



Item #9 REVISED

DATE: May 2, 2018

TO: Board of Directors

FROM: Steve L. Rosenberg *SLR*
Director of Finance and Administration

SUBJECT: Review and Discuss Staff Presentation on Draft GCTD Operating Budget for FY 2018-19

I. EXECUTIVE SUMMARY

The draft GCTD Fiscal Year (FY) 2018-19 operating budget being presented for review and discussion is \$26,415,100, a 9.9% increase from the FY2017-18 budget. While this increase is cause for concern, the only real organizational growth in this budget is directly related to operation and maintenance of GCTD's new and much larger Operations and Administration Facility, scheduled for completion in late 2018.

Budget increases are primarily the result of increased costs in line items over which GCTD has limited short-term control. The largest line item increase is for GCTD's Paratransit services contract. GCTD loses long-time rate stability as its ten-year old service contract expires in FY2018-19, and the District continues to experience double-digit year-to-year ridership increases. This line item represents over 31% of the year-to-year budget growth.

GCTD negotiated new MOUs with its three (3) units represented by SEIU 721 this year. Wage and health benefit increases were consistent with industry averages; nonetheless wage and health benefit cost increases represent 17% of the year-to-year budget growth. CalPERS rate increases represent another 11 % of the year-to-year budget growth.

The new Operations and Administration Facility will require additional resources to operate and maintain. Two additional employees, the only headcount increases in this budget, will be needed to maintain the buildings and systems. In addition, services such as security, preventive maintenance and property insurance will need to be increased and strengthened. In total, 25% of the year-to-year budget growth is attributable to operating and maintaining a newer and much larger facility.

Service is also impacted by the relocation. Additional miles and hours will be required to serve core locations such as the Oxnard Transit Center from the new location. To

GOLD COAST TRANSIT DISTRICT

minimize the cost increases, GCTD has initiated two actions; the budget includes a very small service reduction to be implemented in July 2018, and a service efficiency consultant will soon begin a complete analysis of all GCTD service routes and schedules with a goal of making recommendations to both improve service and minimize costs. This change represents 4% of the year-to-year budget growth. Liability and workers' comp insurance increases represent 6% of the year-to-year budget growth, with the remaining 6% attributable to all other expense line items.

The preliminary estimate for GCTD's Local Transportation Fund (LTF) funding, the District's primary funding source, is \$15,381,823, a 2.25% increase from the FY17-18 allocation of \$15,043,768 approved in June 2017. From that allocation, GCTD will allocate \$2,108,076 to its members for their recurring and capital transit requirements.

The current estimate for GCTD's FY18-19 Federal 5307/5339 formula funding is \$4,598,316, a 3.8% decrease from the FY17-18 allocation of \$4,779,623. These funds will be budgeted for eligible operating line items (preventive maintenance, operations and paratransit service) as well as for payment of GCTD's long-term debt payment. No amount is available for capital projects. Additionally, GCTD will make use of prior year 5307 preventive maintenance funds to cover costs which exceed the current year's available revenue.

GCTD will also make use of a Congestion Mitigation Air Quality (CMAQ) grant funding for the Route 22 - Wells Center demonstration project (new route) that is budgeted to provide \$475,000 in FY2018-19.

Revenue from GCTD's program to generate and sell State LCFS credits and Federal RIN credits from its use of natural gas to fuel the fleet has far exceeded initial expectations. In October 2017 GCTD exercised contract options with renegotiated and more favorable terms. GCTD budgeted \$353K in revenue for FY2017-18 but will realize close to \$600K; the budget for FY 2018-19 is \$646K

GCTD has since 2013 received revenue claimed by Ventura County Public Health (VCPH) under the Medi-Cal Administrative Activities (MAA) program to partially reimburse GCTD for providing Medi-Cal eligible trips on the GCTD ACCESS service. The District is budgeting \$195,000 for MAA Revenue in FY 2018-19. The District's advertising sales have been relatively stable over the past several years and are anticipated to remain so; \$160,000 in advertising revenue is budgeted for FY 2017-18.

In March 2017 GCTD issued 30-year Certificates of Participation (COPs) to raise \$22,000,000 required to complete funding to construct the new GCTD Operations and Administration Facility. The operating budget does not include a separate debt service budget that requires interest payments totaling \$1,392,188 in FY2018-19,

GCTD will meet its FY 2018-19 operating and debt service expenses using a combination of current year and prior year revenues. It was anticipated in long-term projections that the initial period of long-term debt would require the use of some prior year revenue, however FY 2018-19 cost increases do exceed what was projected. A

summary of the sources and uses of revenue for the proposed FY 2018-19 operating budget follows as Attachment "C" to this report.

The Board's Fiscal Policy Committee met on March 7, 2018 and again on April 16, 2018 to discuss the proposed operating budget. The GCTD Technical Advisory Committee (TAC) discussed the proposed operating budget on April 18, 2018. A summary of the proposed FY 2018-19 operating budget follows as Attachment "A" to this report.

It is recommended that the Board of Directors receive, discuss and advise staff regarding the presentation on GCTD's proposed budget for FY2018-19.

II. BACKGROUND

Following is a discussion of the premises for each of the major components of GCTD's proposed FY 2018-19 operating budget.

Revenue

The GCTD FY 2018-19 operating revenue of \$26,415,100 consists of \$16,072,784 (60.9%) in Local Transportation Funds, or LTF, \$5,133,316 (19.%) in federal grant funds, \$3,291,500 (12.5%) in fare receipts and fare support programs, \$646,500 (2.4%) from the sale of District-generated State and Federal energy credits, \$440,000 (1.7%) in California State Transit Assistance (STA) and State of Good Repair (SGR) funds, \$420,000 (1.6%) in deferred local funds, \$195,000 (.7%) in Medi-Cal trip reimbursement funds, \$160,000 (.6%) in advertising sales, and \$56,000 (.2%) in other revenues. The following premises were used in establishing this budget:

- LTF funds will be at the levels published by VCTC in February 2018 and will be supplemented with LTF carried over from FY 2016-17 per GCTD's long-established process.
- GCTD's allocation of FY 2018-19 Federal formula transit funding will be at the levels published by VCTC in April 2018.
- GCTD's STA and SGR allocations will be funded in accordance with the most recent State Controller's estimate
- GCTD's will calculate its farebox recovery ratio (FBRR) in accordance with TDA statutes (Sections 99268.17 and 99268.19 of the Public Utilities Code) as amended by Senate Bill No. 508 on October 09, 2015. The budget estimate for GCTD's FBRR for Fixed Route is 20% (requirement is minimum 20%) and for Paratransit will be 14.2% (requirement is minimum 10%).

Local Transportation Funds

GCTD receives the full amount of LTF allocated based on its members' population share. For FY 2017-18, the most current estimate (from February 2018) is that GCTD's share will be \$15,381,823.

GCTD members may request from GCTD funding for their recurring transit-related activities not to exceed 10% above the members' baseline based on funding for such activities starting in FY 2014-15, adjusted by the annual CPI. The total adjusted baseline for FY17-18 is \$2,610,352. GCTD members have submitted to GCTD requests for \$2,232,026 in LTF funding for their recurring transit-related activities; each member will receive their request less amounts not expended in FY 2016-17 (a total of \$148,598).

Members also may submit requests for funding for transit-related capital projects. GCTD received \$56,039 in net capital requests for FY 2018-19. The requested capital projects are: \$20,000 for Automated Vehicle Annunciators for the Ojai Trolley, \$26,039 for bus stop amenities in Port Hueneme and \$10,000 for a new bus shelter in the City of Ventura. A number of other requests have been voluntarily withdrawn or deferred by Ventura County, Ojai and the City of Ventura based on budget limitations. Staff recommends funding all remaining requests.

Previously-funded projects in the process of being completed and eligible for a budget extension are: \$202,109 for the City of Oxnard for a Bus Stop Capital Improvement Program, \$92,000 for Ventura County for Bus Stop Upgrades, \$20,000 for a Trolley Wash Pad and Collection System in Ojai, and \$25,000 recently reallocated from Bus Stop Upgrades to Automated Vehicle Annunciator for the Kanan Shuttle in Ventura County. Additionally, \$75,000 to the City of Port Hueneme for a new Bus Stop at Ventura Road and Bard Road is eligible for a budget extension. This project is being reviewed by GCTD staff and Port Hueneme staff for potential modification or cancellation.

Funding these programs, net of carryover from members' prior year funding, leaves GCTD with \$13,273,747 in FY 2018-19 LTF for its use.

The LTF Allocation follows as Attachment "B" to this report.

FTA Grant Funding

GCTD's FY 2018-19 Federal transit funding is authorized by the Fixing America's Surface Transportation (FAST) Act legislation signed into law on December 4, 2015. The FY 2018-19 Estimated Program of Projects (POP) Revenue from Ventura County's Federal Transit Administration (FTA) apportionment as reviewed by VCTC at the April TRANSCOM meeting showed GCTD's allocation for FY 2018-19 is \$4,598,316, a 3.8% decrease from the FY17-18 allocation of \$4,779,623. Within that allocation, \$3,498,316 is programmed into the Operating Budget and \$1,100,000 is programmed into the Debt Service Budget.

GCTD will be allocating to its FY2018-19 Operating Budget \$475,000 in route-specific Federal CMAQ grant funds for the Wells Center-Nyeland Acres Route (Route 22). In

addition, GCTD will be using \$1.1 million in prior year federal revenue it has accumulated in reserve to fund this budget.

Passenger Fares

Fixed Route passenger fares for the current fiscal year are projecting approximately 8% under budget as a result of lower passenger boardings (8.5% below projections). Boardings year-to-date are 4.3% lower than in FY 2016-17, however the budget anticipated a modest increase. A modest rebound in fixed route ridership and passenger fare revenues, to the level experienced in FY 2016-17, is projected for FY 2018-19. Budget premises are 3,600,000 passenger boardings.

For paratransit service, for the third consecutive year ridership and fare revenue were expected to sharply increase in FY 2017-18 and that increase is being realized. Boardings of 106,600 were projected for FY 2017-18, and actual boardings are currently tracking to exceed that projection by 4%-5%. Budget premises for FY 2018-19 are 122,000 passenger boardings and \$300,100 in fare revenue.

Two new fare programs planned for FY 2018-19 are included in the budget. GCTD will be planning a series of "Free Fare Saturdays" over the summer, and VCTC is planning to implement a College Pass Program for Ventura County, in which transit providers will be reimbursed for boardings by eligible college students. Both programs are funded by the Low Carbon Transit Operations Program (LCTOP) which receives its funding from carbon credit auction proceeds.

State Revenue

GCTD's State Transit Assistance budget for FY 2018-19 includes for the first time funding from SB 1. Last year the STA revenue budget was \$159,000. This year, including the SB1 funding increment, the current estimate from the State Controller's Office (SCO) is \$222,322. Additionally, GCTD's allocation from the State of Good Repair (SGR) component of SB1 is \$49,790, which is also included. Including allocated to GCTD in prior years but not yet drawn, GCTD's STA/SGR revenue budget for FY 2018-19 is \$440,000.

Note that SB1 is the subject of a repeal measure which will likely be on the ballot in November 2018. Most SB1 transit funding from SB1 is regional, however no regional funding was allocated to GCTD in FY2018-19. Nonetheless, GCTD anticipates receiving regional STA/SGR funds in the future and repeal of this measure would likely have serious fiscal consequences for GCTD.

Other Revenue

In 2014 GCTD implemented a third-party agreement receiving a discount on its natural gas and generating and selling both Low Carbon Fuel Standard (LCFS) credits (State of California) and Renewable Identification Number (RIN) credits (U.S. EPA) from its use of natural gas to fuel the fleet. Revenue from this program has far exceeded initial expectations. In October 2017 GCTD exercised contract options with renegotiated and

more favorable terms. GCTD budgeted \$353,500 in revenue for FY2017-18 but will realize close to \$600,000. The budget for FY 2018-19 is \$646,500.

The District's advertising sales revenue has not rebounded from the loss of our largest account in FY 2015-16. Over the past two years advertising revenue has leveled off at an annual rate of \$150K-\$160K. The trend is positive, and the FY 2018-19 budget is \$160,000. The program to receive funding through VCPH to partially reimburse GCTD for providing Medi-Cal eligible trips on the GCTD ACCESS service is in its fifth year and is now well established. The District is budgeting \$195,000 in reimbursements for FY 2018-19. There has been discussion that this program may be changed to limit or exclude public transit providers. No change has been implemented and we are monitoring the situation.

Other budgeted revenue line items are sale of surplus materials and interest.

Expense

Service

GCTD's FY2018-19 operating budget is based on the provision of 201,628 revenue service hours (RSH), a decrease of 0.4% from the FY 2017-18 premise of 202,351 RSH, and 2,170,192 revenue service miles (RSM), a decrease of .25% from the FY 2017-18 premise of 2,175,715 (RSM).

As a result of GCTD relocating from the downtown Oxnard to our new facility in North Oxnard, our schedules will see an increase in both deadhead (the time it takes a bus to reach the start of a route or return from the end of a route) and travel time (the time it takes a bus operator to travel to or from the point where he or she meets or departs from a bus in service). To minimize the increased cost associated with this additional paid time, GCTD will be working with an industry expert to conduct a comprehensive service efficiency study, with a goal of making recommendations to both improve service and minimize costs.

To minimize increased costs in the interim, the FY2018-19 budget includes a slight service reduction to be implemented in July 2018. This reduction includes elimination of Route 19 on Saturday and Sunday, and elimination of early AM trips on Route 15 and Route 5 on Weekends. These routes were selected based on very low ridership and in accordance with the adopted Service Planning Guidelines.

Labor and Benefit Costs

Labor and benefits in the FY 2018-19 budget project to a 5.9% increase from the FY 2017-18 budget. For labor, this includes a 2.75% increase in the first year of a four-year contract for employees represented by SEIU Local 721, as well as an additional equity adjustment for Maintenance employees also included in that contract. Similar increases are budgeted for non-represented personnel. The headcount budget includes two (2) additional employees, both in Facilities Maintenance and both specifically required to support the operation and maintenance of GCTD's new and

much larger Operations and Administration Facility.

Health benefit contribution rates increased 7% in 2018, as the contractual increase was front-led to help employees cope with substantial health insurance cost increases in 2018. Pension costs increased 16% as the result of higher wages, an 8.8% increase in the CalPERS employer contribution rate and a 21.8 % increase in the fixed amount for unfunded liability. CalPERS projects similar increases each of the next two years.

Insurance

GCTD's FY 2017-18 budget includes increases across most insurance lines. For property insurance GCTD anticipates a substantial increase as a result of moving into a larger, newer and better equipped facility. No quote has been received at this time, the budget estimates an increase of \$60,000.

For Workers' Comp GCTD belongs to the California State Association of Counties Excess Insurance Authority (CSAC-EIA) workers compensation pool. Public sector insurance pools allow members to take advantage of being part of a much larger entity to obtain better coverage, rates and stability and remain protected from the vagaries of the commercial insurance market. GCTD anticipates an 11.5% increase from FY 2017-18 based on increasing rates and wages.

For liability insurance GCTD belongs to the California Transit Indemnity Pool (CalTIP), a 34-member Joint Powers Authority formed in 1987 for the purpose of creating a self-funded insurance pool. CalTIP self-insures all claims against pool members up to \$1.5 million (in FY 2017-18), with excess and reinsurance covering claims in excess of that amount. GCTD carries coverage up to \$25 million. GCTD carried a \$25,000 self-insured retention (SIR, like a deductible) in FY 2017-18 after many years of carrying "first-dollar" coverage. The past few years have been increasingly challenging for transit liability insurance in California and for CalTIP, with the pool experiencing numerous large claims. This has significantly increased members' rates.

To keep costs down, CalTIP has increased the pool's SIR to \$1.5 million in FY 2017-18 and to \$1.75 million in FY 2018-19. For GCTD, taking on a \$25,000 SIR lowered GCTD's liability insurance costs substantially from what it would have been a "first-dollar" coverage in FY 2017-18 and again in FY 2018-19. This coverage required the District to establish a claims expense budget for costs under the SIR. GCTD's budget for liability insurance and claims costs combined increased from \$950,000 in FY 2017-18 to \$980,000 in FY 2018-19.

Paratransit Service

For the third consecutive year demand for ACCESS Paratransit service in FY2017-18 is experiencing a 10%-11% increase. Based on this year's trend, GCTD anticipates 122,000 boardings in FY 2018-19. Over the past several years cost increases have been moderated by exercising the final option of a long-term service contract, however that contract will expire at the end of 2018 and GCTD's costs per hour will increase.

While a recent major software upgrade has had increased dispatching productivity, demand and pricing are driving a 23.8% budget increase. The FY 2018-19 budget for contracted paratransit service is \$3,816,200, a \$733,000 increase from the FY 2017-18 budget.

Fuel

GCTD's FY 2018-19 fuel budget reflects a 11.3% decrease from the FY 2017-18 budget. The District continues to take advantage of the historic low commodity price for natural gas as well as the 10% discount from the published market commodity rate GCTD receives as part of its recently renegotiated third-party fuel purchase contract.

To build in a level of conservatism, pricing used in this budget is at a higher level than is currently being paid. A positive in GCTD's fuel use is the increased use of MV1 vans in place of large cutaway vans for the majority of the ACCESS service. GCTD's FY2018-19 budget for fuel/lubricants is \$696,100, of which \$654,800 is for CNG vehicle fueling.

Debt Service

In March 2017 GCTD issued 30-year Certificates of Participation (COPs) to raise \$22,000,000 required to complete funding to construct 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.

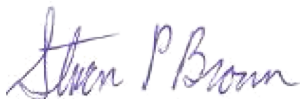
The operating budget does not include a separate non-operating debt service budget that in FY 2018-19 requires interest and principal payments totaling \$1,392,188.

III. RECOMMENDATIONS

The FY2018-19 operating budget of \$26,415,100, combined with GCTD's FY 2018-19 debt service obligation of \$1,392,188 requires GCTD to generate \$27.8 million in revenue to break even. GCTD's current year revenue projection for FY 2018-19 is \$25.3 million, of which over \$2 million is obligated to support our members' ongoing transit requirements. GCTD is able to support the FY 2018-19 operating budget using funds deferred from prior years. This is a short-term strategy. This coming year GCTD will need to address this fiscal imbalance in a substantive way, by identifying new revenue sources, cutting service and other costs, or a combination of both.

It is recommended that the Board of Directors receive, discuss and advise staff regarding the presentation on GCTD's proposed budget for FY 2018-19.

Concurrence:



Steven P. Brown
General Manager

ATTACHMENT A

Gold Coast Transit
Operating Budget Summary
July 1, 2018 to June 30, 2019

	<u>FY16-17</u> <u>Budget</u>	<u>FY16-17</u> <u>Actuals</u>	<u>FY17-18</u> <u>Budget</u> <u>(Adjusted)</u>	<u>Proposed</u> <u>Budget</u> <u>FY18-19</u>	<u>% +/-</u> <u>FY19 vs.</u> <u>FY18</u>	<u>\$ +/-</u> <u>FY19 vs. FY18</u>
<u>Operating Revenues</u>						
Passenger Fares-Fixed Route	\$3,209,400	\$2,936,328	\$3,050,500	\$2,749,900	(9.9%)	(\$300,600)
Passenger Fares-Paratransit	\$242,500	\$268,530	\$262,200	\$300,100	+14.5%	\$37,900
Special Transit Fares (FR) - Member Gov'ts	\$0	\$0	\$0	\$420,000	N/A	\$420,000
Special Transit Fares (PT) - Member Gov'ts	\$0	\$0	\$0	\$0	N/A	\$0
LCTOP Fare Support Programs	\$0	\$0	\$0	\$241,500	N/A	\$241,500
Interest	\$13,000	\$25,728	\$20,000	\$36,000	+80.0%	\$16,000
Advertising Income	\$180,000	\$150,611	\$160,000	\$160,000	+0.0%	\$0
Energy Credit Revenue	\$354,200	\$359,151	\$353,500	\$646,500	N/A	\$293,000
Alternative Fuel Excise Tax Credit	\$251,000	\$245,231	\$537,177	\$0	N/A	(\$537,177)
Other	\$1,000	\$19,653	\$1,000	\$20,000	+1900.0%	\$19,000
Operating Assistance-State	\$150,000	\$150,000	\$159,000	\$440,000	+176.7%	\$281,000
Operating Assistance-Local (LTF)	\$14,790,710	\$13,338,152	\$14,968,600	\$16,072,784	+7.4%	\$1,104,184
Other Local/State Assistance	\$0	\$3,095	\$0	\$0	N/A	\$0
Demo Project - Wells Center/Nyeland Acres	\$560,000	\$579,146	\$600,000	\$475,000	N/A	(\$125,000)
Operating Assistance-Federal	\$1,050,000	\$1,050,000	\$1,050,000	\$1,250,000	+19.0%	\$200,000
Preventive Maintenance-Federal	\$1,607,177	\$1,607,177	\$1,534,812	\$2,430,316	+58.3%	\$895,504
Paratransit Assistance-Federal	\$896,613	\$896,613	\$944,811	\$918,000	(2.8%)	(\$26,811)
Planning Assistance-Federal	\$200,000	\$200,000	\$200,000	\$0	(100.0%)	(\$200,000)
Mobility Grants - Federal	\$0	\$0	\$0	\$60,000	N/A	\$60,000
Medi-Cal Reimbursement / Paratransit	\$125,000	\$277,269	\$195,000	\$195,000	+0.0%	\$0
Other Fed Grants and Reimbursements	\$0	\$2,192	\$0	\$0	N/A	\$0
TOTAL	\$23,630,600	\$22,108,877	\$24,036,600	\$26,415,100	+9.9%	\$2,378,500
<u>Operating Expenses</u>						
<u>FUNCTIONAL CATEGORIES</u>						
Employee Support	16,763,700	15,541,795	16,778,900	17,985,400	+7.2%	1,206,500
Service/Supplies - Operational	5,435,000	5,272,359	5,691,300	6,422,700	+12.9%	731,400
Service/Supplies - Support	1,431,900	1,299,190	1,566,400	2,007,000	+28.1%	440,600
TOTAL	\$23,630,600	\$22,113,345	\$24,036,600	\$26,415,100	+9.9%	2,378,500
<u>DEPARTMENT CATEGORIES</u>						
Fixed Route	12,527,600	11,825,593	12,561,300	13,194,900	+5.0%	633,600
Paratransit	3,074,400	3,163,880	3,388,400	4,064,000	+19.9%	675,600
Maintenance	3,638,300	3,214,222	3,629,500	4,429,900	+22.1%	800,400
Administration	3,184,900	2,906,622	3,401,400	3,504,400	+3.0%	103,000
Planning and Marketing	1,205,400	1,003,028	1,056,000	1,221,900	+15.7%	165,900
TOTAL	\$23,630,600	\$22,113,345	\$24,036,600	\$26,415,100	+9.9%	2,378,500
Total Fixed Route	\$20,556,200	\$18,949,465	\$20,648,200	\$22,351,100	+8.2%	1,702,900
Total Paratransit	\$3,074,400	\$3,163,880	\$3,388,400	\$4,064,000	+19.9%	675,600
Farebox Recovery Ratio	<u>19%</u>	<u>21%</u>	<u>19%</u>	<u>19.2%</u>		
FRR Fixed Route	<u>20%</u>	<u>23%</u>	<u>20%</u>	<u>20.0%</u>		
FRR Paratransit	<u>10%</u>	<u>13%</u>	<u>11%</u>	<u>14.2%</u>		

ATTACHMENT A

Gold Coast Transit
Operating Budget Summary
July 1, 2018 to June 30, 2019

	<u>FY16-17</u> <u>Budget</u>	<u>FY16-17</u> <u>Actuals</u>	<u>FY17-18</u> <u>Budget</u> <u>(Adjusted)</u>	<u>Proposed</u> <u>Budget</u> <u>FY18-19</u>	<u>% +/-</u> <u>FY19 vs.</u> <u>FY18</u>	<u>\$ +/-</u> <u>FY19 vs. FY18</u>
<u>Employee Support</u>						
Salaries	11,192,900	10,838,695	11,271,200	11,886,700	+5.5%	615,500
Health Benefits	1,843,200	1,747,790	1,851,800	1,916,000	+3.5%	64,200
WCI	1,132,400	936,523	1,019,800	1,136,700	+11.5%	116,900
Retirement	1,973,000	1,491,884	1,973,700	2,288,800	+16.0%	315,100
Other Benefits	285,300	234,887	282,400	314,800	+11.5%	32,400
Uniforms	79,400	50,119	81,400	77,900	(4.3%)	-3,500
Medical Exams	45,500	46,375	45,900	49,500	+7.8%	3,600
Safety & Training	127,000	92,830	117,500	125,000	+6.4%	7,500
Employee Events	0	0	46,200	41,500	N/A	-4,700
Contract Support	<u>85,000</u>	<u>102,693</u>	<u>89,000</u>	<u>148,500</u>	<u>+66.9%</u>	<u>59,500</u>
TOTAL	<u>\$16,763,700</u>	<u>\$15,541,795</u>	<u>\$16,778,900</u>	<u>\$17,985,400</u>	+7.2%	\$1,206,500

	<u>FY16-17</u> <u>Budget</u>	<u>FY16-17</u> <u>Actuals</u>	<u>FY17-18</u> <u>Budget</u> <u>(Adjusted)</u>	<u>Proposed</u> <u>Budget</u> <u>FY18-19</u>	<u>% +/-</u> <u>FY19 vs.</u> <u>FY18</u>	<u>\$ +/-</u> <u>FY19 vs. FY18</u>
<u>Service/Supplies - Operational</u>						
Fuel/Lubricants	781,700	780,018	785,100	696,300	(11.3%)	-88,800
Tires	175,000	115,733	155,000	155,000	+0.0%	0
Repair Parts	668,000	666,026	662,000	689,000	+4.1%	27,000
CNG Fuel Station	90,000	63,402	100,000	75,000	(25.0%)	-25,000
Paratransit Service Contract	2,748,300	2,886,939	3,083,200	3,816,200	+23.8%	733,000
Contract Repair	335,400	290,833	327,500	350,100	+6.9%	22,600
Contract Services	218,300	167,211	189,500	160,800	(15.1%)	-28,700
Supplies	173,100	147,868	168,300	209,000	+24.2%	40,700
Tickets/Schedules	71,000	76,528	70,000	63,000	(10.0%)	-7,000
Marketing	146,800	66,150	112,000	157,500	+40.6%	45,500
Interest Expense	5,000	6,436	6,000	9,000	+50.0%	3,000
OTC Facilities	15,000	11,966	14,000	14,000	+0.0%	0
Maintenance Agreements	7,400	6,656	18,700	27,800	+48.7%	9,100
Warranty Recovery	0	0	0	0	+0.0%	0
TOTAL	<u>\$5,435,000</u>	<u>\$5,285,764</u>	<u>\$5,691,300</u>	<u>\$6,422,700</u>	+12.9%	\$731,400

	<u>FY16-17</u> <u>Budget</u>	<u>FY16-17</u> <u>Actuals</u>	<u>FY17-18</u> <u>Budget</u> <u>(Adjusted)</u>	<u>Proposed</u> <u>Budget</u> <u>FY18-19</u>	<u>% +/-</u> <u>FY19 vs.</u> <u>FY18</u>	<u>\$ +/-</u> <u>FY19 vs. FY18</u>
<u>Service/Supplies - Support</u>						
Telephones/Utilities	209,400	183,621	198,000	225,600	+13.9%	27,600
Insurance	867,800	788,785	1,022,600	1,116,500	+9.2%	93,900
Contract Services	51,000	51,093	63,000	325,000	+415.9%	262,000
Supplies	112,000	116,521	124,200	153,400	+23.5%	29,200
Legal	57,000	40,481	55,000	71,000	+29.1%	16,000
Audit	32,000	30,000	32,000	35,000	+9.4%	3,000
Officers & Directors	55,000	44,584	24,500	24,500	+0.0%	0
Dues	<u>47,700</u>	<u>44,106</u>	<u>47,100</u>	<u>56,000</u>	<u>+18.9%</u>	<u>8,900</u>
TOTAL	<u>\$1,431,900</u>	<u>\$1,299,190</u>	<u>\$1,566,400</u>	<u>\$2,007,000</u>	+28.1%	\$440,600
GRAND TOTAL	<u>\$23,630,600</u>	<u>\$22,126,750</u>	<u>\$24,036,600</u>	<u>\$26,415,100</u>	+9.9%	\$2,378,500

ATTACHMENT A

Gold Coast Transit
Operating Budget Summary
July 1, 2018 to June 30, 2019

<u>FIXED ROUTE</u>	<u>FY16-17 Budget</u>	<u>FY16-17 Actuals</u>	<u>FY17-18 Budget (Adjusted)</u>	<u>Proposed Budget FY18-19</u>	<u>% +/- FY19 vs. FY18</u>	<u>\$ +/- FY19 vs. FY18</u>
<u>Employees</u>						
Salaries	7,652,800	7,615,450	7,763,900	8,053,500	+3.7%	289,600
Health Benefits	1,405,500	1,322,893	1,387,900	1,414,500	+1.9%	26,600
WCI	994,500	822,476	896,000	1,064,600	+18.8%	168,600
Retirement	1,317,800	990,899	1,365,200	1,536,100	+12.5%	170,900
Other Benefits	163,700	139,961	166,300	190,700	+14.7%	24,400
Uniforms	57,000	38,842	53,000	54,000	+1.9%	1,000
Medical Exams	37,000	39,087	37,000	40,000	+8.1%	3,000
Safety & Training	22,500	25,370	22,500	24,500	+8.9%	2,000
<u>Service/Supplies - Operational</u>						
Fuel/Lube	647,100	658,041	655,100	590,200	(9.9%)	-64,900
Tires	100,000	54,139	80,000	80,000	+0.0%	0
Supplies	7,800	6,859	7,800	6,000	(23.1%)	-1,800
Maintenance Agreements	7,400	6,656	18,700	27,800	+48.7%	9,100
<u>Service/Supplies - Support</u>						
Telephones/Utilities	114,500	104,920	107,900	113,000	+4.7%	5,100
TOTAL	\$12,527,600	\$11,825,593	\$12,561,300	\$13,194,900	+5.0%	\$633,600

<u>MAINTENANCE</u>	<u>FY16-17 Budget</u>	<u>FY16-17 Actuals</u>	<u>FY17-18 Budget (Adjusted)</u>	<u>Proposed Budget FY18-19</u>	<u>% +/- FY19 vs. FY18</u>	<u>\$ +/- FY19 vs. FY18</u>
<u>Employees</u>						
Salaries	1,487,600	1,292,746	1,459,000	1,707,300	+17.0%	248,300
Health Benefits	210,800	190,131	202,800	264,300	+30.3%	61,500
WCI	126,400	104,536	114,700	64,100	(44.1%)	-50,600
Retirement	258,400	191,492	249,000	329,300	+32.2%	80,300
Other Benefits	44,200	30,410	50,200	54,400	+8.4%	4,200
Uniforms	20,500	10,746	26,500	22,000	(17.0%)	-4,500
Medical Exams	6,900	5,368	7,300	7,700	+5.5%	400
Safety & Training	18,000	7,873	29,000	30,000	+3.4%	1,000
Contract Support	10,000	50,722	22,000	115,000	+422.7%	93,000
<u>Service/Supplies - Operational</u>						
Fuel/Lubricants	30,000	26,840	31,000	31,500	+1.6%	500
Tires	75,000	61,594	75,000	75,000	+0.0%	0
Repair Parts	668,000	549,628	662,000	689,000	+4.1%	27,000
CNG Fuel Station	90,000	63,402	100,000	75,000	(25.0%)	-25,000
Contract Repair	335,400	290,833	327,500	350,100	+6.9%	22,600
Supplies	154,300	139,994	157,500	200,000	+27.0%	42,500
Warranty Recovery	0	-13,405	0	0	+0.0%	0
<u>Service/Supplies - Support</u>						
Telephones/Utilities	51,800	43,821	53,000	90,200	+70.2%	37,200
Contract Services	51,000	51,093	63,000	325,000	+415.9%	262,000
TOTAL	\$3,638,300	\$3,097,823	\$3,629,500	\$4,429,900	+22.1%	\$800,400

ATTACHMENT A

Gold Coast Transit
Operating Budget Summary
July 1, 2018 to June 30, 2019

<u>ADMINISTRATION</u>	<u>FY16-17</u> <u>Budget</u>	<u>FY16-17</u> <u>Actuals</u>	<u>FY17-18</u> <u>Budget</u> <u>(Adjusted)</u>	<u>Proposed</u> <u>Budget</u> <u>FY18-19</u>	<u>% +/-</u> <u>FY19 vs.</u> <u>FY18</u>	<u>\$ +/-</u> <u>FY19 vs. FY18</u>
<u>Employees</u>						
Salaries	1,312,000	1,266,042	1,402,600	1,365,000	(2.7%)	-37,600
Health Benefits	129,700	135,751	155,600	142,100	(8.7%)	-13,500
WCI	7,000	5,789	5,200	4,500	(13.5%)	-700
Retirement	260,500	207,750	234,300	279,900	+19.5%	45,600
Other Benefits	55,500	49,073	53,400	54,400	+1.9%	1,000
Uniforms	900	531	900	900	N/A	0
Medical Exams	1,000	1,185	1,000	1,200	+20.0%	200
Safety & Training	66,500	48,326	45,000	46,000	+2.2%	1,000
Employee Events	0	0	46,200	41,500	N/A	-4,700
Contract Support	75,000	51,970	67,000	33,500	(50.0%)	-33,500
<u>Service/Supplies - Support</u>						
Telephones/Utilities	31,500	29,625	32,000	16,500	(48.4%)	-15,500
Insurance	867,800	788,785	1,022,600	1,116,500	+9.2%	93,900
Contract Services	85,300	49,655	64,300	78,500	+22.1%	14,200
Supplies	95,500	106,534	106,700	128,400	+20.3%	21,700
Legal	57,000	40,481	55,000	71,000	+29.1%	16,000
Interest Expense	5,000	6,436	6,000	9,000	N/M	3,000
Audit	32,000	30,000	32,000	35,000	+9.4%	3,000
Officers & Directors	55,000	44,584	24,500	24,500	+0.0%	0
Dues	47,700	44,106	47,100	56,000	+18.9%	8,900
Total	<u>\$3,184,900</u>	<u>\$2,906,622</u>	<u>\$3,401,400</u>	<u>\$3,504,400</u>	+3.0%	\$103,000
<u>PARATRANSIT / PLANNING AND MARKETING</u>						
<u>Employees</u>						
Salaries	740,500	664,457	645,700	760,900	+17.8%	115,200
Health Benefits	97,200	99,016	105,500	95,100	(9.9%)	-10,400
WCI	4,500	3,722	3,900	3,500	(10.3%)	-400
Retirement	136,300	101,743	125,200	143,500	+14.6%	18,300
Other Benefits	21,900	15,443	12,500	15,300	+22.4%	2,800
Uniforms	1,000	0	1,000	1,000	N/A	0
Medical Exams	600	735	600	600	+0.0%	0
Safety & Training	20,000	11,261	21,000	24,500	+16.7%	3,500
<u>Service/Supplies - Operational</u>						
Paratransit Service Contract	2,748,300	2,886,939	3,083,200	3,816,200	+23.8%	733,000
Fuel/Lubricants	104,600	95,137	99,000	74,600	(24.6%)	-24,400
Tickets/Schedules	71,000	76,528	70,000	63,000	(10.0%)	-7,000
Marketing	139,300	64,717	104,500	150,000	+43.5%	45,500
Contracts	62,700	54,310	54,000	15,600	(71.1%)	-38,400
OTC Facilities	15,000	11,966	14,000	14,000	+0.0%	0
<u>Service/Supplies - Support</u>						
Telephones/Utilities	11,600	5,255	5,100	5,900	+15.7%	800
Supplies	27,500	11,002	20,500	28,000	+36.6%	7,500
Contract Services	70,300	63,246	71,200	66,700	(6.3%)	-4,500
TOTAL	<u>\$4,272,300</u>	<u>\$4,165,476</u>	<u>\$4,436,900</u>	<u>\$5,278,400</u>	+19.0%	\$841,500
PARATRANSIT	<u>\$3,074,400</u>	<u>\$3,163,880</u>	<u>\$3,388,400</u>	<u>\$4,064,000</u>	+19.9%	\$675,600
PLANNING AND MARKETING	<u>\$1,205,400</u>	<u>\$1,003,028</u>	<u>\$1,056,000</u>	<u>\$1,221,900</u>	+15.7%	\$165,900

ATTACHMENT B
FY 2018-19 GCTD MEMBER LTF ALLOCATION

TDA - LTF REVENUE PROJECTIONS		TOTAL	OJAI	OXNARD	PORT HUENEME	VENTURA	VENTURA COUNTY
FEB 2018 Prelim LTF Allocation (Subject to Final VCTC Adoption)		\$15,381,823	\$260,589	\$7,168,422	\$786,908	\$3,770,139	\$3,395,765
FUNDING REQUESTS FOR RECURRING TRANSIT REQUIREMENTS							
Ojai Trolley Operations & Maintenance	Ojai	\$164,000	\$164,000				
OTC Operation & Maintenance / Transit Services	Oxnard	\$481,851		\$481,851			
Operation & Maintenance at VTC /AMTRAK/ MetrolinkStation/ Bus Stops	Ventura	\$227,675				\$227,675	
Recurring Bus Stop Maintenance	Oxnard/P.H.	\$63,500		\$53,500	\$10,000		
County Transit Services Management & Oversight	Ventura County	\$180,000					\$180,000
Transit Service - Heritage Valley	Ventura County	\$300,000					\$300,000
Transit Service - Ojai Trolley	Ventura County	\$210,000					\$210,000
Transit Service - T.O. D-A-R / Unincorporated Area	Ventura County	\$185,000					\$185,000
Transit Service - ECTA D-A-R	Ventura County	\$45,000					\$45,000
Transit Service - Kanan Road Shuttle	Ventura County	\$375,000					\$375,000
TOTAL - RECURRING TRANSIT REQUIREMENTS		\$2,232,026	\$164,000	\$535,351	\$10,000	\$227,675	\$1,295,000
Less: Credit for FY 2016-17 Operating Carryover		<u>(\$179,989)</u>	<u>\$0</u>	<u>\$0</u>	<u>(\$10,924)</u>	<u>(\$20,467)</u>	<u>(\$148,598)</u>
Net LTF Funding for FY 2018-19 Recurring Transit Requirements		\$2,052,037	\$164,000	\$535,351	(\$924)	\$207,208	\$1,146,402
REQUESTED MEMBER CAPITAL IMPROVEMENT PROJECTS							
		TOTAL	OJAI	OXNARD	PORT HUENEME	VENTURA	VENTURA COUNTY
Bus Stop Upgrades	Ventura County	\$0					\$0
New Bus Shelter	Ventura	\$10,000				\$10,000	
Bus Stop Amenities	Port Hueneme	\$26,039			\$26,039		
Automatic Vehicle Annunciators (Expend in FY17-18)	Ojai	\$20,000	\$20,000				
TOTAL CAPITAL IMPROVEMENTS		\$56,039	\$20,000	\$0	\$26,039	\$10,000	\$0
Less: Credit for FY 2016-17 Capital Carryover		<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>	<u>\$0</u>
Net LTF Funding for FY 2017-18 Capital Improvement Projects		\$56,039	\$20,000	\$0	\$26,039	\$10,000	\$0
TOTAL NET MEMBER FUNDING REQUIREMENTS		\$2,108,076	\$184,000	\$535,351	\$25,115	\$217,208	\$1,146,402
PRIOR YEAR CAPITAL IMPROVEMENT PROJECTS - TIME EXTENSION REQUESTS							
Bus Stop Upgrades from FY16-17- Kanan Shuttle / Ojai Trolley	Ventura County	\$92,000					\$92,000
Reallocate Funds: FY17-18 Bus Stop Upgrades	Ventura County	(\$25,000)					(\$25,000)
Reallocate Funds: Voice Annunciator System / Kanan Shuttle Fleet	Ventura County	\$25,000					\$25,000
Bus Stop - Ventura Rd. & Bard	Port Hueneme	\$75,000			\$75,000		
Trolley Washpad and Collection System	Ojai	\$20,000	\$20,000				
Bus Stop Construction & Improvements	Oxnard	\$202,109		\$202,109			
TOTAL CAPITAL PROJECTS FOR TIME EXTENSION (NO ADDITIONAL FUNDS)		\$389,109	\$20,000	\$202,109	\$75,000	\$0	\$92,000
FY 2018-19 FUNDING BASELINE		\$2,610,352	\$116,482	\$535,351	\$58,888	\$267,675	\$1,631,956
Amount Requested Under/(Above) Baseline		\$378,326	(\$47,518)	\$0	\$48,888	\$40,000	\$336,956
Available LTF Funding for GCTD		\$13,273,747					

ATTACHMENT C
FY 18-19 REVENUE SOURCES AND USES

FY2018-19 Revenue Sources

Federal Revenue -5307 (FY19 Formula)	\$4,598,316
Federal Revenue - CMAQ	\$475,000
Federal Revenue - 5310 Mobility Programs	\$60,000
State Transit Assistance/SGR FY18-19	\$440,000
LTF Revenue - FY2018-19 (Gross)	\$15,381,823
Passenger Fares	\$3,050,000
LCTOP Fare Support Programs	\$241,500
MAA Fare Reimbursements	\$195,000
Advertising Revenue	\$160,000
Energy Credit Sale Revenue	\$646,500
Other Revenue	<u>\$56,000</u>
Total Current Year Revenue Sources	<u>\$25,304,139</u>

Prior Year Funds Allocated to FY18-19 Expend

Deferred GCTD LTF Income - FY16-17 Carryover	\$3,110,625
Deferred LTF Income from Members - FY16-17 Carryover	\$179,989
Prior Year Federal Grant (5307) Revenue	\$1,100,000
Deferred Local (Non-TDA) Revenue	<u>\$420,000</u>
Total Revenue Sources	<u>\$30,114,753</u>

FY2018-19 Revenue Uses

Operating Budget	\$26,415,100
FY18-19 COP Payments - Federal	\$1,100,000
FY18-19 COP Payments - Other	\$292,188
Member Recurring Transit Requirements	\$2,232,026
Member Transit Capital Improvements	\$56,039
Total Current Year Revenue Uses	<u>\$30,095,353</u>
Net Budget Surplus/(Deficit)	<u>\$19,400</u>
Current Year Deficit	<u>(\$4,791,214)</u>