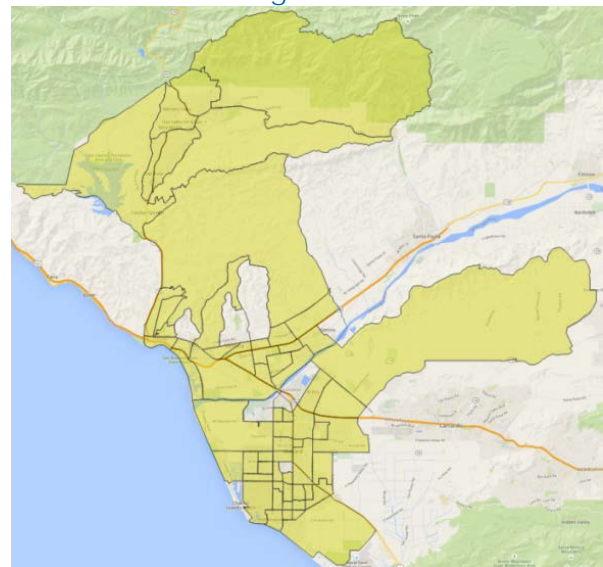


Figure 3.5: Unemployment Higher
than National Average



DEMOGRAPHICS

Understanding population demographics and trends is essential when identifying necessary actions to upgrade service and mobility options. These are factors that GCTD planners have considered when developing service scenarios for this Short Range Transit Plan.

The maps below show demographic data for GCTD's service area. Other demographic indicators (e.g. seniors, persons with disabilities, students and persons with no automobile available) are also shown on the following pages.

It should be noted that data for military institutions are excluded from data used to create the following maps.

Figure 3.6: Population Density

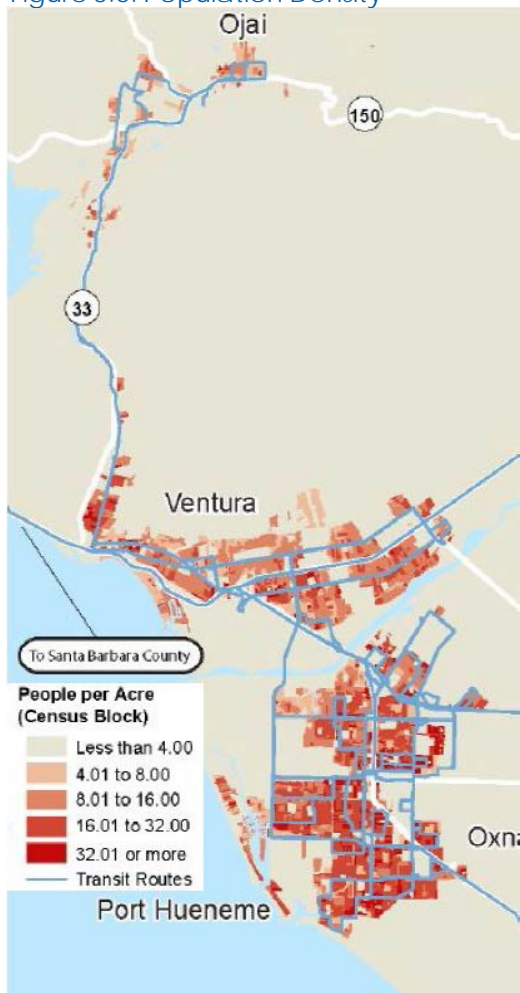
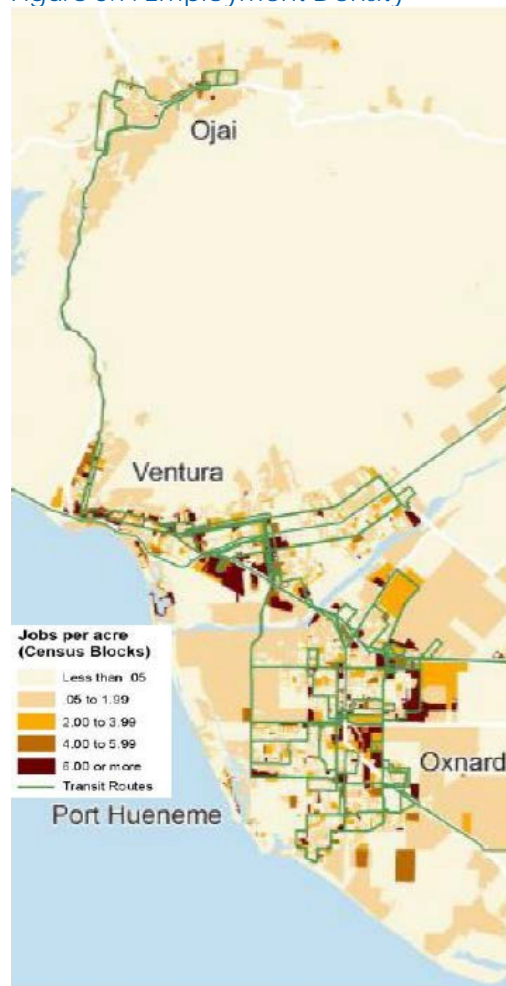
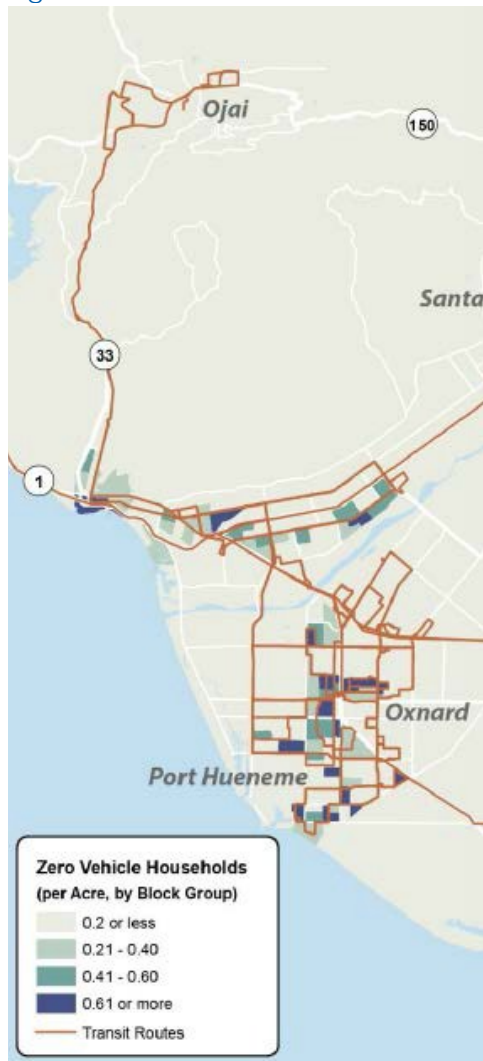


Figure 3.7: Employment Density



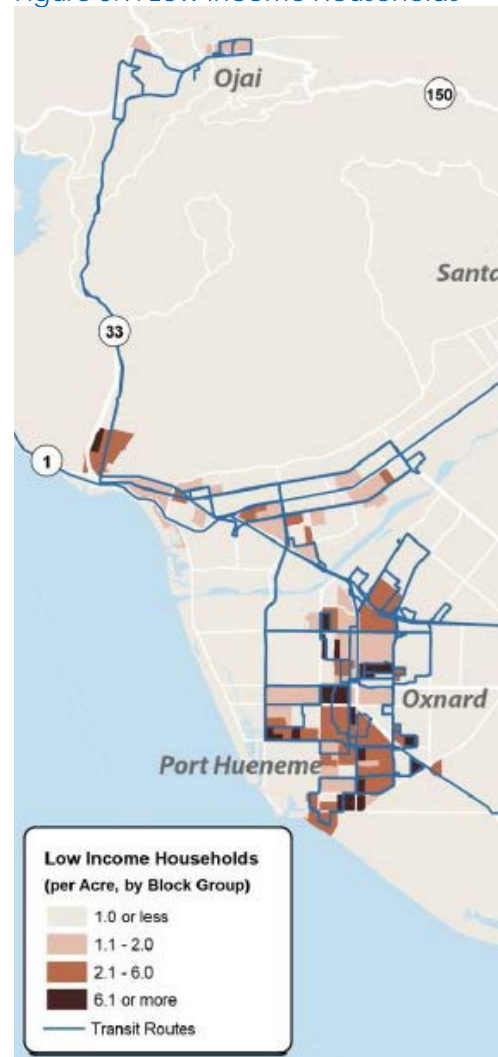
Source: VCTC SRTP (Nelson Nygaard) 2015

Figure 3.8: Zero Vehicle Households



Source: VCTC (Nelson Nygaard) 2015

Figure 3.9: Low Income Households



MILLENNIALS

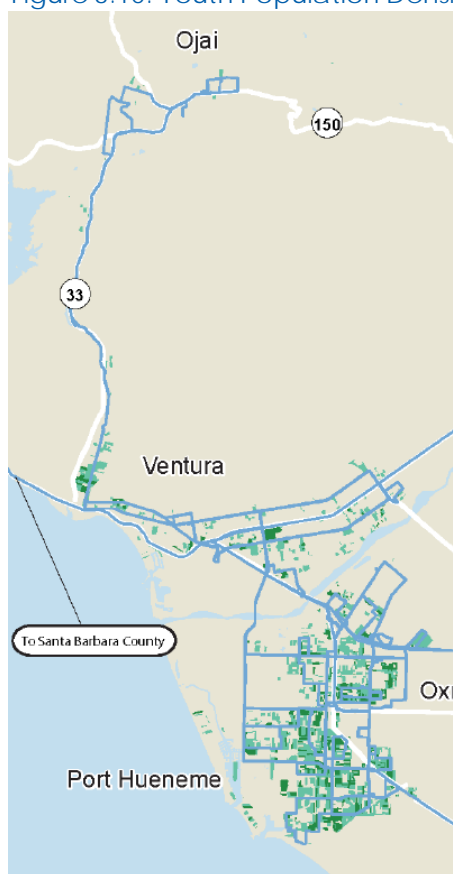
According to the American Public Transit Association's report on "Millennials & Mobility," the Millennial Generation has the potential to have the greatest impact on transit usage in our nation. With their dexterity with technology and general preference for a more urban lifestyle (whether they live in cities or in suburbs), Millennials tend to choose the best transportation mode (driving, transit, taxi, bike, or walk) based on the trip they are planning to take. Millennials are starting careers during economically constrained times, many still living with parents, and don't view car ownership to be as important as the previous generations did. As the Millennial population of Ventura County grows, it is expected that the demand for more transit options and technological amenities such as real-time arrival apps and mobile payment options will greatly increase.

SENIORS & PERSONS WITH DISABILITIES

As the number of seniors in Ventura County grows in the coming years, GCTD anticipates an increased need for expanded and enhanced public transportation services. Senior citizens and people with disabilities rely on the District's services for their daily mobility. All GCTD vehicles are equipped for wheelchairs and other mobility devices. Increased demand for service to medical facilities and shopping centers due to this shift is likely.

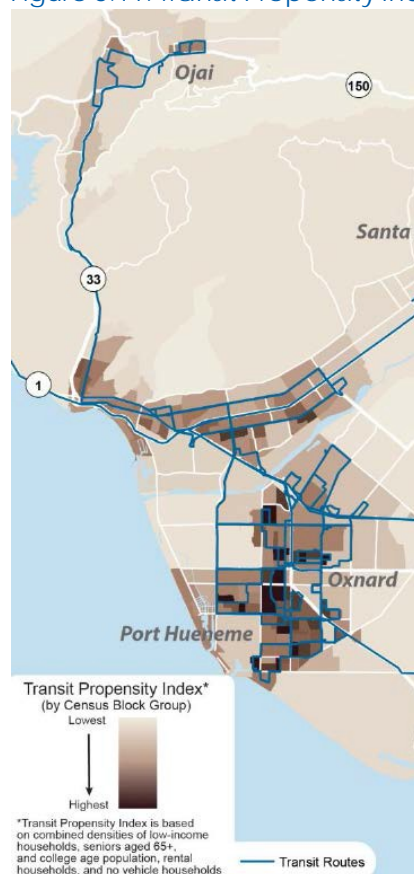


Figure 3.10: Youth Population Density



Source: VCTC SRTP (Nelson Nygaard) 2015

Figure 3.11: Transit Propensity Index



TRANSIT PROPENSITY INDEX

Transit propensity combines densities of young adults, seniors, low income population, renters and households without vehicles. This index, provided by VCTC, reflects a strong indication of the relative and collective demand for transit in GCTD's service area.

MAJOR TRIP GENERATORS

Transit service levels are essential in supporting travel needs to major destinations (trip generators) within GCTD's service area. These include the Government Center in Ventura, central business districts and other commercial areas of each community in the west County, two community colleges, primary and secondary schools, major health-related facilities (including two hospitals, and various medical centers), and significant recreational and entertainment facilities. Descriptions of major trips generators in the GCTD service area are provided below.

Transit Centers – The highest ridership in the GCTD service area comes from its three transit centers: the Oxnard Transit Center (OTC), located in downtown Oxnard at the train station; the Ventura Transit Center (VTC), located at the Pacific View Mall in midtown Ventura; and the C St. Transfer Center (CTC), located at the Centerpoint Mall in south Oxnard. The OTC is served by Routes 1A, 1B, 2, 3, 4A, 4B, 5, 6, 8, 19 and 20. The VTC is served by Routes 6, 10, 11, 16 and 21. The CTC is served by Routes 1A, 1B, 3, 7, 8, 9 and 21.

Ventura College – After the transit centers, Ventura College is the largest trip generator. It is served by Route 6, operated on a 23 minute frequency, Route 10, operated hourly, and Route 21, operated on a 30 minute peak frequency. These routes connect Ventura College to the VTC, the Government Center, Ventura County Medical Center (VCMC), Community Memorial Hospital (CMH), downtown Ventura, Ventura Avenue, east Ventura, Wells Center and the Montalvo neighborhood in Ventura, as well as the Esplanade, OTC, shopping centers in Oxnard and Port Hueneme, Channel Islands Harbor and the CTC.

Oxnard College – Oxnard College has high ridership and is served by Route 8, operated on a 45 minute frequency, and Route 17, operated on a 50 minute frequency. These routes connect Oxnard College to the OTC, the CTC, north Oxnard, St. John's Hospital, El Rio, RiverPark and the Esplanade.

VCMC and CMH – The medical centers in Ventura also serve as major trip generators, and are served by Route 6 on a 23 minute frequency. This route connects employees to downtown Ventura, Ventura Avenue, the VTC, the Government Center, the Montalvo neighborhood, the Esplanade, and the OTC.

St. John's Regional Medical Center – St. John's is served by Route 4A, operated on a 50 minute frequency; Route 4B, operated on a 30 minute frequency; Route 17, operated on a 50 minute frequency; Route 19, operated on an hour frequency; Route 20, operated on an hour frequency; and Route 22, operated on a 40 minute frequency. These routes connect St. John's Regional Medical Center to north Oxnard, south Oxnard, the OTC, Nyeland Acres, the Juvenile Justice Complex, east Ventura and Saticoy, the Wells Center, the Auto Center, El Rio, Oxnard College, RiverPark and the Esplanade.

Naval Base Ventura County – The biggest employer in western Ventura County is Naval Base Ventura County in Port Hueneme, which employs 18,000 people, including both military personnel and civilian employees. Route 3 currently provides service near the main gate at Sunkist on a 50 minute frequency and connects the Base to the CTC and OTC. Route 1, which operates on a 21 minute frequency, serves the entrance on Bard Road and also provides

service to the CTC, OTC and Port Hueneme. Route 21, which operates on a 30 minute peak frequency, serves the Patterson Gate and provides service to the CTC and Ventura.

County of Ventura Government Center – The second biggest employer in the GCTD service area is the County of Ventura, which employs over 8,000 people. The Government Center, located on Victoria Avenue and Telephone Road, is served by Route 6, operated on a 23 minute frequency; Route 11, operated on a 30-40 minute frequency; and Route 21, operated on a 30 minute peak frequency. These routes connect the Government Center to Ventura College, the VTC, VCMC, CMH, downtown Ventura, Ventura Avenue, east Ventura, Wells Center, the DMV and the Montalvo neighborhood in Ventura, as well as the Esplanade, OTC, shopping centers in Oxnard and Port Hueneme, Channel Islands Harbor and the CTC.

MAJOR NEW DEVELOPMENTS

RiverPark and The Village (Oxnard)

These two major new developments are expected to significantly increase travel demands in GCTD's service area. RiverPark began operation in 2012 and is nearly built-out. The project includes single family homes, condos and apartments, increasing population in the area by approximately 10,000. All are within walking distance to *The Collection*, a major enterprise that includes stores, shops, office spaces, an entertainment center and two schools.



The Village, a mixed-use development currently under construction, is located south of Highway 101 and adjacent to Oxnard Boulevard and is in close proximity to RiverPark. The development has plans for 1,500 residences and 50,400 square feet of commercial retail space.

Route 17 currently serves RiverPark, on a 50 minute frequency that connects it to the Village, the Esplanade, El Rio, the Auto Center, St. John's Hospital and Oxnard College. The Village is also served by Route 17 and by Route 6, which connects it to the OTC, government center, Ventura College, the VTC, the medical area in Ventura, downtown Ventura and Ventura Avenue. GCTD service is planned to expand in these areas in order to meet increased public transit needs over the next two years. Plans for potential additional service in this can be found in Chapter 8.

CMH / VCMC Expansion (Ventura)

Both the Community Memorial Hospital (CMH) and the Ventura County Medical Center (VCMC) located along Loma Vista Road in Ventura are undergoing significant expansion projects that, once complete, will increase demand to these facilities. CMH and VCMC are currently served by Route 6, connecting them to downtown Ventura, Ventura Avenue, the VTC, the Government Center, the Montalvo neighborhood, the Esplanade, and the OTC. GCTD service is projected to expand in order to meet increased public transit needs over the next two years.



Westside Ventura

The Westside of Ventura, including the downtown corridors along Thompson Blvd and Main Street, as well as neighborhoods along Ventura Avenue, is expected to see a continued growth through various infill projects. There are roughly 400 residential units planned with an additional 650 residential units proposed. Current proposals developments include two projects, a 50 unit affordable senior living facility and a 320 unit apartment complex including 180 public housing units, located on or near Ventura Avenue. GCTD service is projected to expand in this area as well in order to meet increased public transit needs over the next two years.

Figure 3.12: Concentration of Jobs & Major Employment Centers in GCTD Service Area

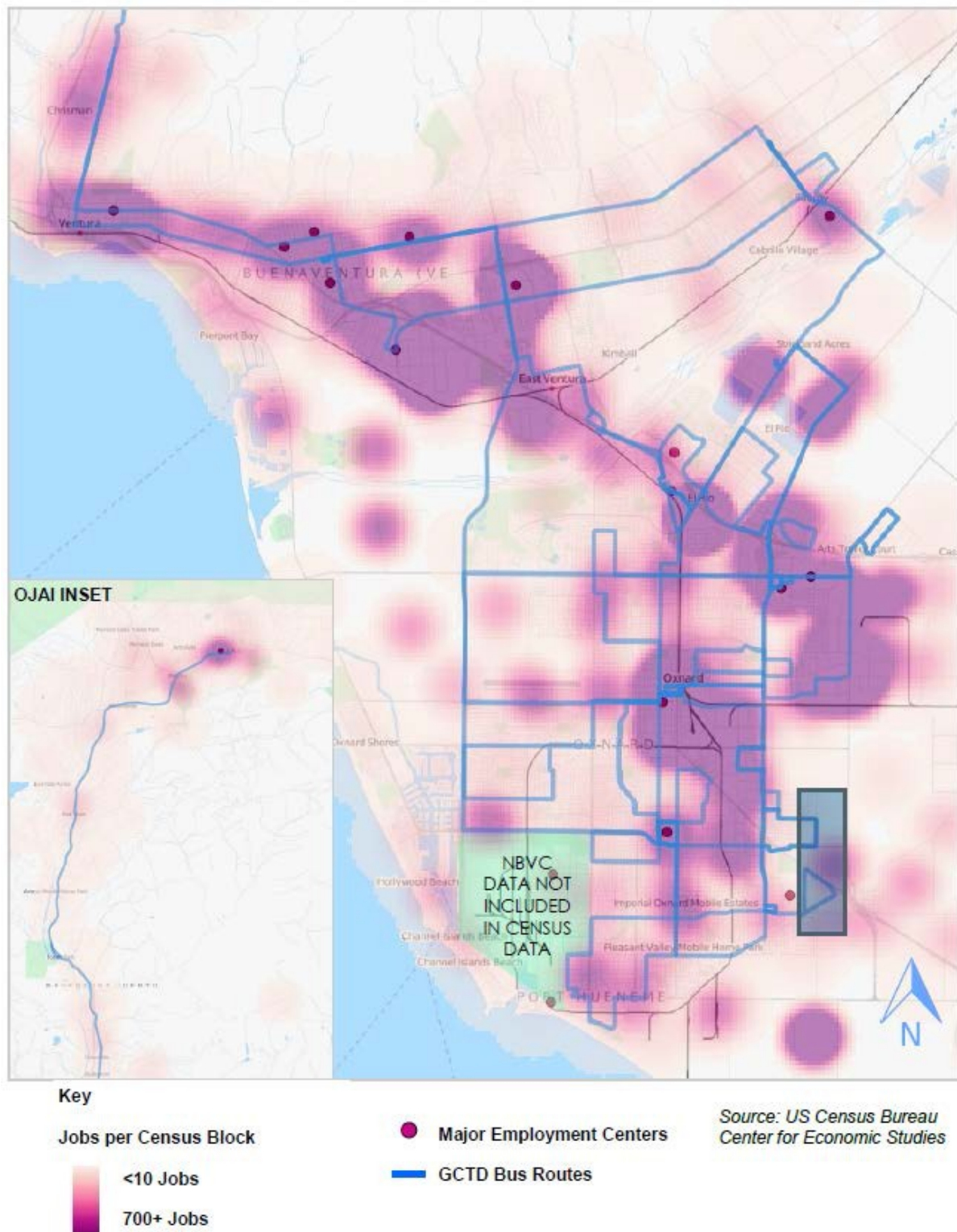
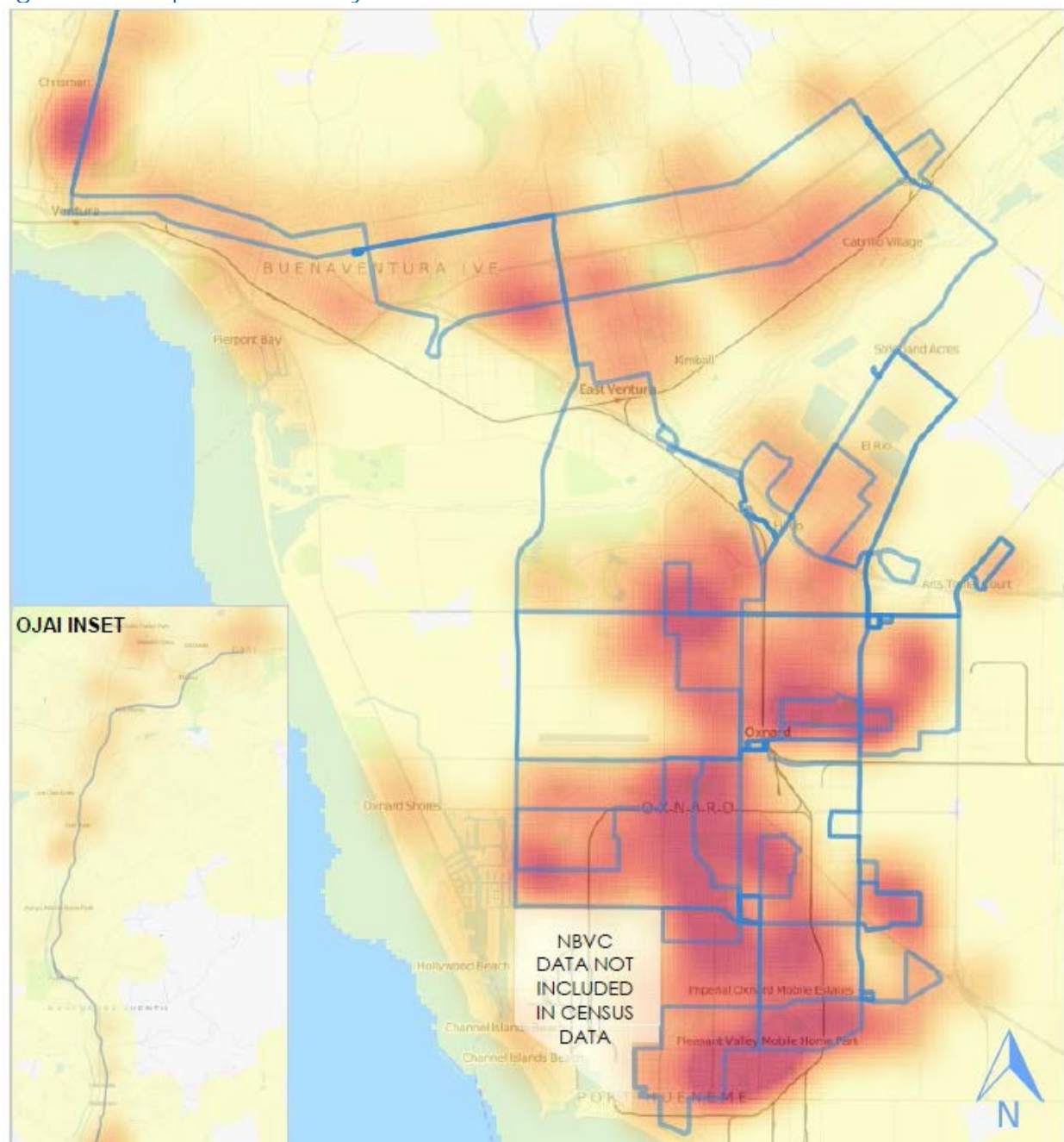
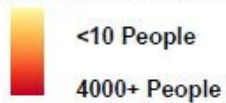


Figure 3.13: Population Density in GCTD Service Area



Key

People per Census Block



Bus Routes

Source: US Census Bureau
2010 Census

CHAPTER 4

FY 2013-2014 FINANCIAL DATA

This section reflects GCTD's financial data for FY 2012-13 and FY 2013-14. This data is derived from the District's 2014 Comprehensive Annual Financial Report (CAFR). The CAFR is in conformance with the principles and standards for financial reporting set forth by the Government Accounting Standards Board (GASB).

Operating Revenue as described below, is based on a combination of federal, state and local sources, passenger fares, advertising and other revenue. Operating Expenses are developed through GCTD's annual budget process. Projected operating revenue and expenses for GCTD's five-year planning period are presented in Chapter 7.

Table 4.1: GCTD Operating Revenue FY 2013-14 & FY 2012-13

	2014	2013	Increase (Decrease)	% Increase (Decrease)
Operating Revenues:				
Fixed Route Passenger Fares	\$ 3,386,373	\$ 2,908,016	\$ 478,327	16.4%
ACCESS Paratransit Fares	\$ 328,541	\$ 240,054	\$ 88,487	36.9%
Total Operating	\$ 3,714,914	\$ 3,148,100	\$ 566,814	18.0%
Non-operating:				
Local Assistance	\$ 9,631,812	\$ 8,976,086	\$ 655,726	7.3%
Federal Funding	\$ 4,733,271	\$ 3,855,259	\$ 878,012	22.8%
State Funding	\$ 192,000	\$ 196,076	\$ (4,076)	-2.1%
Other	\$ 259,485	\$ 466,746	\$ (207,261)	-44.4%
Total Non-operating	\$ 14,816,568	\$ 13,494,167	\$ 1,322,401	9.8%
Total Revenues	\$ 18,531,482	\$ 16,642,267	\$ 1,889,215	11.4%

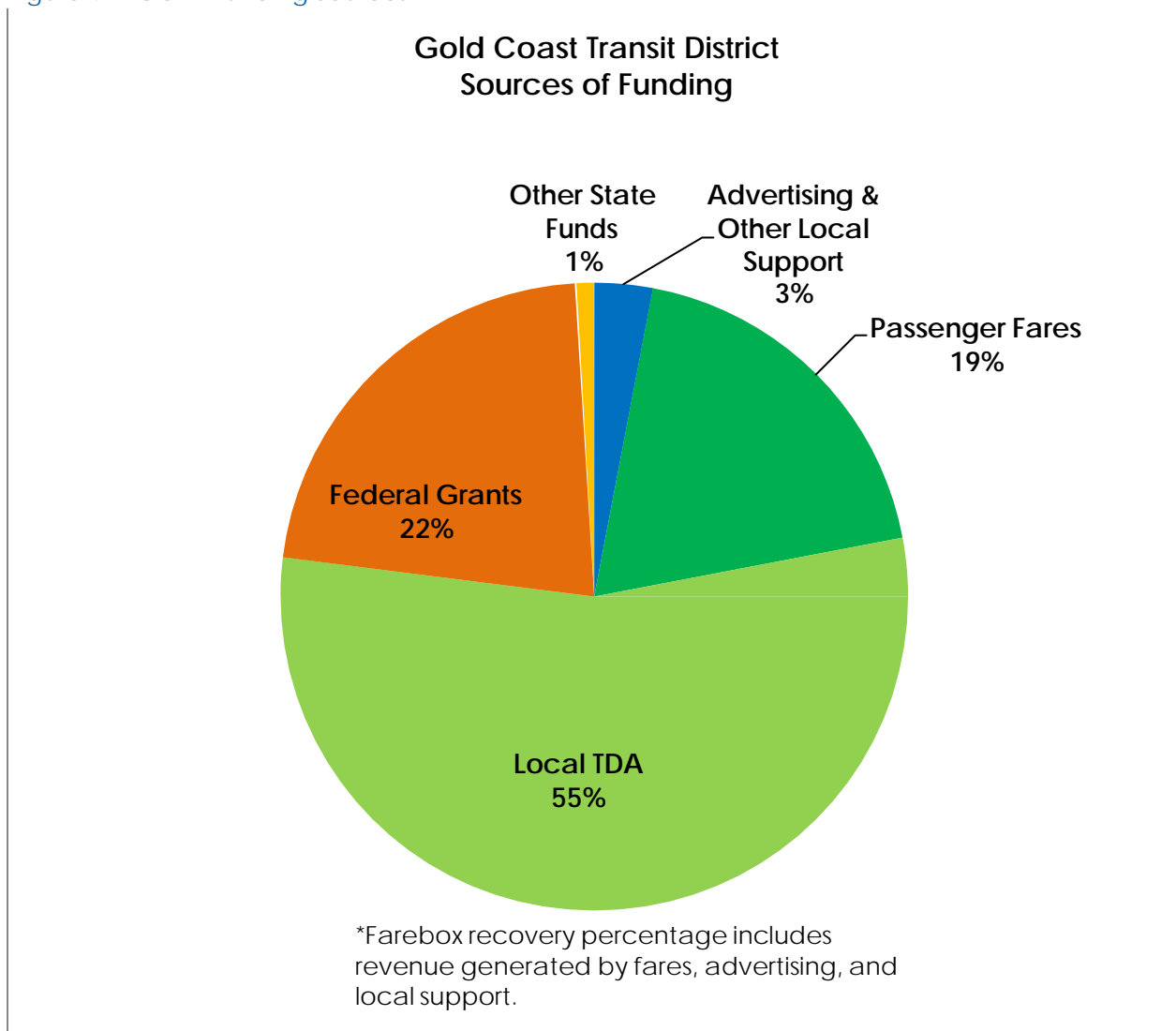
Table 4.2: GCTD Operating Expense FY 2014 & FY 2013

	2014	2013	Increase (Decrease)	% Increase (Decrease)
Operating Expenses				
Vehicle Operation	\$ 10,431,838	\$ 9,171,277	\$ 1,260,561	13.7%
Vehicle Maintenance	\$ 2,917,575	\$ 2,468,149	\$ 449,426	18.2%
Planning and Marketing	\$ 722,554	\$ 848,095	\$ (125,541)	-14.8%
Operations and administration	\$ 1,917,331	\$ 1,921,105	\$ 26,226	1.4%
Paratransit	\$ 2,512,184	\$ 2,233,641	\$ 278,543	12.5%
Operating Expen. Before Depr.	\$ 18,531,482	\$ 16,642,267	\$ 1,889,215	11.4%
Depreciation	\$ 2,519,756	\$ 2,924,100	\$ (404,344)	-13.8%
Total Operating Expenses	\$ 21,051,238	\$ 19,566,367	\$ 1,484,871	7.6%

FUNDING SOURCES

The provision of sustainable and permanent transit funding sources, along with local matching funds sufficient to provide the desired level of service, are the primary factors in ensuring that the most attainable transit service is available. The following provides an overview of GCTD's funding sources. The actual funding amounts expected to be available to GCTD from various sources over the next five years is discussed in Chapter 7.

Figure 4.1: GCTD Funding Sources



FIXED-ROUTE FARES

Passenger fares are set by the Board of Directors and changed when necessary by the Board. GCTD provides reduced fares for seniors and persons with disabilities in full compliance with the ADA.

The fare structure plays an important role in meeting the farebox recovery ratio (FBRR) required by the California Transportation Development Act (TDA). The FBRR is the percentage of an

agency's operating cost that is recovered through passenger fares. In order to continue receiving funding through TDA, GCTD is required to maintain a minimum FBRR of at least 20% for fixed-route and 10% for paratransit. Local funds as well as advertising and other revenue may be included in the FBRR calculation. An analysis provided in the CAFR indicates that in FY 2013-14 GCTD has a FBRR of 24.2% for fixed-route and 13.1% for paratransit; for a combined FBRR of 22.5%. Over the past several years GCTD has maintained a FBRR that meets TDA requirements.

It is recognized that decisions for raising fares are difficult. While generating more revenue, fare increases levy an additional burden on riders, and may even lead to a decrease in ridership. The potential effects of a fare increase must be weighed against the ability of the transit operator to maintain existing service or enhance service without additional revenue. GCTD last raised its fares in two phases: the first on January 24, 2010, and again on August 21, 2011. This Short Range Transit Plan does not recommend any additional fare increase at this time.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The major portion of TDA funding is provided through the Local Transportation Fund (LTF). The majority of funds must be used primarily for transit purposes. TDA-LTF, a quarter-cent state sales tax provided by the TDA of 1971, provides the largest annual subsidy to GCTD.

FEDERAL GRANTS

Federal funds that GCTD receives for operations are discussed below.

- **FTA 5307 Urbanized Area Formula Program** - A mainstay of transit funding for transit agencies across the country is the FTA's Urbanized Area (UZA) Formula Program (Section 5307). It is GCTD's primary source of federal funding.
- **Congestion Mitigation and Air Quality (CMAQ)** - CMAQ funds are available to metropolitan areas that are not in compliance with federal air quality standards. They provide partial funds for capital needs and operating purposes (up to three years) for implementation of demonstration projects designed to mitigate ozone or carbon monoxide. Ventura County is non-compliant with air quality standards and is eligible for CMAQ funds. GCTD has previously received CMAQ funds for its Route 17 Esplanade-Oxnard College and Route 21 Victoria Avenue service projects. Most recently, GCTD has been awarded CMAQ funds for its new Route 22 Saticoy-St. John's-Nyeland Acres, linking east Ventura directly to Oxnard.
- **Jobs Access Reverse Commute (JARC)** - JARC funds were established to provide transportation to and from jobs as a means of addressing challenges faced by welfare recipients and low income persons seeking to obtain and maintain employment. JARC funds are no longer awarded, but previous funds supported implementation of GCTD Routes 19 and 20, OTC-Fifth St.-Gonzales Rd. These two routes serve Oxnard's medical and industrial facilities located west of Rose Avenue.

- **Section 5339- Bus and Bus Facilities** – This formula program was authorized under MAP-21 to provide capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

STATE TRANSIT ASSISTANCE

In addition to LTF funding, the TDA includes State Transit Assistance (STA) funds, comprised of a portion of the sales tax on fuel. These funds are available only for transit expenses. GCTD has historically used STA funds for operating costs but it can be used for capital costs as well.

OTHER STATE TRANSIT SUBSIDY SOURCES

These subsidies are the result of fairly recent legislative activity and bond measure passage.

- **Cap-and-Trade** – California has established a market-based “cap-and-trade,” or Low-Carbon Transit Operations Program (LCTOP), to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-trade sets a limit, or cap, on GHGs and minimizes the compliance costs of achieving GHG reduction. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. While this is a recent funding source, and GCTD receipts are expected to be minimal (under \$100,000) initially, the District expects to receive an increasingly larger annual amount from the LCTOP.
- **Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA)** – PTMISEA was created by Proposition 1B, the Highway Safety, Traffic Reduction Air Quality and Port Security Bond Act of 2006. PTMISEA projects typically do not require a local funding component. PTMISEA funds have been provided in support of GCTD’s Vehicle Annunciators, replacement buses, paratransit vehicles and the new Administration and Operations Facility.
- **Proposition 1B Security Funds** – 1% of the overall Prop 1B funds are allocated to security projects. GCTD has used these funds to purchase laptops for supervisor vehicles, the Customer Service Center security enhancements and will help fund security projects for the new Administration and Operations Facility.

MEDI-CAL MAA REIMBURSEMENT FOR PARATRANSIT

This funding is based on a Medical Administrative Activities (MAA) Claiming Plan agreement with Ventura County that allows GCTD to claim reimbursement for 50% of GO ACCESS trips provided to qualified recipients to eligible destinations.

ADVERTISING

This element consists primarily of revenue from on-vehicle advertising, a modest but important source of funding for GCTD. The largest portion of this source is for exterior advertising, rather than interior “car card” advertising. It is within the powers of the Board of Directors to set advertising rates.

CHAPTER 5

CAPITAL ASSETS

This chapter describes the capital assets of GCTD, including revenue and nonrevenue vehicles, operations facilities, passenger facilities and other assets.

VEHICLE REVENUE FLEET

GCTD operates a fleet of 56 fixed-route (35' and 40') buses, all using clean burning CNG. During peak travel periods, 47 of its 56 buses are dispatched for service. This allocation allows GCTD to maintain a spare ratio of 20 percent, in accordance with the requirements of Federal Transit Administration (FTA) Circular 90301A. The fleet inventory is provided in Appendix IV.



GCTD is required to maintain a useful life of at least 12 years for fixed-route buses, based on FTA Circular

D- Useful Life Policy. The maintenance program that enables GCTD to meet and support this requirement is also described in Appendix IV.

GCTD GO ACCESS operates a fleet of 20 cutaway buses and four smaller MV-1 vans, all using clean burning CNG. These vehicles are maintained by the GO ACCESS operator, MV Transportation.

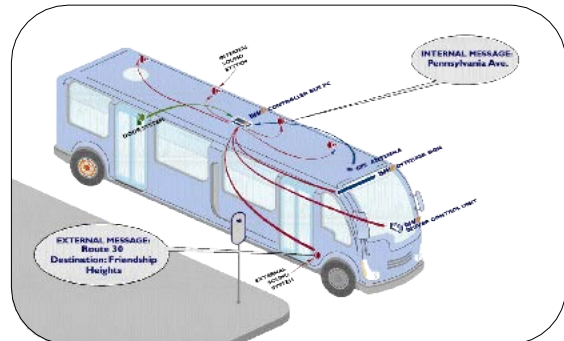
NONREVENUE VEHICLES AND OTHER ASSETS

Staff, Relief Cars and Operational Vehicles - GCTD maintains a fleet of 21 non-revenue vehicles that are required to support ongoing operations. These include administration, supervisory and relief vehicles. GCTD has a total of 15 Honda Civics, all powered by CNG. GCTD also has three vans, two for operations supervisors and one for general purpose use, and three pick-up trucks for maintenance purposes. In addition, GCTD's Maintenance Department also has a propane powered fork lift for maintenance and yard tasks.

CNG Fueling Station - In January 1993 the Board of Directors selected CNG as the preferred fuel for replacement and expansion vehicles, beginning with the replacement vehicles procured in FY 1993-94. Funding commitments toward the purchase of CNG vehicles and support equipment included FTA Section 9 funds, Congestion Mitigation and Air Quality (CMAQ) funds, the Ventura County Clean Air Fund and funds from The Gas Company (Southern California Gas). As a result of these funding commitments, GCTD began operating its own CNG fueling station.

On-Board Technology Assets - Over the last several years, GCTD has implemented on-board Intelligent Transportation System (ITS) components. While GCTD does not yet have a complete ITS in place, the following major onboard technologies are utilized on GCTD's vehicles.

- Automatic Vehicle Location (NextBus – provided by VCTC)
- Camera system (Seon)
- Validating fareboxes (GFI Odyssey)
- Automatic Passenger Counters (UTA)



Future technologies planned include an Automated Stop Annunciation system.

EXISTING FACILITY

GCTD's headquarters are currently located in the District-owned facility located at 301 East Third Street in Oxnard and bordered on two sides by residential neighborhoods. The existing GCTD operations and maintenance facility houses administration, operations and fleet maintenance buildings, fuel and wash areas, and bus and employee parking. The facility was constructed in 1980 and was originally designed and built for up to 35 30-to-35-foot buses. GCTD currently owns 56 35-foot and 40-foot fixed-route buses that are stored within the facility. GCTD's 24 paratransit vehicles are housed in a separate facility operated by MV Transportation; however, all paratransit vehicles are refueled at the GCTD facility.

Staff parking overflows daily into the fleet parking areas as the site is filled to full capacity. On-street parking surrounding the site is restricted and frequently unavailable for most of the workday. The site circulation and parking issues are further compounded now that GCTD is operating mostly 40-foot buses. GCTD recently added office trailers in the parking lot to house staff in an effort to relieve overcrowded office conditions. In addition, when GCTD transitioned from diesel to CNG fuel for its fleet, site space was lost to accommodate the CNG station.

According to a federally funded planning study that examined GCTD's facility space needs (Maintenance Design Group, September 2008), the recommended total site requirement for GCTD's current fixed-route operation is approximately 6.5 acres. In comparison, the total size of the existing facility is only 2.94 acres. Future space needs to accommodate up to 125 buses is estimated to be 15 acres.



Because the existing operations and maintenance facility is already over capacity, it is preventing GCTD from procuring more buses and expanding transit service. Given existing overcrowded conditions, planned transit service expansions cannot occur until a new facility is constructed.

NEW ADMINISTRATION & OPERATIONS FACILITY

GCTD is proceeding with development of a new LEED certified facility at 1901 Auto Center Drive in Oxnard.

Site acquisition of the property is complete and GCTD has received CEQA and NEPA clearance. The new facility will provide sufficient capacity to meet GCTD's projected service expansion goals and improved operating efficiencies.

This new facility will house the District's administrative office and fixed-route operation and maintenance facility. With this new facility, GCTD has room to expand and provide more service to meet the demands of the community. Renderings of the new facility are shown below. Additional information about the new facility can be found at www.goldcoasttransit.org/news/newfacility.



PASSENGER FACILITIES

Passenger facilities such as transit centers, bus stops and the Customer Service Center are an essential part of a successful transit system. They provide the public with a point of entry into the transit system and set the stage for a positive experience with public transit. In the GCTD service area, all passenger facilities are owned and maintained by the District's member agencies. However, GCTD provides a portion of the annual TDA allocation to each member to fund the maintenance of passenger facilities.

BUS STOPS

The first interaction between the passenger and the transit system is the bus stop. Passenger accessibility, safety and security needs, as well as operational needs are all considered in the location and placement of bus stops. Transit users, including students, commuters, shoppers, and the elderly and disabled, can access the community through the extensive network of 722 bus stops in GCTD's system.

The amenities and land where these bus stops are located are owned by the jurisdiction being served. Many of these stops have been in place since GCTD's inception. To accommodate changes to these stops and incorporate new stops into its service area, GCTD and its member agencies have developed *Bus Stop Guidelines* for providing physical design specifications recommended for incorporation into local comprehensive plan policies, land use ordinances, pedestrian plans, and street design requirements. These guidelines take into consideration the operational needs of GCTD, passenger accessibility, the requirements of the ADA, other federal and state accessibility mandates and public safety.

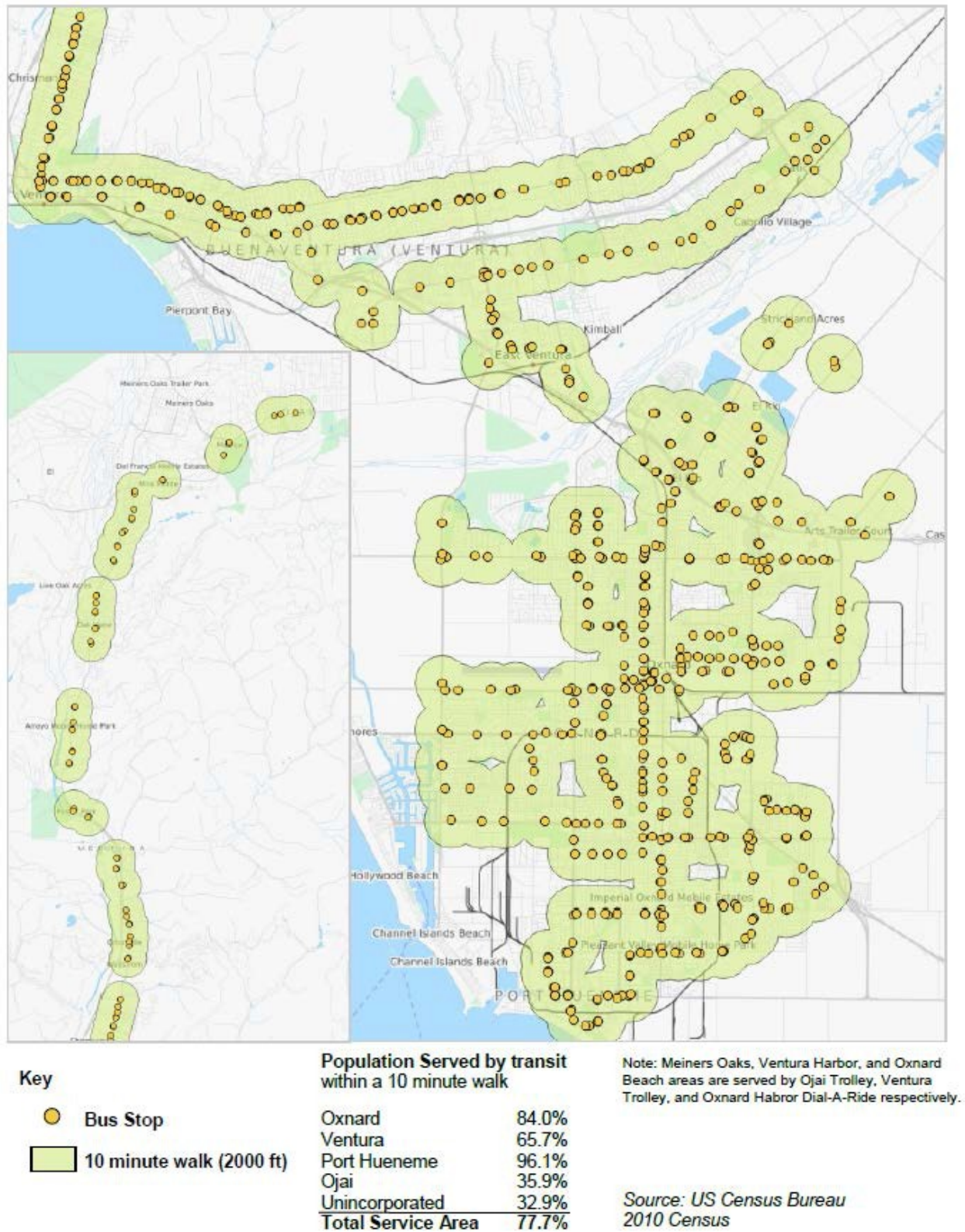
The purpose of these guidelines is to promote consistency in bus stop placement and design, encourage member agencies and developers to design clean and attractive bus stops that meet the operational requirements of GCTD's fleet, and encourage members of the community to use public transit through the provision of safe, comfortable, convenient, and consistent bus stops. The *Bus Stop Guidelines* can be found on GCTD's website at www.goldcoasttransit.org.

Looking forward, GCTD plans to update the bus stop signs with the new logo and colors, making them more visible for passengers and operators. Staff also intends to work on creating a bus stop improvement plan and develop a memorandum of understanding with our member agencies, who own the actual stops. Possible bus stop opportunities in the future are solar lighting and motion sensor or pedestrian actuated lighting at stops.

The map on the following page shows that a significant percentage of the population live within a convenient ten minute walk of a bus stop.



Figure 5.1: Bus Stop Coverage Map



TRANSIT CENTERS

The following are facilities that provide connectivity between different parts of the GCTD service area and the wide range of population centers within the GCTD service area.

Oxnard Transit Center (OTC) – Downtown Oxnard



The OTC serves as a major multimodal transfer facility located on Fourth Street in Downtown Oxnard. The facility was built in 1986 and serves as a terminus for routes 1A, 1B, 2, 3, 4A, 4B, 5, 6, 8, 18, 19, 20 and the VCTC Intercity Conejo Connection route. It is a major transfer point for buses traveling to and from Ventura, south Oxnard and Port Hueneme. The GCTD Customer Service Center is also located in the OTC terminal building.

Ventura Transit Center (VTC) – Pacific View Mall

The VTC is located adjacent to the Pacific View Mall and is served by routes 6, 10, 11, 16 and 21 as well as the VCTC Intercity Coastal Express, Highway 101 and Highway 126 routes. It was built in 2002 and is the main transfer point for buses traveling to and from Oxnard, Ojai, west Ventura and east Ventura. Unlike the OTC, this facility does not currently have access to GCTD customer service assistants and the nearest location to buy passes is over a mile away, but there is potential for a customer service center or ticket vending machine here in the future.



C Street Transfer Center (CTC) – Centerpoint Mall



The CTC provides on-street transfers for buses traveling to South Oxnard, Port Hueneme, Ventura, the VTC and the OTC. It serves routes 1A, 1B, 3, 7, 8, 9, and 21 as well as VCTC Intercity CSUCI–Oxnard route. The CTC has multiple stops in both directions on C Street, directly adjacent to retail shops and medical facilities. Similar to the VTC, this facility does not have access to GCTD customer service assistants.

Wells Center – East Ventura

Wells Center is a small transfer location in east Ventura that serves as a transfer point between routes 10, 11 and 22 as well as the VCTC Intercity Highway 126 route. These routes provide service to midtown Ventura and north Oxnard. As part of the SRTP outreach process, improvements to the Wells Center were requested (please see Appendix II for more details).

CUSTOMER SERVICE CENTER (CSC)

The CSC is located in the north end of the Oxnard Transit Center. Its purpose is to provide assistance to the public regarding bus routes, service, purchasing bus passes, and the myriad of questions transit users have as they navigate public transit. The CSC is currently staffed with two bi-lingual customer service assistants and is open Monday through Friday, 7 a.m.-7 p.m.



The current design of the CSC limits its operating efficiency. To keep up with its high standard for customer service, GCTD is upgrading the CSC to increase functionality and safety. When complete, the project will include three new sales windows, replacement of obsolete electronic systems, reorganized interior space, improved security systems and reconstruction of the interior restroom to meet ADA standards. The design of this upgrade is complete and construction is expected to be completed in late 2015.

CHAPTER 6

SERVICE PLANNING PROCESS AND PUBLIC INPUT INTO THE SRTP

GCTD's commitment to providing a quality public transit system relies on developing and maintaining a process to identify the most efficient and effective use of its funding resources. This is an ongoing process that includes collecting data, conducting public outreach, and developing service proposals, culminating each year with the annual budget, which reflects annual service requirements and priorities. Each year's service proposals are designed to maximize performance and productivity within available funding resources.

ANNUAL BUDGET

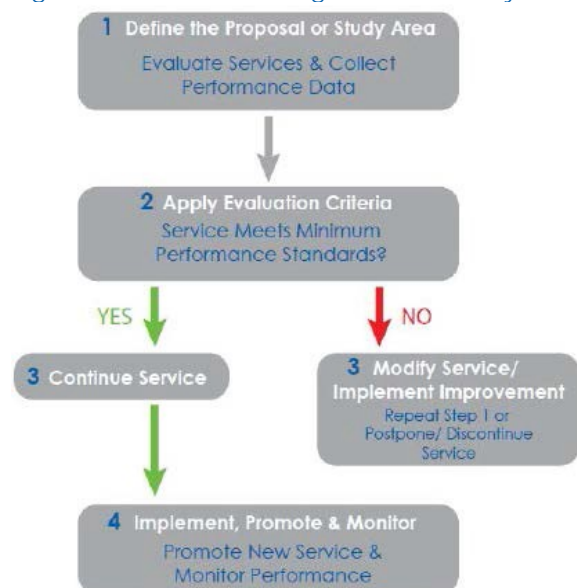
The budget determines the resources necessary and available to implement GCTD's annual service. Its process is initiated by GCTD's Finance and Administration Department, who develop costs for operation of the system for the upcoming fiscal year based upon recommendations from the completed evaluation process and other requirements from each department. The Planning & Marketing Department establishes the marketing plan, service schedule (including hours and miles) and route plans based on the approved budget and availability of revenue vehicles.

FIXED-ROUTE SERVICE PLANNING GUIDELINES & EVALUATION

Determining the types and levels of service begins with planning and scheduling. Evaluating ridership patterns and assessing overall demand for service is essential to the development of service that will benefit as many riders as possible. Using a variety of tools and resources along with historical information, planning staff balances limited resources with a fundamental responsibility to serve the community fairly and efficiently.

GCTD's service planning and evaluation techniques are described in the "*Fixed-Route Service Planning Guidelines & Evaluation Policy*" and were adopted by the GCTD Board of Directors in February 2014. The document provides guidelines on route planning, scheduling, service promotion and overall service evaluation. The document is available online at www.goldcoasttransit.org.

Figure 6.1: Service Planning & Evaluation Cycle



PUBLIC OUTREACH

In large part, development of the annual service plan is predicated on the needs and perception of transit service expressed to GCTD by the community throughout the year. These are obtained through meetings with interested stakeholders including elected officials, staff from member jurisdictions, neighborhood councils, transit advocacy groups such as Central Coast Alliance United for a Sustainable Economy (CAUSE), Alliance for Sustainable and Equitable Regional Transit (ASERT) and school district officials. The Planning and Marketing Department staff seeks further public input on GCTD service by hosting public meetings, through social media and GCTD's website and from feedback given to Customer Service Assistants and onboard buses.



SURVEY AND PUBLIC INPUT TO THE SHORT RANGE TRANSIT PLAN

To gather public input specifically for this SRTP, GCTD conducted a survey to collect information from riders and members of the community regarding demographics, travel patterns, bus service needs and how passengers get their travel information. The survey was made available online through the GCTD website, through paper surveys distributed on the buses and to community groups between early October 2014 and late February 2015. All question and answer options were provided in both English and Spanish to obtain maximum participation from riders. In total, 713 surveys were collected (613 paper and 100 online).



In addition to the survey, staff participated in and/or hosted numerous outreach events, collected input from community and business groups and reached out to groups in each member city over the past year to gain input from a cross section of the community.

Meetings included interactive activities such as a “Blank Map” exercise where participants were asked to draw on a map where they felt services are needed most. A “Transit Values Trade Off Exercise” where participants are asked to put themselves in the shoes of the “planner” to decide which transit values were most important to them given limited resources. Staff also used these meetings as an opportunity to get input on the new GCTD logo. A summary of input received through our public outreach meetings can be found in Appendix II.



COORDINATION WITH MEMBER AGENCIES

The GCTD Board of Directors, Management and staff work in conjunction with the following organizations in support of local and inter-regional transit needs:

- **Technical Advisory Committee (TAC)** - The TAC meets monthly with GCTD and is comprised of city/county staff representatives appointed by each member agency as well as an ex-officio member from the VCTC. Its purpose is to provide guidance to the Board of Directors and technical assistance to GCTD staff on all transit matters. The meetings also provide a forum for its members to bring forward public comments they receive pertaining to public transit. Meetings are subject to the Brown Act public notification requirements and, as such, are all open to the public.
- **Transit Operators Advisory Committee (TRANSCOM)** – The purpose of TRANSCOM is to act as an advisory body to the VCTC for purposes of transit planning and programming, including review of the Program of Projects, and to provide a forum for discussion and input on transit issues and the Congestion Management Program. TRANSCOM includes one representative from each of the cities, the County, each transit operator in Ventura County and an ex officio member from the Air Pollution Control District (APCD), Caltrans District 7 and California State University Channel Islands (CSUCI). Membership consists of public transportation providers within the county and its purpose is to provide a forum for the dissemination and discussion of transit-related issues. GCTD is a voting member.
- **Ventura County Transportation Commission (VCTC)** – The VCTC oversees highway, bus, aviation, rail and bicycle activity and controls the use of government funds for transportation projects in Ventura County. Currently, four GCTD Board members serve on the Commission as regular members though GCTD is not directly represented.
- **Coastal Express Policy Advisory Committees** – The CEPAC is tasked with making recommendations for the financial, operational and long term planning of the Coastal Express inter-county bus service. Coastal Express was established through a MOU between VCTC and Santa Barbara County Association of Governments (SBCAG) to provide bus service between Ventura and Santa Barbara County. GCTD serves as an ex-officio member on this committee.
- **Citizens Transportation Advisory Committee/Social Service Transportation Advisory Council (CTAC/SSTAC)** – CTAC is comprised of residents from each of the cities and the unincorporated areas in Ventura County who provide input on transportation within the County. GCTD attends these meetings and gives updates on service when appropriate.
- **Transportation Technical Advisory Committee (TTAC)** – The purpose of TTAC is to act as an advisory body to the VCTC for purposes of reviewing countywide transportation issues, preparing the local agency component of the regional transportation improvement program, and making recommendations to the VCTC regarding various transportation issues. The committee is comprised of members from each of the cities, the County and the Oxnard Harbor District, as well as ex-officio members from GCTD, APCD, Caltrans and the California Highway Patrol.

CHAPTER 7

FIVE-YEAR BASELINE SERVICE PLAN & FINANCIAL FORECAST

This plan is financially constrained based on a *status quo* service level for the following elements over the five year planning period of FY 2014-15 through FY 2018-19. This premise assumes that service hours will be stable and service changes will be limited to reallocation of current resources plus the addition of the service enhancements for which funding has already been identified. The five-year plan follows the service planning and coordination process described in the previous chapter.

FIVE-YEAR BASELINE SERVICE PLAN (without expansion)

FY 2013-14

- Started New Route 21 - Year 1 of CMAQ
- Introduced weekend service on Routes 19, 20 and 21
- Added service (increased frequencies) on Route 6 & 11

YEAR 1 FY 2014-15 - Maintained existing levels of service plus: (Complete)

- Continued Operation of Route 21 - Year 2 of CMAQ
- Discontinued p.m. Pacifica HS Tripper due to low ridership
- Added p.m. Ventura Tripper to accommodate two dismissal times

YEAR 2 FY 2015-16 - Maintain existing levels of service plus:

- New Route 22 - Year 1 of CMAQ funded demonstration
- New Route 21 - Year 3 of CMAQ funded demonstration. Funding ends Feb 2016
- Modify Route 17 to serve The Collection at RiverPark
- Slight reduction in hours on Route 15 (interlined with Route 17)
- Discontinue Route 14 (Replaced by Route 22 & 17)
- Discontinue AM Pacifica Tripper / Add Rio Mesa Tripper
- Extend Hours on Routes 6, 8, and 17 to provide later service to community colleges

YEAR 3 FY 2016-17 - Maintain existing levels of service plus:

- Route 22 – Continue to operate. Year 2 of CMAQ funding for demonstration route
- Grant funding for operation of Routes 19, 20 & 21 will no longer be available this year, however GCTD expects to continue to operate these routes based on current performance levels

YEAR 4 FY 2017-18 - Maintain existing levels of service plus:

- Route 22 – Continue to operate. Year 3 of CMAQ. (Funding ends July 2018)
- **New Facility Planned To Open This Year**

YEAR 5 FY 2018-19 - Maintain existing levels of service

- Grant funding for operation of Route 22 will no longer be available this year. Performance levels will be evaluated at this time

SERVICE CHANGES TO BE IMPLEMENTED IN FY 2015-16

The base service includes the current revenue hours with adjustments to reflect the reallocations and service enhancements included in the FY 2015-16 budget as noted below. These adjustments, which were implemented on July 26, 2015, are expected to improve the overall system effectiveness.

- **Route 22 – Saticoy – St. John’s – Nyeland Acres** – Route 22 began service on July 26, 2015 and is funded by a CMAQ grant. This route provides a direct link between east Ventura and Oxnard from Wells Center to the Juvenile Justice Center, Rio Mesa High School, St. John’s Hospital and Nyeland Acres via Vineyard, Central, Rose and Gonzales. The route cut travel time between the two areas by an hour in each direction. It also provides connection to the VCTC Intercity Highway 126 route, allowing passengers to more easily transfer from Santa Paula to Oxnard. Route 18G has been implemented to continue to provide direct service from the Esplanade to Rio Mesa High School in the morning and in the opposite direction in the afternoon for school dismissal, which was previously provided by Route 17.

Figure 7.1: Route 22 Map

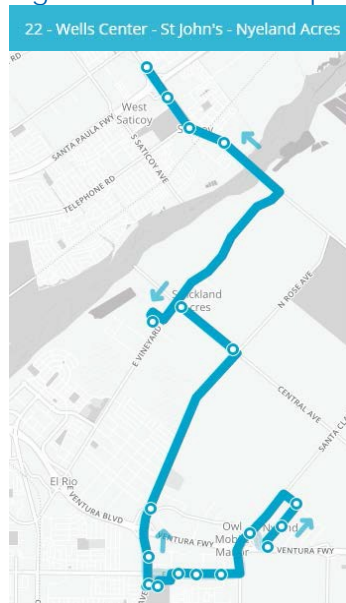
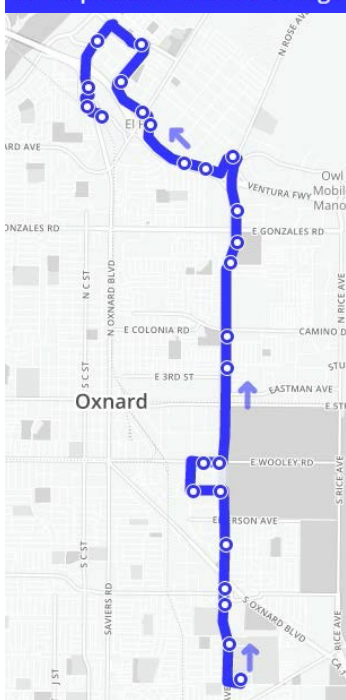


Figure 7.2: Route 17 Map

17 - Esplanade - Oxnard College



- **Route 17 – Esplanade – Oxnard College**

Route 17 was restructured to connect south Oxnard from Oxnard College to RiverPark and the Esplanade via Rose and Ventura Boulevard. It is interlined with Route 15 at the Esplanade which will help people in El Rio transfer more easily. This will allow the heavily populated south Oxnard and eastern Oxnard area to gain direct service to jobs and shopping at the Collection in RiverPark.

- **Route 14 – Esplanade – St. John’s – Nyeland Acres**

For two years, Route 14 has performed below minimum service standards in terms of passengers per hour and subsidy per passenger (please see Economic Measures in Appendix I). This is largely due to it serving many of the same areas served by Route 15. By discontinuing the route and covering all segments of the route by Route 17 and the new Route 22, GCTD is able to better service these areas with more productive and efficient service.

- **Later Service to Community Colleges**

Based on feedback from community meetings and the survey, one of the biggest requests was later service to the Community Colleges. Schedule modifications were made to enable Route 6, 8 & 17 to provide service from Oxnard and Ventura College until 10 p.m. to accommodate the last class of the night.

REVENUE HOURS

The five year forecast for revenue hours is expected to be relatively flat with exception of FY 2015-16 as a result of the expanded service hours on routes 6, 8 and 17 to serve the last class of the night at Ventura and Oxnard colleges. The revenue hours for the year (FY 2013-14) of 196,925 are projected to grow to 203,151.

ANNUAL RIDERSHIP FORECASTS

The five year baseline service plan ridership forecast assumes a 2.0 percent annual increase based on improved connectivity and restructuring of routes that will better serve higher density neighborhoods. Fixed-route ridership for the five-year planning period is projected to grow from 3,817,758 to 4,075,924 through FY 2018-19. This forecast assumes that GCTD is able to maintain the service level in effect as of June 2014, with the addition of the programmed enhancement (Route 22) starting in July 2015.

Table 7.1: Five-Year Forecast of Revenue Hours, Ridership and Estimated Costs

		Annual Revenue Hours BASELINE	Annual Ridership Forecast		Annual Operating Cost ESTIMATE
FY 13/14		196,925	3,817,758	\$	16,019,298.38
FY 14/15		198,613	3,916,384	\$	17,106,200.00
FY 15/16	Projected	203,069	4,025,241	\$	19,171,400.00
FY 16/17	Projected	203,151	4,046,074	\$	19,842,400.00
FY 17/18	Projected	203,151	4,074,474	\$	20,836,200.00
FY 18/19	Projected	203,151	4,075,924	\$	21,461,300.00

FIVE –YEAR BASELINE OPERATING FINANCIAL FORECAST

The current five-year operating revenue and expense forecast, as presented below, assumes that GCTD will sustain the base level of service. Maintaining the base level of service will require the identification of additional operating funding that can be used to fund its continuation. Increases in funding from the Federal Section 5307, or the State TDA-LTF are examples of such sources. Also, the Board could consider changes to the fare structure to generate additional income.

By far the largest operational cost for GCTD is labor, comprising more than half of each year's annual budget. The annual cost increases described below include wage increases for represented employees for 2016 and 2017 that are included in the current Memorandum of Understanding (MOU) between GCTD and Service Employees International Union (SEIU) Local 721. Additionally, CNG fuel is at a historically low price, however, it is projected to increase in excess of CPI (consumer price index) in future years. Based on these premises, GCTD projects an annual cost increase in GCTD's service to be approximately 3% to 4% each year through FY 2018-19.



Table 7.2: Annual Cost by Fiscal Year

	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year	Fiscal Year
	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19
	Actual Cost	Projected Cost	Budget	Projected Budget	Projected Budget	Projected Budget
Expenses, By Department						
Fixed Route	\$ 10,431,838	\$ 11,016,500	\$ 11,895,000	\$ 12,311,300	\$ 12,803,800	\$ 13,187,900
Paratransit	\$ 2,512,184	\$ 2,670,800	\$ 2,924,600	\$ 3,027,000	\$ 3,193,500	\$ 3,289,300
Maintenance	\$ 2,917,575	\$ 2,964,300	\$ 3,479,600	\$ 3,601,400	\$ 3,945,500	\$ 4,063,900
Administration	\$ 1,947,331	\$ 2,317,100	\$ 2,713,400	\$ 2,808,400	\$ 2,920,700	\$ 3,008,300
Planning and Marketing	\$ 722,554	\$ 808,300	\$ 1,083,400	\$ 1,121,300	\$ 1,166,200	\$ 1,201,200
Total Operating Expenses	\$18,531,482	\$ 19,777,000	\$ 22,096,000	\$ 22,869,400	\$24,029,700	\$ 24,750,600
Less - Paratransit	\$ (2,512,184)	\$ (2,670,800)	\$ (2,924,600)	\$ (3,027,000)	\$ (3,193,500)	\$ (3,289,300)
Total Operating Expenses, Fixed Route	\$16,019,298	\$ 17,106,200	\$ 19,171,400	\$ 19,842,400	\$20,836,200	\$ 21,461,300

FIVE –YEAR CAPITAL FINANCIAL FORECAST

The table below presents five-year forecasts of capital requirements by source and by project. These projects were described in detail in Chapter 5. Traditionally, capital expenditures fluctuate greatly from year to year. As is expected, GCTD's most significant capital expenditure will be the new Administration and Operations Facility.

Table 7.3: Ten-Year Capital Project Plan Summary

Gold Coast Transit Ten-Year Capital Project Plan – Summary Tables				
<u>Funding Year</u>	<u>Federal</u>	<u>State</u>	<u>Local/ Other</u>	<u>Total</u>
New Facility	\$16,075,000	\$10,183,026	\$25,842,074	\$52,100,100
Other Projects/Identified Funding	\$3,537,000	\$6,883,096	\$245,100	\$10,665,196
FY 2016-17	\$242,000	\$0	\$59,000	\$301,000
FY 2017-18	\$2,127,000	\$0	\$531,000	\$2,658,000
FY 2018-19	\$7,206,000	\$0	\$1,799,000	\$9,005,000
FY 2019-20	\$5,647,000	\$0	\$1,409,000	\$7,056,000
FY 2020-21	\$12,084,000	\$0	\$3,019,000	\$15,103,000
FY 2021-22	\$4,578,000	\$0	\$1,144,000	\$5,722,000
FY 2022-23	\$2,512,000	\$0	\$625,000	\$3,137,000
FY 2023-24	\$2,508,000	\$0	\$627,000	\$3,135,000
FY 2024-25	\$2,357,000	\$0	\$589,000	\$2,946,000
Total - All Projects	<u>\$58,873,000</u>	<u>\$17,066,122</u>	<u>\$35,889,174</u>	<u>\$111,828,296</u>
by Funding Status				
New Facility	\$16,075,000	\$10,183,026	\$25,842,074	\$52,100,100
Other Projects Programmed / Funding Identified	\$3,537,000	\$6,883,096	\$245,100	\$10,665,196
Other Projects Programmed / Funding NOT Identified	<u>\$39,261,000</u>	<u>\$0</u>	<u>\$9,802,000</u>	<u>\$49,063,000</u>
	<u>\$58,873,000</u>	<u>\$17,066,122</u>	<u>\$35,889,174</u>	<u>\$111,828,296</u>
by Project Type				
New Facility	\$16,075,000	\$10,183,026	\$25,842,074	\$52,100,100
New Buses	\$38,464,000	\$3,560,093	\$8,852,000	\$50,876,093
New Paratransit Vehicles	\$2,101,000	\$2,600,000	\$523,000	\$5,224,000
On-Board Equipment	\$0	\$597,962	\$0	\$597,962
Business Technology	\$277,000	\$71,041	\$69,100	\$417,141
Bldgs & Equipment	\$968,000	\$54,000	\$363,000	\$1,385,000
Service Vehicles	\$948,000	\$0	\$230,000	\$1,178,000
Other	<u>\$40,000</u>	<u>\$0</u>	<u>\$10,000</u>	<u>\$50,000</u>
Total - All Projects	<u>\$58,873,000</u>	<u>\$17,066,122</u>	<u>\$35,889,174</u>	<u>\$111,828,296</u>

FIVE –YEAR FLEET NEEDS

Growth in GCTD's fixed-route fleet will be limited until all operations are moved over to the new Administration and Operations Facility in 2017. The size of the GO ACCESS paratransit fleet is anticipated to remain virtually the same over the near term. The Vehicle Acquisition Plan provided below is included in VCTC's Short Range Transit Plan.

Note: Funding has been secured for the two expansion vehicles in FY 2015-16. Funding for five additional 40-foot fixed-route buses scheduled to go into service in FY 2016-17 is listed on the shelf for FY 2015-16 CMAQ funds through VCTC. Funding for buses beginning in FY 2017-18 has not yet been identified.

Table 7.4: Five-Year GCTD Fleet Needs

Provider	Current	FY15-16	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	FY22-23	FY23-24	FY24-25	FY25-26	FY26-27	FY27-28	Total Vehicles Required
Expansion 40' Buses		2	5	4	4		4		4	4					27
Expansion 35' Buses															
Replacement 40' Buses	8	3		9	9	8							8	8	45
Replacement 35' Buses							9	8							17
Returning 40' Buses	29	34	39	35	39	44	52	56	56	60	64	64	56	56	
Returning 35' Buses	17	17	17	17	17	17	8	9	17	17	17	17	17	17	
Total 40' Buses	37	39	44	48	52	52	56	56	60	64	64	64	64	64	72
Total 35' Buses	17	17	17	17	17	17	17	17	17	17	17	17	17	17	17
Total Fleet	54	56	61	65	69	69	73	73	77	81	81	81	81	81	

Source: VCTC SRTP (Nelson Nygaard) 2015

CHAPTER 8

5-YEAR EXPANSION PRIORITIES & FUTURE SERVICE CONCEPTS

This chapter proposes the framework for overcoming shortfalls in existing service by adding service to areas currently underserved and establishing priorities to meet the most immediate travel needs. ***This proposed five-year expansion plan is over and above the baseline service and financial plans described in the previous chapter.***

CONSTRAINTS TO IMPLEMENTING FIVE-YEAR EXPANSIONS PLAN

Identification of Funding

In order to implement the proposed expansion, **additional funding beyond current levels** will be required. While not guaranteed, access to additional funding is a realistic objective. The most likely source of additional funding is from awards for transportation projects identified in programming plans developed through VCTC and in SCAG's Regional Transportation Plan (RTP). The RTP is a long term blueprint of the region's transportation system. Funds are awarded to those agencies whose projects facilitate VCTC's regional goals for traffic mitigation and emission reduction. The selection of projects is based on a competitive process that determines the funds to be received by each agency for projects deemed to have the highest priority. GCTD is reasonably confident it can successfully compete for the funds to implement its highest priority projects, which are identified in this chapter.

Construction of New Facility

Moving forward, GCTD's biggest priority is the completion of the new Administration and Operations Facility, which will ultimately allow for GCTD to more than double service by accommodating a fleet of 123 buses. Due to constraints of the current facility, GCTD cannot expand service and is dependent on the expanded facility in order to improve and increase service.

Countywide Sales Tax Measure

Ventura County is the largest urbanized county that does not have a transportation sales tax. The lack of a dedicated source of local funding limits GCTD's ability to provide additional service or procure items improving the transit experience of the riders. Passage of a local county-wide transportation sales tax measure would require a two-thirds voter majority. In the absence of a sales tax, it is even more imperative that GCTD compete for any applicable grant programs to implement the priorities identified below. Passage of a transportation sales tax would be used to help fund the unfunded priorities outlined in this chapter.

SERVICE IMPROVEMENT PRIORITIES

In order to prepare for eventual expansion, GCTD staff has developed service improvement priorities based on current route analysis and input from the community. Implementing the following recommendations will help to correct identified shortcomings in our service. Additional

funding for these projects will be pursued as the new Administration and Operations Facility opens, thus allowing space for an expanded fleet size required to provide the recommended improvements.

Five-Year Recommended Service Priorities for Expansion of Service

- A. Implement Ventura Road Route to Oxnard College, Port Hueneme & RiverPark
- B. Restructure service in South Oxnard to support faster travel times
- C. Provide improved service to/from NBVC Port Hueneme
- D. Decrease travel time between Oxnard/Ventura/Ojai (Route 6 & 16)
- E. Seasonal Ojai Bike Bus
- F-K. Implement other non-capital program improvements

These priorities take into consideration a combination of analysis of demographics, ridership data and public input collected over the course of the last year. An analysis of the extensive public outreach meetings and surveys conducted by GCTD staff, including a list of the service options that received the highest number of requests by passengers, can be found in Appendix II.

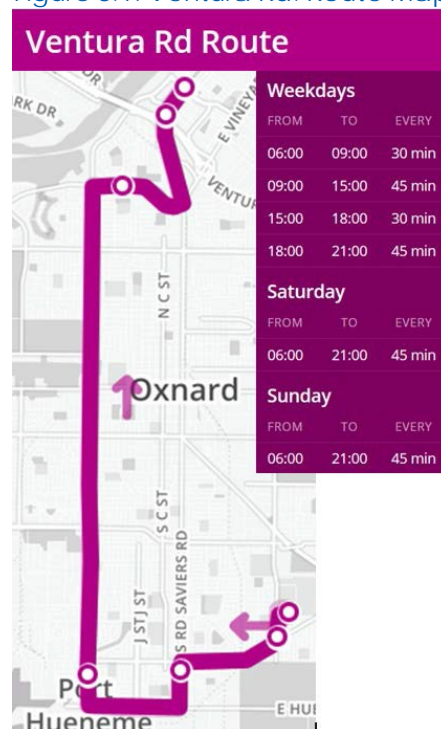
RECOMMENDATIONS FOR EXPANSION OF EXISTING SERVICE

RECOMMENDATION A

Implement Ventura Road Route to Oxnard College, Port Hueneme & Riverpark (Route 23)

The first recommendation is for new service connecting Oxnard College, NBVC and RiverPark via Ventura Road in FY 2017-18. Service for this area has been highly requested from those responding to GCTD's public outreach process and Ventura Road is the main Oxnard arterial remaining without transit service. This service would improve connections to educational facilities, major employment centers, retail facilities and intercity transit services. The proposed service would require four buses to operate 30 minute peak-hour and 60 minute non-peak service. Funding for the additional buses needed is listed in the FY 2015-16 CMAQ shelf list. *(To fund the operation of this route, GCTD intends to seek funding through the next CMAQ call for projects. As a note, Route 23 would require a number of sidewalk improvements along the corridor to allow bus stops to be constructed.)*

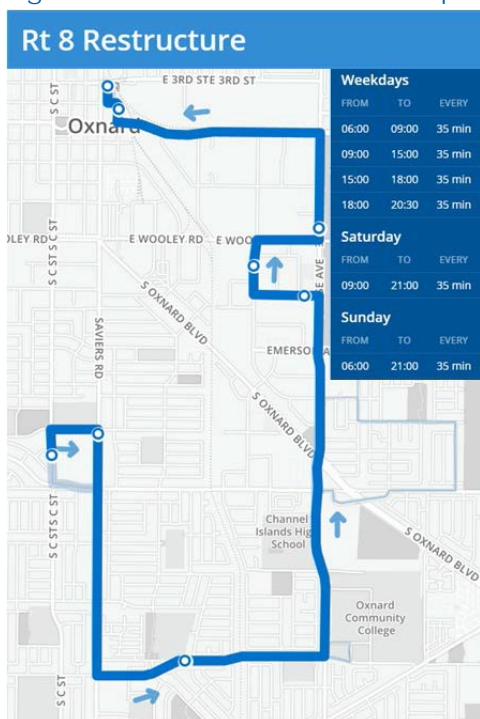
Figure 8.1: Ventura Rd. Route Map



RECOMMENDATION B

South Oxnard Restructure (Routes 3, 7, 8 and 9)

Figure 8.2: Route 8 Restructure Map



By serving densely populated neighborhoods throughout South Oxnard, the implementation of Route 23 would allow for routes 3, 7, 8 and 9 to be restructured and enhance connectivity. Additionally, routes 4A and 4B could be modified to skip the Lantana Loop as Route 23 would provide service in that area, allowing for improved frequency.

Routes 7 and 8 are in the third quartile in terms of service productivity. Route 9 is in the lowest quartile, which requires review of the route and a service improvement proposal per GCTD service planning guidelines. *(The proposed south Oxnard restructure would be revenue neutral.)*

Route 7 Elimination

The new Route 23 will serve the section of Pleasant Valley Road between Rose Avenue and Saviers Road, and the new Oxnard College express service between the OTC and Oxnard College will serve the Butler loop, allowing Route 7 to be eliminated.

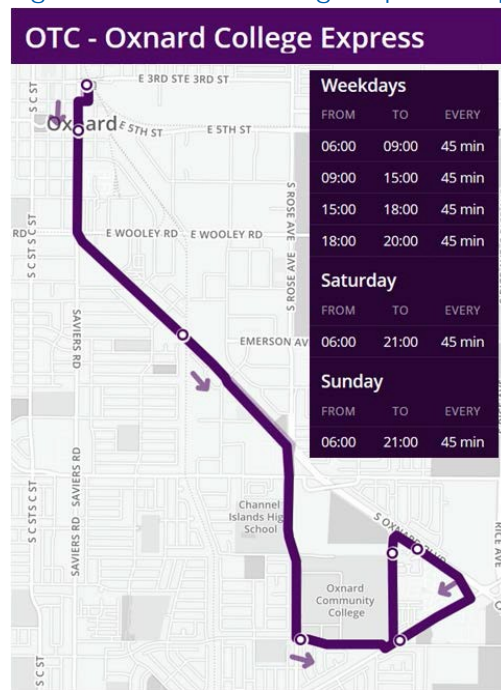
Route 8 Restructure

Route 8 service would be improved by eliminating the unproductive and time consuming Lemonwood loop. The Lemonwood loop is currently served by 64 trips but has low ridership, with only 3.78 average passengers per trip for the entire loop. The elimination of the loop on Route 8 will cut approximately 10 minutes, allowing for frequency to improve to approximately every 35 minutes. The Lemonwood loop will continue to be served by Route 9 with a 60 minute frequency, which should be sufficient based on the demand.

OTC-Oxnard College Express Route

This route will provide fast, direct service between the OTC and Oxnard College. The Origin-Destination survey conducted in 2011 showed that Oxnard College is the most popular destination along Route 8, with most trips originating at the OTC. By being more direct, this route will cut travel time, making it more comparable to the same trip in an automobile. It will also provide service to the highest ridership stops in the Gisler

Figure 8.3: Oxnard College Express Map

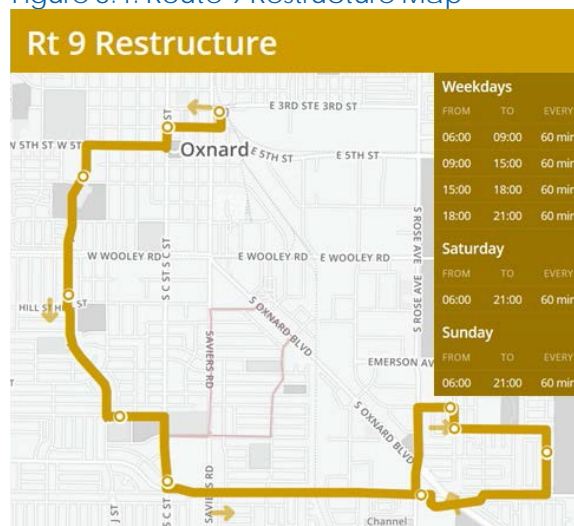


neighborhood, allowing Route 9 to be restructured. Furthermore, it will provide service on a currently unserved segment of Oxnard Boulevard. Additional transit service along this corridor is in concert with the Oxnard Corridor Community Transportation Improvement Plan (OCCTIP), which calls for improved transit service and pedestrian and bike connectivity along the route.

Route 9 Restructure

Route 9 would continue to provide service along Channel Islands Boulevard to Lemonwood but would be restructured to serve J Street/Hobson Way between the CTC and the OTC, which is currently served by Route 3. The Gisler loop will be served by the new express services between the OTC and NBVC and between the OTC and Oxnard College. This change will allow Route 9 to continue to serve transit dependent areas and free up other routes to provide faster and more direct service.

Figure 8.4: Route 9 Restructure Map

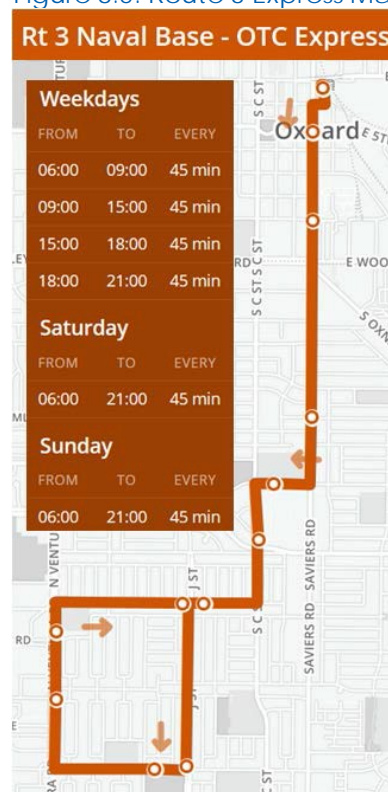


RECOMMENDATION C

Provide Improved Service To/From NBVC Port Hueneme (Route 3)

As mentioned previously, NBVC is the largest employer in the GCTD service area, employing 18,000 military personnel and civilian employees. Service to NBVC Port Hueneme has been highly requested. These requests have come through the SRTP outreach process and directly from community stakeholders to planning staff. The proposed Route 3 Naval Base–OTC Express (right) would provide quick, direct service between NBVC, the OTC and the CTC. This route would also provide service along Teakwood Street, currently served by Route 3. Between the OTC and CTC, it would utilize Saviers Road/Oxnard Boulevard. With this change, Route 3 would serve the Gisler neighborhood (previously served by Route 9) and Route 9 would provide service along J Street/Hobson Way (previously served by Route 3). Though Routes 1, 3 and 21 currently provide service to NBVC Port Hueneme, better last mile connections to jobs and resources on base has been specifically requested. Because the base is so large, the issue of last mile connections to and from the base and bus stops is a huge detractor from using public transportation. VCTC has conducted a Joint Land Use Study, which references GCTD's transit service in this area and identified the need for better service to this area. In order to determine preliminary feasibility, GCTD staff has reached out to transit agencies that currently provide service to military installations to determine ways to best serve NBVC. GCTD intends to work with NBVC and seek

Figure 8.5: Route 3 Express Map



funding to develop a more comprehensive study that would identify better ways to serve this location. *(Depending on final configuration of this route, most of the service would be revenue neutral with the South Oxnard Restructure.)*

For an overall concept map of recommendations A-C, please see Appendix III.

RECOMMENDATION D

Decrease Travel Time between Oxnard/Ventura/Ojai

Adding two expansion buses to provide increased frequency during peak demand hours on Route 6 will help to improve travel time between the cities. In FY 2016-17, increased revenue hours are planned and one additional bus is scheduled for Route 6 in Fiscal Years 2015-16 and FY 2018-19. Revenue hours and two buses are scheduled to be added to Route 16 in FY 2018-19. These added resources will reduce overcrowding and improve service frequency and on-time performance. For additional service improvements to decrease travel time between Oxnard and Ventura, see Express Service on page 63. *(Funding has been PARTIALLY identified for this recommendation.)*

RECOMMENDATION E

Implement Seasonal Ojai Bike Bus

This service would promote both active transportation and transit use. This service would provide a mobility option for riders to transport their bikes up to Ojai, allowing them to take the Class I bike trail to Ventura. It could also be a potential use for retired paratransit vehicles. *(This service could be operated with an unused or retired paratransit vehicle. Service hours would be limited and cost of the trailer will be minimal.)*



PROGRAM AND PROJECT IMPROVEMENTS

RECOMMENDATION F

Implement Automatic Vehicle Announcement / ITS Components

Implementing an Automatic Voice Annunciation (AVA) system will satisfy the FTA requirement for on-board passenger announcements, which keeps passengers up to date automatically, and helps create more accessible buses for visually impaired and hearing challenged riders. AVA systems alert passengers to upcoming stops and are coordinated with LED signage on board the bus.

Additionally, VCTC currently uses NextBus as an AVL (automatic vehicle location) system and passenger information system for all Ventura County operators but that contract expires in 2016. Looking forward and because the AVA system includes many AVL components, GCTD intends to look at the option of purchasing an AVL system as well. Estimated costs, using the method in TCRP Synthesis 73 - AVL Systems for Bus Transit (2008), are approximately \$3.5 million though more recent procurements for agencies of GCTD's size have cost significantly less. *(Funding has been identified through Proposition 1B for the AVAs.)*

RECOMMENDATION G

Complete Rebranding, Including Website & Bus Stop Signage

Continue efforts to complete agency wide rebranding, including transition of entire fleet to new paint scheme and redesigning website and bus stops signs, both for the purpose of better functionality and visual appeal. Update existing website to be more functional and user friendly for mobile users including bi-lingual information and easier to access schedule and detour information. Update Bus Stop signs with the new logo and be more reflective, especially at night. *(Funding has been PARTIALLY identified for this project.)*

RECOMMENDATION H

Coordinate with Community Colleges

Work with local student organizations and Community College representatives to develop student fare program to encourage ridership among college students and alleviate parking demands to college campuses. Options to consider may range from a reduced fare for students to a “free fare with college ID” pass program. Reduced or Free fare programs are typically funded through student fees paid to the school by each student and is passed on to the transit agency. *(Depending on the final program, this recommendation may be revenue neutral.)*

RECOMMENDATION I

Coordination with VCTC

Work with VCTC staff to improve coordination and timing between GCTD and VCTC Intercity service at transfer centers, including upgrade and improvement of radio communications, coordination of service change planning and information distribution. *(This recommendation is revenue neutral.)*

RECOMMENDATION J

Modernize Pass Purchasing & Fare Payment Options

Currently, the majority of fares paid on GCTD’s buses are paid with cash. This is largely because GCTD’s magnetic stripe 31-day and 15-ride passes are only sold at the GCTD Customer Service Center (CSC) and at a limited number of ticket outlets. Most locations accept cash or check only for the purchase of tickets, including the CSC. Creating the extra step of having to make a special trip to purchase a ticket makes paying the fare more difficult. It is recommended that GCTD staff work to implement more user-friendly methods of purchasing fare media. Options that should be investigated

include but are not limited to: accepting credit and debit cards online and at the CSC, expanding sales to grocery stores, implementing online ticket sales, participation in a regional smartcard system, installation of vending machines at transit centers. Additional options being tested in larger metropolitan areas include smartphone e-payment. These technologies, if proven successful, should be looked at for their application in GCTD’s service area.



Additionally, as mentioned in Chapter 2, a smartcard that works on all services provided by Ventura County transit providers would be an enhancement for transit riders in the county. GCTD will work with VCTC on the development of a smartcard or consider joining established programs such as the LA TAP program. Extending the TAP card to Ventura County would facilitate transportation between the two counties and would help bridge the gap in Ventura County created by the elimination of the GoVentura Smartcard, allowing all the operators in the area to be on an integrated fare system. *(Funding has not been identified for this project.)*

RECOMMENDATION K

Expand Holiday Service Schedule

On the following six major holidays, GCTD service does not operate:

- New Year's Day
- Memorial Day
- Independence Day
- Labor Day
- Thanksgiving Day
- Christmas Day

Implementing a Saturday/Sunday schedule on four of the six holidays (New Year's Day, Memorial Day, Independence Day, and Labor Day) would be extremely beneficial to passengers as many businesses and retail shops are open, not to mention many recreational activities that often take place on holidays. The cost of adding this additional service would be partially offset by a reduction of service hours on other holidays where major employment centers and schools are closed, such as Martin Luther King Jr. Day, Presidents Day, Veteran's Day and Cesar Chavez Day, and would be less than \$100,000. Requests for service on Memorial Day, Independence Day and Labor Day was specifically requested at multiple outreach events. *(Funding for this recommendation will be built into the budget.)*

RECOMMENDATION L

Improve Bus Stops – Stop Spacing, Operational Improvements and Passenger Information

GCTD is always looking to improve its bus stops. As part of the outreach conducted for the SRTP, many comments were received requesting improved bus stops. GCTD intends to create a bus stop improvement plan that looks at ADA compliance, distance between bus stops and operational and/or safety issues in order to prioritize and best address stop improvements. Addressing stop spacing can help to improve route speed considerably. The plan will also identify stops that should have improved amenities based on ridership using thresholds recommended in the Bus Stop Guidelines.

Additionally, ways to improve availability of passenger information at bus stops will also be investigated. Trip planning information is easily accessible through Google Transit and real time information is available through NextBus and Smart Ride (online and through Smartphone apps). Additionally, GCTD has guide-a-ride panels with wayfinding and schedule or frequency information at over 40% of its stops. Information on how to



find real time information (through NextBus or by texting a number) can also be found on these signs. GCTD is committed to providing passengers with as much information as possible as well as using available technology to improve the passenger experience. *(Funding for this recommendation has not been identified but may be applied for through such programs as the Caltrans Sustainable Communities or Active Transportation grant programs.)*

Table 8.1: Projected Five-Year Resources for Expanded Service

	FY 13/14	FY 14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19
Route	Revenue Hours	Revenue Hours	Revenue Hours	Revenue Hours	Revenue Hours	Revenue Hours
1A/1B	20,964	21,375	21,419	21,419	21,419	21,419
2	5,436	5,399	5,453	5,453	5,453	5,453
3	5,126	5,150	5,148	5,148	5,148	5,148
4A/4B	14,508	14,864	14,888	14,888	14,888	14,888
5	5,315	5,366	5,416	5,416	5,416	5,416
6	40,531	41,698	43,859	47,403	47,667	51,237
7	5,093	5,058	5,165	5,165	-	-
8	10,873	10,973	11,417	11,441	13,159	13,289
9	5,050	5,020	5,033	5,033	5,371	5,396
10	7,480	7,491	7,536	7,536	7,536	7,536
11	12,405	13,101	13,164	13,164	13,164	13,164
14	8,003	7,619	525	--	--	--
15	8,003	7,619	5,565	5,400	5,400	5,400
16	14,463	14,510	14,545	14,545	14,545	18,947
17	9,078	8,449	10,817	10,932	10,932	10,932
18 Trippers	929.25	950	919	919	919	919
19	5,213	4,940	5,178	5,178	5,178	5,178
20	4,590	4,889	4,903	4,903	4,903	4,903
21	13,865	14,142	14,170	14,170	14,170	14,170
22	--	--	7,949	8,529	8,529	8,529
23-Ventura Rd	--	--		-	17,955	17,955
	196,925	198,613	203,069	206,642	222,848	231,840
Recommendation			Add Route 22/ Restructure 15/17/14 (Complete)	Add Frequency Route 6	Add Route 23	Add Frequency Route 6, and 16
Estimated VOMS*	45	45	46	51	54	57
	Actual	Actual	Projected	Forecast	Forecast	Forecast
Total Passengers	3,817,758	3,908,847	4,025,241	4,136,503	4,213,881	4,406,314
Annual Operating Cost	\$16,019,298	\$17,106,200	\$19,171,400	\$20,157,000	\$22,666,600	\$24,203,800

*VOMS = Vehicles operated in maximum service. Numbers based on VCTC's Fleet Acquisition Plan

Table 8.2: Non-Service Recommendation Cost Estimates

Recommendation Options – Non Service - Cost Estimates		
Letter	Project	Cost
F	Automatic Vehicle Announcement System/ITS Components	\$ 3,500,000.00
G	Complete Rebranding	\$ 470,000.00
K	Expand Holiday Service Schedule	\$ 100,000.00
L	Improve Bus Stops	\$ 185,000.00

FUTURE SERVICE CONCEPTS - BEYOND FIVE-YEARS

GCTD is aware that to completely address the transit needs and desires of the region, improvements that go well beyond the five-year window of the SRTP are necessary. To highlight these needs and stimulate discussion, this section reflects a **long-range plan** that advances ideas for future improvements to the District's current service. These ideas are for projects beyond those proposed in the above five-year plan.

These concepts are based on the fundamental notion that expediting travel time with added mobility options and improved connectivity is essential in establishing public transit as a viable transportation alternative. A system envisioned by the plan would energize economies in neighborhoods, reduce traffic congestion, improve the quality of the air and provide real savings for people, thus benefitting the entire region. It is followed by a table outlining the resources required for each category.

The process of taking these projects from concept to reality is dependent on additional long-term investments in transit beyond the current financial sources identified in the earlier chapters of this document. It will require GCTD to be successful in pursuing funding opportunities from sources such as new or expanded federal and state grant programs, growth in Cap-and-Trade funds, greater access to VCTC discretionary funds, or through a local county-wide transportation sales tax measure.

FUTURE SERVICE CONCEPTS INCLUDE:

- A. IMPROVED FREQUENCIES
- B. EXPRESS SERVICES
- C. SERVICE TO AREAS NOT SERVED
- D. SEASONAL SERVICES (BEACH BUS)
- E. EXPANDED CUSTOMER SERVICE CENTER HOURS

A. IMPROVED FREQUENCY

The District's long range plan includes improving frequencies *to exceed* the standards described in GCTD's adopted service guidelines. During peak hours for its most popular routes, this would include buses every 15-20-minutes and frequency every 40-60-minutes during low usage periods. Additionally, the plan would exceed the service standards for frequencies

recommended by VCTC in their SRTP. While costly, this plan would respect our passengers value of time and encourage use of the bus as a convenient transportation alternative. The following are recommended service levels by route type classification, as compared to the standards recommended by VCTC.

- **Frequent Local (Routes 1 and 6)**

These are routes that operate on corridors with relatively high concentrations of population and employment or other major ridership generators. Routes 1 and 6 meet this classification. VCTC recommends service every 20 minutes during peak periods and every 30-60 minutes during non-peak periods. Both routes currently meet or exceed the recommended levels but do not meet ridership demands. These two routes receive the highest number of complaints regarding over-crowded buses that are uncomfortable, running late, and missing connections. GCTD recommends 15 minute peak-hour and 20 minute non-peak frequencies with service spans extended to conclude at 11 p.m. to accommodate late work shifts.

- **Local (Routes 4, 7, 8, 10, 11, 17, 19, 20, 21, 22, and 23)**

Over half (11 of 20) of GCTD routes are identified as “local.” These routes make local stops and operate bi-directionally all day on arterial corridors with contiguous development or along collector streets of neighborhoods with a high demand for service. VCTC recommends 30-60 minutes frequency on weekdays and at least every 60 minutes on weekends for these routes. The 11 GCTD local routes are consistent with the VCTC recommendation. GCTD recommends a minimum frequency of 30 minutes during weekday peak hours.

- **Circulator (Routes 2, 3, 5, 9, 15)**

Routes operating within suburban or predominantly residential areas are classified as circulators. For these, VCTC recommends frequencies of 30-60 minutes. Current GCTD service varies between 45 and 50 minutes daily. GCTD recommends a minimum frequency of 30 minutes during weekday peak hours.

- **Intercity (Route 16)**

Intercity routes provide connectivity between two or more neighboring communities. These routes typically traverse rural or undeveloped areas and therefore may operate on a combination of highways and arterial streets with few stops between destinations. Intercity routes should operate at simple, clockface frequency of 30 or 60 minutes and have a service span that takes into consideration potential early morning and late night commute patterns. Currently, Route 16 operates with hourly service. GCTD recommends a frequency of 30 minutes during weekday peak hours.

B. EXPRESS SERVICES

The express service recommended in VCTC’s SRTP is for regional destinations outside of Ventura County. Because of GCTD’s 91 square mile service area, express routes are recommended for several travel zones appropriate for such service.

- **Express Service Between Oxnard And Ventura**

One of the most highly requested new services is for express routes between Oxnard and Ventura. Current service takes on average three times as long as the same trip in an automobile. Express service would provide much quicker and direct service between the two cities, filling a major need.

Two concepts that would provide quicker and more direct service between the two cities are provided below. A **Route 6 Express** would follow much of the current Route 6 path but would have limited stops, greatly speeding up service.

The second option, **Oxnard-Ventura Express**, would provide service from the OTC to downtown Ventura, stopping at the Esplanade and the VTC along the way. The first option provides more coverage, but is slower, and the second is much faster, but does not serve as many places.

Figure 8.6: Route 6 Express Map

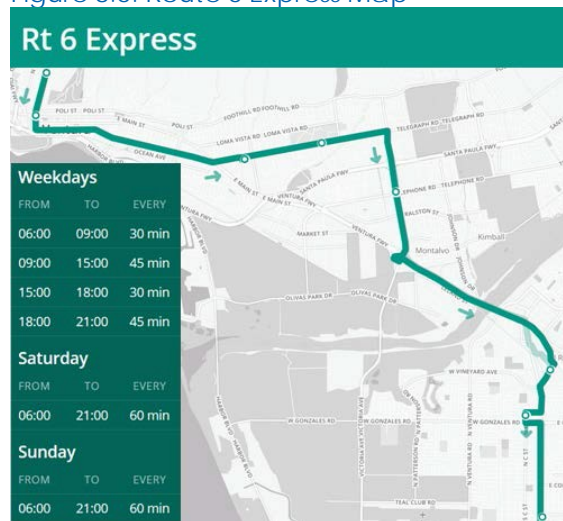
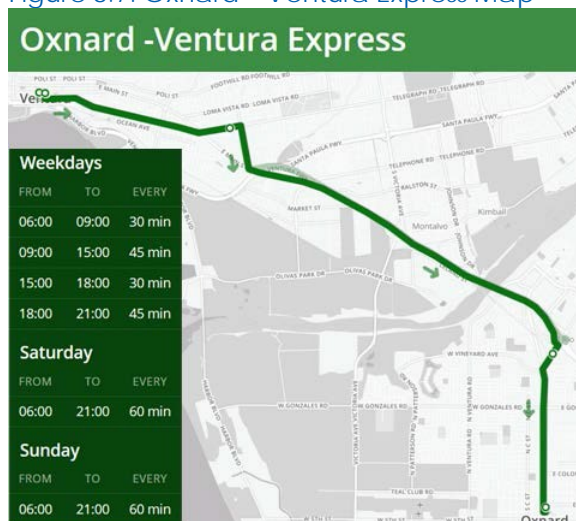


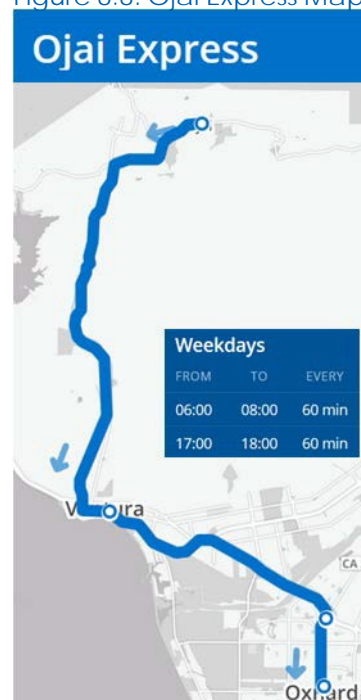
Figure 8.7: Oxnard – Ventura Express Map



- **Ojai Express Service**

Express service between Oxnard and Ojai was previously provided by GCTD and was quite productive. However, it was eliminated during the “Great Recession” due to lack of funds. This commuter route would provide limited stop express service from central Oxnard to Ventura and the Ojai Valley in the morning with the same limited stop express service returning in the afternoon. This would be a valuable service for lower income agricultural workers and would attract new riders as travel time on this route would be very comparable to car trips. The route would return as a Route 16 or as express service to the County Government Center (and do the opposite in the afternoon). This route could also provide service from GCTD's new facility to downtown Oxnard.

Figure 8.8: Ojai Express Map



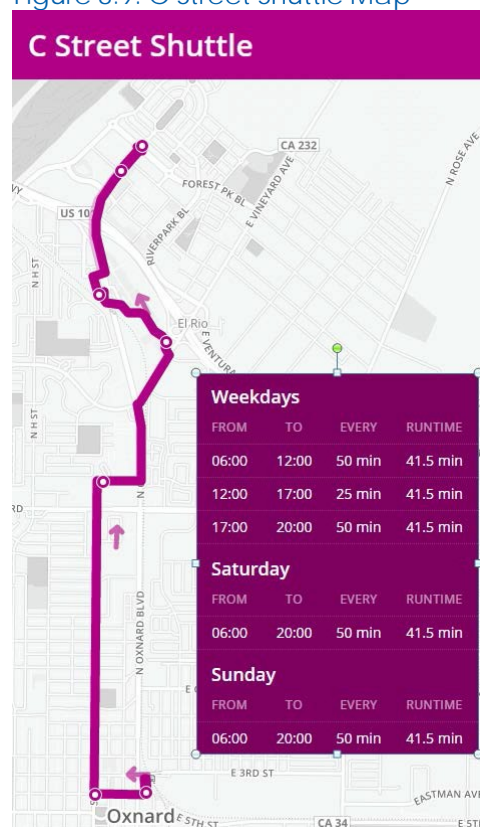
C. SERVICE TO AREAS CURRENTLY NOT SERVED

This category would respond to planned long-term changes to major transportation corridors and requests for service to areas not currently served.

- **C Street Shuttle**

Currently route 6 operates along C Street with the highest service frequency of all routes. As part of the OCCTIP plan, bike and pedestrian improvements are planned along Oxnard Boulevard. These improvements would allow Route 6 to provide service along this major arterial that is currently un-served by transit. Relocating Route 6 to Oxnard Boulevard will help to improve its slow speed. Due to high ridership along C Street, this change could only be made possible by a route like the C Street Shuttle, which would maintain local service in the Wilson and Carriage Square Neighborhoods. Additionally, this route would provide direct service to the Esplanade, The Village and The Collection retail areas.

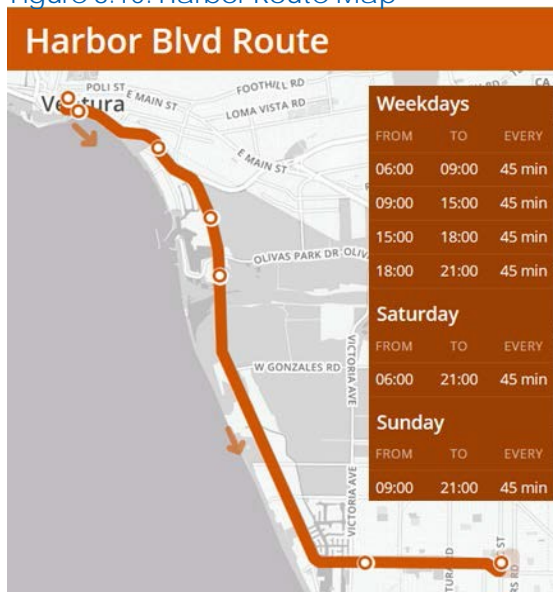
Figure 8.9: C Street Shuttle Map



- **Harbor to Harbor Route**

Harbor Boulevard serves as the coastal connector between the beach communities of Oxnard and Ventura. Through the community outreach program, a route servicing the Ventura Harbor and Channel Islands Harbor and surrounding areas, such as Pierpont, has been requested. This route would serve as an additional connection between Oxnard/Port Hueneme and Ventura. The route would also provide the only direct connection from Oxnard or Port Hueneme to west Ventura. Adding this route will give access to fixed-route transit service to two areas where service is not currently provided. However, this route may also pose challenges as much of the route is sparsely populated and lacks pedestrian connectivity.

Figure 8.10: Harbor Route Map



As a note, GCTD previously operated a three year demonstration Route to the Ventura Harbor. After three years of low ridership the route was ultimately discontinued. Since then Downtown Ventura Partners has implemented a shuttle that provides service between downtown Ventura and Ventura Harbor. GCTD will work with the City of Ventura and local business groups to help coordinate service to these areas in the future.

In Oxnard, the City of Oxnard currently operates the Harbor and Beaches dial-a-ride service that connects passengers from the harbor and beach areas to GCTD's main transit centers and the Oxnard airport. The City of Oxnard has inquired into the possibility of GCTD taking over the operation. GCTD will work with the City of Oxnard to develop plans for this service in the future.

- **Ventura Crosstown Service**

One of the factors currently limiting GCTD's ability to provide fast cross-town service in Ventura is the location of the Ventura Transit Center. While the location makes transferring and relieving drivers easier, all buses traversing Ventura currently make planned layovers here, delaying passengers who wish to simply travel across town. This Route would look at ways to provide service across Ventura along

Figure 8.11: Ventura Crosstown Service Map



portions of Route 11 and Route 16, to enable passengers a faster trip across the city of Ventura. In order to make this route possible, a layover point for buses to turn around in Downtown Ventura or West Ventura would be required.

For an overall concept map of all suggested service improvements, please see Appendix III.

SPECIAL SERVICES

Because the District's service area is in close proximity to County beaches and mountain areas, seasonal service would provide access to these areas via the bus.

These services would help promote to and attract "choice riders" by allowing for utilization of our services in an unconventional way in order to build comfort with transit use.

- **Seasonal Beach Shuttle Service**

As part of the outreach process, GCTD received requests for seasonal service to local beaches in Oxnard and Ventura. Currently the only direct beach access provided by GCTD is on Route 1, which services the Port Hueneme Pier and Beach Park. This concept would look at



providing a couple trips a day, likely between transit centers and the beach in their respective cities. Service would operate from Memorial Day to Labor Day.

- **Expansion of Customer Service Hours**

GCTD's customer service center is located at the OTC and is currently open Monday through Friday, from 7a.m.-7p.m. In order to provide access to passenger information and ticket sales as our service area grows and service span increases, a limited expansion of business hours for providing passenger information in the evening and on weekends may be considered. However, since the majority of the demand on the customer service center revolves around purchasing fare media, the implementation of vending machine(s) at transit centers and online ticket sales could potentially alleviate the need to add additional staff while still allowing for expanded information access. Additionally, a ticket vending machine at the VTC would greatly help meet passenger needs in the short term, as there is currently no ticket outlet within a mile of the VTC.

Table 8.3 Future Concepts-Cost

Future Concepts - Cost Estimates			
Enhancement	Add. Annual Revenue Hours	Cost	Add. Vehicles
Improved Frequency:			
Frequent Local (Routes 1 & 6)	23,395	\$2,208,722	7
Local (Routes 4, 8, 10, 17, 19, 20, 22)	12,120	\$1,144,249	8
Circulator (Routes 2, 3, 5, 9, 15)	5,280	\$498,485	3
Intercity (Route 16)	3,315	\$314,925	2
Total	44,110	\$4,166,381	20
Express Service			
Route 6 Express	19,485	\$1,851,075	5
Oxnard - Ventura Express	16,425	\$1,560,375	3
Ojai Express	3,060	\$290,700	4
C Street Shuttle	6,385	\$602,808	2
Harbor to Harbor Route	10,620	\$1,002,634	2
Ventura Crosstown	12,480	\$1,185,600	3
Total	68,455	\$6,493,192	19
Special Services			
Seasonal Beach Shuttle Service	768	\$72,960	2
Add. CSC Hours & Vending Machines	0	\$172,735	
Total	768	\$245,695	2

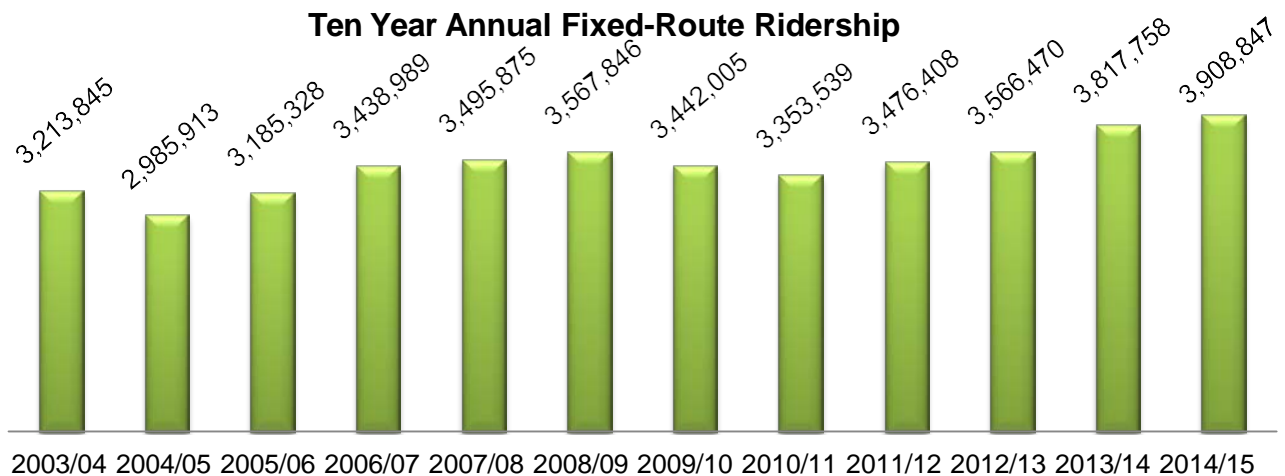
APPENDICES

- I. GCTD Ridership Data
 - a. Fixed-Route 10 Year Ridership History
 - b. Ridership Summary - FY 2013-14 & FY 2014-15
 - c. Performance Indicators By Route – FY 2013-14 & FY 2014-15
 - d. Annual Ridership/Passengers Per Hour By Route – FY 2013-14 & FY 2014-15
 - e. Ridership by Most Utilized Stop
 - f. Ridership by Most Utilized Stop Map
 - g. Average Daily Ridership at Most Utilized Stops
- II. Community Input and Survey Summary
- III. Future Improvement Concepts
 - a. South Oxnard Restructure System Map
 - b. Future Route Concepts System Map
- IV. Fleet Information
 - a. Vehicle Preventative Maintenance Program
 - b. Fleet Inventory

APPENDIX I

GCTD Ridership Data

Fixed-Route 10 Year Ridership History



FY 2013-14 Annual Ridership Summary

Fixed-Route Ridership	4 th Quarter FY 13/14	4 th Quarter FY 12/13	+/-	% chg	YTD FY 13/14	YTD FY 12/13	% chg
Total System Boardings	951,654	927,949	23,705	2.6%	3,817,758	3,566,470	7%
Avg. Daily Passengers Wkdy	11,893	11,618	275	2.4%	12,107	11,227	7.8%
Avg. Daily Passengers Sat	7,644	7,393	251	3.4%	7,660	7,142	7.3%
Avg. Daily Passengers Sun	7,011	6,795	216	3.2%	6,999	6,479	8%
Wheelchair Boardings	4,094	5,269	(1,175)	-22.3%	17,779	18,170	-2.2%
Bicycle Boardings	24,049	18,731	5,318	28.4%	86,934	65,377	33%
Passengers Per Rev Hour	19.2	19.8	-0.6	-3.0%	19.4	19.7	-1.5%
Fare Rev Per Service Hour	\$14.11	\$13.99	\$0.12	0.9%	\$ 13.93	\$13.81	0.9%
Total Fare Revenue	\$701,525	\$655,356	\$46,169	7.0%	\$2,743,944	\$2,504,405	9.6%
On-Time Performance	79%	80%	Goal > 50%		78%	81%	
% Boarding as Free Transfer	27%	28%	Goal < 20%		26%	27%	

FY 2014-15 Annual Ridership Summary

Fixed-Route Ridership	4 th Qtr FY 14-15	4 th Qtr FY 13-14	+/-	% chg	YTD chq FY 14-15	YTD FY 13-14	%
Total System Boardings	968,948	951,654	17,294	1.8%	3,908,847	3,817,758	2.4%
Ave. Daily Passengers Wkdy	12,104	11,893	211	1.8%	12,422	12,107	2.5%
Ave. Daily Passengers Sat	7,750	7,644	106	1.4%	7,810	7,660	1.9%
Ave. Daily Passengers Sun	7,197	7,011	186	2.6%	7,136	6,999	1.9%
Wheelchair Boardings	7,083	4,094	2,989	73%	26,248	17,779	48%
Bicycle Boardings	26,160	24,049	2,111	9%	102,367	86,934	18%
Passengers Per Revenue Hour	19.2	19.2	0	0%	19.6	19.4	1%
Total Fare Revenue	\$823,159	\$701,525	\$121,634	17%	\$3,211,258	\$2,996,372	7%
On-Time Performance	80%	79%	Goal > 90%		78%	78%	0%
% Boardings as Free Transfers	25%	27%	Goal < 20%		25.1%	26%	-0.9%

Performance Indicators by Route - FY 2013 -14

4th Quarter FY 13-14 - Service Evaluation Report RIDERSHIP MEASURE

Route #	Route Name	Service Type	Total Revenue Hours	Total Passengers	Passengers per Revenue Hour	Route Ranking	Rank change from previous Quarter	Quartile
1A/1B	Port Hueneme - OTC - PV Rd - Bard Rd	Trunk	5,238	150,441	28.7	1		1
6	Oxnard - Ventura - Main St.	Trunk	10,133	253,697	25.0	2		1
16	Downtown Ojai - Pacific View Mall	Local	3,617	77,283	21.4	3		1
2	Colonia - Downtown Oxnard	Local	1,359	28,385	20.9	4	+3	1
4A/4B	North Oxnard - Ventura Rd - St. John's	Local	3,627	73,777	20.3	5	+1	2
5	Hemlock - Seabridge - Wooley	Local	1,326	24,567	18.5	6	+2	2
11	Pacific View Mall - Telephone - Wells Center	Trunk	3,282	60,694	18.5	7	-3	2
3	J St - Centerpoint Mall - Naval Base	Local	1,282	22,878	17.9	8	-3	2
7	Oxnard College - Centerpoint Mall - PV Rd	Local	1,273	20,469	16.1	9	+2	3
8	OTC - Oxnard College - Centerpoint Mall	Local	2,718	42,862	15.8	10	-1	3
10	Telegraph Road - Satcoy	Local	1,868	26,152	14.0	11	-1	3
19	OTC - 5th - Gonzales Rd - Oxnard Airport	Local	1,347	18,541	13.8	12		3
9	Lemonwood/Gisler	Local	1,263	15,525	12.3	13		4
15	El Rio - Northeast	Local	1,998	14,843	7.4	14		4
17	Esplanade - Oxnard College	Trunk	2,269	16,651	7.3	15		4
14	RiverPark - Nyeland Acres	Local	1,998	14,030	7.0	16		4

Note: Route rankings are based only on those routes that existed for the entire year.

Excluded Routes

18A,18C,18D,18F	School Trippers	Tripper	247	13,778	55.84
20	Eastman - Lombard - Sturgis	Local	1,306	15,862	12.15
21	Port Hueneme - Ventura - Victoria Ave	Trunk	3,555	61,219	17.22

New Routes should meet the applicable target for their class of service (trunk, local) after three years.

Systemwide Performance Target

		Passengers per Revenue Hour
Trunk	Routes that link 2 or more major or regional commercial and employment centers and travel on arterial roads or HWYS.	20
Local	Routes that connect residential areas to major commercial and employment centers and travel on both arterial and residential streets.	15

ECONOMIC MEASURE

Route #	Total Passengers	Total Revenue Hours	Service Type	Systemwide Average Cost Per Hour (Depreciated)	Total Cost	Cost Per Passenger	Average Fare Per Passenger	Subsidy Per Passenger	Route Ranking	Quartile
1A/1B	150,441	5,238	Trunk	\$ 96.45	\$ 505,161	\$ 3.36	\$0.71	\$ 2.65	1	1
6	253,697	10,133	Trunk	\$ 96.45	\$ 977,347	\$ 3.85	\$0.74	\$ 3.11	2	1
16	77,283	3,617	Local	\$ 96.45	\$ 348,854	\$ 4.51	\$0.85	\$ 3.66	3	1
2	28,385	1,359	Local	\$ 96.45	\$ 131,076	\$ 4.62	\$0.68	\$ 3.94	4	1
4A/4B	73,777	3,627	Local	\$ 96.45	\$ 349,824	\$ 4.74	\$0.65	\$ 4.09	5	2
5	24,567	1,326	Local	\$ 96.45	\$ 127,922	\$ 5.21	\$0.71	\$ 4.49	6	2
11	60,694	3,282	Trunk	\$ 96.45	\$ 316,503	\$ 5.21	\$0.67	\$ 4.55	7	2
3	22,878	1,282	Local	\$ 96.45	\$ 123,610	\$ 5.40	\$0.68	\$ 4.73	8	2
7	20,469	1,273	Local	\$ 96.45	\$ 122,801	\$ 6.00	\$0.76	\$ 5.24	9	3
8	42,862	2,718	Local	\$ 96.45	\$ 262,190	\$ 6.12	\$0.75	\$ 5.36	10	3
10	26,152	1,868	Local	\$ 96.45	\$ 180,210	\$ 6.89	\$0.80	\$ 6.09	11	3
19	18,541	1,347	Local	\$ 96.45	\$ 129,959	\$ 7.01	\$0.73	\$ 6.28	12	3
9	15,525	1,263	Local	\$ 96.45	\$ 121,778	\$ 7.84	\$0.71	\$ 7.14	13	4
15	14,843	1,998	Local	\$ 96.45	\$ 192,707	\$ 12.98	\$0.72	\$ 12.26	14	4
17	16,651	2,269	Trunk	\$ 96.45	\$ 218,855	\$ 13.14	\$0.83	\$ 12.31	15	4
14	14,030	1,998	Local	\$ 96.45	\$ 192,707	\$ 13.74	\$0.70	\$ 13.03	16	4

Excluded Routes

18A,18C,18D,18F	13,778	247	\$ 96.45	\$ 23,799	\$ 1.73	\$1.00	\$ 0.73
20	15,862	1,306	\$ 96.45	\$ 125,964	\$ 7.94	\$0.68	\$ 7.26
21	61,219	3,555	\$ 96.45	\$ 342,893	\$ 5.60	\$0.77	\$ 4.83

Performance Indicators by Route - FY 2014-15

4th Quarter FY 14-15 - Service Evaluation Report RIDERSHIP MEASURE

Route #	Route Name	Service Type	Total Revenue Hours	Total Passengers	Passengers per Revenue Hour	Route Ranking	
1	Port Hueneme - OTC	Trunk	5,355	158,679	30.5	1	1
6	Oxnard - Ventura/Main St.	Trunk	10,787	261,690	26.3	2	1
2	Colonia	Local	1,363	27,920	23.6	3	1
16	Ojai	Local	3,636	78,442	22.6	4	1
4	North Oxnard	Local	3,722	74,224	22.1	5	2
5	Parkwest	Local	1,354	22,531	21.3	6	2
11	Telephone Road - Saticoy	Trunk	3,291	66,593	20.7	7	2
21	Victoria Ave	Trunk	3,542	61,648	18.7	8	2
8	Oxnard College	Local	2,775	42,914	18.1	9	2
3	Southside	Local	1,287	22,738	18.0	10	3
19	Gonzales/OTC/Fifth	Local	1,294	16,515	16.9	11	3
7	South Oxnard	Local	1,291	20,052	16.6	12	3
20	Eastman - Lombard - Stugis	Local	1,226	16,882	16.4	13	3
9	Lemonwood/Gisler	Local	1,258	17,336	14.4	14	3
10	Telegraph Road - Saticoy	Local	1,884	19,164	13.6	15	4
17	Vineyard Central Rose	Trunk	2,263	20,637	9.8	16	4
15	El Rio - Northeast	Local	1,970	16,325	9.2	17	4
14	RiverPark - Nyeland Acres	Local	1,970	13,867	8.3	18	4

Note: Route rankings are based only on those routes that existed for the entire year.

Excluded Routes

18A,18C,18D,18F School Trippers	Tripper	10,790
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Systemwide Performance Target

		Passengers per Revenue Hour
Trunk	Routes that link 2 or more major or regional commercial and employment centers and travel on arterial roads or HWYS.	20
Local	Routes that connect residential areas to major commercial and employment centers and travel on both arterial and residential streets.	15

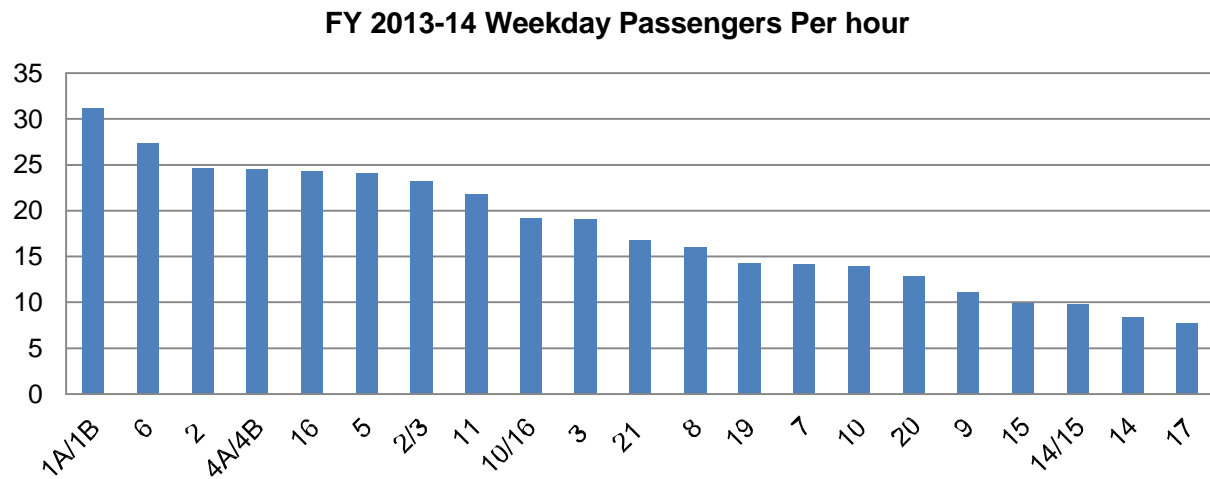
ECONOMIC MEASURE

Route #	Total Passengers	Total Revenue Hours	Service Type	Systemwide Average Cost Per Hour (Depreciated)	Total Cost	Cost Per Passenger	Average Fare Per Passenger	Subsidy Per Passenger	Route Ranking	Quartile
1	158,679	5,355	Trunk	\$ 95.64	\$ 514,644	\$ 3.26	\$0.76	\$ 2.54	1	1
6	261,690	10,787	Trunk	\$ 95.64	\$ 1,004,650	\$ 3.84	\$0.90	\$ 2.99	2	1
16	78,442	3,636	Local	\$ 95.64	\$ 346,959	\$ 4.52	\$0.96	\$ 3.56	3	1
5	22,531	1,354	Local	\$ 95.64	\$ 129,284	\$ 4.74	\$0.84	\$ 3.92	4	1
21	61,648	3,542	Trunk	\$ 95.64	\$ 337,727	\$ 5.24	\$0.91	\$ 3.97	5	2
2	27,920	1,363	Local	\$ 95.64	\$ 129,706	\$ 4.71	\$0.73	\$ 4.01	6	2
4	74,224	3,722	Local	\$ 95.64	\$ 356,786	\$ 4.77	\$0.75	\$ 4.04	7	2
11	66,593	3,291	Trunk	\$ 95.64	\$ 313,132	\$ 4.97	\$0.84	\$ 4.17	8	2
3	22,738	1,287	Local	\$ 95.64	\$ 123,199	\$ 5.30	\$0.76	\$ 4.59	9	2
8	42,914	2,775	Local	\$ 95.64	\$ 264,038	\$ 5.74	\$0.82	\$ 4.95	10	3
7	20,052	1,291	Local	\$ 95.64	\$ 122,127	\$ 6.13	\$0.80	\$ 5.36	11	3
19	16,515	1,294	Local	\$ 95.64	\$ 120,001	\$ 6.85	\$0.86	\$ 6.04	12	3
20	16,882	1,226	Local	\$ 95.64	\$ 116,513	\$ 6.93	\$0.83	\$ 6.05	13	3
9	17,336	1,258	Local	\$ 95.64	\$ 119,902	\$ 7.06	\$0.75	\$ 6.32	14	3
10	19,164	1,884	Local	\$ 95.64	\$ 179,172	\$ 8.15	\$0.96	\$ 7.22	15	4
17	20,637	2,263	Trunk	\$ 95.64	\$ 214,142	\$ 10.24	\$0.96	\$ 9.31	16	4
15	16,325	1,970	Local	\$ 95.64	\$ 183,402	\$ 12.06	\$0.74	\$ 11.33	17	4
14	13,867	1,970	Local	\$ 95.64	\$ 183,402	\$ 13.14	\$0.78	\$ 12.39	18	4

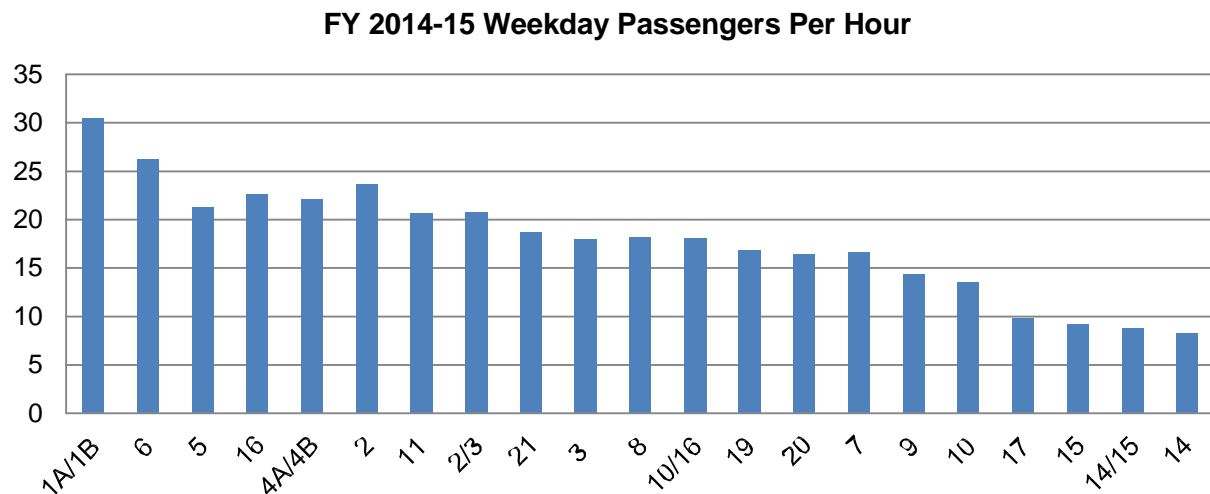
Excluded Routes

18	10,790	137	Tripper	\$ 96.45	\$ 13,214
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Annual Ridership/Passengers Per Hour By Route FY 2013-14



Annual Ridership/Passengers Per Hour By Route FY14/15

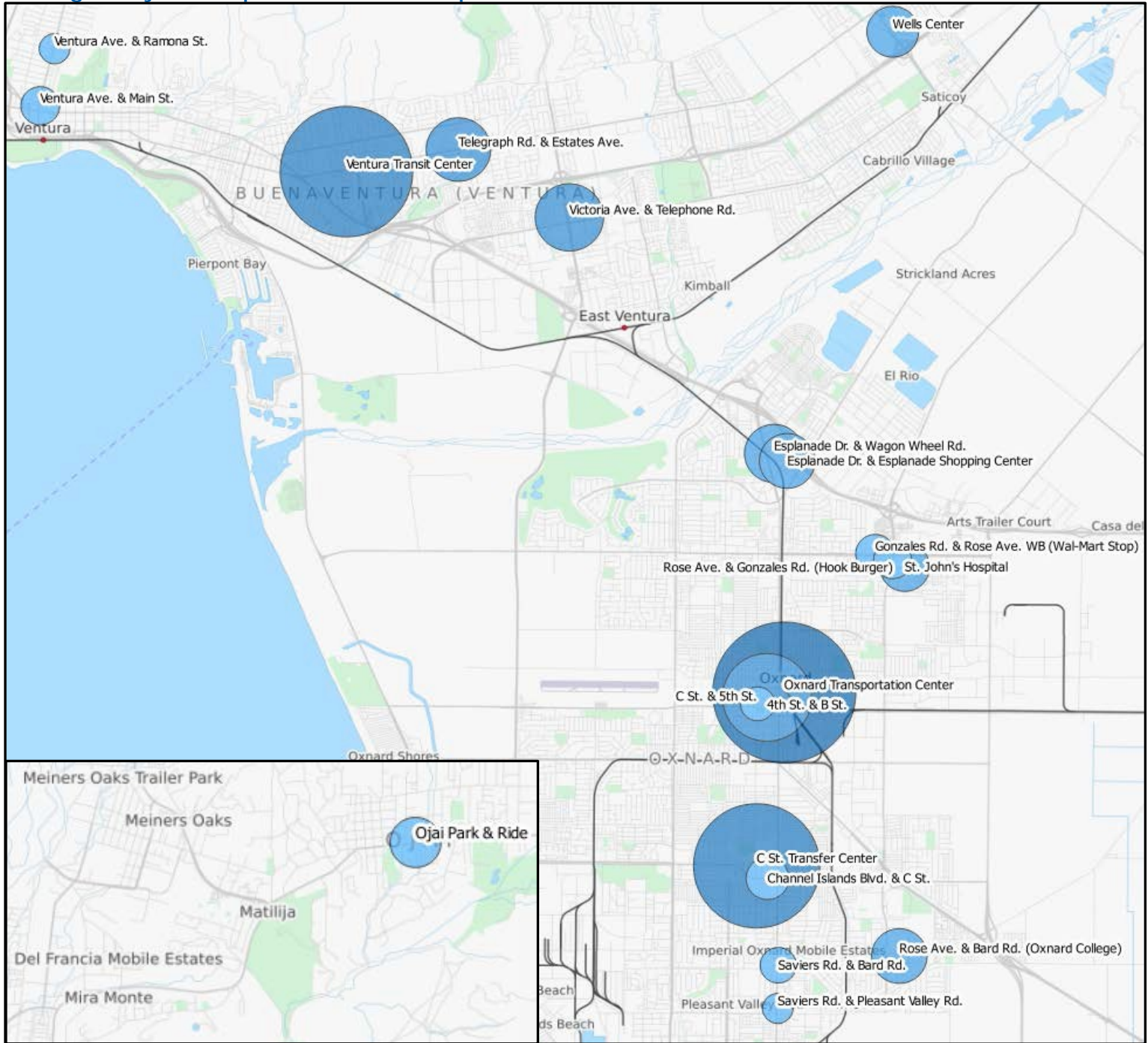


Average Daily Ridership at Most Utilized Stops

Rank	Stop	City	Route	Average Daily Passengers
1	Oxnard Transportation Center	Oxnard	1, 2, 3, 4, 5, 6, 8, 18, 19, 20	2619
2	Ventura Transit Center	Ventura	6, 10, 11, 16, 21	2248
3	C St. Transfer Center	Oxnard	1, 3, 7, 8, 9, 21	1327
4	4th St. & B St. <i>(Both Directions)</i>	Oxnard	1, 2, 3, 4, 5, 6, 19, 20	1022
5	Victoria Ave. & Telephone Rd. <i>(Both Directions)</i>	Ventura	6, 21	601
6	Telegraph Rd. & Estates Ave. <i>(Both Directions)</i>	Ventura	6, 10, 21	535
7	Esplanade Dr. & Wagon Wheel Rd. <i>(Both Directions)</i>	Oxnard	6, 15, 17	448
8	Esplanade Dr. & Esplanade Shopping Center <i>(Both Directions)</i>	Oxnard	6, 15, 17	398
9	Rose Ave. & Bard Rd. (Oxnard College)	Oxnard	8, 17	396
10	Wells Center	Ventura	10, 11, 22	343
11	St. John's Hospital	Oxnard	4B, 15, 19, 20	317
12	Channel Islands Blvd. & C St.	Oxnard	1, 7, 8, 9, 21	236
13	Ojai Park & Ride	Ojai	16	213
14	Gonzales Rd. & Rose Ave. WB (Wal-Mart Stop)	Oxnard	4B, 20	197
15	Ventura Ave. & Main St.	Ventura	6, 16	194
16	Rose Ave. & Gonzales Rd. (Hook Burger)	Oxnard	4A, 17	186
17	Saviers Rd. & Bard Rd.	Oxnard	1, 7, 8	168
18	C St. & 5th St.	Oxnard	1, 3, 5, 20	152
19	Ventura Ave. & Ramona St.	Ventura	6, 16	121
20	Saviers Rd. & Pleasant Valley Rd.	Oxnard	1, 7	120

**Data Reported from October 2014*

Average Daily Ridership at Most Utilized Stops



Avg. Passengers per Stop

- 120 - 236
- 236 - 448
- 448 - 1022
- 1022 - 2248
- 2248 - 2619

APPENDIX II

Community Meeting Input and Survey Summary

As part of the Short Range Transit Plan community outreach process, GCTD conducted outreach activities, including hosting meetings, attending community meetings and farmers markets as well as conducting a survey onboard the bus, online and distributing to community groups.

Onboard and Online Survey Summary

The purpose of the survey was to collect information about demographics, travel patterns, bus service needs, and how passengers get their information. The survey was made available online through the website and through paper surveys distributed on the buses and to community groups between early October 2014 and late February 2015. All questions and answer options were provided in both English and Spanish to get maximum participation from riders. In total the survey was completed by 713 participants.

Analysis of the survey confirmed the challenges GCTD has in providing quality service in this area as well revealing some promising trends. Among the surprises, the survey indicated GCTD had a comparable percentage of “choice” riders to large cities, however, these riders rode less frequently and predominately used intercity services such as routes 6, 16 or 21. The survey confirmed that a significant majority of GCTD riders are transit dependent and an even larger percentage of trips are made by transit dependent riders. In accordance with a

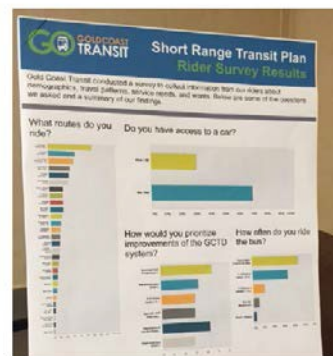
national trend millennials (age 18-35) were the most likely to take transit but, as would be expected, usage is dependent on convenience. Roughly two-thirds of respondents indicated they used the bus to get to work or school and slightly more than half indicated they used the bus to access retail facilities. Survey respondents were asked what changes they would make to GCTD’s service. Requests from the survey are summarized below. The complete survey analysis can be found on GCTD’s website at

www.goldcoasttransit.org/images/Planning_Page/Survey_Analysis.pdf.

On-Board Survey



- Posted online and on buses from November-January
- Over 700 responses received
- Results will be posted on our website



New Service	<ul style="list-style-type: none"> • Express buses between Oxnard and Ventura • Express crosstown buses • Service on Harbor Boulevard • Service on Ventura Road
Increased Frequency	<ul style="list-style-type: none"> • Increased frequency was requested for all routes • Requests to increase frequency on Route 16 were particularly common
Information	<ul style="list-style-type: none"> • Better information on service changes • Requested easier access to route and schedule information • Requested better online and electronic mediums in conveying information • More accurate schedule information for more stops
Service Hours	<ul style="list-style-type: none"> • Requests across the board for extended hours • Routes run until 11PM or midnight (service was rarely requested beyond that) • Expanded weekend and holiday service
Safety	<ul style="list-style-type: none"> • Better lighting • Cameras at stops and aboard buses • Ventura Transit Center safety improvements

Community Outreach and Input

Based on analysis of the survey data and requests from survey respondents, GCTD staff developed menu of improvements to current service and new service concepts. Staff presented the concepts at several GCTD hosted meetings as well other outreach events throughout the service area. Attendees were asked to select and prioritize the top three concepts they would want implemented. The following tables summarize the feedback received during this process. GCTD conducted or

attended 13 outreach events including meetings with the ASERT Youth Group and Bus Riders Union, VCTC for the Unmet Needs process, residents of Westview community, the Downtown Ventura Partners, Cabrillo Economic Development Corporation and residents of its Snapdragon (east Ventura) and Montgomery Oaks Apartments (Ojai), MICOP and the Oxnard Downtown Management District. Staff also attended food pantry events in Saticoy and Nyeland Acres, farmers markets in Port Hueneme and RiverPark, the Saticoy Street Fair and Ojai Days

S RTP Outreach

- Conducted both **online** and **on-board** survey
- Participated & hosted numerous outreach events
- Collected input from community and business groups
- Outreach planned in each member city



Festival, as well as hosting two meetings, one in downtown Ventura and one in downtown Oxnard. Additionally, staff presented on the SRTP at VCTC's CTAC/SSTAC meeting.

The most requested service improvements were service along Ventura Road, service to Camarillo Outlets (will be provided by the VCTC Intercity service), seasonal service to Oxnard/Port Hueneme beaches, express service between Oxnard and Ventura and service to NBVC in Port Hueneme.

Systemwide - Improvement Concepts for the Future

Category	Route	Score
Add Express Service	Express Route 16	108
Add or Modify Routes	Ventura Rd. Route - S. Oxnard to RiverPark	107
New Special Seasonal Route	Camarillo Shopping Shuttle	61
New Special Seasonal Route	Ojai Bike Bus/Ventura River Trail	48
Add Express Service	Express Route 6	45
Improve Frequency	Route 16	42
New Special Seasonal Route	Oxnard/Port Hueneme Beach Bus	40
Add or Modify Routes	Route 3 Access into NBVC	39
New Special Seasonal Route	Ventura Summer Beach Bus	36
Add or Modify Routes	"Other" Express Service	36
Add or Modify Routes	Bus Route on Harbor Blvd.	34
Add or Modify Routes	Route 8 (Increase Frequency/Straighten out)	28
Add or Modify Routes	Extend Route 21 to Oxnard College	27
Add or Modify Routes	Service along Oxnard Blvd.	26
Improve Frequency	Route 6	24
Improve Frequency	Local Routes - 4, 7, 8, 10, 11, 19, 20, 21	15
OTHER	Facility improvements; Late night service; improved transfer connections	15
Add or Modify Routes	Restructure Routes 7/8/9 (Increase frequency/Straighten out)	12
Improve Frequency	Circulator Routes - 2, 3, 5, 9, 15	11
Add Express Service	Express Route 11	9
Improve Frequency	Route 17	7
Improve Frequency	Route 21	3
Improve Frequency	Route 1A/1B	1

VENTURA - Improvement Concepts for Existing Services

Systemwide		Ojai	
Priority 1	Express Rt. 16	Priority 1	Express Rt. 16
Priority 2	Ventura Rd. Route	Priority 2	Improve Rt. 16 Freq.
Priority 3	Rt. 3 Access to NBVC	Priority 3	Ojai Bike Trail Bus
Oxnard		Port Hueneme	
Priority 1	Ventura Rd. Route	Priority 1	Oxnard/P.H. Beach Bus
Priority 2	Oxnard/P.H. Beach Bus	Priority 2	Ventura Rd. Route
Priority 3	Rt. 3 Access to NBVC	Priority 3	Service Along Oxnard Blvd.
Ventura		County	
Priority 1	Improve Rt. 6 Freq.	Priority 1	Other Express Service
Priority 2	Service to Camarillo Outlets	Priority 2	Ventura Rd. Route
Priority 3	Express Route 6	Priority 3	Service to Camarillo Outlets

Overall Outreach and Input

The feedback collected from the survey, outreach events, regular requests from service improvements and staff has helped GCTD to determine the highest priorities for future service improvements. In addition to the comments received through the survey and outreach events, GCTD received requests for service in the Market industrial area and an improved and expanded Wells Center.

FY 2014-15 Onboard Survey

10 How do you typically obtain information about Gold Coast Transit District's service?
¿Cómo obtiene información sobre el servicio de Gold Coast Transit?

- ☐ Gold Coast Transit Website / Sitio web de Gold Coast Transit
 - ☐ Facebook/Twitter
 - ☐ Posters, flyers, and brochures / Anuncios, boletines, folletos
 - ☐ Calling/visiting the Customer Service Center / Visitando o llamando al Centro de Servicio al Cliente
 - ☐ Word of mouth / Familia, amigos, otros pasajeros
 - ☐ Bus operators / Conductor del autobús
 - ☐ Other (please specify) / Otro (especifique)
-
-
-

11 Would you like to be included on our email list for route updates, changes, cancellations, etc? If so, please enter your email.

Si usted desea ser incluido en nuestra lista de correo electrónico para recibir anuncios sobre nuestros servicios, por favor incluya su dirección de correo electrónico.

When complete, you can drop it in the survey collection box located on the bus or leave it at the Customer Service Center, 201 E. Fourth St. Oxnard (Oxnard Transit Center). Thank you!

Cuando haya terminado, favor de dejarlo en la caja de colección marcado a bordo del autobús o dejarlo en el Centro de Servicio al Cliente, 201 E. Fourth St. Oxnard (Oxnard Transit Center). ¡Gracias!

**Thank You
for your
time!**

¡Gracias!

CUSTOMER SERVICE CENTER
805-487-4222
OXNARD TRANSIT CENTER
MONDAY - FRIDAY, 7AM - 7PM
(TDD) 711 CA RELAY SERVICE
www.goldcoasttransit.org

Follow us!



Take our Survey!

¡Tome nuestra encuesta!

Gold Coast Transit requests your assistance in collecting information about our services. Completing this short survey will help us better understand the travel needs of our passengers and guide future program development.

Thank you!

*Gold Coast Transit solicita su ayuda en la recopilación de información acerca de nuestros servicios. Completar esta breve encuesta nos ayudará a entender mejor las necesidades de nuestros pasajeros y guiar el futuro desarrollo de nuestros programas.
¡Gracias!*



1 How often do you ride the bus?
¿Con qué frecuencia usa el autobús?

- ☐ Every day / Todos los días
- ☐ 2-4 times a week / 2-4 veces por semana
- ☐ 1-4 times a month / 1-4 veces al mes
- ☐ Rarely / Raramente
- ☐ Never / Nunca

2 Do you have access to a car?
¿Tiene acceso a un coche?

- ☐ Yes / Sí
- ☐ No / No

3 Which routes do you ride?
¿Cuál de estas rutas utiliza?

- ☐ 1A / 1B Port Hueneme - OTC
- ☐ 2 Colonia - Downtown Oxnard
- ☐ 3 J Street - Centerpoint Mall - Naval Base
- ☐ 4A / 4B North Oxnard
- ☐ 5 Hemlock - Seabridge - Wooley
- ☐ 6 Oxnard - Ventura - Main Street
- ☐ 7 Oxnard College - Centerpoint Mall
- ☐ 8 OTC - Oxnard College - Centerpoint Mall
- ☐ 9 Lemonwood - Channel Islands Blvd
- ☐ 10 Pacific View Mall - Telegraph - Satcoy
- ☐ 11 Pacific View Mall - Telephone - Wells Center
- ☐ 14 Esplanade - St. John's - Nyeland Acres
- ☐ 15 Esplanade - El Rio - St. Johns
- ☐ 16 Downtown Ojai - Pacific View Mall
- ☐ 17 Esplanade - Oxnard College
- ☐ 18A / 18C / 18D / 18F - Trippers
- ☐ 19 / 20 5th - Victoria - Gonzales - Rice
- ☐ 21 Pacific View Mall - Victoria - C Street
- ☐ ACCESS
- ☐ VISTA Coastal Express
- ☐ VISTA 101 / Conejo Connection
- ☐ VISTA 126
- ☐ VISTA CSUCI - Oxnard
- ☐ Metrolink / Amtrak
- ☐ Ojai Trolley
- ☐ Thousand Oaks / Simi Valley Transit
- ☐ Other / Otro
- ☐ I don't ride any of these. / No utilizo ninguna de estas.

4 Do you transfer between buses?
If yes, where do you transfer?
¿Su viaje incluye una transferencia hacia otro autobús? ¿Dónde transborda?

- ☐ Yes / Sí
 - ☐ No / No
- Where? / ¿Dónde? _____

5 What is the general purpose of your transit trips?
¿En general, cuál es el propósito de sus viajes en autobús?

- ☐ Work / Trabajo
- ☐ School / Escuela
- ☐ Recreation / Recreación
- ☐ Shopping / Compras
- ☐ Medical / Servicios Médicos
- ☐ Personal / Asuntos Personales
- ☐ Other / Otros

6 If you ride the bus to school or work, list the name of the school or place of employment.
Si usted viaja en el autobús a la escuela o al trabajo, indique el nombre de la escuela o lugar de trabajo.

7 How would you prioritize improvement of the Gold Coast Transit system? Number each answer below from 1-6, with 1 being the most important and 6 being the least.
Por favor enumere por orden de prioridad del 1-6, siendo el 1 el de mayor importancia, sus preferencias para el mejoramiento del sistema del autobús.

- ☐ Expansion of service hours / Expansión de las horas de servicio
- ☐ Increase bus frequency / Aumentar la frecuencia del autobús
- ☐ Expand service area / Expansión del área de servicio
- ☐ Improved bus stops (amenities, cleanliness, etc.) / Mejoramiento de las paradas de autobús (servicios, limpieza, etc.)
- ☐ Reroute and improve existing bus routes / Modificar y mejorar las rutas actuales del autobús
- ☐ Add more routes in existing service area / Agregar más rutas dentro del área de servicio

8 Are there any other changes we could make to improve our system?
¿Hay otros cambios que podríamos hacer para mejorar nuestro sistema?

9 What is your age? ¿Cuál es su edad?

- ☐ 18 or under / 18 años o menos
- ☐ 18-35
- ☐ 35-50
- ☐ 50-65
- ☐ 65 or older / 65 años o más
- ☐ Prefer not to say. / Prefiero no decir.

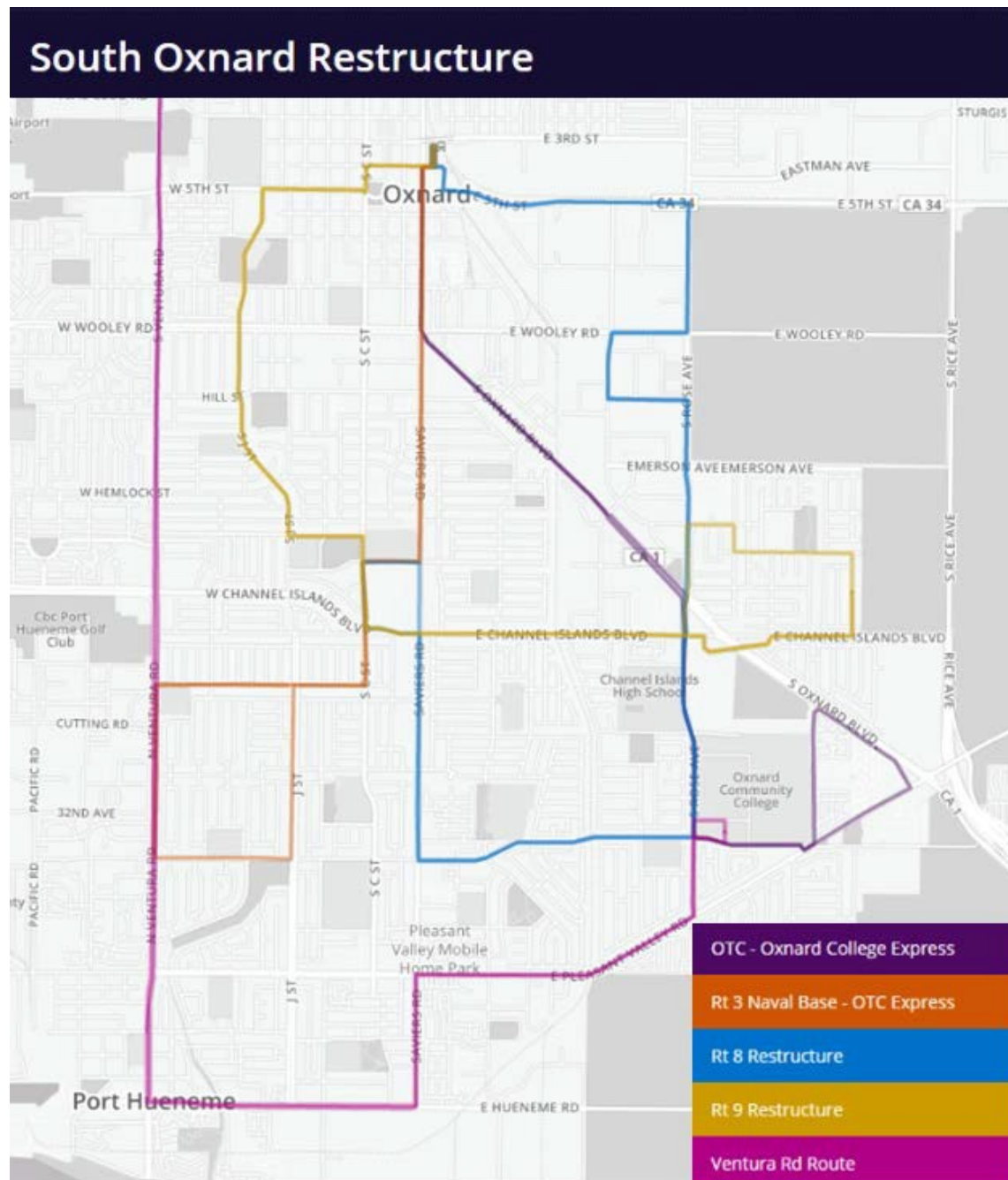
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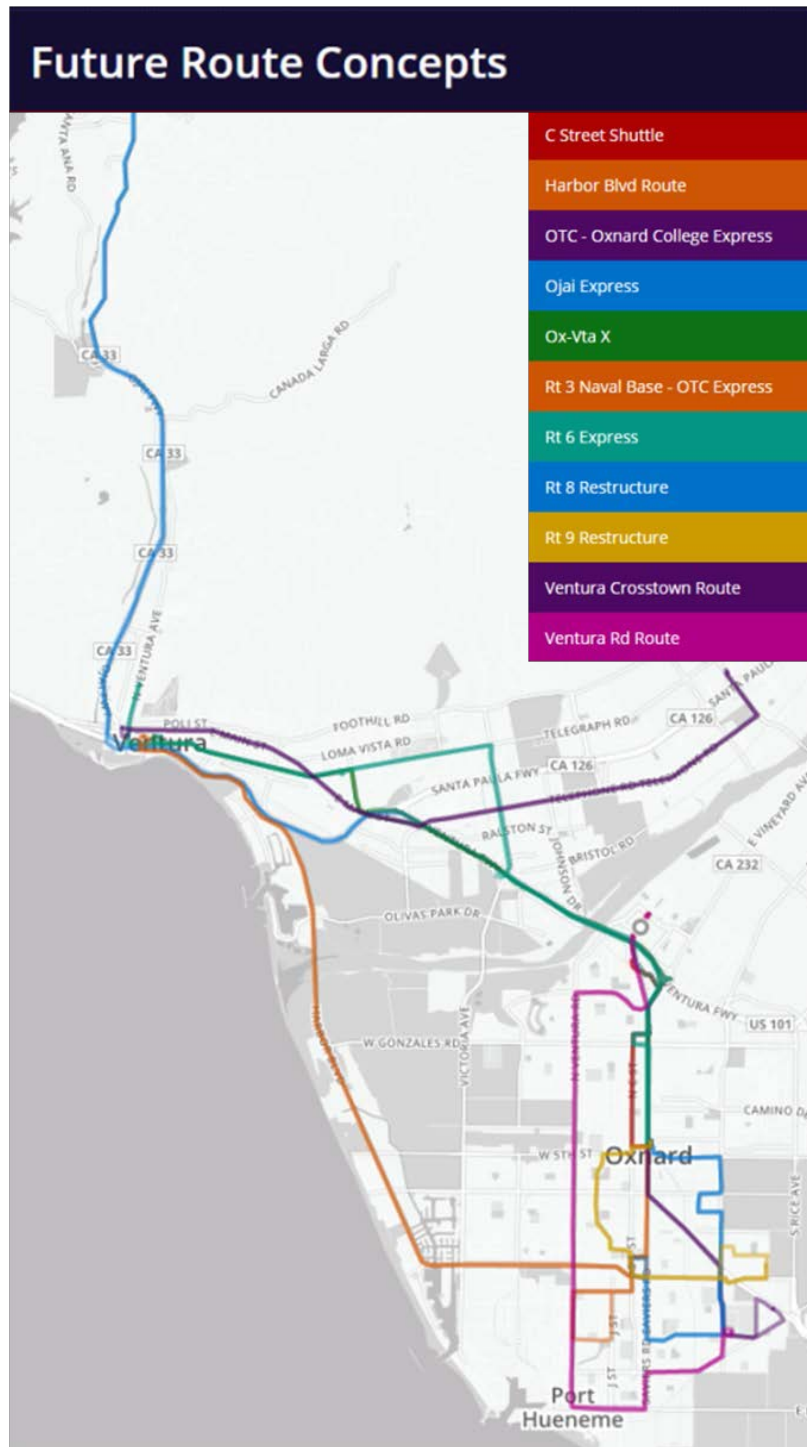
APPENDIX III

Future Improvements Concept Maps

South Oxnard Restructure System Map



Future Route Concepts System Map



APPENDIX IV

Fleet Information

Vehicle Preventative Maintenance Program

GCTD's preventive maintenance program is comprised of several elements, including daily inspections and inspections based on accumulated mileage. The program is designed to maximize vehicle performance and minimize vehicle breakdowns. As with all fleet maintenance programs, unscheduled or failure maintenance is a part of the process.

- *Daily Inspections* - The bus operator performs the daily inspection through a required "pre-op inspection" and observations noted during vehicle operation. Safety-related conditions are inspected and repaired immediately. Any defects found are written on the defect card provided in each bus, which are collected by maintenance personnel as the buses return to the yard. All noted defects are reviewed and either repaired immediately or deferred to a more appropriate time.
- *Preventive Maintenance* - Repairs are carried out as warranted by the inspection. Inspections are conducted every 5,000 vehicle miles traveled or 60 days, whichever comes first. Mileage based inspections are conducted every 5,000 vehicle miles traveled up to 60,000 miles, typically between 30 and 45 days. There are six inspection levels. All key filters, fluids, and lubricants are replaced according to OEM specifications. Also, minor vehicular defects noted during the daily or mileage inspections are deferred until the preventive maintenance is performed.

Fleet Inventory

FIXED-ROUTE FLEET INVENTORY						
FLEET VEHICLE #	PASSENGER SEATING CAPACITY	TYPE MFG.	MODEL YEAR	DATE IN SERVICE	FUEL TYPE	REPLACE YEAR
3500	30	NABI BUS	2008	6/8/2009	CNG	2020
3501	30	NABI BUS	2008	6/8/2009	CNG	2020
3502	30	NABI BUS	2008	6/8/2009	CNG	2020
3503	30	NABI BUS	2008	6/8/2009	CNG	2020
3504	30	NABI BUS	2008	6/8/2009	CNG	2020
3505	30	NABI BUS	2008	6/8/2009	CNG	2020
3506	30	NABI BUS	2008	6/8/2009	CNG	2020
3507	30	NABI BUS	2008	6/8/2009	CNG	2020
3508	30	NABI BUS	2008	7/24/2009	CNG	2020
3509	30	NABI BUS	2009	4/13/2010	CNG	2021
3510	30	NABI BUS	2009	4/13/2010	CNG	2021
3511	30	NABI BUS	2009	4/13/2010	CNG	2021
3512	30	NABI BUS	2009	3/30/2010	CNG	2021
3513	30	NABI BUS	2009	3/30/2010	CNG	2021

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3514	30	NABI BUS	2009	3/30/2010	CNG	2021
3515	30	NABI BUS	2009	3/30/2010	CNG	2021
3516	30	NABI BUS	2009	4/13/2010	CNG	2021
4008	40	NABI BUS	2001	11/20/01	CNG	2013
4009	40	NABI BUS	2001	11/21/01	CNG	2013
4010	40	NABI BUS	2001	11/21/01	CNG	2013
4011	40	NABI BUS	2001	11/21/01	CNG	2013
4012	40	NABI BUS	2001	11/17/01	CNG	2013
4013	40	NABI BUS	2001	11/17/01	CNG	2013
4014	40	NABI BUS	2002	02/05/03	CNG	2015
4015	40	NABI BUS	2002	02/05/03	CNG	2015
4016	40	NABI BUS	2004	02/10/05	CNG	2017
4017	40	NABI BUS	2004	02/10/05	CNG	2017
4018	40	NABI BUS	2004	02/10/05	CNG	2017
4019	39	NEW FLYER BUS	2006	03/26/07	CNG	2019
4020	39	NEW FLYER BUS	2006	03/26/07	CNG	2019
4021	39	NEW FLYER BUS	2006	03/26/07	CNG	2019
4022	39	NEW FLYER BUS	2006	03/26/07	CNG	2019
4023	39	NEW FLYER BUS	2006	03/23/07	CNG	2019
4024	39	NEW FLYER BUS	2006	04/02/07	CNG	2019
4025	39	NEW FLYER BUS	2006	04/02/07	CNG	2019
4026	39	NEW FLYER BUS	2006	05/07/07	CNG	2019
4027	39	NEW FLYER BUS	2006	04/06/07	CNG	2019
4028	39	NEW FLYER BUS	2006	04/06/07	CNG	2019
4029	39	NEW FLYER BUS	2006	04/21/07	CNG	2019
4030	39	NEW FLYER BUS	2006	04/20/07	CNG	2019
4031	39	NEW FLYER BUS	2006	04/02/07	CNG	2019
4032	39	NEW FLYER BUS	2006	04/20/07	CNG	2019
4033	39	NEW FLYER BUS	2006	04/17/07	CNG	2019
4034	39	NEW FLYER BUS	2006	04/17/07	CNG	2019
4035	39	NEW FLYER BUS	2006	04/17/07	CNG	2019
4036	39	NEW FLYER BUS	2006	04/20/07	CNG	2019
4037	39	NEW FLYER BUS	2006	04/17/07	CNG	2019
4038	39	NEW FLYER BUS	2006	04/20/07	CNG	2019
4039	39	NEW FLYER BUS	2006	04/20/07	CNG	2019
4040	39	NEW FLYER BUS	2006	04/20/07	CNG	2019
4041	39	NEW FLYER BUS	2006	04/25/07	CNG	2019
4042	39	NEW FLYER BUS	2006	05/07/07	CNG	2019
4043	39	NEW FLYER BUS	2006	04/30/07	CNG	2019
4044	39	NEW FLYER BUS	2006	05/07/07	CNG	2019

PARATRANSIT FLEET

VEHICLE #	SEATING CAPACITY	TYPE MFG.	MODEL YEAR	IN SERVICE	FUEL TYPE	REPLACE YEAR
2315	13/7 + 2wc	BUSWEST	2008	10/02/08	CNG	2013
2316	13/7 + 2wc	BUSWEST	2008	10/02/08	CNG	2013
2317	13/7 + 2wc	BUSWEST	2008	10/02/08	CNG	2013
2318	13/7 + 2wc	BUSWEST	2008	10/02/08	CNG	2013
2319	13/7 + 2wc	BUSWEST	2008	10/02/08	CNG	2013
2320	13/7 + 2wc	EL DORADO	2008	03/03/09	CNG	2013
2321	13/7 + 2wc	EL DORADO	2008	03/03/09	CNG	2013
2322	13/7 + 2wc	EL DORADO	2008	2/24/2009	CNG	2013
2323	13/7 + 2wc	EL DORADO	2008	03/09/09	CNG	2013

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2324	13/7 + 2wc	EL DORADO	2008	03/03/09	CNG	2013
2325	13/7 + 2wc	EL DORADO	2008	03/03/09	CNG	2013
2326	13/7 + 2wc	EL DORADO	2008	03/03/09	CNG	2013
2327	13/7 + 2wc	EL DORADO	2008	3/6/2009	CNG	2013
2328	13/7 + 2wc	EL DORADO	2008	03/04/09	CNG	2013
2329	13/7 + 2wc	EL DORADO	2008	03/09/09	CNG	2013
2330	13/7 + 2wc	EL DORADO	2008	03/09/09	CNG	2013
2331	13/7 + 2wc	EL DORADO	2008	03/03/09	CNG	2013
2332	13/7 + 2wc	EL DORADO	2008	4/2/2009	CNG	2013
2333	13/7 + 2wc	EL DORADO	2008	4/2/2009	CNG	2013
2334	13/7 + 2wc	EL DORADO	2008	4/2/2009	CNG	2013
2335	13/7 + 2wc	EL DORADO	2008	4/2/2009	CNG	2013
2336	13/7 + 2wc	EL DORADO	2008	4/2/2009	CNG	2013
2337	13/7 + 2wc	EL DORADO	2008	5/29/2009	CNG	2013
2338	13/7 + 2wc	EL DORADO	2008	5/29/2009	CNG	2013