

GOLD COAST TRANSIT DISTRICT

# FY19-20 PROPOSED BUDGET PUBLIC HEARING | JUNE 5, 2019



## Proposed FY19-20 Budget \$27,053,900 Million

April – Presented to Board Chair

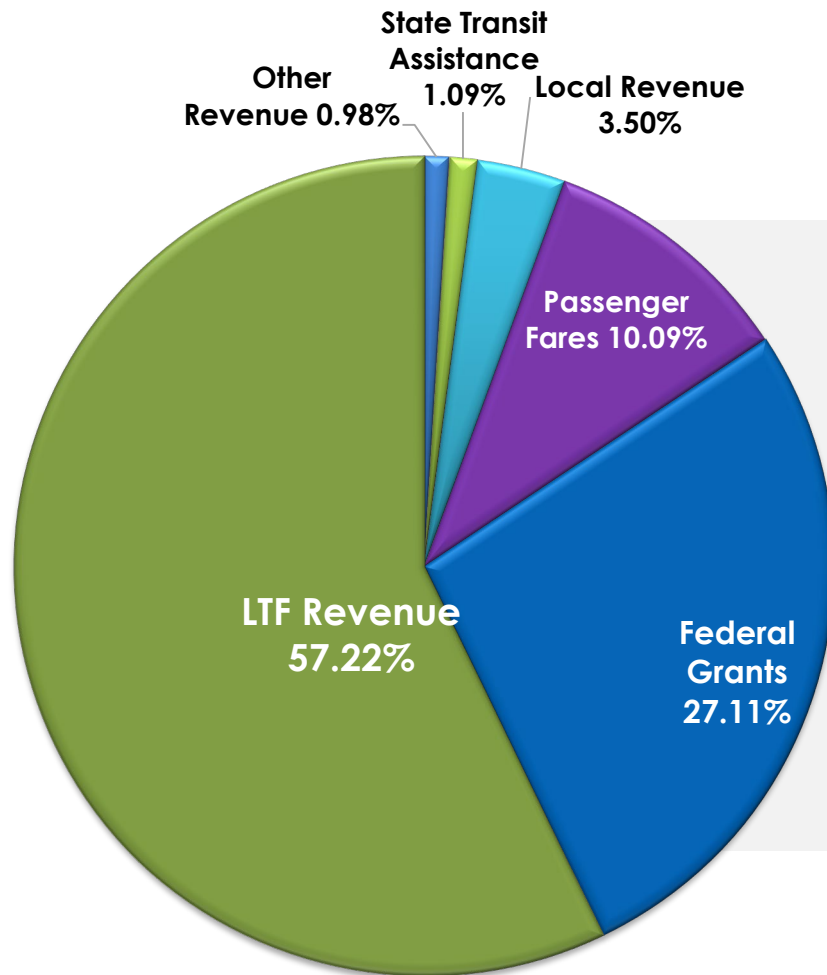
May – Preview of Budget Presented to Board

► **June – Final Proposed Budget & Public Hearing**

## Proposed Budget is Balanced

- Increased Revenue (FY 18-19 Under Budget)
- Reduced Expenses (Adjustment in Service Hours -3%)

# FY19-20 BUDGET



## REVENUE SOURCES

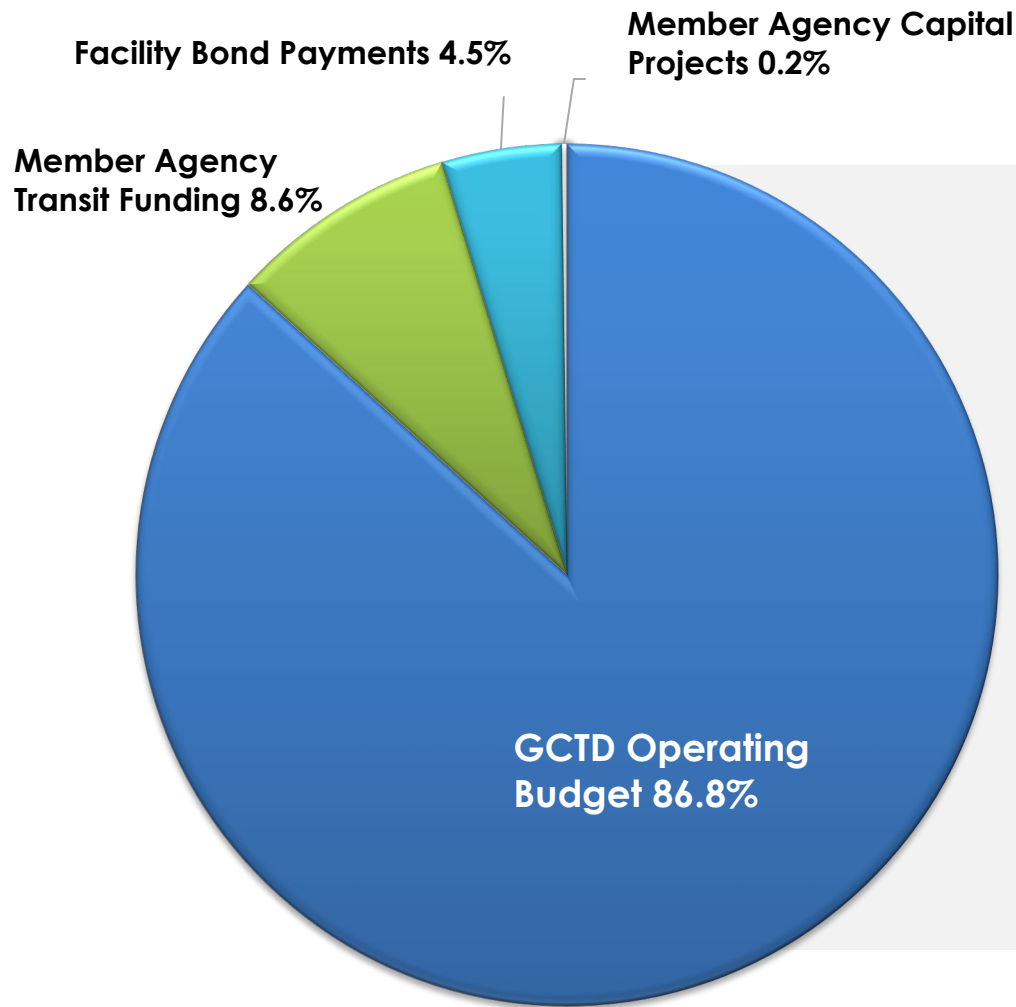
(Dollars in Thousands)

LTF Revenue	\$ 16,631
Federal Grants	\$ 5,019
Passenger Fares	\$ 3,256
Local Revenue	\$ 770
State Transit Assistance	\$ 352
Other Revenue	\$ 316
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LTF Revenue	\$ 1,826*
Federal Grants	\$ 3,726*
Local Revenue	\$ 360*

\*Prior Year Funds

**Total Revenue** **\$32,256**

# FY19-20 BUDGET



## REVENUE USES

(Dollars in Thousands)

GCTD Operating Budget	\$ 27,054
Member Agency Transit Funding	\$ 2,672
Facility Bond Payment	\$ 1,394
Member Agency Capital Projects	\$ 64
Total	\$ 31,184
Year End Carry Over	\$ 1,072

**Total Revenue Uses \$ 32,256**

## The FY19-20 Proposed Operating Budget is \$27.1 M

- Increase of \$696 K over last year
- Main factors driving the budget increase...
  - Contractual Wage and Benefit Increase
  - CalPERS Unfunded Liability Cost
  - Increase in Liability Insurance, Fuel, etc.
  - One New Headcount (Office Coordinator / Executive Assistant)

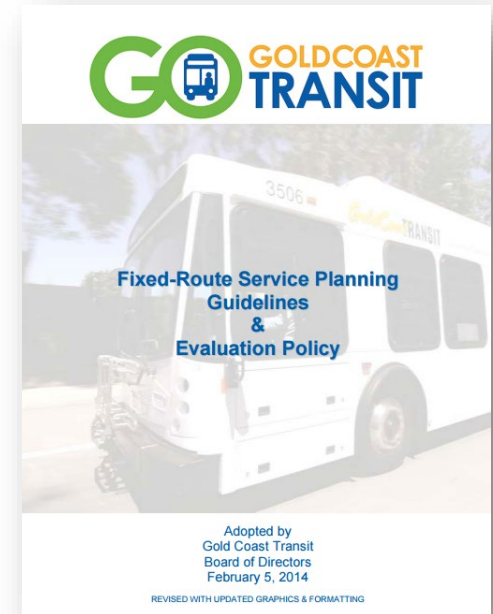




## Service Adjustments & Efficiency Measures

GCTD's Planning Guidelines set minimum performance standards to help guide decision making.

- Ridership min standard for local routes  
**15 passengers per hour**
- Off-Peak trips (Early AM or Late PM)  
**Off Peak Boardings at least 50% of target**
- New Routes  
**Must meet min standard after 3 years**



## **Proposed Service Adjustments & Efficiency Measures**

**Route 7, 8, 9, 15, 17, 19** Some early AM or PM discontinued

**Route 18C OHS Tripper** AM service cancelled

**Route 20** Weekend service discontinued. (4A/4B is alternative)

**Route 22** Reduced frequency on weekdays to every 80 minutes.

***Phasing in efficiency changes to minimize deadhead as recommended by Efficiency Analysis.***

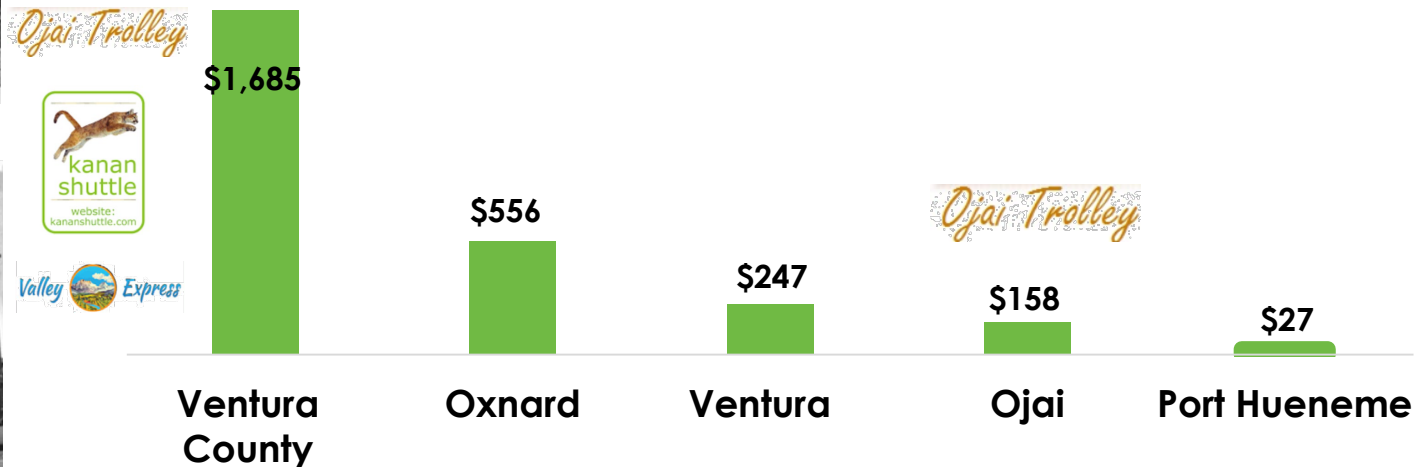


## MEMBER AGENCY TRANSIT FUNDING

(DOLLARS IN THOUSANDS)

- Member funded transit services
- Transit Center Maintenance
- Kanan Road Shuttle Service
- Bus Stop Maintenance

Total funding to member agencies for recurring transit needs... **\$2.67 M**





# FY19-20 BUDGET

## MEMBER AGENCY CAPITAL PROJECTS

(DOLLARS IN THOUSANDS)

Ventura	Bus Shelter	\$ 20 K
Port Hueneme	Bus Stop Amenities	\$ 43 K
FY 19-20 Projects Funded		\$ 63 K

County of Ventura	Bus Stop Upgrades	\$ 145 K
County of Ventura	Kanan Shuttle - AVAS	\$ 25 K
County of Ventura	Route 22 Bus Stops	\$ 30 K
Ojai	Ojai Trolley Washpad	\$ 45 K
Ojai	Ojai Yard Repaving	\$ 30 K
Oxnard	Bus Stop Upgrades	\$ 270 K
Prior FY's Projects Funded		\$ 545 K

## Ten-Year Capital Plan



# GCTD Ten-Year Capital Plan

**Total 10-Year Plan Costs** **\$ 38 Million**

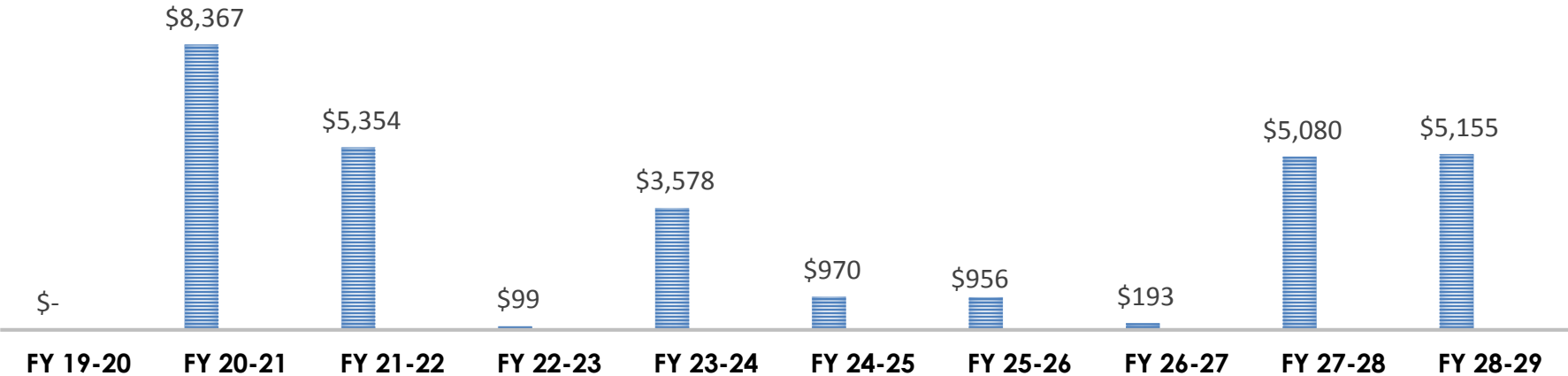
**Funded Projects** **\$ 8.2 Million**

**Planned Unfunded Projects** **\$ 29.8 Million**

- **Midlife Engine Replacement Project (26 New Flyer) (Funded)**
- **Expansion Buses (Funded)**
- **Website Upgrade (Funded)**
- **“Zero-Emission” Electric Replacement Buses (Unfunded)**
- **Expansion Buses Per Fleet Management Plan (Unfunded)**
- **Electric Charging Facility Upgrades (Unfunded)**

## TEN-YEAR CAPITAL PLAN (DOLLARS IN THOUSANDS)

### UNFUNDED PROJECTS, BY YEAR



## OPPORTUNITIES & CHALLENGES



**SB 1 – (was not overturned) – Funding could enable GCTD to maintain service levels.**

*VCTC will determine priorities, and could play a role in supporting GCTD with support for ongoing bond payments.*

**Farebox recovery will be a challenge unless revenue sources are identified.**

**Capital Costs for fleet replacement in coming years (with CARB rule will be a challenge.)**

# Questions / Comments

