



2022-23 FISCAL YEAR BUDGET & CAPITAL PLAN



MISSION STATEMENT

Gold Coast Transit District's mission is to provide safe, responsive, convenient, efficient, and environmentally responsible public transportation that serves the diverse needs of our community.

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MESSAGE FROM THE GENERAL MANAGER

To Members of the Gold Coast Transit District community,

I am pleased to present to you the budget for the Gold Coast Transit District (GCTD) for fiscal year 2022-2023 (FY 2022-23).

The budget was developed to support overall Agency goals of providing safe and reliable public bus transportation in western Ventura County, providing excellent customer service, and preserving and re-building ridership – all within estimated fiscal constraints. Staff remains fully committed to exploring all service and financial alternatives necessary to meet the public transit needs of the citizens of western Ventura County.

Public transportation is considered essential, alleviates congestion, ensures mobility, promotes more livable communities, and provides Americans with Disabilities Act (ADA) quality accessibility, improving equity for all members of our communities. The FY 2022-23 Operating Budget reflects the expectations of a continued slow emergence from the COVID-19 pandemic. The FY 2022-23 Capital Budget reflects the Agency's continued path forward on the Zero Emission Bus (ZEB) Rollout Plan.

Key activities that quantify the expected costs in the FY 2022-23 budgets are identified below. It should be noted that significant adjustments – positive or negative - to the requested budgets are possible after the commencement of FY 2022-23, due to the continued high level of uncertainty on how the effects of the pandemic will play out for public transit over the duration of this budget in the coming fiscal year.

Vanessa Rauschenberger

General Manager

ORGANIZATION OVERVIEW

BOARD OF DIRECTORS

Gold Coast Transit District (GCTD) is governed by a Board of Directors. Each of GCTD's five member agencies appoints one elected official from its governing body to serve on the Board of Directors and a second to serve as an alternate member.

City of Oxnard - Councilman Bryan A. MacDonald, Chair

County of Ventura - Supervisor Matt LaVere, Vice Chair

City of Ojai - Councilmember Randy Haney, Director

City of Port Hueneme - Mayor Pro Tem Richard Rollins, Director

City of Ventura - Councilmember Mike Johnson, Director

GCTD's MANAGEMENT

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. GCTD's Management Team is comprised of:

Vanessa Rauschenberger, General Manager
vacant, Assistant General Manager
James Beck, Director of Operations and Maintenance
Dawn Perkins, CPA, Director of Finance
Cynthia Torres Duque, Director of Planning and Marketing
Alexander Zaretsky, Director of Human Resources

EMPLOYEES

GCTD employs nearly 200 individuals, the majority of whom operate or maintain buses. Service Employees International Union Local 721 (SEIU) represents all bus operators, most maintenance employees and five administrative staff members. International Brotherhood of Teamsters Local 186 (Teamsters) represents supervisors. GCTD contracts with MV Transportation to operate the demand responsive services.

DISTRICT STATISTICS

Member Jurisdictions: Ojai, Oxnard, Port Hueneme, Ventura & County of Ventura

Population Served: 375,000

Average Daily Passengers: (approx.) 12,000

Fixed-Route Annual Passengers: (approx.) 2.67 million

Fixed-Route Annual Revenue Miles: (approx.) 2 million

ACCESS Paratransit Annual Passengers: 90,000

Revenue Vehicles: 87 (61 - fixed-route buses / 26 - paratransit buses/demand response vehicles)

EXECUTIVE SUMMARY

Following is a discussion of the premises for each of the major components of GCTD's FY 2022-23 Operating Budget Revenue and Expenses.

BUDGET DEVELOPMENT

The budget was developed by the Finance Department in consultation with GCTD's General Manager and Management Team. The draft budget report was presented to the Board of Directors on June 1, 2022 in addition to budget reviews conducted with GCTD's Technical Advisory Committee (TAC) in May and June of 2022. Public and member agency input is solicited during this process. Once approved, monthly updates comparing the approved budget versus actual financial information will be provided.

SOURCES AND USES OF REVENUE

The fiscal year 2022-23 operating revenue sources total \$33.7 million, including \$18.5 million from LTF, \$11.6 million in Federal grant funds, \$2.3 million in passenger revenues, \$0.8 million in other funds and \$0.5 million in State funds. GCTD will make use of \$7.7 million in funds from prior year revenues and grants, including \$1.3 million in LTF carryover funds, \$6.0 million in federal grant funds and \$0.4 million in deferred local revenues.

The approximate \$33.7 million in total operating revenue will provide \$30.6 million for GCTD operating activities, and \$1.8 million for members' transit requirements. A total of \$6.0 million Section 5307, 5339 Federal grant funds, and ARPA funds will carry over into FY 2022-23.

The budget summary is displayed in Table 1, Operating Budget Summary, and Table 3, Operating Budget – Functional Categories. Table 1 provides a summary of both revenues and expenses, categorized by expenditure type and department. Table 3 provides a major line-item breakout of the expenses by type.

BUDGET ASSUMPTIONS

GCTD is committed to the protection of public investments through sound financial practices. This commitment is reflected throughout the budget development process to final adoption. The budget process takes into consideration several factors:

- A. Wage and benefit increases subject to existing labor agreements approved by the GCTD Board of Directors. GCTD and SEIU negotiated a new Memorandum of Understanding (MOU) which became effective July 1, 2021 and for the subsequent two years. Non-Represented Management personnel follow the terms of the current SEIU MOU with the Board's approval and if the budget will allow. This current budget year includes these terms.
- B. GCTD supervisory personnel are governed by the GCTD/Teamsters MOU effective through June 30, 2023.
- C. To mitigate risk of material loss, appropriate insurance coverage is budgeted.
- D. Major capital items are specified in the Ten-Year Plan and anticipated in the capital reserve funding request to the extent feasible.

FY 2022-23 REVENUE SOURCES

OPERATING REVENUE

Funding for GCTD operating activities is derived from several sources, including passenger fares; local, state, and federal funds; energy credit sales, bus advertising sales, other local revenues, and interest income. Table 2 reflects the revenue for operating activities in FY 2022-23.

PASSENGER FARES

GCTD's passenger fares projection for FY 2022-23 is moderately reduced to reflect the continued slow recovery in transit use, consistent with industry trends. GCTD also receives fare revenue from VCTC's College Ride Transit Fare Promotion Project (funded by State LCTOP funds) and uses its LCTOP funds to subsidize the Token Transit (digital fare media sales) program. GCTD projects \$1,830,960 in fixed route fare sales, \$270,000 in paratransit fare sales and \$194,350 in LCTOP fare revenue in FY 2022-23.

Passenger Fare Structure

FIXED-ROUTE Fares

Adult & Youth - \$1.50
Seniors 65+, Disabled and Veterans- \$0.75
Seniors 75+ - FREE
Children under 45" - FREE
Transfers FREE Transfers are valid for two hours.

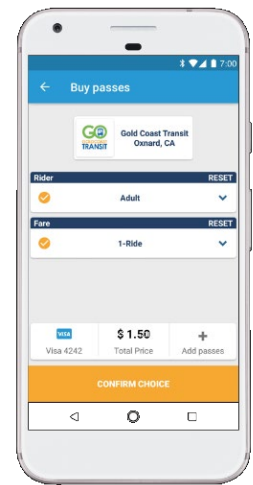
ACCESS Demand Response Fares

Fare each way - \$3.00 (ADA certified or Senior)
Premium Direct Service to Camarillo - \$6.00 each way (ADA certified or Senior)
LATE NIGHTS SAFE RIDES General Public Dial-A-Ride - \$2.00 each way
Senior Nutrition Site - FREE

LOCAL TRANSPORTATION FUNDS (LTF)

On October 3, 2013, Governor Brown signed into law Assembly Bill AB 664, which formed Gold Coast Transit District (GCTD). The District's legislation was initiated in response to Senate Bill SB 716, which required that all TDA funds in Ventura County be used solely for public transit purposes as of July 2014. Also in 2013, a Memorandum of Understanding (MOU) was established in eastern Ventura County for the operation and coordination of transportation services, fares, and hours of service. As of July 1, 2014, GCTD became a direct recipient of TDA funds to operate public transportation in western Ventura County.

Local Transportation Fund (LTF) is derived from a ¼ cent of the general sales tax collected statewide. The State Board of Equalization, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. The LTF funds GCTD receives reflect the full amount of its members' population shares. For FY 2022-23, the most current



estimate from June 2022 indicate GCTD's FY 2022-23 gross share will be \$19.8 million before allocations are distributed to member agencies.

Member agencies may use LTF to fund recurring transit-related activities and transit related capital items within their jurisdictions. Requests are submitted annually for review by GCTD's Technical Advisory Committee. GCTD member agencies may request funding for their recurring transit-related activities not to exceed 10% above the member's baseline based on funding for such activities starting in FY 2014-15, adjusted by the annual CPI.

GCTD member agencies have submitted requests for \$2,010,126 in LTF funding for their recurring transit-related activities and transit-related capital projects. GCTD received \$52,900 in net capital requests for FY 2022-23. Each member will receive their request less \$202,188 in funds allocated to members but not expended in FY 2020-21 per audited financials. Funding these programs, net of carryover from members' prior year funding and returned capital funds leaves GCTD with \$18.0 million in FY 2022-23 LTF for use in its Operating Budget. For FY 2022-23, the full LTF allocation to GCTD is \$19,790,585.

A summary of FY 2022-23 LTF Revenue and funding detail for members' recurring and non-recurring transit services items is shown in Table 5.

STATE FUNDING

Based on the most recent State Controllers estimate, GCTD's State Transit Assistance (STA) budget for FY 2022-23 is \$250,065 and \$15,000 for State of Good Repair (SGR). The Operating budget also includes \$106,987 in LCTOP funds to provide matching funds for the Ventura Road Route 23 service and funds for the Token Transit program.

FEDERAL CARES ACT FUNDS

The CARES Act provided a one-time allocation of \$14.1 million to GCTD in response to economic and other conditions caused by COVID-19. To use CARES Act funds, FTA considers all expenses normally eligible under the Section 5307 and 5311 programs incurred on or after January 20, 2020.

To cover anticipated funding shortfalls caused by the economic impacts of COVID-19, GCTD used \$12,986,456 CARES Act Funds in FY 2020-21. The remaining CARES ACT funds are allocated for Business Systems Upgrades would be carried over to FY 2022-23.

FEDERAL ARPA FUNDS

The American Rescue Plan Act of 2021 (ARPA) provides a one-time allocation of \$8.2 million to GCTD. The FTA considers all expenses normally eligible under the Section 5307 and 5311 programs incurred on or after January 20, 2020 in response to economic or other conditions caused by COVID-19 and eligible under ARPA. GCTD will use these funds to support operating expenses in FY 2022-23 and any leftover will be carried over to FY 2022-23.

FEMA FUNDING

GCTD will continue to seek FEMA funding for the costs of PPE, Cleaning Supplies, and other eligible costs directly associated with the Emergency Response. GCTD received \$31,445 in FEMA reimbursement funding in FY 2021-22. Because these potential reimbursement authorization amounts are unknown, no dollar amount is included in the FY 2022-23 revenue assumptions.

FEDERAL ALLOCATION 5307/5339

GCTD's FY 2022-23 Federal transit funding is authorized by the Fixing America's Surface Transportation (FAST) Act 2015 legislation. The FY 2022-23 proposed Program of Projects (POP) from Ventura County's Federal Transit Administration (FTA) apportionment, as published in May 2022, showed GCTD's allocation for FY 2022-23 is \$8,055,224. Of that amount, \$7,432,612 is Section 5307 funding and, \$622,612 is Section 5339 funding. These funds, currently planned to be carried over to FY 2022-23, are eligible for use for Operating Assistance, Preventive Maintenance, Paratransit Service, or COP (bond) payments. The amount of \$1,341,641, a combination of Section 5339 and 5307 formula funding may be used for GCTD's COP (bond) payments. Additionally, \$1,249,514 in Federal funds may be programmed for ADA services.

FEDERAL GRANTS CMAQ

GCTD will be allocating its FY 2022-23 Operating Budget \$850,000 in route-specific Federal CMAQ grant funds to continue the Ventura Road Route (Route 23) pilot.

FUEL CREDITS

GCTD recently awarded a contract to Clean Energy Renewable Fuels, LLC, whereby the District receives a discount on its natural gas and generates and sells both Low Carbon Fuel Standard (LCFS) credits (State of California) and Renewable Identification Number (RIN). GCTD projects receiving over \$500,000 + from credit sales in FY 2022-23.

ADVERTISING REVENUE

Requests for advertising are beginning to re-appear as more entities begin post pandemic recoveries. The budget for FY 2022-23 Advertising Revenue is \$255,000.



FY 2022-23 EXPENSES

FY 2022-23 expenses cover many activities as described in this section. Operator and Maintenance wage and benefit expenses account for the largest portion of the operating budget. GCTD continues to look for ways to streamline expenses to ensure a more efficient organization.

WAGES & BENEFITS

In FY 2021-22, GCTD budgeted for 130 bus operators. However, due to attrition GCTD currently has just 122 Operators. The FY 2022-23 Budget plan will require 130 bus operators.

Salary and benefit increase for represented and non-represented employees are included in the FY 2022-23 Budget. These increases are largely due to contractual obligations with employee's represented by SEIU and Teamsters.

The ongoing labor shortage, absenteeism and COVID-related challenges will likely create overtime costs for GCTD. Currently GCTD has 122 Operators, of which only 112 are available for duty. Some are on long-term leave, while others are using COVID-19 eligible Sick Leave. The 80 Hours COVID Eligible leave policy is anticipated to expire in September 2022.

FIXED-ROUTE SERVICE LEVELS

At the May Board Meeting, staff presented the service plan for FY 2022-23. As noted in the report, planning staff is optimistic that ridership is starting to rebound after two years of pandemic safety measures. All routes have experienced an increase in traffic and although ridership currently is at around 60% of pre-pandemic levels, demand for additional service is anticipated. GCTD is currently operating at approximately 95% of pre-pandemic service levels. As GCTD successfully recruits and trains additional operating staff, more planned service will be offered to the public in support of local economic recovery. Below are the proposed service improvements for the FY 2022-23 Budget.

- Route 1A/B – January 2023: increase mid-day service to every 15 minutes during peak demand (current service is at every 20 minutes)
- Route 16 – January 2023: increase frequency to every 30 minutes during peak demand (current service is at every 1 hour)
- All other schedules will remain the same

Service levels planned for FY 2022-23 include 189,542 planned Revenue Hours. This includes a planned service increase for January 2023 which will only take place if GCTD is successful in bus operator recruitment. GCTD is committed to providing reliable service without interruptions. If GCTD does not meet its hiring goal, service levels will remain at the current levels.

ADA & SENIOR PARATRANSIT/DEMAND RESPONSE

The GCTD Paratransit Services contract forecast for FY 2022-23 is projected to be \$140K higher than the FY 2021-22 budget. The ACCESS services are primarily used by its passengers to go to medical appointments. As the economy re-opened with masking in place, the continued use and acceptance of ZOOM in medical appointments was under-estimated which is the primary reason the senior and ADA ridership on the ACCESS services did not rebound as robustly as forecasted. The reduced forecast in use reflects a recognition of this ongoing adjustment of how medical services are rendered which significantly impacts demand for curbside services. GCTD's paratransit contract includes the flexibility to continue to provide this service and add demonstration projects as needed.



GCTD introduced the Late Night Safe Rides General Public DAR in May 2021 and plans to introduce a demonstration micro-transit project in FY 2022-23. The reporting of these services falls under the Demand Response category along with ADA/Senior paratransit services. Ridership on the ADA/Senior services dropped precipitously in March 2020, and the unanticipated impact and length of the pandemic has introduced permanent changes to how members of the community conduct business. Ridership for the current fiscal year is anticipated to be approximately 62,000 trips provided on all demand response services. With the introduction of the two new flex services, the premise for the FY 2022-23 Budget is 82,000 boardings.

DEBT SERVICE

A key milestone in GCTD history occurred two years ago when the District relocated to the new Facility in July 2019. The larger and more functional facility allows GCTD a base of operations to support public transit in the county. To fund the facility, the District secured commitments for over 50% of the total project cost in Federal and State grants, with the remainder coming from a \$22 million Certificates of Participation (COPs) issue and GCTD's Capital Reserve. GCTD approached this undertaking in a strong financial position for an agency of its size in a county without a dedicated transit tax.

In March 2017, GCTD issued 30-year Certificates of Participation (COPs) to raise \$22,000,000 required to complete construction of the new GCTD Operations and Administration Facility in North Oxnard. The District realized capital funding in the amount of \$22,012,934 for the Project Fund and \$1,385,750 for the Reserve Fund. GCTD has been making debt obligation payments since 2017. In FY 2022-23, GCTD will require interest and principal payments totaling to approximately \$1.4 million.

The District anticipates having adequate dedicated Federal funding and matching local funds to meet its debt obligation in June 2021 and through the end of FY 2022-23.



Employees – Support

The proposed budget for employee support shows an increase of \$1,280,943 (6.2%).

GCTD represented personnel are estimated to increase approximate 5% overall due to salary progressions and contractual increases in accordance with the District's MOUs; these agreements cover approximately 80% of GCTD employees. Non-represented personnel have historically received adjustments commensurate with SEIU's contractual increases. GCTD current MOUs with SEIU Local 721 are due to expire in June 2024.

GCTD's supervisory personnel are represented by the International Brotherhood of Teamsters Local 186. The MOU between Teamsters and GCTD was approved by the Board in April 2019 and provides represented employees with a five-step salary progression. This contract runs through June 2023.

GCTD estimates that premised service levels will require approximately 130 bus operators for FY 2022-23. Operator headcount is driven by service planning, the ability to hire and other variables, and actual headcount will typically vary throughout the year. Non-operator headcount is projected to be 76 with a one half full-time equivalent (FTE) decrease in Administration from the FY 2021-22 budget level of 76.5. GCTD's headcount budget is shown in Table 4.

The health benefit contribution budget increased 5% in FY 2022-23. Contributions could potentially increase in January 2022 in accordance with the MOUs and increased utilization. GCTD's CalPERS employer pension contribution will increase substantially for FY 2022-23. GCTD's Employer Normal Cost Rate will decrease from 10.84% to 10.69% of applicable earnings, however GCTD's fixed charge for Unfunded Accrued Liability will increase from \$1,352,847 to \$1,619,859, an increase of 19.7%. This fixed contribution has increased over 59.2% in the past four years, and CalPERS projects continued increases.

Insurance costs continue to increase. Liability coverage through the California Transit Indemnity Pool (CalTIP) will increase in FY 2022-23. The final cost of GCTD's Workers Compensation insurance, through the California State Association of Counties (CSAC), is not available until mid-June annually. GCTD's workers compensation insurance (WCI) budget line item will increase \$196,994 (17.5%) in FY 2022-23.

Service/Supplies – Operational

The proposed FY 2022-23 budget for Service/Supplies - Operational shows a moderate increase of \$199,781 (3.3%) from the FY 2021-22 budget. Line items showing increases are repairs and maintenance services including GCTD's Paratransit Service Contract and Security Service and tempered by decreases in the budget for tickets and schedules, other contract services and supplies.

The FY 2022-23 budget for the Paratransit Service Contract is slightly higher than the FY 2021-22 budget. The FY 2022-23 budget anticipates increased ridership demand over FY 2020-21 and a possible renegotiation of the current contract. Ridership continues to slowly recover from pandemic levels, but at a lower rate than anticipated. The contract for the Late Night Safe Rides demonstration services did not result in materially higher rates.

Service/Supplies – Support

The proposed budget for service/supplies support in FY 2022-23 shows an increase of \$374,811 (17.1%) from the FY 2021-22 budget. Last year's budget showed a 5.1% decrease from the prior year, with the additional costs primarily associated with Liability Insurance (16.2%), Supplies (21.6%), and Telephone/Utilities (49.2%). The budget for FY 2022-23 reflects increases in the cost of utilities associated with current prices. However, other line items have proven to be much less than anticipated from the FY 2021-22 budget.

The FY 2022-23 budget for legal services is \$160,000, a 0.6% decrease from the FY 2021-22 budget of \$161,000, which was based on an increase in employment legal expenses. Actual costs for Legal in FY 2021-22 are trending much lower than budgeted this year. Audit services provided by Brown Armstrong Corporation are currently in the last contract year and we will be going out for a new contract in the next few months. Last year, their budget was \$65,000.

Human Resources / Health and Wellness & Professional Development

In FY 2022-23, GCTD will launch an enhanced Health and Wellness Program for employees to improve overall health, reduce injuries and help with talent retention. This effort will include the acquisition of office-suitable light exercise equipment and educational signage/programming to better utilize the Wellness Room. Also budgeted is an enhanced professional training/tracking system for employees to offer more professional development opportunities. Staff estimates the cost to be between \$30,000-\$40,000.

301 Property Development

Costs associated with the 301 Property Redevelopment, including potential environmental assessment and consulting, are included in the FY 2022-23 budget. Proposals for the Environmental Phase II report is currently under review and the associated proposal costs are estimated to be \$75,000 in FY 2022-23.

ZEB Transition Plan, SRTP & Other Strategic Plans

In FY 2022-23 staff will work with consultants to complete a Strategic Plan, Zero Emissions Transition Plan, and a Short-Range Transit Plan. The SRTP and ZEB Plan will be funded using CARES Act Planning grant. Consultant costs for these plans are incorporated in the departmental budgets under consultant services included in Table 3.

Additionally, GCTD plans this year to conduct a classification and compensation study for administrative and supervisory staff. Staff is in the process of evaluating proposals from HR firms to complete this study.

Farebox Recovery

California TDA regulations require that a transit service claimant for TDA funds achieve a system wide farebox recovery ratio (FBRR). The requirements state that the ratio of fares plus local revenues to operating cost, of at least 20%; or that the claimant realizes a FBRR of 20% for fixed route service and 10% for paratransit/demand response services. However, since the onset of the pandemic, CA legislators moved to suspend this requirement and it is expected to continue through FY 2022-23. GCTD has consistently met this benchmark in the past and expects to meet it again when the requirement resumes.

CAPITAL PLAN

TEN-YEAR CAPITAL PROJECT PLAN

A capital project plan has been developed to ensure that:

- GCTD plans for the necessary fleet, facilities, and equipment to provide service in a safe and cost-efficient manner.
- Capital costs are identified and programmed in advance and distributed through several fiscal cycles to avoid sudden or excessive demand on local funding source.
- A capital reserve is established to allow for major procurements without sudden or excessive demand on funding sources. Although most of GCTD's major capital investments are made using grant funding, many grants (including most Federal grants) require matching funds.
- Long lead times required for certain tasks are understood and accommodated.
- The development of specifications and the required competitive procurement process for selecting a bus manufacturer can easily take six to twelve months, and it may take the manufacturer another one to two years to build and deliver a transit bus.
- Project inclusion in the Capital Plan is required for GCTD to apply for funding opportunities

The capital project plan incorporates information from other GCTD planning documents, including the Short-Range Transit Plan and the Fleet Management Plan.

CAPITAL PROJECT FUNDING

GCTD capital projects are typically funded by a combination of Federal, State and local matching funds. FTA Section 5307 funds are provided on a formula basis and may be programmed for capital projects, usually at 80% of the cost, with a 20% required local match. For certain qualifying projects, Congestion Mitigation and Air Quality (CMAQ) funds or Section 5339 funds may also be programmed. CMAQ funding may be programmed to fund new transit services or the purchase of alternative fuel buses (such as ZEB); most of GCTD's CMAQ grants cover 88.53% of the project cost with the remainder coming from local matching funds.

Section 5339 funds may be programmed to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities, typically at 80% of the cost, with a 20% required local match. GCTD has FTA authorization to use 5307 or 5339 formula funds to make its COP payments.

GCTD received numerous grant awards for State funds for capital projects under the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA), created by Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. While this ten-year program has completed its final funding phase; GCTD is still expending the last of its PTMISEA grants funds. PTMISEA-funded projects do not require a matching funds component.

More recently introduced State grant programs include the Transit and Intercity Rail Capital Program (TIRCP) and The Low Carbon Transit Operations Program (LCTOP) funded by the Greenhouse Gas Reduction Fund (SB862 – 2014 and SB9 – 2015). In 2017 the State passed SB1, which in addition to providing funds for State Transit Assistance (STA) provided additional funds for TIRCP. GCTD currently receives LCTOP funds for eligible programs and anticipates competing for TIRCP program funding.

Local matching funds for Federal grants are provided through the GCTD Capital Reserve and STA funds which are historically funded from GCTD's LTF allocation. The capital reserve allows funding for major capital projects to be planned and funded in advance without placing sudden or excessive demands on local funding sources. The District's budget process historically has included contributions to the Capital Reserve as circumstances and funding permit. GCTD anticipates finishing FY 2021-22 with approximately \$3.3 million in capital reserves.

Proposed Ten-Year Capital Projects

Significant items on the ten-year capital project plan include: 1) Replacement of buses anticipated to reach the end of their useful life, 2) Procurement of zero emissions buses to comply with CARB's Innovative Clean Transit rule, 3) Periodic replacement of paratransit and service vehicle fleets, and 4) Additions to the District's technology to ensure the continuation of an efficient transit service.

Historically most of GCTD's capital funding has come from federal transit grants, which generally cover 80% of the cost and require a 20% local match component. However, the past few years have seen substantial support and activity for increased transit funding

at the State level. California's TIRCP and LCTOP programs may provide increasing support for transit projects in future years.

Additionally, the recently enacted SB1 legislation that primarily provided funding for street and highway repair also provides for transit State of Good Repair funds, additional STA funds, and additional funding for the discretionary TIRCP grant program, all of which could benefit GCTD. As a result, future programmed projects for which funding has not yet been identified, the plan makes no assumptions about possible Federal-State-local splits.

The total projected cost for all items on the ten-year capital project plan is \$80.2 million. This includes \$7.2 million for programmed projects (funding identified), Table 6, and \$73.0 million for programmed projects over the next ten years (funding unidentified), Table 8. A matrix showing programmed vehicles (funded and not yet funded) is shown in Table 7.

TABLE 1

**Gold Coast Transit District - Operating Budget Summary
July 1, 2022 to June 30, 2023**

Gold Coast Transit District
Operating Budget (Final Proposed)
July 1, 2022 to June 30, 2023

	FY 2022-23 Budget	FY 2021-22 Budget	Difference +/- FY 2023 vs. FY 2022	% +/- FY 2023 vs. FY 2022
Operating Revenues				
Fares	\$ 2,260,100	\$ 2,870,124	\$ (610,024)	-21.3%
Federal Funds	11,591,159	5,870,697	5,720,462	97.4%
State Funds	538,523	244,722	293,801	120.1%
Local Funds	18,535,915	16,466,666	2,069,249	12.6%
Other Revenue	808,500	788,000	20,500	2.6%
TOTAL	\$ 33,734,197	\$ 26,240,209	\$ 7,493,988	28.6%
Department Categories				
Fixed Route	\$ 15,623,978	\$ 14,722,461	\$ 901,516	6.1%
Paratransit	3,474,695	3,264,685	210,010	6.4%
Maintenance	5,173,971	4,844,311	329,659	6.8%
Administration	4,788,988	4,472,776	316,212	7.1%
Planning and Marketing	1,612,370	1,487,088	125,282	8.4%
TOTAL	\$ 30,646,856	\$ 28,791,321	\$ 1,855,535	6.4%

TABLE 2

**Gold Coast Transit District - Operating Budget Revenue
July 1, 2022 to June 30, 2023**

Operating Budget (Final Proposed)
July 1, 2022 to June 30, 2023

	FY 2022-23 Budget	FY 2021-22 Budget	Difference +/- FY 2023 vs. FY 2022	% +/- FY 2023 vs. FY 2022
Operating Revenues				
<u>FARES</u>				
Passenger Fares - Fixed Route	\$ 1,830,960	\$ 2,108,880	\$ (277,920)	-13.18%
Passenger Fares - Paratransit	270,000	356,810	(86,810)	-24.3%
VCTC College Pass Program	159,140	404,434	(245,294)	-60.65%
	<u>\$ 2,260,100</u>	<u>\$ 2,870,124</u>	<u>\$ (610,024)</u>	<u>-21.3%</u>
<u>FEDERAL FUNDS</u>				
Section 5307 - Operating Assistance	\$ 2,180,000	\$ 1,500,000	\$ 680,000	45.3%
Section 5307 - Preventive Maintenance	2,180,000	1,676,526	503,474	30.0%
Section 5307 - ADA (Paratransit) Assistance	1,249,514	956,332	293,182	30.7%
Section 5307 - Planning Assistance	1,342,754	954,685	388,069	40.6%
ARP Act 5307-9 - Preventative Maintenance	1,299,680	-	1,299,680	
ARP Act 5307-9 - ADA (Paratransit) Assistance	1,886,258	-	1,886,258	
Section 5310 - Camarillo Direct Service	47,143	-	47,143	
Section 5310 - Ecolane	6,043	-	6,043	
JARC (ARP) - Late Night Safe Rides	150,817	-	150,817	
JARC (ARP) - SO Microtransit	100,550	-	100,550	
Section 5307 JARC - SO Microtransit (CA-2021-199-05)	298,400	-	298,400	
CMAQ 5307 - Demo Project - Ventura Road (Route 23)	850,000	783,154	66,846	8.5%
	<u>\$ 11,591,159</u>	<u>\$ 5,870,697</u>	<u>\$ 5,720,462</u>	<u>97.4%</u>
<u>STATE FUNDS</u>				
FY2019-20 LCTOP Token Transit	\$ 35,210	\$ 76,290	\$ (41,080)	-53.8%
LCTOP Support for Route 23	303,141	30,697	272,444	887.5%
SO Microtransit - Clean Energy	200,172	137,735	62,437	45.3%
	<u>\$ 538,523</u>	<u>\$ 244,722</u>	<u>\$ 293,801</u>	<u>120.1%</u>
<u>LOCAL FUNDS</u>				
Operating Assistance - Local (LTF)	\$ 17,982,647	\$ 12,959,175	\$ 5,023,472	38.8%
Operating Assistance - Local (LTF Prior Year Carryover)	404,178	3,247,193	(2,843,015)	-87.6%
Member Agencies Refund	149,090	260,298	(111,208)	-42.7%
	<u>\$ 18,535,915</u>	<u>\$ 16,466,666</u>	<u>\$ 2,069,249</u>	<u>12.6%</u>
<u>OTHER REVENUE</u>				
Advertising Income	\$ 255,000	\$ 243,000	\$ 12,000	4.9%
Energy Credit Revenue	500,000	500,000	-	0.0%
Interest	8,500	-	8,500	
Other	45,000	45,000	-	0.0%
	<u>\$ 808,500</u>	<u>\$788,000</u>	<u>\$20,500</u>	<u>2.6%</u>
TOTAL	\$ 33,734,197	\$ 26,240,209	\$ 7,493,988	28.6%

TABLE 3

**Gold Coast Transit District - Operating Budget – Functional Categories
July 1, 2022 to June 30, 2023**

	FY 22-23 Budget	FY 21-22 Budget	Difference +/- FY23 vs. FY22	% +/- FY23 vs. FY22
Employee Support				
Salaries	\$ 14,181,849	\$ 13,992,000	\$ 189,849	1.4%
Health Benefits	2,592,300	2,468,700	123,600	5.0%
Workers Compensation Insurance	1,319,605	1,122,611	196,994	17.5%
Retirement	3,144,105	2,571,300	572,805	22.3%
Other Benefits	305,585	103,627	201,958	194.9%
Uniforms	71,000	73,135	(2,135)	-2.9%
Medical Exams	47,700	47,688	12	0.0%
Safety & Training	193,290	151,930	41,360	27.2%
Employee Events	32,000	32,000	-	0.0%
Contract Support	-	43,500	(43,500)	-100.0%
TOTAL	\$ 21,887,434	\$ 20,606,491	\$ 1,280,943	6.2%
Service/Supplies - Operational				
Fuel/Lubricants	\$ 743,000	\$ 743,000	\$ -	0.0%
Tires	130,000	130,000	-	0.0%
CNG Fuel Station	75,000	75,000	-	0.0%
Paratransit Service Contract	2,944,590	2,804,369	140,221	5.0%
Contract Repair	756,860	640,000	116,860	18.3%
Contract Services	276,000	408,190	(132,190)	-32.4%
Supplies	340,356	370,656	(30,300)	-8.2%
Tickets/Schedules	35,500	50,000	(14,500)	-29.0%
Marketing	140,000	168,000	(28,000)	-16.7%
OTC Facilities	14,000	14,000	-	0.0%
Maintenance Agreements	223,178	75,488	147,690	195.6%
TOTAL	\$ 6,188,484	\$ 5,988,703	\$ 199,781	3.3%
Service/Supplies - Support				
Telephones/Utilities	\$ 465,952	\$ 312,252	\$ 153,700	49.2%
Insurance	1,292,641	1,112,530	180,111	16.2%
Contract Services	276,000	276,000	-	0.0%
Supplies	236,345	194,345	42,000	21.6%
Legal	160,000	161,000	(1,000)	-0.6%
Audit	65,000	65,000	-	0.0%
Officers & Directors	20,000	20,000	-	0.0%
Dues	55,000	55,000	-	0.0%
TOTAL	\$ 2,570,938	\$ 2,196,127	\$ 374,811	17.1%
GRAND TOTAL	\$ 30,646,856	\$ 28,791,321	\$ 1,855,535	6.44%

TABLE 4

**Personnel Levels
July 1, 2022 to June 30, 2023**

Position	FY21-22 Approved Budget	FY22-23 Proposed Budget Changes	FY22-23 Proposed Budget
<u>Operations</u>			
Bus Operator	130.0	0.0	130.0
Operations Total	130.0	0.0	130.0
<u>Operations Mgmt.</u>			
Director of Operations & Maintenance	1.0	0.0	1.0
Operations Manager	1.0	0.0	1.0
Operations Safety & Training Supervisor	2.0	0.0	2.0
Operations Supervisors	9.0	0.0	9.0
Operations Mgmt. Total	13.0	0.0	13.0
<u>Paratransit</u>			
Paratransit & Special Projects Mgr.	1.0	0.0	1.0
Mobility Management Coordinator	1.0	0.0	1.0
Paratransit Total	2.0	0.0	2.0
<u>Fleet & Facilities</u>			
Facilities Intern	0.5	0.0	0.5
Fleet Manager	1.0	0.0	1.0
Maintenance Supervisor	2.0	0.0	2.0
Maintenance Supervisor (Administration)	1.0	0.0	1.0
Facility & Equipment Mechanics I	1.0	0.0	1.0
Facility & Equipment Mechanic II	1.0	0.0	1.0
Maintenance Material Specialist	2.0	0.0	2.0
Mechanics	10.0	0.0	10.0
Mechanic I	6.0	-2.0	4.0
Mechanic II	2.0	1.0	3.0
Mechanic III	1.0	1.0	2.0
E-Mechanic II	1.0	0.0	1.0
Bldg, Maintenance Worker	2.0	0.0	2.0
Service Worker	8.0	0.0	8.0
Service Worker I	7.0	-1.0	6.0
Service Worker II	1.0	1.0	2.0
Facilities & Vehicle Cleaner-Sanitizer	4.0	0.0	4.0
Maintenance Total	32.5	0.0	32.5
<u>Administration</u>			
General Manager	1.0	0.0	1.0
Assistant General Manager	1.0	0.0	1.0
Office Coordinator/Executive Assistant	1.0	0.0	1.0
Director of Finance	1.0	0.0	1.0
Accounting Manager	1.0	-1.0	0.0
Finance Manager	1.0	0.0	1.0
Payroll Analyst	1.0	-1.0	0.0
Administrative (Accounts Payable) Specialist	1.0	0.0	1.0
Revenue Specialist	0.0	1.0	1.0
Finance Intern	0.5	0.0	0.5
Accounting Analyst	1.0	0.0	1.0
Finance Analyst	1.0	0.0	1.0
Payroll Specialist	1.0	1.0	2.0
I.T. Manager	1.0	0.0	1.0
I.T. Technician	1.0	0.0	1.0
Purchasing Manager/DBE Officer	1.0	0.0	1.0
Buyer	1.0	0.0	1.0
Administration Total	15.5	0.0	15.5
<u>Human Resources</u>			
Director of Human Resources	1.0	0.0	1.0
Human Resources & Risk Manager	1.0	-1.0	0.0
Human Resources Generalist	1.0	0.0	1.0
Human Resources Coordinator	1.0	0.0	1.0
Human Resource Intern	0.0	0.5	0.5
Human Resources Total	4.0	-0.5	3.5
<u>Planning & Marketing</u>			
Director of Planning & Marketing	1.0	0.0	1.0
Communications & Marketing Manager	1.0	0.0	1.0
Customer Service Supervisor	1.0	0.0	1.0
Customer Service Asst	3.0	0.0	3.0
Transit Planning Manager	1.0	0.0	1.0
Transit Planner	2.0	0.0	2.0
P&M Intern	0.5	0.0	0.5
Planning & Marketing Total	9.5	0.0	9.5
TOTAL	206.5	-0.5	206.0
Operators	130	0	130
Non-Operators	<u>76.5</u>	<u>-0.5</u>	<u>76</u>
Total	206.5	-0.5	206

TABLE 5

**Gold Coast Transit District
LTF Revenue and Members' Transit Services Funding – FY 2022-23**

TDA - LTF REVENUE PROJECTIONS		TOTAL	OJAI	OXNARD	PORT HUENEME	VENTURA	VENTURA COUNTY
June 2022 LTF Allocation		\$19,790,585	\$342,708	\$9,182,794	\$991,448	\$4,968,073	\$4,305,562
FUNDING REQUESTS FOR RECURRING TRANSIT REQUIREMENTS							
Ojai Trolley Operations & Maintenance	Ojai	\$ 91,667	\$ 91,667	\$ -	\$ -	\$ -	\$ -
OTC Operation & Maintenance / Transit Services	Oxnard	419,531		419,531			
OTC Operation & Maintenance / Transit Services: Assistant Public Works Director & Administration	Oxnard	84,500		84,500			
Recurring Bus Stop Maintenance	Oxnard	100,000		100,000			
Operation & Maintenance at VTC /AMTRAK/ MetrolinkStation/ Bus Stops	Ventura	316,831				316,831	
Recurring Bus Stop Maintenance	County	72,900					72,900
County Transit Services Management & Oversight	County	230,000					230,000
Transit Service - Heritage Valley	County	203,000					203,000
Transit Service - Ojai Trolley	County	246,000					246,000
Transit Service - T.O. D-A-R / Unincorporated Area	County	19,000					19,000
Transit Service - ECTA D-A-R	County	5,500					5,500
Transit Service - Kanan Road Shuttle	County	498,775					498,775
TOTAL - RECURRING TRANSIT REQUIREMENTS		\$ 2,287,704	\$ 91,667	\$ 604,031	\$ -	\$ 316,831	\$ 1,275,175
Credit for FY 2020-21 Operating Carryover		\$ (277,578)	\$ -	\$ -	\$ -	\$ -	\$ (277,578)
FY2020-21 Operating Carryover to return to GCTD via Check/Direct Payment		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Net LTF Funding for FY 2022-23 Recurring Transit Requirements		\$ 2,010,126	\$ 91,667	\$ 604,031	\$ -	\$ 316,831	\$ 997,597
FY 22-23 Baseline		\$ 2,945,234	\$ 131,425	\$ 604,031	\$ 66,443	\$ 302,015	\$ 1,841,320
Under/(OVER) Baseline		\$ -	\$ 39,758	\$ -	\$ 66,443	\$ (14,816)	\$ 843,723
REQUESTED MEMBER CAPITAL IMPROVEMENT PROJECTS							
Ojai Bus Shelter Improvements	Ojai	\$ 52,900	\$ 52,900	\$ -	\$ -	\$ -	\$ -
TOTAL CAPITAL IMPROVEMENTS		\$ 52,900	\$ 52,900	\$ -	\$ -	\$ -	\$ -
Credit for FY 2020-21 Capital Carryover		\$ (404,178)	\$ (10,971)	\$ (205,550)	\$ (149,090)	\$ (38,567)	\$ -
FY2020-21 Capital Carryover to return to GCTD via Check/Direct Payment		149,090	-	-	149,090	-	-
Net LTF Funding for FY 2022-23 Capital Improvement Projects		\$ (202,188)	\$ 41,929	\$ (205,550)	\$ -	\$ (38,567)	\$ -
TOTAL NET MEMBER FUNDING REQUIREMENTS		\$ 1,807,938	\$ 133,596	\$ 398,481	\$ -	\$ 278,264	\$ 997,597
Available FY 2022-23 LTF Funding for GCTD		\$ 17,982,647					

PRIOR YEAR OPERATING ACTIVITIES - CARRYOVER FUNDS

Funds to be Returned to GCTD by Credit		TOTAL	OJAI	OXNARD	PORT HUENEME	VENTURA	VENTURA COUNTY
Ventura Transportation Center (VTC)	Ventura	\$ (28,352)	\$ -	\$ -	\$ -	\$ (28,352)	\$ -
Truck Purchase	Ventura	(7,219)				(7,219)	
VTC Bathroom	Ventura	(2,996)				(2,996)	
Automatic Voice Annunciators	Ojai	(6,653)	(6,653)				
Ojai Trolley Storage Area	Ojai	(4,318)	(4,318)				
Bus Stop Capital Improvement Program	Oxnard	(205,550)		(205,550)			
Bus Stop Amenities	Port Hueneme	(374)			(374)		
Bus Stop - Ventura Road & Bard	Port Hueneme	(77,776)			(77,776)		
Upgrade Bus Stops & Shelters	Port Hueneme	(70,940)			(70,940)		
Total - Funds to be Returned to GCTD by Credit		\$ (404,178)	\$ (10,971)	\$ (205,550)	\$ (149,090)	\$ (38,567)	\$ -

PRIOR YEAR CAPITAL IMPROVEMENT PROJECTS - PROJECT CANCELLATIONS / REDUCTIONS

Funds to be Returned to GCTD by Credit		TOTAL	OJAI	OXNARD	PORT HUENEME	VENTURA	VENTURA COUNTY
Oxnard Bus Stops Construction and Improvements	Oxnard	\$ (205,550)	\$ -	\$ (205,550)	\$ -	\$ -	\$ -
Bus Stop Enhancement Projects	Port Hueneme	-	-	-	-	-	-
Total - Funds to be Returned to GCTD by Credit		(205,550)	-	(205,550)	-	-	-
Funds to be Returned to GCTD by Direct Payment (via Check)							
Bus Stop Amenities	Port Hueneme	\$ (374)	\$ -	\$ -	\$ (374)	\$ -	\$ -
Bus Stop - Ventura Road & Bard	Port Hueneme	(77,776)			(77,776)		
Upgrade Bus Stops & Shelters	Port Hueneme	(70,940)			(70,940)		
Total - Funds to be Returned to GCTD by Direct Payment (via Check)		\$ (149,090)	\$ -	\$ -	\$ (149,090)	\$ -	\$ -
TOTAL - Capital Funds to be Returned by Credit or Direct Payment (via Check)		\$ (354,640)	\$ -	\$ (205,550)	\$ (149,090)	\$ -	\$ -

PRIOR YEAR CAPITAL IMPROVEMENT PROJECTS - TIME EXTENSION REQUESTS

		TOTAL	OJAI	OXNARD	PORT HUENEME	VENTURA	VENTURA COUNTY
Oxnard Bus Stops Construction and Improvements (FY2020-21 and earlier)	Oxnard	\$ 205,550		\$ 205,550			
Bus Stop Enhancement Projects (FY 2020-21 and earlier)	Port Hueneme	\$ 149,090			\$ 149,090		

TABLE 6

**Gold Coast Transit District
FY 2022-2024 Capital Project Plan – Funded Projects**

Description	Funding Type	Federal	Local Match	Total	Completion Year
Eight (8) Replacement Fixed-Route Bus (CNG)	Federal CMAQ	\$5,678,000	\$735,000	\$6,413,000	2023
Business Systems Upgrades (ERP & Planning)	Federal CARES	\$833,352	\$0	\$833,352	2023 - 2024
TOTAL		\$6,511,352	\$735,000	\$7,246,352	

TABLE 7

**Ten-Year Capital Project Plan – Programmed Projects
(Funded and Unfunded)**

Budget Name	FY2022-23	FY2023-24	FY2024-25	FY2025-26	FY2026-27
Replacement Fixed Route Bus (CNG)	\$5,040,000	\$0	\$0	\$0	\$0
Replacement Fixed Route Bus (ZEB)	\$5,500,000	\$15,862,000	\$0	\$0	\$9,905,000
Expansion Fixed Route Bus (ZEB)	\$0	\$0	\$0	\$6,010,000	\$0
Replacement Demand Response (CNG/GAS/ZEB)	\$525,000	\$464,000	\$637,000	\$410,000	\$0
Replacement Demand Response (CNG/GAS) Cutaway	\$0	\$0	\$1,061,000	\$0	\$0
Expansion Demand Response (CNG/GAS/ZEB)	\$30,000	\$0	\$64,000	\$33,000	\$0
Replacement Relief Sedan	\$60,000	\$0	\$0	\$99,000	\$305,000
Replacement Admin Van	\$40,000	\$42,000	\$0	\$44,000	\$0
Replacement Maintenance Truck	\$0	\$0	\$38,000	\$0	\$0
Replacement Supervisor Van	\$40,000	\$42,000	\$0	\$0	\$0
Replacement Admin Sedan	\$0	\$0	\$32,000	\$0	\$0
Solar Panels / Battery Storage	\$0	\$1,030,000	\$0	\$0	\$0
Business Systems Upgrades (ERP, Planning)	\$323,000	\$324,000	\$0	\$0	\$0
Computers & Server Replacements	\$18,000	\$19,000	\$20,000	\$20,000	\$21,000
Fuel Station Upgrades (Hydrogen)	\$8,000,000	\$0	\$0	\$0	\$0
UTA-APC System Upgrade	\$65,000	\$65,000	\$0	\$0	\$0
Replacement Supervisor Sedan	\$0	\$93,000	\$0	\$0	\$0
Bus Stop Amenities	\$0	\$52,000	\$0	\$0	\$0
<i>Highlights indicate funded projects</i>					

Budget Name	FY2027-28	FY2028-29	FY2029-30	FY2030-31	FY2031-32
Replacement Fixed Route Bus (CNG)	\$0	\$0	\$0	\$0	\$0
Replacement Fixed Route Bus (ZEB)	\$6,376,000	\$0	\$8,118,000	\$0	\$0
Expansion Fixed Route Bus (ZEB)	\$0	\$0	\$8,118,000	\$0	\$0
Replacement Demand Response (CNG/GAS/ZEB)	\$435,000	\$90,000	\$646,000	\$0	\$0
Replacement Demand Response (CNG/GAS) Cutaway	\$0	\$0	\$0	\$0	\$0
Expansion Demand Response (CNG/GAS/ZEB)	\$0	\$0	\$0	\$0	\$0
Replacement Relief Sedan	\$0	\$0	\$0	\$0	\$0
Replacement Admin Van	\$0	\$0	\$0	\$0	\$0
Replacement Maintenance Truck	\$0	\$0	\$0	\$0	\$0
Replacement Supervisor Van	\$0	\$0	\$0	\$0	\$0
Replacement Admin Sedan	\$0	\$0	\$0	\$0	\$0
Solar Panels / Battery Storage	\$0	\$0	\$0	\$0	\$0
Business Systems Upgrades (ERP, Planning)	\$0	\$0	\$0	\$0	\$0
Computers & Server Replacements	\$21,000	\$22,000	\$23,000	\$23,000	\$0
Fuel Station Upgrades (Hydrogen)	\$0	\$0	\$0	\$0	\$0
UTA-APC System Upgrade	\$0	\$0	\$0	\$0	\$0
Replacement Supervisor Sedan	\$0	\$0	\$0	\$0	\$0
Bus Stop Amenities	\$0	\$0	\$0	\$0	\$0
<i>Highlights indicate funded projects</i>					

TABLE 8

Ten-Year Capital Project Plan – Programmed Capital Procurements

Budget Name	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27
Replacement Fixed Route Bus (CNG)	\$5,040,000	\$0	\$0	\$0	\$0
Replacement Fixed Route Bus (ZEB)	\$5,500,000	\$15,862,000	\$0	\$0	\$9,905,000
Expansion Fixed Route Bus (ZEB)	\$0	\$0	\$0	\$6,010,000	\$0
Replacement Demand Response (CNG/GAS/ZEB)	\$525,000	\$464,000	\$637,000	\$410,000	\$0
Replacement Demand Response (CNG/GAS) Cutaway	\$0	\$0	\$1,061,000	\$0	\$0
Expansion Demand Response (CNG/GAS/ZEB)	\$30,000	\$0	\$64,000	\$33,000	\$0
Replacement Relief Sedan	\$60,000	\$0	\$0	\$99,000	\$305,000
Replacement Admin Van	\$40,000	\$42,000	\$0	\$44,000	\$0
Replacement Maintenance Truck	\$0	\$0	\$38,000	\$0	\$0
Replacement Supervisor Van	\$40,000	\$42,000	\$0	\$0	\$0
Replacement Admin Sedan	\$0	\$0	\$32,000	\$0	\$0
Solar Panels / Battery Storage	\$0	\$1,030,000	\$0	\$0	\$0
Business Systems Upgrades (ERP, Planning)	\$323,000	\$324,000	\$0	\$0	\$0
Computers & Server Replacements	\$18,000	\$19,000	\$20,000	\$20,000	\$21,000
Fuel Station Upgrades (Hydrogen)	\$8,000,000	\$0	\$0	\$0	\$0
UTA-APC System Upgrade	\$65,000	\$65,000	\$0	\$0	\$0
Replacement Supervisor Sedan	\$0	\$93,000	\$0	\$0	\$0
Bus Stop Amenities	\$0	\$52,000	\$0	\$0	\$0

Budget Name	FY 2027-28	FY 2028-29	FY 2029-30	FY 2030-31	FY 2031-32
Replacement Fixed Route Bus (CNG)	\$0	\$0	\$0	\$0	\$0
Replacement Fixed Route Bus (ZEB)	\$6,376,000	\$0	\$8,118,000	\$0	\$0
Expansion Fixed Route Bus (ZEB)	\$0	\$0	\$8,118,000	\$0	\$0
Replacement Demand Response (CNG/GAS/ZEB)	\$435,000	\$90,000	\$646,000	\$0	\$0
Replacement Demand Response (CNG/GAS) Cutaway	\$0	\$0	\$0	\$0	\$0
Expansion Demand Response (CNG/GAS/ZEB)	\$0	\$0	\$0	\$0	\$0
Replacement Relief Sedan	\$0	\$0	\$0	\$0	\$0
Replacement Admin Van	\$0	\$0	\$0	\$0	\$0
Replacement Maintenance Truck	\$0	\$0	\$0	\$0	\$0
Replacement Supervisor Van	\$0	\$0	\$0	\$0	\$0
Replacement Admin Sedan	\$0	\$0	\$0	\$0	\$0
Solar Panels / Battery Storage	\$0	\$0	\$0	\$0	\$0
Business Systems Upgrades (ERP, Planning)	\$0	\$0	\$0	\$0	\$0
Computers & Server Replacements	\$21,000	\$22,000	\$23,000	\$23,000	\$0
Fuel Station Upgrades (Hydrogen)	\$0	\$0	\$0	\$0	\$0
UTA-APC System Upgrade	\$0	\$0	\$0	\$0	\$0
Replacement Supervisor Sedan	\$0	\$0	\$0	\$0	\$0
Bus Stop Amenities	\$0	\$0	\$0	\$0	\$0

APPENDIX A

OPERATIONAL BUDGETS BY DEPARTMENT

TABLE 9

**Gold Coast Transit District
Fixed Route Operating Budget
July 1, 2022 to June 30, 2023**

FIXED ROUTE	FY 2022-23 Budget	FY 2021-22 Budget	Difference +/- FY 2023 vs. FY	% +/- FY 2023 vs. FY
<u>Employees</u>				
Salaries	\$ 9,307,500	\$ 9,123,000	\$ 184,500	2.0%
Health Benefits	1,759,700	1,675,800	83,900	5.0%
Workers' Compensation Insurance	904,979	1,053,111	(148,132)	-14.1%
Retirement	2,151,162	1,657,200	493,962	29.8%
Other Fringe Benefits	187,925	54,332	133,593	245.9%
Uniforms	49,000	49,000	-	0.0%
Medical Exams	38,500	38,500	-	0.0%
Safety & Training	46,680	46,430	250	0.5%
	<u>\$ 14,445,446</u>	<u>\$ 13,697,373</u>	<u>\$ 748,072</u>	<u>5.5%</u>
<u>Service/Supplies - Operational</u>				
Fuel/Lube	\$ 584,400	\$ 584,400	\$ -	0.0%
Tires	130,000	130,000	-	0.0%
Supplies	26,748	26,748	-	0.0%
Maintenance Agreements	75,488	75,488	-	0.0%
	<u>\$ 816,636</u>	<u>\$ 816,636</u>	<u>\$ -</u>	<u>0.0%</u>
<u>Service/Supplies - Support</u>				
Telephones/Utilities	\$ 346,452	\$ 208,452	\$ 138,000	66.2%
TOTAL	<u>\$ 15,608,534</u>	<u>\$ 14,722,461</u>	<u>\$ 886,072</u>	<u>6.0%</u>

TABLE 10

**Gold Coast Transit District
Fleet & Facilities Operating Budget
July 1, 2022 to June 30, 2023**

FLEET & FACILITIES	FY 2022-23 Budget	FY 2021-22 Budget	Difference +/- FY 2023 vs. FY	% +/- FY 2023 vs. FY
<u>Employees</u>				
Salaries	\$ 2,017,200	\$ 2,003,800	\$ 13,400	0.7%
Health Benefits	370,400	352,800	17,600	5.0%
Workers' Compensation Insurance	203,372	58,600	144,772	247.1%
Retirement	468,541	367,100	101,441	27.6%
Other Fringe Benefits	39,860	12,203	27,657	226.6%
Uniforms	22,000	22,000	-	0.0%
Medical Exams	7,700	7,700	-	0.0%
Safety & Training	60,110	40,000	20,110	50.3%
Contract Support	-	22,000	(22,000)	-100.0%
	\$ 3,208,463	\$ 2,886,203	\$ 322,259	11.2%
<u>Service/Supplies - Operational</u>				
Fuel/Lubricants	\$ 32,500	\$ 32,500	\$ -	0.0%
Repair Parts	510,000	510,000	-	0.0%
CNG Fuel Station	75,000	75,000	-	0.0%
Contract Repair	662,000	640,000	22,000	3.4%
Supplies	313,608	343,908	(30,300)	-8.8%
	\$ 1,593,108	\$ 1,601,408	\$ (8,300)	-0.5%
<u>Service/Supplies - Support</u>				
Telephones/Utilities	\$ 96,400	\$ 80,700	\$ 15,700	19.5%
Contract Services	276,000	276,000	-	0.0%
TOTAL	\$ 5,173,971	\$ 4,844,311	\$ 329,659	6.8%

TABLE 11

**Gold Coast Transit District
Administration Operating Budget
July 1, 2022 to June 30, 2023**

ADMINISTRATION	FY 2022-23 Budget	FY 2021-22 Budget	FY 2023 vs. FY 2022	FY 2023 vs. FY 2022
<u>Employees</u>				
Salaries	\$ 1,862,100	\$ 1,900,400	\$ (38,300)	-2.0%
Health Benefits	\$ 291,200	\$ 277,300	\$ 13,900	5.0%
Workers' Compensation Insurance	\$ 132,313	\$ 7,400	\$ 124,913	1688.0%
Retirement	330,047	365,300	(35,253)	-9.7%
Other Fringe Benefits	60,450	33,631	26,819	79.7%
Uniforms	-	700	(700)	-100.0%
Medical Exams	1,300	1,200	100	8.3%
Safety & Training	43,000	43,000	-	0.0%
Employee Events	32,000	32,000	-	0.0%
Contract Support	-	21,500	(21,500)	-100.0%
	<u>\$ 2,752,410</u>	<u>\$ 2,682,431</u>	<u>\$ 69,979</u>	<u>2.6%</u>
<u>Service/Supplies - Support</u>				
Telephones/Utilities	\$ 18,600	\$ 18,600	\$ -	0.0%
Contract Services	207,370	184,870	22,500	12.2%
Supplies	218,345	173,345	45,000	26.0%
Legal	160,000	161,000	(1,000)	-0.6%
Audit	65,000	65,000	-	0.0%
Officers & Directors	20,000	20,000	-	0.0%
Dues	55,000	55,000	-	0.0%
Total	<u>\$ 4,789,366</u>	<u>\$ 4,472,776</u>	<u>\$ 316,590</u>	<u>7.1%</u>

TABLE 12

**Gold Coast Transit District
Paratransit/Planning and Marketing Operating Budget
July 1, 2022 to June 30, 2023**

PARATRANSIT / PLANNING AND MARKETING	FY 2022-23 Budget	FY 2021-22 Budget	Difference +/- FY 2023 vs. FY	% +/- FY 2023 vs. FY
<u>Employees</u>				
Salaries	\$ 995,049	\$ 964,800	\$ 30,249	3.1%
Health Benefits	171,000	162,800	8,200	5.0%
Workers' Compensation Insurance	78,942	3,500	75,442	2155.5%
Retirement	187,154	181,700	5,454	3.0%
Other Fringe Benefits	17,350	3,460	13,890	401.4%
Uniforms	-	1,435	(1,435)	-100.0%
Medical Exams	200	288	(88)	-30.6%
Safety & Training	43,500	22,500	21,000	93.3%
	\$ 1,493,195	\$ 1,340,484	\$ 152,711	11.4%
<u>Service/Supplies - Operational</u>				
Paratransit Service Contract	\$ 2,944,590	\$ 2,804,369	\$ 140,221	5.0%
Fuel/Lubricants	126,100	126,100	-	0.0%
Tickets/Schedules	35,500	50,000	(14,500)	-29.0%
Marketing	110,000	168,000	(58,000)	-34.5%
Contracts	80,500	54,900		0.0%
OTC Facilities	14,000	14,000		0.0%
	\$ 3,310,690	\$ 3,217,369	\$ 67,721	2.1%
<u>Service/Supplies - Support</u>				
Telephones/Utilities	\$ 4,500	\$ 4,500	\$ -	0.0%
Supplies	\$ 18,000	\$ 21,000	\$ (3,000)	-14.3%
Contract Services	\$ 260,680	\$ 168,420	\$ 92,260	54.8%
TOTAL	\$ 5,087,065	\$ 4,751,773	\$ 335,292	7.1%

APPENDIX B – GLOSSARY

Audit – GCTD's annual financial record audit performed by an independent CPA firm.

CNG Fuel Station – Maintenance and upgrade expenses related to GCTD's onsite CNG fueling station.

Contracted Paratransit Service – Contract for the GCTD ACCESS paratransit service. This service is presently provided by MV Transportation.

Contract Repair – Expenses incurred to repair vehicles, equipment and facilities through outside vendors. Major overhauls of engines, transmissions, parts, painting, oil/fuel testing and other repairs are charged to this line item.

Contract Services – Expenses include computer hardware/software maintenance; office equipment maintenance, temporary help, janitorial, security, landscape and other services.

Dues – Fees associated with professional memberships or subscriptions, such as the American Public Transit Association, California Transit Association, National Safety Council and local Chambers of Commerce.

Employee Events – Includes the costs incurred by GCTD staff employees while attending approved meetings and conferences, as well as official employee events and functions sanctioned by the General Manager.

Employee Support – Includes: salaries, health benefits, worker's compensation insurance, retirement, life insurance, uniforms, medical exams and safety programs.

Fuels/Lubricants – CNG and lubricant products for GCTD revenue and non-revenue vehicles. Also included are fuel taxes - GCTD is required to pay State Excise taxes of \$.01/therms of CNG.

Health Benefits – GCTD portion of the health, dental and vision insurance premiums for employees.

Insurance – Liability insurance for vehicles, errors & omissions, bonding, property, crime, employer liability, etc.

Legal – Costs associated with legal services required by GCTD, including but not limited general counsel and labor/employment counsel services.

Maintenance Agreements – Maintenance agreements include the two-way radio, radio repeater, and coin counting machine.

Medical Exams – The MOU's provide for bi-annual physical examinations for all represented employees. Management and non-represented employees are provided an exam annually. New employees are given pre-employment exams and employees absent from work for significant periods of time are examined prior to their return to work. Pre-employment physicals and exams of safety-sensitive personnel include a drug/alcohol screen, which is required by FTA regulations and GCTD policy.

Officers & Directors – Expenses related to Board of Directors attendance at board and committee meetings, conferences and travel/per diem while attending conferences or meetings. Included are the costs incurred by senior management employees while attending approved meetings and conferences.

OTC Facilities – The Customer Service Center (CSC) at the Oxnard Transportation Center (OTC), which provides route and schedule information and other services for transit passengers.

Other Benefits – GCTD's contribution for unemployment insurance, FICA/Medicare, Employee Assistance Program (EAP), life insurance for represented and non-represented employees and

deferred compensation for the General Manager. The EAP is required as a part of GCTD's Drug and Alcohol Program and the represented employee MOUs.

Repair Parts – Repair parts are the materials, parts and components used in repairing vehicles and equipment.

Retirement – GCTD's contribution for its employees to the California Public Employee Retirement System (CalPERS).

Risk Management – Program to manage and reduce risk, especially industrial injuries.

Safety Programs – Annual safety awards function, safety awareness activities, incentive awards, training videos and similar activities.

Salaries – Salary and wages of all employees. For represented positions this includes current salary, agreed upon step increases, agreed upon longevity and bilingual pay. For non-represented positions this includes current wages, pay increases in accordance with the personnel policy, longevity and bilingual pay, and projected salary range increases, if any, as determined by the Board of Directors.

Schedules/Marketing – This includes the GCTD Bus Book, maps, tickets, passes and artwork for public information and promotional products. Also included are media advertising, printing of promotional brochures, participation in fairs, parades, promotions, Chamber of Commerce functions and other community outreach activities.

Service/Supplies – Operational – Items related to operations, including fuels/lubricants, tires, repair parts, CNG fuel station maintenance and upgrades, contracted paratransit service, contract repair, supplies, schedules/marketing, OTC facilities and maintenance agreements.

Service/Supplies – Support – Items related to the support of GCTD services, but which are not direct operational expenses. Includes telephones/utilities, insurance, contract services, supplies, legal, audit, officers and directors and dues.

Supplies – For Fixed Route, expenses includes cash handling supplies, repair of locks, gate openers, etc. For Maintenance, expenses includes miscellaneous repair parts, industrial gases, repair of farebox counting equipment, non-stock parts and other miscellaneous parts, printing materials, freight, mail/delivery services, non-vehicle maintenance, and janitorial supplies. Also included is the mechanics' tool allowance as per union contract. For administrative departments, expenses include office supplies, computer supplies, computer software/hardware, copier costs, postage, office printing, office furniture and other associated expenses.

Telephones/Utilities – Costs associated with communications services, as well as electric, gas, water and refuse charges for the facility.

Tires – New tires are required for the front axles of all buses. Recapped tires are typically purchased for the rear axles of the buses.

Uniforms – Uniforms are provided by contract to the maintenance and operation employees. Bus Operators are provided three pairs of pants, five shirts and a cap annually. Every other year jackets/sweaters are provided. Operations supervisors are provided three pairs of pants, five shirts, a vest, a tie and a cap. Maintenance employees are provided rental uniforms cleaned and delivered by a vendor.

Urbanized Area (UZA) – The FTA has designated areas over 200,000 population as specific urbanized areas. GCTD's service area is part of the Oxnard UZA.

Workers' Compensation Insurance – Premium for the required workers' compensation insurance provided to GCTD by the California State Association of Counties-Excess Insurance Authority (CSAC-EIA).