

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

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						
FixedRoute	\$ 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
PlanningandMarketing	\$ 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