



**AGENDA**  
**REGULAR BOARD OF DIRECTORS MEETING**  
**WEDNESDAY, OCTOBER 5, 2022 – 10:00 A.M.**  
GCTD ADMINISTRATIVE FACILITY  
1901 AUTO CENTER DRIVE  
OXNARD, CA 93036-7966  
[www.GoldCoastTransit.org](http://www.GoldCoastTransit.org)

**The meeting will be IN PERSON / HYBRID**  
**Hybrid / Remote Participation is available via ZOOM Webinar**  
<https://us02web.zoom.us/j/83342518113>

DUE TO THE THREAT OF NOVEL CORONAVIRUS (COVID-19), GOVERNOR NEWSOM DECLARED A STATE EMERGENCY, WHICH DECLARATION IS STILL IN EFFECT. IN ACCORDANCE WITH AB 361 AND AT THE RECOMMENDATION OF THE VENTURA COUNTY PUBLIC HEALTH OFFICER THE MEETING WILL BE VIRTUAL. AB 361 ALLOWS THE DISTRICT TO HOLD BOARD MEETINGS VIA TELECONFERENCING AND ALLOWS FOR MEMBERS OF THE PUBLIC TO OBSERVE AND ADDRESS THE MEETING TELEPHONICALLY OR ELECTRONICALLY.

MEMBERS OF THE PUBLIC MAY PARTICIPATE IN THE BOARD MEETING EITHER **IN PERSON AT 1910 Auto Center Drive, Oxnard, CA** OR BY EMAILING THEIR PUBLIC COMMENTS TO THE CLERK OF THE BOARD PRIOR TO 9:00 AM ON OCTOBER 5, 2022. IN ADDITION, MEMBERS MAY PARTICIPATE IN THE MEETING BY LOGGING INTO ZOOM **HERE** ANY MEMBER OF THE PUBLIC REQUESTING ACCOMMODATION TO PARTICIPATE IN THIS MEETING VIA PHONE, MAY CONTACT THE CLERK OF THE BOARD PRIOR TO 9:00 AM ON OCTOBER 5, 2022 AT 805-483-3959 X 160 OR ADELGADO@GCTD.ORG.

**CALL TO ORDER**

**ROLL CALL**

Chair – Bryan MacDonald, City of Oxnard  
Vice Chair – Matt LaVere, County of Ventura  
Director – Mike Johnson, City of Ventura  
Director – Richard Rollins, City of Port Hueneme  
Director – Randy Haney, City of Ojai

**CEREMONIAL CALENDAR**

- **Pledge of Allegiance**
- **Employee Recognition**
- **Ronilo Asuria, Maintenance 20 years**
- **Mauro Tapia, Maintenance 10 years**

**GOLD COAST TRANSIT DISTRICT**

## **GENERAL PUBLIC COMMENT PERIOD**

The GCTD Board of Directors will consider public comment for business matters that are not on the agenda. Each speaker is limited to three (3) minutes. The presiding officer shall enforce the time limit. Such matters cannot be discussed by the Board at the time of presentation but may be referred to the general manager/secretary for administrative action or public report at a later meeting or scheduled on a subsequent agenda for consideration. This rule shall not prohibit a member of the Board, at this time, from briefly responding to a public statement, or question or proposed initiative, as provided in Government Code Section 54954.2. Speakers are requested to complete a green speaker form, available from the Clerk of the Board, and file it with the Clerk before speaking.

## **BOARD OF DIRECTORS' REPORTS**

**AGENDA REVIEW** - Any changes to the agenda may be made at this time.

## **CONSENT AGENDA**

1. [Consider Approval of Minutes of July 6, 2022, Board of Directors Meeting](#)
2. [Consider Approval of Expenditures for the Month of May/June 2022](#)
3. [Consider Approval of Treasurer's Report for May 2022](#)
4. [Consider Approval of Treasurer's Report for June 2022](#)
5. [Consider Approval of Financial Statements & Money Transfers for May/June 2022](#)
6. [Receive and File of GCTD FY 20-21 Annual Comprehensive Financial Report \(ACFR\) - Dawn Perkins, Director of Finance, Prepared by Brown Armstrong CPA](#)
7. [Report of Contracts Awarded – Marlena Kohler, Purchasing Manager & DBE Officer](#)
8. [Consider Update of Communications & Marketing Manager Job Description– Cynthia Torres Duque, Director of Planning & Marketing, Alex Zaretsky, Director of Human Resources](#)
9. [Consider Reconfirming Resolution 2021-09 Authorizing Virtual Board and Committee Meetings Pursuant to AB 361 - Vanessa Rauschenberger, General Manager](#)

## **GENERAL MANAGER'S REPORT**

10. [General Manager's Report – Vanessa Rauschenberger, General Manager](#)

## **FORMAL ITEMS - PUBLIC COMMENTS ON AGENDA ITEMS**

The GCTD Board of Directors will consider public comment on any item appearing on the agenda at the time that agenda item has been called by the presiding officer and after the staff report has been given. Each speaker is limited to five (5) minutes comment total on all agenda items. Speakers are requested to complete a green speaker form, available from the Clerk of the Board or on the speaker's podium, and file it with the Clerk before speaking.

11. [Consider Adoption of Resolution 2022-10 on CA Clean Air Day & Receive Presentation on Planning for Ventura County Clean Air Summit – Cynthia Torres Duque – Director of Planning & Marketing](#)

**Gold Coast Transit District**  
Board of Directors Meeting  
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12. [Consider Approval of Update to Transit Asset Management Plan \(TAM\) – Juan De la Rosa, Fleet Manager](#)

13. [Consider Approval of Bus Stop Improvement Plan – Austin Novstrup, Transit Planner II](#)

**INFORMATIONAL ITEMS**

14. [Update on Transit Integration & Efficiency Study \(TIES\) - Vanessa Rauschenberger, General Manager](#)

15. [Future Agenda Items – Vanessa Rauschenberger, General Manager](#)

**CLOSED SESSION**

- CONFERENCE WITH LABOR NEGOTIATORS  
Agency designated representatives: General Manager or designee  
Employee organization: SEIU Local #721

**REGULAR SESSION**

**16. Consideration of Proposed COVID-19 Recognition & Incentive Grant (SEIU)**

The next regular meeting of the GCTD Board of Directors will be held on **NOVEMBER 2, 2022, at 10:00 A.M. at 1901 Auto Center Drive, Oxnard CA 93036**. Copies of administrative reports relating to the Board agenda are available on-line at [www.GoldCoastTransit.org](http://www.GoldCoastTransit.org) or from the Clerk of the Board, Gold Coast Transit District, 1901 Auto Center Drive, Oxnard, CA, 93036-7966.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THE MEETING, PLEASE CONTACT THE CLERK OF THE BOARD AT (805) 483-3959, Ext. 160, OR E-MAIL <a href="mailto:adelgado@gctd.org">adelgado@gctd.org</a> OR THROUGH THE CALIFORNIA RELAY SERVICE AT 711. NOTIFICATION 72 HOURS PRIOR TO THE MEETING WILL ENABLE GCTD TO MAKE REASONABLE ACCOMMODATIONS TO ENSURE ACCESSIBILITY TO THE MEETING.
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# EMPLOYEE RECOGNITIONS

October, 2022





# Ronilo Aspuria,

## Maintenance Supervisor

### 20 Years Service Award



Ronilo (Ron) Aspuria began his career with Gold Coast Transit District on October 7, 2002, when it was still known as SCAT. Ron started as a Service Worker and moved up to maintenance Supervisor.

He enjoys spending time with his loved ones and working on cars. His hobbies include playing basketball, gardening, and doing woodwork, like building a shed and tables.

Ron is a hard-working individual and a great asset to the GCTD Maintenance Department.

# Mauro Tapia,

## Mechanic II

### 10 Years Service Award



Mauro Tapia began his career with Gold Coast Transit District on October 1, 2012, as a Mechanic I. He is currently a Mechanic II and has over 16 years of experience working in the transit industry. He is an ASE Master Technician and a certified Heavy Duty mechanic. Both certifications are extremely difficult to achieve.

He enjoys spending time with his two daughters and working on cars when he is not working.

Mauro brings an abundance of knowledge to GCTD and is always willing to share it with everyone. He is a team player, and it is a pleasure to work with him.



Item #1

**MINUTES OF THE REGULAR BOARD OF DIRECTORS MEETING  
WEDNESDAY, SEPTEMBER 7, 2022 – 10:00 am.  
THIS MEETING WAS HELD IN PERSON & VIA ZOOM (HYBRID)**

**Call to Order**

Chair Bryan MacDonald called the regular meeting of the Board of Directors of Gold Coast Transit District to order at 10:00 am at the GCTD Administrative Facility, 1901 Auto Center Drive, Oxnard, California, and via Zoom. Due to COVID-19, this meeting was also made available via Zoom for the public.

**Roll Call**

Chair Bryan MacDonald – City of Oxnard  
Vice-Chair Matt LaVere – County of Ventura  
Director Mike Johnson – City of Ventura – *via zoom*  
Director Richard Rollins – City of Port Hueneme - *Absent*  
Director Randy Haney – City of Ojai

**Staff Present**

Vanessa Rauschenberger, General Manager  
Haviva Shane, General Counsel – Remote via-zoom  
Dawn Perkins, Director of Finance  
Cynthia Torres Duque, Director of Planning & Marketing  
James Beck, Director of Operations & Maintenance  
Margaret Heath-Schoep, Paratransit & Special Projects Manager  
Chiharu Endo-Lee, Operations Manager  
Marlena Kohler, Purchasing Manager & DBE Officer  
Tanya Hawk, Buyer  
Veronica Navarro, Accounting Analyst  
Robert Keys, IT Manager  
Matt De La Rosa, IT Technician  
Angie Delgado, Clerk of the Board

**Ceremonial Calendar**

Chair MacDonald led the pledge of allegiance

**Special Remembrance**

- **In Memoriam – Supervisor Carmen Ramirez**
- **In Memoriam – Mayor Jim Daniels, Jr.**

**GOLD COAST TRANSIT DISTRICT**

### **Employee Recognition**

- **Juanita Villaseñor, Bus Operator - 15 yrs.**
- **Albert Hernandez, Bus Operator - 5 yrs.**
- **Charles Skercevic, Bus Operator - 5 yrs.**

The Board of Directors thanked the employees for their years of dedication and service.

### **General Public Comment**

Jeremy Adams, Doug Overton, and Danny Carrillo spoke during the general public comments.

### **Board of Directors Reports**

None

### **Consent Agenda**

1. [Consider Approval of Minutes of July 6, 2022, Board of Directors Meeting](#)
2. [Consider Approval of Expenditures for the Month of April/May/June 2022](#)
3. [Consider Approval of Treasurer's Report for April 2022](#)
4. [Consider Approval of Budget Income Statement for Month Ending April 2022](#)
5. [Consider Approval of Financial Statements & Schedule of Money Transfers for April 2022](#)
6. [Report of Contracts Awarded – Marlena Kohler, Purchasing Manager & DBE Officer](#)
7. [Approve of Revision of Resolution 2022-08 Claim for Allocation of Transportation Development Act Funds for Fiscal Year 2022-23 – Dawn Perkins, Director of Finance](#)
8. [Consider Reconfirming Resolution 2021-09 Authorizing Virtual Board and Committee Meetings Pursuant to AB 361 - Vanessa Rauschenberger, General Manager](#)

Vice-Chair LaVere moved to approve Consent Agenda Items 1 through 8. Director Haney seconded the motion.

**The motion passed unanimously.**

## **GENERAL MANAGER'S REPORT**

### **9. General Manager's Report – Vanessa Rauschenberger, General Manager**

Ms. Rauschenberger announced the youth ride free for the school year in partnership with Ventura County Transportation Commission (VCTC) and other Transits in Ventura County. GCTD has seen an increase in ridership in the first week and is excited to see youth take advantage of the free ride.

It was announced that GCTD will be holding a Health & Wellness Fair in September with health care providers present to educate employees on the choice of health care options. In addition Flu shots will be available and the wellness room will be open.

Ms. Rauschenberger mentioned the success of the Low-No application to the FTA after three consecutive years with the competitive application GCTD was successful with 12.1 million dollars. The funding will get GCTD started on the path to zero emission.

Lastly, Ms. Rauschenberger announced the recognition of GCTD being Ventura County's best place to work presented by West Ventura County Business Alliance nominated by a GCTD employee.

Vice-Chair LaVere congratulated Ms. Rauschenberger and the Management team on the best place to work award, for creating an important culture for employees to feel supported and enjoy coming to work. Director Johnson also thanked Ms. Rauschenberger and all the staff for making GCTD a great place to work. Director Johnson also appreciates the youth riding for free program.

The chair congratulated everyone at GCTD for the best place to work award.

## **FORMAL ITEMS - PUBLIC COMMENTS ON AGENDA ITEMS**

The Gold Coast Transit District Board of Directors will consider public comment on any item appearing on the agenda at the time that agenda item has been called by the presiding officer and after the staff report has been given. Each speaker is limited to three (3) minutes comment total on all agenda items. Members of the public must submit their request by email to the Clerk of the Board prior to 9 am on the day of the Board Meeting.

### **THERE WERE NO COMMENTS**

#### **10. Consider Adoption of Resolution 2022-09 for FY 22-23 STA/SGR Project List – Dawn Perkins, Director of Finance**

Mr. Perkins requested the Adoption of Resolution 2022-09 for State Transit Assistance (STA) and State of Good Repair (SGR) allocation for FY 22-23. GCTD's allocation for STA is \$359,557 and SGR is \$45,381. A State requirement states that all transit providers must provide a list of projects for each fiscal year with the board resolution approving the list. GCTD's FY 2022-23 project for the use of the STA/SGR funds will be for the local match to the CMAQ funding for the nine replacement buses at the estimated cost of \$5,181,380.

**RECOMMENDATION** Consider approval of GCTD's FY 2022-23 STA / SGR (State of Good Repair) Priority Projects List and consider adoption of Resolution 2022-09 for Authorization for the Execution of the Certifications and Assurances for the California State of Good Repair Program.

Vice Chair LaVere moved to approve Consider Adoption of Resolution 2022-09 for FY 22-23 STA/SGR Project List. Director Haney seconded the motion.

The motion passed unanimously.

#### **11. Receive Information on Development of Strategic Plan – Vanessa Rauschenberger, General Manager**

Ms. Rauschenberger provided an update on the development of GCTD's Strategic Plan. Ms. Rauschenberger stated her goal as the General Manager is to work with all staff in all departments and the Board to develop a strategic plan to help guide GCTD into the future. Insight Strategies will provide support to implement a plan, including facilitating a needs assessment, holding a workshop with the Board, setting goals for agency, and working with each department to create performance scorecards.

**The report was received and filed.**

## **INFORMATIONAL ITEMS**

#### **12. Receive and File Local Geographical Preference Information – Marlena Kohler, Purchasing Manager & DBE Officer**

**The report was received and filed.**

**13. Receive Presentation and Update on 4th Quarter & FY21-22 Year End Report – Cynthia Duque, Director of Planning & Marketing, and Margaret Schoep, Paratransit & Special Projects Manager**

**The report was received and filed.**

**14. Operations & Maintenance Update – Jim Beck, Director of Operations & Maintenance**

**The report was received and filed.**

**15. Future Agenda Items – Vanessa Rauschenberger, General Manager**

**The report was received and filed.**

**CLOSED SESSION**

- CONFERENCE WITH LABOR NEGOTIATORS  
Agency designated representatives: General Manager or designee  
Employee organization: SEIU Local #721
- PUBLIC EMPLOYEE PERFORMANCE EVALUATION  
Title: General Manager

**There being no further business, Chair MacDonald adjourned the Board of Directors meeting at 11:27 am.**

Minutes recorded by: Angie Delgado, Clerk of the Board of Directors

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Vanessa Rauschenberger  
Secretary of the Board of Directors

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Chair Bryan MacDonald  
Board of Directors

Unless otherwise determined by the Board of Directors, the next meeting of the GCTD Board of Directors will be on **October 5, 2022, at 10:00 am**. Copies of administrative reports relating to the Board agenda are available online at [www.gctd.org](http://www.gctd.org) or from the Clerk of the Board, Gold Coast Transit District, 1901 Auto Center Drive, Oxnard, CA 93036.



Item #2

**DATE** October 5, 2022  
**TO** GCTD Board of Directors  
**FROM** Dawn Perkins, Director of Finance *alp*  
**SUBJECT** Consider the Approval of Expenditures for the Months of May and June 2022

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Attached is a list of expenditures for the months of May and June 2022 from the various GCTD Accounts.

If any member of the Board wishes to review a particular item, please contact me to have the necessary documentation on hand for the meeting.

**Attachments:**

Accounts Payable Disbursement List – May 2022  
Accounts Payable Disbursement List – June 2022

**GENERAL MANAGER CONCURRENCE**

A handwritten signature in black ink, reading 'Vanessa Rauschenberger', is written over a horizontal line.

Vanessa Rauschenberger  
General Manager

**GOLD COAST TRANSIT DISTRICT**

CITY OF OJAI | CITY OF OXNARD | CITY OF PORT HUENEME | CITY OF VENTURA | COUNTY OF VENTURA  
1901 AUTO CENTER DRIVE, OXNARD, CA 93036-7966 | P 805.483.3959 | F 805.487.0925 | GCTD.ORG



## Accounts Payable Disbursement List

Vendor #	Name	Check #	Date	Amount	Voided	Comments
T0415	3D OF OXNARD SUPPLY	84180	5/10/2022	\$360.49		SUPPLIES
A0100	A 1 AUDIO VIDEO	84191	5/18/2022	\$1,600.00		RADIO SUPPLIES
R1400	ACCONTEMPS A ROBERT HALF COMPANY	84233	5/18/2022	\$1,657.50		TEMPORARY HELP
R1400	ACCONTEMPS A ROBERT HALF COMPANY	84171	5/10/2022	\$2,670.70		TEMPORARY HELP
A0109	AFFORDABLE AUTO GLASS	84117	5/10/2022	\$375.00		AUTO GLASS REPAIR
A0918	AIRGAS USA, LLC	84192	5/18/2022	\$113.34		MAINTENANCE SUPPLIES
A0918	AIRGAS USA, LLC	84118	5/10/2022	\$116.31		MAINTENANCE SUPPLIES
Z0118	ALEX ZARETSKY	84239	5/18/2022	\$44.51		REIMBURSEMENT
A1308	AMERICAN MOVING PARTS	84240	5/26/2022	\$4,961.96		PARTS
A1308	AMERICAN MOVING PARTS	84121	5/10/2022	\$7,537.63		PARTS
A1308	AMERICAN MOVING PARTS	84120	5/10/2022	\$0.00	X	
A1305	AMERICAN PLASTICS CORP	84119	5/10/2022	\$325.13		PARTS
A1801	ARAMARK UNIFORM & CAREER APPAREL GROUP	84242	5/26/2022	\$305.47		UNIFORMS
A1801	ARAMARK UNIFORM & CAREER APPAREL GROUP	84241	5/26/2022	\$0.00	X	
A1900	ASBURY ENVIRONMENTAL SERVICES	84122	5/10/2022	\$1,052.06		HAZMAT DISPOSAL SERVICES
A1900	ASBURY ENVIRONMENTAL SERVICES	84193	5/18/2022	\$1,921.65		HAZMAT DISPOSAL SERVICES
A1908	ASHBURY ENVIRONMENTAL SERVICES	84123	5/10/2022	\$0.00	X	
A1918	ASSI SECURITY, INC.	84124	5/10/2022	\$5,264.00		SECURITY SYSTEMS
A2020	AT&T	84194	5/18/2022	\$374.58		TELEPHONE SERVICE
B0503	BECNEL UNIFORMS	84195	5/18/2022	\$25.13		UNIFORMS
B0503	BECNEL UNIFORMS	84126	5/10/2022	\$769.13		UNIFORMS
C1904	BENEFIT COORDINATORS COMPANY	84248	5/26/2022	\$9,740.45		EMPLOYEE BENEFITS
C1904	BENEFIT COORDINATORS COMPANY	84101	5/4/2022	\$9,772.88		EMPLOYEE BENEFITS
C1904	BENEFIT COORDINATORS COMPANY	84100	5/4/2022	\$0.00	X	
C1904	BENEFIT COORDINATORS COMPANY	84247	5/26/2022	\$0.00	X	
C1906	BENEFIT COORDINATORS CORP.	84250	5/26/2022	\$11,838.40		EMPLOYEE BENEFITS
C1906	BENEFIT COORDINATORS CORP.	84249	5/26/2022	\$0.00	X	
B0211	BEST BEST & KRIEGER LLP	84243	5/26/2022	\$11,889.50		GENERAL COUNSEL SERVICE
B1808	BRINK'S, INCORPORATED	84197	5/18/2022	\$934.04		ARMORED CAR SERVICE
B1814	BROWN ARMSTRONG ACCOUNTANCY CORP.	84198	5/18/2022	\$4,500.00		PROFESSIONAL SERVICES
C0103	CALIFORNIA HOSE, INC	84130	5/10/2022	\$1,729.94		PARTS
C0113	CALTIP	84245	5/26/2022	\$10,640.79		LIABILITY INSURANCE
C0148	CATTLIDGE, WILL	84098	5/4/2022	\$85.00		REIMBURSEMENT
C0517	CENTRAL COURIER LLC	84131	5/10/2022	\$81.58		DELIVERY SERVICE
C0922	CITI CARDS	84099	5/4/2022	\$822.49		OFFICE SUPPLIES
O2413	CITY OF OXNARD	84265	5/26/2022	\$1,270.80		UTILITIES/TRASH
O2414	CITY OF OXNARD	84225	5/18/2022	\$3,756.65		UTILITIES/TRASH
O2414	CITY OF OXNARD	84223	5/18/2022	\$0.00	X	
O2414	CITY OF OXNARD	84224	5/18/2022	\$0.00	X	
O2431	CITY OF OXNARD - BUILDING AND SAFETY	84266	5/26/2022	\$230.13		UTILITIES/TRASH
C1202	CLEAN ENERGY	84132	5/10/2022	\$450.00		ENERGY
C1202	CLEAN ENERGY	84199	5/18/2022	\$1,085.00		ENERGY
C1202	CLEAN ENERGY	84246	5/26/2022	\$14,222.59		ENERGY
C1504	COASTAL OCCUPATIONAL MEDICAL GROUP	84200	5/18/2022	\$3,845.00		PHYSICALS/DRUG SCREEN
V0501	COUNTY OF VENTURA - IT SVCS. DEPT.	84115	5/4/2022	\$189.00		REPEATER SITE RENTAL
C2115	CUMMINS PACIFIC LLC	84102	5/4/2022	\$705.19		PARTS
C2115	CUMMINS PACIFIC LLC	84201	5/18/2022	\$1,640.39		PARTS
C2115	CUMMINS PACIFIC LLC	84251	5/26/2022	\$3,743.79		PARTS
C2115	CUMMINS PACIFIC LLC	84135	5/10/2022	\$14,531.17		PARTS
C2115	CUMMINS PACIFIC LLC	84134	5/10/2022	\$0.00	X	
D0122	DAVMAR	84136	5/10/2022	\$366.35		PARTS
D0528	DEPT. OF MOTOR VEHICLES	84103	5/4/2022	\$45.00		LICENSE FEES
E0409	EDISON CO.	84104	5/4/2022	\$21,880.03		ELECTRICAL POWER
E0412	EDM TECHNOLOGY, INC.	84138	5/10/2022	\$2,925.00		SERVICES
E0048	EMPLOYMENT DEVELOPMENT DEPARTMENT	84203	5/18/2022	\$2,675.00		UNEMPLOYMENT TAXES
A1219	ERICH KREIG	84097	5/4/2022	\$495.00		SERVICES
W0911	F G WILCOX, INC	84276	5/26/2022	\$25.12		TOOLS
F0505	FEDERAL EXPRESS CORP.	84204	5/18/2022	\$38.49		MAIL SERVICES
F0505	FEDERAL EXPRESS CORP.	84139	5/10/2022	\$72.03		MAIL SERVICES
O1805	FIRST CALL AUTO PARTS	84221	5/18/2022	\$19.76		PARTS
O1805	FIRST CALL AUTO PARTS	84164	5/10/2022	\$173.23		PARTS
F1221	FLUID NETWORKS	84140	5/10/2022	\$55.80		SERVICES
F1815	FRONTIER COMMUNICATIONS	84252	5/26/2022	\$130.98		INTERNET PRVDER-PTSIT CNTR
F1815	FRONTIER COMMUNICATIONS	84205	5/18/2022	\$1,322.26		INTERNET PRVDER-PTSIT CNTR



G0912	GILLIG LLC	84105	5/4/2022	\$857.98		PARTS
G0912	GILLIG LLC	84207	5/18/2022	\$1,707.81		PARTS
G0912	GILLIG LLC	84147	5/10/2022	\$13,502.55		PARTS
G0912	GILLIG LLC	84142	5/10/2022	\$0.00	X	
G0912	GILLIG LLC	84143	5/10/2022	\$0.00	X	
G0912	GILLIG LLC	84144	5/10/2022	\$0.00	X	
G0912	GILLIG LLC	84145	5/10/2022	\$0.00	X	
G0912	GILLIG LLC	84146	5/10/2022	\$0.00	X	
G0912	GILLIG LLC	84254	5/26/2022	\$0.00	X	
G1801	GRAINGER	84208	5/18/2022	\$37.46		PARTS/SUPPLIES
G1801	GRAINGER	84148	5/10/2022	\$663.75		PARTS/SUPPLIES
T1506	GREG'S PETROLEUM SERVICE, INC	84273	5/26/2022	\$5,351.31		FUEL
T1506	GREG'S PETROLEUM SERVICE, INC	84111	5/4/2022	\$11,247.13		FUEL
T1506	GREG'S PETROLEUM SERVICE, INC	84110	5/4/2022	\$0.00	X	
G2013	GTT COMMUNICATIONS, INC.	84149	5/10/2022	\$175.52		TELEPHONE/LONG DIST SRVC
H1507	HOERBIGER SERVICE INC.	84150	5/10/2022	\$7,514.17		PARTS
I1433	INSTRUMENT CONTROL SERVICES	84210	5/18/2022	\$325.00		PARTS
I1423	INTERSTATE BATTERIES	84152	5/10/2022	\$471.92		BATTERIES
I1423	INTERSTATE BATTERIES	84255	5/26/2022	\$1,030.36		BATTERIES
I1414	IRON MOUNTAIN, INC.	84151	5/10/2022	\$211.60		ADVERTISING
I1414	IRON MOUNTAIN, INC.	84209	5/18/2022	\$175.62		ADVERTISING
M2118	JOSE MURILLO	84109	5/4/2022	\$225.25		REIMBURSEMENT
K0511	KELLY CLEANING & SUPPLS, INC.	84153	5/10/2022	\$3,306.00		SUPPLIES
K0915	KIMBALL MIDWEST	84212	5/18/2022	\$3,601.31		PARTS
K0915	KIMBALL MIDWEST	84211	5/18/2022	\$0.00	X	
L0909	LIFT OFF, LLC	84107	5/4/2022	\$16,560.00		SOFTWARE
L0908	LIGHTGABLER	84154	5/10/2022	\$4,567.50		LEGAL SERVICES
L1529	LOPEZ NESTOR	84108	5/4/2022	\$225.25		EXPENSE REIMBURSEMENT
B0902	LOS ANGELES TRUCK CENTERS, LLC	84196	5/18/2022	\$4,973.15		PARTS/SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	84244	5/26/2022	\$7,974.84		PARTS/SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	84129	5/10/2022	\$16,009.80		PARTS/SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	84127	5/10/2022	\$0.00	X	
B0902	LOS ANGELES TRUCK CENTERS, LLC	84128	5/10/2022	\$0.00	X	
L1527	LOWE'S	84256	5/26/2022	\$1,071.34		SUPPLIES
A2501	LUIS M. AYALA	84125	5/10/2022	\$225.25		REIMBURSEMENT
C1550	LYNETTE COVERLY	84133	5/10/2022	\$2,707.50		PROFESSIONAL SERVICES
M0104	MACVALLEY OIL COMPANY	84155	5/10/2022	\$25.16		FUEL
M0104	MACVALLEY OIL COMPANY	84257	5/26/2022	\$822.34		FUEL
M0104	MACVALLEY OIL COMPANY	84214	5/18/2022	\$857.07		FUEL
H0502	MARY MARGARET SCHOEP	84106	5/4/2022	\$1,206.00		EXPENSE REIMBURSEMENT
M0130	MAURO TAPIA	84156	5/10/2022	\$210.53		EXPENSE REIMBURSEMENT
M0140	MBA MECHANICAL INC.	84215	5/18/2022	\$359.81		REPAIR SERVICE
S0908	MIKE REESE	84234	5/18/2022	\$265.78		EXPENSE REIMBURSEMENT
M1520	MOTION INDUSTRIES, INC.	84216	5/18/2022	\$546.17		PARTS
M1520	MOTION INDUSTRIES, INC.	84157	5/10/2022	\$955.91		PARTS
D1504	MR COPY INC	84202	5/18/2022	\$953.27		COPY SERVICE
M2116	MUNCIE RECLAMATION AND SUPPLY COMPANY	84217	5/18/2022	\$175.59		PARTS
M2116	MUNCIE RECLAMATION AND SUPPLY COMPANY	84258	5/26/2022	\$271.94		PARTS
M2116	MUNCIE RECLAMATION AND SUPPLY COMPANY	84158	5/10/2022	\$821.47		PARTS
M2220	MV TRANSPORTATION, INC.	84218	5/18/2022	\$24,401.00		GCT ACCESS SERVICE
M2220	MV TRANSPORTATION, INC.	84259	5/26/2022	\$184,645.91		GCT ACCESS SERVICE
N0124	NATIONAL AUTO BODY&PAINT	84260	5/26/2022	\$2,985.53		REPAIR SERVICE
N0132	NATURAL GREEN LANDSCAPE INC.	84159	5/10/2022	\$4,266.00		LANDSCAPING SERVICE
V0923	OCEAN HONDA	84238	5/18/2022	\$61.03		PARTS
O1118	OK RADIATOR SHOP INC.	84163	5/10/2022	\$246.37		REPAIR SERVICES
O1218	OLS SERVICE, INC.	84263	5/26/2022	\$1,790.00		PARTS
P0114	PACIFIC LIFT AND EQUIPMENT CO., INC	84226	5/18/2022	\$830.00		BUS PARTS
P0119	PARKHOUSE TIRE, INC.	84167	5/10/2022	\$18,117.26		TIRES
P0119	PARKHOUSE TIRE, INC.	84166	5/10/2022	\$0.00	X	
P1601	PLATINUM TOW AND TRANSPORT INC.	84227	5/18/2022	\$750.00		TOWING SERVICES
P1602	PLEXUS GLOBAL	84168	5/10/2022	\$177.50		BACKGRD & DRUG SCREENING
P1821	PROFORMA	84228	5/18/2022	\$677.35		BACKGRD & DRUG SCREENING
P1821	PROFORMA	84169	5/10/2022	\$1,453.18		BACKGRD & DRUG SCREENING
R0110	RALPH ANDERSEN & ASSOCIATES	84230	5/18/2022	\$18,200.00		CONSULTING SERVICES
R0126	RAYNE WATER CONDITIONING	84231	5/18/2022	\$574.45		WATER COOLER BREAK ROOM
R0913	RINGLEADER, INC	84232	5/18/2022	\$364.59		TELEPHONE/LONG DIST SRV
L2109	ROBERT LUCIO	84213	5/18/2022	\$771.87		REIMBURSEMENT
R0510	ROMAINE ELECTRIC CORPORATION	84170	5/10/2022	\$8,519.47		BUS PARTS
R2102	RUBBER NECK SIGNS	84172	5/10/2022	\$2,624.00		SERVICES
S0107	SAFETY-KLEEN SYSTEMS, INC.	84173	5/10/2022	\$789.10		SUPPLIES

S0919	SITEONE LANDSCAPE SUPPLY, LLC	84235	5/18/2022	\$389.49		MAINTENANCE SUPPLIES
S0919	SITEONE LANDSCAPE SUPPLY, LLC	84174	5/10/2022	\$563.16		MAINTENANCE SUPPLIES
G0514	SOUTHERN COUNTIES FUELS	84141	5/10/2022	\$1,316.25		FUEL
G0514	SOUTHERN COUNTIES FUELS	84253	5/26/2022	\$3,407.56		FUEL
S1615	SPORTWORKS NORTHWEST, INC	84236	5/18/2022	\$67.63		BIKE RACKS
S1624	SPX CORPORATION	84175	5/10/2022	\$432.40		PARTS
S1624	SPX CORPORATION	84267	5/26/2022	\$1,708.05		PARTS
S2000	STAPLES ADVANTAGE	84268	5/26/2022	\$708.69		OFFICE SUPPLIES
S2120	SUNRISE PHYSICAL THERAPY	84270	5/26/2022	\$600.00		PHYSICAL THERAPY
S2126	SUPERIOR PRINTING & GRAPHICS, INC	84271	5/26/2022	\$174.80		PRINTING SERVICES
S2126	SUPERIOR PRINTING & GRAPHICS, INC	84179	5/10/2022	\$3,853.53		PRINTING SERVICES
S2126	SUPERIOR PRINTING & GRAPHICS, INC	84178	5/10/2022	\$0.00	X	
S2119	SUPERIOR SANITARY SUPPLIES	84269	5/26/2022	\$217.15		SUPPLIES
S2119	SUPERIOR SANITARY SUPPLIES	84237	5/18/2022	\$1,802.91		SUPPLIES
S2119	SUPERIOR SANITARY SUPPLIES	84177	5/10/2022	\$3,286.80		SUPPLIES
S2119	SUPERIOR SANITARY SUPPLIES	84176	5/10/2022	\$0.00	X	
T0504	TEAM NISSAN	84182	5/10/2022	\$0.00	X	
T0503	TEAMSTERS LOCAL 186	84272	5/26/2022	\$200.00		PAYROLL DEDUCTION
T0503	TEAMSTERS LOCAL 186	84181	5/10/2022	\$1,223.00		PAYROLL DEDUCTION
T0515	TELENET VOIP, INC.	84183	5/10/2022	\$270.00		MONITORING
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84162	5/10/2022	\$6,699.47		BUS PARTS
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84220	5/18/2022	\$10,619.40		BUS PARTS
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84262	5/26/2022	\$10,643.13		BUS PARTS
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84160	5/10/2022	\$0.00	X	
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84161	5/10/2022	\$0.00	X	
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84219	5/18/2022	\$0.00	X	
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84261	5/26/2022	\$0.00	X	
G0120	THE GAS COMPANY	84206	5/18/2022	\$36,206.53		NATURAL GAS
P2114	THE PUN GROUP	84229	5/18/2022	\$62,077.50		ACCOUNTING SERVICES
T1914	THE SHERIDAN GROUP	84186	5/10/2022	\$2,518.29		OFFICE FURNITURE
T0810	THINK INK	84184	5/10/2022	\$668.00		TOMER
T1910	TST PRIVATE SECURITY	84185	5/10/2022	\$21,135.60		SECURITY SERVICES
T1512	TIWI INSURANCE SERVICES,	84274	5/26/2022	\$11,890.54		INSURANCE
U1902	U.S. BANK	84113	5/4/2022	\$17,858.33		CAL CARD PAYMENT
U1426	UNITED TRANSMISSION EXCHANGE	84112	5/4/2022	\$3,987.63		REPAIR/PARTS
U1426	UNITED TRANSMISSION EXCHANGE	84187	5/10/2022	\$3,987.63		REPAIR/PARTS
U2003	USCM/WEST	84114	5/4/2022	\$0.00	X	
V0112	VALLEY POWER SYSTEMS, INC.	84188	5/10/2022	\$30.69		REPAIR PARTS/SERVICE
O2402	VENTURA COUNTY AUTO SUPPLY	84165	5/10/2022	\$123.12		PARTS
O2402	VENTURA COUNTY AUTO SUPPLY	84264	5/26/2022	\$340.02		PARTS
O2402	VENTURA COUNTY AUTO SUPPLY	84222	5/18/2022	\$503.74		PARTS
V0537	VENTURA COUNTY TRANSPORTATION COMMISSION	84275	5/26/2022	\$2,812.35		
V0523	VENTURA HOSE-MAN	84189	5/10/2022	\$70.49		REPAIR PARTS/SUPPLIES
V1811	VERIZON WIRELESS	84190	5/10/2022	\$1,323.85		PHONE SERVICE-CSC
V1525	VOYAGER	84116	5/4/2022	\$606.98		CNG FUEL FOR ACCESS
D0928	WEX HEALTH, INC.	84137	5/10/2022	\$268.05		FSA ADMIN FEE
W1519	WORLDNET COMMUNICATION SERVICES INC.	84277	5/26/2022	\$0.30		TELEPHONE/LONG DIST SRV

Total: \$766,431.50

## Accounts Payable Disbursement List

Vendor #	Name	Check #	Date	Amount	Voided	Comments
T0415	3D OF OXNARD SUPPLY	84386	6/15/2022	\$65.54		SUPPLIES
T0415	3D OF OXNARD SUPPLY	84446	6/29/2022	\$215.47		SUPPLIES
T0415	3D OF OXNARD SUPPLY	84418	6/22/2022	\$273.08		SUPPLIES
A0216	Absolute Plumbing and Rooting Inc	84352	6/15/2022	\$975.00		PLUMBING SERVICE
R1400	ACCONTEMPS A ROBERT HALF COMPANY	84294	6/1/2022	\$1,051.88		TEMPORARY HELP
R1400	ACCONTEMPS A ROBERT HALF COMPANY	84416	6/22/2022	\$2,609.08		TEMPORARY HELP
R1400	ACCONTEMPS A ROBERT HALF COMPANY	84337	6/8/2022	\$2,702.58		TEMPORARY HELP
A0918	AIRGAS USA, LLC	84422	6/29/2022	\$116.31		MAINTENANCE SUPPLIES
A1406	ANA LABORATORIES, INC.	84353	6/15/2022	\$796.00		DRUG TESTING
A1801	ARAMARK UNIFORM & CAREER APPAREL GROUP	84278	6/1/2022	\$357.82		UNIFORMS
A1801	ARAMARK UNIFORM & CAREER APPAREL GROUP	84390	6/22/2022	\$374.27		UNIFORMS
A1801	ARAMARK UNIFORM & CAREER APPAREL GROUP	84423	6/29/2022	\$376.39		UNIFORMS
A1920	ASSURANT EMPLOYEE BENEFITS	84279	6/1/2022	\$942.54		EMPLOYEE BENEFITS
A2020	AT&T	84391	6/22/2022	\$842.37		TELEPHONE SERVICE
C1904	BENEFIT COORDINATORS COMPANY	84398	6/22/2022	\$0.00	X	
C1904	BENEFIT COORDINATORS COMPANY	84399	6/22/2022	\$0.00	X	
C1906	BENEFIT COORDINATORS CORP.	84304	6/8/2022	\$10,309.00		EMPLOYEE BENEFITS
C1906	BENEFIT COORDINATORS CORP.	84303	6/8/2022	\$0.00	X	
B0211	BEST BEST & KRIEGER LLP	84297	6/8/2022	\$8,185.50		GENERAL COUNSEL SERVICE
B1811	BRIAN BYRNE	84395	6/22/2022	\$473.82		EXPENSE REIMBURSEMENT
B1811	BRIAN BYRNE	84355	6/15/2022	\$526.18		EXPENSE REIMBURSEMENT
B1808	BRINK'S, INCORPORATED	84394	6/22/2022	\$936.00		ARMORED CAR SERVICE
B1814	BROWN ARMSTRONG ACCOUNTANCY CORP.	84396	6/22/2022	\$10,000.00		PROFESSIONAL SERVICES
C0103	CALIFORNIA HOSE, INC	84300	6/8/2022	\$101.82		PARTS
C0113	CALTIP	84301	6/8/2022	\$8,879.69		LIABILITY INSURANCE
C0113	CALTIP	84357	6/15/2022	\$14,974.27		LIABILITY INSURANCE
C0922	CITI CARDS	84283	6/1/2022	\$1,532.08		OFFICE SUPPLIES
O2414	CITY OF OXNARD	84409	6/22/2022	\$51.82		UTILITIES/TRASH
O2406	CITY OF OXNARD	84293	6/1/2022	\$100.00		UTILITIES/TRASH
O2413	CITY OF OXNARD	84408	6/22/2022	\$1,270.80		UTILITIES/TRASH
O2414	CITY OF OXNARD	84381	6/15/2022	\$3,990.47		UTILITIES/TRASH
O2414	CITY OF OXNARD	84379	6/15/2022	\$0.00	X	
O2414	CITY OF OXNARD	84380	6/15/2022	\$0.00	X	
C1202	CLEAN ENERGY	84425	6/29/2022	\$2,250.00		ENERGY
C1504	COASTAL OCCUPATIONAL MEDICAL GROUP	84397	6/22/2022	\$4,000.00		PHYSICALS/DRUG SCREEN
V0501	COUNTY OF VENTURA - IT SVCS. DEPT.	84295	6/1/2022	\$189.00		REPEATER SITE RENTAL
V0501	COUNTY OF VENTURA - IT SVCS. DEPT.	84449	6/29/2022	\$189.00		REPEATER SITE RENTAL
C1903	CSAC EXCESS INSURANCE	84358	6/15/2022	\$1,513.89		INSURANCE
C2115	CUMMINS PACIFIC LLC	84359	6/15/2022	\$686.38		PARTS
C2115	CUMMINS PACIFIC LLC	84305	6/8/2022	\$9,880.27		PARTS
C2115	CUMMINS PACIFIC LLC	84427	6/29/2022	\$14,188.44		PARTS
C2115	CUMMINS PACIFIC LLC	84426	6/29/2022	\$0.00	X	
P0531	DAWN PERKINS	84330	6/8/2022	\$85.13		REIMBURSEMENT
P0531	DAWN PERKINS	84411	6/22/2022	\$1,649.49		REIMBURSEMENT
H1520	DCH (OXNARD) INC	84312	6/8/2022	\$1,435.33		REPAIR SERVICE
D0528	DEPT. OF MOTOR VEHICLES	84360	6/15/2022	\$150.00		LICENSE FEES
D2515	DYER SHEEHAN GROUP, INC.	84308	6/8/2022	\$2,091.25		REDEVELOPMENT CONSULTING
E0409	EDISON CO.	84361	6/15/2022	\$20,233.24		ELECTRICAL POWER
A1219	ERICH KREIG	84296	6/8/2022	\$495.00		REIMBURSEMENT
F0505	FEDERAL EXPRESS CORP.	84284	6/1/2022	\$2.01		SHIPPING
F0505	FEDERAL EXPRESS CORP.	84362	6/15/2022	\$38.73		SHIPPING
O1819	FERDINAND ORTIZ	84435	6/29/2022	\$235.69		REIMBURSEMENT
O1805	FIRST CALL AUTO PARTS	84326	6/8/2022	\$66.59		PARTS
O1805	FIRST CALL AUTO PARTS	84434	6/29/2022	\$97.51		PARTS
F1221	FLUID NETWORKS	84309	6/8/2022	\$55.80		SERVICES
F1815	FRONTIER COMMUNICATIONS	84363	6/15/2022	\$428.64		INTERNET PRVDER-PTSIT CNTR
F1815	FRONTIER COMMUNICATIONS	84400	6/22/2022	\$1,023.51		INTERNET PRVDER-PTSIT CNTR
G0902	GIBBS INTERNATL TRUCKS	84286	6/1/2022	\$121.27		BUS PARTS
G0902	GIBBS INTERNATL TRUCKS	84366	6/15/2022	\$185.55		BUS PARTS
P0912	GILBERT PINON	84412	6/22/2022	\$69.00		REIMBURSEMENT

G0912	GILLIG LLC	84401	6/22/2022	\$107.76		PARTS
G0912	GILLIG LLC	84367	6/15/2022	\$517.55		PARTS
G0912	GILLIG LLC	84429	6/29/2022	\$1,628.10		PARTS
G0912	GILLIG LLC	84310	6/8/2022	\$4,016.06		PARTS
G0912	GILLIG LLC	84288	6/1/2022	\$9,923.87		PARTS
G0912	GILLIG LLC	84287	6/1/2022	\$0.00	X	
G1801	GRAINGER	84368	6/15/2022	\$18.79		PARTS/SUPPLIES
G1801	GRAINGER	84430	6/29/2022	\$93.24		PARTS/SUPPLIES
T1506	GREG'S PETROLEUM SERVICE, INC	84421	6/22/2022	\$1,503.84		FUEL
T1506	GREG'S PETROLEUM SERVICE, INC	84388	6/15/2022	\$1,866.83		FUEL
T1506	GREG'S PETROLEUM SERVICE, INC	84447	6/29/2022	\$4,298.58		FUEL
G2013	GTT COMMUNICATIONS, INC.	84311	6/8/2022	\$175.52		TELEPHONE/LONG DIST SRVC
I1400	INFINITY CNG SERVICES, INC.	84431	6/29/2022	\$1,175.00		CNG SERVICES
I1411	INIT INNOVATIONS IN TRANSPORTATION, INC.	84313	6/8/2022	\$7,051.84		SCHEDULING SOFTWARE
I1423	INTERSTATE BATTERIES	84402	6/22/2022	\$1,159.16		BATTERIES
I1414	IRON MOUNTAIN, INC.	84314	6/8/2022	\$105.80		ADVERTISING
I1830	ISSQUARED, INC.	84315	6/8/2022	\$939.00		IT CONSULTING
B0504	JAMES BECK	84298	6/8/2022	\$178.73		REIMBURSEMENT
J1511	JOHNSON CONTROLS INC	84369	6/15/2022	\$6,655.00		FIRE SPRINKLERS
J2019	J-W POWER COMPANY	84316	6/8/2022	\$2,536.73		NATURAL GAS
J2019	J-W POWER COMPANY	84370	6/15/2022	\$5,929.02		NATURAL GAS
K0511	KELLY CLEANING & SUPPLS, INC.	84289	6/1/2022	\$3,306.00		SUPPLIES
K0915	KIMBALL MIDWEST	84371	6/15/2022	\$1,074.82		PARTS
L0523	LEWIS BRISBOIS BISGAARD & SMITH LLP	84317	6/8/2022	\$3,155.50		LEGAL SERVICES
L0909	LIFT OFF, LLC	84319	6/8/2022	\$440.00		SOFTWARE
L0908	LIGHTGABLER	84318	6/8/2022	\$45.00		LEGAL SERVICES
L0908	LIGHTGABLER	84372	6/15/2022	\$2,880.00		LEGAL SERVICES
L1513	LORI'S MOBILE NOTARY	84320	6/8/2022	\$1,314.00		NOTARY SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	84354	6/15/2022	\$1,051.27		PARTS/SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	84299	6/8/2022	\$1,426.01		PARTS/SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	84424	6/29/2022	\$4,156.84		PARTS/SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	84282	6/1/2022	\$5,549.40		PARTS/SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	84393	6/22/2022	\$8,612.55		PARTS/SERVICES
B0902	LOS ANGELES TRUCK CENTERS, LLC	84280	6/1/2022	\$0.00	X	
B0902	LOS ANGELES TRUCK CENTERS, LLC	84281	6/1/2022	\$0.00	X	
B0902	LOS ANGELES TRUCK CENTERS, LLC	84392	6/22/2022	\$0.00	X	
L1527	LOWE'S	84432	6/29/2022	\$662.01		SUPPLIES
C1550	LYNETTE COVERLY	84302	6/8/2022	\$2,327.50		PROFESSIONAL SERVICES
M0104	MACVALLEY OIL COMPANY	84373	6/15/2022	\$12.67		FUEL
M0104	MACVALLEY OIL COMPANY	84321	6/8/2022	\$34.51		FUEL
M0104	MACVALLEY OIL COMPANY	84403	6/22/2022	\$1,154.66		FUEL
B1820	MANUEL BARAJAS	84356	6/15/2022	\$375.37		REIMBURSEMENT
M1520	MOTION INDUSTRIES, INC.	84322	6/8/2022	\$2,459.46		PARTS
D1504	MR COPY INC	84307	6/8/2022	\$1,296.00		COPY SERVICE
M2116	MUNCIE RECLAMATION AND SUPPLY COMPANY	84404	6/22/2022	\$395.94		PARTS
M2116	MUNCIE RECLAMATION AND SUPPLY COMPANY	84374	6/15/2022	\$2,940.81		PARTS
M2220	MV TRANSPORTATION, INC.	84405	6/22/2022	\$25,915.50		GCT ACCESS SERVICE
M2220	MV TRANSPORTATION, INC.	84323	6/8/2022	\$198,484.48		GCT ACCESS SERVICE
N0124	NATIONAL AUTO BODY&PAINT	84406	6/22/2022	\$27,763.03		PARTS
N0132	NATURAL GREEN LANDSCAPE INC.	84375	6/15/2022	\$400.00		LANDSCAPE SERVICE
N0132	NATURAL GREEN LANDSCAPE INC.	84290	6/1/2022	\$4,266.00		LANDSCAPE SERVICE
V1517	NEXUS HOLDING LLC	84348	6/8/2022	\$794.30		
Q2313	OXNARD UNION HIGH SCHOOL DISTRICT	84436	6/29/2022	\$76.78		
P0119	PARKHOUSE TIRE, INC.	84410	6/22/2022	\$1,391.69		TIRES
P0119	PARKHOUSE TIRE, INC.	84329	6/8/2022	\$5,294.26		TIRES
P0119	PARKHOUSE TIRE, INC.	84382	6/15/2022	\$6,611.68		TIRES
P0119	PARKHOUSE TIRE, INC.	84328	6/8/2022	\$0.00	X	
P0919	PITNEY BOWES GLOBAL	84331	6/8/2022	\$43.66		POSTAGE MACHINE
P1601	PLATINUM TOW AND TRANSPORT INC.	84383	6/15/2022	\$350.00		TOWING SERVICES
P1601	PLATINUM TOW AND TRANSPORT INC.	84438	6/29/2022	\$350.00		TOWING SERVICES
P1601	PLATINUM TOW AND TRANSPORT INC.	84413	6/22/2022	\$910.00		TOWING SERVICES
P1602	PLEXUS GLOBAL	84332	6/8/2022	\$160.50		BACKGRD & DRUG SCREENING
P1821	PROFORMA	84439	6/29/2022	\$104.71		BACKGRD & DRUG SCREENING
P1821	PROFORMA	84333	6/8/2022	\$1,303.24		BACKGRD & DRUG SCREENING
R0126	RAYNE WATER CONDITIONING	84335	6/8/2022	\$140.00		WATER COOLER BREAK ROOM
R0126	RAYNE WATER CONDITIONING	84440	6/29/2022	\$188.80		WATER COOLER BREAK ROOM

R0518	REMIX TECHNOLOGIES LLC	84336	6/8/2022	\$8,500.00	
R0913	RINGLEADER, INC	84415	6/22/2022	\$364.59	TELEPHONE/LONG DIST SRV
R2102	RUBBER NECK SIGNS	84384	6/15/2022	\$560.00	SERVICES
S0107	SAFETY-KLEEN SYSTEMS, INC.	84417	6/22/2022	\$975.19	SUPPLIES
S0919	SITEONE LANDSCAPE SUPPLY, LLC	84338	6/8/2022	\$127.52	MAINTENANCE SUPPLIES
G0514	SOUTHERN COUNTIES FUELS	84365	6/15/2022	\$1,390.54	FUEL
S1624	SPX CORPORATION	84441	6/29/2022	\$887.29	PARTS
S1925	STANTEC CONSULTING SERVICES INC.	84442	6/29/2022	\$9,391.40	CONSULTING SERVICES
S1925	STANTEC CONSULTING SERVICES INC.	84339	6/8/2022	\$18,858.10	CONSULTING SERVICES
S2000	STAPLES ADVANTAGE	84443	6/29/2022	\$504.07	OFFICE SUPPLIES
S2000	STAPLES ADVANTAGE	84340	6/8/2022	\$1,207.70	OFFICE SUPPLIES
S2126	SUPERIOR PRINTING & GRAPHICS, INC	84445	6/29/2022	\$125.09	PRINTING SERVICES
S2126	SUPERIOR PRINTING & GRAPHICS, INC	84342	6/8/2022	\$618.36	PRINTING SERVICES
S2119	SUPERIOR SANITARY SUPPLIES	84341	6/8/2022	\$1,612.79	SUPPLIES
S2119	SUPERIOR SANITARY SUPPLIES	84444	6/29/2022	\$1,773.07	SUPPLIES
S2119	SUPERIOR SANITARY SUPPLIES	84385	6/15/2022	\$1,855.21	SUPPLIES
T0503	TEAMSTERS LOCAL 186	84419	6/22/2022	\$1,341.00	PAYROLL DEDUCTION
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84433	6/29/2022	\$88.43	BUS PARTS
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84407	6/22/2022	\$336.29	BUS PARTS
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84292	6/1/2022	\$1,508.90	BUS PARTS
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84377	6/15/2022	\$3,647.54	BUS PARTS
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84325	6/8/2022	\$11,299.93	BUS PARTS
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84291	6/1/2022	\$0.00	X
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84324	6/8/2022	\$0.00	X
N0529	THE AFTERMARKET PARTS COMPANY, LLC	84376	6/15/2022	\$0.00	X
G0120	THE GAS COMPANY	84428	6/29/2022	\$800.96	NATURAL GAS
G0120	THE GAS COMPANY	84285	6/1/2022	\$948.28	NATURAL GAS
G0120	THE GAS COMPANY	84364	6/15/2022	\$36,008.81	NATURAL GAS
P2114	THE PUN GROUP	84414	6/22/2022	\$16,012.50	ACCOUNTING SERVICES
T0817	THOMAS LINCOLN	84387	6/15/2022	\$225.25	REIMBURSEMENT
T1824	TRANSIT INFORMATION PRODUCTS	84448	6/29/2022	\$343.00	
T1910	TST PRIVATE SECURITY	84343	6/8/2022	\$22,347.13	SECURITY SERVICES
T0520	TYLER TEJEDA	84420	6/22/2022	\$1,000.00	REIMBURSEMENT
U1902	U.S. BANK	84344	6/8/2022	\$10,615.76	CAL CARD PAYMENT
V0112	VALLEY POWER SYSTEMS, INC.	84345	6/8/2022	\$29.83	REPAIR PARTS/SERVICE
R0121	VANESSA RAUSCHENBERGER	84334	6/8/2022	\$1,598.18	REIMBURSEMENT
O2402	VENTURA COUNTY AUTO SUPPLY	84327	6/8/2022	\$127.49	PARTS
O2402	VENTURA COUNTY AUTO SUPPLY	84437	6/29/2022	\$302.07	PARTS
O2402	VENTURA COUNTY AUTO SUPPLY	84378	6/15/2022	\$455.58	PARTS
V0119	VENTURA COUNTY ART EVENTS	84346	6/8/2022	\$1,000.00	
V0537	VENTURA COUNTY TRANSPORTATION COMMISSION	84389	6/15/2022	\$1,345.00	
V0523	VENTURA HOSE-MAN	84347	6/8/2022	\$34.30	REPAIR PARTS/SUPPLIES
V1811	VERIZON WIRELESS	84350	6/8/2022	\$6,557.90	PHONE SERVICE-CSC
V1525	VOYAGER	84349	6/8/2022	\$805.32	CNG FUEL FOR ACCESS
D0928	WEX HEALTH, INC.	84306	6/8/2022	\$268.50	FSA ADMIN FEE
Z0516	ZEP MANUFACTURING CO.	84351	6/8/2022	\$190.80	PARTS

Total: \$663,586.91



**Item #3**

**DATE** October 5, 2022  
**TO** GCTD Board of Directors  
**FROM** Dawn Perkins, Director of Finance *dlp*  
**SUBJECT** Consider the Approval of the Treasurer's Report for May 2022

---

Following is a recap of GCTD cash, investment and special fund accounts as of May 31, 2022

**Cash Accounts**

Petty Cash	\$	500.00
Union Bank		
General	\$	146,051.31
Payroll	\$	145,831.21
Union Bank Money Market 2	\$	3,155,230.96
Local Agency Investment Funds	\$	100,873.46
<b>Total Cash on Hand</b>	<b>\$</b>	<b>3,548,486.94</b>

**Other Investments**

Special Capital Reserve Funds		
Ventura County Treasurer		
Gold Coast Transit District	\$	3,228,926.92
Member Transit Dist	\$	130,000.00
Market Valuation of Fund	\$ (8,889.22)	\$ 3,350,037.70

**Special Funds**

Prop 1B / PTMISEA / LCTOP	\$	200,183.37
2017 Certificates of Participation		
Payment Fund	\$	22,046.91
Project Fund	\$	287,823.78
Reserve Fund	\$ 1,319,937.60	\$ 1,629,808.29

Note: County Treasurer's Report of Investments is available for review.

**GOLD COAST TRANSIT DISTRICT**



**Item #4**

**DATE** October 5, 2022  
**TO** GCTD Board of Directors  
**FROM** Dawn Perkins, Director of Finance *dlp*  
**SUBJECT** Consider the Approval of the Treasurer's Report for June 2022

---

Following is a recap of GCTD cash, investment and special fund accounts as of June 30, 2022

**Cash Accounts**

Petty Cash	\$	500.00
Cash on Hand	\$	175.00
General	\$	588,232.00
Payroll	\$	145,831.21
Union Bank Money Market 2	\$	5,448,462.44
Local Agency Investment Funds	\$	102,270.24
<b>Total Cash on Hand</b>	<b>\$</b>	<b>6,285,470.89</b>

**Other Investments**

Special Capital Reserve Funds		
Ventura County Treasurer		
Gold Coast Transit District	\$	3,228,926.92
Member Transit Dist	\$	130,000.00
Market Valuation of Fund	\$	(8,889.22)
	\$	3,350,037.70

**Special Funds**

Prop 1B / PTMISEA / LCTOP	\$	58,880.22
2017 Certificates of Participation		
Payment Fund	\$	900,599.18
Project Fund	\$	287,894.64
Reserve Fund	\$	1,390,702.47
	\$	2,579,196.29

Note: County Treasurer's Report of Investments is available for review.

**GOLD COAST TRANSIT DISTRICT**



**DATE** October 5, 2022 **Item # 5a**

**TO** GCTD Board of Directors

**FROM** Dawn Perkins, Director of Finance *dp*

**SUBJECT** **Consider Approval of Financial Statements & Schedule of Money Transfers for May 2022**

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Attached for the Board's approval is a copy of GCTD's Financial Statements and Schedule of Money Transfers covering the period ending May 31, 2022.

Attachments

**GENERAL MANAGER'S CONCURRENCE**

---

Vanessa Rauschenberger  
General Manager

**GOLD COAST TRANSIT DISTRICT**

CITY OF OJAI | CITY OF OXNARD | CITY OF PORT HUENEME | CITY OF VENTURA | COUNTY OF VENTURA  
1901 AUTO CENTER DRIVE, OXNARD, CA 93036-7966 | P 805.483.3959 | F 805.487.0925 | GCTD.ORG



# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/21/2022

Fiscal Year: 2022    Period: 11    May-2022

### ASSETS

#### CASH

CASH UNION BANK GENERAL	\$146,051.31	
CASH UNION BANK PAYROLL	\$145,831.21	
CASH SPECIAL DEPOSITS, OTHER	\$0.00	
CASH UNION BANK MONEY MARKET 2	\$3,155,230.96	
CASH ADMINISTRATION - PETTY CASH	\$500.00	
CASH ON HAND	\$175.00	
CASH CERTIFICATE OF DEPOSIT	\$0.00	
CASH STATE AGENCY INVESTMENT	\$100,873.46	
MARKET VALUATION OF STATE AGENCY INVESTMENT	\$8.78	
TOTAL CASH		\$3,548,670.72

#### ACCOUNTS RECEIVABLE

ACCOUNTS RECEIVABLE TRADE	\$111,146.75	
INTEREST RECEIVABLE	\$81.54	
INTEREST RECEIVABLE - RESTRICTED ACCOUNTS	\$2,801.10	
RECEIVABLE OTHER	\$681,365.21	
RECEIVABLE STATE	\$0.00	
RECEIVABLE FEDERAL CAP/PLAN.	\$0.00	
RECEIVABLE FEDERAL OPERATIONS	\$4,825,563.00	
RECEIVABLE STATE CAPITAL	\$0.00	
RECEIVABLE OTHER GOVERNMENT AGENCIES	\$158,406.90	
TOTAL ACCOUNTS RECEIVABLE		\$5,779,364.50

#### INVENTORY

MATERIALS/SUPPLIES INVENTORY	\$703,695.84	
MATERIALS/SUPPLIES INVENTORY - GRANTS	\$0.00	
MAT/SUPPLIES CNG STATION - GRANTS	\$0.00	
MATERIALS/SUP INVTRY - CNG STATION	\$2,457.37	
OIL INVENTORY	\$0.00	
LUBE OILS INVENTORY	\$128,882.25	
SYNTHETIC TRANS OIL INVENTORY	\$0.00	
TIRE INVENTORY	\$19,245.91	
EQUIPMENT INVENTORY	\$0.00	
OTHER	\$0.00	
ALLOWANCE INVENTORY DISPOSITION	\$0.00	
TOTAL INVENTORY		\$854,281.37

#### OTHER CURRENT ASSETS

OTHER CURRENT ASSETS	\$0.00	
ADVANCES	\$0.00	
TOTAL OTHER CURRENT ASSETS		\$0.00

#### WORK IN PROCESS

WORK IN PROCESS - CAP PROJECTS	\$4,636.08	
WORK IN PROCESS - NEW FACILITY	(\$10.00)	
WORK IN PROCESS - NEW FAC, LANDSCAPE & GROUNDS	\$0.00	
WORK IN PROCESS - NEW FAC - COP's INTEREST	\$5,272.00	
WORK IN PROC - NEW BUSES	\$0.00	
WORK IN PROC - FRB - PROJECTS	\$0.00	
WORK IN PROC - FRB - REPOWER NF BUSES	\$0.00	

# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/21/2022

Fiscal Year: 2022    Period: 11    May-2022

WORK IN PROC ESS- FRB - REBUILD ENGINES	\$0.00	
WORK IN PROCESS - PARATRANSIT BUSES	\$167,626.95	
WORK IN PROCESS-VOICE ANNUNCIATOR	\$0.00	
TOTAL WORK IN PROCESS		\$177,525.03
 TANGIBLE TRANSIT PROPERTY		
LAND	\$300,298.43	
LAND - NEW FACILITY	\$8,680,763.00	
BUILDING	\$6,474,667.57	
BUILDING - NEW FACILITY	\$43,543,693.83	
REVENUE VEHICLES	\$31,143,702.15	
OTHER VEHICLES	\$680,455.97	
MAINTENANCE EQUIPMENT	\$1,550,994.83	
OFFICE EQUIPMENT	\$1,090,359.02	
OTHER EQUIPMENT	\$2,916,872.55	
OTC LEASEHOLD IMPROVEMENTS	\$276,130.51	
TOTAL TANGIBLE TRANSIT PROPERTY		\$96,657,937.86
ACCUMULATED DEPRECIATION-BUILDING	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$5,562,900.22)	
ACCUMULATED DEPRECIATION-STATE	(\$558,206.27)	
ACCUMULATED DEPRECIATION-LOCAL	(\$2,236,231.85)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$6,404.04)	
ACCUMULATED DEPRECIATION-REVENUE VEHICLES	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$17,639,026.19)	
ACCUMULATED DEPRECIATION-STATE	(\$2,103,831.53)	
ACCUMULATED DEPRECIATION-LOCAL	(\$1,628,909.54)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$11,540.73)	
ACCUMULATED DEPRECIATION-OTHER VEHICLES	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$355,331.05)	
ACCUMULATED DEPRECIATION-STATE	\$0.00	
ACCUMULATED DEPRECIATION-LOCAL	(\$70,729.89)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
ACCUMULATED DEPRECIATION-MAINTENANCE EQUIP	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$360,711.82)	
ACCUMULATED DEPRECIATION-STATE	(\$87,152.68)	
ACCUMULATED DEPRECIATION-LOCAL	(\$18,166.61)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$5,929.38)	
ACCUMULATED DEPRECIATION-OFFICE EQUIPMENT	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$734,952.81)	
ACCUMULATED DEPRECIATION-STATE	(\$183,786.89)	
ACCUMULATED DEPRECIATION-LOCAL	(\$120,559.37)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
ACCUMULATED DEPRECIATION-OTHER EQUIPMENT	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$1,352,692.56)	
ACCUMULATED DEPRECIATION-STATE	(\$118,552.26)	
ACCUMULATED DEPRECIATION-LOCAL	(\$72,242.49)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$13,416.60)	
ACCUMULATED DEPRECIATION-OTC LEASEHOLD IMP	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	\$0.00	
ACCUMULATED DEPRECIATION-STATE	(\$56,633.44)	
ACCUMULATED DEPRECIATION-LOCAL	(\$108,319.24)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
TOTAL ACCUMULATED DEPRECIATION		(\$33,406,227.46)
NET TANGIBLE TRANSIT PROPERTY		\$63,251,710.40

# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/21/2022

Fiscal Year: 2022    Period: 11    May-2022

PARATRANSIT TANGIBLE TRANS PROPERTY		
PARATRANSIT REVENUE VEHICLES	\$2,019,359.72	
PARATRANSIT OFFICE EQUIPMENT	\$88,637.68	
PARATRANSIT OTHER EQUIPMENT	\$79,551.26	
TOTAL PARATRANSIT TANGIBLE PROPERTY		\$2,187,548.66
ACCUMULATED DEPRECIATION PARATRANSIT REVENUE VEHIC	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	\$0.02	
ACCUMULATED DEPRECIATION-STATE	(\$1,869,407.04)	
ACCUMULATED DEPRECIATION-LOCAL	\$0.43	
ACCUMULATED DEPRECIATION-OPERATOR	(\$59,316.87)	
ACCUMULATED DEPRECIATION PARATRANSIT OFF EQUIPMEN.	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$19,271.09)	
ACCUMULATED DEPRECIATION-STATE	(\$53,790.83)	
ACCUMULATED DEPRECIATION-LOCAL	(\$4,817.73)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$0.08)	
ACCUMULATED DEPRECIATION PARATRANSIT OTHER EQUIP	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$51,213.66)	
ACCUMULATED DEPRECIATION-STATE	(\$15,534.39)	
ACCUMULATED DEPRECIATION-LOCAL	(\$12,803.40)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
TOTAL ACCUMULATED DEPRECIATION PARATRANSIT PROPERT		(\$2,086,154.64)
NET PARATRANSIT TANG PROPERTY		\$101,394.02
INTANGIBLE ASSETS		
OTHER INTANGIBLE ASSETS	\$39,401.32	
TOTAL INTANGIBLE ASSETS		\$39,401.32
ACCUMULATED DEPRECIATION - OTHER INT ASSETS	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$30,268.12)	
ACCUMULATED DEPRECIATION-STATE	\$0.00	
ACCUMULATED DEPRECIATION-LOCAL	(\$9,133.20)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
TOTAL ACCUMULATED DEPRECIATION - INTANGIBLE ASSETS		(\$39,401.32)
NET INTANGIBLE ASSETS		\$0.00
INVESTMENTS		
OTHER INVESTMENTS	\$0.00	
TOTAL INVESTMENTS		\$0.00
SPECIAL FUNDS		
2017 CERTIFICATES OF PARTICIPATION	\$0.00	
2017 CERTIFICATES OF PARTICIPATION- PAYMT FUND	\$22,046.91	
2017 CERTIFICATES OF PARTICIPATION - RESV FUND	\$1,319,937.60	
2017 CERTIFICATES OF PARTICIPAT - COST OF ISS	\$0.00	
SPECIAL FUNDS CAPITAL IMPROVEMENT	\$3,228,926.92	
CAPITAL RESERVE FOR FY 2016	\$0.00	
MEMBER TRANSIT FAC CAPITAL RESERVE	\$130,000.00	
MEMBER TRANS FACILITY CAPITAL RESERVE FY 2016	\$0.00	
MARKET VALUATION OF CAPITAL RESERVE FUND	(\$8,889.22)	
2017 CERTIFICATES OF PARTICIPATION	\$0.00	
2017 CERTIFICATES OF PARTICIPATION - PROJ FUND	\$287,823.78	
RESTRICTED CASH	\$0.00	
DOR - CONTRIBUTIONS AFTER MD	\$2,318,825.00	
DOR - PENSION RELATED	\$1,154,320.00	
DOR - OPEB CONTRIBUTIONS	\$27,158.00	
DOR - OPEB RELATED	\$28,099.00	

# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/21/2022

Fiscal Year: 2022    Period: 11    May-2022

DEFERRED COMPENSATION	\$4,827,536.22	
TOTAL SPECIAL FUNDS		\$13,335,784.21
OTHER ASSETS		
PREPAID INSURANCE	\$141,418.34	
PREPAID EXPENSES	(\$209,120.38)	
DEPOSITS	\$1,482.00	
SPARE COMPONENTS	\$0.00	
TOTAL OTHER ASSETS		(\$66,220.04)
 TOTAL ASSETS		 \$86,982,510.21
 LIABILITIES AND CAPITAL		
ACCOUNTS PAYABLE		
ACCOUNTS PAYABLE-TRADE	\$746,501.49	
CONTRACT RETENTIONS	\$0.00	
OTHER GOVERNMENT AGENCIES	\$0.00	
MISCELLANEOUS	\$0.00	
TOTAL ACCOUNTS PAYABLE		\$746,501.49
ACCRUED PAYROLL LIABILITIES		
ACCRUED PAYROLL	\$232,575.64	
WAGES PAYABLE	\$0.00	
PAYROLL TAX LIABILITY-FIT	(\$505.95)	
PAYROLL TAX LIABILITY-SIT	\$301.52	
PAYROLL TAX LIABILITY-SDI	(\$1,542.64)	
PAYROLL TAX LIABILITY-FICA	\$0.48	
PAYROLL TAX LIABILITY-MEDICARE	(\$12.84)	
PAYROLL DEDUCTIONS-PERS	(\$21,049.04)	
PAYROLL DEDUCTIONS-EMPLOYEE PERS	(\$198,130.50)	
PAYROLL DEDUCTIONS-EMPLOYEE PERS PEPPRA	\$411,197.54	
PAYROLL DEDUCTIONS-EMPLOYER PERS	\$205,704.41	
PAYROLL DEDUCTIONS-S.BENEFITS	\$2,598.01	
PAYROLL DEDUCTIONS-VCFCU	\$0.00	
PAYROLL DEDUCTIONS-DIRECT DEPOSITS	\$7,381.62	
PAYROLL DEDUCTIONS-OCFCU	\$0.00	
PAYROLL DEDUCTIONS-UNION DUES	\$31,489.01	
PAYROLL DEDUCTIONS-GARNISHMENT	(\$3,286.58)	
PAYROLL DEDUCTIONS-DEFERRED COMPENSATION	(\$19,724.60)	
PAYROLL DEDUCTION - DEFERRED COMP EMPLOYEE LOAN	\$0.00	
PAYROLL DEDUCTIONS-FLEXIBLE BENEFITS	\$17,649.25	
PAYROLL DEDUCTIONS-LIFE INSURANCE	\$25,372.48	
PAYROLL DEDUCTIONS-UNION OTHER	(\$7,547.46)	
PAYROLL DEDUCTIONS-UN DIIP	\$0.00	
PAYROLL DEDUCTIONS-UNITED WAY	(\$103.00)	
ACCRUED SICK LEAVE	\$56,415.19	
NONCURRENT SICK LEAVE	\$188,870.00	
ACCRUED VACATION/COMP LEAVE	\$825,189.35	
ACCRUED WORKERS COMPENSATION	\$0.00	
ACCRUED HEALTH BENEFITS	\$2,086,857.57	
DUE TO PERS	\$0.00	
NET OPEB OBLIGATION	\$169,847.00	

# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/21/2022

Fiscal Year: 2022    Period: 11    May-2022

TOTAL ACCRUED PAYROLL LIABILITIES		\$4,009,546.46	
ACCRUED TAX LIABILITIES			
SALES TAX PAYABLE	\$1.66		
PAYROLL TAXES PAYABLE	\$0.00		
CNG USE FUEL TAX PAYABLE	\$0.00		
CONSUMER USE TAX PAYABLE	\$890.29		
TOTAL ACCRUED TAX LIABILITIES		\$891.95	
OTHER CURRENT LIABILITIES			
UNEARNED REVENUES	\$882,303.90		
REFUNDABLE DEPOSITS	\$0.00		
SMARTCARD COLLECTIONS FOR VCTC	(\$13,803.03)		
FUNDS HELD IN TRUST	\$0.00		
PREPAID MAINTENANCE COSTS	\$0.00		
NOTES PAYABLE	\$0.00		
UZA SPECIAL FUND	\$0.00		
TOTAL OTHER CURRENT LIABILITIES		\$868,500.87	
LONG-TERM DEBT			
SERIES 2017-COP PREMIUM CURRENT	\$54,623.00		
SERIES 2017 - CERTIFICATES OF PARTICIPATION	\$20,635,803.65		
SERIES 2017-COP DEBT CURRENT	\$390,000.00		
SERIES 2017- COPs - PREMIUM	\$1,420,203.00		
SERIES 2017- COPs - ACCRUED INTEREST PAYABLE	(\$485,803.65)		
SERIES 2017-COP PREMIUM CURRENT	\$0.00		
TOTAL LONG TERM DEBT		\$22,014,826.00	
ESTIMATED LIABILITIES			
NET PENSION LIABILITY	\$14,531,003.00		
DIR - PENSION RELATED	\$72,442.00		
DIR - CHANGES IN ASSUMPTIONS	\$0.00		
DIR - DIFF BET PROJ AND ACT EXPERIENCE	\$0.00		
DIR - OPEB RELATED	\$342,971.00		
SELF INSURED RETENTION PL/PD	\$0.00		
TOTAL ESTIMATED LIABILITIES		\$14,946,416.00	
DEFERRED CREDITS			
DEFERRED COMPENSATION	\$4,827,536.22		
DEFERRED INCOME - TDA	\$1,638,445.00		
DEFERRED INCOME - NON TDA	\$360,000.00		
DEFERRED INC - STATE OF GOOD REPAIR			
PROJECT - NEAR ZERO ENG REPLACEMENT	\$1,954.44		
TOTAL DEFERRED CREDITS		\$6,827,935.66	
TOTAL LIABILITIES			\$49,414,618.43
CAPITAL			
GOVERNMENT ENTITY OWNERSHIP			
CITY OF OXNARD	(\$617,472.61)		
CITY OF SAN BUENAVENTURA	\$0.00		

# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/21/2022

Fiscal Year: 2022 Period: 11 May-2022

TOTAL GOVERNMENT ENTITY OWNERSHIP		(\$617,472.61)
GRANTS AND CAPITAL		
FEDERAL GOVERNMENT CAPITAL GRANTS	\$735,367.10	
STATE GOVMT CAPITAL GRANTS	(\$734,320.44)	
LOCAL GOVMT CAPITAL GRANTS	(\$107,591.17)	
TOTAL GRANTS AND CAPITAL		(\$106,544.51)
ACCUMULATED EARNINGS		
ACCUMULATED EARNINGS	\$39,270,465.73	
TOTAL ACCUMULATED EARNINGS		\$39,270,465.73
TOTAL CAPITAL		\$38,546,448.61
TOTAL CAPITAL AND LIABILITIES		\$87,961,067.04

# Gold Coast Transit District

## Balance Sheet

Division: 02 Gold Coast Transit District LTF

As of: 9/21/2022

Fiscal Year: 2022    Period: 11    May-2022

### ASSETS

#### CASH

CASH UNION BANK GENERL - LTF FUND

\$3,086,321.00

TOTAL CASH

\$3,086,321.00

TOTAL ASSETS

\$3,086,321.00

### LIABILITIES

PAYABLE - OTHER GOVERNMENT AGENCIES

\$164,829.00

TOTAL ACCOUNTS PAYABLE

\$164,829.00

TOTAL LIABILITIES

\$164,829.00

# Gold Coast Transit District

## Balance Sheet

Division: 03 GCTD - PROP 1B/PTMISEA

As of: 9/21/2022

Fiscal Year: 2022    Period: 11    May-2022

### ASSETS

CASH SPECIAL DEPOSITS, OTHER	\$0.00	
AUTOMATIC STOP ANNUNCIATORS	\$0.00	
PROP 1B PTMISEA - REP PARA BUSES & SOFTWARE	\$200,183.37	
ADA CALL BACK SYSTEM	\$0.00	
NEW FAC PLAN, DESIGN, LAND PURCH AND CONS	\$0.56	
NEW FAC -FY 13-14 CTSGP-CTAF	\$0.00	
NEW FAC -FY 14-15 CTSGP-CTAF	\$0.00	
NEW FAC -FY 15-16 CTSGP-CTAF	\$0.00	
NEW FAC -FY 16-17 CTSGP-CTAF	\$0.00	
CALOES FY 2011-12 - NEW FACILITY	\$0.00	
VCTC FY 14-15 CAL-OES SAF&SEC GRANT	\$0.00	
VCTC PTMISEA GRANT - NEW FACILITY	\$0.00	
SAFETY AND SECURITY FY 2010-11/CSC REMODEL	\$0.00	
SAFETY AND SECURITY FY 2011-12/CSC REMODEL1	\$0.00	
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2	\$0.00	
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3	\$0.00	
SAFETY AND SECURITY FY 2014-15/CSC REMODEL4	\$0.00	
REPLACEMENT BUSES	\$0.00	
TICKET VENDING MACHINES	(\$0.06)	
LCTOP - FARE SUPPORT-TOKEN TRANSIT	\$65,915.65	
LCTOP -FARE SUPPORT - FREE FARE DAYS	\$0.00	
LCTOP- VENTURA ROAD ROUTE	(\$7,038.92)	
SGR - NEAR "0" ENG REPLMENTS	\$0.00	
TOTAL CASH		\$259,060.60

### RECEIVABLES

INTEREST RECEIVABLE - RESTR ACCTS	\$0.00	
RECEIVABLE OTHER GOVT AGENCIES	\$0.00	
TOTAL RECEIVABLES		\$0.00

### TOTAL ASSETS

\$259,060.60

### LIABILITIES

DUE TO OTHER GOVT. AGENCIES	\$0.00
FUNDS HELD IN TRUST	\$0.00

### TOTAL LIABILITIES

\$0.00

### CAPITAL

STATE GOVMT CAPITAL GRANTS	\$0.00	
STATE GOVT CAP GRNTS -PROP 1B	\$0.00	
STATE GOVT CAP GRNTS -	\$0.00	
TOTAL GRANTS AND CAPITAL		\$0.00
NET POSITION - PROP 1B/PTMISEA	\$259,050.17	

### TOTAL CAPITAL AND LIABILITIES

\$259,050.17



# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
REVENUES				
PASSENGER FARES				
PASSENGER FARES-PASS PAID	\$170,223.70	10.98%	\$1,653,719.18	7.03%
PASSENGER FARES - ORG PAID	\$4,348.75	0.28%	\$126,154.11	0.54%
ADA PARATRANSIT FARES-PASS PAID	\$2,632.03	0.17%	\$46,539.35	0.20%
ADA PARATRANSIT FARES - ORG PAID	\$210.00	0.01%	\$69,565.00	0.30%
TOTAL PASSENGER FARES	\$177,414.48	11.45%	\$1,895,977.64	8.06%
SPECIAL TRANSIT FARES				
SPECIAL TRANSIT FARES	\$0.00	0.00%	\$0.00	0.00%
LOCAL ROUTE GUARANTEE - FIXED ROUTE	\$169.50	0.01%	\$169.50	0.00%
LOCAL ROUTE GUARANTEE - PARATRANSIT	\$0.00	0.00%	\$0.00	0.00%
MEDI-CAL ADMIN ACTIVITIES (MAA) REIM FARES	\$0.00	0.00%	\$0.00	0.00%
LCTOP - FARE SUPPORT/TOKEN TRANSIT	\$0.00	0.00%	\$4,162.09	0.02%
LCTOP SUPPORT FOR ROUTE 23	\$0.00	0.00%	\$34,884.94	0.15%
LCTOP - FARE SUPPORT/ FREE FARE DAYS	\$0.00	0.00%	\$0.00	0.00%
LCTOP FARE SUPPORT PROG-VCTC COL PASS PROGRAM	\$12,187.50	0.79%	\$92,860.80	0.39%
TOTAL SPECIAL TRANSIT FARES	\$12,357.00	0.80%	\$132,077.33	0.56%
AUXILIARY TRANSPORTATION REVENUE				
OTHER	\$0.00	0.00%	\$0.00	0.00%
REVENUE VEHICLE ADVERTISING	\$159,770.50	10.31%	\$468,062.50	1.99%
ALTERNATIVE FUEL EXCISE TAX CREDIT	\$0.00	0.00%	\$0.00	0.00%
TOTAL AUXILIARY TRANS REVENUES	\$159,770.50	10.31%	\$468,062.50	1.99%
NONTRANSPORTATION REVENUES				
INVESTMENT INCOME	\$123.81	0.01%	\$1,612.25	0.01%
INVESTMENT INCOME-FAIR MARKET VALUATION	\$0.00	0.00%	\$0.00	0.00%
INVESTMENT INCOME SPECIAL FUND CAPITAL IMPROVEMENT	\$0.00	0.00%	\$0.00	0.00%
INVESTMENT INCOME SPCL FND CAP IMP-FAIR MRKT VAL	\$0.00	0.00%	\$0.00	0.00%
INVESTMENT INCOME SPECIAL FUND	\$0.00	0.00%	\$0.00	0.00%
SERIES 2017 - COPS - INTEREST EARNED	\$6,136.96	0.40%	\$13,135.15	0.06%
SERIES 2017 - COP MARKET VALUATION	\$0.00	0.00%	(\$61,553.34)	-0.26%
SALE OF CNG FUEL	\$0.00	0.00%	\$0.00	0.00%
SALE OF EQUIPMENT	\$0.00	0.00%	\$0.00	0.00%
SALE OF SCRAP MATERIAL	\$0.00	0.00%	\$812.61	0.00%
INCOME FROM ENERGY CREDITS	\$229,671.41	14.82%	\$589,993.53	2.51%
INSURANCE PROCEEDS	\$36,154.56	2.33%	\$131,248.73	0.56%
OTHER	\$0.00	0.00%	\$60,523.96	0.26%
TOTAL NONTRANSPORTATION REVENUES	\$272,086.74	17.56%	\$735,772.89	3.13%
LOCAL GRANTS AND REIMBURSEMENTS				
LOCAL TRANSPORTATION FUNDS	\$0.00	0.00%	\$9,241,450.00	39.28%
LTF PLANNING REVENUES	\$0.00	0.00%	\$0.00	0.00%
LTF REVENUE-SUBGRANT/PASS THRU	\$0.00	0.00%	\$0.00	0.00%
LOCAL REVENUE-PASS THRU VCAPCD	\$0.00	0.00%	\$0.00	0.00%
OTHER LOCAL	\$0.00	0.00%	\$0.00	0.00%
TOTAL LOCAL GRANTS & REIMB	\$0.00	0.00%	\$9,241,450.00	39.28%
STATE GRANTS AND REIMBURSEMENTS				

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
STATE TRANSIT ASSISTANCE FUNDS		\$0.00	0.00%	\$179,171.85 0.76%
STATE OF GOOD REPAIR FUNDS		\$82,989.31	5.35%	\$108,387.40 0.46%
STATE - HVIP ENGINE REPL PROGRAM		\$0.00	0.00%	\$0.00 0.00%
PROP 1B/PTMISEA ASSISTANCE CAPITAL PROJ		\$0.00	0.00%	\$0.00 0.00%
OTHER STATE ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
TOTAL STATE GRANTS & REIMB		\$82,989.31	5.35%	\$287,559.25 1.22%
FEDERAL GRANTS AND REIMBURSEMENT				
SECTION 5307 - OPERATING ASSISTANCE.		\$44,171.00	2.85%	\$5,636,158.00 23.96%
SECTION 5307 - PLANNING ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
SECTION 5307 - PREVENTATIVE MAINTENANCE		\$0.00	0.00%	\$2,538,780.00 10.79%
SECTION 5307 - ADA (PARATRANSIT) ASSISTANCE		\$779,768.00	50.31%	\$779,768.00 3.31%
DEMO PROJECT - NYELAND ACRES		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - VENTURA		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - MARKET-VALENTINE SHUTTLE		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - VINEYARD CORRIDOR ROUTE		\$0.00	0.00%	\$0.00 0.00%
SECTION 5307 JARC - SOUTH OXNARD MICROTRANSIT		\$0.00	0.00%	\$0.00 0.00%
JARC FUNDING FOR ROUTE 19		\$0.00	0.00%	\$0.00 0.00%
JARC FUNDING FOR ROUTE 20		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - VICTORIA ROUTE		\$0.00	0.00%	\$0.00 0.00%
CMAQ DEMO PROJECT - ROUTE 22 WC NA		\$0.00	0.00%	\$0.00 0.00%
CMAQ DEMO PROJECT - VENTURA ROAD ROUTE 23		\$0.00	0.00%	\$346,642.00 1.47%
SECTION 5307 PASS THROUGH		\$0.00	0.00%	\$0.00 0.00%
SECTION 5307 FEDERAL OTHER		\$0.00	0.00%	\$1,302,043.00 5.53%
SECTION 5310 FEDERAL OTHER		\$0.00	0.00%	\$66,374.00 0.28%
SECTION 5310 MOBILITY GRANTS		\$21,240.80	1.37%	\$63,816.19 0.27%
CARES ACT OPERATING ASSIST.		\$0.00	0.00%	\$0.00 0.00%
OTHER FEDERAL GRANTS/REIMBURSEMENTS		\$0.00	0.00%	\$0.00 0.00%
CARES ACT PREVENTATIVE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
CARES ACT ADA ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
CARES ACT BUSINESS SYSTEMS UPGRADE		\$0.00	0.00%	\$0.00 0.00%
FEMA		\$0.00	0.00%	\$31,444.74 0.13%
ARP: 5307-9 PREVENTATIVE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
ARP - ADA PARATRANSIT SERVICE CONTRACT		\$0.00	0.00%	\$0.00 0.00%
ARP: LATE NIGHT SAFE RIDES CONTRACT		\$0.00	0.00%	\$0.00 0.00%
SECTION 5339 - BUSES & FACILITIES		\$0.00	0.00%	\$0.00 0.00%
TOTAL FEDERAL GRANTS & REIMBURSEMENTS		\$845,179.80	54.53%	\$10,765,025.93 45.76%
DEPRECIATION OFFSET				
DEPRECIATION OFFSET		\$0.00	0.00%	\$0.00 0.00%
TOTAL DEPRECIATION OFFSET		\$0.00	0.00%	\$0.00 0.00%
TOTAL REVENUES		\$1,549,797.83	100.00%	\$23,525,925.54 100.00%
EXPENSES				
LABOR				
LABOR - OPERATORS		\$0.00	0.00%	\$0.00 0.00%
LABOR-SALARY/WAGES OPERATIONS		\$465,609.64	18.42%	\$6,043,060.64 20.43%
LABOR-SALARY/WAGES - OPERATORS OT		\$59,590.21	2.36%	\$695,096.16 2.35%
LABOR-O/WAGES - OPERATIONS MGT		\$75,131.02	2.97%	\$828,542.35 2.80%
LABOR-SALARY/WAGES - OPERATIONS MANAGEMENT OT		\$0.00	0.00%	\$0.00 0.00%
LABOR-SALARY/WAGES - PARATRANSIT		\$13,088.98	0.52%	\$153,422.20 0.52%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
LABOR-SALARY/WAGES - VEHICLE MAINTENANCE		\$90,994.51	3.60%	\$1,124,868.79 3.80%
LABOR-SALARY/WAGES - VEHICLE MAINTENANCE OT		\$0.00	0.00%	\$7,042.41 0.02%
LABOR-SALARY/WAGES - NON-VEHICLE MAINTENANCE		\$24,738.01	0.98%	\$337,073.15 1.14%
LABOR-SALARY/WAGES - NON VEHICLE MAINTENANCE OT		\$0.00	0.00%	\$7,065.90 0.02%
LABOR-SALARY/WAGES - ADMINISTRATION		\$87,480.18	3.46%	\$1,042,670.38 3.52%
LABOR-SALARY/WAGES - ADMINISTRATION OT		\$0.00	0.00%	\$5,713.98 0.02%
LABOR-SALARY/WAGES - PLANNING/MARKETING		\$38,279.85	1.51%	\$475,702.18 1.61%
LABOR-SALARY/WAGES - PLANNING/MARKETING OT		\$0.00	0.00%	\$468.18 0.00%
LABOR-SALARY/WAGES - HUMAN RESOURCES		\$24,147.13	0.96%	\$279,718.11 0.95%
LABOR-SALARY/WAGES - HUMAN RESOURCES OT		\$0.00	0.00%	\$0.00 0.00%
TOTAL LABOR		\$879,059.53	34.77%	\$11,000,444.43 37.19%
FRINGE BENEFITS				
FICA - OPERATIONS		\$8,311.32	0.33%	\$103,481.61 0.35%
FICA - OPERATIONS MANAGEMENT		\$1,402.96	0.06%	\$13,446.94 0.05%
FICA - PARATRANSIT		\$182.62	0.01%	\$2,236.59 0.01%
FICA - VEHICLE MAINTENANCE		\$1,486.80	0.06%	\$18,551.12 0.06%
FICA - NON-VEHICLE MAINTENANCE		\$470.62	0.02%	\$5,493.29 0.02%
FICA - ADMINISTRATION		\$1,449.47	0.06%	\$17,997.37 0.06%
FICA - PLANNING/MARKETING		\$680.07	0.03%	\$7,810.17 0.03%
FICA - HUMAN RESOURCES		\$418.27	0.02%	\$4,069.28 0.01%
PENSION PLAN - OPERATIONS		\$154,534.21	6.11%	\$790,840.12 2.67%
PENSION PLAN - OPS - EMPLOYER - FIXED AMT		\$70,521.16	2.79%	\$775,732.76 2.62%
PENSION PLAN - OPERATIONS - CLASSIC		\$12,652.07	0.50%	\$59,480.70 0.20%
PENSION PLAN - OPERATIONS MANAGEMENT		\$16,364.96	0.65%	\$93,198.53 0.32%
PENSION PLAN - OPERATIONS MGT - EMPLOYER - FIXED AMT		\$7,576.65	0.30%	\$83,343.15 0.28%
PENSION PLAN - OPERATIONS MANAGEMENT - CLASSIC		\$2,819.88	0.11%	\$12,060.05 0.04%
PENSION PLAN - PARATRANSIT		\$3,675.10	0.15%	\$17,739.22 0.06%
PENSION PLAN - PARATRANSIT - EMPLOYER - FIXED AMT		\$582.82	0.02%	\$6,411.02 0.02%
PENSION PLAN - PARATRANSIT - CLASSIC		\$436.35	0.02%	\$2,051.33 0.01%
PENSION PLAN - VEHICLE MAINTENANCE		\$29,769.50	1.18%	\$167,869.08 0.57%
PENSION PLAN - VEHICLE MAINT - EMPLOYER - FIXED AMT		\$12,239.21	0.48%	\$134,631.31 0.46%
PENSION PLAN - VEHICLE MAINTENANCE - CLASSIC		\$2,304.47	0.09%	\$11,926.56 0.04%
PENSION PLAN - NON-VEHICLE MAINTENANCE		\$7,632.04	0.30%	\$33,276.81 0.11%
PENSION PLAN - NON-VEH MAT - EMPLOYER - FIXED AMT		\$4,079.74	0.16%	\$44,877.14 0.15%
PENSION PLAN - NON-VEHICLE MAINTENANCE - CLASSIC		\$0.00	0.00%	\$61.01 0.00%
PENSION PLAN - ADMINISTRATION		\$23,600.06	0.93%	\$129,181.46 0.44%
PENSION PLAN - ADMINISTRATION - EMPLOYER - FIXED AMT		\$6,411.02	0.25%	\$70,521.22 0.24%
PENSION PLAN - ADMINISTRATION - CLASSIC		\$1,790.57	0.07%	\$11,343.68 0.04%
PENSION PLAN - PLANNING/MARKETING		\$14,865.47	0.59%	\$75,630.41 0.26%
PENSION PLAN - PLANNING/MARK - EMPLOYER - FIXED AMT		\$5,245.38	0.21%	\$57,699.18 0.20%
PENSION PLAN - PLANNING/MARKETING - CLASSIC		\$1,390.21	0.05%	\$6,352.36 0.02%
PENSION PLAN - HUMAN RESOURCES - EMPLOYER		\$6,201.01	0.25%	\$35,650.07 0.12%
PENSION PLAN - HUMAN RESOURCES- EMPLOYER - FIXED AMT		\$2,331.28	0.09%	\$25,644.06 0.09%
PENSION PLAN - HUMAN RESOURCES - CLASSIC		\$479.16	0.02%	\$2,241.75 0.01%
PENSION EXPENSE (INC) - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - OPERATIONS MANAGEMENT		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - VEHICLE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - NON VEHICLE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - ADMINISTRATION		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - PLANNING/MARKETING		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
LONG-TERM DISABILITY - OPERATIONS		\$2,066.17	0.08%	\$22,426.43 0.08%
LONG-TERM DISABILITY - OPERATIONS MANAGEMENT		\$253.91	0.01%	\$3,358.34 0.01%
LONG-TERM DISABILITY - PARATRANSIT		\$59.99	0.00%	\$584.02 0.00%
LONG-TERM DISABILITY - VEH MAINT		\$392.74	0.02%	\$4,271.48 0.01%
LONG-TERM DISABILITY - NON-VEHICLE MAINTENANCE		\$151.01	0.01%	\$1,461.11 0.00%
LONG-TERM DISABILITY - ADMINISTRATION		\$384.09	0.02%	\$4,688.65 0.02%
LONG-TERM DISABILITY - PLANNING/MARKETING		\$171.39	0.01%	\$2,292.00 0.01%
LONG-TERM DISABILITY - HUMAN RESOURCES		\$94.29	0.00%	\$1,456.75 0.00%
HEALTH INSURANCE - OPERATIONS		\$241,314.25	9.54%	\$2,373,606.55 8.02%
HEALTH INSURANCE - POST RETIREMENT - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPERATIONS MANAGEMENT		\$28,138.91	1.11%	\$272,171.39 0.92%
HEALTH INS - POST RETIREMENT - OPERATIONS MGT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - OPERATIONS MGT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - OPS MGT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - PARATRANSIT		\$4,316.54	0.17%	\$48,488.71 0.16%
HEALTH INSURANCE - POST RETIREMENT - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - PTRANSIT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - PTRANSIT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - VEHICLE MAINTENANCE		\$45,750.49	1.81%	\$395,600.31 1.34%
HEALTH INSURANCE - POST RETIREMENT - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - VEHICLE MAIN		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - NON-VEHICLE MAINTENANCE		\$15,817.91	0.63%	\$184,357.92 0.62%
HEALTH INSURANCE - POST RETIREMENT - NON-VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - NON VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - NON VEH MAIN		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - ADMINISTRATION		\$23,142.47	0.92%	\$225,070.90 0.76%
HEALTH INS - POST RETIREMENT - ADMIN		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - RETIREES - CURRENT YEAR		\$2,533.00	0.10%	\$22,890.46 0.08%
HEALTH INS - OPEB DEF CONTS - ADM		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - ADM		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB DEF CONTS - RET		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - RET		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - PLAN/MARKETING		\$19,195.75	0.76%	\$186,238.04 0.63%
HEALTH INS - POST RETIREMENT - PLAN/MARKETNG		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB DEF CONTS - P&M		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - P&M		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - HUMAN RESOURCES		\$6,393.07	0.25%	\$70,921.97 0.24%
HEALTH INS - RETIREES - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB DEF CONTS - HR		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - HR		\$0.00	0.00%	\$0.00 0.00%
DENTAL PLANS - OPERATIONS		\$5,499.60	0.22%	\$68,807.02 0.23%
DENTAL PLANS - OPERATIONS MGT		\$630.40	0.02%	\$8,665.03 0.03%
DENTAL PLANS - PARATRANSIT		\$118.70	0.00%	\$858.88 0.00%
DENTAL PLANS - VEHICLE MAIN		\$1,060.70	0.04%	\$12,084.80 0.04%
DENTAL PLANS - NON-VEH MAINT		\$673.00	0.03%	\$5,400.30 0.02%
DENTAL PLANS - ADMIN		\$860.60	0.03%	\$8,905.96 0.03%
DENTAL PLANS - PLAN/MARKETING		\$634.20	0.03%	\$6,287.66 0.02%
DENTAL PLANS - HUMAN RESOURCES		\$318.80	0.01%	\$3,434.80 0.01%
LIFE INSURANCE - OPERATIONS		\$4,190.82	0.17%	\$45,906.52 0.16%
LIFE INSURANCE - OPERATIONS MGT		\$519.06	0.02%	\$5,219.30 0.02%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
LIFE INSURANCE - PARATRANSIT		\$72.87	0.00%	\$636.24 0.00%
LIFE INSURANCE - VEHICLE MAINT		\$662.49	0.03%	\$6,952.09 0.02%
LIFE INSURANCE - NON-VEH MAINT		\$206.89	0.01%	\$2,301.13 0.01%
LIFE INSURANCE - ADMIN		\$430.47	0.02%	\$6,749.29 0.02%
LIFE INSURANCE -PLAN/MARKETING		\$186.02	0.01%	\$2,400.57 0.01%
LIFE INSURANCE - HUMAN RESOURCES		\$102.61	0.00%	\$1,377.93 0.00%
UNEMP INS - OPERATIONS		\$0.00	0.00%	\$29,285.76 0.10%
UNEMP INS - OPERATIONS MGT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - NON-VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - ADMIN		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS -PLANNING/MARKETING		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
WORKERS COMPENSATION - OPERATIONS		\$62,146.59	2.46%	\$935,873.40 3.16%
WORKERS COMPENSATION - OPERATIONS MANAGEMENT		\$6,622.18	0.26%	\$99,116.28 0.34%
WORKERS COMPENSATION - PARATRANSIT		\$509.40	0.02%	\$9,213.50 0.03%
WORKERS COMPENSATION - VEHICLE MAINTENANCE		\$11,716.16	0.46%	\$173,151.33 0.59%
WORKERS COMPENSATION - NON-VEHICLE MAINTENANCE		\$3,565.79	0.14%	\$57,246.98 0.19%
WORKERS COMPENSATION - ADMINISTRATION		\$6,112.78	0.24%	\$92,461.91 0.31%
WORKERS COMPENSATION -PLANNING/MARKETING		\$4,075.18	0.16%	\$61,809.33 0.21%
WORKERS COMPENSATION - HUMAN RESOURCES		\$2,037.59	0.08%	\$29,102.13 0.10%
SICK LEAVE - OPERATIONS		\$14,886.34	0.59%	\$227,424.81 0.77%
SICK LEAVE - OPERATIONS MANAGEMENT		\$1,652.56	0.07%	\$40,311.78 0.14%
SICK LEAVE - PARATRANSIT		\$0.00	0.00%	\$587.74 0.00%
SICK LEAVE - VEHICLE MAINTENANCE		\$5,046.37	0.20%	\$50,029.80 0.17%
SICK LEAVE - NON-VEHICLE MAINTENANCE		\$583.53	0.02%	\$8,845.75 0.03%
SICK LEAVE - ADMINISTRATION		\$4,777.85	0.19%	\$35,647.02 0.12%
SICK LEAVE -PLANNING/MARKETING		\$681.85	0.03%	\$14,566.31 0.05%
SICK LEAVE - HUMAN RESOURCES		\$0.00	0.00%	\$7,752.29 0.03%
HOLIDAY - OPERATIONS		\$0.00	0.00%	\$95,766.14 0.32%
HOLIDAY - OPERATIONS (WORKED)		\$0.00	0.00%	\$112,296.85 0.38%
HOLIDAY - OPERATIONS MANAGEMENT		\$0.00	0.00%	\$20,755.17 0.07%
HOLIDAY - OPERATIONS MANAGEMENT (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - PARATRANSIT		\$0.00	0.00%	\$4,109.72 0.01%
HOLIDAY - VEHICLE MAINTENANCE		\$0.00	0.00%	\$29,670.60 0.10%
HOLIDAY - VEHICLE MAINTENANCE (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - NON-VEHICLE MAINTENANCE		\$0.00	0.00%	\$9,050.57 0.03%
HOLIDAY -NON-VEHICLE MAINTENANCE (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - ADMINISTRATION		\$0.00	0.00%	\$28,780.62 0.10%
HOLIDAY - ADMINISTRATION (WORKED)		\$0.00	0.00%	\$223.90 0.00%
HOLIDAY -PLANNING/MARKETING		\$0.00	0.00%	\$15,391.45 0.05%
HOLIDAY - PLANNING/ MARKETING (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - HUMAN RESOURCES		\$0.00	0.00%	\$6,622.08 0.02%
HOLIDAY - HUMAN RESOURCES (WORKED)		\$0.00	0.00%	\$0.00 0.00%
VACATION - OPERATIONS		\$40,514.91	1.60%	\$482,555.98 1.63%
VACATION - OPERATIONS MANAGEMENT		\$20,993.60	0.83%	\$111,098.16 0.38%
VACATION - PARATRANSIT		\$257.24	0.01%	\$10,161.72 0.03%
VACATION - VEHICLE MAINTENANCE		\$5,202.30	0.21%	\$88,660.22 0.30%
VACATION - NON-VEHICLE MAINTENANCE		\$491.83	0.02%	\$22,818.04 0.08%
VACATION - ADMINISTRATION		\$2,015.67	0.08%	\$123,948.83 0.42%
VACATION - PLANNING/MARKETING		\$2,756.12	0.11%	\$35,349.28 0.12%
VACATION - HUMAN RESOURCES		\$0.00	0.00%	\$29,104.44 0.10%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
OTHER PAID ABSENCE - OPERATIONS		\$7,867.92	0.31%	\$99,321.66 0.34%
OTHER PAID ABSENCE - OPERATIONS MANAGEMENT		\$0.00	0.00%	\$4,228.10 0.01%
OTHER PAID ABSENCE - PARATRANSIT		\$0.00	0.00%	\$999.00 0.00%
OTHER PAID ABSENCE - VEHICLE MAINTENANCE		\$300.36	0.01%	\$22,661.03 0.08%
OTHER PAID ABSENCE - NON-VEHICLE MAINTENANCE		\$443.44	0.02%	\$9,920.02 0.03%
OTHER PAID ABSENCE - ADMINISTRATION		\$0.00	0.00%	\$3,153.17 0.01%
OTHER PAID ABSENCE -PLAN/MARKETING		\$0.00	0.00%	\$549.00 0.00%
OTHER PAID ABSENCE - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
UNIFORMS - OPERATIONS		\$0.00	0.00%	\$38,751.27 0.13%
UNIFORMS - OPERATIONS MANAGEMENT		\$0.00	0.00%	\$2,839.22 0.01%
UNIFORMS - PARATRANSIT		\$0.00	0.00%	\$41.47 0.00%
UNIFORMS - VEHICLE MAINTENANCE		\$730.60	0.03%	\$10,693.26 0.04%
UNIFORMS - NON-VEHICLE MAINTENANCE		\$0.00	0.00%	\$1,804.49 0.01%
UNIFORMS - ADMINISTRATION		\$0.00	0.00%	\$1,405.60 0.00%
UNIFORMS - PLANNING/MARKETING		\$0.00	0.00%	\$425.83 0.00%
UNIFORMS - HUMAN RESOURCES		\$0.00	0.00%	\$84.08 0.00%
OTHER FRINGE BENEFITS - OPERATIONS		\$169.58	0.01%	\$1,843.17 0.01%
OTHER FRINGE BENEFITS - OPERATIONS MANAGEMENT		\$19.78	0.00%	\$196.71 0.00%
OTHER FRINGE BENEFITS - PARATRANSIT		\$2.83	0.00%	\$28.65 0.00%
OTHER FRINGE BENEFITS - VEHICLE MAINTENANCE		\$32.50	0.00%	\$321.85 0.00%
OTHER FRINGE BENEFITS - NON-VEHICLE MAINTENANCE		\$11.31	0.00%	\$134.61 0.00%
OTHER FRINGE BENEFITS - ADMINISTRATION		(\$1,558.57)	-0.06%	(\$751.50) 0.00%
OTHER FRINGE BENEFITS - PLANNING/MARKETING		\$9.89	0.00%	\$126.32 0.00%
OTHER FRINGE BENEFITS - HUMAN RESOURCES		\$4.24	0.00%	\$46.29 0.00%
O/BEN PHYS/DRUG TESTING-OPERATIONS		\$4,160.50	0.16%	\$49,656.53 0.17%
O/BEN PHYS/DRUG TESTING-OPS MT		\$0.00	0.00%	\$280.35 0.00%
O/BEN PHYS/DRUG TESTING-PARA		\$0.00	0.00%	\$40.05 0.00%
O/BEN PHYS/DRUG TESTING-MAINT		\$0.00	0.00%	\$344.43 0.00%
O/BEN PHYS/DRUG TESTING-NON-VEH MAINT		\$0.00	0.00%	\$360.45 0.00%
O/BEN PHYS/DRUG TESTING-ADMIN		\$0.00	0.00%	\$426.34 0.00%
O/BEN PHYS/DRUG TESTING-PLAN		\$0.00	0.00%	\$422.26 0.00%
O/BEN PHYS/DRUG TESTING- HUMAN RES		\$0.00	0.00%	\$80.10 0.00%
EDUCATIONAL ASSISTANCE-OPERS		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE-OPS MGT		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE-PARA		\$0.00	0.00%	\$909.00 0.00%
EDUCATIONAL ASSISTANCE-MAINT		\$0.00	0.00%	\$1,600.00 0.01%
EDUCATIONAL ASSISTANCE-NON-VEH MAINT		\$0.00	0.00%	\$400.00 0.00%
EDUCATIONAL ASSISTANCE-ADMIN		\$0.00	0.00%	\$1,601.00 0.01%
EDUCATIONAL ASSISTANCE-PLAN		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE - HUMAN RES		\$0.00	0.00%	\$4,980.00 0.02%
FFCRA COVID - OPERATIONS		\$7,872.34	0.31%	\$18,089.41 0.06%
FFCRA COVID - OPERATIONS MGMT		\$1,577.12	0.06%	\$1,577.12 0.01%
FFCRA COVID - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
FFCRA COVID - VEHICLE MAINT		\$3,055.12	0.12%	\$6,013.06 0.02%
FFCRA COVID - NON-VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
FFCRA COVID - ADMIN		\$0.00	0.00%	\$0.00 0.00%
FFCRA COVID - PLAN/MARKETING		\$0.00	0.00%	\$0.00 0.00%
FFCRA COVID - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - OPERATIONS		\$3,214.90	0.13%	\$12,938.86 0.04%
EFMLA COVID - OPERATIONS MGMT		\$0.00	0.00%	\$683.85 0.00%
EFMLA COVID - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - VEHICLE MAINT		\$321.84	0.01%	\$3,188.88 0.01%
EFMLA COVID - NON-VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
EFMLA COVID - ADMIN		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - PLAN/MARKETING		\$0.00	0.00%	\$474.80 0.00%
SB95 - COVID - OPERATIONS		\$0.00	0.00%	\$17,428.26 0.06%
SB95 - COVID - OPERATIONS MGMT		\$0.00	0.00%	\$2,141.47 0.01%
SB95 - COVID - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
SB95 - COVID - MAINT		\$0.00	0.00%	\$7,253.45 0.02%
SB95 - COVID - NON-VEH MAINT		\$0.00	0.00%	\$1,374.96 0.00%
SB95 - COVID - ADMIN		\$0.00	0.00%	\$0.00 0.00%
SB95 - COVID - PLAN & MKTG		\$0.00	0.00%	\$188.93 0.00%
REFERRAL BONUS - OPERATIONS		\$0.00	0.00%	\$18,000.00 0.06%
AB94 COVID - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - OPERATIONS MGMT		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - NON VEHICLE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - ADMINISTRATION		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - PLANNING.MARKETING		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
TOTAL FRINGE BENEFITS		\$1,033,129.20	40.86%	\$10,274,788.65 34.74%
SERVICES				
LEGAL		\$11,110.50	0.44%	\$871,630.98 2.95%
AUDIT		\$10,000.00	0.40%	\$53,100.00 0.18%
CONT MAINT SERV - OPERATIONS		\$189.00	0.01%	\$15,127.32 0.05%
CONT MAINT SERV - OPS - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - PARATRANSIT		\$1,643.95	0.07%	\$60,652.95 0.21%
CONT MAINT SERV - PARA - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV-VEHICLE MAINT		\$13,594.07	0.54%	\$117,120.25 0.40%
CONT MAINT SERV - VEH MAINT - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV-NON-VEH MAINT		\$22,152.56	0.88%	\$110,933.77 0.38%
CONT MAINT SERV - NON VEH MAINT - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - ADMIN		\$444.60	0.02%	\$36,125.05 0.12%
CONT MAINT SERV - ADMIN - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - IT		\$10,823.11	0.43%	\$65,621.17 0.22%
CONT MAINT SERV - HR - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - PLAN/MRKTG		\$2,620.00	0.10%	\$84,711.82 0.29%
CONT MAINT SERV - PLAN/MRKTG - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - HUMAN RESOURCES		\$300.00	0.01%	\$52,800.00 0.18%
CONT MAINT SERV - IT- CAPITAL GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/PROF SERV - OPERATIONS		\$5,317.84	0.21%	\$73,687.60 0.25%
O/PROF SERVICES - OPER MGMT		\$0.00	0.00%	\$0.00 0.00%
O/PROF SERV - PARATRANSIT		\$93.37	0.00%	\$1,348.85 0.00%
O/PROF SERV - VEHICLE MAINT		\$833.03	0.03%	\$11,493.52 0.04%
O/PROF SERV - NON VEH MAINT		\$199.51	0.01%	\$3,661.54 0.01%
O/PROF SERV - ADMIN		\$22,254.04	0.88%	\$429,941.30 1.45%
O/PROF SERVICES - PLAN & MKTG		\$0.00	0.00%	\$0.00 0.00%
O/PROF SERV - HUMAN RESOURCES		\$159.71	0.01%	\$16,670.97 0.06%
TEMPORARY HELP - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
TEMPORARY HELP - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
TEMPORARY HELP - NON-VEH MAINT		\$0.00	0.00%	\$18,394.24 0.06%
TEMPORARY HELP - ADMIN		\$4,235.98	0.17%	\$111,072.35 0.38%
TEMPORARY HELP - PLNG/MRKTG		\$0.00	0.00%	\$0.00 0.00%
TEMPORARY HELP - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
SECURITY SERV - VEHICLE MAINT		\$43,482.73	1.72%	\$240,486.12 0.81%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
ADA PARATRANSIT SERVICES		\$199,286.41	7.88%	\$2,412,268.10 8.16%
ADA SERVICES - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
ADA PARATRANSIT CONTINGENCY		\$0.00	0.00%	\$0.00 0.00%
CNG STATION EXPENSE		\$1,544.83	0.06%	\$38,567.07 0.13%
CNG STATION - CAPITAL GRANTS		\$0.00	0.00%	\$0.00 0.00%
ADVERTISING AND PROMOTION FEES		\$0.00	0.00%	\$0.00 0.00%
TOTAL SERVICES		\$350,285.24	13.85%	\$4,825,414.97 16.31%
MATERIALS AND SUPPLIES				
FUEL/LUBE - OPS CNG VEH		\$131,675.62	5.21%	\$951,420.40 3.22%
FUEL/LUBE - PARATRANSIT		\$805.32	0.03%	\$8,341.54 0.03%
FUEL/LUBE-PARATRANSIT CNG VEH		\$9,286.14	0.37%	\$65,532.81 0.22%
FUELS/LUBRICANTS-VEHICLE MAINT		\$1,297.71	0.05%	\$15,136.31 0.05%
FUEL/LUBE CNG-VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
TIRES/TUBES - OPERATIONS		\$2,744.39	0.11%	\$76,370.58 0.26%
TIRES/TUBES - VEHICLE MAINT		\$1,865.12	0.07%	\$33,569.57 0.11%
GASOLINE - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
GASOLINE - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
REPAIR PARTS - VEHICLE MAINT		(\$65.04)	0.00%	\$537,120.06 1.82%
REPAIR PARTS - VEHICLE MAINT - GRANTS		\$0.00	0.00%	\$0.00 0.00%
REPAIR PARTS - FACILITY MAINT		\$0.00	0.00%	\$5,575.33 0.02%
REPAIR PARTS - OBSOLETE PARTS		\$0.00	0.00%	\$0.00 0.00%
O/REPAIR PARTS - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
OTHER SHOP MATLS-VEHICLE MAINT		\$6,692.65	0.26%	\$106,581.40 0.36%
TOOL ALLOWANCE - VEHICLE MAINT		\$435.78	0.02%	\$9,843.35 0.03%
TOOL ALLOWANCE - NON-VEH MAINT		\$526.18	0.02%	\$736.71 0.00%
WARRANTY RECOVERY-VEHICLE MAIN		\$0.00	0.00%	\$0.00 0.00%
TELEPHONE - OPERATIONS		\$1,600.98	0.06%	\$4,692.86 0.02%
TELEPHONE - OPERATIONS MGT		\$138.48	0.01%	\$1,177.08 0.00%
TELEPHONE - PARATRANSIT		\$69.24	0.00%	\$519.30 0.00%
TELEPHONE - VEHICLE MAINT		\$564.35	0.02%	\$2,417.19 0.01%
TELEPHONE - ADMIN		\$2,048.30	0.08%	\$20,967.66 0.07%
TELEPHONE-PLANNING & MARKETING		\$207.72	0.01%	\$1,627.14 0.01%
TELEPHONE - HUMAN RESOURCES		\$207.72	0.01%	\$1,765.62 0.01%
OFFICE SUPPLIES - ADMIN		\$2,337.10	0.09%	\$18,000.21 0.06%
COPIER COSTS		\$2,249.27	0.09%	\$11,021.99 0.04%
POSTAGE		\$247.72	0.01%	\$1,851.62 0.01%
O/MAT & SUPPLIES - OPERATIONS		\$1,199.70	0.05%	\$9,189.40 0.03%
O/MAT & SUPPLIES - OPS- CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES - PARATRANSIT		\$4,298.65	0.17%	\$5,550.32 0.02%
O/MAT & SUPPLIES - PARA - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES-VEHICLE-MAINT		\$4,185.40	0.17%	\$26,451.38 0.09%
O/MAT & SUPPLIES - VEH MAINT- CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES-NON-VEH MAINT		\$8,186.71	0.32%	\$108,541.68 0.37%
O/MAT & SUPPLIES - NON VEH MAINT- CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES - ADMIN		\$6,104.01	0.24%	\$62,030.83 0.21%
O/MAT & SUPPLIES - ADMIN- CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES - SUSPENSE ACCOUNT		(\$9,746.50)	-0.39%	(\$11,362.43) -0.04%
O/MAT & SUPPLIES - IT		\$1,663.63	0.07%	\$93,926.15 0.32%
O/MAT & SUPPLIES - IT - CAPITAL GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES - PLAN/MRKTG		\$0.00	0.00%	\$969.82 0.00%
O/MAT & SUPPLIES - PLAN/MRKTG- CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES - HUMAN RESOURCES		\$798.39	0.03%	\$7,714.05 0.03%



# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
O/MAT & SUPPLIES - HR - CAPITAL GRANTS		\$0.00	0.00%	\$0.00 0.00%
TICKETS/SCHEDLS - OPERATIONS		\$2,925.00	0.12%	\$11,565.50 0.04%
TICKETS/SCHEDLS - OPERATIONS - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
TICKETS/SCHEDLS - PARATRANSIT		\$0.00	0.00%	\$3,552.25 0.01%
PLANNING PROJECTS		\$0.00	0.00%	\$0.00 0.00%
DISCOUNTS		\$0.00	0.00%	(\$0.51) 0.00%
OTHER FINANCE FEES/CHARGES		\$0.00	0.00%	\$0.00 0.00%
SUB-GRANTEE/PASS THROUGH PROJ.		\$0.00	0.00%	\$0.00 0.00%
SECTION 18 - CITY OF OJAI		\$0.00	0.00%	\$0.00 0.00%
TOTAL MATERIALS AND SUPPLIES		\$184,549.74	7.30%	\$2,192,397.17 7.41%
UTILITIES				
ELECTRICITY - CNG STATION		\$20,233.24	0.80%	\$245,911.21 0.83%
ELECTRIC - NON-VEH MAINT		\$0.00	0.00%	\$12,654.28 0.04%
GAS - NON-VEH MAINT		\$948.28	0.04%	\$11,752.19 0.04%
WATER - NON-VEH MAINT		\$2,396.19	0.09%	\$26,619.34 0.09%
SEWER - NON-VEH MAINT		\$255.76	0.01%	\$3,483.11 0.01%
REFUSE - NON-VEH MAINT		\$1,024.96	0.04%	\$9,847.14 0.03%
TOTAL UTILITIES		\$24,858.43	0.98%	\$310,267.27 1.05%
CASUALTY AND LIABILITY COSTS				
PUBLIC LIABILITY DAMAGE PREM		\$0.00	0.00%	\$0.00 0.00%
PARATRANSIT INSURANCE EXPENSE		\$0.00	0.00%	\$0.00 0.00%
OTHER INSURANCE EXPENSE		\$11,890.54	0.47%	\$28,709.12 0.10%
SAFETY PROGRAM EXPENSE - ADMIN		\$0.00	0.00%	\$0.00 0.00%
SAFETY PROGRAM EXPENSE - HR		\$0.00	0.00%	\$0.00 0.00%
CLAIMS EXPENSE		\$14,974.27	0.59%	\$69,597.88 0.24%
ROADEO/SAFETY PROGRAM		\$0.00	0.00%	\$0.00 0.00%
RECOVERY OF LOSSES		\$0.00	0.00%	\$0.00 0.00%
LOSSES FROM ASSET WRITE OFFS		\$0.00	0.00%	\$0.00 0.00%
TOTAL CASUALTY AND LIABILITY		\$26,864.81	1.06%	\$98,307.00 0.33%
FUEL TAXES				
FUEL TAXES		\$0.00	0.00%	\$0.00 0.00%
FUEL TAXES - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
TOTAL FUEL TAXES		\$0.00	0.00%	\$0.00 0.00%
MISCELLANEOUS EXPENSE				
DUES AND SUBSCRIPTIONS		\$1,601.88	0.06%	\$46,516.80 0.16%
TRAVEL AND MEETINGS - OPERATIONS		\$0.00	0.00%	\$1,142.43 0.00%
TRAVEL AND MEETINGS - OPS MGMT		\$554.10	0.02%	\$5,141.62 0.02%
TRAVEL AND MEETINGS - PARATRANSIT		\$0.00	0.00%	\$6,038.04 0.02%
TRAVEL AND MEETINGS - VEH MAINT		\$0.00	0.00%	\$675.52 0.00%
TRAVEL AND MEETINGS - NON-VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
TRAVEL AND MEETINGS - ADMIN		\$0.00	0.00%	\$930.00 0.00%
TRAVEL AND MEETINGS - PLAN AND MARTKNG		\$0.00	0.00%	\$0.00 0.00%
TRAVEL AND MEETINGS - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
ENVIRONMENTAL FEES		\$165.00	0.01%	\$14,372.34 0.05%
OFFICERS AND DIRECTORS EXPENSE		\$618.76	0.02%	(\$34,449.00) -0.12%
EMPLOYEE EVENTS - HUMAN RESOURCES		\$2,403.02	0.10%	\$15,907.33 0.05%
TRAINING - OPERATIONS		\$0.00	0.00%	\$910.96 0.00%
TRAINING - OPERATIONS MGT		\$532.92	0.02%	\$3,363.18 0.01%
TRAINING - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
TRAINING - VEHICLE MAINT		\$1,520.54	0.06%	\$20,552.60 0.07%
TRAINING NON VEH MAINT		\$80.44	0.00%	\$905.81 0.00%
TRAINING - ADMIN		\$0.00	0.00%	\$1,805.00 0.01%
TRAINING - PLANNING/MARKETING		\$0.00	0.00%	\$0.00 0.00%
TRAINING - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
ADVT/PROMOTIONS - PARATRANSIT		\$0.00	0.00%	\$1,750.19 0.01%
ADVT/PROMOTIONS - PARA - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
ADVT/PROMOTIONS - ADMIN		\$0.00	0.00%	\$120.18 0.00%
ADVT/PROMOTIONS-PLAN MARKETING		\$4,181.04	0.17%	\$76,215.54 0.26%
ADVT/PROMOTIONS - PLAN/MRKTG - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
ADVT/PROMOTIONS-P/M BUS ADV		\$0.00	0.00%	\$0.00 0.00%
ADVT/PROMOTIONS-P/M TOKEN TRANSIT		\$0.00	0.00%	\$15,231.24 0.05%
ADVT/PROMOTIONS - HUMAN RESOURCES		\$2,579.14	0.10%	\$18,528.43 0.06%
BAD DEBTS EXPENSE		\$0.00	0.00%	\$0.00 0.00%
LEGAL ADVERTISING		\$0.00	0.00%	\$0.00 0.00%
CASH OVER/SHORT		\$0.00	0.00%	(\$5.00) 0.00%
REFUNDS		\$0.00	0.00%	\$333.00 0.00%
NONCAPITAL EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF OJAI		\$0.00	0.00%	\$0.00 0.00%
NONCAPITAL EQUIPMENT - I.T.		\$0.00	0.00%	\$0.00 0.00%
TOTAL MISCELLANEOUS EXPENSE		\$14,236.84	0.56%	\$195,986.21 0.66%
INTEREST EXPENSE				
INTEREST EXPENSE - LONG TERM		\$0.00	0.00%	\$0.00 0.00%
INTEREST EXPENSE - SHORT TERM		\$7,023.04	0.28%	\$84,813.87 0.29%
TOTAL INTEREST EXPENSE		\$7,023.04	0.28%	\$84,813.87 0.29%
LEASES				
LEASE - OXNARD TRANS CENTER		\$1,037.42	0.04%	\$11,411.62 0.04%
TOTAL LEASES		\$1,037.42	0.04%	\$11,411.62 0.04%
TANGIBLE DEPN AND AMORTIZATION				
BUILDING		\$0.00	0.00%	\$0.00 0.00%
REVENUE VEHICLES		\$9,391.40	0.37%	\$83,463.35 0.28%
OTHER VEHICLES		\$0.00	0.00%	\$0.00 0.00%
MAINTENANCE SHOP EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
OFFICE EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
OTHER EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
OTC LEASEHOLD IMPROVEMENTS		\$0.00	0.00%	\$0.00 0.00%
TOTAL TRANSIT DEPN & AMORT		\$9,391.40	0.37%	\$83,463.35 0.28%
PARATRANSIT DEPRECIATION & AMORT				
PARATRANSIT REVENUE VEHICLES		\$0.00	0.00%	\$0.00 0.00%
PARATRANSIT OFFICE EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
PARATRANSIT OTHER EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
TOTAL PARA DEPN & AMORT.		\$0.00	0.00%	\$0.00 0.00%
INTANGIBLE ASSETS DEPN & AMORT				
OTHER INTANGIBLE ASSETS		\$0.00	0.00%	\$0.00 0.00%
TOTAL INT'BLE ASSETS DEPN & AMORT		\$0.00	0.00%	\$0.00 0.00%
MISCELLANEOUS FEES				
CREDIT CARD FEES		\$0.00	0.00%	\$1,714.75 0.01%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period		Jul-2021 May-2022 Year To Date	
TOKEN TRANSIT FEES		(\$2,080.99)	-0.08%	\$10,206.04	0.03%
TOTAL MISCELLANEOUS FEES		(\$2,080.99)	-0.08%	\$11,920.79	0.04%
DEBT SERVICE EXPENSE					
SERIES 2017 - COPS - INT EXP		\$0.00	0.00%	\$490,593.75	1.66%
SERIES 2017 - COPS - PREM AMORT		\$0.00	0.00%	\$0.00	0.00%
SERIES 2017 - COPS - COST OF ISS		\$0.00	0.00%	\$0.00	0.00%
TOTAL DEBT SERVICE EXPENSE		\$0.00	0.00%	\$490,593.75	1.66%
FEMA EXPENSE					
FEMA OPERATIONS DEPT 10		\$0.00	0.00%	\$0.00	0.00%
FEMA OPERATIONS MGMT DEPT 11		\$0.00	0.00%	\$0.00	0.00%
FEMA PARATRANSIT DEPT 12		\$0.00	0.00%	\$0.00	0.00%
FEMA MAINT DEPT 41		\$0.00	0.00%	\$0.00	0.00%
FEMA MAINT DEPT 42		\$0.00	0.00%	\$0.00	0.00%
FEMA ADMIN DEPT 160		\$0.00	0.00%	\$0.00	0.00%
FEMA PLANNING/MKTG DEPT 162		\$0.00	0.00%	\$0.00	0.00%
FEMA HUMAN RESOURCES DEPT 167		\$0.00	0.00%	\$0.00	0.00%
TOTAL FEMA EXPENSE		\$0.00	0.00%	\$0.00	0.00%
CONTINGENCY					
TOTAL CONTINGENCY		\$0.00	0.00%	\$0.00	0.00%
OPERATING CONTINGENCY		\$0.00	0.00%	\$0.00	0.00%
TOTAL EXPENSES		\$2,528,354.66	100.00%	\$29,579,809.08	100.00%
PROFIT/LOSS		(\$978,556.83)	-38.70%	(\$6,053,883.54)	-20.47%

# Gold Coast Transit District

## Income Statement

Division: 02 Gold Coast Transit District LTF

As of: 9/21/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 11 Thru Period 11	May-2022 Current Period	Jul-2021 May-2022 Year To Date	
REVENUES				
LOCAL TRANSPORTATION FUNDS				
LTF - GOLD COAST TRANSIT DISTRICT		\$2,591,834.00	88.72%	\$11,663,253.00 86.55%
LTF - COUNTY OF VENTURA		\$123,490.00	4.23%	\$679,196.00 5.04%
LTF - CITY OF OXNARD		\$128,022.00	4.38%	\$704,121.00 5.22%
LTF - CITY OF SAN BUENAVENTURA		\$50,292.00	1.72%	\$276,605.00 2.05%
LTF - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
LTF - CITY OF OJAI		\$27,854.00	0.95%	\$153,197.00 1.14%
TOTAL REVENUES		\$2,921,492.00	100.00%	\$13,476,372.00 100.00%
EXPENSES				
LABOR AND WAGES				
LABOR - GOLD COAST TRANSIT DISTRICT		\$0.00	0.00%	\$6,219,279.45 58.92%
LABOR - COUNTY OF VENTURA		\$0.00	0.00%	\$277,856.80 2.63%
LABOR - CITY OF OXNARD		\$0.00	0.00%	\$288,049.00 2.73%
LABOR - CITY OF SAN BUENAVENTURA		\$0.00	0.00%	\$98,442.25 0.93%
LABOR - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
LABOR - CITY OF OJAI		\$0.00	0.00%	\$44,817.00 0.42%
TOTAL LABOR		\$0.00	0.00%	\$6,928,444.50 65.64%
FRINGE BENEFITS				
BENEFITS - GOLD COAST TRANSIT DISTRICT		\$0.00	0.00%	\$2,170,054.31 20.56%
BENEFITS - COUNTY OF VENTURA		\$0.00	0.00%	\$138,927.40 1.32%
BENEFITS - CITY OF OXNARD		\$0.00	0.00%	\$144,025.00 1.36%
BENEFITS - CITY OF SAN BUENAVENTURA		\$0.00	0.00%	\$56,576.40 0.54%
BENEFITS - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
BENEFITS - CITY OF OJAI		\$0.00	0.00%	\$12,161.69 0.12%
TOTAL FRINGE BENEFITS		\$0.00	0.00%	\$2,521,744.80 23.89%
MATERIALS AND SUPPLIES				
MAT/SUP -GOLD COAST TRANSIT DISTRICT		\$0.00	0.00%	\$682,086.04 6.46%
MAT/SUP -COUNTY OF VENTURA		\$0.00	0.00%	\$138,927.40 1.32%
MAT/SUP -CITY OF OXNARD		\$0.00	0.00%	\$144,025.00 1.36%
MAT/SUP -CITY OF SAN BUENAVENTURA		\$0.00	0.00%	\$56,576.40 0.54%
MAT/SUP -CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
MAT/SUP -CITY OF OJAI		\$0.00	0.00%	\$38,615.86 0.37%
TOTAL MATERIALS AND SUPPLIES		\$0.00	0.00%	\$1,060,230.70 10.04%
MISCELLANEOUS EXPENSE				
CAP IMP - GOLD COAST TRANSIT DISTRICT		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - COUNTY OF VENTURA		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF OXNARD		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF SAN BUENAVENTURA		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF OJAI		\$0.00	0.00%	\$44,460.00 0.42%
TOTAL MISCELLANEOUS EXPENSE		\$0.00	0.00%	\$44,460.00 0.42%
TOTAL EXPENSES		\$0.00	0.00%	\$10,554,880.00 100.00%
PROFIT/LOSS		\$2,921,492.00	0.00%	\$2,921,492.00 27.68%

# Gold Coast Transit District

## Income Statement

Division: 03 GCTD - PROP 1B/PTMISEA

As of: 9/21/2022

From Fiscal Year: 2022	From Period 11		May-2022	Jul-2021
Thru Fiscal Year: 2022	Thru Period 11		Current Period	May-2022 Year To Date
REVENUES				
STATE GRANTS AND REIMBURSEMENTS				
PROPOSITION 1B ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INC - PROP 1B		\$0.00	0.00%	\$0.00 0.00%
PTMISEA		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INC - PTMISEA		\$10.43	100.00%	\$95.51 78.04%
LCTOP		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INC - LCTOP		\$0.00	0.00%	\$26.87 21.96%
STATE OF GOOD REPAIR		\$0.00	0.00%	\$0.00 0.00%
INVESTMENT INC - SGR		\$0.00	0.00%	\$0.00 0.00%
OTHER STATE ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
TOTAL STATE GRANTS & REIMB		\$10.43	100.00%	\$122.38 100.00%
TOTAL REVENUES		\$10.43	100.00%	\$122.38 100.00%
GOLD COAST TRANSIT PROJECTS				
AUTOMATIC STOP ANNUNCIATORS		\$0.00	0.00%	\$0.00 0.00%
ADA CALL BACK SYSTEM		\$0.00	0.00%	\$0.00 0.00%
NEW FAC PLAN, DESIGN, LAND PURCH AND CONS		\$0.00	0.00%	\$0.00 0.00%
NEW FAC -FY 13-14 CTSGP-CTAF		\$0.00	0.00%	\$0.00 0.00%
NEW FAC -FY 14-15 CTSGP-CTAF		\$0.00	0.00%	\$0.00 0.00%
NEW FAC -FY 15-16 CTSGP-CTAF		\$0.00	0.00%	\$0.00 0.00%
NEW FAC -FY 16-17 CTSGP-CTAF		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2010-11/CSC REMODEL		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2011-12/CSC REMODEL1		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2014-15/CSC REMODEL4		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2011-12/NEW FACILITY		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3		\$0.00	0.00%	\$0.00 0.00%
VCTC FY 14-15 CAL-OES SAF&SEC GRANT		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2011-12/NEW FACILITY		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2		\$0.00	0.00%	\$0.00 0.00%
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3		\$0.00	0.00%	\$0.00 0.00%
REPLACEMENT BUSES		\$0.00	0.00%	\$0.00 0.00%
REP PARA BUSES & SOFTWARE		\$0.00	0.00%	\$0.00 0.00%
LCTOP -FARE SUPPORT - TOKEN TRANSIT		\$0.00	0.00%	\$4,162.09 27.05%
LCTOP-FARE SUPPORT - FREE FARE DAYS		\$0.00	0.00%	\$0.00 0.00%
LCTOP - VENTURA ROAD ROUTE		\$0.00	0.00%	\$11,226.00 72.95%
UNCLASSIFIED PROJECTS		\$0.00	0.00%	\$0.00 0.00%
SGR - NEAR "0" ENG REPLMENTS		\$0.00	0.00%	\$0.00 0.00%
TOTAL PROJECTS		\$0.00	0.00%	\$15,388.09 100.00%
NET POSITION		\$10.43	0.00%	(\$15,265.71) -99.20%

**Gold Coast Transit District  
Schedule of Money Transfers  
For the Months of May 2022**

<b>Date</b>	<b>Description</b>	<b>Accounts</b>		<b>Amount</b>
		<b>From</b>	<b>To</b>	
5/4/2022	Transfer for AP & Payroll	UB Money Market 2	UB General Account	926,519.81
5/18/2022	Transfer for AP & Payroll	UB Money Market 2	UB General Account	725,201.41

**Gold Coast Transit District**  
**Payroll Information**

<b>Pay Date</b>	<b>Period End</b>	<b>Gross Earnings</b>	<b>Net Pay</b>	<b>Payroll Tax</b>	<b>Non-tax Deductions</b>
6-May-22	30-Apr-22	\$ 496,244.58	\$ 355,471.79	\$ 7,096.65	\$ 78,818.49
20-May-22	14-May-22	\$ 508,974.48	\$ 366,449.11	\$ 7,305.48	\$ 76,470.28
		<b>\$ 1,005,219.06</b>	<b>\$ 721,920.90</b>	<b>\$ 14,402.13</b>	<b>\$ 155,288.77</b>



**DATE** October 5, 2022 **Item # 5b**

**TO** GCTD Board of Directors

**FROM** Dawn Perkins, Director of Finance *dp*


**SUBJECT** **Consider Approval of Financial Statements & Schedule of Money Transfers for June 2022**

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Attached for the Board's approval is a copy of GCTD's Financial Statements and Schedule of Money Transfers covering the period ending June 30, 2022.

Attachments

**GENERAL MANAGER'S CONCURRENCE**



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Vanessa Rauschenberger  
General Manager

**GOLD COAST TRANSIT DISTRICT**



# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/29/2022

Fiscal Year: 2022    Period: 12    Jun-2022

### ASSETS

#### CASH

CASH UNION BANK GENERAL	\$588,232.00	
CASH UNION BANK PAYROLL	\$145,831.21	
CASH SPECIAL DEPOSITS, OTHER	\$0.00	
CASH UNION BANK MONEY MARKET 2	\$5,448,462.44	
CASH ADMINISTRATION - PETTY CASH	\$500.00	
CASH ON HAND	\$175.00	
CASH CERTIFICATE OF DEPOSIT	\$0.00	
CASH STATE AGENCY INVESTMENT	\$100,952.95	
MARKET VALUATION OF STATE AGENCY INVESTMENT	\$1,317.29	
TOTAL CASH		\$6,285,470.89

#### ACCOUNTS RECEIVABLE

ACCOUNTS RECEIVABLE TRADE	\$96,176.75	
INTEREST RECEIVABLE	\$81.54	
INTEREST RECEIVABLE - RESTRICTED ACCOUNTS	\$2,801.10	
RECEIVABLE OTHER	\$1,820,253.89	
RECEIVABLE STATE	\$0.00	
RECEIVABLE FEDERAL CAP/PLAN.	\$0.00	
RECEIVABLE FEDERAL OPERATIONS	\$6,907,043.00	
RECEIVABLE STATE CAPITAL	\$0.00	
RECEIVABLE OTHER GOVERNMENT AGENCIES	\$133,008.05	
TOTAL ACCOUNTS RECEIVABLE		\$8,959,364.33

#### INVENTORY

MATERIALS/SUPPLIES INVENTORY	\$646,576.31	
MATERIALS/SUPPLIES INVENTORY - GRANTS	\$0.00	
MAT/SUPPLIES CNG STATION - GRANTS	\$0.00	
MATERIALS/SUP INVTRY - CNG STATION	\$5,823.33	
OIL INVENTORY	\$0.00	
LUBE OILS INVENTORY	\$135,985.00	
SYNTHETIC TRANS OIL INVENTORY	\$0.00	
TIRE INVENTORY	\$19,245.91	
EQUIPMENT INVENTORY	\$0.00	
OTHER	\$0.00	
ALLOWANCE INVENTORY DISPOSITION	\$0.00	
TOTAL INVENTORY		\$807,630.55

#### OTHER CURRENT ASSETS

OTHER CURRENT ASSETS	\$0.00	
ADVANCES	\$0.00	
TOTAL OTHER CURRENT ASSETS		\$0.00

#### WORK IN PROCESS

WORK IN PROCESS - CAP PROJECTS	\$4,636.08	
WORK IN PROCESS - NEW FACILITY	(\$10.00)	
WORK IN PROCESS - NEW FAC, LANDSCAPE & GROUNDS	\$0.00	
WORK IN PROCESS - NEW FAC - COP's INTEREST	\$5,272.00	
WORK IN PROC - NEW BUSES	\$3,603,584.16	
WORK IN PROC - FRB - PROJECTS	\$0.00	
WORK IN PROC - FRB - REPOWER NF BUSES	\$0.00	

# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/29/2022

Fiscal Year: 2022    Period: 12    Jun-2022

WORK IN PROC ESS- FRB - REBUILD ENGINES	\$0.00	
WORK IN PROCESS - PARATRANSIT BUSES	\$167,626.95	
WORK IN PROCESS-VOICE ANNUNCIATOR	\$0.00	
TOTAL WORK IN PROCESS		\$3,781,109.19
 TANGIBLE TRANSIT PROPERTY		
LAND	\$300,298.43	
LAND - NEW FACILITY	\$8,680,763.00	
BUILDING	\$6,474,667.57	
BUILDING - NEW FACILITY	\$43,543,693.83	
REVENUE VEHICLES	\$31,143,702.15	
OTHER VEHICLES	\$680,455.97	
MAINTENANCE EQUIPMENT	\$1,550,994.83	
OFFICE EQUIPMENT	\$1,090,359.02	
OTHER EQUIPMENT	\$2,916,872.55	
OTC LEASEHOLD IMPROVEMENTS	\$276,130.51	
TOTAL TANGIBLE TRANSIT PROPERTY		\$96,657,937.86
ACCUMULATED DEPRECIATION-BUILDING	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$5,562,900.22)	
ACCUMULATED DEPRECIATION-STATE	(\$558,206.27)	
ACCUMULATED DEPRECIATION-LOCAL	(\$2,236,231.85)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$6,404.04)	
ACCUMULATED DEPRECIATION-REVENUE VEHICLES	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$17,639,026.19)	
ACCUMULATED DEPRECIATION-STATE	(\$2,103,831.53)	
ACCUMULATED DEPRECIATION-LOCAL	(\$1,628,909.54)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$11,540.73)	
ACCUMULATED DEPRECIATION-OTHER VEHICLES	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$355,331.05)	
ACCUMULATED DEPRECIATION-STATE	\$0.00	
ACCUMULATED DEPRECIATION-LOCAL	(\$70,729.89)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
ACCUMULATED DEPRECIATION-MAINTENANCE EQUIP	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$360,711.82)	
ACCUMULATED DEPRECIATION-STATE	(\$87,152.68)	
ACCUMULATED DEPRECIATION-LOCAL	(\$18,166.61)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$5,929.38)	
ACCUMULATED DEPRECIATION-OFFICE EQUIPMENT	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$734,952.81)	
ACCUMULATED DEPRECIATION-STATE	(\$183,786.89)	
ACCUMULATED DEPRECIATION-LOCAL	(\$120,559.37)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
ACCUMULATED DEPRECIATION-OTHER EQUIPMENT	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$1,352,692.56)	
ACCUMULATED DEPRECIATION-STATE	(\$118,552.26)	
ACCUMULATED DEPRECIATION-LOCAL	(\$72,242.49)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$13,416.60)	
ACCUMULATED DEPRECIATION-OTC LEASEHOLD IMP	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	\$0.00	
ACCUMULATED DEPRECIATION-STATE	(\$56,633.44)	
ACCUMULATED DEPRECIATION-LOCAL	(\$108,319.24)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
TOTAL ACCUMULATED DEPRECIATION		(\$33,406,227.46)
NET TANGIBLE TRANSIT PROPERTY		\$63,251,710.40

# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/29/2022

Fiscal Year: 2022    Period: 12    Jun-2022

PARATRANSIT TANGIBLE TRANS PROPERTY		
PARATRANSIT REVENUE VEHICLES	\$2,019,359.72	
PARATRANSIT OFFICE EQUIPMENT	\$88,637.68	
PARATRANSIT OTHER EQUIPMENT	\$79,551.26	
TOTAL PARATRANSIT TANGIBLE PROPERTY		\$2,187,548.66
ACCUMULATED DEPRECIATION PARATRANSIT REVENUE VEHIC	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	\$0.02	
ACCUMULATED DEPRECIATION-STATE	(\$1,869,407.04)	
ACCUMULATED DEPRECIATION-LOCAL	\$0.43	
ACCUMULATED DEPRECIATION-OPERATOR	(\$59,316.87)	
ACCUMULATED DEPRECIATION PARATRANSIT OFF EQUIPMEN.	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$19,271.09)	
ACCUMULATED DEPRECIATION-STATE	(\$53,790.83)	
ACCUMULATED DEPRECIATION-LOCAL	(\$4,817.73)	
ACCUMULATED DEPRECIATION-OPERATOR	(\$0.08)	
ACCUMULATED DEPRECIATION PARATRANSIT OTHER EQUIP	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$51,213.66)	
ACCUMULATED DEPRECIATION-STATE	(\$15,534.39)	
ACCUMULATED DEPRECIATION-LOCAL	(\$12,803.40)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
TOTAL ACCUMULATED DEPRECIATION PARATRANSIT PROPERT		(\$2,086,154.64)
NET PARATRANSIT TANG PROPERTY		\$101,394.02
INTANGIBLE ASSETS		
OTHER INTANGIBLE ASSETS	\$39,401.32	
TOTAL INTANGIBLE ASSETS		\$39,401.32
ACCUMULATED DEPRECIATION - OTHER INT ASSETS	\$0.00	
ACCUMULATED DEPRECIATION-FEDERAL	(\$30,268.12)	
ACCUMULATED DEPRECIATION-STATE	\$0.00	
ACCUMULATED DEPRECIATION-LOCAL	(\$9,133.20)	
ACCUMULATED DEPRECIATION-OPERATOR	\$0.00	
TOTAL ACCUMULATED DEPRECIATION - INTANGIBLE ASSETS		(\$39,401.32)
NET INTANGIBLE ASSETS		\$0.00
INVESTMENTS		
OTHER INVESTMENTS	\$0.00	
TOTAL INVESTMENTS		\$0.00
SPECIAL FUNDS		
2017 CERTIFICATES OF PARTICIPATION	\$0.00	
2017 CERTIFICATES OF PARTICIPATION- PAYMT FUND	\$900,599.18	
2017 CERTIFICATES OF PARTICIPATION - RESV FUND	\$1,390,702.47	
2017 CERTIFICATES OF PARTICIPAT - COST OF ISS	\$0.00	
SPECIAL FUNDS CAPITAL IMPROVEMENT	\$3,228,926.92	
CAPITAL RESERVE FOR FY 2016	\$0.00	
MEMBER TRANSIT FAC CAPITAL RESERVE	\$130,000.00	
MEMBER TRANS FACILITY CAPITAL RESERVE FY 2016	\$0.00	
MARKET VALUATION OF CAPITAL RESERVE FUND	(\$8,889.22)	
2017 CERTIFICATES OF PARTICIPATION	\$0.00	
2017 CERTIFICATES OF PARTICIPATION - PROJ FUND	\$287,894.64	
RESTRICTED CASH	\$0.00	
DOR - CONTRIBUTIONS AFTER MD	\$2,318,825.00	
DOR - PENSION RELATED	\$1,154,320.00	
DOR - OPEB CONTRIBUTIONS	\$27,158.00	
DOR - OPEB RELATED	\$28,099.00	

# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/29/2022

Fiscal Year: 2022    Period: 12    Jun-2022

DEFERRED COMPENSATION	\$4,827,536.22	
TOTAL SPECIAL FUNDS		\$14,285,172.21
OTHER ASSETS		
PREPAID INSURANCE	\$141,418.34	
PREPAID EXPENSES	(\$421,085.30)	
DEPOSITS	\$1,482.00	
SPARE COMPONENTS	\$0.00	
TOTAL OTHER ASSETS		(\$278,184.96)
 TOTAL ASSETS		 \$97,193,666.63
 LIABILITIES AND CAPITAL		
ACCOUNTS PAYABLE		
ACCOUNTS PAYABLE-TRADE	\$799,008.63	
CONTRACT RETENTIONS	\$0.00	
OTHER GOVERNMENT AGENCIES	\$0.00	
MISCELLANEOUS	\$0.00	
TOTAL ACCOUNTS PAYABLE		\$799,008.63
ACCRUED PAYROLL LIABILITIES		
ACCRUED PAYROLL	\$232,575.64	
WAGES PAYABLE	\$0.00	
PAYROLL TAX LIABILITY-FIT	(\$505.95)	
PAYROLL TAX LIABILITY-SIT	\$301.52	
PAYROLL TAX LIABILITY-SDI	(\$1,542.64)	
PAYROLL TAX LIABILITY-FICA	\$0.48	
PAYROLL TAX LIABILITY-MEDICARE	(\$12.84)	
PAYROLL DEDUCTIONS-PERS	(\$21,049.04)	
PAYROLL DEDUCTIONS-EMPLOYEE PERS	(\$198,130.50)	
PAYROLL DEDUCTIONS-EMPLOYEE PERS PEPRA	\$470,260.52	
PAYROLL DEDUCTIONS-EMPLOYER PERS	\$214,472.94	
PAYROLL DEDUCTIONS-S.BENEFITS	\$2,598.01	
PAYROLL DEDUCTIONS-VCFCU	\$0.00	
PAYROLL DEDUCTIONS-DIRECT DEPOSITS	\$7,381.62	
PAYROLL DEDUCTIONS-OCFCU	\$0.00	
PAYROLL DEDUCTIONS-UNION DUES	\$26,087.90	
PAYROLL DEDUCTIONS-GARNISHMENT	(\$3,286.58)	
PAYROLL DEDUCTIONS-DEFERRED COMPENSATION	(\$23,078.48)	
PAYROLL DEDUCTION - DEFERRED COMP EMPLOYEE LOAN	\$0.00	
PAYROLL DEDUCTIONS-FLEXIBLE BENEFITS	\$23,122.91	
PAYROLL DEDUCTIONS-LIFE INSURANCE	\$27,056.06	
PAYROLL DEDUCTIONS-UNION OTHER	(\$7,703.46)	
PAYROLL DEDUCTIONS-UN DIIP	\$0.00	
PAYROLL DEDUCTIONS-UNITED WAY	(\$151.00)	
ACCRUED SICK LEAVE	\$56,415.19	
NONCURRENT SICK LEAVE	\$188,870.00	
ACCRUED VACATION/COMP LEAVE	\$825,189.35	
ACCRUED WORKERS COMPENSATION	\$0.00	
ACCRUED HEALTH BENEFITS	\$2,292,118.82	
DUE TO PERS	\$0.00	
NET OPEB OBLIGATION	\$169,847.00	

# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/29/2022

Fiscal Year: 2022    Period: 12    Jun-2022

TOTAL ACCRUED PAYROLL LIABILITIES		\$4,280,837.47	
ACCRUED TAX LIABILITIES			
SALES TAX PAYABLE	\$1.66		
PAYROLL TAXES PAYABLE	\$0.00		
CNG USE FUEL TAX PAYABLE	\$0.00		
CONSUMER USE TAX PAYABLE	\$903.94		
TOTAL ACCRUED TAX LIABILITIES		\$905.60	
OTHER CURRENT LIABILITIES			
UNEARNED REVENUES	\$882,303.90		
REFUNDABLE DEPOSITS	\$0.00		
SMARTCARD COLLECTIONS FOR VCTC	(\$13,804.38)		
FUNDS HELD IN TRUST	\$0.00		
PREPAID MAINTENANCE COSTS	\$0.00		
NOTES PAYABLE	\$0.00		
UZA SPECIAL FUND	\$0.00		
TOTAL OTHER CURRENT LIABILITIES		\$868,499.52	
LONG-TERM DEBT			
SERIES 2017-COP PREMIUM CURRENT	\$54,623.00		
SERIES 2017 - CERTIFICATES OF PARTICIPATION	\$20,635,803.65		
SERIES 2017-COP DEBT CURRENT	\$390,000.00		
SERIES 2017- COPs - PREMIUM	\$1,420,203.00		
SERIES 2017- COPs - ACCRUED INTEREST PAYABLE	(\$485,803.65)		
SERIES 2017-COP PREMIUM CURRENT	\$0.00		
TOTAL LONG TERM DEBT		\$22,014,826.00	
ESTIMATED LIABILITIES			
NET PENSION LIABILITY	\$14,531,003.00		
DIR - PENSION RELATED	\$72,442.00		
DIR - CHANGES IN ASSUMPTIONS	\$0.00		
DIR - DIFF BET PROJ AND ACT EXPERIENCE	\$0.00		
DIR - OPEB RELATED	\$342,971.00		
SELF INSURED RETENTION PL/PD	\$0.00		
TOTAL ESTIMATED LIABILITIES		\$14,946,416.00	
DEFERRED CREDITS			
DEFERRED COMPENSATION	\$4,827,536.22		
DEFERRED INCOME - TDA	\$1,638,445.00		
DEFERRED INCOME - NON TDA	\$360,000.00		
DEFERRED INC - STATE OF GOOD REPAIR			
PROJECT - NEAR ZERO ENG REPLACEMENT	\$1,954.44		
TOTAL DEFERRED CREDITS		\$6,827,935.66	
TOTAL LIABILITIES			\$49,738,428.88
CAPITAL			
GOVERNMENT ENTITY OWNERSHIP			
CITY OF OXNARD	(\$617,472.61)		
CITY OF SAN BUENAVENTURA	\$0.00		

# Gold Coast Transit District

## Balance Sheet

Division: 01 Gold Coast Transit District

As of: 9/29/2022

Fiscal Year: 2022 Period: 12 Jun-2022

TOTAL GOVERNMENT ENTITY OWNERSHIP		(\$617,472.61)
GRANTS AND CAPITAL		
FEDERAL GOVERNMENT CAPITAL GRANTS	\$735,367.10	
STATE GOVMT CAPITAL GRANTS	(\$734,320.44)	
LOCAL GOVMT CAPITAL GRANTS	(\$107,591.17)	
TOTAL GRANTS AND CAPITAL		(\$106,544.51)
ACCUMULATED EARNINGS		
ACCUMULATED EARNINGS	\$39,270,465.73	
TOTAL ACCUMULATED EARNINGS		\$39,270,465.73
TOTAL CAPITAL		\$38,546,448.61
TOTAL CAPITAL AND LIABILITIES		\$88,284,877.49

# Gold Coast Transit District

## Balance Sheet

Division: 02 Gold Coast Transit District LTF

As of: 9/29/2022

Fiscal Year: 2022 Period: 12 Jun-2022

### ASSETS

#### CASH

CASH UNION BANK GENERL - LTF FUND

\$2,921,492.00

TOTAL CASH

\$2,921,492.00

TOTAL ASSETS

\$2,921,492.00

### LIABILITIES

PAYABLE - OTHER GOVERNMENT AGENCIES

\$0.00

TOTAL ACCOUNTS PAYABLE

\$0.00

TOTAL LIABILITIES

\$0.00

# Gold Coast Transit District

## Balance Sheet

Division: 03 GCTD - PROP 1B/PTMISEA

As of: 9/29/2022

Fiscal Year: 2022    Period: 12    Jun-2022

ASSETS		
CASH SPECIAL DEPOSITS, OTHER	\$0.00	
AUTOMATIC STOP ANNUNCIATORS	\$0.00	
PROP 1B PTMISEA - REP PARA BUSES & SOFTWARE	\$3.85	
ADA CALL BACK SYSTEM	\$0.00	
NEW FAC PLAN, DESIGN, LAND PURCH AND CONS	\$0.56	
NEW FAC -FY 13-14 CTSGP-CTAF	\$0.00	
NEW FAC -FY 14-15 CTSGP-CTAF	\$0.00	
NEW FAC -FY 15-16 CTSGP-CTAF	\$0.00	
NEW FAC -FY 16-17 CTSGP-CTAF	\$0.00	
CALOES FY 2011-12 - NEW FACILITY	\$0.00	
VCTC FY 14-15 CAL-OES SAF&SEC GRANT	\$0.00	
VCTC PTMISEA GRANT - NEW FACILITY	\$0.00	
SAFETY AND SECURITY FY 2010-11/CSC REMODEL	\$0.00	
SAFETY AND SECURITY FY 2011-12/CSC REMODEL1	\$0.00	
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2	\$0.00	
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3	\$0.00	
SAFETY AND SECURITY FY 2014-15/CSC REMODEL4	\$0.00	
REPLACEMENT BUSES	\$0.00	
TICKET VENDING MACHINES	(\$0.06)	
LCTOP - FARE SUPPORT-TOKEN TRANSIT	\$63,061.36	
LCTOP -FARE SUPPORT - FREE FARE DAYS	(\$4,185.49)	
LCTOP- VENTURA ROAD ROUTE	\$0.00	
SGR - NEAR "0" ENG REPLMENTS	\$0.00	
TOTAL CASH		\$58,880.22
RECEIVABLES		
INTEREST RECEIVABLE - RESTR ACCTS	\$0.00	
RECEIVABLE OTHER GOVT AGENCIES	\$0.00	
TOTAL RECEIVABLES		\$0.00
TOTAL ASSETS		\$58,880.22
LIABILITIES		
DUE TO OTHER GOVT. AGENCIES	\$0.00	
FUNDS HELD IN TRUST	\$0.00	
TOTAL LIABILITIES		\$0.00
CAPITAL		
STATE GOVMT CAPITAL GRANTS	\$0.00	
STATE GOVT CAP GRNTS -PROP 1B	\$0.00	
STATE GOVT CAP GRNTS -	\$0.00	
TOTAL GRANTS AND CAPITAL		\$0.00
NET POSITION - PROP 1B/PTMISEA	\$259,050.17	
TOTAL CAPITAL AND LIABILITIES		\$259,050.17



# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
REVENUES				
PASSENGER FARES				
PASSENGER FARES-PASS PAID	\$170,110.22	1.39%	\$1,823,829.40	5.10%
PASSENGER FARES - ORG PAID	\$7,353.75	0.06%	\$133,507.86	0.37%
ADA PARATRANSIT FARES-PASS PAID	\$4,826.60	0.04%	\$51,365.95	0.14%
ADA PARATRANSIT FARES - ORG PAID	\$1,230.00	0.01%	\$70,795.00	0.20%
TOTAL PASSENGER FARES	\$183,520.57	1.50%	\$2,079,498.21	5.81%
SPECIAL TRANSIT FARES				
SPECIAL TRANSIT FARES	\$0.00	0.00%	\$0.00	0.00%
LOCAL ROUTE GUARANTEE - FIXED ROUTE	\$0.00	0.00%	\$169.50	0.00%
LOCAL ROUTE GUARANTEE - PARATRANSIT	\$0.00	0.00%	\$0.00	0.00%
MEDI-CAL ADMIN ACTIVITIES (MAA) REIM FARES	\$0.00	0.00%	\$0.00	0.00%
LCTOP - FARE SUPPORT/TOKEN TRANSIT	\$0.00	0.00%	\$4,162.09	0.01%
LCTOP SUPPORT FOR ROUTE 23	\$375,233.00	3.06%	\$410,117.94	1.15%
LCTOP - FARE SUPPORT/ FREE FARE DAYS	\$0.00	0.00%	\$0.00	0.00%
LCTOP FARE SUPPORT PROG-VCTC COL PASS PROGRAM	\$87,831.00	0.72%	\$180,691.80	0.51%
TOTAL SPECIAL TRANSIT FARES	\$463,064.00	3.78%	\$595,141.33	1.66%
AUXILIARY TRANSPORTATION REVENUE				
OTHER	\$0.00	0.00%	\$0.00	0.00%
REVENUE VEHICLE ADVERTISING	\$147,482.75	1.20%	\$615,545.25	1.72%
ALTERNATIVE FUEL EXCISE TAX CREDIT	\$0.00	0.00%	\$0.00	0.00%
TOTAL AUXILIARY TRANS REVENUES	\$147,482.75	1.20%	\$615,545.25	1.72%
NONTRANSPORTATION REVENUES				
INVESTMENT INCOME	\$256.13	0.00%	\$1,868.38	0.01%
INVESTMENT INCOME-FAIR MARKET VALUATION	\$1,308.51	0.01%	\$1,308.51	0.00%
INVESTMENT INCOME SPECIAL FUND CAPITAL IMPROVEMENT	\$0.00	0.00%	\$0.00	0.00%
INVESTMENT INCOME SPCL FND CAP IMP-FAIR MRKT VAL	\$0.00	0.00%	\$0.00	0.00%
INVESTMENT INCOME SPECIAL FUND	\$0.00	0.00%	\$0.00	0.00%
SERIES 2017 - COPS - INTEREST EARNED	(\$1,793.15)	-0.01%	\$11,342.00	0.03%
SERIES 2017 - COP MARKET VALUATION	\$72,634.31	0.59%	\$11,080.97	0.03%
SALE OF CNG FUEL	\$0.00	0.00%	\$0.00	0.00%
SALE OF EQUIPMENT	\$0.00	0.00%	\$0.00	0.00%
SALE OF SCRAP MATERIAL	\$133.85	0.00%	\$946.46	0.00%
INCOME FROM ENERGY CREDITS	\$180,640.47	1.48%	\$770,634.00	2.15%
INSURANCE PROCEEDS	\$0.00	0.00%	\$131,248.73	0.37%
OTHER	\$632.04	0.01%	\$61,156.00	0.17%
TOTAL NONTRANSPORTATION REVENUES	\$253,812.16	2.07%	\$989,585.05	2.77%
LOCAL GRANTS AND REIMBURSEMENTS				
LOCAL TRANSPORTATION FUNDS	\$3,887,755.00	31.75%	\$13,129,205.00	36.70%
LTF PLANNING REVENUES	\$0.00	0.00%	\$0.00	0.00%
LTF REVENUE-SUBGRANT/PASS THRU	\$0.00	0.00%	\$0.00	0.00%
LOCAL REVENUE-PASS THRU VCAPCD	\$0.00	0.00%	\$0.00	0.00%
OTHER LOCAL	\$0.00	0.00%	\$0.00	0.00%
TOTAL LOCAL GRANTS & REIMB	\$3,887,755.00	31.75%	\$13,129,205.00	36.70%
STATE GRANTS AND REIMBURSEMENTS				

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
STATE TRANSIT ASSISTANCE FUNDS		\$0.00	0.00%	\$179,171.85 0.50%
STATE OF GOOD REPAIR FUNDS		\$0.00	0.00%	\$108,387.40 0.30%
STATE - HVIP ENGINE REPL PROGRAM		\$0.00	0.00%	\$0.00 0.00%
PROP 1B/PTMISEA ASSISTANCE CAPITAL PROJ		\$200,189.17	1.63%	\$200,189.17 0.56%
OTHER STATE ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
TOTAL STATE GRANTS & REIMB		\$200,189.17	1.63%	\$487,748.42 1.36%
FEDERAL GRANTS AND REIMBURSEMENT				
SECTION 5307 - OPERATING ASSISTANCE.		\$1,050,000.00	8.57%	\$6,686,158.00 18.69%
SECTION 5307 - PLANNING ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
SECTION 5307 - PREVENTATIVE MAINTENANCE		\$0.00	0.00%	\$2,538,780.00 7.10%
SECTION 5307 - ADA (PARATRANSIT) ASSISTANCE		\$174,917.00	1.43%	\$954,685.00 2.67%
DEMO PROJECT - NYELAND ACRES		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - VENTURA		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - MARKET-VALENTINE SHUTTLE		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - VINEYARD CORRIDOR ROUTE		\$0.00	0.00%	\$0.00 0.00%
SECTION 5307 JARC - SOUTH OXNARD MICROTRANSIT		\$0.00	0.00%	\$0.00 0.00%
JARC FUNDING FOR ROUTE 19		\$0.00	0.00%	\$0.00 0.00%
JARC FUNDING FOR ROUTE 20		\$0.00	0.00%	\$0.00 0.00%
DEMO PROJECT - VICTORIA ROUTE		\$0.00	0.00%	\$0.00 0.00%
CMAQ DEMO PROJECT - ROUTE 22 WC NA		\$0.00	0.00%	\$0.00 0.00%
CMAQ DEMO PROJECT - VENTURA ROAD ROUTE 23		\$0.00	0.00%	\$346,642.00 0.97%
SECTION 5307 PASS THROUGH		\$0.00	0.00%	\$0.00 0.00%
SECTION 5307 FEDERAL OTHER		\$3,663,695.00	29.92%	\$4,965,738.00 13.88%
SECTION 5310 FEDERAL OTHER		\$0.00	0.00%	\$66,374.00 0.19%
SECTION 5310 MOBILITY GRANTS		\$0.00	0.00%	\$63,816.19 0.18%
CARES ACT OPERATING ASSIST.		\$0.00	0.00%	\$0.00 0.00%
OTHER FEDERAL GRANTS/REIMBURSEMENTS		\$0.00	0.00%	\$0.00 0.00%
CARES ACT PREVENTATIVE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
CARES ACT ADA ASSISTANCE		\$0.00	0.00%	\$0.00 0.00%
CARES ACT BUSINESS SYSTEMS UPGRADE		\$78,886.00	0.64%	\$78,886.00 0.22%
FEMA		\$0.00	0.00%	\$31,444.74 0.09%
ARP: 5307-9 PREVENTATIVE MAINTENANCE		\$1,289,680.00	10.53%	\$1,289,680.00 3.61%
ARP - ADA PARATRANSIT SERVICE CONTRACT		\$826,014.00	6.75%	\$826,014.00 2.31%
ARP: LATE NIGHT SAFE RIDES CONTRACT		\$26,100.00	0.21%	\$26,100.00 0.07%
SECTION 5339 - BUSES & FACILITIES		\$0.00	0.00%	\$0.00 0.00%
TOTAL FEDERAL GRANTS & REIMBURSEMENTS		\$7,109,292.00	58.06%	\$17,874,317.93 49.97%
DEPRECIATION OFFSET				
DEPRECIATION OFFSET		\$0.00	0.00%	\$0.00 0.00%
TOTAL DEPRECIATION OFFSET		\$0.00	0.00%	\$0.00 0.00%
TOTAL REVENUES		\$12,245,115.65	100.00%	\$35,771,041.19 100.00%
EXPENSES				
LABOR				
LABOR - OPERATORS		\$0.00	0.00%	\$0.00 0.00%
LABOR-SALARY/WAGES OPERATIONS		\$452,256.82	19.18%	\$6,495,317.46 20.34%
LABOR-SALARY/WAGES - OPERATORS OT		\$51,991.13	2.21%	\$747,087.29 2.34%
LABOR-O/WAGES - OPERATIONS MGT		\$74,599.37	3.16%	\$903,141.72 2.83%
LABOR-SALARY/WAGES - OPERATIONS MANAGEMENT OT		\$0.00	0.00%	\$0.00 0.00%
LABOR-SALARY/WAGES - PARATRANSIT		\$12,716.02	0.54%	\$166,138.22 0.52%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
LABOR-SALARY/WAGES - VEHICLE MAINTENANCE		\$79,498.81	3.37%	\$1,204,367.60 3.77%
LABOR-SALARY/WAGES - VEHICLE MAINTENANCE OT		\$0.00	0.00%	\$7,042.41 0.02%
LABOR-SALARY/WAGES - NON-VEHICLE MAINTENANCE		\$26,495.18	1.12%	\$363,568.33 1.14%
LABOR-SALARY/WAGES - NON VEHICLE MAINTENANCE OT		\$0.00	0.00%	\$7,065.90 0.02%
LABOR-SALARY/WAGES - ADMINISTRATION		\$85,544.02	3.63%	\$1,128,214.40 3.53%
LABOR-SALARY/WAGES - ADMINISTRATION OT		\$0.00	0.00%	\$5,713.98 0.02%
LABOR-SALARY/WAGES - PLANNING/MARKETING		\$33,033.11	1.40%	\$508,735.29 1.59%
LABOR-SALARY/WAGES - PLANNING/MARKETING OT		\$0.00	0.00%	\$468.18 0.00%
LABOR-SALARY/WAGES - HUMAN RESOURCES		\$23,450.18	0.99%	\$303,168.29 0.95%
LABOR-SALARY/WAGES - HUMAN RESOURCES OT		\$0.00	0.00%	\$0.00 0.00%
TOTAL LABOR		\$839,584.64	35.61%	\$11,840,029.07 37.07%
FRINGE BENEFITS				
FICA - OPERATIONS		\$8,113.28	0.34%	\$111,594.89 0.35%
FICA - OPERATIONS MANAGEMENT		\$1,238.82	0.05%	\$14,685.76 0.05%
FICA - PARATRANSIT		\$188.96	0.01%	\$2,425.55 0.01%
FICA - VEHICLE MAINTENANCE		\$1,479.84	0.06%	\$20,030.96 0.06%
FICA - NON-VEHICLE MAINTENANCE		\$518.89	0.02%	\$6,012.18 0.02%
FICA - ADMINISTRATION		\$1,447.37	0.06%	\$19,444.74 0.06%
FICA - PLANNING/MARKETING		\$668.58	0.03%	\$8,478.75 0.03%
FICA - HUMAN RESOURCES		\$443.44	0.02%	\$4,512.72 0.01%
PENSION PLAN - OPERATIONS		\$4,808.12	0.20%	\$795,648.24 2.49%
PENSION PLAN - OPS - EMPLOYER - FIXED AMT		\$70,521.16	2.99%	\$846,253.92 2.65%
PENSION PLAN - OPERATIONS - CLASSIC		\$0.00	0.00%	\$59,480.70 0.19%
PENSION PLAN - OPERATIONS MANAGEMENT		\$1,353.03	0.06%	\$94,551.56 0.30%
PENSION PLAN - OPERATIONS MGT - EMPLOYER - FIXED AMT		\$7,576.65	0.32%	\$90,919.80 0.28%
PENSION PLAN - OPERATIONS MANAGEMENT - CLASSIC		\$0.00	0.00%	\$12,060.05 0.04%
PENSION PLAN - PARATRANSIT		\$157.46	0.01%	\$17,896.68 0.06%
PENSION PLAN - PARATRANSIT - EMPLOYER - FIXED AMT		\$582.82	0.02%	\$6,993.84 0.02%
PENSION PLAN - PARATRANSIT - CLASSIC		\$0.00	0.00%	\$2,051.33 0.01%
PENSION PLAN - VEHICLE MAINTENANCE		\$773.05	0.03%	\$168,642.13 0.53%
PENSION PLAN - VEHICLE MAINT - EMPLOYER - FIXED AMT		\$12,239.21	0.52%	\$146,870.52 0.46%
PENSION PLAN - VEHICLE MAINTENANCE - CLASSIC		\$0.00	0.00%	\$11,926.56 0.04%
PENSION PLAN - NON-VEHICLE MAINTENANCE		\$0.00	0.00%	\$33,276.81 0.10%
PENSION PLAN - NON-VEH MAT - EMPLOYER - FIXED AMT		\$4,079.74	0.17%	\$48,956.88 0.15%
PENSION PLAN - NON-VEHICLE MAINTENANCE - CLASSIC		\$0.00	0.00%	\$61.01 0.00%
PENSION PLAN - ADMINISTRATION		\$1,007.08	0.04%	\$130,188.54 0.41%
PENSION PLAN - ADMINISTRATION - EMPLOYER - FIXED AMT		\$6,411.02	0.27%	\$76,932.24 0.24%
PENSION PLAN - ADMINISTRATION - CLASSIC		\$0.00	0.00%	\$11,343.68 0.04%
PENSION PLAN - PLANNING/MARKETING		\$187.17	0.01%	\$75,817.58 0.24%
PENSION PLAN - PLANNING/MARK - EMPLOYER - FIXED AMT		\$5,245.38	0.22%	\$62,944.56 0.20%
PENSION PLAN - PLANNING/MARKETING - CLASSIC		\$0.00	0.00%	\$6,352.36 0.02%
PENSION PLAN - HUMAN RESOURCES - EMPLOYER		\$153.44	0.01%	\$35,803.51 0.11%
PENSION PLAN - HUMAN RESOURCES- EMPLOYER - FIXED AMT		\$2,331.28	0.10%	\$27,975.34 0.09%
PENSION PLAN - HUMAN RESOURCES - CLASSIC		\$0.00	0.00%	\$2,241.75 0.01%
PENSION EXPENSE (INC) - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - OPERATIONS MANAGEMENT		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - VEHICLE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - NON VEHICLE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - ADMINISTRATION		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - PLANNING/MARKETING		\$0.00	0.00%	\$0.00 0.00%
PENSION EXPENSE (INC) - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
LONG-TERM DISABILITY - OPERATIONS		\$2,047.53	0.09%	\$24,473.96 0.08%
LONG-TERM DISABILITY - OPERATIONS MANAGEMENT		\$258.77	0.01%	\$3,617.11 0.01%
LONG-TERM DISABILITY - PARATRANSIT		\$59.68	0.00%	\$643.70 0.00%
LONG-TERM DISABILITY - VEH MAINT		\$389.20	0.02%	\$4,660.68 0.01%
LONG-TERM DISABILITY - NON-VEHICLE MAINTENANCE		\$142.90	0.01%	\$1,604.01 0.01%
LONG-TERM DISABILITY - ADMINISTRATION		\$382.08	0.02%	\$5,070.73 0.02%
LONG-TERM DISABILITY - PLANNING/MARKETING		\$170.31	0.01%	\$2,462.31 0.01%
LONG-TERM DISABILITY - HUMAN RESOURCES		\$93.84	0.00%	\$1,550.59 0.00%
HEALTH INSURANCE - OPERATIONS		\$242,110.48	10.27%	\$2,615,717.03 8.19%
HEALTH INSURANCE - POST RETIREMENT - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPERATIONS MANAGEMENT		\$27,571.41	1.17%	\$299,742.80 0.94%
HEALTH INS - POST RETIREMENT - OPERATIONS MGT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - OPERATIONS MGT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - OPS MGT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - PARATRANSIT		\$5,732.29	0.24%	\$54,221.00 0.17%
HEALTH INSURANCE - POST RETIREMENT - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - PTRANSIT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - PTRANSIT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - VEHICLE MAINTENANCE		\$43,536.58	1.85%	\$439,136.89 1.37%
HEALTH INSURANCE - POST RETIREMENT - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - VEHICLE MAIN		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - NON-VEHICLE MAINTENANCE		\$18,713.51	0.79%	\$203,071.43 0.64%
HEALTH INSURANCE - POST RETIREMENT - NON-VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB DEF CONTS - NON VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - OPEB GASB 75 EXP - NON VEH MAIN		\$0.00	0.00%	\$0.00 0.00%
HEALTH INSURANCE - ADMINISTRATION		\$23,751.63	1.01%	\$248,822.53 0.78%
HEALTH INS - POST RETIREMENT - ADMIN		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - RETIREES - CURRENT YEAR		\$2,533.00	0.11%	\$25,423.46 0.08%
HEALTH INS - OPEB DEF CONTS - ADM		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - ADM		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB DEF CONTS - RET		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - RET		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - PLAN/MARKETING		\$16,731.97	0.71%	\$202,970.01 0.64%
HEALTH INS - POST RETIREMENT - PLAN/MARKETNG		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB DEF CONTS - P&M		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - P&M		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - HUMAN RESOURCES		\$6,351.85	0.27%	\$77,273.82 0.24%
HEALTH INS - RETIREES - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB DEF CONTS - HR		\$0.00	0.00%	\$0.00 0.00%
HEALTH INS - OPEB GASB 75 EXP - HR		\$0.00	0.00%	\$0.00 0.00%
DENTAL PLANS - OPERATIONS		\$5,480.84	0.23%	\$74,287.86 0.23%
DENTAL PLANS - OPERATIONS MGT		\$865.90	0.04%	\$9,530.93 0.03%
DENTAL PLANS - PARATRANSIT		\$118.70	0.01%	\$977.58 0.00%
DENTAL PLANS - VEHICLE MAIN		\$989.90	0.04%	\$13,074.70 0.04%
DENTAL PLANS - NON-VEH MAINT		\$589.70	0.03%	\$5,990.00 0.02%
DENTAL PLANS - ADMIN		\$502.60	0.02%	\$9,408.56 0.03%
DENTAL PLANS - PLAN/MARKETING		\$515.50	0.02%	\$6,803.16 0.02%
DENTAL PLANS - HUMAN RESOURCES		\$360.00	0.02%	\$3,794.80 0.01%
LIFE INSURANCE - OPERATIONS		\$4,235.34	0.18%	\$50,141.86 0.16%
LIFE INSURANCE - OPERATIONS MGT		\$440.53	0.02%	\$5,659.83 0.02%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
LIFE INSURANCE - PARATRANSIT		\$73.22	0.00%	\$709.46 0.00%
LIFE INSURANCE - VEHICLE MAINT		\$661.42	0.03%	\$7,613.51 0.02%
LIFE INSURANCE - NON-VEH MAINT		\$210.12	0.01%	\$2,511.25 0.01%
LIFE INSURANCE - ADMIN		\$432.73	0.02%	\$7,182.02 0.02%
LIFE INSURANCE -PLAN/MARKETING		\$187.23	0.01%	\$2,587.80 0.01%
LIFE INSURANCE - HUMAN RESOURCES		\$103.14	0.00%	\$1,481.07 0.00%
UNEMP INS - OPERATIONS		\$0.00	0.00%	\$29,285.76 0.09%
UNEMP INS - OPERATIONS MGT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - NON-VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - ADMIN		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS -PLANNING/MARKETING		\$0.00	0.00%	\$0.00 0.00%
UNEMP INS - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
WORKERS COMPENSATION - OPERATIONS		\$62,146.59	2.64%	\$998,019.99 3.12%
WORKERS COMPENSATION - OPERATIONS MANAGEMENT		\$6,622.18	0.28%	\$105,738.46 0.33%
WORKERS COMPENSATION - PARATRANSIT		\$509.40	0.02%	\$9,722.90 0.03%
WORKERS COMPENSATION - VEHICLE MAINTENANCE		\$11,716.16	0.50%	\$184,867.49 0.58%
WORKERS COMPENSATION - NON-VEHICLE MAINTENANCE		\$3,565.79	0.15%	\$60,812.77 0.19%
WORKERS COMPENSATION - ADMINISTRATION		\$6,112.78	0.26%	\$98,574.69 0.31%
WORKERS COMPENSATION -PLANNING/MARKETING		\$4,075.17	0.17%	\$65,884.50 0.21%
WORKERS COMPENSATION - HUMAN RESOURCES		\$2,037.59	0.09%	\$31,139.72 0.10%
SICK LEAVE - OPERATIONS		\$11,818.08	0.50%	\$239,242.89 0.75%
SICK LEAVE - OPERATIONS MANAGEMENT		\$0.00	0.00%	\$40,311.78 0.13%
SICK LEAVE - PARATRANSIT		\$0.00	0.00%	\$587.74 0.00%
SICK LEAVE - VEHICLE MAINTENANCE		\$3,643.14	0.15%	\$53,672.94 0.17%
SICK LEAVE - NON-VEHICLE MAINTENANCE		\$572.48	0.02%	\$9,418.23 0.03%
SICK LEAVE - ADMINISTRATION		\$1,325.57	0.06%	\$36,972.59 0.12%
SICK LEAVE -PLANNING/MARKETING		\$411.87	0.02%	\$14,978.18 0.05%
SICK LEAVE - HUMAN RESOURCES		\$0.00	0.00%	\$7,752.29 0.02%
HOLIDAY - OPERATIONS		\$16,764.37	0.71%	\$112,530.51 0.35%
HOLIDAY - OPERATIONS (WORKED)		\$0.00	0.00%	\$112,296.85 0.35%
HOLIDAY - OPERATIONS MANAGEMENT		\$3,146.95	0.13%	\$23,902.12 0.07%
HOLIDAY - OPERATIONS MANAGEMENT (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - PARATRANSIT		\$648.24	0.03%	\$4,757.96 0.01%
HOLIDAY - VEHICLE MAINTENANCE		\$3,417.65	0.14%	\$33,088.25 0.10%
HOLIDAY - VEHICLE MAINTENANCE (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - NON-VEHICLE MAINTENANCE		\$871.84	0.04%	\$9,922.41 0.03%
HOLIDAY -NON-VEHICLE MAINTENANCE (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - ADMINISTRATION		\$4,264.62	0.18%	\$33,045.24 0.10%
HOLIDAY - ADMINISTRATION (WORKED)		\$0.00	0.00%	\$223.90 0.00%
HOLIDAY -PLANNING/MARKETING		\$1,934.60	0.08%	\$17,326.05 0.05%
HOLIDAY - PLANNING/ MARKETING (WORKED)		\$0.00	0.00%	\$0.00 0.00%
HOLIDAY - HUMAN RESOURCES		\$1,123.53	0.05%	\$7,745.61 0.02%
HOLIDAY - HUMAN RESOURCES (WORKED)		\$0.00	0.00%	\$0.00 0.00%
VACATION - OPERATIONS		\$36,927.71	1.57%	\$519,483.69 1.63%
VACATION - OPERATIONS MANAGEMENT		\$6,074.32	0.26%	\$117,172.48 0.37%
VACATION - PARATRANSIT		\$419.58	0.02%	\$10,581.30 0.03%
VACATION - VEHICLE MAINTENANCE		\$5,613.43	0.24%	\$94,273.65 0.30%
VACATION - NON-VEHICLE MAINTENANCE		\$1,133.60	0.05%	\$23,951.64 0.07%
VACATION - ADMINISTRATION		\$4,112.63	0.17%	\$128,061.46 0.40%
VACATION - PLANNING/MARKETING		\$2,388.29	0.10%	\$37,737.57 0.12%
VACATION - HUMAN RESOURCES		\$0.00	0.00%	\$29,104.44 0.09%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
OTHER PAID ABSENCE - OPERATIONS		\$5,257.40	0.22%	\$104,579.06 0.33%
OTHER PAID ABSENCE - OPERATIONS MANAGEMENT		\$1,495.58	0.06%	\$5,723.68 0.02%
OTHER PAID ABSENCE - PARATRANSIT		\$0.00	0.00%	\$999.00 0.00%
OTHER PAID ABSENCE - VEHICLE MAINTENANCE		\$8,054.91	0.34%	\$30,715.94 0.10%
OTHER PAID ABSENCE - NON-VEHICLE MAINTENANCE		\$1,065.92	0.05%	\$10,985.94 0.03%
OTHER PAID ABSENCE - ADMINISTRATION		\$0.00	0.00%	\$3,153.17 0.01%
OTHER PAID ABSENCE -PLAN/MARKETING		\$1,023.76	0.04%	\$1,572.76 0.00%
OTHER PAID ABSENCE - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
UNIFORMS - OPERATIONS		\$39,901.05	1.69%	\$78,652.32 0.25%
UNIFORMS - OPERATIONS MANAGEMENT		\$0.00	0.00%	\$2,839.22 0.01%
UNIFORMS - PARATRANSIT		\$0.00	0.00%	\$41.47 0.00%
UNIFORMS - VEHICLE MAINTENANCE		\$1,017.31	0.04%	\$11,710.57 0.04%
UNIFORMS - NON-VEHICLE MAINTENANCE		\$212.87	0.01%	\$2,017.36 0.01%
UNIFORMS - ADMINISTRATION		\$0.00	0.00%	\$1,405.60 0.00%
UNIFORMS - PLANNING/MARKETING		\$0.00	0.00%	\$425.83 0.00%
UNIFORMS - HUMAN RESOURCES		\$0.00	0.00%	\$84.08 0.00%
OTHER FRINGE BENEFITS - OPERATIONS		\$163.37	0.01%	\$2,006.54 0.01%
OTHER FRINGE BENEFITS - OPERATIONS MANAGEMENT		\$19.55	0.00%	\$216.26 0.00%
OTHER FRINGE BENEFITS - PARATRANSIT		\$2.79	0.00%	\$31.44 0.00%
OTHER FRINGE BENEFITS - VEHICLE MAINTENANCE		\$32.12	0.00%	\$353.97 0.00%
OTHER FRINGE BENEFITS - NON-VEHICLE MAINTENANCE		\$12.57	0.00%	\$147.18 0.00%
OTHER FRINGE BENEFITS - ADMINISTRATION		(\$1,557.39)	-0.07%	(\$2,308.89) -0.01%
OTHER FRINGE BENEFITS - PLANNING/MARKETING		\$11.17	0.00%	\$137.49 0.00%
OTHER FRINGE BENEFITS - HUMAN RESOURCES		\$5.58	0.00%	\$51.87 0.00%
O/BEN PHYS/DRUG TESTING-OPERATIONS		\$3,102.17	0.13%	\$52,758.70 0.17%
O/BEN PHYS/DRUG TESTING-OPS MT		\$112.14	0.00%	\$392.49 0.00%
O/BEN PHYS/DRUG TESTING-PARA		\$16.02	0.00%	\$56.07 0.00%
O/BEN PHYS/DRUG TESTING-MAINT		\$64.08	0.00%	\$408.51 0.00%
O/BEN PHYS/DRUG TESTING-NON-VEH MAINT		\$184.23	0.01%	\$544.68 0.00%
O/BEN PHYS/DRUG TESTING-ADMIN		\$104.13	0.00%	\$530.47 0.00%
O/BEN PHYS/DRUG TESTING-PLAN		\$72.09	0.00%	\$494.35 0.00%
O/BEN PHYS/DRUG TESTING- HUMAN RES		\$24.03	0.00%	\$104.13 0.00%
EDUCATIONAL ASSISTANCE-OPERS		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE-OPS MGT		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE-PARA		\$0.00	0.00%	\$909.00 0.00%
EDUCATIONAL ASSISTANCE-MAINT		\$0.00	0.00%	\$1,600.00 0.01%
EDUCATIONAL ASSISTANCE-NON-VEH MAINT		\$0.00	0.00%	\$400.00 0.00%
EDUCATIONAL ASSISTANCE-ADMIN		\$0.00	0.00%	\$1,601.00 0.01%
EDUCATIONAL ASSISTANCE-PLAN		\$0.00	0.00%	\$0.00 0.00%
EDUCATIONAL ASSISTANCE - HUMAN RES		\$0.00	0.00%	\$4,980.00 0.02%
FFCRA COVID - OPERATIONS		\$9,435.32	0.40%	\$27,524.73 0.09%
FFCRA COVID - OPERATIONS MGMT		\$2,766.45	0.12%	\$4,343.57 0.01%
FFCRA COVID - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
FFCRA COVID - VEHICLE MAINT		\$4,005.20	0.17%	\$10,018.26 0.03%
FFCRA COVID - NON-VEHICLE MAINT		\$449.76	0.02%	\$449.76 0.00%
FFCRA COVID - ADMIN		\$0.00	0.00%	\$0.00 0.00%
FFCRA COVID - PLAN/MARKETING		\$2,598.40	0.11%	\$2,598.40 0.01%
FFCRA COVID - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - OPERATIONS		\$1,505.64	0.06%	\$14,444.50 0.05%
EFMLA COVID - OPERATIONS MGMT		\$113.97	0.00%	\$797.82 0.00%
EFMLA COVID - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - VEHICLE MAINT		\$563.22	0.02%	\$3,752.10 0.01%
EFMLA COVID - NON-VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
EFMLA COVID - ADMIN		\$0.00	0.00%	\$0.00 0.00%
EFMLA COVID - PLAN/MARKETING		\$0.00	0.00%	\$474.80 0.00%
SB95 - COVID - OPERATIONS		\$0.00	0.00%	\$17,428.26 0.05%
SB95 - COVID - OPERATIONS MGMT		\$0.00	0.00%	\$2,141.47 0.01%
SB95 - COVID - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
SB95 - COVID - MAINT		\$0.00	0.00%	\$7,253.45 0.02%
SB95 - COVID - NON-VEH MAINT		\$0.00	0.00%	\$1,374.96 0.00%
SB95 - COVID - ADMIN		\$0.00	0.00%	\$0.00 0.00%
SB95 - COVID - PLAN & MKTG		\$0.00	0.00%	\$188.93 0.00%
REFERRAL BONUS - OPERATIONS		\$500.00	0.02%	\$18,500.00 0.06%
AB94 COVID - OPERATIONS		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - OPERATIONS MGMT		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - NON VEHICLE MAINTENANCE		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - ADMINISTRATION		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - PLANNING.MARKETING		\$0.00	0.00%	\$0.00 0.00%
AB94 COVID - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
TOTAL FRINGE BENEFITS		\$823,603.26	34.93%	\$11,098,391.91 34.75%
SERVICES				
LEGAL		\$26,335.80	1.12%	\$897,966.78 2.81%
AUDIT		\$3,500.00	0.15%	\$56,600.00 0.18%
CONT MAINT SERV - OPERATIONS		\$189.00	0.01%	\$15,316.32 0.05%
CONT MAINT SERV - OPS - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - PARATRANSIT		\$143.55	0.01%	\$60,796.50 0.19%
CONT MAINT SERV - PARA - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV-VEHICLE MAINT		\$17,706.02	0.75%	\$134,826.27 0.42%
CONT MAINT SERV - VEH MAINT - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV-NON-VEH MAINT		\$18,997.00	0.81%	\$129,930.77 0.41%
CONT MAINT SERV - NON VEH MAINT - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - ADMIN		\$533.62	0.02%	\$36,658.67 0.11%
CONT MAINT SERV - ADMIN - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - IT		\$405.80	0.02%	\$66,026.97 0.21%
CONT MAINT SERV - HR - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - PLAN/MRKTG		\$8,500.00	0.36%	\$93,211.82 0.29%
CONT MAINT SERV - PLAN/MRKTG - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
CONT MAINT SERV - HUMAN RESOURCES		\$0.00	0.00%	\$52,800.00 0.17%
CONT MAINT SERV - IT- CAPITAL GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/PROF SERV - OPERATIONS		\$4,917.54	0.21%	\$78,605.14 0.25%
O/PROF SERVICES - OPER MGMT		\$0.00	0.00%	\$0.00 0.00%
O/PROF SERV - PARATRANSIT		\$92.05	0.00%	\$1,440.90 0.00%
O/PROF SERV - VEHICLE MAINT		\$2,109.15	0.09%	\$13,602.67 0.04%
O/PROF SERV - NON VEH MAINT		\$224.27	0.01%	\$3,885.81 0.01%
O/PROF SERV - ADMIN		\$4,588.80	0.19%	\$434,530.10 1.36%
O/PROF SERVICES - PLAN & MKTG		\$0.00	0.00%	\$0.00 0.00%
O/PROF SERV - HUMAN RESOURCES		\$156.66	0.01%	\$16,827.63 0.05%
TEMPORARY HELP - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
TEMPORARY HELP - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
TEMPORARY HELP - NON-VEH MAINT		\$0.00	0.00%	\$18,394.24 0.06%
TEMPORARY HELP - ADMIN		\$5,274.26	0.22%	\$116,346.61 0.36%
TEMPORARY HELP - PLNG/MRKTG		\$0.00	0.00%	\$0.00 0.00%
TEMPORARY HELP - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
SECURITY SERV - VEHICLE MAINT		\$21,135.60	0.90%	\$261,621.72 0.82%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
ADA PARATRANSIT SERVICES		\$188,227.88	7.98%	\$2,600,495.98 8.14%
ADA SERVICES - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
ADA PARATRANSIT CONTINGENCY		\$0.00	0.00%	\$0.00 0.00%
CNG STATION EXPENSE		\$3,124.26	0.13%	\$41,691.33 0.13%
CNG STATION - CAPITAL GRANTS		\$0.00	0.00%	\$0.00 0.00%
ADVERTISING AND PROMOTION FEES		\$0.00	0.00%	\$0.00 0.00%
TOTAL SERVICES		\$306,161.26	12.99%	\$5,131,576.23 16.07%
MATERIALS AND SUPPLIES				
FUEL/LUBE - OPS CNG VEH		\$124,521.25	5.28%	\$1,075,941.65 3.37%
FUEL/LUBE - PARATRANSIT		\$1,233.33	0.05%	\$9,574.87 0.03%
FUEL/LUBE-PARATRANSIT CNG VEH		\$8,660.73	0.37%	\$74,193.54 0.23%
FUELS/LUBRICANTS-VEHICLE MAINT		\$1,341.64	0.06%	\$16,477.95 0.05%
FUEL/LUBE CNG-VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
TIRES/TUBES - OPERATIONS		\$7,462.87	0.32%	\$83,833.45 0.26%
TIRES/TUBES - VEHICLE MAINT		\$6,776.19	0.29%	\$40,345.76 0.13%
GASOLINE - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
GASOLINE - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
REPAIR PARTS - VEHICLE MAINT		\$114,892.33	4.87%	\$652,012.39 2.04%
REPAIR PARTS - VEHICLE MAINT - GRANTS		\$0.00	0.00%	\$0.00 0.00%
REPAIR PARTS - FACILITY MAINT		\$0.00	0.00%	\$5,575.33 0.02%
REPAIR PARTS - OBSOLETE PARTS		\$0.00	0.00%	\$0.00 0.00%
O/REPAIR PARTS - VEHICLE MAINT		\$0.00	0.00%	\$0.00 0.00%
OTHER SHOP MATLS-VEHICLE MAINT		\$2,969.74	0.13%	\$109,551.14 0.34%
TOOL ALLOWANCE - VEHICLE MAINT		\$1,768.40	0.08%	\$11,611.75 0.04%
TOOL ALLOWANCE - NON-VEH MAINT		\$473.82	0.02%	\$1,210.53 0.00%
WARRANTY RECOVERY-VEHICLE MAIN		\$0.00	0.00%	\$0.00 0.00%
TELEPHONE - OPERATIONS		\$357.13	0.02%	\$5,049.99 0.02%
TELEPHONE - OPERATIONS MGT		\$173.10	0.01%	\$1,350.18 0.00%
TELEPHONE - PARATRANSIT		\$69.24	0.00%	\$588.54 0.00%
TELEPHONE - VEHICLE MAINT		\$198.79	0.01%	\$2,615.98 0.01%
TELEPHONE - ADMIN		\$2,048.30	0.09%	\$23,015.96 0.07%
TELEPHONE-PLANNING & MARKETING		\$207.72	0.01%	\$1,834.86 0.01%
TELEPHONE - HUMAN RESOURCES		\$207.72	0.01%	\$1,973.34 0.01%
OFFICE SUPPLIES - ADMIN		\$1,765.76	0.07%	\$19,765.97 0.06%
COPIER COSTS		\$692.13	0.03%	\$11,714.12 0.04%
POSTAGE		\$19.25	0.00%	\$1,870.87 0.01%
O/MAT & SUPPLIES - OPERATIONS		\$271.71	0.01%	\$9,461.11 0.03%
O/MAT & SUPPLIES - OPS- CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES - PARATRANSIT		\$0.00	0.00%	\$5,550.32 0.02%
O/MAT & SUPPLIES - PARA - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES-VEHICLE-MAINT		\$1,942.83	0.08%	\$28,394.21 0.09%
O/MAT & SUPPLIES - VEH MAINT- CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES-NON-VEH MAINT		\$11,599.80	0.49%	\$120,141.48 0.38%
O/MAT & SUPPLIES - NON VEH MAINT- CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES - ADMIN		\$7,676.45	0.33%	\$69,707.28 0.22%
O/MAT & SUPPLIES - ADMIN- CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES - SUSPENSE ACCOUNT		\$0.00	0.00%	(\$11,362.43) -0.04%
O/MAT & SUPPLIES - IT		\$10,303.72	0.44%	\$104,229.87 0.33%
O/MAT & SUPPLIES - IT - CAPITAL GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES - PLAN/MRKTG		\$343.00	0.01%	\$1,312.82 0.00%
O/MAT & SUPPLIES - PLAN/MRKTG- CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
O/MAT & SUPPLIES - HUMAN RESOURCES		\$0.00	0.00%	\$7,714.05 0.02%



# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
O/MAT & SUPPLIES - HR - CAPITAL GRANTS		\$0.00	0.00%	\$0.00 0.00%
TICKETS/SCHEDLS - OPERATIONS		\$0.00	0.00%	\$11,565.50 0.04%
TICKETS/SCHEDLS - OPERATIONS - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
TICKETS/SCHEDLS - PARATRANSIT		\$0.00	0.00%	\$3,552.25 0.01%
PLANNING PROJECTS		\$0.00	0.00%	\$0.00 0.00%
DISCOUNTS		\$0.00	0.00%	(\$0.51) 0.00%
OTHER FINANCE FEES/CHARGES		\$0.00	0.00%	\$0.00 0.00%
SUB-GRANTEE/PASS THROUGH PROJ.		\$0.00	0.00%	\$0.00 0.00%
SECTION 18 - CITY OF OJAI		\$0.00	0.00%	\$0.00 0.00%
TOTAL MATERIALS AND SUPPLIES		\$307,976.95	13.06%	\$2,500,374.12 7.83%
UTILITIES				
ELECTRICITY - CNG STATION		\$24,680.61	1.05%	\$270,591.82 0.85%
ELECTRIC - NON-VEH MAINT		\$0.00	0.00%	\$12,654.28 0.04%
GAS - NON-VEH MAINT		\$800.96	0.03%	\$12,553.15 0.04%
WATER - NON-VEH MAINT		\$126.61	0.01%	\$26,745.95 0.08%
SEWER - NON-VEH MAINT		\$45.86	0.00%	\$3,528.97 0.01%
REFUSE - NON-VEH MAINT		\$0.00	0.00%	\$9,847.14 0.03%
TOTAL UTILITIES		\$25,654.04	1.09%	\$335,921.31 1.05%
CASUALTY AND LIABILITY COSTS				
PUBLIC LIABILITY DAMAGE PREM		\$0.00	0.00%	\$0.00 0.00%
PARATRANSIT INSURANCE EXPENSE		\$0.00	0.00%	\$0.00 0.00%
OTHER INSURANCE EXPENSE		\$0.00	0.00%	\$28,709.12 0.09%
SAFETY PROGRAM EXPENSE - ADMIN		\$0.00	0.00%	\$0.00 0.00%
SAFETY PROGRAM EXPENSE - HR		\$0.00	0.00%	\$0.00 0.00%
CLAIMS EXPENSE		\$12,164.42	0.52%	\$81,762.30 0.26%
ROADEO/SAFETY PROGRAM		\$0.00	0.00%	\$0.00 0.00%
RECOVERY OF LOSSES		\$0.00	0.00%	\$0.00 0.00%
LOSSES FROM ASSET WRITE OFFS		\$0.00	0.00%	\$0.00 0.00%
TOTAL CASUALTY AND LIABILITY		\$12,164.42	0.52%	\$110,471.42 0.35%
FUEL TAXES				
FUEL TAXES		\$0.00	0.00%	\$0.00 0.00%
FUEL TAXES - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%
TOTAL FUEL TAXES		\$0.00	0.00%	\$0.00 0.00%
MISCELLANEOUS EXPENSE				
DUES AND SUBSCRIPTIONS		\$2,030.94	0.09%	\$48,547.74 0.15%
TRAVEL AND MEETINGS - OPERATIONS		\$715.29	0.03%	\$1,857.72 0.01%
TRAVEL AND MEETINGS - OPS MGMT		(\$500.51)	-0.02%	\$4,641.11 0.01%
TRAVEL AND MEETINGS - PARATRANSIT		\$0.00	0.00%	\$6,038.04 0.02%
TRAVEL AND MEETINGS - VEH MAINT		\$0.00	0.00%	\$675.52 0.00%
TRAVEL AND MEETINGS - NON-VEH MAINT		\$0.00	0.00%	\$0.00 0.00%
TRAVEL AND MEETINGS - ADMIN		\$1,649.49	0.07%	\$2,579.49 0.01%
TRAVEL AND MEETINGS - PLAN AND MARTKNG		\$0.00	0.00%	\$0.00 0.00%
TRAVEL AND MEETINGS - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
ENVIRONMENTAL FEES		\$65.00	0.00%	\$14,437.34 0.05%
OFFICERS AND DIRECTORS EXPENSE		\$465.56	0.02%	(\$33,983.44) -0.11%
EMPLOYEE EVENTS - HUMAN RESOURCES		\$905.72	0.04%	\$16,813.05 0.05%
TRAINING - OPERATIONS		\$177.70	0.01%	\$1,088.66 0.00%
TRAINING - OPERATIONS MGT		\$313.82	0.01%	\$3,677.00 0.01%
TRAINING - PARATRANSIT		\$0.00	0.00%	\$0.00 0.00%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
TRAINING - VEHICLE MAINT		\$875.00	0.04%	\$21,427.60 0.07%
TRAINING NON VEH MAINT		\$0.00	0.00%	\$905.81 0.00%
TRAINING - ADMIN		\$450.00	0.02%	\$2,255.00 0.01%
TRAINING - PLANNING/MARKETING		\$0.00	0.00%	\$0.00 0.00%
TRAINING - HUMAN RESOURCES		\$0.00	0.00%	\$0.00 0.00%
ADVT/PROMOTIONS - PARATRANSIT		\$0.00	0.00%	\$1,750.19 0.01%
ADVT/PROMOTIONS - PARA - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
ADVT/PROMOTIONS - ADMIN		\$0.00	0.00%	\$120.18 0.00%
ADVT/PROMOTIONS-PLAN MARKETING		\$7,636.68	0.32%	\$83,852.22 0.26%
ADVT/PROMOTIONS - PLAN/MRKTG - CAP GRANTS		\$0.00	0.00%	\$0.00 0.00%
ADVT/PROMOTIONS-P/M BUS ADV		\$0.00	0.00%	\$0.00 0.00%
ADVT/PROMOTIONS-P/M TOKEN TRANSIT		\$1,026.75	0.04%	\$16,257.99 0.05%
ADVT/PROMOTIONS - HUMAN RESOURCES		\$376.16	0.02%	\$18,904.59 0.06%
BAD DEBTS EXPENSE		\$0.00	0.00%	\$0.00 0.00%
LEGAL ADVERTISING		\$0.00	0.00%	\$0.00 0.00%
CASH OVER/SHORT		\$0.00	0.00%	(\$5.00) 0.00%
REFUNDS		\$76.78	0.00%	\$409.78 0.00%
NONCAPITAL EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF OJAI		\$0.00	0.00%	\$0.00 0.00%
NONCAPITAL EQUIPMENT - I.T.		\$0.00	0.00%	\$0.00 0.00%
TOTAL MISCELLANEOUS EXPENSE		\$16,264.38	0.69%	\$212,250.59 0.66%
INTEREST EXPENSE				
INTEREST EXPENSE - LONG TERM		\$0.00	0.00%	\$0.00 0.00%
INTEREST EXPENSE - SHORT TERM		\$6,202.00	0.26%	\$91,015.87 0.28%
TOTAL INTEREST EXPENSE		\$6,202.00	0.26%	\$91,015.87 0.28%
LEASES				
LEASE - OXNARD TRANS CENTER		\$1,037.42	0.04%	\$12,449.04 0.04%
TOTAL LEASES		\$1,037.42	0.04%	\$12,449.04 0.04%
TANGIBLE DEPN AND AMORTIZATION				
BUILDING		\$0.00	0.00%	\$0.00 0.00%
REVENUE VEHICLES		\$16,972.74	0.72%	\$100,436.09 0.31%
OTHER VEHICLES		\$0.00	0.00%	\$0.00 0.00%
MAINTENANCE SHOP EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
OFFICE EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
OTHER EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
OTC LEASEHOLD IMPROVEMENTS		\$0.00	0.00%	\$0.00 0.00%
TOTAL TRANSIT DEPN & AMORT		\$16,972.74	0.72%	\$100,436.09 0.31%
PARATRANSIT DEPRECIATION & AMORT				
PARATRANSIT REVENUE VEHICLES		\$0.00	0.00%	\$0.00 0.00%
PARATRANSIT OFFICE EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
PARATRANSIT OTHER EQUIPMENT		\$0.00	0.00%	\$0.00 0.00%
TOTAL PARA DEPN & AMORT.		\$0.00	0.00%	\$0.00 0.00%
INTANGIBLE ASSETS DEPN & AMORT				
OTHER INTANGIBLE ASSETS		\$0.00	0.00%	\$0.00 0.00%
TOTAL INT'BLE ASSETS DEPN & AMORT		\$0.00	0.00%	\$0.00 0.00%
MISCELLANEOUS FEES				
CREDIT CARD FEES		\$412.44	0.02%	\$2,127.19 0.01%

# Gold Coast Transit District

## Income Statement

Division: 01 Gold Coast Transit District

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period		Jul-2021 Jun-2022 Year To Date	
TOKEN TRANSIT FEES		\$1,736.13	0.07%	\$11,942.17	0.04%
TOTAL MISCELLANEOUS FEES		\$2,148.57	0.09%	\$14,069.36	0.04%
DEBT SERVICE EXPENSE					
SERIES 2017 - COPS - INT EXP		\$0.00	0.00%	\$490,593.75	1.54%
SERIES 2017 - COPS - PREM AMORT		\$0.00	0.00%	\$0.00	0.00%
SERIES 2017 - COPS - COST OF ISS		\$0.00	0.00%	\$0.00	0.00%
TOTAL DEBT SERVICE EXPENSE		\$0.00	0.00%	\$490,593.75	1.54%
FEMA EXPENSE					
FEMA OPERATIONS DEPT 10		\$0.00	0.00%	\$0.00	0.00%
FEMA OPERATIONS MGMT DEPT 11		\$0.00	0.00%	\$0.00	0.00%
FEMA PARATRANSIT DEPT 12		\$0.00	0.00%	\$0.00	0.00%
FEMA MAINT DEPT 41		\$0.00	0.00%	\$0.00	0.00%
FEMA MAINT DEPT 42		\$0.00	0.00%	\$0.00	0.00%
FEMA ADMIN DEPT 160		\$0.00	0.00%	\$0.00	0.00%
FEMA PLANNING/MKTG DEPT 162		\$0.00	0.00%	\$0.00	0.00%
FEMA HUMAN RESOURCES DEPT 167		\$0.00	0.00%	\$0.00	0.00%
TOTAL FEMA EXPENSE		\$0.00	0.00%	\$0.00	0.00%
CONTINGENCY					
TOTAL CONTINGENCY		\$0.00	0.00%	\$0.00	0.00%
OPERATING CONTINGENCY		\$0.00	0.00%	\$0.00	0.00%
TOTAL EXPENSES		\$2,357,769.68	100.00%	\$31,937,578.76	100.00%
PROFIT/LOSS		\$9,887,345.97	419.35%	\$3,833,462.43	12.00%

# Gold Coast Transit District

## Income Statement

Division: 02 Gold Coast Transit District LTF

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
REVENUES				
LOCAL TRANSPORTATION FUNDS				
LTF - GOLD COAST TRANSIT DISTRICT		\$3,887,755.00	92.18%	\$15,551,008.00 87.89%
LTF - COUNTY OF VENTURA		\$123,492.00	2.93%	\$802,688.00 4.54%
LTF - CITY OF OXNARD		\$128,022.00	3.04%	\$832,143.00 4.70%
LTF - CITY OF SAN BUENAVENTURA		\$50,290.00	1.19%	\$326,895.00 1.85%
LTF - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
LTF - CITY OF OJAI		\$27,854.00	0.66%	\$181,051.00 1.02%
TOTAL REVENUES		\$4,217,413.00	100.00%	\$17,693,785.00 100.00%
EXPENSES				
LABOR AND WAGES				
LABOR - GOLD COAST TRANSIT DISTRICT		\$2,665,405.00	63.20%	\$8,884,684.45 60.14%
LABOR - COUNTY OF VENTURA		\$61,748.00	1.46%	\$339,604.80 2.30%
LABOR - CITY OF OXNARD		\$64,010.00	1.52%	\$352,059.00 2.38%
LABOR - CITY OF SAN BUENAVENTURA		\$25,146.00	0.60%	\$123,588.25 0.84%
LABOR - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
LABOR - CITY OF OJAI		\$7,171.00	0.17%	\$51,988.00 0.35%
TOTAL LABOR		\$2,823,480.00	66.95%	\$9,751,924.50 66.01%
FRINGE BENEFITS				
BENEFITS - GOLD COAST TRANSIT DISTRICT		\$930,025.00	22.05%	\$3,100,079.31 20.99%
BENEFITS - COUNTY OF VENTURA		\$30,872.00	0.73%	\$169,799.40 1.15%
BENEFITS - CITY OF OXNARD		\$32,006.00	0.76%	\$176,031.00 1.19%
BENEFITS - CITY OF SAN BUENAVENTURA		\$12,572.00	0.30%	\$69,148.40 0.47%
BENEFITS - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
BENEFITS - CITY OF OJAI		\$2,897.00	0.07%	\$15,058.69 0.10%
TOTAL FRINGE BENEFITS		\$1,008,372.00	23.91%	\$3,530,116.80 23.90%
MATERIALS AND SUPPLIES				
MAT/SUP -GOLD COAST TRANSIT DISTRICT		\$292,325.00	6.93%	\$974,411.04 6.60%
MAT/SUP -COUNTY OF VENTURA		\$30,872.00	0.73%	\$169,799.40 1.15%
MAT/SUP -CITY OF OXNARD		\$32,006.00	0.76%	\$176,031.00 1.19%
MAT/SUP -CITY OF SAN BUENAVENTURA		\$12,572.00	0.30%	\$69,148.40 0.47%
MAT/SUP -CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
MAT/SUP -CITY OF OJAI		\$9,199.00	0.22%	\$47,814.86 0.32%
TOTAL MATERIALS AND SUPPLIES		\$376,974.00	8.94%	\$1,437,204.70 9.73%
MISCELLANEOUS EXPENSE				
CAP IMP - GOLD COAST TRANSIT DISTRICT		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - COUNTY OF VENTURA		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF OXNARD		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF SAN BUENAVENTURA		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF PORT HUENEME		\$0.00	0.00%	\$0.00 0.00%
CAP IMP - CITY OF OJAI		\$8,587.00	0.20%	\$53,047.00 0.36%
TOTAL MISCELLANEOUS EXPENSE		\$8,587.00	0.20%	\$53,047.00 0.36%
TOTAL EXPENSES		\$4,217,413.00	100.00%	\$14,772,293.00 100.00%
PROFIT/LOSS		\$0.00	0.00%	\$2,921,492.00 19.78%

# Gold Coast Transit District

## Income Statement

Division: 03 GCTD - PROP 1B/PTMISEA

As of: 9/29/2022

From Fiscal Year: 2022 Thru Fiscal Year: 2022	From Period 12 Thru Period 12	Jun-2022 Current Period	Jul-2021 Jun-2022 Year To Date	
REVENUES				
STATE GRANTS AND REIMBURSEMENTS				
PROPOSITION 1B ASSISTANCE		\$0.00 0.00%	\$0.00 0.00%	
INVESTMENT INC - PROP 1B		\$0.00 0.00%	\$0.00 0.00%	
PTMISEA		\$0.00 0.00%	\$0.00 0.00%	
INVESTMENT INC - PTMISEA		\$9.65 0.00%	\$105.16 0.03%	
LCTOP		\$287,433.28 94.82%	\$287,433.28 94.78%	
INVESTMENT INC - LCTOP		\$15,706.86 5.18%	\$15,733.73 5.19%	
STATE OF GOOD REPAIR		\$0.00 0.00%	\$0.00 0.00%	
INVESTMENT INC - SGR		\$0.00 0.00%	\$0.00 0.00%	
OTHER STATE ASSISTANCE		\$0.00 0.00%	\$0.00 0.00%	
TOTAL STATE GRANTS & REIMB		\$303,149.79 100.00%	\$303,272.17 100.00%	
TOTAL REVENUES		\$303,149.79 100.00%	\$303,272.17 100.00%	
GOLD COAST TRANSIT PROJECTS				
AUTOMATIC STOP ANNUNCIATORS		\$0.00 0.00%	\$0.00 0.00%	
ADA CALL BACK SYSTEM		\$0.00 0.00%	\$0.00 0.00%	
NEW FAC PLAN, DESIGN, LAND PURCH AND CONS		\$0.00 0.00%	\$0.00 0.00%	
NEW FAC -FY 13-14 CTSGP-CTAF		\$0.00 0.00%	\$0.00 0.00%	
NEW FAC -FY 14-15 CTSGP-CTAF		\$0.00 0.00%	\$0.00 0.00%	
NEW FAC -FY 15-16 CTSGP-CTAF		\$0.00 0.00%	\$0.00 0.00%	
NEW FAC -FY 16-17 CTSGP-CTAF		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2010-11/CSC REMODEL		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2011-12/CSC REMODEL1		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2014-15/CSC REMODEL4		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2011-12/NEW FACILITY		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3		\$0.00 0.00%	\$0.00 0.00%	
VCTC FY 14-15 CAL-OES SAF&SEC GRANT		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2011-12/NEW FACILITY		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2012-13/CSC REMODEL2		\$0.00 0.00%	\$0.00 0.00%	
SAFETY AND SECURITY FY 2013-14/CSC REMODEL3		\$0.00 0.00%	\$0.00 0.00%	
REPLACEMENT BUSES		\$0.00 0.00%	\$0.00 0.00%	
REP PARA BUSES & SOFTWARE		\$200,189.17 39.77%	\$200,189.17 38.59%	
LCTOP -FARE SUPPORT - TOKEN TRANSIT		\$0.00 0.00%	\$4,162.09 0.80%	
LCTOP-FARE SUPPORT - FREE FARE DAYS		\$0.00 0.00%	\$0.00 0.00%	
LCTOP - VENTURA ROAD ROUTE		\$303,141.00 60.23%	\$314,367.00 60.60%	
UNCLASSIFIED PROJECTS		\$0.00 0.00%	\$0.00 0.00%	
SGR - NEAR "0" ENG REPLMENTS		\$0.00 0.00%	\$0.00 0.00%	
TOTAL PROJECTS		\$503,330.17 100.00%	\$518,718.26 100.00%	
NET POSITION		(\$200,180.38) -39.77%	(\$215,446.09) -41.53%	

**Gold Coast Transit District  
Schedule of Money Transfers  
For the Months of June 2022**

<b>Date</b>	<b>Description</b>	<b>Accounts</b>		<b>Amount</b>
		<b>From</b>	<b>To</b>	
6/1/2022	Transfer for AP & Payroll	UB Money Market 2	UB General Account	466,650.43
6/9/2022	Transfer for AP	UB Money Market 2	UB General Account	579,726.05
6/15/2022	Transfer for AP & Payroll	UB Money Market 2	UB General Account	1,431,488.83
6/22/2022	Transfer for AP	UB Money Market 2	UB General Account	122,315.78
6/29/2022	Transfer for AP & Payroll	UB Money Market 2	UB General Account	479,953.19

**Gold Coast Transit District**  
**Payroll Information**

<b>Pay Date</b>	<b>Period End</b>	<b>Gross Earnings</b>	<b>Net Pay</b>	<b>Payroll Tax</b>	<b>Non-tax Deductions</b>
3-Jun-22	28-May-22	\$ 497,059.21	\$ 357,689.37	\$ 7,112.36	\$ 77,516.95
17-Jun-22	11-Jun-22	\$ 489,797.48	\$ 352,415.55	\$ 6,986.82	\$ 78,548.40
		<b>\$ 986,856.69</b>	<b>\$ 710,104.92</b>	<b>\$ 14,099.18</b>	<b>\$ 156,065.35</b>



Item #6

**DATE** October 5, 2022  
**TO** GCTD Board of Directors  
**FROM** Dawn Perkins, Director of Finance *DP*  
**SUBJECT** **Receive and File of GCTD FY 20-21 Annual Comprehensive Financial Report (ACFR)** – Prepared by Brown Armstrong Certified Public Accountants

---

## I. EXECUTIVE SUMMARY

GCTD contracted with Brown Armstrong Certified Public Accountants to audit GCTD's Fiscal Year 20-21 Annual Comprehensive Financial Report (ACFR). The ACFR is intended to provide a detailed picture of the financial and operational areas of the agency.


We received one finding in the audit this year related to the untimeliness of the completion of the audit and issuance of the financial statements, due to staff turnover in the last year. Management concurred with the finding and its recommendations. The Finance Department is now fully staffed and hard at work getting the FY 2022 audit preparations completed.

The final ACFR document was submitted to the Federal Clearinghouse and is attached to this report. A digital version will be available on the GCTD website.

## II. SUMMARY AND RECOMMENDATIONS

**IT IS RECOMMENDED** that the Board receive and file the FY 20-21 Annual Comprehensive Financial Report as prepared by Brown Armstrong Certified Public Accountants.

General Manager's Concurrence

  
Vanessa Rauschenberger

*Attachment: Annual Comprehensive Financial Report (ACFR)*

### GOLD COAST TRANSIT DISTRICT

CITY OF OJAI | CITY OF OXNARD | CITY OF PORT HUENEME | CITY OF VENTURA | COUNTY OF VENTURA  
1901 AUTO CENTER DRIVE, OXNARD, CA 93036-7966 | P 805.483.3959 | F 805.487.0925 | GCTD.ORG





# Annual Comprehensive Financial Report

FISCAL YEAR ENDED JUNE 30, 2021

**GOLD COAST TRANSIT DISTRICT**

CITY OF OJAI | CITY OF OXNARD | CITY OF PORT HUENEME | CITY OF VENTURA | COUNTY OF VENTURA  
1901 AUTO CENTER DRIVE, OXNARD, CA 93036-7966 | P 805.483.3959 | F 805.487.0925 | GCTD.ORG

**Gold Coast Transit District**  
***Board of Directors – June 30, 2021***



**Bryan A. MacDonald, Chair**  
Mayor Pro Tem, City of Oxnard



**Matt LaVere, Vice Chair**  
Supervisor, 5th District, County of Ventura



**Randy Haney, Director**  
Councilman, City of Ojai



**Richard Rollins, Director**  
Councilmember, City of Port Hueneme



**Mike Johnson, Director**  
Councilmember, City of Ventura

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**GOLD COAST TRANSIT DISTRICT**  
**ANNUAL COMPREHENSIVE FINANCIAL REPORT**  
**FOR THE FISCAL YEAR ENDED**  
**JUNE 30, 2021**

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**GOLD COAST TRANSIT DISTRICT  
ANNUAL COMPREHENSIVE FINANCIAL REPORT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

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**INTRODUCTORY SECTION  
(UNAUDITED)**



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September 28, 2022

Board of Directors  
Gold Coast Transit District  
Oxnard, CA

Members of the Board:

In Fiscal Year (FY) 2020-21, Gold Coast Transit District (GCTD) continued to work at recovery from the impacts of the COVID-19 pandemic. While the public health orders had large impacts on almost every sector of community life, public transit remained an essential lifeline our community. In FY 2020-21, GCTD delivered nearly 2 million passenger trips in western Ventura County on our fixed-route and ACCESS services. Public transit continues to play an important part of providing access to opportunities and improving quality of life for all in the cities we serve. Some noteworthy highlights at GCTD during FY 2020-21 include:

**COVID-19 Response & Recovery Plan** – In July 2020, the Board of Directors (Board) approved GCTD’s COVID-19 Recovery Plan. The purpose of this plan is to detail Gold Coast Transit District’s efforts to assist in the revitalization of the health, social and economic fabric of our community and to have GCTD emerge as a more resilient organization following the COVID-19 pandemic. The plan was developed with input from the public and employees; and includes recommended actions aligned with the California Transportation Association (CTA) Future of Transit task force report.

**New Service - Launch of Service on Ventura Road Route 23** – This route was the result of years of planning and construction of 27 bus stops across two cities. The route operates every 30-35 minutes connecting Oxnard College, the Naval Base and Esplanade. The new route is funded by a combination of Congestion Mitigation and Air Quality (CMAQ) and Low Carbon Transit Operations Planning (LCTOP) grant funding. Passenger feedback has been very positive, with ridership in the first year of operation reaching 48,913 passengers. The new route allowed us to restructure services and speed up travel time significantly between north and south Oxnard.

#### **New Flexible Services – Late Night Safe Rides**

In FY 2020-21, Late Night Safe Rides was launched to provide passengers with an affordable and safe transportation option during late night hours, in particular those employed in hospitality and health care, who may get off later at night when fixed route bus service is at best, limited. This shared-ride, demand response service is available to anyone who requires a ride within GCTD’s service area between the hours 7PM-12AM. This demonstration project is funded for one year by Federal CARES funding targeted towards improving access to jobs with a specific emphasis on assisting essential workers in their reverse commutes.

**New Website** - GCTD launched a new website with a renewed focus on riders, potential new riders, and the rider experience. Analytics from the former site indicated that over 75% of visitors accessed the website on a mobile device. Therefore, the new website was designed to be mobile-first, enhancing the browsing experience on mobile or tablet devices. The new site offers clear, concise and practical information for trip planning, schedules, fares, route alerts, and real time bus information featuring live bus tracking. The result is a visually appealing, user friendly, and Americans with Disabilities Act (ADA) compliant website.

**GOLD COAST TRANSIT DISTRICT**

**Direct ACCESS service to Camarillo** – Using a 5310 Grant for Seniors and People with Disabilities, GCTD continues to operate, in partnership with the City of Camarillo, a Direct trip to Camarillo service for customers who use ACCESS. This project alleviates the need for passengers to make the physical transfer between vehicles to reach their destination, which was a concern cited in the Ventura County Transportation Commission (VCTC) 2016 Human Service Transportation Coordinated Plan.

**Transit Oriented Development** – A significant amount of work was done during FY 2020-21 on the decommissioning of the 301 site. This past year the Board adopted a Transit Oriented Development Policy to guide the future use of the site. In addition a Request for Proposal (RFP) process is currently underway to identify a development partner to build affordable housing adjacent to downtown Oxnard Transit Center.

**Preparing for Bus Replacements & Zero Emissions by 2040** – Our fleet is aging. With 31 out of 61 buses reaching the end of their life in the next five years, we are continuing to prepare for the eventual replacement of our fleet. In addition, staff continues to prepare for the future of zero emissions bus replacements to meet the goal of transitioning to a zero-emission fleet by 2040 which is required by the California Air Resources Board (CARB).

Now, moving into year two of this global pandemic, our work continues. We continue to restore service where it is needed most, survey passengers on best safety practices, plan for innovative services such as Microtransit, promote the use of contactless payment, and make transit more convenient and efficient. Looking ahead, wherever you're heading, we hope GCTD can take you there. Together, on the Go.

Sincerely,

A handwritten signature in black ink, reading "Vanessa Rauschenberger". The signature is fluid and cursive, with the first name "Vanessa" being more prominent than the last name "Rauschenberger".

---

Vanessa Rauschenberger  
General Manager

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## **GOLD COAST TRANSIT DISTRICT ORGANIZATIONAL INFORMATION**

### **About Us**

Gold Coast Transit District (GCTD) provides public fixed-route and paratransit service in the cities of Ojai, Oxnard, Port Hueneme, and San Buenaventura, and the unincorporated areas of Ventura County. With 3 million passenger trips provided each year, GCTD is the largest public transportation operator in Ventura County. The fleet includes 61 buses, all powered by clean natural gas supplied by an on-site CNG fueling station and 26 paratransit vehicles with 80% powered by natural gas.

### **Our Mission**

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

### **History**

GCTD was founded in 1973 (originally named "South Coast Area Transit") when the cities of Ojai, Oxnard, Port Hueneme, and San Buenaventura executed a Joint Powers Agreement that created "SCAT" to develop and operate local and intercity public transportation in western Ventura County.

Prior to 1973, Ventura Transit City Lines operated local service in San Buenaventura and Ojai, and Oxnard Municipal Bus Lines served Oxnard and Port Hueneme. Following a national trend, the bus systems that flourished through the mid-century began to decline in the 1960's. The outlook for public transit systems in California brightened in 1971 when the State Legislature created a source of dedicated transportation funding through passage of the Transportation Development Act (TDA). The availability of TDA funds to local governments provided an impetus for forming a single regional transit entity to operate coordinated transit services across municipal boundaries and in some unincorporated areas of western Ventura County. The County of Ventura joined SCAT in October of 1977. By February of 1980 the transit functions in western Ventura County were consolidated into a single administrative, operating and maintenance facility on a three-acre site at 301 East Third Street in Downtown Oxnard.

In the 1990's, SCAT began operation of ACCESS, a regional paratransit service providing curb-to-curb transportation for people with disabilities and senior citizens.

In June 2007, SCAT's Joint Powers Agreement was amended to rename the agency from South Coast Area Transit to Gold Coast Transit. The change in name was intended to help distinguish the agency from the 11 other agencies named SCAT around the nation and to better connect the service to the community it served.

In October 2013, Governor Brown signed into law Assembly Bill (AB) 664, which formed the Gold Coast Transit District. The district 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. Formation of a transit district allows GCTD's Board of Directors and staff to have greater flexibility in implementing service improvements by looking beyond jurisdictional borders in order to efficiently and effectively meet the public's transit needs.

In 2014, GCTD was named Small Agency of the Year by the California Transit Association. In 2015, GCTD unveiled a new logo and bus paint scheme to coincide with the purchase of replacement buses. The new colors reflect GCTD's commitment to quality public transportation, and evokes the agency's vision of a more modern, clean, and efficient future.

During Fiscal Year (FY) 2018-19, the District continued development of the new 15-acre Administration and Operations Facility in North Oxnard that will allow GCTD to better meet the growing transit needs of the community. The new facility located at 1901 Auto Center Drive in Oxnard, CA opened July 28, 2019.

## Statistics

- Service Area: Ojai, Oxnard, Port Hueneme, Ventura & County of Ventura
- Population Served: 375,000
- Total System Annual Passengers: (FY 2020-21) 1.9 million
- 61 - fixed-route buses
  - Fuel Type: 100% Natural Gas
- 28 - paratransit buses and vans
  - Fuel Type: 80% Natural Gas

## Board of Directors

GCTD is governed by a Board of Directors. Each of GCTD's five-member agencies appoint one elected official from its governing body to serve on the Board of Directors and a second to serve as an alternate member. The Board of Director's regular monthly meetings are held on the first Wednesday of each month at 10:00 a.m.

## GCTD's Leadership

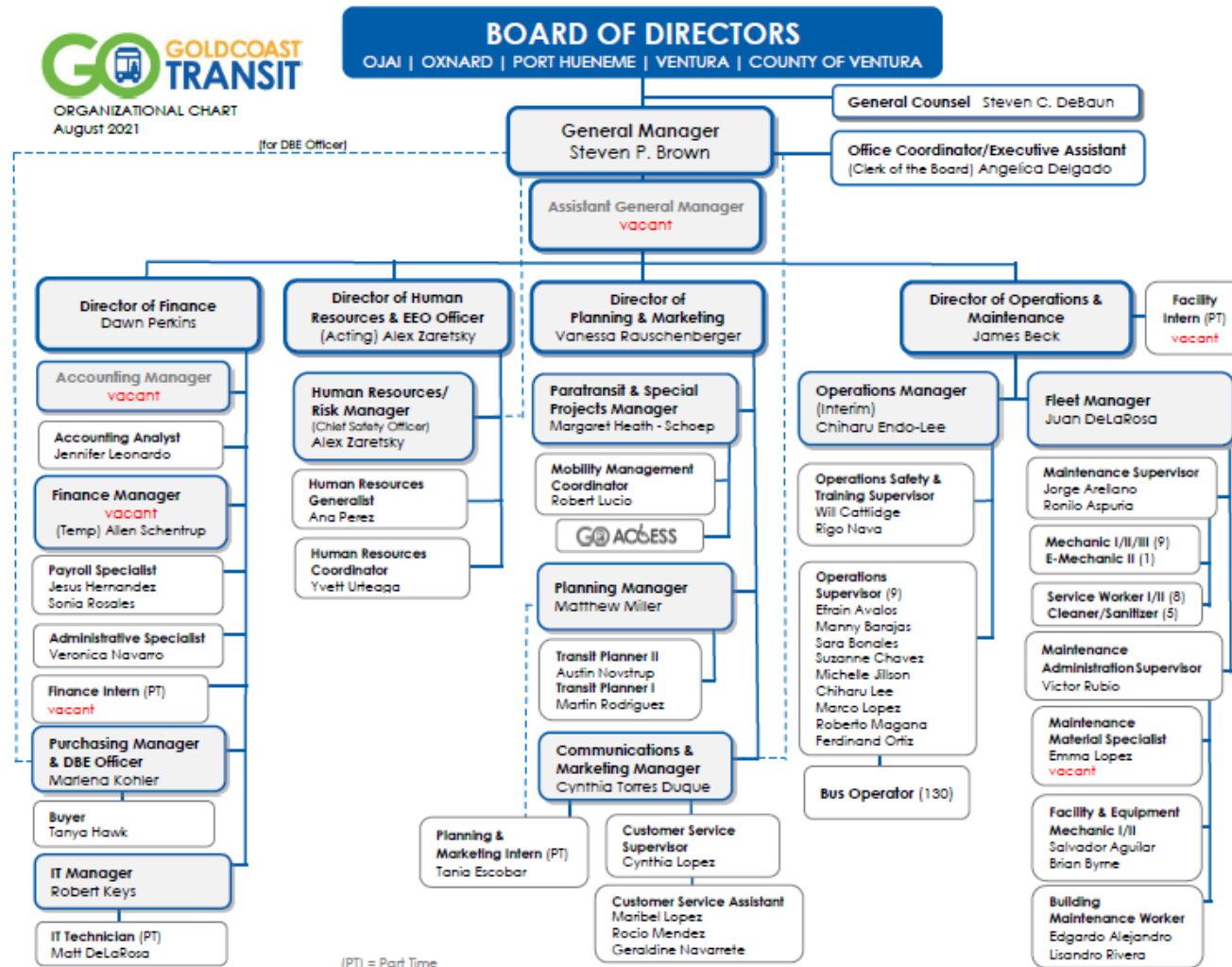
GCTD's General Manager is appointed by, and reports to, the Board of Directors (Board). The General Manager is charged with carrying out the Board's policies and directives and has full charge of the operation of GCTD's services, facilities, and administration of business affairs. GCTD's Management Team for FY 2020-21 was comprised of:

- **General Manager - Steven P. Brown**
- Assistant General Manager – *vacant*
- Director of Finance –Dawn Perkins
- Director of Operations & Maintenance – James Beck
- Director of Planning & Marketing – Vanessa Rauschenberger
- Director of Human Resources – (Acting) Alex Zaretsky

## Employees

GCTD has 200 employees, the majority of whom operate or maintain buses. Service Employees International Union Local 721 represents all bus operators, most maintenance employees, and five administrative staff members. International Brotherhood of Teamsters Local 186 represents all supervisors. GCTD contracts with MV Transportation for the maintenance and operation of ACCESS Paratransit.

# GOLD COAST TRANSIT DISTRICT ORGANIZATIONAL CHART



## GOLD COAST TRANSIT DISTRICT BUS SYSTEM MAP





## **FINANCIAL SECTION**

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## INDEPENDENT AUDITOR'S REPORT

To the Board of Directors of the  
Gold Coast Transit District  
Oxnard, California

### Report on the Audit of the Financial Statements

#### **Opinions**

We have audited the accompanying financial statements of the Gold Coast Transit District (the District) as of and for the fiscal year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the District's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the respective financial position of the District, as of June 30, 2021, and the respective changes in financial position, and cash flows thereof for the fiscal year then ended in accordance with accounting principles generally accepted in the United States of America.

#### **Basis for Opinions**

We conducted our audit in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the District and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audit. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

#### **Responsibilities of Management for the Financial Statements**

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

## ***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the District's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

## ***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the management's discussion and analysis, the Schedule of Changes in Net Pension Liability and Related Ratios, Schedule of Contributions – Pension Plan, and Schedule of Changes in the Net OPEB Liability and Related Ratios on pages 20-30 and 66-68 be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

### **Supplementary Information**

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the District's basic financial statements. The accompanying Schedules of Changes in Local Transportation Funding Activity of the District and schedule of expenditures of federal awards, as required by Title 2 U.S. Code of Federal Regulations Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards*, are presented for purposes of additional analysis and are not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the combining and individual nonmajor fund financial statements and the schedule of expenditures of federal awards are fairly stated, in all material respects, in relation to the basic financial statements as a whole.

### **Other Information**

Management is responsible for the other information included in the annual report. The other information comprises the introductory and statistical sections but does not include the basic financial statements and our auditor's report thereon. Our opinions on the basic financial statements do not cover the other information, and we do not express an opinion or any form of assurance thereon.

In connection with our audit of the basic financial statements, our responsibility is to read the other information and consider whether a material inconsistency exists between the other information and the basic financial statements, or the other information otherwise appears to be materially misstated. If, based on the work performed, we conclude that an uncorrected material misstatement of the other information exists, we are required to describe it in our report.

### **Other Reporting Required by Government Auditing Standards**

In accordance with *Government Auditing Standards*, we have also issued our report dated September 28, 2022, on our consideration of the District's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control over financial reporting and compliance.

BROWN ARMSTRONG  
ACCOUNTANCY CORPORATION

*Brown Armstrong*  
*Accountancy Corporation*

Bakersfield, California  
September 28, 2022

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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER FINANCIAL REPORTING  
AND ON COMPLIANCE AND OTHER MATTERS BASED ON AN AUDIT OF FINANCIAL  
STATEMENTS PERFORMED IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board of Directors of the  
Gold Coast Transit District  
Oxnard, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Gold Coast Transit District (the District), as of and for the fiscal year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise District's basic financial statements and have issued our report thereon dated September 28, 2022.

**Report on Internal Control over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of District's internal control. Accordingly, we do not express an opinion on the effectiveness of District's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control, such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and therefore, material weaknesses or significant deficiencies may exist that were not identified. We identified a certain deficiency in internal control, described in the accompanying schedule of findings and questioned costs as item 2021-01 that we consider to be a material weakness.

## **Report on Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit, and accordingly, we do not express such an opinion. The results of our tests disclosed an instance of noncompliance or other matters that is required to be reported under *Government Auditing Standards* and which is described in the accompanying schedule of findings and questioned costs as item 2021-01.

## **Gold Coast Transit District's Response to Findings**

*Government Auditing Standards* requires the auditor to perform limited procedures on the District's response to the findings identified in our audit and described in the accompanying schedule of findings and questioned costs. The District's response was not subjected to the other auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on the response.

## **Purpose of This Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the entity's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the entity's internal control and compliance. Accordingly, this communication is not suitable for any other purpose.

BROWN ARMSTRONG  
ACCOUNTANCY CORPORATION

A handwritten signature in blue ink that reads "Brown Armstrong Accountancy Corporation". The signature is written in a cursive, flowing style.

Bakersfield, California  
September 28, 2022



## SCHEDULE OF FINDINGS AND QUESTIONED COSTS

### 2021-01 – FINANCIAL REPORTING

**Condition:** The District did not complete year-end closing procedures in a timeframe which would have allowed the financial statements to be issued in a timely manner. The closing procedures did not include sufficient review of information before it was provided to the external auditors resulting in several post-closing adjustments and revisions to the financial statements and resulted in delays in the issuance of the financial statements causing the District to be out of compliance with state and local statutes.

Although the District received a 90-day extension through March 31, 2022, additional extensions were not authorized.

**Criteria:** The District should design and implement internal controls over the financial reporting and compliance processes to ensure the following: (1) that the general ledger and grant ledgers undergo adequate procedures to ensure the proper application of fiscal-year cutoff, (2) that the fiscal-year end financial statements are closed and the related financial statements supporting schedules are prepared in a timely manner allowing for a more efficient audit, and (3) that the final trial balances are subject to sufficient management review so that balances are presented in accordance with generally accepted accounting principles (GAAP).

Additionally, State Transportation Development Act (TDA) regulations in accordance with Public Utilities Code Section 99245 and CCR Section 6664 require “a report of fiscal and compliance audit made by an independent auditor shall be submitted by each claimant within 180 days after the end of the fiscal year, except that the responsible entity, as defined in Section 6663, may grant an extension of up to 90 days as it deems necessary. No allocation shall be made to any claimant that is delinquent in its submission of a fiscal and compliance audit report.”

**Cause of Condition:** The District experienced significant turnover of finance and accounting personnel and challenges related to the COVID pandemic which made it impossible to follow established policies and procedures related to internal controls over financial reporting and compliance.

**Effect of Condition:** Untimely closing and financial statement preparation procedures resulted in delayed audits of financial statements and compliance. The District was out of compliance with state regulations resulting in delays in receipt of grant funds due to delays in the completion of required audits.

**Recommendation:** We recommend the District implement strong internal policies and procedures and provide sufficient cross-training to staff to ensure that a comprehensive closing of the general ledger is performed in a timely manner and that sufficient resources and adequate oversight are available to oversee the District's year-end closing procedures and preparation of the financial statement supporting schedules.

**View of Responsible Officials and Planned Corrective Action:** The District has replaced finance and accounting staff and retained the services of a consulting CPA firm to be responsible for oversight of the year-end closing procedures and review of financial transactions to ensure reports are prepared and submitted within statutory timelines.

**GOLD COAST TRANSIT DISTRICT  
MANAGEMENT'S DISCUSSION AND ANALYSIS (Unaudited)  
JUNE 30, 2021**

The following Management's Discussion and Analysis (MD&A) of activities and financial performance of Gold Coast Transit District (GCTD, or the District) introduces the basic financial statements of GCTD for the fiscal year ended June 30, 2021. We encourage readers to consider the information presented here in conjunction with the transmittal letter contained in the Introductory Section and with the statements and related notes contained in the Financial Section.

**ACTIVITIES AND HIGHLIGHTS**

GCTD provides bus and paratransit services in the cities of Ojai, Oxnard, Port Hueneme, and San Buenaventura (Ventura), and in the unincorporated Ventura County areas between the cities. The service area is approximately 91 square miles with a population of approximately 375,000.

Due to COVID and the stay-at-home orders, all transit ridership is down significantly over the prior year.

GCTD owns 88 passenger and paratransit revenue vehicles, primarily fueled with clean burning compressed natural gas (CNG) from GCTD's owned and operated CNG fueling station. In Fiscal Year (FY) 2020-21, GCTD vehicles carried approximately 2.0 million passengers while traveling over 2.6 million miles in revenue service.

GCTD operates a fleet of 62 fixed-route passenger buses. In FY 2020-21, GCTD fixed-route passenger buses traveled 2.0 million miles of revenue service and provided 1,891,011 passenger boardings, a decrease of 36% from the previous year's boardings.

In FY 2020-21, the ACCESS paratransit system traveled 633,722 miles of revenue service and transported 61,938 passengers, a decrease of 35% from the previous year. The GCTD ACCESS service is operated under contract by MV Transportation, Inc. GCTD owns the paratransit fleet, which consists of 26 vehicles, including 13 MV1 vans, 5 gasoline ford transit vans, and 8 cutaway vans.

	2021	2020	Increase (Decrease)
Fixed Passenger Route	1,891,011	2,958,867	-36.09%
ACCESS Paratransit One-Way Trips	61,938	95,245	-34.97%
Total Boardings	1,952,949	3,054,112	-36.06%

GCTD is different than most transit operations in Southern California in that it provides transit service without support from a direct local sales tax measure, tax levy or dedicated general fund support. The use of Local Transportation Funds (LTF) from a quarter-cent state sales tax provided by the Transportation Development Act (TDA) of 1974 has historically been the primary funding source available to GCTD to support transit services.

LTF increased substantially through the early 2000s and peaked in FY 2006-07; it was highly impacted by the recession that followed. After decreasing 35% from FY 2006-07 to FY 2009-10, LTF funding allocated to GCTD member jurisdiction (by population) has returned to its pre-recession level. In FY 2020-21 GCTD received \$16,100,145 in gross LTF funding. Due to the continued impact of COVID-19 and statewide orders to remain at home, GCTD's LTF for FY 2020-21 was reduced from the previous year.

In FY 2014-15, Gold Coast Transit, a joint powers authority (JPA), became Gold Coast Transit District as the result of state legislation. As a transit district, GCTD directly receives all LTF funds allocated to its member jurisdictions. GCTD's enabling legislation also allows GCTD members to claim from the District a portion of its LTF funds for transit services (not provided by the District) that the member funds or operates. In FY 2020-21 GCTD provided to its members \$1,503,426 in net LTF funding.

GCTD's second largest source of operating revenue is the Federal Transit Administration (FTA) grants. Federal Section 5307 grants are allocated based on a federal formula and have remained relatively stable over the past ten years. Section 5307 is the core program that provides federal funds used for GCTD operating activities. GCTD expended \$2,588,567 in Section 5307 grant funds for eligible operating activities in FY 2020-21. \$163,251 was expended for Enhanced Mobility of Seniors and Individuals with Disabilities. GCTD also used Federal Congestion Mitigation and Air Quality Improvement (CMAQ) funds for bus replacements. GCTD expended \$1,451,141 in CMAQ funds replacing three buses and \$616,179 towards Ventura Road (Route 23) operations in FY 2020-21. GCTD expended \$7,931,252 in Coronavirus Aid, Relief, and Economic Security (CARES) Act funding in FY 2020-21.

Another revenue source for GCTD is State Transportation Assistance (STA). Although STA accounts for less than 0.01% of GCTD revenues (\$243,716 in FY 2020-21), STA does provide significant funding for competing Ventura County transit priorities such as Metrolink and Ventura County Transportation Commission (VCTC) Intercity Transit. GCTD expended \$240,383 in STA funds for operating activities in FY 2020-21.

### **GASB STATEMENTS NO. 68 AND NO. 71**

The Governmental Accounting Standards Board (GASB) is an independent, nonprofit, non-governmental regulatory body charged with setting accounting and financial reporting standards for state and local governments. Beginning with FY 2014-15, GASB Statements No. 68 and No. 71 required agencies to report their net pension liability in accrual-based basic financial statements. This is distinctly different than previous methods in which funding and accounting were aligned. Please note that these standards only impact the accounting and financial reporting of pension obligations for governmental employers; pension contribution rates and funding requirements are not impacted.

GCTD employees are covered by a California Public Employees Retirement System (CalPERS) pension plan. GCTD's net pension liability at June 30, 2021 is \$14,531,003.

Note 10 to the basic financial statements addresses the GASB Statements No. 68 and No. 71 requirements in substantially greater detail.

### **GASB STATEMENTS NO. 74 AND NO. 75**

GCTD provides retiree healthcare benefits for employees who retire with CalPERS pension benefits immediately upon retirement from the District. GCTD pays the minimum employer contribution amount as prescribed by the Public Employees' Medical and Hospital Care Act (PEMHCA). The District pays a portion of the cost of health insurance for retirees under any group plan offered by CalPERS, subject to certain restrictions as determined by the District. Retirees pay the portion of premium not paid by the District. For context, in 2021, GCTD pays \$149.00 per month per employee.

In 2013, GCTD joined the California Employers' Retiree Benefit Trust (CERBT) Fund, a Section 115 trust fund managed by CalPERS dedicated to prefunding Other Post-Employment Benefits (OPEB) for all eligible California public agencies. GCTD has invested in CERBT each year an amount to maintain a zero net liability in accordance with the actuarial calculation required under GASB Statements No. 43 and No. 45. As of June 30, 2021, GCTD's investment in CERBT was valued at \$683,730.

Beginning with the FY 2017-2018 fiscal year, public agencies are required to report OPEB liabilities in accordance with GASB Statements No. 74 and No. 75. The new GASB statements require public agencies to recognize a liability for OPEB obligations, known as the net OPEB liability (NOL), on the Statement of Net Position, and to recognize an OPEB expense on the Statement of Activities and Changes in Net Position. This is very similar to what is now required under GASB Statements No. 67 and No. 68 for pensions. GCTD's NOL at June 30, 2021 is \$169,847.

Note 4 to the basic financial statements addresses the GASB Statements No. 74 and No. 75 requirements in substantially greater detail.

## FINANCIAL POSITION SUMMARY

GCTD's total net position for FY 2020-21 is \$43,883,726, a 3.93% decrease from last year's restated net position of \$45,677,591.

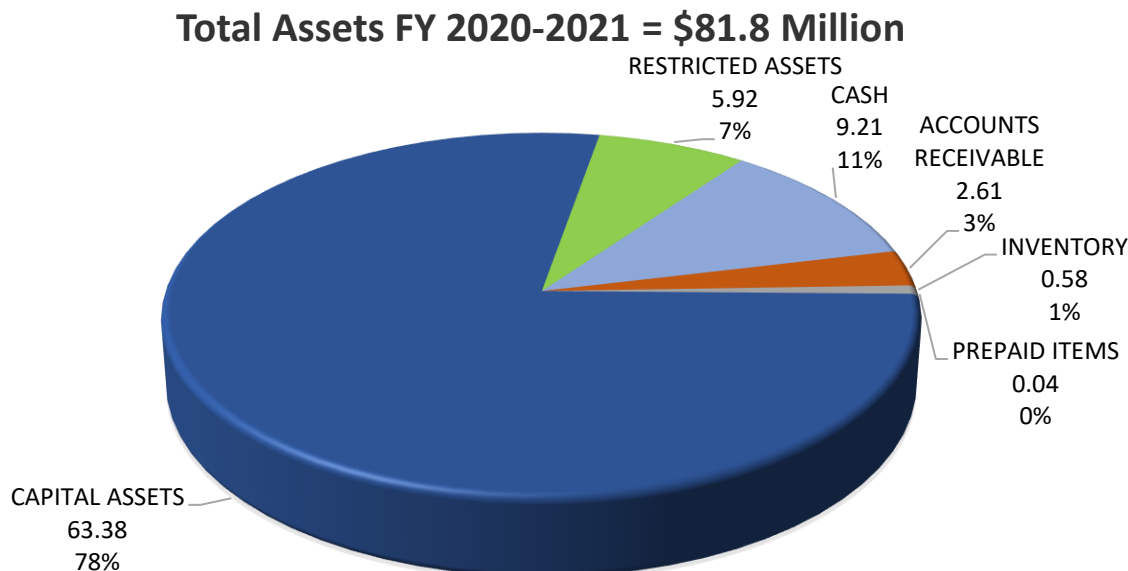
### Condensed Statements of Net Position

	6/30/2021	6/30/2020 (As Restated)
<b>Assets</b>		
Current Assets	\$ 12,445,955	\$ 13,528,315
Capital Assets (Net)	63,382,037	65,195,340
All Other Assets	5,922,727	5,915,487
<b>Total Assets</b>	<b>81,750,719</b>	<b>84,639,142</b>
<b>Deferred Outflows of Resources</b>	<b>3,528,402</b>	<b>3,392,613</b>
<b>Total Assets and Deferred Outflows of Resources</b>	<b>\$ 85,279,121</b>	<b>\$ 88,031,755</b>
<b>Liabilities</b>		
Current Liabilities	\$ 4,130,059	\$ 5,382,388
Non-Current Liabilities	36,849,923	36,212,987
<b>Total Liabilities</b>	<b>40,979,982</b>	<b>41,595,375</b>
<b>Deferred Inflows of Resources</b>	<b>415,413</b>	<b>758,789</b>
<b>Net Position</b>		
Net Investment in Capital Assets	40,977,211	42,360,891
Restricted	5,909,245	5,944,030
Unrestricted (Deficit)	(3,002,730)	(2,627,330)
<b>Total Net Position</b>	<b>43,883,726</b>	<b>45,677,591</b>
<b>Total Liabilities, Deferred Inflows of Resources, and Net Position</b>	<b>\$ 85,279,121</b>	<b>\$ 88,031,755</b>

The largest portion of GCTD's *net position* is its net investment in capital assets, such as buses, buildings, improvements, and equipment. GCTD uses these capital assets to provide services to its passengers; consequently, these assets are not available for future spending. The increase in capital assets is primarily due to work in process (WIP) on the construction of the new GCTD Operations and Administration Facility in north Oxnard.

*Restricted net position* are those funds set aside or specifically awarded to fund the purchase of future capital projects and transit vehicle acquisitions. The remaining *unrestricted deficit net position* is primarily the result of the net pension liability and related deferred inflows and outflows of resources recorded in accordance with GASB Statement No. 68 requirements.

The following chart shows GCTD's total assets by percentage:



## GCTD PASSENGER FARES

Passenger fares are set by the Board of Directors (Board) and changed when determined necessary by the Board. The most recent fare increase was approved during FY 2009-10, when the Board of Directors approved a two-phase fare increase. The first phase took effect on January 24, 2010, and the second phase took effect on August 21, 2011. The base cash fare for GCTD fixed route buses is \$1.50, and by policy the paratransit fare is automatically set at twice the amount of the fixed route fare, or \$3.00.

GCTD last restructured its multi-ride ticket and monthly pass program in October 2013. GCTD's current fare structure is as follows:

### GCTD FIXED ROUTE FARES

<u>Cash Fares (One Way)</u>	<u>Fare Amount</u>	<u>Multi-Ride Ticket or Monthly Pass</u>	<u>Fare Amount</u>
Adult	\$ 1.50	Adult	
Youth (through age 18)	\$ 1.50	15-Ride	\$ 20.00
Seniors (65-74 years of age with GCTD ID or proof of age)	\$ 0.75	31-Day Pass	\$ 50.00
Medicare (with Medicare Card)	\$ 0.75	Youth	
Disabled (ADA card or GCTD ID)	\$ 0.75	15-Ride	\$ 15.00
Seniors 75+ (with GCTD ID or proof of age)	Free	31-Day Pass	\$ 40.00
Children under 45" tall (when accompanied by paid fare)	Free	Reduced Fare (Senior/Disabled)	
Day Pass (One-Day/Unlimited Boardings)	\$ 4.00	15-Ride	\$ 10.00
Day Pass for Seniors/Medicare/Disabled	\$ 2.00	31-Day Pass	\$ 25.00

### GCTD ACCESS (Paratransit) FARES

<u>Cash Fares (One Way)</u>		<u>Multi-Ride Ticket or Monthly Pass</u>	
ADA Certified or Senior	\$ 3.00	Book of Ten Tickets - ADA Certified or Senior	\$ 30.00
Senior Nutrition (registered with County program)	Donation		

## Financial Operations Highlights

Due to the efforts to ensure social distancing on board GCTD buses, fare collection was suspended in March 2020. Fare revenue collections resumed effective May 3, 2021.

Operating revenues decreased 64.30%, from \$3,481,222 in FY 2019-20 to \$1,242,945 in FY 2020-21. Fixed route revenues decreased 66.85% from FY 2019-20. Paratransit fare revenues decreased 90.65% in FY 2020-21 with a 35.0% decrease in passenger boardings. GCTD did not achieve its TDA-mandated minimum fare box recovery ratio of 15% overall with FY21 resulting in a combined fare box ratio of 6.7%, 7.3% for fixed route, and 1.5% for paratransit. This year GCTD was not required to meet the minimum fare box recovery ratio requirement due to the COVID-19 pandemic suspension of this regulation until FY23. GCTD will not face any penalty for not meeting the minimum required fare box recovery ratio.

Operating expenses before depreciation decreased \$1,069,387 or 3.86% from \$27,671,728 to \$26,602,341. The largest single factor for the decrease was insurance. The year-to-year operating expenses decrease was primarily driven by:

1. A \$107,613 or 5.3% increase in medical benefit contribution costs, resulting from a 5.0% increase in GCTD's medical benefit contribution for FY 2020-21.
2. A \$161,525 or 7.71% decrease in vehicle and facility parts and services expense, resulting from a reduction in the number of tires purchased and the overall parts/services purchased as the newly purchased bus replacements have been put online.
3. A \$988,330 or 41.04% decrease in insurance costs, including a \$231,637 or 17.05% decrease in workers' compensation insurance and a \$756,693 or 72.06% decrease in liability and other insurances. The transit liability insurance market conditions should see continued growth into FY 2021-22; however, GCTD was successful in increasing its self-insured level to reduce premiums in FY 2020-21.

## Condensed Statements of Activities and Changes in Net Position

	2021	2020 (As Restated)	Increase/ (Decrease)
Operating Revenues	\$ 1,242,945	\$ 3,481,222	\$ (2,238,277)
Operating Expenses	<u>(26,602,341)</u>	<u>(27,671,728)</u>	<u>1,069,387</u>
Operating Loss Before Depreciation	(25,359,396)	(24,190,506)	(1,168,890)
Depreciation	<u>(3,797,278)</u>	<u>(3,384,578)</u>	<u>(412,700)</u>
Operating Loss	(29,156,674)	(27,575,084)	(1,581,590)
Non-Operating Revenues/(Expenses), Net	<u>27,362,809</u>	<u>33,018,456</u>	<u>(5,655,647)</u>
(Loss)/Income	(1,793,865)	5,443,372	(7,237,237)
Net Position, as Restated			
Beginning of Year	<u>45,677,591</u>	<u>40,234,219</u>	<u>5,443,372</u>
End of Year	<u>\$ 43,883,726</u>	<u>\$ 45,677,591</u>	<u>\$ (1,793,865)</u>

## REVENUES

A summary of revenues for the year ended June 30, 2021, including the amount of change in relation to prior year amounts, is as follows:

	2021	Percentage of Total	2020	Percentage of Total	Increase/ (Decrease)
Operating Revenues					
Fixed Route Passenger Fares	\$ 263,402	0.90%	\$ 1,880,378	4.72%	\$ (1,616,976)
Paratransit Fees	45,063	0.20%	481,785	1.21%	(436,722)
Advertising	219,549	0.70%	207,378	0.51%	12,171
Other Operating	714,931	2.40%	911,681	2.29%	(196,750)
Total Operating Revenues	1,242,945	4.20%	3,481,222	8.73%	(2,238,277)
Non-Operating Revenues					
Local Transportation Funds, net	14,596,719	49.40%	18,142,280	45.54%	(3,545,561)
Federal Grants	12,913,641	43.70%	16,723,497	41.98%	(3,809,856)
State Funding	523,605	1.80%	1,275,869	3.20%	(752,264)
Other and Investment	279,596	0.90%	218,556	0.55%	61,040
Total Non-Operating Revenues	28,313,561	95.80%	36,360,202	91.27%	(8,046,641)
Total Revenues	\$ 29,556,506	100.00%	\$ 39,841,424	100.00%	\$ (10,284,918)

### Operating Revenues

#### Fixed Route Passenger Fares

Passenger fare revenues for fixed route bus service decreased \$1,616,976 from FY 2019-20 to FY 2020-21, as the result of a 36.09% decrease in passenger boardings and suspension of fares due to the pandemic.

#### Paratransit Fares

Paratransit fee fare revenues decreased \$436,722 as the result of a decrease in local fare support for paratransit and the Medi-Cal Administrative Activities (MAA) service reimbursements from Ventura County ceased at the end of FY 2019-20. GCTD's FY 2020-21 boardings for fixed route and paratransit service decreased again for the second year from FY 2019-20 due to the COVID-19 pandemic.

Note: In order to provide relief to transit operators, the State of California has suspended enforcement of the California regulations that require that a transit service claimant for TDA funds have a system wide ratio of fare and local revenues to operating cost of at least 20%, or that the claimant realize a fare box recovery ratio (FBRR) of 20% for fixed route passenger service and 10% for paratransit service. Due to the suspension of this regulation, GCTD will not face any penalty for not meeting the minimum required fare box recovery ratio.

#### Advertising Revenue

Advertising Income - GCTD has been selling commercial bus advertising since FY 2006-07 and continues to attract advertising contracts from both local and national entities. Program revenue peaked in FY 2013-14 at over \$230,000. In FY 2020-21 GCTD generated \$219,549 in advertising revenues, an increase of \$12,171 from the previous year. GCTD anticipates continued advertising revenue growth in the coming years.

## **Other Operating Revenue**

Alternative Fuel Excise Tax Credit - GCTD has received funds from the federal government's Alternative Fuel Excise Tax Credit program for many years based on its use of CNG as a vehicle fuel. The program, which was anticipated to expire, has continued with revenue of \$478,678 of in FY 2020-21, a decrease of \$23,495 from the prior year.

Energy Credit Revenue - Commencing in FY 2014-15, GCTD generates and sells both Low Carbon Fuel Standard (LCFS) credits (State of California) and Renewable Identification Number (RIN) credits (U.S. Environmental Protection Agency) from its use of renewable natural gas to fuel the fleet. In FY 2017-18 GCTD was able to negotiate improved terms for the remaining option years of our third-party gas supply contract. In FY 2020-21, GCTD received \$236,253 from the generation and sale of state and federal credits, a decrease of \$173,255 or 42.31% from the FY 2019-20 revenues of \$409,508. The market for these credits is based on regulation and demand and can be volatile, however, this program has been very beneficial to GCTD.

## **Non-Operating Revenues**

### **Local Transportation Funds (LTF)**

On July 1, 2014, Gold Coast Transit became Gold Coast Transit District (GCTD) as the result of state legislation signed by Governor Brown in October 2013. As a Transit District, GCTD is entitled to claim the entire amount of state Local Transportation Funds (LTF) apportioned by population to its member jurisdictions. GCTD's enabling legislation also allows GCTD members to claim from the District a portion of its LTF funds for eligible transit services (not provided by the District) that the member funds or operates.

For FY 2020-21 GCTD claimed \$14,956,962 in LTF funds; of that amount, \$1,503,426 was claimed by GCTD's members for their transit service requirements. GCTD used \$13,453,536 for current year operations and made no contribution to GCTD's capital reserve in FY 2020-21. GCTD carried \$1,638,445 in unearned prior year LTF funds into FY 2020-21 and recognized FY 2018-19 unearned LTF funds as revenue in FY2020-21, leaving \$495,262 as the amount carried over for use in a future year.

### **Federal Grants**

GCTD's second largest source of operating revenue is grants from the Federal Transit Administration (FTA). GCTD recognized \$12,913,641 in total Federal Section 5307 funds in the FY 2020 Program of Projects (POP) approved by VCTC. To receive these funds, GCTD must spend the funds and request payments based on the percentage allowable by formula, on a percentage basis and deducting the total allowable expenses by revenues required in the grant documents. In FY 2020-21, GCTD used \$7,931,252 in Federal CARES Act funds, an increase of \$2,776,505 from the prior year. GCTD also used \$2,873,133 of operating assistance, \$1,946,005 of bus related funding, and \$163,251 enhanced mobility of seniors and individuals with disabilities, a decrease of \$6,546,483 from the prior year.

### **State Funding**

STA and SGR - GCTD also receives State Transportation Assistance (STA) and State of Good Repair (SGR) funding. In FY 2020-21 the State Controller's Office (SCO) allocated GCTD \$243,716 in STA funds and \$57,027 in SGR funds. STA and SGR funds can be used for specific eligible activities, such as for local match for Federal grants, operating activities, or preventive maintenance. The STA and SGA funds decreased \$164,496 from the prior year primarily as STA projects were winding down.

LCTOP and Prop 1B – GCTD participates in the Low Carbon Transit Operations Program (LCTOP) and receives funding for approved mobility projects. GCTD also receives Proposition 1B grant funding for various operating and capital asset projects. There were no new projects in FY 2020-21 and prior projects were winding down; thus, revenues decreased \$214,396 in the current year.



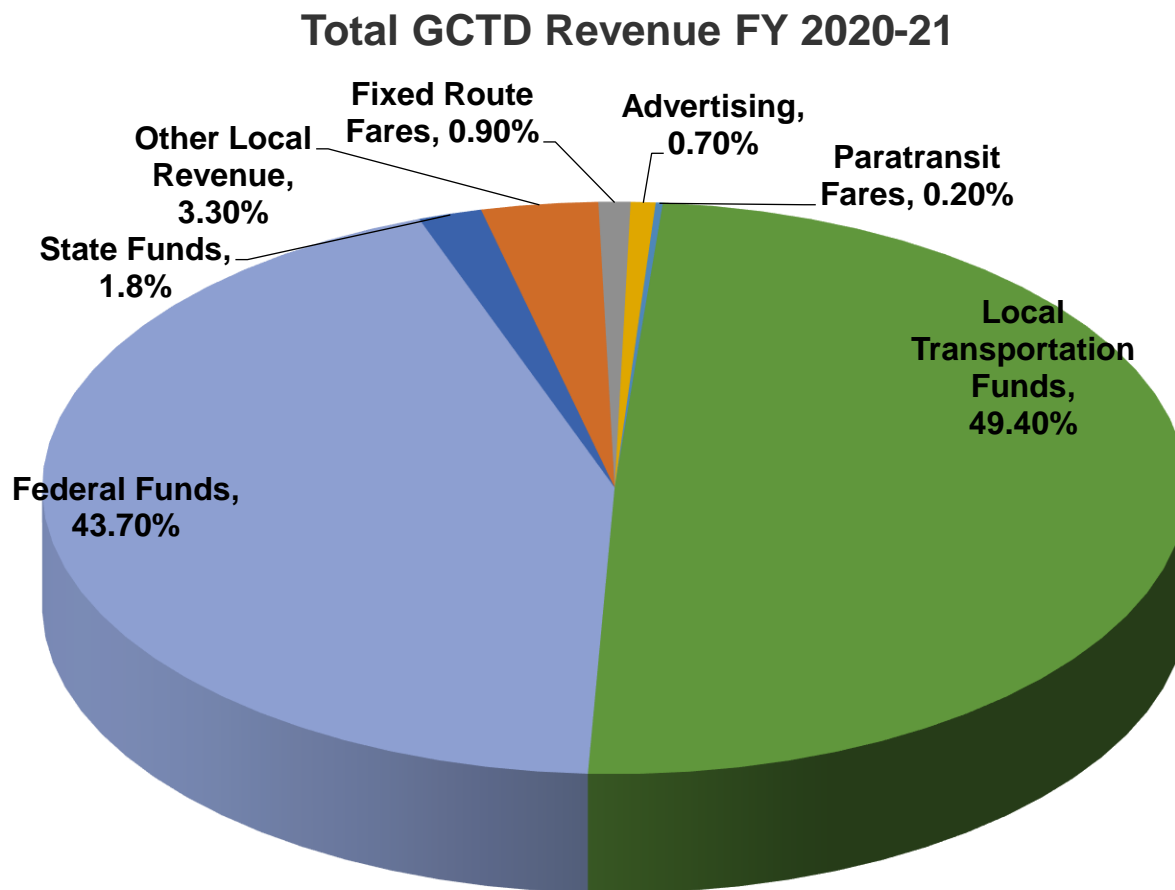
**State Grants** - GCTD receives through Ventura County Public Health partial reimbursement under the Medi-Cal Administrative Activities (MAA) program for providing Medi-Cal eligible trips on the GCTD ACCESS service. Medi-Cal Reimbursement funding is based on establishing eligibility on a trip-by-trip basis and is calculated and received well in arrears; for that reason, GCTD records these funds in the year received rather than the year earned. In FY 2019-20 GCTD received \$263,521 from this program. In FY 2020-2, GCTD had \$0 revenue as the program was closed in the prior year, resulting in a decrease of \$263,521 in the current year. GCTD received \$140,000 in FY 2019-20 related to the Hybrid and Zero – Emission Truck and Bus Voucher Incentive Project (HVIP) – Engine replacement program and \$0 in FY 2020-21, resulting in a \$140,000 decrease in the current year.

### Other and Investment

Investment earnings represent interest earnings and fair market adjustments on temporary investments with the State of California Local Agency Investment Fund (LAIF) and on money market funds held at Union Bank. GCTD earned \$92,361 in FY 2019-20 compared to \$25,205 in FY 2020-21, a decrease of \$67,156 from the previous year due to unfavorable market changes.

Other revenue consists primarily of sale of equipment and scrap material and insurance proceeds. GCTD earned \$254,213 in FY 2020-21, an increase of \$128,288 from the prior year, primarily due to the receipt of insurance proceeds.

The following chart shows the major sources of operating and non-operating revenues for the year ended June 30, 2021, as a percentage of total revenues:



## EXPENSES

A summary of expenses for the year ended June 30, 2021, including the amount and percentage of change in relation to prior year amounts, is as follows:

	2021	Percentage of Total	2020	Percentage of Total	Increase/ (Decrease)
Operating Expenses					
Vehicle Operation	\$ 13,222,510	43.50%	\$ 14,343,836	46.20%	\$ (1,121,326)
Vehicle Maintenance	4,939,024	16.20%	4,199,157	13.50%	739,867
Planning and Marketing	1,229,163	4.00%	1,210,785	3.90%	18,378
Operations and Administration	4,258,069	14.00%	4,664,458	15.00%	(406,389)
Paratransit	2,953,575	9.70%	3,253,492	10.50%	(299,917)
Operating Expenses before Depreciation	26,602,341	87.40%	27,671,728	89.10%	(1,069,387)
Depreciation	3,797,278	12.50%	3,384,578	10.90%	412,700
Total Operating Expenses	\$ 30,399,619	100.00%	\$ 31,056,306	100.00%	\$ (656,687)

Vehicle Operation costs for FY 2020-21 were 7.82% lower than in FY 2019-20. The largest factor of the cost decrease was a 77.06% decrease in uniforms and 79.35% decrease in materials and supplies. This was partially offset by a 448.34% increase in training costs.

Maintenance costs for FY 2020-21 were 17.62% higher than in FY 2019-20. The cost increase was primarily attributable to higher costs in utilities, environmental fees, as well as tires/tubes.

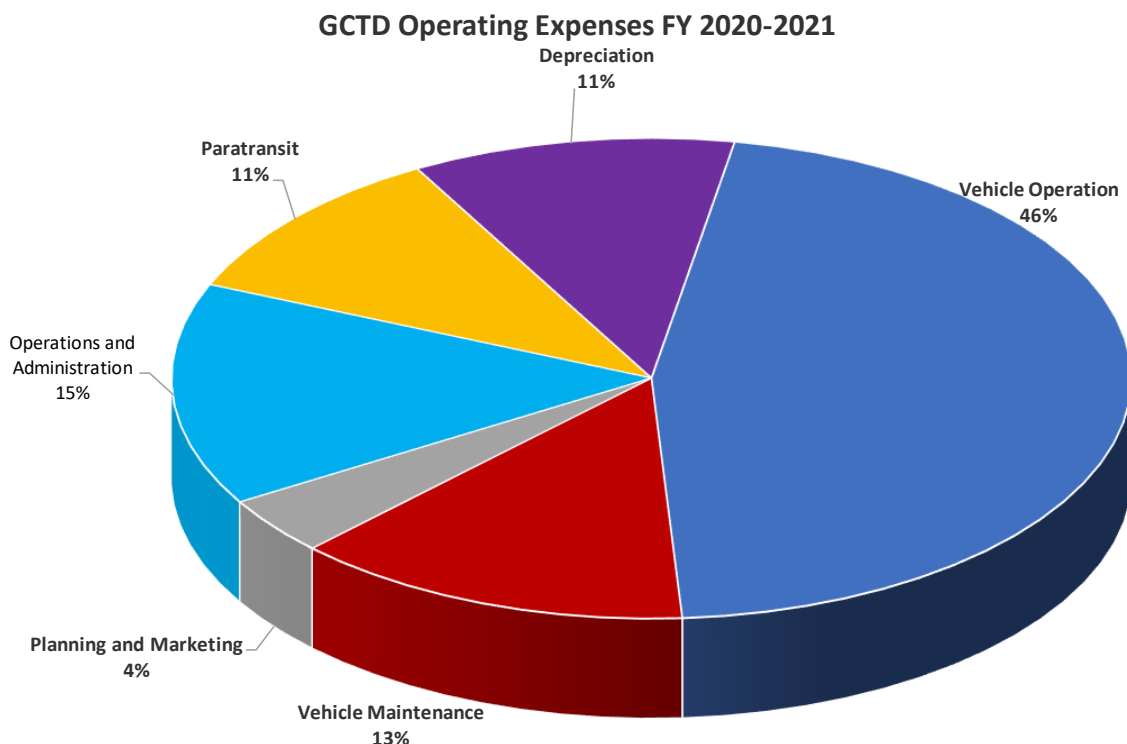
Administration Department costs for FY 2020-21 were 8.71% lower than in FY 2019-20. The cost decrease is the result of decreases in insurance costs, primarily public liability insurance and offset by increased workers compensation costs, supplies, and training. An offset of 64.46% increase in losses from disposition of surplus assets and 242.93% increase in legal costs due to investigations and deductibles for legal liabilities.

Planning and Marketing department costs for FY 2020-21 were 1.52% higher than in FY 2019-20. The increase in Planning and Marketing was driven primarily by an increase in Advertising/Promotions.

Paratransit operations costs for FY 2020-21 were 9.22% lower than in FY 2019-20. The decrease is primarily the result of a 58.37% decrease in fuel/lubricants and 111.75% in training due to the ongoing pandemic. This decrease in operating costs was offset by an increase in workers compensation and health insurance.

Total operating expenses before depreciation were 3.86% lower driven largely by insurance and contract maintenance service.

The following chart shows major cost categories and the percentage of operating expenses for the year ended June 30, 2021:



## **BASIC FINANCIAL STATEMENTS**

GCTD's basic financial statements are prepared on an accrual basis of accounting in accordance with generally accepted accounting principles promulgated by the Governmental Accounting Standards Board. GCTD is structured as an enterprise fund with revenues normally recognized when earned, not when received. Expenses are recognized when incurred, not when paid. Capital assets are capitalized and (except for land) depreciated over their estimated useful lives. See the notes to the basic financial statements for a summary of GCTD's significant accounting policies.

## **CAPITAL ASSET ACQUISITION**

During FY 2020-21, GCTD added \$2,059,900 in capital additions. Some of the major additions included \$1,749,682 for 3 compressed natural gas-powered buses, and \$31,040 for an electric powered vehicle.

Capital asset acquisitions are capitalized at cost. Acquisitions are typically funded primarily using federal grants with matching local funds. Over the past decade GCTD has received state grants from the Proposition 1B Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and California Office of Emergency Services (Cal-OES) Safety and Security programs, both of which may be used to match federal funds but neither of which require local matching funds. The ten-year window for Proposition 1B funds is nearly complete but some funds remain.

## **ECONOMIC AND STRATEGIC FACTORS**

GCTD now operates a facility that can support both recent growth and future growth. The commitment GCTD made in taking on long-term debt for addressing the future transit needs with the larger facility continues importance on State and Federal transit funding.

LTF, GCTD's most important funding source, appears to be not growing but has stabilized as the economy continues to grow. Although the District made a commitment to future public transit needs by developing a new larger operating base, GCTD may be vulnerable to another significant economic downturn similar to what the country experienced in 2008. Meanwhile, Ventura County remains the most populated county in California without a dedicated transportation tax. This not only limits GCTD's ability to grow and provide more robust transit service to the community but also has resulted in limiting GCTD's ability to compete for State and Federal grant funds. Ventura County voters failed in November 2016 to approve a one-half cent sales tax to fund needed road and transportation improvements; however, Measure AA received over 64% approval in the four cities GCTD serves. Other high-population counties in California have recognized the need for local funding to support the provision of transit services. GCTD will continue to have future public transit needs constrained until this issue is successfully addressed.

From a labor perspective, GCTD this year continues under the current agreement which runs through June 30, 2023. Service Employees International Union #721 (SEIU) represents approximately 80% of GCTD's employees. The three Memoranda of Understanding (MOUs) with SEIU run through June 30, 2021. Labor negotiations started in January of 2020 with SEIU.

Since 1995 GCTD has used CNG to fuel its entire bus and paratransit fleet and most of its service vehicles. GCTD owns and operates a natural gas compression station, as it will in its new facility. GCTD continued to realize benefits from its contract with GHI Energy that provides GCTD renewable natural gas at a discount from the published commodity price and revenue from GCTD's sale of LCFS credits (State of California) and RIN credits (U.S. Environmental Protection Agency (EPA)) generated from its use of CNG as a fuel.

GCTD has ordered an additional eight (8) CNG buses for delivery next fiscal year. GCTD will be running its CNG bus fleet for many years. It is apparent from California legislative activity as well as Federal grants programs, however that the industry is swiftly heading toward a future with zero emission buses. GCTD's Board of Directors is looking toward the future and recently made the commitment to move the agency toward zero emission buses for future fleet purchases.

Throughout its history, GCTD (and its predecessor agencies Gold Coast Transit and South Coast Area Transit) has been constrained from growth by the limitations of its revenue. Increased revenue, from the additional LTF funds available to GCTD when it became a District in 2014, allowed the District to proceed with debt funding to complete and move into a new facility to prepare for future growth. GCTD will seek new or additional revenue sources to increase the level of service to the people of Western Ventura County.

GCTD actively pursues all relevant grant opportunities. It is important to note that discretionary grants do not provide recurring revenue. GCTD has undertaken several initiatives to increase revenues, such as on-board advertising sales, reimbursement for Medi-Cal eligible paratransit transportation and the generation and sale of LCFS and RIN credits. GCTD will continue to aggressively seek revenue opportunities from initiatives such as these – SB1 has the potential to fill the gap. It is important that a means of local financial support for Ventura County transit is identified and implemented.

## **REQUESTS FOR INFORMATION**

This financial report is designed to provide GCTD's members, customers, stakeholders and other interested parties with an overview of GCTD's financial operations and financial condition. Should the reader have questions regarding the information included in this report or wish to request additional financial information, please contact Dawn Perkins, Director of Finance, at Gold Coast Transit District, 1901 Auto Center Drive, Oxnard, California, 93036.

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## **BASIC FINANCIAL STATEMENTS**

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**GOLD COAST TRANSIT DISTRICT  
STATEMENT OF NET POSITION  
JUNE 30, 2021**

**ASSETS**

**Current assets:**

Cash and investments	\$ 9,214,791
Receivables	19,323
Due from other governments	2,593,608
Inventories and prepaid items	618,233
<b>Total current assets</b>	<u>12,445,955</u>

**Non-current assets:**

Restricted cash and investments:	
Cash with fiscal agent	5,922,727
Total restricted assets	<u>5,922,727</u>
Capital assets:	
Land	8,981,061
Buildings and improvements	50,299,775
Machinery and equipment	39,593,598
Less accumulated depreciation	<u>(35,492,397)</u>
Total capital assets (net)	<u>63,382,037</u>
<b>Total non-current assets</b>	<u>69,304,764</u>
<b>Total assets</b>	<u>81,750,719</u>

**DEFERRED OUTFLOWS OF RESOURCES**

Pension related deferred outflows	3,473,145
OPEB related deferred outflows	55,257
<b>Total deferred outflows of resources</b>	<u>3,528,402</u>

**LIABILITIES**

**Current liabilities:**

Accounts payable and accrued expenses	1,808,226
Unearned revenue	495,262
Accrued interest payable	500,343
Accrued compensated absences - current	881,605
Certificates of participation payable - current	444,623
<b>Total current liabilities</b>	<u>4,130,059</u>

**Non-Current liabilities:**

Non-current liabilities – due in more than one year:	
Accrued compensated absences	188,870
Certificates of participation payable	21,960,203
Net pension liability	14,531,003
Net OPEB liability	169,847
<b>Total non-current liabilities</b>	<u>36,849,923</u>
<b>Total liabilities</b>	<u>40,979,982</u>

**DEFERRED INFLOWS OF RESOURCES**

Pension related deferred inflows	72,442
OPEB related deferred inflows	342,971
<b>Total deferred inflows of resources</b>	<u>415,413</u>

**NET POSITION**

Net investment in capital assets	40,977,211
Restricted for capital acquisitions	3,624,364
Restricted for debt service	2,284,881
Unrestricted (deficit)	<u>(3,002,730)</u>
<b>Total net position</b>	<u>\$ 43,883,726</u>

See accompanying notes to the basic financial statements.



**GOLD COAST TRANSIT DISTRICT  
STATEMENT OF ACTIVITIES AND CHANGES IN NET POSITION  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

**Operating revenues:**

Passenger fares:	
Fixed route	\$ 263,402
Paratransit	45,063
Advertising revenue	219,549
Other operating	<u>714,931</u>
<b>Total operating revenues</b>	<u><b>1,242,945</b></u>

**Operating expenses:**

Vehicle operation	13,222,510
Vehicle maintenance	4,939,024
Planning and marketing	1,229,163
Operations and administration	4,258,069
Paratransit	2,953,575
Depreciation	<u>3,797,278</u>
<b>Total operating expenses</b>	<u><b>30,399,619</b></u>

<b>Operating (loss)</b>	<u><b>29,156,674</b></u>
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**Non-operating revenues (expenses) and transfers:**

Local transportation funding, net	16,100,145
Federal grants	12,913,641
State transit assistance	243,716
State and local grants	203,599
Low Carbon Transit Operations Program (LCTOP)	76,290
Investment earnings	25,383
Local assistance to other agencies	(1,503,426)
Interest expense, net	(950,752)
Other revenue	<u>254,213</u>
<b>Total non-operating revenues (expenses) and transfers</b>	<u><b>27,362,809</b></u>
<b>Change in net position</b>	<b>(1,793,865)</b>

**Net position:**

Beginning of year, as restated	<u>45,677,591</u>
End of year	<u><u><b>\$ 43,883,726</b></u></u>

See accompanying notes to the basic financial statements.

**GOLD COAST TRANSIT DISTRICT  
STATEMENT OF CASH FLOWS  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

**Cash flows from operating activities:**

Receipts from customers and users	\$ 690,625
Payments to suppliers	(7,845,433)
Payments to employees	(18,200,545)
Other operating revenues	<u>934,480</u>

<b>Net cash (used) by operating activities</b>	<b><u>\$ (24,420,873)</u></b>
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**Cash flows from noncapital financing activities:**

Proceeds from local transportation funding	14,956,962
Proceeds from federal funding	16,825,724
Proceeds from state transit assistance	243,716
Proceeds from state funding	279,889
Payments to other agencies	(1,503,426)
Proceeds from other noncapital funding	<u>252,259</u>

<b>Net cash provided by noncapital financing activities</b>	<b><u>31,055,124</u></b>
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**Cash flows from capital and related financing activities:**

Principal paid on loans, bonds, and capital leases	(375,000)
Proceeds from capital grants	1,472,357
Interest paid on loans, bonds, and capital leases	(1,010,063)
Purchase of capital assets	<u>(2,059,900)</u>

<b>Net cash (used) by capital and related financing activities</b>	<b><u>(1,972,606)</u></b>
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**Cash flows from investing activities:**

Interest and dividends on investments	<u>22,863</u>
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<b>Net cash provided by investing activities</b>	<b><u>22,863</u></b>
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<b>Net increase in cash and cash equivalents</b>	<b>4,684,508</b>
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**Cash and cash equivalents:**

Beginning of year	<u>10,453,010</u>
End of year	<b><u>\$ 15,137,518</u></b>

See accompanying notes to the basic financial statements.

**GOLD COAST TRANSIT DISTRICT  
STATEMENT OF CASH FLOWS (Continued)  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

<b>Reconciliation of operating (loss) to net cash (used) by operating activities:</b>	
Operating (loss)	\$ (29,156,674)
<b>Adjustments to reconcile operating (loss) to net cash (used) by operating activities:</b>	
Depreciation	3,797,278
Loss on capital asset	75,925
(Increase)/decrease in receivables	382,160
(Increase)/decrease in inventories and prepaid items	(4,452)
(Increase)/decrease in deferred outflows - pension	(107,589)
(Increase)/decrease in deferred outflows - OPEB	(28,200)
Increase/(decrease) in accounts payable and accrued expenses	(513,704)
Increase/(decrease) in accrued compensated absences	99,665
Increase/(decrease) in net pension liability	1,320,380
Increase/(decrease) in net OPEB liability	57,714
Increase/(decrease) in deferred inflows - pension	(315,520)
Increase/(decrease) in deferred inflows - OPEB	(27,856)
<b>Total adjustments</b>	<b>4,735,801</b>
<b>Net cash (used) by operating activities</b>	<b>\$ (24,420,873)</b>
<b>Non-cash investing, capital and financing transactions:</b>	
There were no non-cash activities.	

See accompanying notes to the basic financial statements.

## **NOTES TO THE BASIC FINANCIAL STATEMENTS**

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**GOLD COAST TRANSIT DISTRICT  
NOTES TO THE BASIC FINANCIAL STATEMENTS  
JUNE 30, 2021**

**NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**

**A. Description of the Reporting Entity**

The principal business activity of Gold Coast Transit District (District) is to provide public transportation service to customers in the geographic area known as western Ventura County located in Southern California. As of July 1, 2014, Gold Coast Transit became known as Gold Coast Transit District.

The District was previously a joint powers authority created in 1973 by the Cities of Ojai, Oxnard, Port Hueneme, and San Buenaventura (Ventura) for the purpose of operating a public transportation system within and about western Ventura County. Subsequent to the initial creation of the District, the City of Santa Paula and County of Ventura (the County) were added as participating members. Each of these governments is represented on the District's Board of Directors (the Board).

On October 5, 1994, the City of Santa Paula withdrew from the joint powers authority agreement and surrendered its representation on the Board. Santa Paula's member equity was reallocated to the other members during the fiscal year ended June 30, 1995.

**B. Basis of Accounting, Measurement Focus, and Financial Reporting**

The basic financial statements (i.e., the statement of net position, the statement of activities and changes in net position, and statement of cash flows) report information on all the activities of the primary government. The District accounts for its operations (a) that are financed and operated in a manner similar to private business enterprises – where the intent of the governing body is that the costs (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

The basic financial statements are reported using the “*economic resources*” measurement focus and the accrual basis of accounting. Revenues are recorded when earned and expenses are recorded when a liability is incurred, regardless of the timing of related cash flows. Grants and similar items are recognized as revenue as all eligibility requirements have been met. Interest associated with the current fiscal period is susceptible to accrual and so has been recognized as revenue of the current fiscal period.

Operating revenues are those revenues that are generated from the primary operations of the District. The District reports a measure of operations by presenting the change in net position from operations as *operating income* in the statement of activities and changes in net position. Operating activities are defined by the District as all activities other than financing and investing activities (interest expense and investment income), grants and subsidies, and other infrequently occurring transactions of a non-operating nature. Operating expenses are those expenses that are essential to the primary operations of the District. All other expenses are reported as non-operating expenses.

In accordance with accounting principles generally accepted in the United States of America (U.S. GAAP), the statement of net position reports separate sections for deferred outflows of resources and deferred inflows of resources, when applicable.

**NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**  
(Continued)

**B. Basis of Accounting, Measurement Focus, and Financial Reporting (Continued)**

**Deferred Outflows of Resources** represent outflows of resources (consumption of net position) that apply to future periods and that, therefore, will not be recognized as an expense until that time.

**Deferred Inflows of Resources** represent inflows of resources (acquisition of net position) that apply to future periods and that, therefore, are not recognized as a revenue until that time.

The District reports the following funds:

***Operating Fund*** accounts for all revenues and other receipts that are not allocated by law or contractual agreements to some other funds. General operating costs and capital improvement costs that are not paid through other funds are paid from this fund.

Local Transportation funding, Article No. 4, received by the County from the State of California and then subsequently distributed to the District and its member entities based on their requested appropriation throughout the fiscal year is also accounted for in the Operating Fund.

Proposition 1B Grant funding, advanced grant funding received by the District from the State of California Proposition 1B funds for the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA) and the Low Carbon Transit Operations Program (LCTOP) are also accounted for in the Operating Fund.

**C. Use of Estimates**

The preparation of basic financial statements in conformity with U.S. GAAP requires management to make estimates and assumptions that affect certain reported amounts and disclosures. Accordingly, actual results could differ from those estimates.

**D. Cash and Cash Equivalents**

Substantially all the District's cash is invested in interest bearing cash accounts. The District considers all highly liquid investments with initial maturities of three months or less to be cash equivalents.

**E. Investments**

Changes in fair value that occur during a fiscal year are recognized as unrealized gains or losses and reported for that fiscal year. Investment earnings comprise interest earnings, changes in fair value, and any gains or losses realized upon the liquidation or sale of investments.

Governmental Accounting Standards Board (GASB) Statement No. 72, *Fair Value Measurement and Application*, defines fair value, establishes a framework for measuring fair value, and establishes disclosures about fair value measurement. Investments, unless otherwise specified, recorded at fair value on the statement of net position, are categorized based upon the level of judgment associated with the inputs used to measure their fair value. Levels of inputs are as follows:

Level 1 – Inputs are unadjusted, quoted prices for identical assets and liabilities in active markets at the measurement date.

Level 2 – Inputs, other than quoted prices included in Level 1 that are observable for the assets or liabilities through corroboration with market data at the measurement date.

Level 3 – Unobservable inputs that reflect management's best estimate of what market participants would use in pricing the assets or liabilities at the measurement date.

**NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**  
(Continued)

**F. Materials and Supplies Inventory**

Materials and supplies inventory consist primarily of bus replacement parts, supplies for vehicle maintenance, tires, and oil. Inventory is valued at cost using a weighted average method. Inventory items are charged to expense at the time that individual items are withdrawn from inventory or consumed. The inventory balance was \$582,976 at June 30, 2021.

**G. Prepaid Items**

Certain payments to vendors reflect costs or deposits applicable to future accounting periods and are recorded as prepaid items in the basic financial statements. The prepaid balance was \$35,257 at June 30, 2021.

**H. Bond Premiums and Issuance Costs**

Premiums are amortized over the respective lives of debt using the straight-line method.

**I. Capital Assets**

Capital assets are stated at cost, net of accumulated depreciation, except for the portions acquired by contribution, which are recorded at fair value at the time received. The capitalization threshold for any reporting capital assets is \$5,000. Depreciation is based on the estimated useful lives of the assets, which range from 3 to 30 years, using the straight-line method.

The estimated useful lives of the assets are as follows:

Revenue vehicles – fixed route – 12 years  
Facilities – 15 to 30 years  
Equipment and furniture – 3 to 10 years  
Revenue vehicles – paratransit – 4 to 5 years  
Paratransit equipment – 3 to 5 years

**J. Compensated Absences**

District policy is to permit employees to accumulate earned vacation and sick leave up to a defined maximum amount. Accumulated vacation time is accrued at year-end to account for the District's obligation to the employees for the amount owed. Sick leave can be accumulated, but, under District policy, is not paid until retirement, death, or voluntary termination with a minimum of ten years of service. Payment shall be made in an amount of 50% of accrued sick leave upon retirement, death, or voluntary termination of the qualified employee. Accordingly, 50% of the accumulated sick leave for qualified employees is accrued at year-end to account for the District's obligation for the amount owed.

**K. Pensions**

For purposes of measuring the net pension liability, deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the District's California Public Employees' Retirement System (CalPERS) plan (the Plan) and additions to/deductions from the Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with benefit terms. Investments are reported at fair value.



**NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**  
(Continued)

**K. Pensions (Continued)**

The following timeframes are used for pension reporting:

CalPERS

Valuation date	June 30, 2019
Measurement date	June 30, 2020
Measurement period	July 1, 2019 to June 30, 2020

Gains and losses related to changes in total pension liability and fiduciary net position are recognized in pension expense systematically over time. The first amortized amounts are recognized in pension expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows of resources and deferred inflows of resources related to pensions and are to be recognized in future pension expense. The amortization period differs depending on the source of the gain or loss. The difference between projected and actual earnings is amortized straight-line over 5 years. All other amounts are amortized straight-line over the average expected remaining service lives of all members that are provided with benefits (active, inactive, and retired) as of the beginning of the measurement period.

**L. Other Postemployment Benefits (OPEB)**

For purposes of measuring the net OPEB liability, deferred outflows of resources and deferred inflows of resources related to OPEB, and OPEB expense, information about the fiduciary net position of the District's plan (OPEB Plan) and additions to/deductions from the OPEB Plan's fiduciary net position have been determined on the same basis as they are reported by CalPERS. For this purpose, benefit payments are recognized when currently due and payable in accordance with the benefit terms. Investments are reported at fair value. Accounting principles generally accepted in the United States of America require that the reported results must pertain to liability and asset information within certain defined timeframes.

U.S. GAAP requires that the reported results pertain to liability and asset information within certain defined timeframes. For this report, the following timeframes are used:

Valuation Date:	June 30, 2019
Measurement Date:	June 30, 2020
Measurement Period:	July 1, 2019 to June 30, 2020

**M. Unearned – Local Transportation Funding**

Authorized and received Local Transportation Funds (LTF) that exceed current year expenditure requirements are deferred to future periods.

**N. Grant Funding**

Grants for operating assistance and capital acquisitions are included in their respective non-operating sections of the statement of activities and changes in net position. Grant funds are claimed on a reimbursement basis and receivables for grant funds are recorded as the related obligations are incurred. Grant funds advanced but not yet earned are treated as unearned revenue until the respective obligations these grants were funded for are incurred.

**NOTE 1 – REPORTING ENTITY AND SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES**  
(Continued)

**O. Non-Operating Revenues**

The District receives LTF under provisions of the State of California's Transportation Development Act of 1971 (TDA). This act provides that a portion of state sales tax proceeds be made available for support and development of public transportation. These funds are generated within the County and are allocated based on annual claims filed by the District and approved by the Ventura County Transportation Commission (VCTC). A portion of these proceeds (at the discretion of the District's Board) may be set aside to fund capital acquisitions and is classified as local transportation funding in the non-operating section of the statement of activities and changes in net position. The remaining portion of local transportation funding is used to subsidize current operations and is also included in the non-operating revenue section of the statement of activities and changes in net position.

Under provisions of the Fixing America's Surface Transportation (FAST) Act, signed into law on December 4, 2015, Federal planning and capital assistance grants (under Section 5307) are made available to local urbanized mass transportation systems on a formula basis. Federal operating and matching grants provided to the District under this act are included in the non-operating revenue section of the statement of activities and changes in net position.

Federal, state, and local operating and capital grants are included in the non-operating revenue section of the statement of activities and changes in net position.

**P. Net Position**

In the statement of net position, net position is categorized in the following categories:

**Net Investment in Capital Assets** – This amount consists of capital assets, net of accumulated depreciation and reduced by any outstanding debt attributed to the acquisition, construction, or improvement of those assets.

**Restricted Net Position** – This amount consists of net position with constraints placed on its use through external constraints imposed by external creditors, grantors, contributors, or laws or regulations of other governments or constraints imposed by law through constitutional provisions or enabling legislation.

**Unrestricted Net Position** – This amount consists of net position that does not meet the definition of "net investment in capital assets" or "restricted net position."

When both restricted and unrestricted resources are available for use, it is the District's policy to use restricted resources for the purposes intended, then unrestricted resources as they are needed.

## NOTE 2 – CASH, CASH EQUIVALENTS, AND INVESTMENTS

Cash and investments as June 30, 2021 are classified in the accompanying financial statements as follows:

Cash and investments	\$ 9,214,791
Restricted - cash and investments	<u>5,922,727</u>
Total cash and investments	<u>\$ 15,137,518</u>

Cash, cash equivalents, and investments as of June 30, 2021 consist of the following:

Cash on hand	\$ 500
Deposits held with financial institutions	1,111,859
Investments	<u>14,025,159</u>
Total cash, cash equivalents, and investments	<u>\$ 15,137,518</u>

### A. Demand Deposits

The California Government Code requires California banks and savings and loan associations to secure an entity's deposits by pledging government securities with a value of 110% of an entity's deposits. California law also allows financial institutions to secure entity deposits by pledging first trust deed mortgage notes having a value of 150% of an entity's total deposits. The entity's Treasurer may waive the collateral requirement for deposits which are fully insured up to \$250,000 by the Federal Deposit Insurance Corporation (FDIC).

The collateral for deposits in federal and state-chartered banks is held in safekeeping by an authorized agent of depository recognized by the State of California Department of Banking. The collateral for deposits with savings and loan associations is generally held in safekeeping by the Federal Home Loan Bank in San Francisco, California, as an agent of depository. These securities are physically held in an undivided pool for all California public agency depositories. Under Government Code Section 53655, the placement of securities by a bank or savings and loan association with an agent of depository has the effect of perfecting the security interest in the name of the local governmental agency. Accordingly, all collateral held by California agents of depository are held for, and in the name of, the local government.

### B. Custodial Credit Risk

The custodial credit risk for *deposits* is the risk that, in the event of the failure of a depository financial institution, a government will not be able to recover its deposits or collateral securities that are in the possession of an outside party. The District's investment policy requires that collateral be held by an independent third party with whom the District has a current custodial agreement.

The custodial credit risk for *investments* is the risk that, in the event of the failure of the counterparty to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The District's investment policy requires that all security transactions are conducted on a delivery-versus-payment (DVP) method and that all securities are held by a qualified, third-party custodian, as evidenced by safekeeping receipts. The trust department of the District's bank may act as third-party custodian, provided that the custodian agreement is separate from the banking agreement. With respect to investments, custodial credit risk applies only to direct investments in marketable securities. Custodial credit risk does not apply to a local government's indirect investment in securities through the use of mutual funds or government investment pools, such as Local Agency Investment Fund (LAIF) and Ventura County Pooled Investment Fund (VCPIF).

As of June 30, 2021, none of the District's deposits and investments were exposed to disclosable custodial credit risk.

**NOTE 2 – CASH, CASH EQUIVALENTS, AND INVESTMENTS** (Continued)**C. Investments**

The District's investments as of June 30, 2021, are as follows:

Investment Type	Measurement Input	Credit Rating	Fair Value	Remaining Maturity in (Months) 12 Months or Less
LAIF	Uncategorized	N/A	\$ 100,680	\$ 100,680
Money market accounts held with financial institutions	Level 2	AAA	8,001,752	6,001,752
Money market accounts held in trust with debt trustee	Level 2	AAA	2,572,689	2,572,689
VCPIF - restricted	Level 2	AAAF/S-1+	3,350,038	3,350,038
Total			<u>\$ 14,025,159</u>	<u>\$ 12,025,159</u>

**D. Authorized Investments and Investment Policy**

The District has adopted an investment policy directing the Fiscal Officer to deposit funds in financial institutions. Investments are to be made in the following areas:

External Investment Pools:

LAIF

VCPIF

Non-negotiable certificates of deposit

Governmental agency securities

**E. Investment in California Local Agency Investment Fund (LAIF)**

The District is a voluntary participant in LAIF which is regulated by California Government Code Section 16429 under the oversight of the Treasurer of the State of California. The fair value of the District's investment in this pool is reported in the accompanying basic financial statements at amounts based upon the District's pro-rata share of the fair value provided by LAIF for the entire LAIF portfolio (in relation to the amortized cost of that portfolio). The balance available for withdrawal is based on the accounting records maintained by LAIF, which are recorded on an amortized cost basis. Further information about LAIF is available on the California State Controller's website: <https://www.treasurer.ca.gov/pmia-laif/laif.asp>.

The District's investments with LAIF at June 30, 2021 included a portion of the pool funds invested in Structured Notes and Asset-Backed Securities:

**Structured Notes:** debt securities (other than asset-backed securities) whose cash flow characteristics (coupon rate, redemption amount, or stated maturity) depend upon one or more indices and/or that have embedded forwards or options.

**Asset-Backed Securities:** generally mortgage-backed securities that entitle their purchasers to receive a share of the cash flows from a pool of assets such as principal and interest repayments from a pool of mortgages (for example, Collateralized Mortgage Obligations) or credit card receivables.

The District had \$100,680 invested in LAIF, which had invested 0.33% of the pooled investment funds as of June 30, 2021, in structured notes and medium-term asset-backed securities. The LAIF fair value factor of 1.00008297 was used to calculate the fair value of the investments in LAIF as of June 30, 2021.

## **NOTE 2 – CASH, CASH EQUIVALENTS, AND INVESTMENTS** (Continued)

### **F. Ventura County Pooled Investment Fund (VCPIF)**

The District is a voluntary participant in the VCPIF and the District determines the amount and term of its investment. The County Treasurer makes investments in accordance with a Statement of Investment Policy reviewed and approved annually by the Board of Supervisors. The Treasury Investment Oversight Committee comprised of the County Treasurer, a representative of the Board of Supervisors, the County Investment Manager, a representative of the County Superintendent of Schools, and other Treasury Department support staff meets semi-annually to review the activities of the Treasurer and provide a report to the Board of Supervisors. Further information about the VCPIF is available on the County Treasurer-Tax Collector's website: [www.ventura.org/ttc/](http://www.ventura.org/ttc/).

The County's Treasurer has indicated to the District that as of June 30, 2021 the value of the County's portfolio was approximately \$3.02 billion. As of June 30, 2021, the District has investment in the VCPIF \$3,330,536. The VCPIF fair value factor of 0.9983 was used to calculate the fair value of the investments in VCPIF as of June 30, 2021.

### **G. Fair Value Measurement Input**

The District categorizes its fair value measurement inputs within the fair value hierarchy established by U.S. GAAP. The District has presented its measurement inputs as noted in the table above.

### **H. Credit Risk**

Credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. As of June 30, 2021, the District's investment in the LAIF was not rated as noted in the table above.

### **I. Interest Rate Risk**

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. The District's investment policy follows the California Government Code as it relates to limits on investment maturities as a means of managing exposure to fair value losses arising from increasing interest rates. The District has elected to use the segmented time distribution method of disclosure for the maturities of its investments as related to interest rate risk as noted in the table above.

### **J. Concentration of Credit Risk**

The District's investment policy contains no limitations on the amount that can be invested in any one governmental agency or non-governmental issuer beyond that stipulated by the California Government Code. There were no investments in any one governmental or non-governmental issuer that represented 5% or more of the District's total investments except for those in LAIF or the VCPIF.

### NOTE 3 – RESTRICTED ASSETS

Restricted assets as June 30, 2021 were classified in the accompanying basic financial statements as follows:

Restricted - cash and investments	\$ 5,922,727
Total restricted assets	<u>\$ 5,922,727</u>

Restricted assets as of June 30, 2021 consisted of the following:

Proceeds from debt issuance	\$ 2,572,689
Ventura County pooled investment fund	<u>3,350,038</u>
Total restricted assets	<u>\$ 5,922,727</u>

### NOTE 4 – OPEB

#### A. General Information about the OPEB Plan

**Plan Description** – The District provides retiree healthcare benefits for employees who retire with CalPERS pension benefits immediately upon retirement from the District. The District's OPEB Plan is a single-employer plan. Eligible retirees and dependents may elect lifetime coverage through the District's healthcare plans. The District pays a portion of the cost of health insurance for retirees under any group plan offered by CalPERS, subject to certain restrictions as determined by the District. Retirees pay the portion of premium not paid by the District.

The District has elected to use the entry age normal cost method with unfunded liabilities amortized over 30 years, and continues to fund on a pay-as-you-go basis.

**Employees Covered** – As of the June 30, 2019 valuation, the following current and former employees were covered by the benefit terms for the OPEB Plan:

Active employees	190
Inactive employees or beneficiaries currently receiving benefits	10
Inactive employees entitled to but not yet receiving benefit payments	<u>-</u>
	<u>200</u>

**Contributions** – The contribution requirements are established and amended by the District. The contribution is based on pay-as-you-go financing requirements. For the fiscal year ended June 30, 2021 the District contributed \$0 to the California Employers' Retiree Benefit Trust Fund (CERBT) irrevocable trust and \$24,618 for member expenses as the pay-as-you-go portion, resulting in total payments of \$24,618.

**NOTE 4 – OPEB** (Continued)**A. General Information about the OPEB Plan** (Continued)

**Net OPEB Liability** – The District's net OPEB liability was measured as of June 30, 2020, and the total OPEB liability used to calculate the net OPEB liability was the plan fiduciary net position of the CERBT held with CalPERS. The following actuarial methods and assumptions were used:

Valuation date	June 30, 2019
Measurement date	June 30, 2020
Actuarial cost method	Entry age normal
Actuarial assumptions:	
Discount rate	7.00%
Inflation	2.63%
Trend	4.00%
Salary increases	2.75% per annum, in aggregate
Investment rate of return	7.00%
	Derived using CalPERS' membership data for all funds <sup>(1)</sup>
Mortality rate table	Derived using CalPERS' membership data for all funds <sup>(2)</sup>
Post retirement benefit increases	

<sup>(1)</sup> The mortality assumptions are based on the 2014 CalPERS Active Mortality for Miscellaneous Employees table created by CalPERS. CalPERS periodically studies mortality for participating agencies and establishes mortality tables that are modified versions of commonly used tables. This table incorporates mortality projection as deemed appropriate based on CalPERS analysis.

<sup>(2)</sup> The turnover assumptions are based on the 2009 CalPERS Turnover for Miscellaneous Employees table created by CalPERS. CalPERS periodically studies the experience for participating agencies and establishes tables that are appropriate for each pool.

The long-term expected rate of return on OPEB Plan investments was determined using a building block method in which expected future real rates of return (expected returns, net of OPEB Plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

Asset Class	Target Allocation	Long-Term Expected Real Rate of Return
Global Equity	59.00%	7.6750%
Global Debt Securities	25.00%	4.3800%
Real Estate Investment Trusts	8.00%	7.3800%
Commodities	3.00%	7.6750%
Treasury Inflation Protected Securities	5.00%	3.1300%
<b>Total</b>	<b>100%</b>	
<b>Long-term expected rate of return</b>		<b>7.00%</b>

**NOTE 4 – OPEB** (Continued)**A. General Information about the OPEB Plan** (Continued)

**Discount Rate** – The discount rate used to measure the total OPEB liability was 7.00 percent. The projection of cash flows used to determine the discount rate assumed that the District's contributions will be sufficient to fully fund the obligation over a period not to exceed 34 years. Historic 34-year real rates of return for each asset class along with the assumed long-term inflation assumption were used to set the discount rate. The expected investment return was offset by the investment expenses of 13 basis points. Based on those assumptions, the OPEB Plan's fiduciary net position was projected to be available to make all projected OPEB payments for current active and inactive employees and beneficiaries.

Therefore, the long-term expected rate of return on OPEB Plan investments was applied to all periods of projected benefit payments to determine the total OPEB liability.

**Changes in the OPEB Liability** – The changes in the net OPEB liability for the OPEB Plan are as follows:

	Increase (Decrease)		
	Total OPEB Liability	OPEB Plan Fiduciary Net Position	Net OPEB Liability/ (Asset)
Balance at June 30, 2019, Measurement Date	\$ 772,836	\$ 660,703	\$ 112,133
Changes in the Year:			
Service Cost	43,130	-	43,130
Interest on the Total OPEB Liability	54,999	23,350	31,649
Contribution - Employer	-	24,618	(24,618)
Experience Gains/Losses	7,230	-	7,230
Administrative Expenses	-	(323)	323
Benefit Payments	(24,618)	(24,618)	-
Net Changes	80,741	23,027	57,714
Balance at June 30, 2020, Measurement Date	\$ 853,577	\$ 683,730	\$ 169,847



**NOTE 4 – OPEB** (Continued)

**A. General Information about the OPEB Plan** (Continued)

**Sensitivity of the Net OPEB Liability to Changes in the Discount Rate** – The following presents the net OPEB liability of the District if it were calculated using a discount rate that is one percentage point lower or one percentage point higher than the current rate, for the measurement period ended June 30, 2020:

	Discount Rate		
	1% Decrease	Current	1% Increase
	\$ 295,350	\$ 169,847	\$ 67,913

**Sensitivity of the Net OPEB Liability to Changes in the Healthcare Cost Trend Rates** – The following presents the net OPEB liability, as well as what the net OPEB liability would be if it were calculated using healthcare cost trend rates that are one percentage point lower or one percentage point higher than the current healthcare cost trend rates:

	Trend		
	1% Decrease	Valuation	1% Increase
Net OPEB Liability	\$ 57,461	\$ 169,847	\$ 307,280

**OPEB Plan Fiduciary Net Position** – Detailed information about the OPEB Plan's fiduciary net position is available in the separately issued CalPERS financial reports.

**Recognition of Deferred Outflows and Deferred Inflows of Resources** – Gains and losses related to changes in total OPEB liability and fiduciary net position are recognized in OPEB expense systematically over time.

Amounts are first recognized in OPEB expense for the year the gain or loss occurs. The remaining amounts are categorized as deferred outflows of resources and deferred inflows of resources related to OPEB and are to be recognized in future OPEB expense.

**OPEB Expense and Deferred Outflows/Inflows of Resources Related to OPEB** – For the fiscal year ended June 30, 2021, the District recognized OPEB expense of \$24,618. As of fiscal year ended June 30, 2021, the District reported deferred outflows of resources related to OPEB from the following sources:

	Deferred Outflows of Resources	Deferred Inflows of Resources
OPEB Contributions Subsequent to Measurement Date	\$ 27,158	\$ -
Investment (Gains)/Losses	21,393	(1,115)
Experience (Gains)/Losses	6,706	(341,856)
Total	\$ 55,257	\$ (342,971)

**NOTE 5 – CAPITAL ASSETS**

Summary of change in capital assets for the year ended June 30, 2021 was as follows:

	Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021
Capital assets, not being depreciated:				
Land	\$ 8,981,061	\$ -	\$ -	\$ 8,981,061
Total capital assets not being depreciated	<u>8,981,061</u>	<u>-</u>	<u>-</u>	<u>8,981,061</u>
Capital assets, being depreciated:				
Buildings and improvements	50,529,426	-	(229,651)	50,299,775
Vehicles and equipment	<u>37,533,698</u>	<u>2,059,900</u>	<u>-</u>	<u>39,593,598</u>
Total capital assets being depreciated	<u>88,063,124</u>	<u>2,059,900</u>	<u>(229,651)</u>	<u>89,893,373</u>
Less accumulated depreciation for:				
Buildings and improvements	(7,650,683)	(989,701)	153,726	(8,486,658)
Vehicles and equipment	<u>(24,198,162)</u>	<u>(2,807,577)</u>	<u>-</u>	<u>(27,005,739)</u>
Total accumulated depreciation	<u>(31,848,845)</u>	<u>(3,797,278)</u>	<u>153,726</u>	<u>(35,492,397)</u>
Total capital assets being depreciated, net	<u>56,214,279</u>	<u>(1,737,378)</u>	<u>(75,925)</u>	<u>54,400,976</u>
Capital assets, net	<u>\$65,195,340</u>	<u>\$ (1,737,378)</u>	<u>\$ (75,925)</u>	<u>\$ 63,382,037</u>

Depreciation expense for the year ended June 30, 2021 was \$3,797,278.

**NOTE 6 – ACCOUNTS PAYABLE AND ACCRUED EXPENSES**

Accounts payable and accrued expenses at June 30, 2021 consist of the following amounts:

Accounts payable - vendors	\$ 1,251,437
Accrued wages and benefits	<u>556,789</u>
Total	<u>\$ 1,808,226</u>

**NOTE 7 – UNEARNED – LOCAL TRANSPORTATION FUNDING**

In accordance with TDA statutes and the California Code of Regulations, Title 21, Chapter 3, Subchapter 2, Article 5, Section 6649(b), LTF received for operating assistance in excess of the amount that the District is eligible to receive is recorded as an unearned revenue and is to be recognized as revenue and a reduction of eligible LTF during the following fiscal years.

Unearned – Local Transportation Funding for the fiscal year ended June 30, 2021:

Year Received	Amount Authorized	Unearned LTF Amount	Year to be Recognized
2019-2020	<u>\$14,844,127</u>	<u>\$495,262</u>	2021-2022

**NOTE 8 – COMPENSATED ABSENCES**

Compensated absences comprise unpaid vacation leave, sick leave, and compensated time off which is accrued as earned. The District's liability for compensated absences is determined annually. Changes in the compensated absences balance for the fiscal year ended June 30, 2021 is as follows:

Balance July 1, 2020	Additions	Deletions	Balance June 30, 2021	Current Balance	Noncurrent Balance
\$ 970,810	\$ 1,117,121	\$ (1,017,456)	\$ 1,070,475	\$ 881,605	\$ 188,870

**NOTE 9 – CERTIFICATES OF PARTICIPATION**

On March 2, 2017, the District issued Series 2017 Certificates of Participation (2017 COPs) in the par amount of \$22,000,000 for the construction of its new operations and maintenance facility. The District pledged farebox revenues for the repayment of the certificates. The 2017 COPs were issued with coupon interest rates ranging between 4.00% to 5.25% and a net premium on the issuance of \$1,716,093 which is being amortized over the life of the debt service. The 2017 COPs are scheduled to mature on July 1, 2047. Interest payments are due on July 1st and January 1st while principal payments ranging between \$340,000 to \$1,350,000 are due on July 1st each year.

If any Event of Default occurs and is continuing, the Trustee by notice to the District, or the Owners of at least 25% in principal amount of the Certificates by notice to the District and the Trustee (except for an Event of Default as described under clause (c) of Section 8.01 of the Lease Agreement, for which no such notice is required), may declare the principal and accrued interest with respect to the Certificates to be due and payable immediately. Upon a declaration, the principal and accrued interest to the date of the Trustee's declaration of acceleration on the Certificates shall be due and payable. The Trustee may, and upon the request of Owners of a majority in principal amount of the Certificates shall, rescind an acceleration and its consequences if all existing Events of Default have been cured or waived, if the rescission would not conflict with any judgment or decree, if all payments due the Trustee have been made.

Changes in the certificates of participation balance for the year were as follows:

	Balance June 30, 2020	Reductions	Balance June 30, 2021	Due Within One Year	Due in more than One Year
Certificates of Participation	\$ 21,305,000	\$ (375,000)	\$ 20,930,000	\$ 390,000	\$ 20,540,000
Premium	1,529,449	(54,623)	1,474,826	54,623	1,420,203
Total	\$ 22,834,449	\$ (429,623)	\$ 22,404,826	\$ 444,623	\$ 21,960,203

The certificates of participation payment schedule for amounts due at June 30, 2021 is as follows:

Fiscal Year End	Principal	Interest	Total
2022	\$ 390,000	\$ 990,938	\$ 1,380,938
2023	410,000	970,938	1,380,938
2024	435,000	949,813	1,384,813
2025	455,000	929,269	1,384,269
2026	475,000	909,506	1,384,506
2027-2031	2,755,000	4,160,813	6,915,813
2032-2036	3,510,000	3,410,681	6,920,681
2037-2041	4,330,000	2,587,425	6,917,425
2042-2046	5,535,000	1,378,125	6,913,125
2047-2048	2,635,000	133,373	2,768,373
Total	\$ 20,930,000	\$ 16,420,881	\$ 37,350,881

## **NOTE 10 – NET PENSION LIABILITY AND THE DEFINED BENEFIT PENSION PLAN**

### **A. General Information about the Pension Plan**

#### ***Plan Description***

The District contributes to CalPERS, an agent multiple-employer public employee defined benefit pension plan. CalPERS acts as a common investment and administrative agent for participating public entities within the State of California. Benefit provisions under the Plan are established by State statute and District resolution. CalPERS issues publicly available reports that include a full description of the pension plan regarding benefit provisions, assumptions, and membership information that can be found on the CalPERS website or may be obtained from their executive office: 400 P Street, Sacramento, CA, 95814. These reports and CalPERS' audited financial statements are publicly available reports that can be obtained at CalPERS' website under Forms and Publications.

#### ***Benefits Provided***

CalPERS provides service retirement and disability benefits, annual cost of living adjustments (COLA), and death benefits to plan members, who must be public employees and beneficiaries. Benefits are based on years of credited service, equal to one year of full-time employment. Members with five years of total service are eligible to retire at age 50 with statutorily reduced benefits. All members are eligible for non-duty disability benefits after 10 years of service. The death benefit is one of the following: the Basic Death Benefit or the Optional Settlement 2W Death Benefit. The COLAs for the plan are applied as specified by the California Public Employees' Retirement Law (PERL).

On September 12, 2012, the California Governor signed the California Public Employees' Pension Reform Act of 2013 (PEPRA) into law. PEPRA took effect January 1, 2013. The new legislation closed the District's CalPERS 2.7% at 55 Risk Pool Retirement Plan to new employee entrants effective December 31, 2012. For employees hired on or after January 1, 2013, who are current members of CalPERS or a reciprocal agency as of December 31, 2012 and have not been separated from service from such agency for more than six months, the retirement benefit is 2.7% at 55 years of age, highest annual average compensation during any consecutive 36-month period (3-year final compensation). For all other employees hired on or after January 1, 2013, the retirement benefit is 2.0% at 62 years of age, 3-year final compensation.

However, California Assembly Bill (AB) 1222 (Chapter 527, Statutes 2013) was signed by Governor Brown on Friday, October 4, 2013. This bill exempted California transit employees of public employers from all of the provisions of PEPRA, until January 1, 2015, or until a court determined that the provisions of PEPRA do not violate specified federal transit labor laws, whichever is sooner. This legislation allowed for a PEPRA exemption for eligible transit employees from public agencies subject to Section 13(c) of the Federal Transit Act.

The eventual decision in the State of California v. United States Department of Labor (E.D.Cal. Dec. 30, 2014, Civ. No. 2:13-cv-2069 KJM DAD) ended the exemption from PEPRA for transit workers resulting from AB 1222 (codified in Government Code Section 7522.02, subsection (a)(3)).

In its December 30, 2014 decision, the court concluded that the U.S. Department of Labor erred in determining that PEPRA prevented certification under Section 13(c) of the Uniform Mass Transportation Act. Under Section 7522.02(a)(3)(A), the court's decision triggers the end of the exemption.

All transit employees with appointments starting on or after January 1, 2013 through December 29, 2014, were to retain their classic retirement benefits for that period of time. CalPERS created new transit employee PEPRA appointments using a December 30, 2014 effective date for those employees. All new members hired on or after December 30, 2014, will be subject to PEPRA retirement benefits.

**NOTE 10 – NET PENSION LIABILITY AND THE DEFINED BENEFIT PENSION PLAN** (Continued)**A. General Information about the Pension Plans** (Continued)***Benefits Provided*** (Continued)

The District has engaged with CalPERS to administer the following pension plan for its employees (members).

The Plan's provisions and benefits in effect at June 30, 2020, (Measurement Date) are summarized as follows:

	Miscellaneous Plan	
	Tier 1	Tier 2
	Prior to January 1, 2013	On or after January 1, 2013
Hire Date		
Benefit Formula	2.7% @ 55	2.0% @ 62
Benefit Vesting Schedule	5 years service	5 years service
Benefit Payments	monthly for life	monthly for life
Retirement Age	50-55	52-67
Monthly Benefits, as a Percentage of Eligible Compensation	2.0% to 2.7%	1.0% to 2.5%
Required Employee Contribution Rates	8.000%	6.750%
Required Employer Contribution Rates	10.840%	10.840%

***Employees Covered***

At June 30, 2021, the following employees were covered by the benefit terms for the Plan:

Active employees	186
Transferred and terminated employees	169
Retired employees and beneficiaries	127
Total	482

***Contributions***

Section 20814(c) of the PERL requires that the employer contribution rates for all public employers be determined on an annual basis by the actuary and shall be effective on the July 1 following notice of a change in the rate. The total Plan contributions are determined through CalPERS' annual actuarial valuation process. The actuarially determined rate is the estimated amount necessary to finance the costs of benefits earned by employees during the year, with an additional amount to finance any unfunded accrued liability. The employer is required to contribute the difference between the actuarially determined rate and the contribution rate of employees.

Employer contribution rates may change if plan contracts are amended. It is the responsibility of the employer to make necessary accounting adjustments to reflect the impact due to any Employer Paid Member Contributions or situations where members are paying a portion of the employer contribution.

As of the fiscal year ended June 30, 2021, the contributions for the Plan were as follows:

Contributions - employer	\$ 2,318,825
Contributions - employee member	821,090
Total	<u>\$ 3,139,915</u>

**NOTE 10 – NET PENSION LIABILITY AND THE DEFINED BENEFIT PENSION PLAN** (Continued)**B. Net Pension Liability*****Actuarial Methods and Assumptions Used to Determine Total Pension Liability***

For the measurement period ended June 30, 2020, the total pension liability was determined by rolling forward the June 30, 2019 total pension liability. The June 30, 2020 total pension liability was based on the following actuarial methods and assumptions:

Valuation Date	June 30, 2019
Measurement Date	June 30, 2020
Actuarial Cost Method	Entry Age Normal
Actuarial Assumptions:	
Discount Rate	7.15%
Inflation	2.65%
Salary Increases	Varies by Entry Age and Service <sup>(1)</sup>
Payroll Growth	2.875%
Investment Rate of Return	7.25% <sup>(2)</sup>
Mortality Rate Table	Derived using CalPERS' Membership Data for all Funds <sup>(3)</sup>
Post Retirement Benefit Increase	Contract COLA up to 2.75% until Purchasing Power Protection Allowance Floor on Purchasing Power applies, 2.75% thereafter

<sup>(1)</sup> Depending on age, service, and type of employment.

<sup>(2)</sup> Net of pension plan investment and administrative expenses, including inflation.

<sup>(3)</sup> The probabilities of mortality are based on the 2017 CalPERS Experience Study for the period from 1997 to 2015. Pre-retirement and Post-retirement mortality rates include 15 years of projected mortality improvement using 90% of Scale MP-2016 published by the Society of Actuaries.

***Discount Rate***

The discount rate used to measure the total pension liability as of June 30, 2020 was 7.15 percent. The projection of cash flows used to determine the discount rate assumed that contributions from Plan members will be made at the current member contribution rates, actuarially determined. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current plan members. Therefore, the long-term expected rate of return on Plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. In determining the long-term expected rate of return, both short-term and long-term market return expectations as well as the expected pension fund cash flows were considered. Such cash flows were developed assuming that both members and employers will make their required contributions on time and as scheduled in all future years.

**NOTE 10 – NET PENSION LIABILITY AND THE DEFINED BENEFIT PENSION PLAN** (Continued)**B. Net Pension Liability** (Continued)**Discount Rate** (Continued)

The table below reflects long-term expected real rate of return by asset class. The rate of return was calculated using the capital market assumptions applied to determine the discount rate and asset allocation. These geometric rates of return are net of administrative expenses.

Asset Class	New Strategic Allocation	Real Return Years 1 - 10 <sup>(a)</sup>	Real Return Years 11+ <sup>(b)</sup>
Global Equity	50.00%	4.80%	5.98%
Global Fixed Income	28.00%	1.00%	2.62%
Inflation Sensitive	0.00%	0.77%	1.81%
Private Equity	8.00%	6.30%	7.23%
Real Estate	13.00%	3.75%	4.93%
Liquidity	1.00%	0.00%	-0.92%
Total	100.00%		

<sup>(a)</sup> An expected inflation of 2.00% used for this period.

<sup>(b)</sup> An expected inflation of 2.920% used for this period.

**C. Changes in the Net Pension Liability**

The following table shows the changes in net pension liability recognized over the year ended June 30, 2020 measurement period.

	Increase (Decrease)		
	Total Pension Liability	Plan Fiduciary Net Position	Net Pension Liability/(Asset)
Balance at June 30, 2019 (Valuation Date)	\$ 59,464,227	\$ 46,253,604	\$ 13,210,623
Changes Recognized:			
Service Cost	1,882,223	-	1,882,223
Interest on the Total Pension Liability	4,245,655	-	4,245,655
Differences between Actual and Expected Experience	348,824	-	348,824
Contributions - Employer	-	2,113,162	(2,113,162)
Contributions - Employee	-	797,278	(797,278)
Net Investment Income	-	2,311,088	(2,311,088)
Administrative Expense	-	(65,206)	65,206
Benefit Payments, Including Refunds of Employee Contributions	(2,748,719)	(2,748,719)	-
Net Changes	3,727,983	2,407,603	1,320,380
Balance at June 30, 2020 (Measurement Date)	\$ 63,192,210	\$ 48,661,207	\$ 14,531,003

**NOTE 10 – NET PENSION LIABILITY AND THE DEFINED BENEFIT PENSION PLAN** (Continued)**D. Sensitivity of the Net Pension Liability to Changes in the Discount Rate**

The following presents the net pension liability of the Plan, calculated using the discount rate of 7.15%, as well as what the net pension liability would be if it were calculated using a discount rate that is one percentage point lower (6.15%) or one percentage point higher (8.15%) than the current rate:

Plan's Net Pension Liability/(Asset)		
Discount Rate - 1% (6.15%)	Current Discount Rate (7.15%)	Discount Rate + 1% (8.15%)
<u>\$ 22,884,570</u>	<u>\$ 14,531,003</u>	<u>\$ 7,612,890</u>

**E. Pension Plan Fiduciary Net Position**

Detailed information about the Plan's fiduciary net position is available in the separately issued CalPERS financial report.

**F. Pension Expense and Deferred Outflows/Inflows of Resources Related to Pensions**

For the year ended June 30, 2021, the District incurred a pension expense of \$3,217,256 for the Plan. At June 30, 2021, the District reported deferred outflows and deferred inflows of resources related to pensions as follows:

	Deferred Outflows of Resources	Deferred Inflows of Resources
Employer contributions to pension plan made after the measurement date	\$ 2,318,825	\$ -
Difference between projected and actual earnings on pension plan investments	424,178	-
Changes in assumptions	-	(72,442)
Net difference between projected and actual experience	730,142	-
Total	<u>\$ 3,473,145</u>	<u>\$ (72,442)</u>

The \$2,318,825 reported as deferred outflows of resources related to contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability, as determined by CalPERS, in the measurement year ended June 30, 2021. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized as pension expense as follows:

Measurement Period Ended June 30	Deferred Outflows/(Inflows) of Resources
2021	\$ 92,287
2022	430,076
2023	351,351
2024	208,164
2025	-
Thereafter	-
Total	<u>\$ 1,081,878</u>



**NOTE 11 – NET INVESTMENT IN CAPITAL ASSETS**

The net investment in capital assets balance consisted of the following balances at June 30, 2021:

Net investment in capital assets:	
Capital assets - not being depreciated	\$ 8,981,061
Capital assets, net - being depreciated	54,400,976
Certificates of participation	<u>(22,404,826)</u>
Total net investment in capital assets	<u>\$ 40,977,211</u>

**NOTE 12 – RESTRICTED NET POSITION**

LTF granted for operating assistance is to be used to purchase new buses, fareboxes, coach equipment, facility and other improvements as part of a service expansion program, and related interest earnings included in restricted net position at June 30, 2021, are as follows:

Amounts held for capital grants	\$ 274,326
Restricted for capital acquisition	<u>3,350,038</u>
	\$ 3,624,364
Restricted for debt service	<u>2,284,881</u>
Total restricted net position	<u>\$ 5,909,245</u>

**NOTE 13 – UNRESTRICTED (DEFICIT) NET POSITION**

As of June 30, 2021, the District has an unrestricted net position deficit of \$3,002,730. Due to the nature of the deficit from the net pension liability of \$14,531,003, the District will continue to make its annual required contributions to CalPERS and annually review its outstanding net pension obligation funding requirements for future periods to reduce the deficit net position.

**NOTE 14 – STATE TRANSIT ASSISTANCE (STA) FUNDING**

STA funding comes from the Public Transportation Act (PTA) which derives its revenue from the state sales tax on gasoline. These funds are designated as discretionary or formula. The former is appropriated by the legislature. The latter is a formula based upon population and fares generated. The District utilizes STA funding to fund a combination of operations and capital asset purchases.

STA funding received by the District for FY2020-21 to fund operations was \$243,716. There was \$3,333 of STA funding receivable recognized in due from other governmental agencies at June 30, 2021.

**NOTE 15 – OTHER STATE ASSISTANCE****A. Proposition 1B Grant (Prop. 1B)**

The California Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA), approved by the voters as Proposition 1B (Prop. 1B) in November 2006, authorized the issuance of \$19.9 billion in general obligation bonds for the purpose of improving highway safety, traffic reduction, air quality, and port security. The District utilizes this funding for various operating and capital asset projects.

**NOTE 15 – OTHER STATE ASSISTANCE (Continued)****B. Public Transportation Modernization, Improvement, and Service Enhancement Account**

In November 2006, California voters passed a bond measure enacting the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Of the \$19.925 billion of state general obligation bonds authorized, \$4 billion was set aside by the State as instructed by statute as the PTMISEA. These funds are available to the California Department of Transportation for intercity rail projects and to transit operators in California for rehabilitation, safety, or modernization improvements; capital service enhancements or expansions; new capital projects; bus rapid transit improvements; or for rolling stock procurement, rehabilitation, or replacement. The District utilizes this funding for various operating capital asset projects.

**C. Low Carbon Transit Operations Program (LCTOP)**

LCTOP is one of several programs that are part of the Transit, Affordable Housing, and Sustainable Communities Program established by the California Legislature in 2014 by Senate Bill 862. The LCTOP was created to provide operating and capital assistance for transit agencies to reduce greenhouse gas emission and improve mobility, with a priority on serving disadvantaged communities. Approved projects in LCTOP will support new or expanded bus or rail services, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance, and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions. Senate Bill 862 continuously appropriates five percent of the annual auction proceeds in the Greenhouse Gas Reduction Fund for LCTOP, beginning in fiscal year 2015-16. The District requested and received funding for a project in the year ended June 30, 2016.

**D. State of Good Repair (SGR)**

The Road Repair and Accountability Act of 2017, Senate Bill (SB) 1 (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. SGR funding received by the District for FY 202-21 was \$ 57,027 and was used for engine replacements. There was \$7,388 SGR funding recognized as due from other governmental agencies at June 30, 2021.

Other State Assistance received and utilized for the fiscal year ended June 30, 2021, was as follows:

**A. Proposition 1B Grant (Prop. 1B)****B. Public Transportation Modernization, Improvement, and Service Enhancement Account****C. Low Carbon Transit Operations Program (LCTOP)**

	Prop. 1B Grant	PTMISEA	LCTOP	Total
Beginning net position - July 1, 2020	\$ 177,718	\$ 80,300	\$ 58,315	\$ 316,333
Proceeds received	-	-	76,290	76,290
Capital assets program purchases:				
New facility	-	-	-	-
Replacement buses/engines	-	(58,040)	-	(58,040)
Fare Support - Token Transit	-	-	(60,434)	(60,434)
Total capital asset program purchases	-	(58,040)	(60,434)	(118,474)
Investment earnings allocated	-	119	58	177
Change in net position	-	(57,921)	15,914	(42,007)
Ending net position - June 30, 2021	\$ 177,718	\$ 22,379	\$ 74,229	\$ 274,326

#### **NOTE 16 – DEFERRED COMPENSATION SAVINGS PLAN**

For the benefit of its employees, the District participates in three 457 Deferred Compensation Programs (Programs). The purpose of these Programs is to provide deferred compensation for public employees that elect to participate in the Programs. Generally, eligible employees may defer receipt of a portion of their salary until termination, retirement, death, or unforeseeable emergency. Until the funds are paid or otherwise made available to the employee, the employee is not obligated to report the deferred salary for income tax purposes.

Federal law requires deferred compensation assets to be held in trust for the exclusive benefit of the participants. Accordingly, the District is in compliance with this legislation. Therefore, these assets are not the legal property of the District and are not subject to claims of the District's general creditors. The three program trustees are Nationwide, Mass Mutual, and ICMA Retirement Corp.

The District has implemented GASB Statement No. 32, *Accounting and Financial Reporting for Internal Revenue Code Section 457 Deferred Compensation Plans*. Since the District has little administrative involvement and does not perform the investing function for these Programs, the assets and related liabilities are not presented in the accompanying basic financial statements.

#### **NOTE 17 – RISK MANAGEMENT**

The District is exposed to various risks of loss related to torts; theft of, damage to, and destruction of assets; errors and omissions; injuries to employees; and natural disasters. The District has purchased various insurance policies to manage the potential liabilities that may occur from the previously named sources.

The District participates in the California Transit Indemnity Pool (CalTIP), a joint powers agency created to provide liability and physical damage insurance to its members through an insurance pool. The District holds property insurance and general and automotive liability with CalTIP up to \$25 million on liability with a \$25,000 self-insurance retention.

The District purchases blanket insurance coverage limits from commercial brokers as follows:

CNG fueling station	\$ 9,343,100
Buildings and structures	\$ 20,947,611
Business and property	\$ 5,335,000
Boiler and machinery	\$ 1,310,000

The District's employee practices liability insurance coverage is \$2.0 million and handled through Navigators Insurance. Also, the District participates in the California State Association of Counties Excess Insurance Authority (CSAC-EIA), a joint powers agency created to provide workers' compensation insurance to its members through a risk retention insurance pool. The District holds workers' compensation insurance coverage with CSAC-EIA up to statutory limits. Some of the above insurance policies are subject to various deductibles.

Settled claims have not exceeded any of the coverage amounts in any of the last five fiscal years and there were no reductions in the District's insurance coverage during those years. Liabilities are recorded when it is probable that a loss has been incurred and the amount of the loss can be reasonably estimated net of the respective insurance coverage. Liabilities include an amount for claims that have been incurred but not reported (IBNR).

## **NOTE 18 – COMMITMENTS**

### **A. Operating Lease**

In fiscal year 2018, the District finalized a 10-year extension of the Oxnard Transit Center lease that commenced on January 1, 2017. Future estimated lease payments are as follows:

<u>Fiscal Year Ended</u>	<u>Estimated Rent</u>
2022	\$ 13,096
2023	13,489
2024	13,894
2025	14,311
2026	14,740
2027	7,479
Total	<u>\$ 77,009</u>

### **B. Litigation**

In the ordinary course of operations, the District is subject to claims and litigation from outside parties. After consultation with legal counsel, the District believes the ultimate outcome of such matters, if any, will not materially affect its financial condition.

### **C. Grant Funding**

Grant funds received by the District are subject to review by the grantor agencies. Such audit could lead to requests for reimbursements to the grantor agencies for expenditures disallowed under terms of the grant. The management of the District believes that such disallowances, if any, would not be significant.

### **D. Operating Fare Revenue Ratio**

The District is required to maintain a ratio of fares to operating costs of at least 20% for either the combined service of fixed route and paratransit service or meeting the goals separately (i.e., 20% for fixed route and 10% for paratransit service) to continue to be eligible for LTF. For the fiscal year ended June 30, 2021, the District was not required to meet the minimum fare box recovery requirement due to the COVID-19 pandemic suspension of this regulation. The District will not face any penalty for not meeting the minimum, required fare box recovery ratio.

## **NOTE 19 – RESTATEMENT OF BEGINNING NET POSITION**

During the year ended June 30, 2021, the District determined that a correction to the beginning of the year net assets was necessary to properly state unearned revenues. As a result, the beginning of year net assets has been restated to show the effects of this correction.

Beginning balances, as originally reported	\$ 44,435,287
Decrease in unearned revenue	<u>1,242,304</u>
Beginning balances, as restated	<u>\$ 45,677,591</u>

**NOTE 20 – SUBSEQUENT EVENTS**

Subsequent events have been evaluated through September 28, 2022, the date these basic financial statements were available to be issued.

On March 11, 2020, the World Health Organization declared the outbreak of a coronavirus (COVID-19) pandemic. In response, the County, followed by the Governor of California, issued a Shelter at Home order effective March 19, 2020, requiring certain non-essential businesses to temporarily close to the public. At the current time, management is unable to quantify the potential effects of this pandemic on its future financial statements.

**REQUIRED SUPPLEMENTARY INFORMATION  
(UNAUDITED)**

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**GOLD COAST TRANSIT DISTRICT  
REQUIRED SUPPLEMENTARY INFORMATION  
AN AGENT MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN  
SCHEDULE OF CHANGES IN NET PENSION LIABILITY AND RELATED RATIOS  
FOR THE LAST SEVEN YEARS ENDED JUNE 30, 2020\***

Measurement Period	2019-20	2018-19	2017-18	2016-17	2015-16	2014-15	2013-14
<b>Total Pension Liability</b>							
Service Cost	\$ 1,882,223	\$ 1,878,369	\$ 1,830,138	\$ 1,829,423	\$ 1,569,279	\$ 1,569,756	\$ 1,439,195
Interest on Total Pension Liability	4,245,655	3,988,180	3,701,748	3,498,403	3,299,586	3,107,585	2,955,928
Differences between Expected and Actual Experience	348,824	856,414	131,794	5,749	(243,014)	(621,259)	-
Changes in Assumptions	-	-	(344,098)	2,867,527	-	(742,987)	-
Benefit Payments, Including Refunds of Employee Contributions	(2,748,719)	(2,483,737)	(2,329,043)	(2,214,742)	(1,935,932)	(1,912,604)	(1,860,423)
Net Change in Total Pension Liability	3,727,983	4,239,226	2,990,539	5,986,360	2,689,919	1,400,491	2,534,700
Total Pension Liability - Beginning	59,464,227	55,225,001	52,234,462	46,248,102	43,558,183	42,157,692	39,622,992
Total Pension Liability - Ending (a)	<u>\$ 63,192,210</u>	<u>\$ 59,464,227</u>	<u>\$ 55,225,001</u>	<u>\$ 52,234,462</u>	<u>\$ 46,248,102</u>	<u>\$ 43,558,183</u>	<u>\$ 42,157,692</u>
<b>Plan Fiduciary Net Position</b>							
Contributions - Employer	\$ 2,113,162	\$ 1,899,815	\$ 1,721,226	\$ 1,635,904	\$ 1,585,400	\$ 1,301,520	\$ 1,192,180
Contributions - Employee	797,278	798,356	786,067	722,714	731,597	660,103	629,617
Net Plan to Plan Resource Movement	-	-	(100)	-	-	-	-
Net Investment Income	2,311,088	2,865,566	3,391,187	4,019,509	171,677	782,090	5,116,686
Benefit Payments, including Refunds of Employee Contributions	(2,748,719)	(2,483,737)	(2,329,043)	(2,214,742)	(1,935,932)	(1,912,604)	(1,860,423)
Administrative Expenses	(65,206)	(30,832)	(62,043)	(52,715)	(21,436)	(39,582)	-
Other Miscellaneous Income/(Expense), Net	-	100	(117,820)	-	-	-	-
Net Change in Plan Fiduciary Net Position	2,407,603	3,049,268	3,389,474	4,110,670	531,306	791,527	5,078,060
Plan Fiduciary Net Position - Beginning	46,253,604	43,204,336	39,814,862	35,704,192	35,172,886	34,381,359	29,303,299
Plan Fiduciary Net Position - Ending (b)	<u>\$ 48,661,207</u>	<u>\$ 46,253,604</u>	<u>\$ 43,204,336</u>	<u>\$ 39,814,862</u>	<u>\$ 35,704,192</u>	<u>\$ 35,172,886</u>	<u>\$ 34,381,359</u>
Net Pension Liability - Ending [(a) - (b)]	<u>\$ 14,531,003</u>	<u>\$ 13,210,623</u>	<u>\$ 12,020,665</u>	<u>\$ 12,419,600</u>	<u>\$ 10,543,910</u>	<u>\$ 8,385,297</u>	<u>\$ 7,776,333</u>
Plan Fiduciary Net Position as a Percentage of the Total Pension Liability	77.01%	77.78%	78.23%	76.22%	77.20%	80.75%	81.55%
Covered Payroll	\$ 10,628,408	\$ 10,384,621	\$ 10,177,043	\$ 9,898,406	\$ 9,268,128	\$ 8,714,571	\$ 7,827,241
Net Pension Liability as a Percentage of Covered Payroll	136.72%	127.21%	118.12%	125.47%	113.77%	96.22%	99.35%

\* Fiscal year 2015 was the 1<sup>st</sup> year of implementation; therefore, only seven years are shown.

**Notes to Schedule:**

**Benefit changes.** In 2020, 2019 and 2018, there were no benefit changes. The figures above do not include any liability impact that may have resulted from plan changes which occurred after June 30, 2014.

**Changes in assumptions.** In 2020, 2019, and 2018 amounts reported as changes in assumptions resulted primarily from adjustments to expected retirement ages of miscellaneous employees.



**GOLD COAST TRANSIT DISTRICT  
REQUIRED SUPPLEMENTARY INFORMATION  
AN AGENT MULTIPLE-EMPLOYER DEFINED BENEFIT PENSION PLAN  
SCHEDULE OF CONTRIBUTIONS – PENSION PLAN  
FOR THE LAST EIGHT YEARS ENDED JUNE 30, 2021\***

	2020-21	2019-20	2018-19	2017-18	2016-17	2015-16	2014-15	2013-14
Actuarially Determined Contributions	\$ 2,318,825	\$ 2,112,002	\$ 1,899,815	\$ 1,721,225	\$ 1,653,604	\$ 1,585,400	\$ 1,301,199	\$ 1,192,180
Contributions in Relation to the Actuarially Determined Contributions	(2,318,825)	(2,112,002)	(1,899,815)	(1,721,225)	(1,653,604)	(1,585,400)	(1,301,199)	(1,192,180)
Contribution Deficiency (Excess)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Covered Payroll	\$ 10,628,408	\$ 10,384,621	\$ 10,177,043	\$ 9,898,406	\$ 10,040,567	\$ 9,268,128	\$ 8,714,571	\$ 7,827,241
Contributions as a Percentage of Covered Payroll	21.82%	20.34%	18.67%	17.39%	16.47%	17.11%	14.93%	15.23%

\* Fiscal year 2015 was the 1<sup>st</sup> year of implementation; therefore, only eight years are shown.

**GOLD COAST TRANSIT DISTRICT  
REQUIRED SUPPLEMENTARY INFORMATION  
SCHEDULE OF CHANGES IN THE NET OTHER  
POSTEMPLOYMENT BENEFITS (OPEB) LIABILITY AND RELATED RATIOS  
FOR THE MEASUREMENT PERIOD ENDED JUNE 30, 2020**

	Measurement Period June 30,			
	2020	2019	2018	2017
<b>Total OPEB Liability</b>				
Total OPEB Liability Beginning	\$ 772,836	\$ 1,063,500	\$ 960,816	\$ 865,567
Changes in the Year:				
Service Cost	43,130	54,778	53,312	51,885
Interest on the Total OPEB Liability	54,999	75,574	68,455	61,713
Experience Gains/Losses	7,230	(398,490)		
Benefit Payments	(24,618)	(22,526)	(19,083)	(18,349)
Net Changes	80,741	(290,664)	102,684	95,249
Total OPEB Liability Ending (a)	\$ 853,577	\$ 772,836	\$ 1,063,500	\$ 960,816
<b>Plan Fiduciary Net Position</b>				
Plan Fiduciary Net Position Beginning	\$ 660,703	\$ 622,413	\$ 514,825	\$ 399,368
Changes in the Year:				
Contribution - Employer	24,618	21,218	86,292	92,280
Net Investment Income	23,350	43,564	38,357	41,882
Investment Gains/Losses	-	(5,141)	2,789	-
Administrative Expenses	(323)	(133)	(957)	(356)
Benefit Payments	(24,618)	(21,218)	(19,083)	(18,349)
Other	-	-	190	-
Net Changes	23,027	38,290	107,588	115,457
Plan Fiduciary Net Position Ending (b)	\$ 683,730	\$ 660,703	\$ 622,413	\$ 514,825
Net OPEB Liability ending [(a) - (b)]	\$ 169,847	\$ 112,133	\$ 441,087	\$ 445,991
Plan fiduciary net position as a percentage of the total OPEB liability	80.10%	85.49%	58.52%	53.58%
Covered Payroll	\$ 10,628,408	\$ 10,384,621	\$ 10,244,305	\$ 9,904,665
Net OPEB liability as a percentage of covered payroll	1.60%	1.08%	4.31%	4.50%

**Notes to the Schedule:**

Historical information is required only for measurement periods for which GASB Statement No. 75 is applicable. Future years' information will be displayed up to 10 years as information becomes available.

## **SUPPLEMENTARY INFORMATION**

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**GOLD COAST TRANSIT DISTRICT  
SCHEDULE OF CHANGES IN LOCAL TRANSPORTATION  
FUNDING ACTIVITY OF THE DISTRICT  
FOR THE FISCAL YEAR ENDED JUNE 30, 2021**

		Cash and Investments Restricted Balance
Local Transportation Funding		
Beginning balance:		
Liability:		
Unearned local transportation funding - June 30, 2020	\$1,638,445	
Net position:		
Restricted for capital acquisitions - June 30, 2020	<u>3,276,831</u>	
Total beginning balance	<u>\$ 4,915,276</u>	<u>\$ 4,915,276</u>
Current year operating revenue		
Local transportation funding	\$ 13,453,536	
Fiscal year 2018-2019 unearned local transportation funding portion recognized as revenue	<u>1,143,183</u>	<u>(1,143,183)</u>
Fiscal Year 2020-2021 local transportation funds revenue recognized	<u>\$ 14,596,719</u>	
Current year capital revenue:		
Local capital grants - interest earnings	\$ 44,121	
Local capital grants - market valuation of investment	<u>(21,918)</u>	
Fiscal year 2020-2021 local capital grants revenue recognized	<u>\$ 22,203</u>	<u>22,203</u>
Current year operating uses and capital acquisitions:		
Operations - current year unused local transportation funds	(57,004)	57,004
Capital acquisitions - current year use of local transportation funds	<u>6,000</u>	<u>(6,000)</u>
Current year change in net position		<u>73,207</u>
Total ending balance		<u>\$ 3,845,300</u>
Ending balance:		
Liability:		
Unearned local transportation funding - June 30, 2021	\$ 495,262	
Net position:		
Restricted for capital acquisitions - June 30, 2021	<u>3,350,038</u>	
Total ending balance	<u>\$ 3,845,300</u>	<u>\$ 3,845,300</u>

**STATISTICAL SECTION  
(UNAUDITED)**

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**GOLD COAST TRANSIT DISTRICT  
FINANCIAL RATIOS  
JUNE 30, 2015 TO JUNE 30, 2021**

**Current Ratio:**

Measures the District's ability to meet current commitments by dividing current assets by current liabilities.

			Ratio
2021	Current Assets	\$ 12,445,955	3.01:1
	Current Liabilities	\$ 4,130,059	
2020	Current Assets	\$ 13,528,315	2.51:1
	Current Liabilities	\$ 5,382,388	
2019	Current Assets	\$ 7,084,673	1.17:1
	Current Liabilities	\$ 6,046,565	
2018	Current Assets	\$ 8,364,115	0.61:1
	Current Liabilities	\$ 13,600,652	
2017	Current Assets	\$ 9,882,036	0.99:1
	Current Liabilities	\$ 9,983,839	
2016	Current Assets	\$ 11,335,824	1.09:1
	Current Liabilities	\$ 10,432,628	
2015	Current Assets	\$ 15,531,471	2.10:1
	Current Liabilities	\$ 7,406,526	

**Quick Ratio:**

This variation of the current ratio is an indicator of the District's liquidity by including only those current assets that could be converted readily to cash and receivables due within 30 days.

			Ratio
2021	Cash and Cash Equivalents Plus	\$ 9,214,791	2.86:1
	Receivables Within 30 Days	\$ 2,612,931	
	Current Liabilities	\$ 4,130,059	
2020	Cash and Cash Equivalents Plus	\$ 4,537,523	2.40:1
	Receivables Within 30 Days	\$ 8,377,011	
	Current Liabilities	\$ 5,382,388	
2019	Cash and Cash Equivalents Plus	\$ 3,777,364	0.90:1
	Receivables Within 30 Days	\$ 2,604,119	
	Current Liabilities	\$ 7,084,673	
2018	Cash and Cash Equivalents Plus	\$ 7,125,279	0.57:1
	Receivables Within 30 Days	\$ 646,912	
	Current Liabilities	\$ 13,600,652	
2017	Cash and Cash Equivalents Plus	\$ 5,378,788	0.93:1
	Receivables Within 30 Days	\$ 3,923,512	
	Current Liabilities	\$ 9,983,839	
2016	Cash and Cash Equivalents Plus	\$ 5,856,275	1.02:1
	Receivables Within 30 Days	\$ 4,755,284	
	Current Liabilities	\$ 10,432,628	
2015	Cash and Cash Equivalents Plus	\$ 12,430,280	2.00:1
	Receivables Within 30 Days	\$ 2,409,984	
	Current Liabilities	\$ 7,406,526	



**GOLD COAST TRANSIT DISTRICT  
FINANCIAL RATIOS  
JUNE 30, 2015 TO JUNE 30, 2021**

**Debt Ratio:**

Reflects the long-term solvency risk, in assessing the District's financial capacity to meet long-term debts and similar obligations, by dividing total liabilities by total assets.

			<u>Ratio</u>
2021	Total Liabilities	\$ 40,979,982	50.13%
	Total Assets	\$ 81,750,719	
2020	Total Liabilities	\$ 41,595,375	49.14%
	Total Assets	\$ 84,639,142	
2019	Total Liabilities	\$ 41,786,433	53.64%
	Total Assets	\$ 77,896,448	
2018	Total Liabilities	\$ 50,278,180	58.79%
	Total Assets	\$ 85,524,381	
2017	Total Liabilities	\$ 44,616,846	61.33%
	Total Assets	\$ 72,743,765	
2016	Total Liabilities	\$ 19,198,398	43.28%
	Total Assets	\$ 44,362,326	
2015	Total Liabilities	\$ 15,501,839	40.86%
	Total Assets	\$ 37,940,533	

**GOLD COAST TRANSIT DISTRICT  
REVENUES AND EXPENSES – TEN YEAR COMPARISON  
FISCAL YEARS 2012 TO 2021**

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>
Operations:					
Passenger Fares	\$ 3,303,563	\$ 3,148,100	\$ 3,714,914	\$ 4,022,983	\$ 3,369,769
Operating Expenses	(16,404,321)	(16,642,267)	(18,531,482)	(19,381,448)	(20,547,884)
Depreciation Expense	<u>(3,016,832)</u>	<u>(2,924,100)</u>	<u>(2,519,756)</u>	<u>(2,405,787)</u>	<u>(2,843,634)</u>
Operating Loss	<u>(16,117,590)</u>	<u>(16,418,267)</u>	<u>(17,336,324)</u>	<u>(17,764,252)</u>	<u>(20,021,749)</u>
Non-Operating Revenues:					
Local Transportation Funds	8,595,776	8,976,087	9,631,812	8,869,456	10,601,709
State Funds	220,821	196,076	192,000	174,425	207,973
Federal Funds	4,042,074	4,074,383	4,733,271	5,469,611	4,930,720
Investment Earnings	14,540	15,758	13,885	12,449	15,816
Other Income/(Expense), Net	<u>227,547</u>	<u>231,864</u>	<u>245,601</u>	<u>832,524</u>	<u>1,421,897</u>
Total Non-Operating Revenues	<u>13,100,758</u>	<u>13,494,168</u>	<u>14,816,569</u>	<u>15,358,465</u>	<u>17,178,115</u>
Net Loss	<u>\$ (3,016,832)</u>	<u>\$ (2,924,099)</u>	<u>\$ (2,519,755)</u>	<u>\$ (2,405,787)</u>	<u>\$ (2,843,634)</u>

***Operating Expenses - Actual Dollars Compared to Constant Dollars (Over Ten Year Period)***

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>
Actual Dollars	\$ 16,404,321	\$ 16,642,267	\$ 18,531,482	\$ 19,381,448	\$ 20,547,881
Constant Dollars (2007)	\$ 15,101,011	\$ 15,115,249	\$ 16,533,584	\$ 17,155,881	\$ 17,873,084
CPI Percent Change	1.6%	1.4%	1.8%	0.8%	1.8%
Index Number (1982 = 100)	236.0	239.2	243.5	245.5	249.8
Cumulative Percent	8.6%	10.1%	12.1%	13.0%	15.0%

**GOLD COAST TRANSIT DISTRICT  
REVENUES AND EXPENSES – TEN YEAR COMPARISON (Continued)  
FISCAL YEARS 2012 TO 2021**

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Operations:					
Passenger Fares	\$ 3,482,127	\$ 3,403,877	\$ 3,357,045	\$ 3,481,222	\$ 1,242,945
Operating Expenses	(22,113,345)	(23,853,669)	(24,716,841)	(27,671,728)	(26,602,341)
Depreciation Expense	<u>(2,919,180)</u>	<u>(2,801,731)</u>	<u>(2,569,688)</u>	<u>(3,384,578)</u>	<u>(3,797,278)</u>
Operating Loss	<u>(21,550,398)</u>	<u>(23,251,523)</u>	<u>(23,929,484)</u>	<u>(27,575,084)</u>	<u>(29,156,674)</u>
Non-Operating Revenues:					
Local Transportation Funds	13,338,152	13,804,353	16,130,369	18,142,280	16,100,145
State Funds	153,094	180,450	382,972	1,275,869	523,605
Federal Funds	4,335,128	4,347,696	4,341,003	16,723,497	12,913,641
Investment Earnings	22,295	43,227	44,887	92,631	25,383
Other Income/(Expense), Net	<u>465,139</u>	<u>2,074,064</u>	<u>1,206,702</u>	<u>(3,215,821)</u>	<u>(2,199,965)</u>
Total Non-Operating Revenues	<u>18,313,808</u>	<u>20,449,790</u>	<u>22,105,933</u>	<u>33,018,456</u>	<u>27,362,809</u>
Net Income (Loss)	<u>\$ (3,236,590)</u>	<u>\$ (2,801,733)</u>	<u>\$ (1,823,551)</u>	<u>\$ 5,443,372</u>	<u>\$ (1,793,865)</u>

***Operating Expenses - Actual Dollars Compared to Constant Dollars (Over Ten Year Period)***

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
Actual Dollars	\$ 22,113,345	\$ 23,853,668	\$ 24,716,841	\$ 27,671,728	\$ 26,602,341
Constant Dollars (2007)	\$ 18,821,400	\$ 19,519,128	\$ 19,572,499	\$ 21,619,271	\$ 19,984,823
CPI Percent Change	2.2%	4.0%	3.3%	1.4%	4.0%
Index Number (1982 = 100)	255.3	265.5	274.4	278.1	289.2
Cumulative Percent	17.5%	18.6%	26.3%	28.0%	33.1%

**GOLD COAST TRANSIT DISTRICT  
PASSENGER COST BY MODE – TEN YEAR COMPARISON  
FISCAL YEARS 2012 TO 2021**

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
<b>Bus - Fixed Route</b>					
Total Passengers	3,476,408	3,566,470	3,817,758	3,908,847	3,800,673
Passenger Fare Revenue	\$ 2,689,740	\$ 2,708,046	\$ 2,996,373	\$ 3,211,258	\$ 3,068,465
Local Government Fare Revenue	\$ 370,000	\$ 200,000	\$ 390,000	\$ 350,000	\$ -
Total Operating Cost	\$ 14,367,128	\$ 14,408,626	\$ 16,019,298	\$ 16,723,757	\$ 17,770,454
Revenue per Passenger	\$ 0.774	\$ 0.759	\$ 0.785	\$ 0.822	\$ 0.807
Cost per Passenger	\$ 4.133	\$ 4.040	\$ 4.196	\$ 4.278	\$ 4.676
Fare box Recovery %	18.7%	18.8%	18.7%	19.2%	17.3%
Adjusted Fare box Recovery %	21.3%	20.2%	21.1%	21.3%	24.8%
Subsidy per Passenger	\$ 3.253	\$ 3.225	\$ 3.309	\$ 3.367	\$ 3.868
Subsidy %	78.7%	79.8%	78.9%	78.7%	82.7%
<b>Bus - Paratransit</b>					
Total Passengers	68,618	70,927	82,495	84,604	93,274
Passenger Fare Revenue	\$ 168,823	\$ 170,054	\$ 202,324	\$ 207,375	\$ 255,046
Local Government Fare Revenue	\$ 75,000	\$ 70,000	\$ 126,217	\$ 254,350	\$ 46,258
Total Operating Cost	\$ 2,037,193	\$ 2,233,641	\$ 2,512,184	\$ 2,657,691	\$ 2,847,427
Revenue per Passenger	\$ 2.460	\$ 2.398	\$ 2.453	\$ 2.451	\$ 2.734
Cost per Passenger	\$ 29.689	\$ 31.492	\$ 30.453	\$ 31.413	\$ 30.528
Fare box Recovery %	8.3%	7.6%	8.1%	7.8%	9.0%
Adjusted Fare box Recovery %	12.0%	10.7%	13.1%	17.8%	16.9%
Subsidy per Passenger	\$ 27.229	\$ 29.095	\$ 28.000	\$ 28.962	\$ 27.793
Subsidy %	91.7%	92.4%	91.9%	92.2%	91.0%
<b>All Mode - Total</b>					
Total Passengers	3,545,026	3,637,397	3,900,253	3,993,451	3,893,947
Passenger Fare Revenue	\$ 2,858,563	\$ 2,878,100	\$ 3,198,697	\$ 3,418,633	\$ 3,323,511
Total Operating Cost	\$ 16,404,321	\$ 16,642,267	\$ 18,531,482	\$ 19,381,448	\$ 20,617,881
Revenue per Passenger	\$ 0.810	\$ 0.790	\$ 0.820	\$ 0.860	\$ 0.850
Cost per Passenger	\$ 4.627	\$ 4.575	\$ 4.751	\$ 4.853	\$ 5.290
Fare box Recovery %	17.4%	17.3%	18.5%	17.6%	16.2%
Adjusted Fare box Recovery %	20.1%	18.9%	21.3%	25.1%	23.7%
Subsidy per Passenger	\$ 3.821	\$ 3.784	\$ 3.931	\$ 3.997	\$ 4.441
Subsidy %	82.6%	82.7%	82.7%	82.4%	84.0%

**GOLD COAST TRANSIT DISTRICT**  
**PASSENGER COST BY MODE – TEN YEAR COMPARISON (Continued)**  
**FISCAL YEARS 2012 TO 2021**

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
<b>Bus - Fixed Route</b>					
Total Passengers	3,616,386	3,474,161	3,524,869	2,958,867	1,891,011
Passenger Fare Revenue	\$ 2,936,328	\$ 2,808,293	\$ 2,817,393	\$ 1,880,378	\$ 623,402
Local Government Fare Revenue	\$ -	\$ -	\$ -	\$ -	\$ -
Total Operating Cost	\$ 18,949,465	\$ 20,331,655	\$ 21,066,532	\$ 24,418,236	\$ 23,648,666
Revenue per Passenger	\$ 0.812	\$ 0.808	\$ 0.799	\$ 0.636	\$ 0.330
Cost per Passenger	\$ 5.240	\$ 5.852	\$ 5.977	\$ 8.253	\$ 12.506
Fare box Recovery %	15.5%	13.9%	12.3%	7.7%	2.6%
Adjusted Fare box Recovery %	20.9%	25.3%	20.3%	14.2%	2.6%
Subsidy per Passenger	\$ 4.428	\$ 5.044	\$ 5.177	\$ 7.617	\$ 12.176
Subsidy %	84.5%	86.2%	86.6%	92.3%	97.4%
<b>Bus - Paratransit</b>					
Total Passengers	102,424	114,229	117,456	95,245	61,938
Passenger Fare Revenue	\$ 268,530	\$ 303,830	\$ 364,212	\$ 481,785	\$ 45,063
Local Government Fare Revenue	\$ 277,269	\$ 291,754	\$ 175,440	\$ 263,521	\$ -
Total Operating Cost	\$ 3,163,880	\$ 3,522,013	\$ 3,650,309	\$ 3,253,492	\$ 2,953,675
Revenue per Passenger	\$ 2.622	\$ 2.660	\$ 3.101	\$ 5.058	\$ 0.728
Cost per Passenger	\$ 30.890	\$ 30.833	\$ 31.078	\$ 34.159	\$ 47.688
Fare box Recovery %	8.5%	8.6%	10.0%	14.8%	1.5%
Adjusted Fare box Recovery %	19.3%	17.4%	14.8%	22.9%	1.5%
Subsidy per Passenger	\$ 28.268	\$ 28.173	\$ 27.977	\$ 29.101	\$ 46.960
Subsidy %	91.5%	91.4%	90.0%	85.2%	98.5%
<b>All Mode - Total</b>					
Total Passengers	3,718,810	3,588,390	3,642,325	3,054,112	1,952,949
Passenger Fare Revenue	\$ 3,204,858	\$ 3,112,123	\$ 3,181,605	\$ 2,362,163	\$ 668,465
Total Operating Cost	\$ 22,113,345	\$ 23,853,668	\$ 24,716,841	\$ 27,671,728	\$ 26,602,341
Revenue per Passenger	\$ 0.860	\$ 0.870	\$ 0.870	\$ 0.770	\$ 0.340
Cost per Passenger	\$ 5.950	\$ 6.650	\$ 6.790	\$ 9.060	\$ 13.620
Fare box Recovery %	14.5%	13.1%	12.9%	8.5%	2.5%
Adjusted Fare box Recovery %	20.7%	24.1%	19.5%	14.7%	4.2%
Subsidy per Passenger	\$ 5.085	\$ 5.780	\$ 5.912	\$ 8.287	\$ 13.279
Subsidy %	85.5%	86.9%	87.1%	91.5%	97.5%

**GOLD COAST TRANSIT DISTRICT  
SERVICE COST BY MODE – TEN YEAR COMPARISON  
FISCAL YEARS 2012 TO 2021**

	FY 2012	FY 2013	FY 2014	FY 2015	FY 2016
<b>Bus - Fixed Route</b>					
Revenue Miles	1,752,942	1,850,676	2,044,386	2,111,023	2,168,198
Revenue Hours	168,491	181,417	196,925	199,418	201,903
Total Operating Cost	\$ 14,367,128	\$ 14,408,626	\$ 16,019,298	\$ 16,723,757	\$ 17,700,454
Cost per Revenue Mile	\$ 8.20	\$ 7.79	\$ 7.84	\$ 7.92	\$ 8.16
Cost per Revenue Hour	\$ 85.27	\$ 79.42	\$ 81.35	\$ 83.86	\$ 87.67
<b>Bus - Paratransit</b>					
Revenue Miles	462,927	482,005	552,342	581,041	663,954
Revenue Hours	29,524	30,649	36,210	36,876	43,007
Total Operating Cost	\$ 2,037,193	\$ 2,233,641	\$ 2,512,184	\$ 2,657,691	\$ 2,847,427
Cost per Revenue Mile	\$ 4.40	\$ 4.63	\$ 4.55	\$ 4.57	\$ 4.29
Cost per Revenue Hour	\$ 69.00	\$ 72.88	\$ 69.38	\$ 72.07	\$ 66.21
<b>All Mode - Total</b>					
Revenue Miles	2,215,869	2,332,681	2,596,728	2,692,064	2,832,152
Revenue Hours	198,015	212,066	233,135	236,294	244,910
Total Operating Cost	\$ 16,404,321	\$ 16,642,267	\$ 18,531,482	\$ 19,381,448	\$ 20,547,881
Cost per Revenue Mile	\$ 7.40	\$ 7.13	\$ 7.14	\$ 7.20	\$ 7.26
Cost per Revenue Hour	\$ 82.84	\$ 78.48	\$ 79.49	\$ 82.02	\$ 83.90

**GOLD COAST TRANSIT DISTRICT  
SERVICE COST BY MODE – TEN YEAR COMPARISON (Continued)  
FISCAL YEARS 2012 TO 2021**

	FY 2017	FY 2018	FY 2019	FY 2020	FY 2021
<b>Bus - Fixed Route</b>					
Revenue Miles	2,185,626	2,163,750	2,165,288	1,990,876	2,043,999
Revenue Hours	202,938	201,970	201,630	186,905	173,947
Total Operating Cost	\$ 18,949,465	\$ 20,331,655	\$ 21,066,532	\$ 24,418,236	\$ 23,648,666
Cost per Revenue Mile	\$ 8.67	\$ 9.40	\$ 9.73	\$ 12.27	\$ 11.57
Cost per Revenue Hour	\$ 93.38	\$ 100.67	\$ 104.48	\$ 130.65	\$ 135.95
<b>Bus - Paratransit</b>					
Revenue Miles	735,001	802,841	777,043	619,952	511,051
Revenue Hours	49,188	61,006	50,704	39,935	29,951
Total Operating Cost	\$ 3,163,880	\$ 3,522,013	\$ 3,650,309	\$ 3,253,492	\$ 2,953,675
Cost per Revenue Mile	\$ 4.30	\$ 4.39	\$ 4.70	\$ 5.25	\$ 5.78
Cost per Revenue Hour	\$ 64.32	\$ 57.73	\$ 71.99	\$ 81.47	\$ 98.62
<b>All Mode - Total</b>					
Revenue Miles	2,920,627	2,966,591	2,942,331	2,610,828	2,555,050
Revenue Hours	252,126	262,976	252,334	226,840	203,898
Total Operating Cost	\$ 22,113,345	\$ 23,853,668	\$ 24,716,841	\$ 27,671,728	\$ 26,602,341
Cost per Revenue Mile	\$ 7.57	\$ 8.04	\$ 8.40	\$ 10.60	\$ 10.41
Cost per Revenue Hour	\$ 87.71	\$ 90.71	\$ 97.95	\$ 121.99	\$ 130.47

**GOLD COAST TRANSIT DISTRICT  
RIDERSHIP AND SERVICE – TEN YEAR COMPARISON  
FISCAL YEARS 2012 TO 2021**

	<u>FY 2012</u>	<u>FY 2013</u>	<u>FY 2014</u>	<u>FY 2015</u>	<u>FY 2016</u>
<b>Passengers</b>					
Fixed Route	3,476,408	3,566,470	3,817,758	3,908,847	3,800,673
Paratransit	<u>68,618</u>	<u>70,927</u>	<u>82,495</u>	<u>84,604</u>	<u>93,274</u>
Total	<u>3,545,026</u>	<u>3,637,397</u>	<u>3,900,253</u>	<u>3,993,451</u>	<u>3,893,947</u>
<b>Revenue Miles</b>					
Fixed Route	1,752,942	1,850,676	2,044,386	2,111,023	2,168,198
Paratransit	<u>462,927</u>	<u>482,005</u>	<u>552,342</u>	<u>581,041</u>	<u>663,954</u>
Total	<u>2,215,869</u>	<u>2,332,681</u>	<u>2,596,728</u>	<u>2,692,064</u>	<u>2,832,152</u>
<b>Revenue Hours</b>					
Fixed Route	168,491	181,417	196,925	199,418	201,903
Paratransit	<u>29,524</u>	<u>30,649</u>	<u>36,210</u>	<u>36,876</u>	<u>43,007</u>
Total	<u>198,015</u>	<u>212,066</u>	<u>233,135</u>	<u>236,294</u>	<u>244,910</u>
<b>Passengers per Mile</b>					
Fixed Route	1.98	1.93	1.87	1.85	1.75
Paratransit	<u>0.15</u>	<u>0.15</u>	<u>0.15</u>	<u>0.15</u>	<u>0.14</u>
Total	<u>1.60</u>	<u>1.56</u>	<u>1.50</u>	<u>1.48</u>	<u>1.37</u>
<b>Passengers per Hour</b>					
Fixed Route	20.63	19.66	19.39	19.60	18.82
Paratransit	<u>2.32</u>	<u>2.31</u>	<u>2.28</u>	<u>2.29</u>	<u>2.17</u>
Total	<u>17.90</u>	<u>17.15</u>	<u>16.73</u>	<u>16.90</u>	<u>15.90</u>
<b>Bus - Fixed Route</b>					
Cost per Boarding	<u>\$ 4.13</u>	<u>\$ 4.04</u>	<u>\$ 4.20</u>	<u>\$ 4.28</u>	<u>\$ 4.66</u>
<b>Bus - Paratransit</b>					
Cost per Boarding	<u>\$ 29.69</u>	<u>\$ 31.49</u>	<u>\$ 30.45</u>	<u>\$ 31.41</u>	<u>\$ 30.53</u>



**GOLD COAST TRANSIT DISTRICT  
RIDERSHIP AND SERVICE – TEN YEAR COMPARISON (Continued)  
FISCAL YEARS 2012 TO 2021**

	<u>FY 2017</u>	<u>FY 2018</u>	<u>FY 2019</u>	<u>FY 2020</u>	<u>FY 2021</u>
<b>Passengers</b>					
Fixed Route	3,616,386	3,474,161	3,524,869	2,958,867	1,891,011
Paratransit	<u>102,424</u>	<u>114,229</u>	<u>117,456</u>	<u>95,245</u>	<u>61,938</u>
Total	<u>3,718,810</u>	<u>3,588,390</u>	<u>3,642,325</u>	<u>3,054,112</u>	<u>1,952,949</u>
<b>Revenue Miles</b>					
Fixed Route	2,185,626	2,163,750	2,165,288	1,990,876	2,043,999
Paratransit	<u>735,001</u>	<u>802,841</u>	<u>777,043</u>	<u>619,952</u>	<u>511,051</u>
Total	<u>2,920,627</u>	<u>2,966,591</u>	<u>2,942,331</u>	<u>2,610,828</u>	<u>2,555,050</u>
<b>Revenue Hours</b>					
Fixed Route	202,938	201,970	201,630	186,905	173,947
Paratransit	<u>49,188</u>	<u>61,006</u>	<u>50,704</u>	<u>39,935</u>	<u>29,951</u>
Total	<u>252,126</u>	<u>262,976</u>	<u>252,334</u>	<u>226,840</u>	<u>203,898</u>
<b>Passengers per Mile</b>					
Fixed Route	1.65	1.61	1.63	1.49	0.93
Paratransit	<u>0.14</u>	<u>0.14</u>	<u>0.15</u>	<u>0.15</u>	<u>0.12</u>
Total	<u>1.27</u>	<u>1.21</u>	<u>1.24</u>	<u>1.17</u>	<u>0.76</u>
<b>Passengers per Hour</b>					
Fixed Route	17.82	17.20	17.48	15.83	10.87
Paratransit	<u>2.08</u>	<u>1.87</u>	<u>2.32</u>	<u>2.39</u>	<u>2.07</u>
Total	<u>14.75</u>	<u>13.65</u>	<u>14.43</u>	<u>13.46</u>	<u>9.58</u>
<b>Bus - Fixed Route</b>					
Cost per Boarding	<u>\$ 5.24</u>	<u>\$ 5.85</u>	<u>\$ 5.98</u>	<u>\$ 8.25</u>	<u>\$ 12.51</u>
<b>Bus - Paratransit</b>					
Cost per Boarding	<u>\$ 30.89</u>	<u>\$ 30.83</u>	<u>\$ 31.08</u>	<u>\$ 34.16</u>	<u>\$ 47.69</u>

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**GOLD COAST TRANSIT DISTRICT**  
**SINGLE AUDIT REPORT**  
**FOR THE YEAR ENDED JUNE 30, 2021**

**GOLD COAST TRANSIT DISTRICT  
SINGLE AUDIT REPORT**

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**INDEPENDENT AUDITOR'S REPORT ON INTERNAL CONTROL OVER  
FINANCIAL REPORTING AND ON COMPLIANCE AND OTHER MATTERS  
BASED ON AN AUDIT OF THE BASIC FINANCIAL STATEMENTS PERFORMED  
IN ACCORDANCE WITH GOVERNMENT AUDITING STANDARDS**

To the Board of Directors  
Gold Coast Transit District  
Oxnard, California

We have audited, in accordance with the auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards* issued by the Comptroller General of the United States, the financial statements of the Gold Coast Transit District (District), as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the District's basic financial statements, and have issued our report thereon dated September 28, 2022.

**Internal Control Over Financial Reporting**

In planning and performing our audit of the financial statements, we considered the District's internal control over financial reporting (internal control) as a basis for designing audit procedures that are appropriate in the circumstances for the purpose of expressing our opinions on the financial statements, but not for the purpose of expressing an opinion on the effectiveness of the District's internal control. Accordingly, we do not express an opinion on the effectiveness of the District's internal control.

A *deficiency in internal control* exists when the design or operation of a control does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, misstatements on a timely basis. A *material weakness* is a deficiency, or a combination of deficiencies, in internal control such that there is a reasonable possibility that a material misstatement of the entity's financial statements will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency* is a deficiency, or a combination of deficiencies, in internal control that is less severe than a material weakness, yet important enough to merit attention by those charged with governance.

Our consideration of internal control was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control that might be material weaknesses or significant deficiencies and, therefore, material weaknesses or significant deficiencies may exist that have not been identified. We did identify certain deficiencies in internal control, described in the accompanying schedule of findings and questioned costs as item 2021-01, that we consider to be a material weakness.

## **Compliance and Other Matters**

As part of obtaining reasonable assurance about whether the District's financial statements are free from material misstatement, we performed tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements, noncompliance with which could have a direct and material effect on the financial statements. However, providing an opinion on compliance with those provisions was not an objective of our audit and, accordingly, we do not express such an opinion. The results of our tests disclosed no instances of noncompliance or other matters that are required to be reported under *Government Auditing Standards*.

## **The District's Response to Finding**

The District's response to the finding identified in our audit is described in the accompanying schedule of findings and questioned costs. The District's response was not subjected to the auditing procedures applied in the audit of the financial statements and, accordingly, we express no opinion on it.

## **Purpose of this Report**

The purpose of this report is solely to describe the scope of our testing of internal control and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the District's internal control or on compliance. This report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the District's internal control and compliance. Accordingly, this report is not suitable for any other purpose.

BROWN ARMSTRONG  
ACCOUNTANCY CORPORATION

A handwritten signature in blue ink that reads "Brown Armstrong Accountancy Corporation". The signature is written in a cursive, flowing style.

Bakersfield, California  
September 28, 2022

**INDEPENDENT AUDITOR'S REPORT ON COMPLIANCE FOR EACH  
MAJOR FEDERAL PROGRAM AND ON INTERNAL CONTROL OVER  
COMPLIANCE REQUIRED BY THE UNIFORM GUIDANCE**

To the Board of Directors  
Gold Coast Transit District  
Oxnard, California

**Report on Compliance for Each Major Federal Program**

We have audited the Gold Coast Transit District's (District) compliance with the types of compliance requirements described in the U.S. Office of Management and Budget (OMB) *Compliance Supplement* that could have a direct and material effect on each of the District's major federal programs for the year ended June 30, 2021. The District's major federal programs are identified in the summary of auditor's results section of the accompanying schedule of findings and questioned costs.

**Management's Responsibility**

Management is responsible for compliance with federal statutes, regulations, and the terms and conditions of its federal awards applicable to its federal programs.

**Auditor's Responsibility**

Our responsibility is to express an opinion on compliance for each of the District's major federal programs based on our audit of the types of compliance requirements referred to above. We conducted our audit of compliance in accordance with auditing standards generally accepted in the United States of America; the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States; and the audit requirements of Title 2 U.S. *Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Those standards and the Uniform Guidance require that we plan and perform the audit to obtain reasonable assurance about whether noncompliance with the types of compliance requirements referred to above that could have a direct and material effect on a major federal program occurred. An audit includes examining, on a test basis, evidence about the District's compliance with those requirements and performing such other procedures as we considered necessary in the circumstances.

We believe that our audit provides a reasonable basis for our opinion on compliance for each major federal program. However, our audit does not provide a legal determination of the District's compliance.

**Opinion on Each Major Federal Program**

In our opinion, the District complied, in all material respects, with the types of compliance requirements referred to above that could have a direct and material effect on each of its major federal programs for the year ended June 30, 2021.

## Report on Internal Control Over Compliance

Management of the District is responsible for establishing and maintaining effective internal control over compliance with the types of compliance requirements referred to above. In planning and performing our audit of compliance, we considered the District's internal control over compliance with the types of requirements that could have a direct and material effect on each major federal program to determine the auditing procedures that are appropriate in the circumstances for the purpose of expressing an opinion on compliance for each major federal program and to test and report on internal control over compliance in accordance with the Uniform Guidance, but not for the purpose of expressing an opinion on the effectiveness of internal control over compliance. Accordingly, we do not express an opinion on the effectiveness of the District's internal control over compliance.

*A deficiency in internal control over compliance* exists when the design or operation of a control over compliance does not allow management or employees, in the normal course of performing their assigned functions, to prevent, or detect and correct, noncompliance with a type of compliance requirement of a federal program on a timely basis. A *material weakness in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance, such that there is a reasonable possibility that material noncompliance with a type of compliance requirement of a federal program will not be prevented, or detected and corrected, on a timely basis. A *significant deficiency in internal control over compliance* is a deficiency, or a combination of deficiencies, in internal control over compliance with a type of compliance requirement of a federal program that is less severe than a material weakness in internal control over compliance, yet important enough to merit attention by those charged with governance.

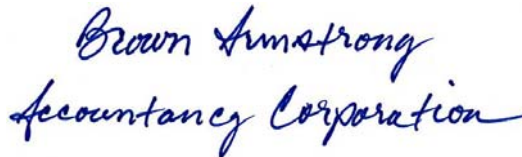
Our consideration of internal control over compliance was for the limited purpose described in the first paragraph of this section and was not designed to identify all deficiencies in internal control over compliance that might be material weaknesses or significant deficiencies. We did not identify any deficiencies in internal control over compliance that we consider to be material weaknesses. However, material weaknesses may exist that have not been identified.

The purpose of this report on internal control over compliance is solely to describe the scope of our testing of internal control over compliance and the results of that testing based on the requirements of the Uniform Guidance. Accordingly, this report is not suitable for any other purpose.

## Report on Schedule of Expenditures of Federal Awards Required by the Uniform Guidance

We have audited the financial statements of the District as of and for the year ended June 30, 2021, and the related notes to the financial statements, which collectively comprise the District's basic financial statements. We issued our report thereon dated September 28, 2022, which contained unmodified opinions on those financial statements. Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the basic financial statements. The accompanying schedule of expenditures of federal awards is presented for purposes of additional analysis as required by the Uniform Guidance and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures we applied in the audit of the financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenditures of federal awards is fairly stated in all material respects in relation to the basic financial statements as a whole.

BROWN ARMSTRONG  
ACCOUNTANCY CORPORATION

A handwritten signature in blue ink that reads "Brown Armstrong Accountancy Corporation". The signature is written in a cursive, flowing style.

Bakersfield, California  
September 28, 2022



## **FINANCIAL STATEMENTS**

**GOLD COAST TRANSIT DISTRICT  
SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED JUNE 30, 2021**

Federal Grantor / Pass-Through Grantor / Program or Cluster Title	Federal CFDA Number	Pass-Through Agency or Grant Number	Passed Through to Subrecipients	Federal Expenditures
<b>U.S. Department of Transportation/ Federal Transit Administration</b>				
<b>Federal Transit Cluster</b>				
Direct Programs:				
Bus and Bus Facilities Formula & Discretionary Programs	20.526	CA-34-0182	\$ -	\$ 473,648
CARES Act - Federal Transit - Formula Grants (Operating Assistance)	20.507	CA-90-Z456	-	3,783,353
CARES Act - Federal Transit - Formula Grants (Preventative Maint Assistance)	20.507	CA-90-Z456	-	2,924,191
CARES Act - Federal Transit - Formula Grants (ADA Paratransit Assistance)	20.507	CA-90-Z456	-	1,124,165
CARES Act - Federal Transit - Formula Grants (Transit Facility/Business System Upgrades)	20.507	CA-90-Z456	-	99,543
Federal Transit - Formula Grants (Transit Facility/Business System Upgrades)	20.507	CA-90-0237	-	47,135
Federal Transit - Formula Grants (Operating Assistance/Preventative Maint Assistance/ADA/Late Night Safe Rides)	20.507	CA-90-7508	-	85,639
Federal Transit - Formula Grants (Operating Assistance)	20.507	CA-90-Z432	-	53,549
Federal Transit - Formula Grants (Operating Assistance/Preventative Maintenance Assistance)	20.507	CA-90-Z415	-	2,070,631
Federal Transit - Formula Grants (Operating Assistance)	20.507	CA-95-X347	-	616,179
Federal Transit - Formula Grants (New Buses)	20.507	CA-95-0089	-	1,451,141
Federal Transit - Formula Grants (Engine Replacements-Repowers)	20.507	CA-95-0050	-	21,216
Total Federal Transit Cluster			-	12,750,390
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	CA-16-X073	-	96,877
Enhanced Mobility of Seniors and Individuals with Disabilities	20.513	CA-16-0077	-	66,374
Total Enhanced Mobility of Seniors and Individuals with Disabilities			-	163,251
<b>Total Federal Transit Administration</b>			-	12,913,641
<b>Total Expenditures of Federal Awards</b>			\$ -	\$ 12,913,641

See Accompanying Notes to the Schedule of Expenditures of Federal Awards.

**GOLD COAST TRANSIT DISTRICT  
NOTES TO THE SCHEDULE OF EXPENDITURES OF FEDERAL AWARDS  
FOR THE YEAR ENDED JUNE 30, 2021**

**NOTE 1 – REPORTING ENTITY**

The financial reporting entity, as defined by the Governmental Accounting Standards Board (GASB), consists of the primary government, which is the Gold Coast Transit District (District), organizations for which the primary government is financially accountable, and other organizations for which the nature and significance of their relationship with the primary government are such that exclusion would cause the reporting entity's financial statements to be misleading or incomplete.

**NOTE 2 – BASIS OF ACCOUNTING**

Funds received under the various grant programs have been recorded within the operating fund of the District. The District utilizes the accrual method of accounting for the operating fund. The accompanying Schedule of Expenditures of Federal Awards (SEFA) is presented in accordance with the requirements of Title 2 *U.S. Code of Federal Regulations* Part 200, *Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards* (Uniform Guidance). Therefore, some amounts presented in the SEFA may differ from amounts presented in, or used in the preparation of, the District's basic financial statements.

**NOTE 3 – SEFA**

The accompanying SEFA presents the activity of all Federal financial assistance programs of the District. Federal financial assistance received directly from Federal agencies as well as Federal financial assistance passed through the State of California are included in the SEFA. The SEFA was prepared from only the accounts of various grant programs and, therefore, does not present the financial position or results of operations of the District.

**NOTE 4 – INDIRECT COST RATE**

The District elected not to use the 10% de minimis cost rate allowed under the Uniform Guidance.

## **FINDINGS AND QUESTIONED COSTS SECTION**

**GOLD COAST TRANSIT DISTRICT  
SCHEDULE OF FINDINGS AND QUESTIONED COSTS  
FOR THE YEAR ENDED JUNE 30, 2021**

**I. Summary of Auditor's Results**

**Financial Statements**

Type of auditor's report issued: Unmodified

Internal control over financial reporting:

Material weakness identified?   X   Yes        No

Significant deficiencies identified that are not considered to be material weaknesses?        Yes   X   None reported

Noncompliance material to financial statements noted?        Yes   X   No

**Federal Awards**

Internal control over major federal programs:

Material weakness identified?        Yes   X   No

Significant deficiencies identified that are not considered to be material weaknesses?        Yes   X   None reported

Type of auditor's report issued on compliance for major programs: Unmodified

Any audit findings disclosed that are required to be reported in accordance with the Uniform Guidance?        Yes   X   No

Identification of major programs:

<u>CFDA Number(s)</u>	<u>Name of Federal Program or Clusters</u>
20.500	Federal Transit Cluster
20.507	Capital Investment Grants
20.526	Formula Grants
	Bus and Bus Facilities Formula Program

Dollar threshold used to distinguish Type A and B programs: \$750,000

Auditee qualified as low risk auditee?   X   Yes        No

**II. Findings Relating to Financial Statements Required Under Generally Accepted Government Auditing Standards (GAGAS)**

2021-01 Financial Reporting

**Condition:** The Gold Coast Transit District (District) did not complete year-end closing procedures in a timeframe which would have allowed the financial statements to be issued in a timely manner. The closing procedures did not include sufficient review of information before it was provided to the external auditors, resulting in several post-closing adjustments and revisions to the financial statements and resulted in delays in the issuance in financial statements, causing the District to be out of compliance with state and local statutes.

Although the District received a 90-day extension through March 31, 2022, additional extensions were not authorized.

**Criteria:** The District should design and implement internal controls over the financial reporting and compliance processes to ensure the following: (1) that the general ledger and grant ledgers undergo adequate procedures to ensure the proper application of fiscal year cutoff, (2) that the fiscal year-end financial statements are closed and the related financial statements supporting schedules are prepared in a timely manner allowing for a more efficient audit, and (3) that the final trial balances are subject to sufficient management review so that balances are presented in accordance with accounting principles generally accepted in the United States of America (GAAP).

Additionally, State Transportation Development Act (TDA) regulations, in accordance with Public Utilities Code Section 99245 and CCR Section 6664, require “a report of fiscal and compliance audit made by an independent auditor shall be submitted by each claimant within 180 days after the end of the fiscal year, except that the responsible entity, as defined in Section 6663, may grant an extension of up to 90 days as it deems necessary. No allocation shall be made to any claimant that is delinquent in its submission of a fiscal and compliance audit report.”

**Cause of Condition:** The District experienced significant turnover of finance and accounting personnel and challenges related to the COVID pandemic, which made it impossible to follow established policies and procedures related to internal controls over financial reporting and compliance.

**Effect of Condition:** Untimely closing and financial statement preparation procedures resulted in delayed audits of financial statements and compliance. The District was out of compliance with state regulations, resulting in delays in receipt of grant funds due to delays in the completion of required audits.

**Recommendation:** We recommend the District implement strong internal policies and procedures and provide sufficient cross-training to staff to ensure that a comprehensive closing of the general ledger is performed in a timely manner and that sufficient resources and adequate oversight are available to oversee the District’s year-end closing procedures and preparation of the financial statement supporting schedules.

**View of Responsible Officials and Planned Corrective Action:** The District has replaced finance and accounting staff and retained the services of a consulting CPA firm to be responsible for oversight of the year-end closing procedures and review of financial transactions to ensure reports are prepared and submitted within statutory timelines.

### **III. Federal Award Findings and Questioned Costs**

None.

### **IV. Summary of Prior Audit (June 30, 2020) Findings and Current Year Status**

None.



October 5, 2022

Item #7

**TO** GCTD Board of Directors

**FROM** Marlena Kohler, Purchasing Manager *mk*

**SUBJECT** Report of Contracts Awarded.

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### **SUMMARY**

As requested by the Board of Directors on December 2, 2020 and in accordance with the GCTD Purchasing Resolution, staff is to provide a monthly report of all purchases issued by this agency. The attached report lists all purchase orders awarded since the September 2022 Board meeting.

### **RECOMMENDATION**

**It is recommended that the Board of Directors receive and file this report.**

### **GENERAL MANAGER'S CONCURRENCE**

  
\_\_\_\_\_  
Vanessa Rauschenberger  
General Manager

### **GOLD COAST TRANSIT DISTRICT**

CITY OF OJAI | CITY OF OXNARD | CITY OF PORT HUENEME | CITY OF VENTURA | COUNTY OF VENTURA  
1901 AUTO CENTER DRIVE, OXNARD, CA 93036-7966 | P 805.483.3959 | F 805.487.0925 | GCTD.ORG

PO#	Item Description	Vendor Name	City	State	Cost
<b>PROCUREMENT</b>					
P0030266	Annual Hosting/Maintenance Fee	PLANETERIA MEDIA LLC	SANTA ROSA	CA	\$3,300.00
A0010261	PRODUCTION SUPPORT COVERAGE VMSPHERE 6	SHI INTERNATIONAL CORP.	SOMERSET	NJ	\$2,989.99

Procurement Total \$6,289.99

<b>PARTS</b>					
M0049318	CALIPER, RH BRAKE - REBUILT	LOS ANGELES TRUCK CENTERS, LLC	PASADENA	CA	\$4,817.79
M0049319	CLEANING SUPPLIES	SUPERIOR SANITARY SUPPLIES	OXNARD	CA	\$1,312.05
M0049320	Rotor, Brake	GILLIG LLC	LOS ANGELES	CA	\$2,829.79
M0049321	BATTERY - INTERSTATE	INTERSTATE BATTERIES	VENTURA	CA	\$515.18
M0049322	SHAFT NO 7B	SPX CORPORATION	ATLANTA	GA	\$183.34
M0049323	Valve, Front Leveling,	GILLIG LLC	LOS ANGELES	CA	\$1,002.50
M0049324	FILTER ASM PRIMAR	LOS ANGELES TRUCK CENTERS, LLC	PASADENA	CA	\$1,354.46
M0049325	CLEANING SUPPLIES	SUPERIOR SANITARY SUPPLIES	OXNARD	CA	\$523.32
M0049327	305/70R22.5 BDV	PARKHOUSE TIRE, INC.	BELL GARDENS	CA	\$2,872.59
M0049328	VALVOLINE PREMIUM BLUE 9200 15W-40	GREG'S PETROLEUM SERVICE, INC	DELANO	CA	\$4,717.68
M0049329	FILTER, HYDRAULIC	GILLIG LLC	LOS ANGELES	CA	\$2,065.50
M0049330	HARNESS, IGNITION COIL	LOS ANGELES TRUCK CENTERS, LLC	PASADENA	CA	\$8,943.06
M0049331	FILTER, HYDRAULIC	LOS ANGELES TRUCK CENTERS, LLC	PASADENA	CA	\$6,686.21
M0049332	O RING, BRAKE SHOE	THE AFTERMARKET PARTS COMPANY, LLC	MINNEAPOLIS	MN	\$5,754.61
M0049333	SET, FILTER HOUSING	DCH (OXNARD) INC	DALLAS	TX	\$733.68
M0049334	LABOR	PARKHOUSE TIRE, INC.	BELL GARDENS	CA	\$543.25
M0049335	VANDAL SHIELD, LOWER	AMERICAN PLASTICS CORP	CAMARILLO	CA	\$2,044.78
M0049336	SEAL, TRANS TUBE DIPSTICK	VALLEY POWER SYSTEMS, INC.	SAN FRANCISCO	CA	\$42.61
M0049337	BODY LABOR	NATIONAL AUTO BODY&PAINT	GOLETA	CA	\$4,305.33
M0049338	CLEANING SUPPLIES	SUPERIOR SANITARY SUPPLIES	OXNARD	CA	\$1,156.67
M0049339	BATTERY - INTERSTATE	INTERSTATE BATTERIES	VENTURA	CA	\$515.18
M0049340	SHOCK ABSORBER, FRONT	GILLIG LLC	LOS ANGELES	CA	\$2,910.20
M0049341	HUBODOMETER 520-REV	THE AFTERMARKET PARTS COMPANY, LLC	MINNEAPOLIS	MN	\$151.54
M0049342	HANDLE, GRAB	MUNCIE RECLAMATION AND SUPPLY CO	MINNEAPOLIS	MN	\$277.56
M0049343	SVF Ball Valve Center	MOTION INDUSTRIES, INC.	LOS ANGELES	CA	\$641.82
M0049344	VALVE, EGR	LOS ANGELES TRUCK CENTERS, LLC	PASADENA	CA	\$9,554.29
M0049346	BIKE RACK ARM, CURB	GILLIG LLC	LOS ANGELES	CA	\$519.95
M0049347	COIL EXTENSION	ROMAINE ELECTRIC CORPORATION	KENT	WA	\$1,224.93
M0049350	PIVOT	THE AFTERMARKET PARTS COMPANY, LLC	MINNEAPOLIS	MN	\$78.47
M0049351	VALVOLINE PREMIUM BLUE 9200 15W-40	GREG'S PETROLEUM SERVICE, INC	DELANO	CA	\$1,893.42
M0049352	Rack, Bike	GILLIG LLC	LOS ANGELES	CA	\$3,303.09
M0049353	HOUSING, FLYWHEEL	LOS ANGELES TRUCK CENTERS, LLC	PASADENA	CA	\$1,142.40
M0049354	Rack, Bike	THE AFTERMARKET PARTS COMPANY, LLC	MINNEAPOLIS	MN	\$5,117.42
M0049356	FILTER, SECONDARY FUEL	LOS ANGELES TRUCK CENTERS, LLC	PASADENA	CA	\$3,703.00
M0049357	CLEANING SUPPLIES	SUPERIOR SANITARY SUPPLIES	OXNARD	CA	\$587.04
M0049358	PROGRAM & INSTALL RADIOS (4072-4074)	TELCOM COMMUNICATIONS	OXNARD	CA	\$595.28
M0049359	REPAIR KIT, SEPARATOR	MUNCIE RECLAMATION AND SUPPLY CO	MINNEAPOLIS	MN	\$298.36
M0049360	SEAL, O-RING	LOS ANGELES TRUCK CENTERS, LLC	PASADENA	CA	\$546.01
M0049361	MOTOR, ELECTRIC 12V, C/S MIRROR	THE AFTERMARKET PARTS COMPANY, LLC	MINNEAPOLIS	MN	\$5,094.24
M0049364	SADDLE LINK	GILLIG LLC	LOS ANGELES	CA	\$4,763.36

Parts Total \$95,321.96

Grand Total \$101,611.95

Local (Ventura County) \$7,249.50





Item #8

**DATE** October 5, 2022  
**TO** GCTD Board of Directors  
**FROM** Cynthia Torres Duque, Director of Planning and Marketing  
Alex Zaretsky, Director of Human Resources *AZ* *CTD*  
**SUBJECT** Consider Approval of Updated Position Description for Communications & Marketing Manager

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### SUMMARY

The job description for the position of Communications and Marketing Manager was last updated in 2011. The proposed description includes updated language to reflect changes in the operating environment including job duties, responsibilities, community needs, and changes in effective marketing strategies to align with GCTD's current goals and objectives. The proposed revisions incorporate relevant input from staff and peer transit agencies. There is no change to the salary or classification.

### RECOMMENDATION

It is recommended that the Board of Directors consider approval of the revised position description for Communications and Marketing Manager.

General Manager's Concurrence

Vanessa Rauschenberger

*Attached:*

*Communications & Marketing Manager Job Description*  
*Clean Version & Redline Version*

### GOLD COAST TRANSIT DISTRICT

## **GOLD COAST TRANSIT DISTRICT JOB DESCRIPTION**

<b>CLASSIFICATION TITLE:</b>	Communications and Marketing Manager
<b>REPRESENTED:</b>	Management
<b>SAFETY-SENSITIVE:</b>	No
<b>OVERTIME STATUS:</b>	Exempt
<b>REPORTING STATUS:</b>	Director of Planning and Marketing
<b>SUPERVISES:</b>	Yes
<b>DATE AUTHORIZED:</b>	January 5, 2011, Updated October 2022

### **JOB SUMMARY**

Under direction of the Director of Planning and Marketing, this position manages and provides professional-level oversight of GCTD's public communication and transit marketing activities, including but not limited to, public outreach programs, marketing materials and events, website management, graphic design and customer service support. This position is responsible for developing all public communications on behalf of GCTD, GCTD's transit marketing programs in support of the agency's goals and objectives.

### **ESSENTIAL FUNCTIONS**

- Manages all marketing and communications functions including the development of GCTD's marketing and public information campaigns designed to communicate the District's services, increase public awareness of transit issues affecting the local community, and expand ridership.
- Utilizes a variety of marketing tools, including but not limited to, coordinating photo and video shoots, social media management, graphic design, and website maintenance.
- Coordinates the printing requirements of GCTD's printed materials, including rider information and the agency's published book of schedules (Bus Book).
- Develops press releases, maintain positive media relations, and coordinate TV and radio interviews.
- Manages GCTD's public outreach, transit education and travel training programs

educating the general public, as well as working with schools, organizations and other external groups, making educational presentations on the benefits of public transportation.

- Manages other relevant public information which is disseminated to the public to ensure brand consistency. May serve as the Public Information Officer.
- Manages the Customer Service Center (CSC), supervises the CSC team, oversees the sale and distribution of fare media and fare programs.
- Manages assigned staff and consultants, and plans and assigns work, provides training and professional development, and evaluates work performance.
- Develops annual marketing budgets and monitors expenditures.

## **OTHER JOB FUNCTIONS**

Under direction of the Director of Planning and Marketing, this position also develops engaging content, utilizes effective marketing strategies, and coordinates media/advertising programs. The Communications and Marketing Manager oversees GCTD's bus advertising program (sale of bus advertising space) and manages incoming revenues, finalizes contracts and advertising rates, and coordinates with other departments to install ads in a timely manner. Tracks and maintains data relative to public input, call center data, website traffic, and social media analytics. May perform other duties as assigned by the Director of Planning and Marketing or designee. Job responsibilities require occasional evening or weekend assignments as well as occasional business travel.

## **MINIMUM QUALIFICATIONS**

A bachelor's degree and a minimum of five years of work experience in a business office environment preferably working with the general public in the field of public relations, and previous managerial experience supervising staff. A qualified candidate must have excellent writing skills that can create compelling content, craft messaging, design agency graphics and collateral. Must be a self-starter, creative and have working knowledge on developing presentation materials for public relations and community outreach meetings regarding public transit; also must have basic knowledge on the workings of graphic layouts, website maintenance, and general office and computer skills. Display excellent customer service and communication skills. Ability to read, write, and speak in Spanish is highly preferred.

and

Knowledge of:

- Supervisory principles

- Marketing and public relations principles and practices
- Project management principles
- Computer skills, with emphasis on Microsoft programs (Word, Excel, PowerPoint), web management (WordPress platform), graphic design (Adobe Creative Suite), social media platforms
- Project Management principals
- Principles of graphic layout and design
- Basic mathematical and accounting record keeping, including budget development and administration
- General cash accounting and reconciliation practices
- Research techniques to prepare routine reports
- Public contact, public speaking, and customer service skills

and

Ability to:

- Supervise, coach, and train staff, prepare performance reviews
- Learn transit operations, routes, schedules and fare information
- Learn GCTD's policies, procedures and Board directives
- Communicate clearly and effectively, in oral and written form in English (and Spanish preferred).
- Understand and follow oral and written instructions
- Establish and maintain cooperative working relationships with staff, members of the public, vendors, and community partners
- Lead, listen, and manage staff effectively
- Use computer and related office equipment
- Represent GCTD at functions, seminars and off-site programs

## GOLD COAST TRANSIT JOB DESCRIPTION

**CLASSIFICATION TITLE:** Communications and Marketing Manager

**REPRESENTED:** Management

**SAFETY-SENSITIVE:** No

**OVERTIME STATUS:** Exempt

**REPORTING STATUS:** Director of Planning and Marketing

**SUPERVISES:** Yes

**DATE AUTHORIZED:** January 5, 2011, Updated October 2022

### JOB SUMMARY

Under direction of the Director of Planning and Marketing, this classification position manages and provides professional-level oversight of GCTD's public communication and transit marketing activities, including but not limited to public outreach programs, marketing materials and events, website management, graphic design and customer service support. This position is responsible for developing all public communications on behalf of GCTD, GCTD's transit marketing programs and departmental management duties in support of the agency's goals and objectives.

### ESSENTIAL FUNCTIONS

~~Under direction of the Director of Planning and Marketing, this position-~~

- Manages all marketing and communications functions including the development of GCTD's marketing and public information campaigns designed to communicate the District's services, increase public awareness of transit issues affecting the local community, and expand ridership.
- Utilizes a variety of marketing tools, including but not limited to, coordinating photo and video shoots, social media management, graphic design, and website maintenance.  
~~provides technology support of the GCT web site and graphic design and~~
- Ce~~o~~ordinates the printing requirements of GCTD's printed materials, including rider information and the agency's published book of schedules (Bus Book)-

- ~~This position also helps develop media and advertising campaigns, Develops~~ press releases, maintains positive media relations, and coordinate TV and radio interviews, employee communications, and informational materials including group presentations for public transportation.
- ~~This position M~~manages GCTD's public outreach, transit education and travel training programs educating the general public, as well as working with schools ~~teachers,~~ organizations conducting and other external groups, making educational class field trips and classroom presentations on the ~~uses~~ benefits of public transportation.
- ~~This position M~~manages other relevant public transit information which is disseminated to the public to ensure brand consistency. ~~May serve as the Public Information Officer. also reviews and responds to the public regarding complaints and commendations of the fixed route bus and paratransit service. The Communications and Marketing Manager~~
- ~~oversees~~ Manages the Customer Service Center (CSC), supervises the CSC team, oversees the sale and distribution of fare media and fare programs, and manages the Customer Service Center and supervises the customer service representatives and assistants.
- Manages assigned staff and consultants, and plans and assigns work, provides training and professional development, and evaluates work performance.
- Develops annual marketing budgets and monitors expenditures.

## OTHER JOB FUNCTIONS

Under direction of the Director of Planning and Marketing, this position also develops engaging content, utilizes effective marketing strategies, campaigns and coordinates media/advertising programs. The Communications and Marketing Manager ~~supervises public outreach and information dissemination, writes press releases, manages media relations,~~ oversees GCTD's bus advertising program (sale of bus advertising space) and manages incoming revenues, finalizes contracts and advertising rates, and coordinates with other departments to install ads in a timely manner. sale of bus advertising and negotiates and manages contracts for bus ads. Tracks and maintains data relative to public input, call center data, website traffic, and social media analytics, and complaints, May perform other duties as assigned by the Director of Planning and Marketing or designee. Job responsibilities ~~may~~ require occasional evening or weekend assignments as well as occasional business travel.

## MINIMUM QUALIFICATIONS

A ~~bachelor's college~~ degree and a minimum of ~~two~~five years of work experience in a business office environment preferably working with the general public; in the field of public relations.

and previous managerial experience supervising staff. A qualified candidate must have excellent writing skills that can create compelling content, craft messaging, design agency graphics and collateral. Must be a ~~self-starter~~self-starter, creative and have working knowledge on developing presentation materials for public relations and community outreach meetings regarding public transit; also must have basic knowledge on the workings of graphic layouts, website maintenance, and general office and computer skills, ~~including Display~~ excellent customer service and communication skills. ~~and communications.~~ Ability to read, write, and speak in Spanish is highly preferred.

and

Knowledge of:

- Supervisory principles
- Marketing and public relations principles and practices
- Project management principles
- Computer skills, with emphasis on Microsoft programs (Word, Excel, PowerPoint), in-  
web management (WordPress platform), graphic design (Adobe Creative Suite), and  
social media platforms. and Microsoft programs, Word, Excel, PowerPoint, including-  
website design and social media interactions.
- Project Management principals
- Principles of graphic layout and design
- Basic mathematical and accounting record keeping, including budget development and  
administration
- General cash accounting and reconciliation practices
- Research techniques to prepare routine reports
- ~~Transit operations, route, schedules and fare information~~
- Public contact, public speaking, and customer service skills

and

Ability to:

- Supervise, coach, and train staff, prepare performance reviews
- Learn transit operations, routes, schedules and fare information
- Learn GCTD's policies, procedures and Board directives.
- Communicate clearly and effectively, in oral ~~and/or~~ written form in English (and Spanish  
preferred).
- Understand and follow oral and written instructions
- Establish and maintain cooperative working relationships with staff, members of the public,  
vendors, and community partners
- Lead, listen, and manage staff effectively
- Use computer and related office equipment
- Represent GCTD at ~~transit~~ functions, seminars and off-site programs



Item #9

**DATE** October 5, 2022

**TO** GCTD Board of Directors

**FROM** Vanessa Rauschenberger, General Manager

**SUBJECT** **Consider Reconfirming Resolution 2021-09 Authorizing Virtual Board and Committee Meetings Pursuant to AB 361**

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## **SUMMARY**

Since the start of the pandemic, the Board of Directors has been holding its regular board meetings virtually in accordance with Executive Orders issued by the Governor. The Governor has now rescinded those orders as they relate to the virtual meetings, and the legislature has adopted AB 361, reestablishing and amending the requirements to meet virtually.

On November 3, 2021, the Board adopted resolution 2021-09, which authorized the continuation of virtual meetings for 30 days. In order to continue meeting virtually, the Board of Directors is required to make findings reconfirming the continuation of virtual meetings every 30 days.

## **BACKGROUND**

When the COVID-19 pandemic began, California Governor Gavin Newsom signed an Executive Order that allowed public agencies to meet virtually. The most recent Executive Order, N-33-20, expired on September 30, 2021. On September 16, Governor Newsom signed Assembly Bill (AB) 361. AB 361 gives the option for public agencies to continue meeting virtually until January 1, 2024. This bill allows local agencies to use teleconferencing in compliance with the Ralph M. Brown Act. Pursuant to AB 361, the GCTD Board of Directors must reconsider the continuing need for virtual meetings every thirty (30) days.

Virtual meetings are permitted presently because Governor Newsom has proclaimed a state of emergency. The State of California and many local officials have recommended measures to promote social distancing. If those conditions change, the local agency can still meet virtually if it has determined that physical presence at meetings would present imminent risks to the health and safety of attendees.

## **RECOMMENDATION**

**It is recommended that the Board consider reconfirming GCTD Resolution 2021-09, declaring the need for continuation of virtual Board meetings, pursuant to AB 361.**

## **GOLD COAST TRANSIT DISTRICT**





**Date:** September 7, 2022

**Item #10**

**To:** Board of Directors

**From:** Vanessa Rauschenberger, General Manager

**Subject:** General Manager's Monthly Report

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### **Congratulations – Employee News**

Please join me in congratulating Lee Judie on his promotion from Bus Operator to Maintenance Material Specialist. Lee has previous experience working for Riverside Transit and the County of Ventura and will be a great addition to the Maintenance Department.

### **Youth Riding Free**

Starting last month, GCTD has been participating in the countywide Youth Ride Free program in conjunction with VCTC and other transit operators in the county. The program, funded by the Low Carbon Transit Operations Program (LCTOP), covers free rides to youth 18 years old and under or older youth currently enrolled in high school for the next year. Since launching the program, GCTD now provides about 15,000 youth rides per week.

GCTD efforts to support this:

- Developed new training for Operators
- Developing new youth training materials
- Increasing outreach to schools
- Applied for a grant to add booster service

Some of the early impacts of this program include rapid adoption by youth, new travel patterns, youth riding more frequently, some buses being overcrowded, youth/parents requesting more bus service, and challenges with educating youth on travel etiquette.



### **Clean Air Summit and Expo – October 12<sup>th</sup>**

GCTD is committed to clean air and fostering a healthier environment for Ventura County residents. This year, GCTD will host a summit on October 12<sup>th</sup>, 8-4 pm, to convene and discuss pressing topics in clean energy, hydrogen fuel cell, and more micro-mobility.



## Health and Wellness Fair

On September 21<sup>st</sup>, GCTD's Human Responses staff hosted a Wellness Fair for Employees, which included vendors from health plan providers distributing information about GCTD benefits, Flu Shots, healthy smoothies, raffles, and other goodies were handed out. A highlight of this event was distributing new *GCTD Benefits Guide* to the employees to help educate them on their options for open enrollment of benefits. For GCTD employees, open enrollment starts on September 19<sup>th</sup> and concludes on October 14<sup>th</sup>.



## Opening of Wellness Room



GCTD also opened our long-awaited Wellness Room this past month. The room features gym equipment purchased through Ventura-based Gym Provisions. The purpose of the employee wellness room is to support overall workplace health and wellness, including providing options for employees to have a space for physical activity and helping them feel better on the job, both mentally and physically.

## 301 Facility Progress

Demolition of the old facility at 301 East 3rd Street is now complete. Staff will be making periodic visits to check on the site's cleanliness. Staff continued working with Rincon Environmental and received draft findings from the Phase II Environmental Assessment/soil testing. This month, staff met with Rincon to discuss a few areas where follow up testing will be needed. Staff is continuing to work on the RFP document to prepare it for release once the environmental report is completed.



## Collaborative Meetings & Outreach Activities

GCTD's expert staff from various departments actively coordinate and participate in multiple meetings to support GCTD's mission. Key meetings attended this month by GCTD staff included: VCTC's Commission Meeting, VCTC TRANSCOM, and CTA Small Operators meeting. Outreach this month has focused on getting input on the service changes and impacts of Youth Ride Free. GCTD staff attended several back-to-school nights to support awareness of the Youth Ride Free Program.

## General Manager Activities & Meetings Attended

- Sept 2<sup>nd</sup> – Attended Ventura County Transportation Commission (VCTC) Meeting
- Sept 7<sup>th</sup> – Meeting with Oxnard City Manager
- Sept 8<sup>th</sup> – Meet and Confer with TEAMSTERS
- Sept 9<sup>th</sup> – Met with Executive Director of Community Action of Ventura County
- Sept 14<sup>th</sup> – Attended Virtual CTA Small Operators Committee Meeting
- Sept 14<sup>th</sup> – Attended Joint Labor Meeting with SEIU
- Sept 15<sup>th</sup> – Hosted Bakersfield Transit Staff Site Visit / Information Exchange
- Sept 15<sup>th</sup> – Held Coffee with the GM with Operators (afternoon)
- Sept 21<sup>st</sup> – GCTD Wellness Fair – Cut Ribbon on Wellness Room
- Sept 22<sup>nd</sup> – Attended Ventura's State of the City Address
- Sept 27<sup>th</sup> – Met with GCTD Maintenance staff at Tailgate Meetings

## GCTD Pumpkin Patch Returns on October 14<sup>th</sup>

Join us on October 14<sup>th</sup> for the return of GCTD's Employee Pumpkin Patch!

### Keep up with us on the GO

"Like Us" and Follow Us on Facebook, Twitter, and Instagram, "Like Us" on Facebook @GCTransit - "Follow Us" on Twitter @GoldCoastBus - or "Follow Us" on Instagram @GoldCoastTransit. Sign up online for GCTD's monthly "News on the GO" Newsletter. **We're on Tik Tok!**  
**@goldcoasttransitbus**



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Item #11

**DATE** October 5, 2022

**TO** GCTD Board of Directors

**FROM** Cynthia Torres Duque, Director of Planning and Marketing *CTD*

**SUBJECT** Consider Adoption of Resolution 2022-10 on CA Clean Air Day & Receive Presentation on Planning for Ventura County Clean Air Summit and Expo

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## SUMMARY

California Clean Air Day, an initiative of the Coalition for Clean Air, is a statewide campaign encouraging individuals, businesses, organizations, schools, etc., to take a pledge committing to take an action in addressing air pollution in the state by participating in various activities, small or large. California Clean Air Day is built on the idea that by joining together for a unified day of action, collectively we can create new habits to clear the air for all members of California's diverse communities.

In 2021, 1.8 million participants made a pledge, resulting in 3.4 million actions to clear the air. Here at GCTD, we have again taken a pledge as an organization by way of adopting this resolution, utilizing the resources available on the event's website ([www.cleanairday.org](http://www.cleanairday.org)) to promote the event across our social media network. Additionally, GCTD has asked employees to take an individual pledge by signing up and committing to an action that makes sense to them. They can choose from a menu of activities, including planting something, reducing vehicle emissions, buy produce locally, etc.

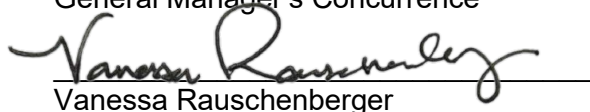
Additionally, this year, Gold Coast Transit District is hosting an inaugural Clean Air Summit and Expo on October 12<sup>th</sup>, 2022, inviting key stakeholders and experts in clean transportation and climate action to convene and discuss pressing topics at the local, regional, and state level in transitioning to zero-emissions, as well as share innovative efforts to address air quality.

This work is in addition to the daily work we do of providing environmentally friendly public transit service across five jurisdictions, with a fleet fueled by compressed natural gas, and operating from a new and sustainable facility which was built to meet all California Green Building standards.

## RECOMMENDATION

It is recommended that the Board of Directors adopt Resolution 2022-10, Establishing GCTD's Support for and Declaration of "California Clean Air Day" on October 5, 2022.

General Manager's Concurrence

  
Vanessa Rauschenberger

**GOLD COAST TRANSIT DISTRICT**



**RESOLUTION # 2022-10**

Gold Coast Transit District (GCTD)

Support for and Declaration of Clean Air Day on October 5, 2022

**Whereas**, air pollution contributes to higher rates of cancer and heart and lung diseases, which adversely affect health; and

**Whereas**, California has some of the most polluted regions in the United States; and

**Whereas**, it is vital that we protect the health and well-being of our residents, visitors, and workforce; and

**Whereas**, emissions from vehicles, industry, and even household sources significantly affects the natural environment, air quality and well-being of residents, employees, and visitors of the Gold Coast Transit District service area; and

**Whereas**, individual actions such as not idling vehicles, walking or biking to work and school, carpooling, and conserving energy can directly improve air quality in our region; and

**Whereas**, County employees, vendors and elected officials have tremendous power to help lower emissions; and

**Whereas**, Pledges by individuals have shown to result in action; and

**Whereas**, education about air quality can raise community awareness, encourage our community to develop better habits, and improve our community health; and

**Whereas**, Californians will be joining together across the state to clear the air on October 5, 2022; and

**Whereas**, Gold Coast Transit District is committed to the health of our residents, workforce, visitors, and community at large; and

**Now, therefore be it resolved**, by Gold Coast Transit District that October 5, 2022, be declared “Clean Air Day” throughout its service area and beyond; and

**Be it further resolved** that we encourage all residents, businesses, employees, and community members to participate in Clean Air Day and help clear the air for all Californians.

**PASSED AND ADOPTED THIS DAY 5<sup>th</sup> OF OCTOBER 2022.**

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Vanessa Rauschenberger, GCTD General Manager  
Secretary of Board

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Bryan McDonald, GCTD Board Chair



Item #12

**DATE** October 5, 2022  
**TO** GCTD Board of Directors  
**FROM** Juan De la Rosa, Fleet Manager  
**SUBJECT** Consider Approval of GCTD's 2022 Transit Asset Management Plan

### SUMMARY

GCTD's updated 2022 Transit Asset Management Plan consists of an overview of the state of good repair (SGR) of all rolling stock, equipment, and facilities owned by the District. As required by the Federal Transit Administration (FTA) all transit agencies are required to update their TAM plan at least every four years. GCTD's practice has been to review and update this plan every year, or as major changes occur.

Since last updated in March of 2021, the TAM plan has the following updates:

- Added 3 2021 Gillig 40ft. buses and 9 2022 Gillig 40ft. buses while retiring 13 2006 New Flyer 40 ft. buses.
- Updated useful life benchmark for Paratransit Vans from 8 years to 6 years
- Updated ULB Targets for bus fleet from 28% in 2022 to 50% in 2023
- Updated Agency Accountable Executive

For this item staff will provide an update on the TAM Plan for GCTD, and as required by the FTA, this plan will be shared with the FTA, SCAG, and VCTC for planning and programming purposes.

### RECOMMENDATION

It is recommended that the Board of Directors consider approval of the updated 2022 Transit Asset Management (TAM) Plan

General Manager's Concurrence

Vanessa Rauschenberger

*Attached: GCTD's 2022 Transit Asset Management (TAM) Plan*

**GOLD COAST TRANSIT DISTRICT**



# **TRANSIT ASSET MANAGEMENT PLAN**

September 2022

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## ACCOUNTABLE EXECUTIVE



**Vanessa Rauschenberger**  
General Manager

9/29/22

Date

## DOCUMENT DEVELOPMENT & TAM PLAN RESPONSIBILITY

James Beck

Director of Operations and Maintenance

Juan De La Rosa

Fleet Manager

# 1 INTRODUCTION

## 1.1 OVERVIEW OF GCTD

The Gold Coast Transit District (GCTD) was formed in 1973 originally under the name "South Coast Area Transit" (SCAT) and is the primary public transportation provider for western Ventura County. GCTD is the largest public transit system in Ventura County. The District's boundary includes all of the area within the city limits of the cities of Ojai, Oxnard, Port Hueneme, and Ventura as well as adjacent unincorporated areas of western Ventura County. The area within the District's boundaries is 91 square-miles. The population of the District's service area is over 375,000.

The District is graced with a wealth of natural wonderlands, recreational playgrounds, and a wide array of entertainment, shopping, and dining experiences with a Pacific Ocean coastline attracting tourism year-round.

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

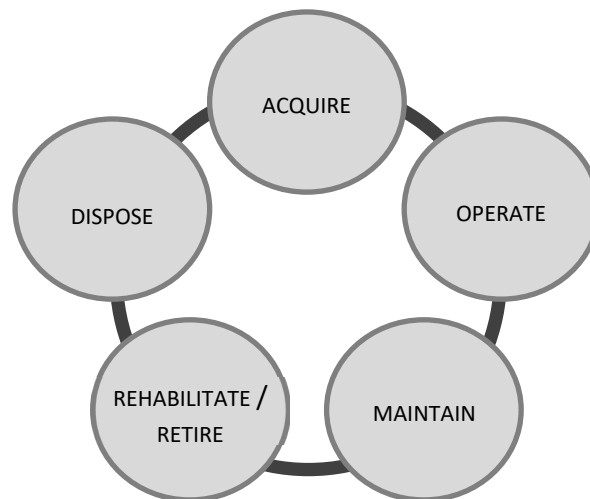
The District operates a fleet of 60 fixed route buses fueled by natural gas on 20 fixed routes. Service is provided from approximately 4:00 am to 10:00 pm seven (7) days a week. Most routes provide weekday evening service. The District also provides demand-response transportation for ADA and other eligible passengers using a fleet of 27 paratransit vehicles. Out of the 27 vehicles, 21 vehicles are fueled by CNG, and one is electric.

In terms of the Federal Transit Administration's guidelines, GCTD is a Tier 2 transit agency.

## 1.2 TAM APPROACH

GCTD's core business is to provide safe, reliable, and sustainable transportation options to the communities it serves. To accomplish this, GCTD must continually improve its management of fleet and facilities. When executed properly, Transit Asset Management improves the coordination of all departments across all phases of an asset's lifecycle as shown in the figure below.

TYPICAL LIFECYCLE PHASES OF A TRANSIT ASSET



The TAM Plan aims to optimize the costs, risks, and performance of the transit system assets, and provide a range of benefits to GCTD through an ongoing planning effort as depicted below.

### ASSET MANAGEMENT OPTIMIZES COST, PERFORMANCE, AND RISK



In addition, the TAM Plan enhances the District's ability to communicate with the public and its Board of Directors about the District's successful approach to asset management, the benefits of investing in the transit system, and the consequences of underinvestment. Federal regulations require that assets used in the provision of public transit be subject to this TAM Plan.

The following table illustrates GCTD's current asset categories and asset classes.

REVENUE VEHICLES	EQUIPMENT	FACILITIES
Bus	Non-Revenue/ Service Automobiles	Maintenance
Cutaway Bus, Van	Trucks	

### REGIONAL TAM PROCESS

GCTD developed an individual TAM Plan as a federal recipient. However, the Ventura County Transportation Commission (VCTC), which serves as the Regional Transportation Planning Agency for Ventura County developed a Group TAM Plan for all sub-recipients in Ventura County.

## 2 FEDERAL TAM REQUIREMENTS

### 2.2 OVERVIEW & HISTORY

As part of MAP-21 and the subsequent Fixing America's Surface Transportation (FAST) Act, the FTA enacted regulations for transit asset management requiring transit service providers to establish asset management performance measures and targets and develop a TAM Plan.

The final TAM Rule was published on July 26, 2016 and went into effect on October 1, 2016. The rule itself amended the United States (U.S.) Code of Federal Regulations (CFR) Title 49 Parts 625 and 630, which relate to TAM and the NTD respectively.

The TAM Final Rule distinguishes requirements between larger and smaller or rural transit agencies. Based on the criteria, and the type of service provided, GCTD is a Tier 2 provider as defined by FTA.

**TIER 2.** A PROVIDER THAT OWNS, OPERATES, OR MANAGES 100 OR FEWER VEHICLES ACROSS ALL MODES OR ANY ONE NON-FIXED MODE DURING PEAK REGULAR SERVICE ACROSS NON-RAIL, FIXED ROUTE MODES, OR IS A SUB-RECIPIENT UNDER THE 5311 RURAL AREA FORMULA PROGRAM OR AMERICAN INDIAN TRIBE.

### 2.2 STATE OF GOOD REPAIR PERFORMANCE MEASURES

The TAM Rule requires that transit agencies establish state of good repair (SGR) performance measures and targets for each asset class. As a Tier 2 provider, GCTD must report on the SGR measures for the following asset categories:

Rolling stock: percent of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark.

Equipment: percent of vehicles that have met or exceeded their Useful Life Benchmark.

Facilities: percent of facilities with a condition rating below 3.0 the FTA Transit Economic Requirements Model scale.

### 2.3 TAM PLAN REQUIREMENTS

As a Tier 2 provider, GCTD must develop a TAM Plan that includes the first four (4) elements of the Final Rule. These elements must:

- Include the capital asset inventory
- Provide asset condition assessment information
- Describe the decision support tools used to prioritize capital investment needs
- Identify project-based prioritization of investments

### 2.4 TAM PLAN REPORTING REQUIREMENTS

The FTA requires transit providers to update TAM Plans at least once every four (4) years.

Title 49CFR§625.29 (a) states that a TAM Plan should cover a planning horizon of at least four (4) years. The District may amend the TAM Plan at any time but this should be initiated following any major change to the asset inventory, condition assessment, or

capital investment. The TAM Plan should also be updated following any change to the prioritization processes affecting the timing of future projects. Although TAM Plans are required to be updated at least once every four (4) years, GCTD currently plans to review its TAM Plan annually and update it as needed to reflect current conditions.

In addition to the performance targets and TAM Plan, the TAM Final Rule requires that two additional asset management reports be submitted to the NTD annually. The following reports are due to the NTD no later than four months after the District's fiscal year end:

- The **Data Report** should describe the condition of the transportation system currently and the SGR performance targets for the upcoming year.
- The **Narrative Report** should describe changes in the transportation system condition and report progress on meeting the performance targets from the prior year.

### 3 ASSET MANAGEMENT POLICY

Gold Coast Transit District has developed this TAM plan to ensure the safest useful service life for their rolling stock, equipment, and facilities, while meeting financial obligations for anticipated replacement of the District's assets. The plan provides critical asset decision making information by:

- Maintaining an asset inventory that includes facilities, equipment, and rolling stock used in the delivery of transit service.
- Determining the condition and performance of each asset in the inventory.
- Identifying all safety-critical assets within the asset inventory and prioritize efforts to maintain those assets in a State of Good Repair.
- Identifying the unacceptable risks with assets that are not in a State of Good Repair and determine the safety risks of those assets that are below a State of Good Repair.
- Set annual asset performance targets to monitor the progress towards meeting SGR targets.
- Deciding how to prioritize anticipated funds toward improving asset condition to an acceptable State of Good Repair level or towards the replacement of the asset based on condition, safety, risk, and full lifecycle benefit.
- Maintaining a Transit Asset Management Plan, in accordance with the FTA TAM Plan requirements.

#### 3.2 TAM VISION

Transit Asset Management is a strategic approach in managing fleet and facilities; to optimize their performance; their useful life; and to minimize the total cost of ownership.

GCTD's vision for the TAM Plan is to provide safe, responsive, convenient, efficient, and environmentally responsible public transportation that serves the diverse needs of our community. To accomplish this, GCTD must continually improve its management of fleet and facilities. When executed properly, Transit Asset

Management improves coordination of all departments across all phases of an asset's lifecycle. The TAM Plan is a living asset database that assists in the overall re-investment in our agency.

### 3.3 TAM GOALS

GCTD shall establish annual TAM goals, which are separate from annual SGR performance goals, based upon tangible criteria related to asset performance. For FY 2020 - 2021, GCTD ~~will use this time period to~~ gathered data in order to establish baseline measures and create a Zero-Emission Roll-Out Plan with the input from the GCTD Board of Directors and a consulting firm, Statntec, which was selected from a Request for Procurement (RFP) process. The ZEB Roll-Out Plan is due to the FTA in July of 2023 but GCTD plans on having its plan ready for submittal in 2022.

It is the belief of GCTD that TAM implementation and monitoring provides a framework for maintaining an SGR by considering the condition of its assets in relation to the local operating environment. GCTD has developed its SGR policies to account for the preservation, maintenance, inspection, rehabilitation, disposal, and replacement of capital assets. The goal of these policies is to allow GCTD to determine and predict the cost to improve asset condition(s) at various stages of the asset lifecycle, while balancing prioritization of capital, operating, and expansion needs.

CATEGORY	ANNUAL TAM GOALS
<b>Proactive Budget Planning</b>	District departments collaboratively create annual capital project list  Increase Capital Budget forecasting to five years to optimize capital investment and maintenance decisions
<b>Improve Transparency and Accountability</b>	Maintain SGR levels to improve system performance  Reduce maintenance costs
<b>Safety Risk</b>	≤1 Preventable Accident per 100,000 miles  ≥10,500 miles Between Road Calls
<b>System Reliability</b>	≥ 90% On-time Performance  ≤1% Missed Trips

### 3.4 PERFORMANCE MEASURES

To comply with the FTA requirements associated with SGR, performance measures for capital assets have been established for each asset class along with performance targets. Targets for vehicles are expressed in terms of percentage of assets that are at or beyond the Useful Life Benchmark (ULB), therefore the ideal situation is to be less than  
September 2022

the target.

Our vehicle targets were set by using our current bus replacement schedule and determining the number of vehicles we would need to replace on a yearly basis to continue to provide the same level of service to Ventura County, while operating within FTA guidelines. Targets set collaboratively through consultation with Department Directors regarding GCTD's fleet composition.

**Fixed Route Buses.** In the attached Asset Portfolio listing, the ULB used is in excess of the recommended FTA standard 12-year ULB provided for buses. Based on our experience, the limiting factor for our buses is the availability of replacement spare parts from their OEM and third-party suppliers. Our experience shows that 12 years is a reasonable minimum estimate of how long we can expect to keep a vehicle in safe and reliable service. In 2018 GCTD established and executed a "Low Emission Repower Project". The project consisted of replacing the conventional 8.3L Cummins CNG engine, which is not compliant with CARB strategies, and replacing them with Cummins L9 near zero emission engine. The cooling systems were upgraded with EMP's E-fan drive system and rebuilding the B400 transmissions. This midlife overhaul extended the useful life of the 14 New Flyer buses from 12 years to 17 years, allowing GCTD to avoid the need to replace all 26 New Flyer Buses at one time.

**Demand Response Vehicles.** Our goal for our demand response vehicles is to operate them for the FTA's recommended 5-years, however, given our favorable weather in our geographic area, we expect to operate our vehicles a minimum of 6-years. We rigorously inspect these vehicles annually, and based on the availability of support and parts, have operated vehicles beyond the ULB.

**Non-Revenue Vehicles:** For all non-revenue vehicles, the District identifies a particular useful life based on the vehicle characteristics at time of purchase.

**Facilities.** Facilities and associated equipment have their condition assessed in line with the TERM guidelines published by the FTA (5 – excellent; 4 – good; 3 – adequate; 2 – marginal; 1 - poor) and determining the SGR threshold to be at 3.0.

#### PERFORMANCE TARGETS

ASSET CATEGORY Performance Measure	Asset Class	2022 Target	2023 Target	2024 Target	2025 Target
<b>REVENUE VEHICLES</b>					
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	BU - Bus	28%	50%	50%	50%
	CU - Cutaway Bus	0%	100%	100%	100%
	VN - MV1 Van	100%	100%	100%	100%
	VN - Ford Transit	0%	0%	100%	100%
	VN - Electric Vehicle	0%	0%	0%	0%
<b>EQUIPMENT</b>					
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	45%	55%	55%	55%
	Trucks and other Rubber Tire Vehicles	100%	100%	100%	100%
<b>FACILITIES</b>					
Condition - % of facilities with a condition rating below 3.0	Maintenance	0%	0%	0%	0%

September 2022

on the FTA Transit Economic Requirements Model (TERM) Scale					
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### **3.5 TAM AND SGR POLICY**

GCTD has developed this TAM Plan to ensure the safest useful service life for their facilities, equipment, and rolling stock, while meeting financial obligations for anticipated replacement of the District's assets. The plan provides critical asset decision-making information by:

- Maintaining an asset inventory that includes facilities, equipment, and rolling stock used in the delivery of transit service.
- Determining the condition and performance of each asset in the inventory.
- Identifying all safety-critical assets within the asset inventory and prioritize efforts to maintain those assets in a State of Good Repair.
- Identifying the unacceptable risks with assets that are not in a State of Good Repair and determine the safety risks of those assets that are below a State of Good Repair.
- Set annual asset performance targets to monitor the progress towards meeting SGR targets.
- Deciding how to prioritize anticipated funds toward improving asset condition to an acceptable State of Good Repair level or towards the replacement of the asset based on condition, safety, risk, and full lifecycle benefit. These targets may change to reflect and incorporate change in the operating environment, including availability of replacement parts.

Maintaining a Transit Asset Management Plan, in accordance with GCTD's safety policies and the FTA TAM Plan requirements.

## **4 TRANSIT ASSET INVENTORY & CONDITION MONITORING**

### **4.2 ASSET INVENTORY**

A detailed Transit Asset inventory is maintained by GCTD. During asset procurement and receipt or acceptance, specific asset identification, useful life, warranty, and maintenance interval information is collected from the Original Equipment Manufacturer (OEM). This practice ensures the asset data is properly recorded for effective and efficient lifecycle management. Listed below is a summary of GCTD's asset inventory and a full inventory listing is attached as Appendix A.



## ASSET INVENTORY SUMMARY

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
<b>Revenue Vehicles</b>	<b>87</b>	<b>5.34</b>	<b>157,647</b>	<b>\$423,873.00</b>
<i>BU - Bus</i>	60	8.75	280,948	\$575,000.00
<i>CU - Cutaway Bus</i>	8	5	181,570	\$120,000.00
<i>VN - Van</i>	18	6.61	168,020	\$66,500.00
<i>VN - Electric</i>	1	1	2008	\$220,000.00
<b>Equipment</b>	<b>23</b>	<b>11.26</b>	<b>78,072</b>	<b>\$36,521.74</b>
<i>Non-Revenue / Service Automobile</i>	20	6.52	75,572	\$34,500.00
<i>Trucks and other Rubber Tire Vehicles</i>	3	16	80,572	\$50,000.00
<b>Facilities</b>	<b>1</b>	<b>3</b>	<b>N/A</b>	<b>\$50,000,000.00</b>
<i>Maintenance</i>	1	3	N/A	\$41,500,000.00
<i>Land</i>	1	3	N/A	\$8,500,000.00

## 4.3 ASSET CONDITION

**Vehicle Condition Assessment.** Condition ratings for vehicles are expressed in terms of the percentage of assets that are “at” or “beyond” the Useful Life Benchmark (ULB) based on FTA Circular 9030.1D, paragraph 4.a.

**Facilities Condition Assessment.** The FTA's Transit Economic Requirements Model (TERM) scale is used to determine an asset's condition. A TERM scale condition rating ranges from “5” for excellent condition to “1” for poor condition. Assets with a condition rating score of 3.0 and above are in a state of good repair. Assets with a lower condition score are said not to be in a state of good repair and may require prioritization during capital programming to ensure safe, efficient, and reliable transit service.

Condition assessments were performed using in-house staff where a particular set of skills or experience was necessary. The District uses the following table when completing an asset condition assessment.

## ASSET CONDITION ASSESSMENT RATING CRITERIA

RATING	ASSESSMENT	CRITERIA
5	<b>Excellent</b>	<ul style="list-style-type: none"> <li>New Asset, no visible defects</li> <li>Asset is new and within the warranty period</li> <li>Asset does not pose a known unacceptable safety risk</li> </ul>
4	<b>Good</b>	<ul style="list-style-type: none"> <li>Asset showing minimal signs of wear, some slightly deteriorated components</li> <li>Asset performs its designed function</li> <li>Asset does not pose a known unacceptable safety risk</li> </ul>
3	<b>Adequate</b>	<ul style="list-style-type: none"> <li>Asset has reached its mid-life, some moderately defective or deteriorated components</li> <li>Asset performs its designed function</li> <li>Asset does not pose a known unacceptable safety risk</li> </ul>
2	<b>Marginal</b>	<ul style="list-style-type: none"> <li>Asset reaching or just past the end of its useful life, increasing number of</li> </ul>

		<ul style="list-style-type: none"> <li>defective or deteriorated components</li> <li>Asset has met its useful life</li> <li>Asset does not pose a known unacceptable safety risk</li> </ul>
1	<b>Poor</b>	<ul style="list-style-type: none"> <li>Asset has met its useful life, is in need of immediate repair or replacement</li> <li>Asset does not perform its designed function</li> <li>Asset poses a known unacceptable safety risk</li> </ul>

## ASSET CONDITION SUMMARY

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
<b>Revenue Vehicles</b>	<b>87</b>	<b>5.34</b>	<b>157,647</b>	<b>N/A</b>	<b>\$423,873</b>	<b>35%</b>
<i>BU - Bus</i>	60	8.75	280,948	N/A	\$575,000	28%
<i>CU - Cutaway Bus</i>	8	5	181,570	N/A	\$120,000	0%
<i>VN - Van</i>	18	6.61	168,020	N/A	\$66,500	72%
<i>VN - Van</i>	1	1	2008	N/A	\$220,000	0%
<b>Equipment</b>	<b>24</b>	<b>10.8</b>	<b>57,988</b>	<b>N/A</b>	<b>\$36,437</b>	<b>72.5%</b>
<i>Non Rev/Service Auto</i>	21	6.52	68,285	N/A	\$34,500	45%
<i>Trucks &amp; other Vehicles</i>	3	15.0	47,690	N/A	\$50,000	100%
<b>Facilities</b>	<b>1</b>	<b>2.0</b>	<b>N/A</b>	<b>5</b>	<b>\$50,000,000</b>	<b>N/A</b>
<i>Operations &amp; Maintenance</i>	1	3	N/A	5	\$41,500,000	N/A
<i>Land</i>	1	N/A	N/A	-	\$8,500,000	N/A

## 5 ASSET LIFECYCLE STRATEGIES

This section identifies GCTD's key asset management practices across the lifecycle for the Fleet and Facilities assets. The asset strategies set the approach for managing a specific asset class that delivers GCTD's strategic objectives in line with the TAM Policy and the TAM Vision.

Recognizing that each asset category and asset class is challenged with a unique set of performance characteristics and resource requirements, a facility maintenance module was added to the Fleet-Net program which has tracked vehicle inventory, parts inventory and purchasing for over a decade. GCTD also has maintained a Fleet Management Plan

GCTD uses a combination of written documentation (work orders) made out by maintenance personnel and computer-based maintenance tracking software (Fleet Net) that documents all maintenance activities. Fleet Net is used to monitor and manage assets to achieve and maintain a state of good repair, improve safety and increase reliability and performance. Fleet-Net software also tracks all of the lifecycle management activities. These activities actually make up the lifecycle strategies. This includes all the preventive maintenance tasks, standard operating procedures, inspections, and proactive maintenance activities performed to ensure consistent asset lifecycle management at the asset class level.

For public safety reasons, GCTD policy does not permit deferred maintenance. Mid-life

overhauls are not performed on lightweight demand-responsive vehicles. Major component failures are addressed as they occur. Engines and transmissions are not automatically replaced on a set schedule. GCTD relies on compliance with manufacturers' service intervals to maximize asset performance and minimum component failure.

## **5.1 MAINTENANCE MANUALS**

GCTD has maintenance manuals to monitor and manage assets to achieve and maintain a state of good repair, improve safety, and increase reliability and performance. The purpose of the manuals is to provide an overview of the methods and procedures relating to vehicle inspection and maintenance, as well as the utilization and management of spares, and ongoing update of asset management to track lifecycle costs associated with the assets. Lastly, it defines the operational and safety protocols in effect at the maintenance facilities.

## **5.2 INVESTMENT PRIORITIZATION AND FUNDING**

Part of the asset management process is optimizing how funds are spent based on the assessed asset inventory to help achieve and maintain a state of good repair. This includes both capital and operating funds. GCTD's capital budgeting process includes the planning, design, acquisition, capital maintenance, and rehabilitation of all assets subject to this TAM Plan. The operating budget funds the use and routine maintenance of those same assets, including the staff needed to perform those functions.

GCTD annually prepares and adopts an operating budget and a capital plan. The capital budget is a ten-year plan in which capital projects are programmed.

The basic process for assembling the Capital Improvement Plan (CIP) includes updating and assessing the asset inventory, including condition assessment, so that programming can be based on current data. The next step is evaluation of future Capital requirements, based on the condition of current assets and a projection of future operating requirements. Programming is prepared by the Finance and Administration Department using input submitted by each department. Because GCTD depends primarily on Federal and State Grants to fund capital purchases, each project in the CIP is classified as either funding identified or funding not yet identified.

Final evaluation and prioritization of items included in the CIP is performed by a committee comprised of the department directors. This preliminary CIP is approved by the General Manager and then ultimately the Board of Directors as part of the District's Annual Budget. The CIP is then used to estimate the spending levels in any given year for inclusion into the budget process.

## **5.3 CAPITAL INVESTMENT PRIORITIZATIONS**

GCTD is implementing a capital project prioritization process which considers asset condition or age along with investment categorization. The basic unit of the prioritization process is the project request. Project requests are created by District staff and have required fields to assist in the prioritization process. The asset inventory and condition assessment is used in this step to create project requests based on the asset age or condition (as applicable to that asset class) for rehabilitation or replacement of the assets that are indicated within the CIP period. Requests can cover individual or

groups of assets, and also include a cost estimate, sponsoring department, project manager identification, and any relevant documentation.

There are two main fields for prioritization. The first field categorizes the project within five priority groupings, and the second assigns a priority within that grouping. The first field is shown in the table below with the highest priority item at the top. The second field consists of the relatively self-explanatory entries of high, medium, and low priority.

PRIORITY 1	DESCRIPTION
Safety	Requests that concern safety or security critical assets or initiatives. This applies to the safety of both riders and employees.
Compliance	Requests that are necessary to fulfill regulatory compliance requirements.
Maintenance	Requests for maintenance of existing assets. This encompasses the bulk of state-of-good repair requests.
Replacement	Requests to replace in-kind assets that are approaching or have exceeded their ULB.
Business Case	Requests that can show a quantifiable benefit from their implementation. These requests are generally not necessary from a maintenance standpoint but could save the District money in an identifiable and specific way.
Enhancement	Enhancement of existing assets or addition of new assets that are not required for maintenance purposes, i.e. expansion projects.

All project requests must go through an approval workflow process before they are programmed. This workflow goes through several approval steps: (1) project initiation; (2) project manager; (3) Department Director; (4) committee review; and (5) General Manager. Requests approved at the General Manager step 5 are then collected for the programming process. Once the programming has been completed the final step is Finance and Administration Department creates a CIP from the approved requests.

The prioritization and programming is performed by a committee comprised of the department directors. The committee uses the prioritization fields and cost estimates from the project requests along with the capital funding projections to assemble the CIP.

#### 5.4 OPERATING AND CAPITAL INVESTMENT PLANNING AND BUDGET

GCTD's operating budget funds service delivery and maintenance, including employee wages, spare parts, consumables, and a variety of support services used throughout the organization. This also includes payments to third-party contractors responsible for consulting and maintenance activities.

The operating budget is currently approved on a yearly basis through the Board of Directors. GCTD's FY 2022 - 2023 operating budget is \$30.6 million. Along with the operating budget the Board also approves a capital improvement plan (CIP) for the fiscal year. The capital budget for the year includes the projected grant and District's

September 2022

capital spending for the projects included in the CIP.

## 5.5 PRIORITIZED LIST OF INVESTMENTS

The table below shows that GCTD's Prioritized List of Investments in all asset categories totals over \$27.9 Million over 5 years. The table includes all assets that have reached (or will reach) the end of their useful between 2022 and 2027. In addition to the list of investments below, GCTD prioritizes replacement based on its Fleet Management Plan and 10-year Capital Plan, which reflects fleet expansion needs as well as planned fleet replacements. When planning future fleet replacements, GCTD considers the requirements of the Innovative Clean Transit Regulation, a replacement of the CARB Fleet Rule for Transit Agencies expected to be issued by the California Air Resources Board in 2019.

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2023	2 - Sedan-RELIEF (2009/Honda/Civic)	Equipment	\$50,000.00	High
2023	1 - Van-SUPV (2010/Dodge/El Dorado)	Equipment	\$60,000.00	High
2023	4 – CNG Bus	Revenue Vehicle	\$2,500,000.00	High
2024	5 - Hydrogen	Revenue Vehicle	\$5,400,770.00	High
2023	6- Van (Paratransit)	Revenue Vehicle	\$480,000.00	High
2023	8 – Bus	Revenue Vehicle	\$4,800,000.00	High
2024	7 – CNG Bus	Revenue Vehicle	\$4,550,000.00	High
2025	7 – CNG Bus	Revenue Vehicle	\$4,550,000.00	High
2025	7 – CNG Bus	Revenue Vehicle	\$4,550,000.00	High
2024	7 – Van (Paratransit)	Revenue Vehicle	\$800,000.00	High
2025	2 - Sedan-SUPV (2012/Honda/Civic)	Equipment	\$60,000.00	High
2024	1 - Van-SUPV (2013/Dodge/El Dorado)	Equipment	\$65,000.00	High
2025	1 – Truck CNG	Equipment	\$65,000.00	High

## 5.6 GRANT AWARD

In September of 2022, GCTD was awarded the FTA Low or No Emission Vehicle Program (Low-No) Program grant in the amount of \$12.1 for the purchase of five (5) Hydrogen transit buses to be delivered in 2024, a hydrogen fueling station, facility upgrades, and extensive training. GCTD will partner with CTE and New Flyer in this project. The total cost of the project will be \$16,558,347. The TAM will be updated once the details are structured.

## Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	#	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	90	GCTD	2009	155,106	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	93	GCTD	2009	153,938	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	94	GCTD	2009	163,037	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	1002	GCTD	2009	153,613	\$30,000.00
Equipment	Non Revenue	Sedan / STAFF	Honda	Civic	1	1501	GCTD	2015	127,998	\$30,000.00
Equipment	Non Revenue	Sedan / SUPV	Honda	Civic	1	1302	GCTD	2012	98,145	\$30,000.00
Equipment	Non Revenue	Sedan / SUPV	Honda	Civic	1	1651	GCTD	2015	17,859	\$30,000.00
Equipment	Non Revenue	Sedan/ DIRECTOR	Honda	Civic	1	1301	GCTD	2012	91,585	\$30,000.00
Equipment	Non Revenue	Van / STAFF	Chevy	Uplander	1	73	GCTD	2007	62,046	\$60,000.00
Equipment	Non Revenue	Van / SUPV	Dodge	El Dorado Amerivan	1	1101	GCTD	2010	169,395	\$60,000.00
Equipment	Non Revenue	Van / SUPV	Dodge	El Dorado Amerivan	1	1303	GCTD	2013	160,891	\$30,000.00
Equipment	Trucks	MAINTENANCE	Ford	F150	1	200	GCTD	2000	159059	\$60,000.00
Equipment	Trucks	MAINTENANCE	GMC	E-350	1	50	GCTD	2005	30,165	\$70,000.00
Equipment	Trucks	MAINTENANCE	Toyota	Tundra	1	1304	GCTD	2013	52,492	\$60,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E101	GCTD	2019	30,904	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E102	GCTD	2019	31,276	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E103	GCTD	2019	33,571	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E104	GCTD	2019	33,688	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E105	GCTD	2019	32,238	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E106	GCTD	2020	33,533	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E107	GCTD	2020	33,764	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E108	GCTD	2020	32,957	\$30,000.00
Equipment	Non Revenue	Sedan / SUPV	Nissan	Leaf	1	E109	GCTD	2020	23,758	\$30,000.00
Facilities	1901 Auto Center	Land	N.A.	N.A.	1	N.A.	GCTD	2014		\$41,500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	35' Low Floor	1	3500	GCTD	2008	440,9361	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3501	GCTD	2008	484,629	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3502	GCTD	2008	490,025	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3503	GCTD	2008	472,152	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3504	GCTD	2008	507,591	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3505	GCTD	2008	499,401	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3506	GCTD	2008	469,712	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3507	GCTD	2008	490,605	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3508	GCTD	2008	484,379	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3509	GCTD	2009	461,278	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3510	GCTD	2009	467,906	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3511	GCTD	2009	484,964	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3512	GCTD	2009	477,171	\$500,000.00

## Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	#	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3513	GCTD	2009	466,847	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3514	GCTD	2009	451,332	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3515	GCTD	2009	459,257	\$500,000.00
RevenueVehicles	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3516	GCTD	2009	458,069	\$500,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4020	GCTD	2006	616,847	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4024	GCTD	2006	608,934	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4025	GCTD	2006	631,863	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4028	GCTD	2006	612,945	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4029	GCTD	2006	598,610	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4030	GCTD	2006	636,045	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4032	GCTD	2006	595,625	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4033	GCTD	2006	638,416	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4036	GCTD	2006	624,198	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4038	GCTD	2006	634,800	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4042	GCTD	2006	633,006	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4043	GCTD	2006	607,239	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4044	GCTD	2006	630,743	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4045	GCTD	2015	303,804	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4046	GCTD	2015	286,388	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4047	GCTD	2015	245,376	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4048	GCTD	2015	302,167	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4049	GCTD	2015	240,839	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4050	GCTD	2015	272,681	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4051	GCTD	2015	287,041	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4052	GCTD	2015	292,836	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4053	GCTD	2016	235,122	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4054	GCTD	2016	226,848	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4055	GCTD	2016	235,980	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4056	GCTD	2016	224,788	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4057	GCTD	2016	235,599	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4058	GCTD	2019	116,748	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4059	GCTD	2019	115,478	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4060	GCTD	2019	114,558	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4061	GCTD	2019	117,457	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4062	GCTD	2019	94,021	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4063	GCTD	2021	47,781	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4064	GCTD	2021	52,580	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4065	GCTD	2021	53,107	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4066	GCTD	2022	8,135	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4067	GCTD	2022	9,645	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4068	GCTD	2022	11,794	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4069	GCTD	2022	9,930	\$600,000.00

## Appendix A: Asset Register

RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4070	GCTD	2022	11,172	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4071	GCTD	2022	9,633	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4072	GCTD	2022	1,764	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4073	GCTD	2022	1,935	\$600,000.00
RevenueVehicles	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4074	GCTD	2022	1,576	\$600,000.00
Asset Category	Asset Class	Asset Name	Make	Model	#	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2339	GCTD	2017	199,294	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2340	GCTD	2017	186,070	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2341	GCTD	2017	187,654	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2342	GCTD	2017	184,406	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2343	GCTD	2017	146,269	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2344	GCTD	2017	184,538	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2345	GCTD	2017	185,506	\$100,000.00
RevenueVehicles	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2346	GCTD	2017	178,826	\$100,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1600	GCTD	2014	205,993	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1601	GCTD	2014	202,033	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1602	GCTD	2014	204,246	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1604	GCTD	2014	199,806	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1605	GCTD	2014	217,841	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1606	GCTD	2014	215,645	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1607	GCTD	2014	213,138	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1608	GCTD	2014	187,022	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1609	GCTD	2014	182,904	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1610	GCTD	2014	65,042	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1611	GCTD	2014	180,202	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1612	GCTD	2014	180,294	\$65,000.00
RevenueVehicles	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1613	GCTD	2014	186,391	\$65,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	Nor Cal	1	2200	GCTD	2019	115,749	\$70,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	Nor Cal	1	2201	GCTD	2019	101,752	\$70,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	Nor Cal	1	2202	GCTD	2019	111,622	\$70,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	Nor Cal	1	2203	GCTD	2019	109,193	\$70,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	Nor Cal	1	2204	GCTD	2019	110,240	\$70,000.00
RevenueVehicle	VN – Van	4/4 + 2 WC Electric	Ford	Nor Cal	1	2205	GCTD	2022	2008	\$220,000.00



## Appendix B: Asset Condition Data

### B1: Revenue Vehicle Assets

AssetCategory	AssetClass	AssetName	Count	ID/SerialNo.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BU - Bus	35' Bus CNG	1	3500	13	440,9361	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3501	13	484,629	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3502	13	490,025	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3503	13	472,152	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3504	13	507,591	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3505	13	499,401	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3506	13	469,712	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3507	13	490,605	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3508	13	484,379	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3509	12	461,278	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3510	12	467,906	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3511	12	484,964	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3512	12	477,171	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3513	12	466,847	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3514	12	451,332	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3515	12	459,257	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	35' Bus CNG	1	3516	12	458,069	\$500,000.00	12	Yes
RevenueVehicles	BU - Bus	40' Bus CNG	1	4020	16	616,847	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4024	16	608,934	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4025	16	631,863	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4028	16	612,945	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4029	16	598,610	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4030	16	636,045	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4032	16	595,625	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4033	16	638,416	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4036	16	624,198	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4038	16	634,800	\$600,000.00	17	No

### B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Past Useful Life Benchmark	
RevenueVehicles	BU - Bus	40' Bus CNG	1	4042	16	633,006	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4043	16	607,239	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4044	16	630,743	\$600,000.00	17	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4045	7	303,804	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4046	7	286,388	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4047	7	245,376	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4048	7	302,167	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4049	7	240,839	\$600,000.00	12	No

## Appendix B: Asset Condition Data

RevenueVehicles	BU - Bus	40' Bus CNG	1	4050	7	272,681	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4051	7	287,041	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4052	7	292,836	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4053	6	235,122	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4054	6	226,848	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4055	6	235,980	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4056	6	224,788	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4057	6	235,599	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4058	3	116,748	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4059	3	115,478	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4060	3	114,558	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4061	3	117,457	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4062	3	94,021	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4063	1	47,781	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4064	1	52,580	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4065	1	53,107	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4066	0	8,135	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4067	0	9,645	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4068	0	11,794	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4069	0	9,930	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4070	0	11,172	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4071	0	9,633	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4072	0	1,764	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4073	0	1,935	\$600,000.00	12	No
RevenueVehicles	BU - Bus	40' Bus CNG	1	4074	0	1,576	\$600,000.00	12	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2339	5	199,294	\$100,000.00	6	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2340	5	186,070	\$100,000.00	6	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2341	5	187,654	\$100,000.00	6	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2342	5	184,406	\$100,000.00	6	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2343	5	146,269	\$100,000.00	6	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2344	5	184,538	\$100,000.00	6	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2345	5	185,506	\$100,000.00	6	No
RevenueVehicles	CU - CutawayBus	14/4 + 3WCCNG	1	2346	5	178,826	\$100,000.00	6	No
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1600	8	205,993	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1601	8	202,033	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1602	8	204,246	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1604	8	199,806	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1605	8	217,841	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1606	8	215,645	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1607	8	213,138	\$65,000.00	8	Yes

## Appendix B: Asset Condition Data

### B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1608	8	187,022	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1609	8	182,904	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1610	8	65,042	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1611	8	180,202	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1612	8	180,294	\$65,000.00	8	Yes
RevenueVehicles	VN - Van	3/3 + 1 WCCNG	1	1613	8	186,391	\$65,000.00	8	Yes
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	2200	3	115,749	\$70,000.00	5	No
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	2201	3	101,752	\$70,000.00	5	No
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	2202	3	111,622	\$70,000.00	5	No
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	2203	3	109,193	\$70,000.00	5	No
RevenueVehicle	VN – Van	4/4 + 2 WC Gasoline	Ford	2204	3	110,240	\$70,000.00	5	No

### B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Non Revenue/Service Automobile	Van Gasoline	1	73	15	62,046	\$60,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	90	13	155,106	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	93	13	153,938	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	94	13	163,037	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Van Gasoline	1	1101	12	169,395	\$60,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1002	13	153,613	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1301	10	91,585	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1302	10	98,145	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1303	9	160,891	\$30,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1501	7	127,998	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan CNG	1	1651	7	17,859	\$30,000.00	8	No
Equipment	Trucks; Rubber Tire Vehicles	Pick-up CNG	1	200	22	159,059	\$40,000.00	8	Yes
Equipment	Trucks; Rubber Tire Vehicles	Truck Diesel	1	50	17	30,165	\$70,000.00	8	Yes
Equipment	Trucks; Rubber Tire Vehicles	Pick-up Gasoline	1	1304	9	52,492	\$40,000.00	8	Yes
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E101	3	30,904	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E102	3	31,276	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E103	3	33,571	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E104	3	33,688	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E105	3	32,238	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E106	2	33,533	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E107	2	33,764	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E108	2	32,957	\$30,000.00	8	No
Equipment	Non Revenue/Service Automobile	Sedan Electric	1	E109	2	23,758	\$30,000.00	8	No

## Appendix B: Asset Condition Data

### B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value
Facilities	Property (Operations & Maintenance)	1901 Auto Center Drive	1	N.A.	N.A.	5	\$41,500,000.00
Facilities	Property (land)	301 E. Third St.	1	N/A		N/A	8,500,000.00



Item #13

**DATE** October 5<sup>th</sup>, 2022

**TO** GCTD Board of Directors

**FROM** Austin Novstrup, Transit Planner <sup>ARN</sup>

**SUBJECT** Consider Approval of GCTD Bus Stop Improvement Plan

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### Summary

The purpose of the GCTD Bus Stop Improvement Plan is to identify needed improvements throughout the GCTD service area and provide a deliberate, sustainable, and equitable approach for future transit infrastructure investments. The plan combines public feedback, frontline knowledge, and stop level and demographic data to create lists of prioritized projects in four improvements areas: Safety and Accessibility, Amenity Maintenance, New Amenities, and Operational Improvements. Improvements recommended in the plan include ADA accessible boarding areas, accessible pedestrian pathways, crosswalks, new amenities, a regular replacement schedule for existing amenities, further study of stop balancing along major corridors and new stops at several locations.

### Background

In the summer of 2021, Planning Staff completed an update to the GCTD bus stop inventory. The updated inventory was the most comprehensive assessment of GCTD bus stops to date, including numerous stop attributes, amenity information, condition assessment and photos. Seeking to leverage the detailed data now available, planning staff began the development of a Bus Stop Improvement Plan in fall 2021. Outreach included a mapping exercise with GCTD Operators and a social media campaign that invited feedback from the public on desired stop improvements. In spring 2022, Planning staff developed a methodology for prioritizing projects based on both stop utilization data and demographic data. The Board was presented with and provided guidance on preliminary recommendations in April 2022. The public was invited to comment on a draft of the Bus Stop Improvement Plan in July 2022. The final draft incorporating public comment was reviewed and approved by the GCTD Technical Advisory Committee at their August 2022 meeting.

For this item staff will provide a presentation on the development of the GCTD Bus Stop Improvement Plan and final recommendations.

### RECOMMENDATION

It is recommended that the Board of Directors consider approval of the GCTD Bus Stop Improvement Plan.

General Manager's Concurrence

Vanessa Rauschenberger

**GOLD COAST TRANSIT DISTRICT**



# Bus Stop Improvement Plan

October 2022

**GOLD COAST TRANSIT DISTRICT**

CITY OF OJAI | CITY OF OXNARD | CITY OF PORT HUENEME | CITY OF VENTURA | COUNTY OF VENTURA  
1901 AUTO CENTER DRIVE, OXNARD, CA 93036-7966 | P 805.483.3959 | F 805.487.0925 | GCTD.ORG

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*For questions about this report, please contact:*

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## 1 EXECUTIVE SUMMARY

Bus stops serve as the front door to our transit system. They are a significant part of every transit trip and are highly visible to community at large. Ensuring that the bus stops GCTD services are safe, convenient, comfortable and inviting is critical to providing high quality transit. The purpose of this plan is to identify needed improvements throughout the GCTD service area and provide a deliberate, sustainable, and equitable approach for future transit infrastructure investments. The plan combines public feedback, frontline knowledge, and stop level and demographic data to create lists of prioritized projects in four improvements areas: Safety and Accessibility, Amenity Replacement, New Amenities, and Operational Improvements.

### 1.1 BACKGROUND

Gold Coast Transit District's 19 bus routes provide service to the over 650 bus stops located in the Cities of Oxnard, Ventura, Port Hueneme and Ojai, and unincorporated Ventura County. Most stops and routes have been in place for decades with some even predating the agency itself. Many stops were constructed prior to the passage of American with Disabilities Act (ADA) in 1990. While the ADA significantly improved accessibility design standards for new transit stops, pre-existing stops were grandfathered in and may still present accessibility challenges.

The bus stops served by GCTD's fixed routes are owned and maintained by GCTD's jurisdictional partners. This requires GCTD to coordinate with our jurisdictional partners to maintain existing improvements or to implement new improvements. In recent years GCTD has become more involved in the land use

planning process resulting in more improvements being provided as the result of new development. GCTD also has included stop construction as part implementing new fixed route services. These strategies can significantly improve the quality of transit infrastructure but alone do not constitute the comprehensive and deliberate approach needed to provide high quality transit stops throughout GCTD's service area.

### 1.2 EXISTING CONDITIONS

In the summer of 2021 staff completed an update to the GCTD bus stop inventory. The updated inventory was the most thorough assessment of GCTD bus stops to date including numerous stop attributes, amenity information, condition assessments and photos. Of the 655 stops GCTD serves 23% have shelters, 62% have seating, 63% have landings that meet current standards, and 91% are connected to accessible pathways. Notably, only 32% of stop have lighting directly overhead.

GCTD Bus Stop Guidelines divide bus stops into Class I, II and III stops with Class I stops being the most used and Class III stops being the least used. The guidelines state that full amenities should be available at Class I stops while only basic amenities are made available at Class III. For shelters and seating less than 10% of stops are below guideline. Notably, much larger percentages of stops are below guidelines for lighting and accessibility.

The conditions assessment portion of the inventory found few amenities that were in poor condition however a significant percentage of amenities were found to be in fair condition

indicating that with continuing deterioration they will need replacement or refurbishment in the coming years.

### 1.3 OUTREACH

In October of 2021 GCTD conducted the “Bus Stop Tuesday” social media campaign to invite public feedback on desired stop improvements. Each week short survey posted focusing on four different areas of stop design: placement and routing, safety and accessibility, amenities, and stop maintenance. Most of the responses that were received related to amenities. There was particular interest in more shelters to provide shade as well and interest in seating. Lighting was also a common concern with one passenger commenting “A lot of the stops pretty dark at night.”

In addition to public outreach Operators were also given an opportunity to contribute by participating in a mapping exercise. Like the social media campaign operators were asked to comment on need bus stop improvements by placing comment at the bus stop location on the map. The operators’ comments were like the public comments that were received though also noted that space at the curb or parking restrictions around stops were a concern.

### 1.4 PROJECT DEVELOPEMENT & PRIORITIZATION

For this plan projects are broken up in to four areas:

#### **Safety and Accessibility**

Safety and Accessibility projects include ADA compliant landings, accessible pathways and crosswalks. These stop

improvements are recommended for bus stop identified in inventory that were missing one of these components and were located in areas with existing infrastructure that would maximize the efficacy of implemented improvements.

#### **Amenity Replacement**

This recommendation is for routine replacement or refurbishment of existing amenities in order maintain the quality of amenities already installed within the district.

Most amenities are constructed with a powder coated galvanized steel. The anticipated useful life of these amenities is approximately 20 years. In order maintain amenities that are currently installed roughly 5% of amenities should be replaced annually.

#### **New Amenities**

These recommendations are based on the amenity placement suggested GCTD’s bus stop guidelines. These projects are for shelter installation at all Class I bus stops, seating installation at all Class I and II and lighting at all Class I and II bus stops. In addition, shelters are also being recommended for most stops in the Ojai Valley. While most of the GCTD service area has a mild climate this inland area has always experienced extreme temperature days. As the effects of climate change are increasingly felt the number of extreme temperature days are projected to increase by 15 to 30 days.

#### **Operational Improvements**

The projects identified in Operational improvement recommendations are broken in to two types: Stop Balancing and Complimentary stops. Five corridors in Oxnard and Ventura

are identified for stop balancing and 5 new bidirectional stops are identified.

Stop Balancing Corridors refers to evaluating stop placements along a corridor to achieve an average stop spacing of every quarter mile along a route. The stop balancing corridors recommended here were identified through outreach and are major corridors where improved stop spacing will result in improvements to operation efficiency and travel times. These corridors will require additional study to determine what new stop placement and infrastructure is needed to achieve the desired spacing.

The complimentary stops identified in this plan are located along a bidirectional route where there is an existing stop in one direction but no complimentary stop in the opposite direction. Adding these complimentary stops will improve the quality of service allowing passengers to have convenient access to transit for both their initial and return trip.

### **Prioritization**

Given the number of projects identified in this plan it is likely that the implementation will be subject to funding constraints. As this is the case the projects are prioritized within each member jurisdiction using an equity weighted stop utilization score. This score is based primarily on how much passenger activity is occurring at each stop but is weighted based on the proximity of each stop to CALEPA defined disadvantaged and low-income communities. As an example a stop with 10 average boardings located in a community that was both Low-income and Disadvantaged would receive an equity score of 30 while a stop

with the same passenger activity that was neither in a low-income or disadvantaged area would receive a score of 15.

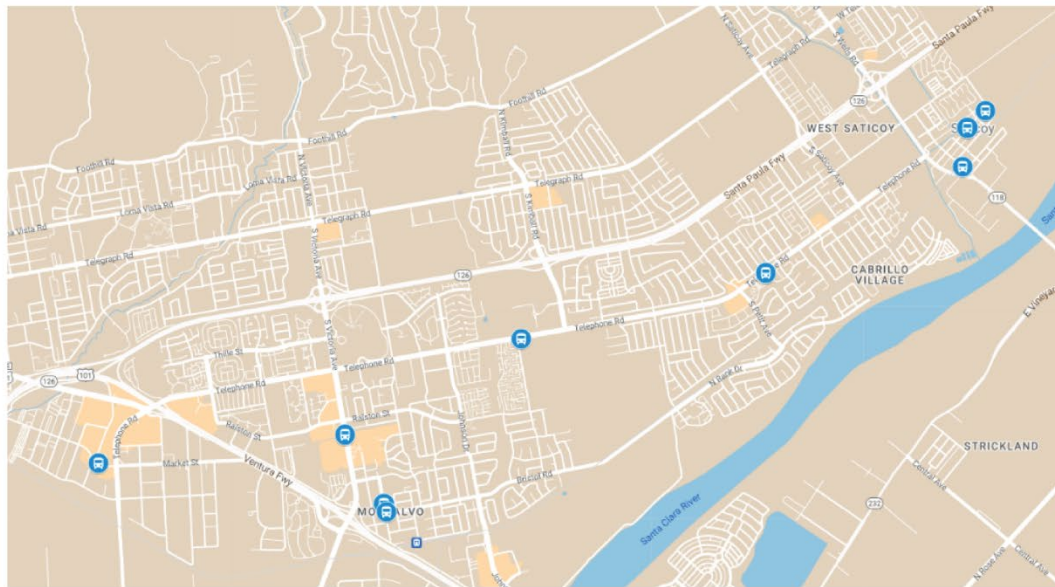
## 2 CITY OF VENTURA – PROJECT RECOMMENDATIONS

### 2.1 SAFETY & ACCESSIBILITY

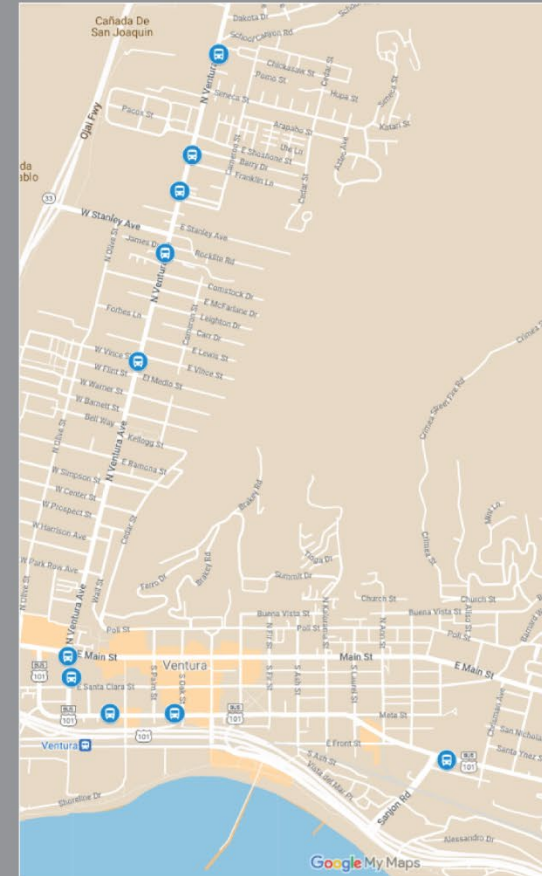
Name	Equity Score	Improvements
VICTORIA & RALSTON	150.5	ADA Landing
VENTURA AVE & VINCE	120	ADA Landing
VENTURA AVE & DEANZA	76	ADA Landing, Accessible Pathway
THOMPSON & SEAWARD	64.75	ADA Landing
VENTURA AVE & MAIN	64	ADA Landing
VENTURA AVE & JAMES	38	ADA Landing
MARKET & DONLON	33.25	ADA Landing, Accessible Pathway
VENTURA AVE & BARRY	32	ADA Landing
TELEPHONE & RAMELLI	19.25	Accessible Pathway
VENTURA AVE & SANTA CLARA	18	ADA Landing
TELEPHONE & UTICA	17.875	Crosswalk
THOMPSON & SAN JON	16	ADA Landing
GRAND & BRISTOL	8.75	ADA Landing, Accessible Pathway,
GRAND & BRISTOL	5.25	ADA Landing, Accessible Pathway,
THOMPSON & FIGUEROA	4	ADA Landing
THOMPSON & OAK	0	ADA Landing
VENTURA AVE & WILLET	0	ADA Landing, Accessible Pathway

## Safety & Accessibility Ventura

## West Ventura



## East Ventura



**2.2 NEW AMENITIES**

Name	Equity Score	Improvements
VENTURA AVE & RAMONA	266	Shelter, Lighting
MAIN & OAK	236	Seating
MAIN & VENTURA	210	Seating
VENTURA AVE & CENTER	192	Shelter
TELEPHONE & VICTORIA	176.75	Shelter
VICTORIA & AVOCET	176.75	Shelter, Lighting
MAIN & CHESTNUT	166	Shelter, Seating
VICTORIA & AVOCET	162.75	Shelter, Lighting
VENTURA AVE & SENECA	162	Shelter, Lighting
VENTURA AVE & SENECA	154	Shelter, Seating, Lighting
VICTORIA & RALSTON	150.5	Shelter, Lighting
TELEPHONE & VICTORIA	150.5	Shelter, Lighting
MAIN & CHESTNUT	146	Seating
TELEPHONE & PETIT	136.5	Shelter
VENTURA AVE & VINCE	132	Shelter, Seating
VENTURA AVE & VINCE	120	Lighting
MAIN & OAK	118	Shelter, Seating
MAIN & CALIFORNIA	118	Seating
VENTURA AVE & PARK ROW	116	Shelter, Lighting
TELEGRAPH & VICTORIA	113.75	Shelter, Lighting
VICTORIA & RALSTON	105	Shelter
MAIN & CATALINA	99.125	Shelter, Seating
TELEPHONE & MARKET	94.5	Lighting

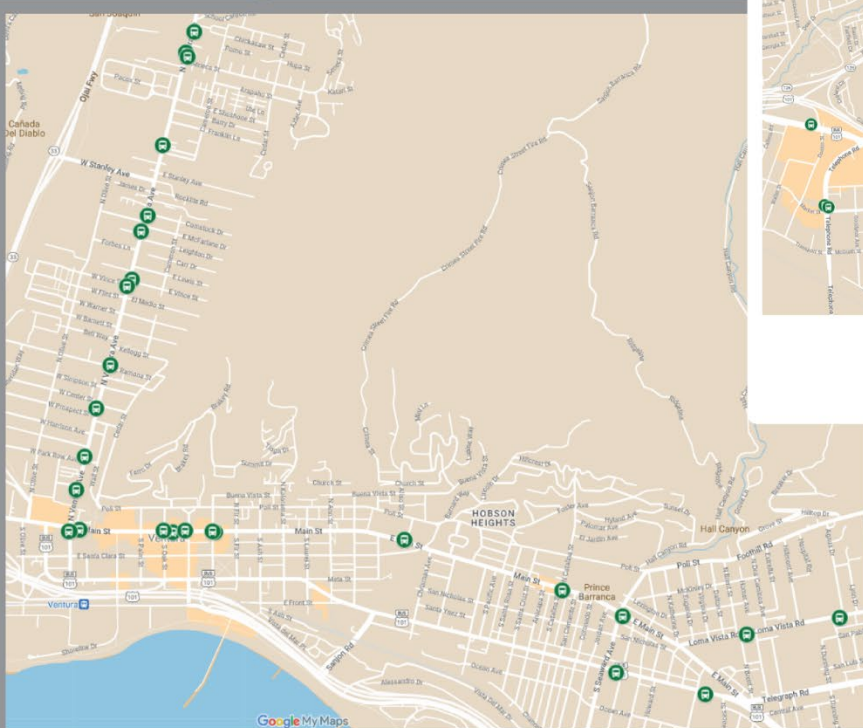
Name	Equity Score	Improvements
VENTURA AVE & FIX	90	Shelter, Lighting
MAIN & SEAWARD	89.25	Shelter
BRISTOL & HILL	87.5	Lighting
VENTURA AVE & COMSTOCK	84	Seating, Lighting
VICTORIA & MOON	82.25	Shelter, Lighting
TELEGRAPH & DAY	79.625	Shelter
TELEGRAPH & VICTORIA	78.75	Shelter, Lighting
BRISTOL & HILL	77	Shelter
LOMA VISTA & ST. PAUL S	76.375	Lighting
VENTURA AVE & PLEASANT	76	Shelter, Lighting
VENTURA AVE & DEANZA	76	Lighting
MAIN & DONLON	73.5	Shelter, Lighting
THOMPSON & SEAWARD	70	Shelter, Lighting
TELEGRAPH & CLAREMONT	66.625	Shelter, Lighting
VENTURA AVE & MAIN	64	Lighting
TELEGRAPH & WAKE FOREST	63.375	Shelter, Lighting
LOMA VISTA & BRENT	60.125	Shelter
TELEGRAPH & ASHWOOD	55.25	Lighting
THOMPSON & BORCHARD	54.25	Lighting
TELEPHONE & MARKET	52.5	Lighting



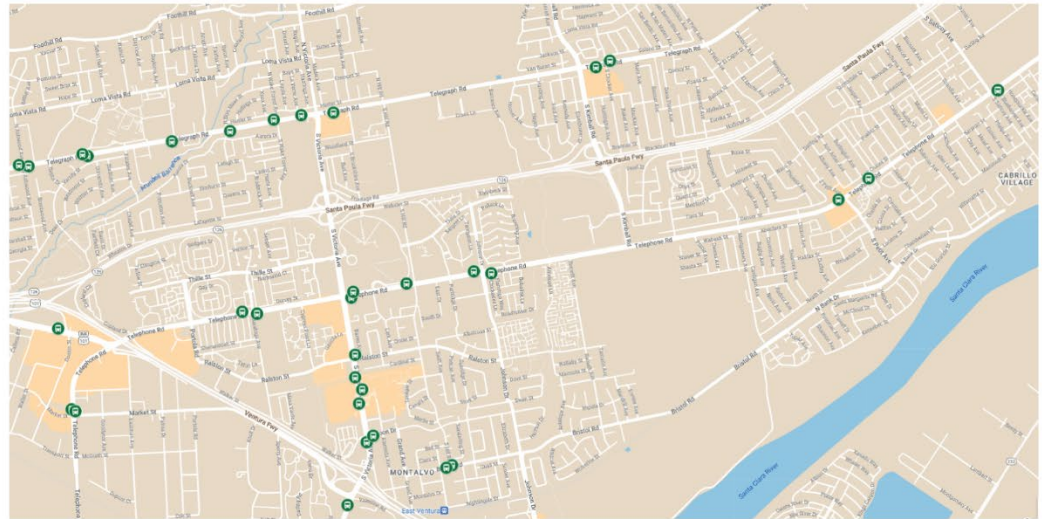
Name	Equity Score	Improvements
TELEGRAPH & ASHWOOD	50.375	Lighting
TELEGRAPH & CLAREMONT	47.125	Lighting
MOON & VICTORIA	43.75	Shelter, Lighting
TELEPHONE & SARATOGA	38.5	Lighting
TELEPHONE & UTICA	37.375	Lighting
TELEPHONE & WELLS	35	Lighting
TELEPHONE & JOHNSON	35	Lighting
TELEPHONE & SARATOGA	35	Lighting
MAIN & ALISO	34	Lighting
TELEPHONE & JOHNSON	33.25	Lighting
TELEPHONE & SATICOY	32.5	Lighting
TELEPHONE & HILL	31.5	Lighting
VICTORIA & VALENTINE	31.5	Lighting
TELEGRAPH & CROCKER	30.875	Lighting
TELEGRAPH & BRYN MAWR	26	Lighting
TELEGRAPH & CROCKER	24.375	Lighting
VENTURA AVE & WILLET	0	Lighting



## New Amenities Ventura



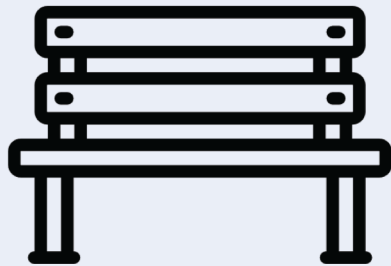
West Ventura



East Ventura

## 2.3 AMENITY MAINTENANCE

## Ventura Annual Amenity Replacements

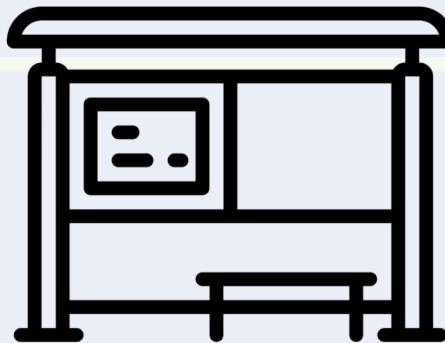


Benches in Inventory:

**186**

5% Annual  
Replacement:

**9**



Shelters in Inventory:

**31**

5% Annual  
Replacement:

**2**



Trash Bins in Inventory:

**89**

5% Annual  
Replacement:

**4**

## 2.4 OPERATIONAL IMPROVEMENTS

**Ventura Avenue Stop Balancing Corridor:** The Ventura Avenue Corridor stretches approximately 2 miles between Willet St. to the north and Main St. to the south. The corridor is served by routes 6 and 16. Average stop spacing on the corridor is currently under two tenths of a mile.

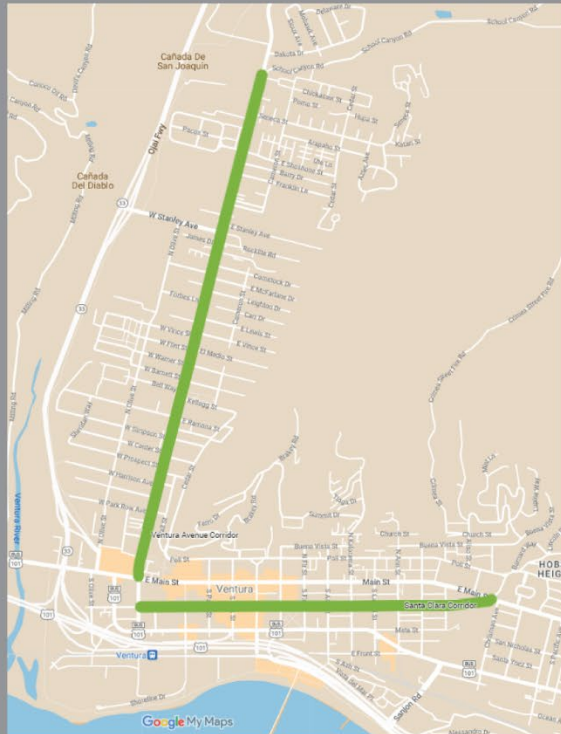
**Santa Clara Street Stop Balancing Corridor:** The Santa Clara Street Corridor stretches approximately 1.25 miles between Ventura Ave. to the west and Main Street to the east. The corridor is served by the route 6. Average stop spacing on the corridor is currently under two tenths of a mile.

**Telegraph Road Stop Balancing Corridor:** The Telegraph Road Corridor stretches approximately 2 miles between Mills Rd. to the west and Victoria Avenue to the east. The corridor is served by routes 6, 10, and 21. Average stop spacing on the corridor is currently under two tenths of a mile.

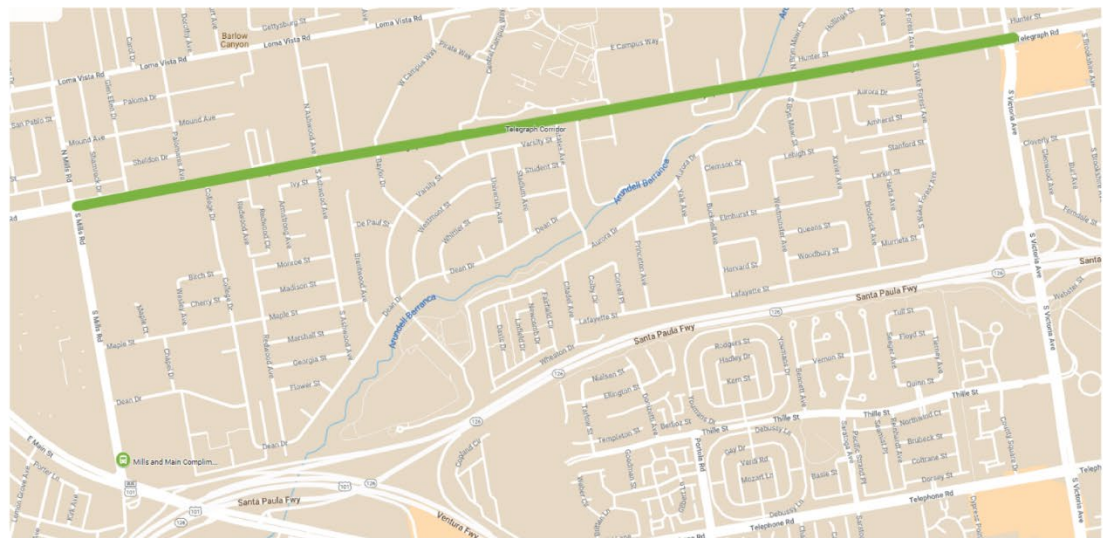
**Thompson Boulevard Stop Balancing Corridor:** The Thompson Stop Balancing Corridor stretches approximately 2 miles between Ventura Avenue to the west and Seaward Avenue to the east. The corridor is served by route 16. While average stop spacing on the corridor is currently under a quarter of a mile stop spacing is not consistent with some stops more than a half mile apart.

**Main and Mills Complimentary Stop:** This new stop location would improve transit access to the midtown neighborhood south of the Pacific View Mall and College Area Neighbor at the east end of Dean Dr. The stop would be served by the routes 11. The new stop located northbound on Mills Rd. and would require the installation of a bus stop sign and ole as well as seating.

# Ventura Operational Improvements



West  
Ventura



Midtown Ventura

### 3 CITY OF OXNARD – PROJECT RECOMMENDATIONS

#### 3.1 SAFETY & ACCESSIBILITY

Name	Equity Score	Improvements
C & HILL	161.25	ADA Landing
SAVIERS & BRYCE CANYON	138.25	ADA Landing
GONZALES & ENTRADA	126.75	ADA Landing
GONZALES & LANTANA	97.5	ADA Landing
DORIS & F	91.875	ADA Landing
C & PALM	86.25	ADA Landing
PASEO MERCADO	76.875	ADA Landing
GONZALES & ENTRADA	76.375	ADA Landing
GONZALES & LANTANA	65.625	ADA Landing
ROSE & SANTA LUCIA	62	ADA Landing
C & PALM	61.875	ADA Landing
C & ROBERT	54.375	ADA Landing
C & DORIS	48.75	ADA Landing
C & DORIS	45	ADA Landing
BARD & C	43.75	ADA Landing
PLEASANT VALLEY & SQUIRES	43.125	ADA Landing
PLEASANT VALLEY & ROSE	42	Accessible Pathway
C & ELM	41.25	ADA Landing
BUTLER & PLEASANT VALLEY	38	ADA Landing
BARD & SIMPSON	37.5	Crosswalk
PERKINS & PLEASANT VALLEY	33.75	ADA Landing
C & HEMLOCK	33.25	ADA Landing

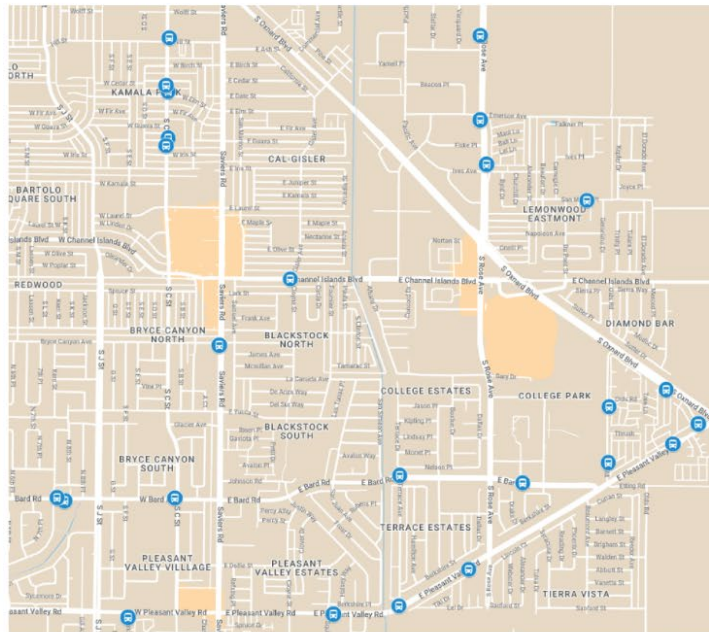
Name	Equity Score	Improvements
C & HEMLOCK	29.75	ADA Landing
WOOLEY & OFFSHORE	29.25	ADA Landing
C & IVYWOOD	26.25	ADA Landing
C & GLENWOOD	24.5	ADA Landing
BARD & TERRACE	24.375	Crosswalk
C & GLENWOOD	22.75	ADA Landing
C & CEDAR	22.5	ADA Landing
C & DEVONSHIRE	22.5	ADA Landing
OLDS & 2ND ENTRANCE	20.625	Accessible Pathway
3RD & WILSON	20	Crosswalk
ROSE & VENTURA	18.75	ADA Landing
ROSE & WESTAR	18	ADA Landing
SAN MATEO & FARRAGUT	16.875	Accessible Pathway
5TH & H	16.875	ADA Landing
3RD & CAMPTON	16	Crosswalk
PLEASANT VALLEY & TERRACE	16	ADA Landing
5TH & MEX. CONS.	15.75	Crosswalk
C & IVYWOOD	15.75	ADA Landing
PLEASANT VALLEY & OCEANAIRE	14	ADA Landing, Crosswalk
OLDS & CTRY CLUB MOB HOME	13.125	ADA Landing, Accessible Pathway
ROSE & SOCORRO	13	ADA Landing

Name	Equity Score	Improvements
ROSE & IVES	12	ADA Landing, Crosswalk
3RD & WILSON	10	ADA Landing, Crosswalk
BUTLER & OCEAN AIRE MOB HOME	9.375	ADA Landing, Accessible Pathway
VENTURA RD & 9TH	7.5	Accessible Pathway
VENTURA BLVD & ROYAL DUKE	7.5	ADA Landing, Accessible Pathway
CHANNEL ISL & GISLER	7	Accessible Pathway
3RD & CAMPTON	4	ADA Landing, Crosswalk
AUTO CENTER	3.75	Crosswalk
ROSE & EMERSON	0	ADA Landing

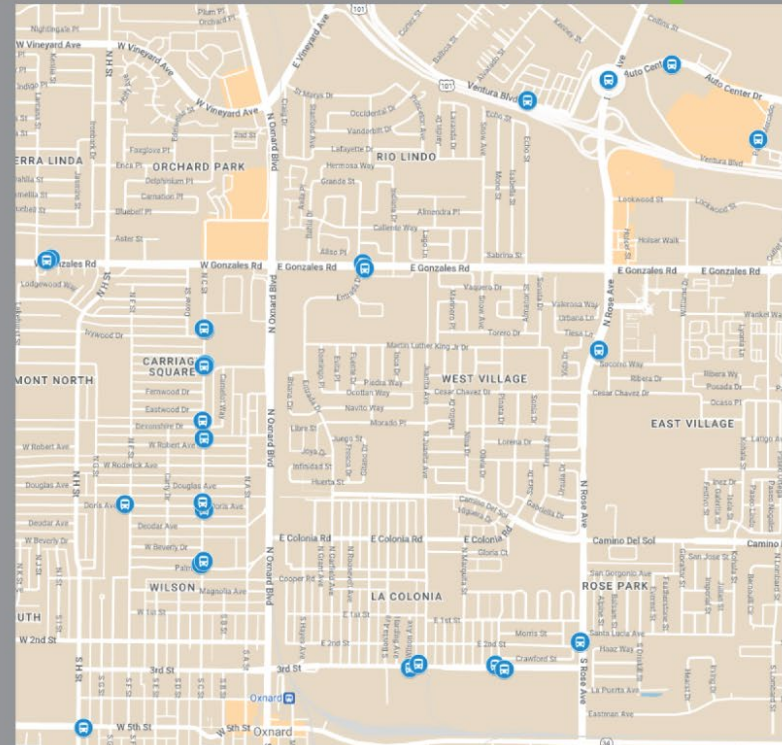


## Safety & Accessibility Oxnard

### South Oxnard



### North Oxnard



**3.2 NEW AMENITIES**

Name	Equity Score	Improvements
4TH & B ST	965.625	Shelter
4TH & B ST	952.5	Seating
SAVIERS & BARD	260.75	Shelter, Lighting
C & GONZALES	192.5	Lighting
SAVIERS & CHANNEL ISL	178.5	Shelter, Lighting
C & 4TH	168.75	Shelter, Lighting
C & HILL	161.25	Shelter, Lighting
C & 3RD	150	Lighting
GONZALES & C	147	Shelter, Seating, Lighting
PERKINS & HUENEME	144	Shelter, Seating, Lighting
C & HILL	138.75	Shelter, Seating, Lighting
SAVIERS & BRYCE CANYON	138.25	Lighting
GONZALES & LOMBARD	136	Lighting
GONZALES & ENTRADA	126.75	Shelter, Seating, Lighting
VICTORIA & HEMLOCK	119	Lighting
SAVIERS & PLEASANT VALLEY	114.375	Lighting
SAVIERS & BARD	113.75	Lighting
ROSE & SANTA LUCIA	104	Shelter, Lighting
GONZALES & LANTANA	97.5	Lighting
GONZALES & OXNARD HS	94.5	Seating, Lighting
C & 6TH	88.125	Shelter, Lighting
PERKINS & CLARA	88.125	Seating, Lighting

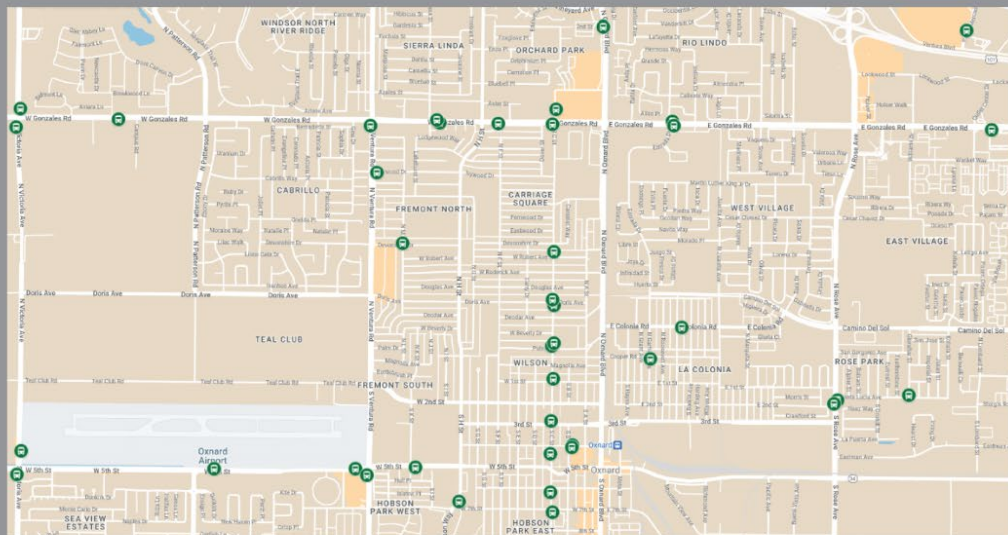
Name	Equity Score	Improvements
C & 7TH	86.25	Shelter
C & PALM	86.25	Shelter
VICTORIA & HEMLOCK	82.25	Lighting
BARD & SAVIERS	82.25	Shelter, Seating, Lighting
WESTAR & ROSE	82	Shelter, Seating
PASEO MERCADO	76.875	Lighting
GONZALES & ENTRADA	76.375	Seating, Lighting
GARFIELD & COOPER	76	Shelter, Seating, Lighting
BARD & SAVIERS	73.5	Shelter, Seating, Lighting
VICTORIA & GONZALES	71.75	Lighting
BARD & SIMPSON	71.25	Lighting
VICTORIA & LEEWARD	69.875	Shelter, Lighting
ROSE & CHANNEL ISL	67.5	Seating, Lighting
VICTORIA & WOOLEY	66.625	Lighting
C & 1ST	65.625	Lighting
GONZALES & LANTANA	65.625	Seating, Lighting
VICTORIA & GONZALES	64.75	Shelter, Lighting
HOBSON & 7TH	63.75	Lighting
ROSE & SANTA LUCIA	62	Seating, Lighting
M & DEVONSHIRE	61.875	Shelter, Lighting
C & PALM	61.875	Shelter, Lighting
CHANNEL ISL & CONCORD	60	Lighting
VICTORIA & 5TH	57.75	Lighting



Name	Equity Score	Improvements
PLEASANT VALLEY & SQUIRES	56.25	Seating, Lighting
C & ROBERT	54.375	Lighting
PLEASANT VALLEY & SAVIERS	54.375	Seating
PERKINS & CLARA	52.5	Lighting
PERKINS & PLEASANT VALLEY	52.5	Lighting
5TH & K	50.625	Lighting
C & DORIS	48.75	Seating
5TH & VENTURA	48.75	Lighting
VENTURA RD & 5TH	48.75	Lighting
OXNARD & VINEYARD	47.25	Lighting
GONZALES & H	46.875	Lighting
WESTAR & PACIFIC	46	Seating, Lighting
COLONIA & MCKINLEY	46	Lighting
C & DORIS	45	Seating, Lighting
BARD & C	43.75	Seating, Lighting
WESTAR & PACIFIC	42	Seating, Lighting
IVYWOOD & VENTURA	39.375	Seating, Lighting

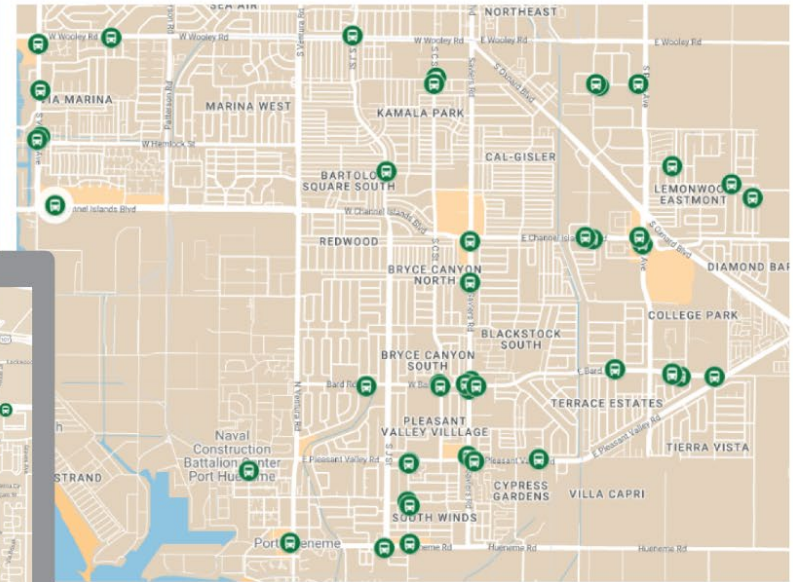
Name	Equity Score	Improvements
EL DORADO & MARIN	37.5	Seating, Lighting
BARD & SIMPSON	37.5	Lighting
BARD & PLEASANT VALLEY	36	Seating, Lighting
SAN MATEO & KEPLER	35.625	Seating, Lighting
VICTORIA & 5TH	35	Seating, Lighting
HOBSON & WOOLEY	35	Seating, Lighting
CHANNEL ISL & ROSE	33.75	Seating, Lighting
PERKINS & PLEASANT VALLEY	33.75	Lighting
BARD & ANCHORAGE	31.875	Seating, Lighting
BARD & C	31.5	Seating, Lighting
VENTURA RD & GONZALES	30	Lighting
WOOLEY & OFFSHORE	29.25	Lighting
IVES & CHURCHILL	28.125	Seating, Lighting
CHANNEL ISL & STATHAM	24.375	Lighting
GIBRALTAR & SANTA LUCIA	24	Seating, Lighting
5TH & PATTERSON	20.625	Seating, Lighting
J & KAMALA	19.25	Lighting

## New Amenities Oxnard



## North Oxnard

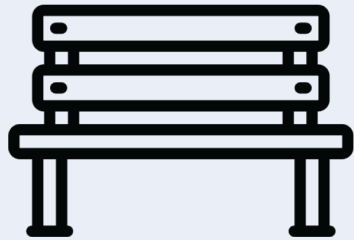
## South Oxnard



**GOLD COAST TRANSIT DISTRICT**

### 3.3 AMENITY MAINTENANCE

## Oxnard Annual Amenity Replacements

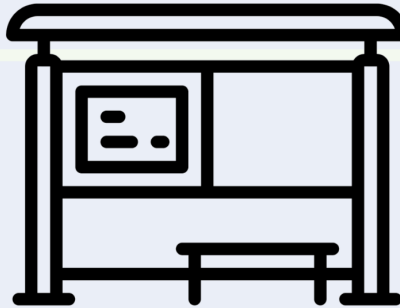


Benches in Inventory:

**203**

5% Annual  
Replacement:

**10**



Shelters in Inventory:

**91**

5% Annual  
Replacement:

**4**



Trash Bins in Inventory:

**141**

5% Annual  
Replacement:

**7**

**GOLD COAST TRANSIT DISTRICT**

### 3.4 OPERATIONAL IMPROVEMENTS

**C Street Stop Balancing Corridor:** The C Street Corridor stretches approximately 3 miles between Gonzales Rd. to the north and Channel Islands Blvd. to the south. The corridor is served by routes 1A, 1B, 4B, and 6. Average stop spacing on the corridor is currently under two tenths of a mile.

**Bard Road Stop Balancing Corridor:** The Bard Road Corridor stretches approximately 2.5 miles between Ventura Rd. to the west and Pleasant Valley Road to the east. The corridor is served by routes 1A, 1B, 7, and 8. Average stop spacing on the corridor is currently under two thirds of a mile.

**Rose and Ives Complimentary Stop:** This new stop location would improve transit access to both the Lemonwood neighborhood and the Channel Islands business park. The stop would be served by the routes 8 and 17. The new stop located southbound on Rose Avenue at Ives would require the construction of an ADA landing, crosswalk, pedestrian refuge island, pedestrian rapid flashing beacons.

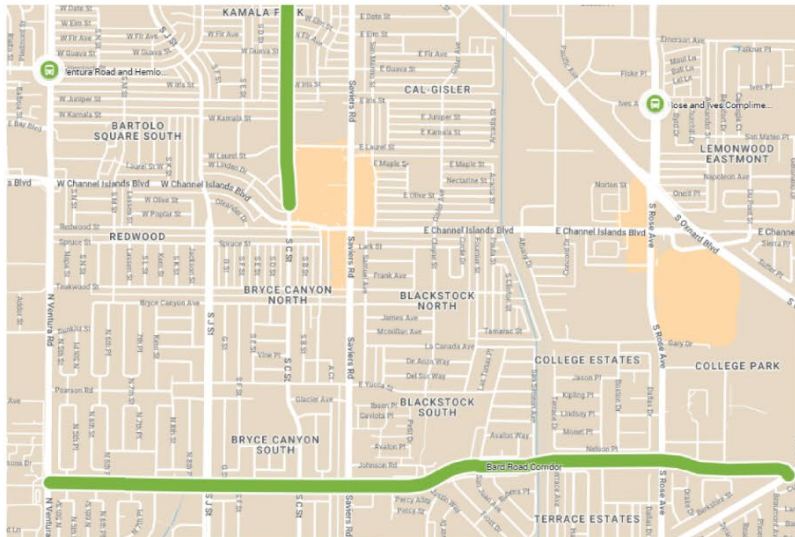
**Victoria and Channel Islands Complimentary Stop:** This new stop location would improve transit access to Channel Islands Harbor, NBVC Port Hueneme, and the Oliveira Plaza Shopping Center. The stop would be served by the route 21. The new stop located either southbound on Victoria or eastbound on Channel Islands would require the construction of an ADA landing, and accessible pathway to the nearest signalized intersection.

**Ventura Blvd. and Alvarado Complimentary Stop:** This new stop location would improve transit access to the El Rio community. The stop would be served by the route 17. The new stop would be located eastbound on Ventura Blvd at Alvarado. The stop would require the construction of an ADA landing, crosswalk, and pedestrian rapid flashing beacons.

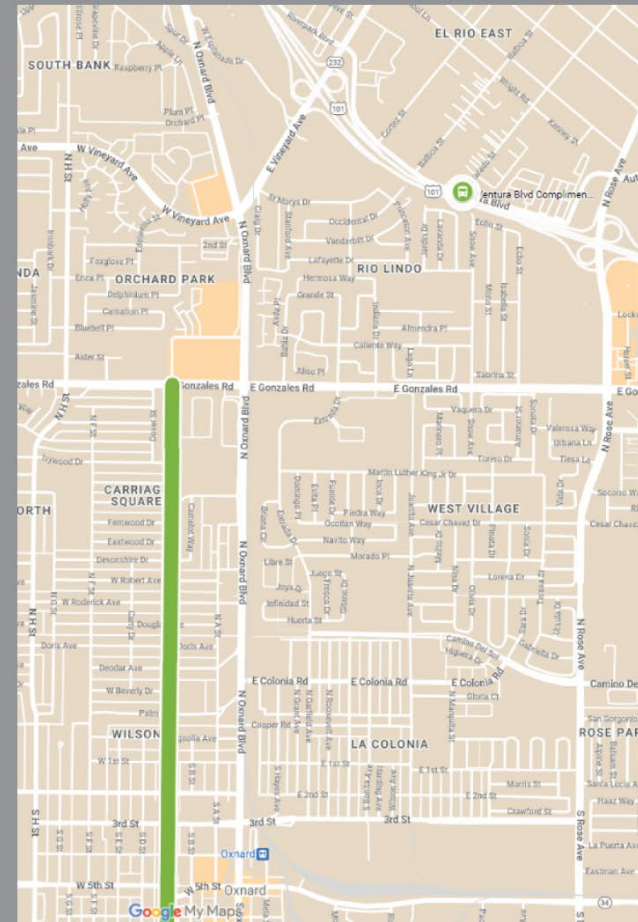
**Ventura Rd. and Hemlock Complimentary Stop:** This new stop location would improve transit access to the Bartolo Square and Marina West Neighborhoods. The stop would be served by the route 23. The new stop would be located southbound on Ventura Rd. at Hemlock. The stop would require the construction of an ADA landing, accessible pathway, and ADA ramps. Construction of this stop would require coordination with the Ventura County Flood Control District.

# Oxnard Operational Improvements

## South Oxnard



## North Oxnard





## 4 COUNTY OF VENTURA – PROJECT RECOMMENDATIONS

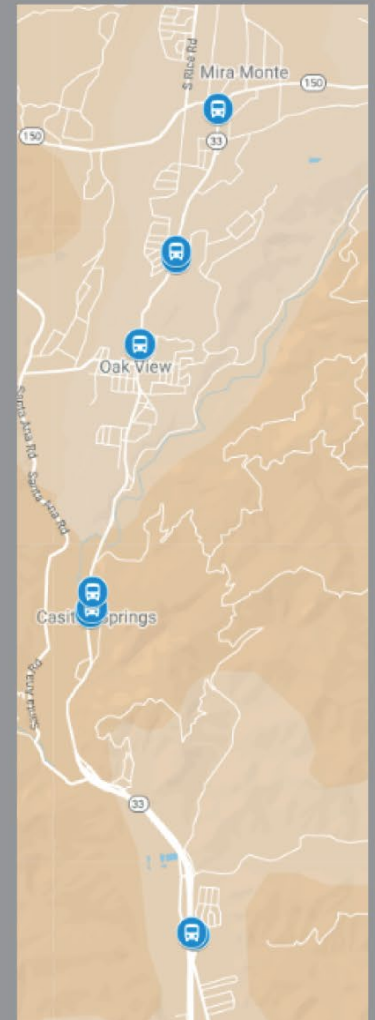
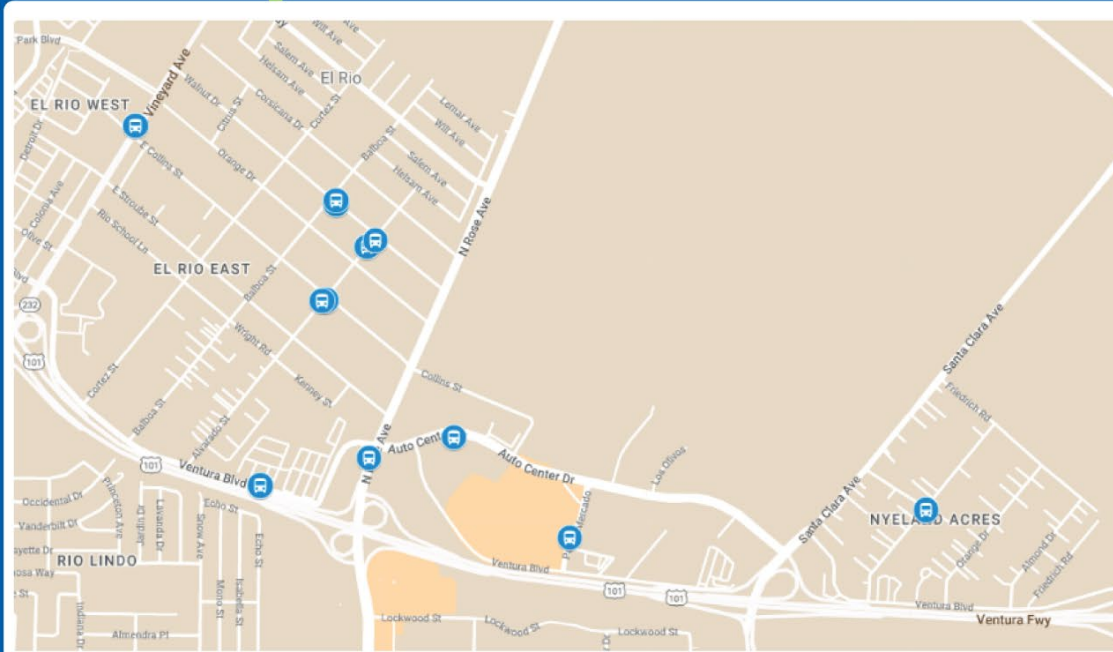
### 4.1 SAFETY & ACCESSIBILITY

Name	Equity Score	Improvements
VENTURA AVE & NORWAY	33.25	Crosswalk
VENTURA AVE & NORWAY	24.5	Crosswalk
HWY 33 & BALDWIN	17.5	Accessible Pathway
HWY 33 & ARROYO MOB HOME	15.75	Crosswalk
VIOLETA & CAMPANULA	15.75	Accessible Pathway
NYELAND & EUCALYPTUS	13.125	Accessible Pathway
VINEYARD & COLLINS	12.25	ADA Landing, Accessible Pathway
VIOLETA & AMAPOLA	10.5	Accessible Pathway
HWY 33 & ARROYO MOB HOME	7	ADA Landing
ALVARADO & COLLINS	5.25	ADA Landing
ALVARADO & COLLINS	5.25	ADA Landing, Accessible Pathway
HWY 33 & BARBARA	5.25	Crosswalk
ALVARADO & WALNUT	3.5	ADA Landing, Accessible Pathway
HWY 33 & BARBARA	3.5	Crosswalk
ALVARADO & WALNUT	1.75	ADA Landing, Accessible Pathway
WALNUT & BALBOA	1.75	ADA Landing Accessible Pathway
WALNUT & BALBOA	1.75	ADA Landing, Accessible Pathway
NARDO & LA AVE	0	Accessible Pathway
HWY 33 & CASITAS WATER DIST	0	Accessible Pathway
HWY 33 & NYE	0	Crosswalk

## Safety & Accessibility County of Ventura

Ojai  
Valley

El Rio  
&  
Nyeland  
Acres

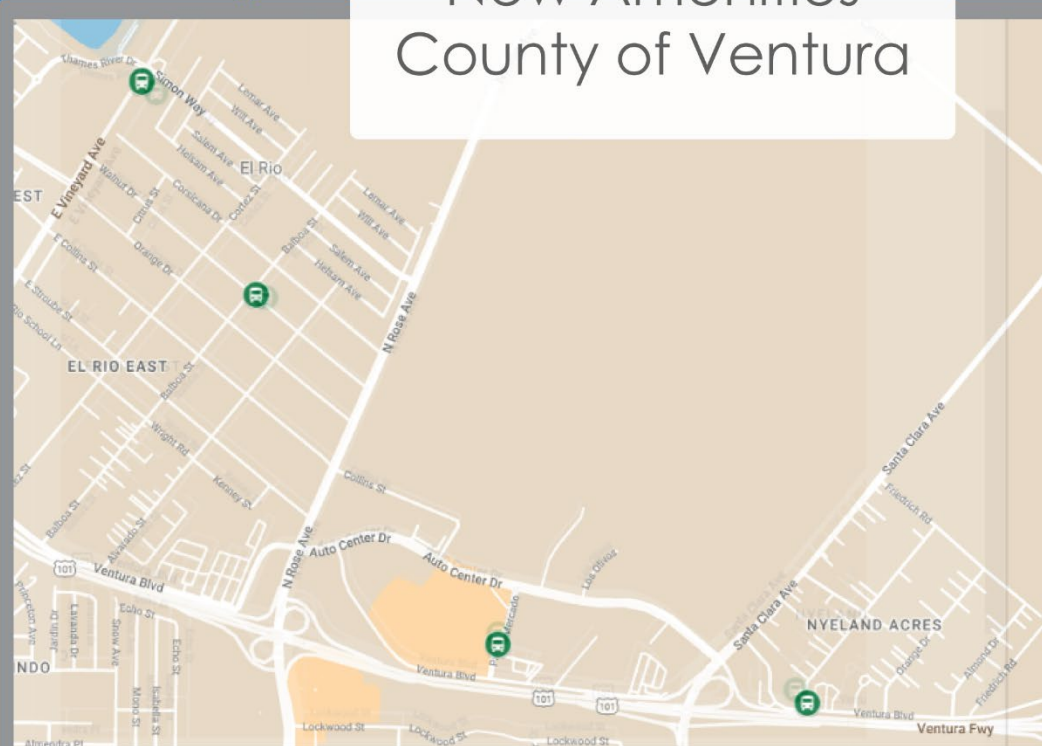


**4.2 NEW AMENITIES**

Name	Equity Score	Improvements
NYELAND & VENTURA	102	Lighting
HWY 33 & LARMIER	54.25	Lighting
VENTURA AVE & MCKEE	52.5	Seating, Lighting
HWY 33 & SANTA ANA	45.5	Lighting
VIOLETA & LA AVE	38.5	Lighting
HWY 33 & CASITAS	33.25	Shelter, Seating, Lighting
VINEYARD & SIMON	28	Lighting
HWY 33 & CASITAS	21	Lighting
HWY 33 & LOMA	19.25	Shelter
Hwy 33 & Loma	19.25	Shelter
HWY 33 & ARROYO MOB HOME	7	Shelter
CASITAS & HWY 33	7	Shelter
VENTURA AVE & CASITAS VISTA	7	Shelter
VENTURA AVE & BROOKS	3.5	Shelter
HWY 33 & SYCAMORE	3.5	Shelter
HWY 33 & SYCAMORE	3.5	Shelter
HWY 33 & CNTRY VILLAGE MOB H	3.5	Shelter
WALNUT & BALBOA	1.75	Shelter
HWY 33 & CNTRY VILLAGE MOB H	1.75	Shelter
HWY 33 & NYE	0	Shelter
VENTURA AVE & CANADA LARGA	0	Shelter
VENTURA AVE & BROOKS	0	Shelter

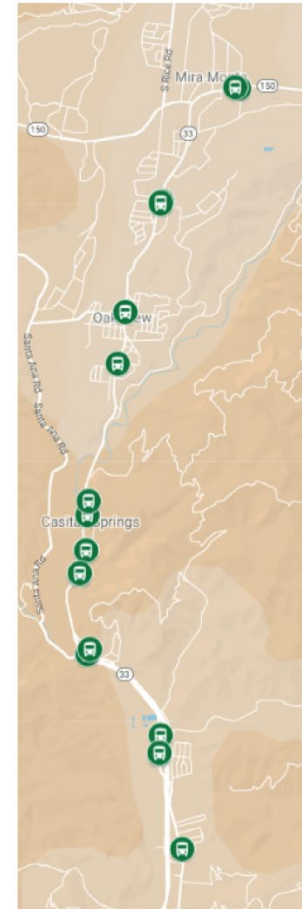


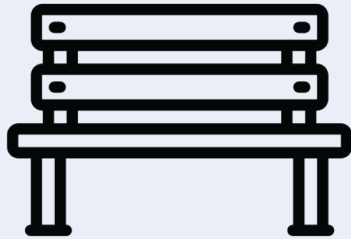
## New Amenities County of Ventura



West Ventura

## Ojai Valley



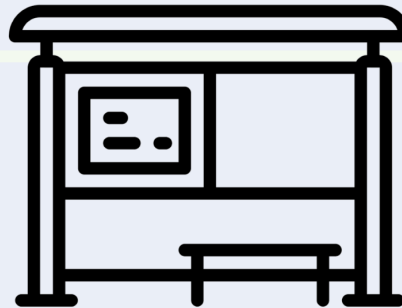
**4.3 AMENITY MAINTENANCE****County of Ventura Annual Amenity Replacements**

Benches in Inventory:

**35**

5% Annual  
Replacement:

**2**



Shelters in Inventory:

**26**

5% Annual  
Replacement:

**1**



Trash Bins in Inventory:

**51**

5% Annual  
Replacement:

**3**

## 5 CITY OF PORT HUENEME – PROJECT RECOMMENDATIONS

## 5.1 SAFETY & ACCESSIBILITY

Name	Equity Score	Improvements
BARD & PARK	22.75	ADA Landing
PONOMA & CLARA	12.25	Accessible Pathway
BARD & PARK	11.375	ADA Landing
VENTURA & BARD	0	ADA Landing
VENTURA & SUNKIST	0	ADA Landing



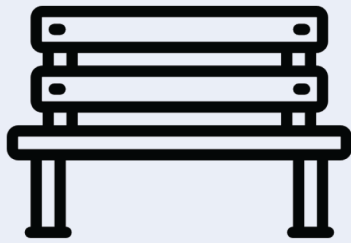
## 5.2 NEW AMENITIES

Name	Equity Score	Improvements
CHANNEL ISLANDS & VICTORIA	47.25	Lighting
HUENEME & VENTURA	47.25	Lighting
HUENEME & J	44	Lighting
PONOMA & C	22.75	Lighting
BARD & PARK	22.75	Lighting



## 5.3 AMENITY MAINTENANCE

## Port Hueneme Annual Amenity Replacements

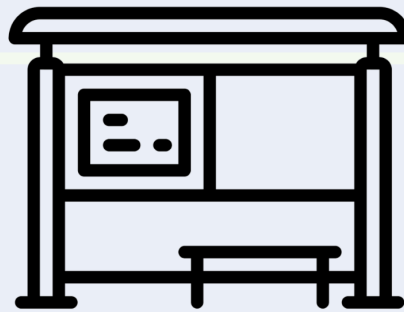


Benches in Inventory:

**28**

5% Annual  
Replacement:

**1**



Shelters in Inventory:

**7**

5% Annual  
Replacement:

**1 every 3 years**



Trash Bins in Inventory:

**8**

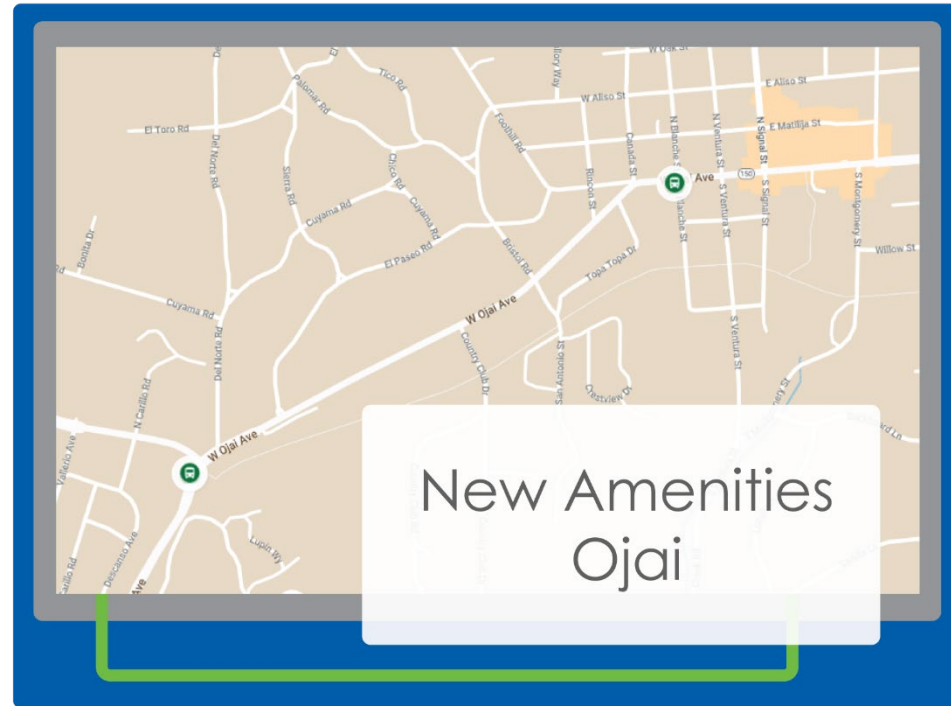
5% Annual  
Replacement:

**1 every 2 years**

## 6 CITY OF OJAI – PROJECT RECOMMENDATIONS

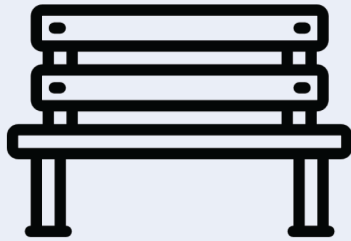
### 6.1 NEW AMENITIES

Name	Equity Score	Improvements
HWY 150 & HWY 33	99.125	Shelter, Seating, Lighting
OJAI AVE & BLANCHE	50.75	Shelter



## 6.2 AMENITY MAINTENANCE

## Ojai Annual Amenity Replacements

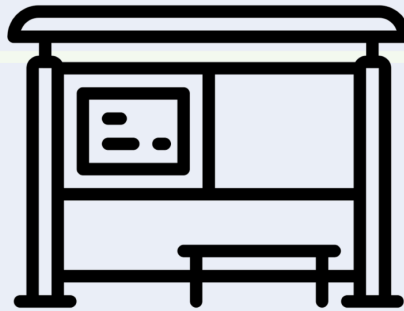


Benches in Inventory:

**7**

5% Annual  
Replacement:

**1 every 3 years**



Shelters in Inventory:

**3**

5% Annual  
Replacement:

**1 every 7 years**



Trash Bins in Inventory:

**5**

5% Annual  
Replacement:

**1 every 2 years**

## 7 APPENDIX A - STOP LISTS

### 7.1 APPENDIX A – COUNTY OF VENTURA STOP INVENTORY

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
14441	NYELAND & VENTURA	Ventura County	102	Class I			X			
13242	HWY 33 & SANTA ANA	Ventura County	63	Class II						
13141	HWY 33 & LARMIER	Ventura County	54.25	Class II			X			
18101	VENTURA AVE & MCKEE	Ventura County	52.5	Class II		X	X			
13241	HWY 33 & SANTA ANA	Ventura County	45.5	Class II			X			
13142	HWY 33 & LARMIER	Ventura County	43.75	Class III						
18942	VIOLETA & LA AVE	Ventura County	38.5	Class II			X			
13182	HWY 33 & OAK VIEW	Ventura County	36.75	Class III						
18102	VENTURA AVE & MCKEE	Ventura County	36.75	Class III						
13362	HWY 33 & WOODLAND	Ventura County	35	Class III						
18141	VENTURA AVE & NORWAY	Ventura County	33.25	Class III						X
13041	HWY 33 & CASITAS	Ventura County	33.25	Class II	X	X	X		X	
16221	SIMON & VINEYARD	Ventura County	31.5	Class II			X			
13181	HWY 33 & OAK VIEW	Ventura County	31.5	Class III						
18861	VINEYARD & SIMON	Ventura County	28	Class II			X			
13341	HWY 33 & VILLANOVA	Ventura County	26.25	Class III						
16202	SIMON & CORTEZ	Ventura County	26.25	Class III						
18142	VENTURA AVE & NORWAY	Ventura County	24.5	Class III						X
12381	FRIEDRICH & NYELAND	Ventura County	24.375	Class III						



**APPENDIX A - COUNTY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
18061	VENTURA AVE & LOS CABOS	Ventura County	22.75	Class III						
16201	SIMON & CORTEZ	Ventura County	21	Class III						
13042	HWY 33 & CASITAS	Ventura County	21	Class II			X		X	
30301	HWY 33 & LOMA	Ventura County	19.25	Class III	X					
30302	Hwy 33 & Loma	Ventura County	19.25	Class III	X					
13361	HWY 33 & WOODLAND	Ventura County	17.5	Class III						
13002	HWY 33 & BALDWIN	Ventura County	17.5	Class III					X	
12982	HWY 33 & ARROYO MHP	Ventura County	15.75	Class III						X
13001	HWY 33 & BALDWIN	Ventura County	15.75	Class III						
18902	VIOLETA & CAMPANULA	Ventura County	15.75	Class III					X	
10602	BALBOA & SALEM	Ventura County	14	Class III						
14421	NYELAND & EUCALYPTUS	Ventura County	13.125	Class III					X	
18781	VINEYARD & COLLINS	Ventura County	12.25	Class III				X	X	
10601	BALBOA & SALEM	Ventura County	12.25	Class III						
18882	VIOLETA & AMAPOLA	Ventura County	10.5	Class III					X	
12981	HWY 33 & ARROYO MOB HOME	Ventura County	7	Class III	X			X		
11561	CASITAS & HWY 33	Ventura County	7	Class III	X					
17801	VENTURA AVE & CASITAS VISTA	Ventura County	7	Class III	X					
18161	VENTURA AVE & ORCHARD	Ventura County	5.625	Class III						

**APPENDIX A - COUNTY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
10502	ALVARADO & COLLINS	Ventura County	5.25	Class III				X		
18022	VENTURA AVE & FRASER	Ventura County	5.25	Class III						
10501	ALVARADO & COLLINS	Ventura County	5.25	Class III				X	X	
13021	HWY 33 & BARBARA	Ventura County	5.25	Class III						X
18121	VENTURA AVE & MILL	Ventura County	3.75	Class III						
10542	ALVARADO & WALNUT	Ventura County	3.5	Class III				X	X	
13022	HWY 33 & BARBARA	Ventura County	3.5	Class III						X
17761	VENTURA AVE & BROOKS	Ventura County	3.5	Class III	X					X
13302	HWY 33 & SYCAMORE	Ventura County	3.5	Class III	X					
13301	HWY 33 & SYCAMORE	Ventura County	3.5	Class III	X					
13082	HWY 33 & CNTRY VILLAGE MOB H	Ventura County	3.5	Class III	X					
15841	SANTA CLARA & AUTO CTR	Ventura County	1.875	Class III						
17921	VENTURA AVE & FERRO	Ventura County	1.875	Class III						
13282	HWY 33 & SULPHUR	Ventura County	1.75	Class III						
17781	VENTURA AVE & CANADA LARGA	Ventura County	1.75	Class III						
10541	ALVARADO & WALNUT	Ventura County	1.75	Class III				X	X	
18961	WALNUT & BALBOA	Ventura County	1.75	Class III				X	X	
18962	WALNUT & BALBOA	Ventura County	1.75	Class III	X			X	X	
13081	HWY 33 & CNTRY VILLAGE MHP	Ventura County	1.75	Class III	X					

**APPENDIX A - COUNTY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
18302	VENTURA AVE & SHELL	Ventura County	0	Class III						
18301	VENTURA AVE & SHELL	Ventura County	0	Class III						
14381	NARDO & LA AVE	Ventura County	0	Class III					X	
13162	HWY 33 & OAK DELL	Ventura County	0	Class III						
13281	HWY 33 & SULPHUR	Ventura County	0	Class III						
13201	HWY 33 & CASITAS WATER DISTRICT	Ventura County	0	Class III					X	
13161	HWY 33 & OAK DELL	Ventura County	0	Class III						
30261	HWY 33 & NYE	Ventura County	0	Class III	X					X
17782	VENTURA AVE & CANADA LARGA	Ventura County	0	Class III	X					
17762	VENTURA AVE & BROOKS	Ventura County	0	Class III	X					X

**7.2 APPENDIX A – CITY OF OJAI STOP INVENTORY**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
20721	OJAI PARK & RIDE	Ojai	294	Class I						
20622	HWY 150 & HWY 33	Ojai	134.88	Class I						
20621	HWY 150 & HWY 33	Ojai	99.125	Class II	X	X	X			
20661	OJAI AVE & BLANCHE	Ojai	50.75	Class III	X					
20681	OJAI AVE & SIGNAL	Ojai	45.5	Class II						
30281	HWY 33 & OJAI VALLEY INN	Ojai	4.875	Class III						

**7.3 APPENDIX A – CITY OF OXNARD STOP INVENTORY**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
10001	OTC	Oxnard	4376	Class I						
11502	C ST TRANSFER CTR	Oxnard	2278.5	Class I						
20561	4TH & B ST	Oxnard	965.63	Class I	X					
11501	C ST TRANSFER CTR	Oxnard	962.5	Class I						
20562	4TH & B ST	Oxnard	952.5	Class II		X				
15401	ROSE & BARD	Oxnard	592.5	Class I						
15682	ST. JOHN S HSP.	Oxnard	469.63	Class I						
30221	CHANNEL ISL & C	Oxnard	430.5	Class I						
12282	ESPLANADE & SPUR	Oxnard	395.5	Class I						
12321	ESPLANADE & ESPLANADE SHP CT	Oxnard	351.75	Class I						
12724	GONZALES & ROSE	Oxnard	318	Class I						
15481	ROSE & GONZALES	Oxnard	316	Class I						
10981	C & 5TH	Oxnard	264.38	Class I						
15942	SAVIERS & BARD	Oxnard	260.75	Class I	X		X			
12322	ESPLANADE & ESPLANADE SHP CT	Oxnard	255.5	Class I						
12281	ESPLANADE & SPUR	Oxnard	211.75	Class I						
16102	SAVIERS & PLEASANT VALLEY	Oxnard	206.25	Class I						
11241	C & GONZALES	Oxnard	192.5	Class I			X			
11782	CHANNEL ISL & VENTURA	Oxnard	190.75	Class II						

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
15981	SAVIERS & CHANNEL ISL	Oxnard	178.5	Class I	X		X			
11242	C & GONZALES	Oxnard	178.5	Class I						
10961	C & 4TH	Oxnard	168.75	Class I	X		X			
11301	C & HILL	Oxnard	161.25	Class I	X		X	X		
15521	ROSE & LOCKWOOD	Oxnard	152	Class I						
10942	C & 3RD	Oxnard	150	Class I			X			
12582	GONZALES & C	Oxnard	147	Class I	X	X	X			
15082	PERKINS & HUENEME	Oxnard	144	Class I	X	X	X			
11302	C & HILL	Oxnard	138.75	Class I	X	X	X			
15961	SAVIERS & BRYCE CANYON	Oxnard	138.25	Class I			X	X		
15522	ROSE & LOCKWOOD	Oxnard	136	Class I						
12661	GONZALES & LOMBARD	Oxnard	136	Class I			X			
15962	SAVIERS & BRYCE CANYON	Oxnard	133	Class I						
15442	ROSE & CAMINO DEL SOL	Oxnard	132	Class I						
19042	WESTAR & ROSE	Oxnard	132	Class I						
12681	GONZALES & OUTLET CTR	Oxnard	128	Class I						
12601	GONZALES & ENTRADA	Oxnard	126.75	Class I	X	X	X	X		
15441	ROSE & CAMINO DEL SOL	Oxnard	124	Class II						
20941	VICTORIA & HEMLOCK	Oxnard	119	Class I			X			
16101	SAVIERS & PLEASANT VALLEY	Oxnard	114.38	Class II			X			
15941	SAVIERS & BARD	Oxnard	113.75	Class I			X			
18801	VINEYARD & ESPLANADE	Oxnard	113.75	Class I						
19781	ROSE & HOSPITAL	Oxnard	113.75	Class III						

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
19482	M & DEVONSHIRE	Oxnard	112.5	Class III						
11061	C & 9TH	Oxnard	110.63	Class I						
18841	VINEYARD & ST. MARY S	Oxnard	108.5	Class I						
12723	GONZALES & ROSE	Oxnard	106	Class I						
15622	ROSE & SANTA LUCIA	Oxnard	104	Class I	X		X			
12642	GONZALES & LANTANA	Oxnard	97.5	Class II			X	X		
12721	GONZALES & ROSE	Oxnard	97.5	Class III						
12701	GONZALES & OXNARD HS	Oxnard	94.5	Class II		X	X			
11062	C & 9TH	Oxnard	91.875	Class II						
12042	DORIS & F	Oxnard	91.875	Class II				X		
11001	C & 6TH	Oxnard	88.125	Class I	X		X			
15062	PERKINS & CLARA	Oxnard	88.125	Class II		X	X			
11021	C & 7TH	Oxnard	86.25	Class I	X					
11362	C & PALM	Oxnard	86.25	Class I	X			X		
20942	VICTORIA & HEMLOCK	Oxnard	82.25	Class I			X			
10801	BARD & SAVIERS	Oxnard	82.25	Class I	X	X	X			
12581	GONZALES & C	Oxnard	82.25	Class III						
16141	SAVIERS & YUCCA	Oxnard	82.25	Class III						
19041	WESTAR & ROSE	Oxnard	82	Class I	X	X				
16142	SAVIERS & YUCCA	Oxnard	80.5	Class II						
10941	C & 3RD	Oxnard	78.75	Class I						
16081	SAVIERS & LAUREL	Oxnard	78.75	Class I						
15041	PASEO MERCADO	Oxnard	76.875	Class II			X	X		

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
12602	GONZALES & ENTRADA	Oxnard	76.375	Class II		X	X	X		
12461	GARFIELD & COOPER	Oxnard	76	Class I	X	X	X			
10802	BARD & SAVIERS	Oxnard	73.5	Class I	X	X	X			
12121	EL DORADO & CHANNEL ISL	Oxnard	73.125	Class III						
15461	ROSE & CHANNEL ISL	Oxnard	73.125	Class II						
12722	GONZALES & ROSE	Oxnard	73.125	Class I						
12802	GONZALES & SOLAR	Oxnard	72	Class III						
30002	VICTORIA & GONZALES	Oxnard	71.75	Class II			X			
10161	3RD & B	Oxnard	71.25	Class II						
20461	BARD & SIMPSON	Oxnard	71.25	Class II			X			
15081	PERKINS & HUENEME	Oxnard	70	Class III						
18701	VICTORIA & LEEWARD	Oxnard	69.875	Class I	X		X			
17702	SPUR & WAGON WHEEL	Oxnard	68.25	Class I						
15462	ROSE & CHANNEL ISL	Oxnard	67.5	Class II		X	X			
20962	VICTORIA & WOOLEY	Oxnard	66.625	Class II			X			
10922	C & 1ST	Oxnard	65.625	Class II			X			
12641	GONZALES & LANTANA	Oxnard	65.625	Class II		X	X	X		
30001	VICTORIA & GONZALES	Oxnard	64.75	Class I	X		X			
11842	CITRUS GROVE & OXNARD	Oxnard	64.75	Class III						
13421	HOBSON & 7TH	Oxnard	63.75	Class II			X			
12702	GONZALES & OXNARD HS	Oxnard	63	Class III						
15621	ROSE & SANTA LUCIA	Oxnard	62	Class II		X	X	X		
19481	M & DEVONSHIRE	Oxnard	61.875	Class I	X		X			

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
11361	C & PALM	Oxnard	61.875	Class I	X		X	X		
11621	CHANNEL ISL & CONCORD	Oxnard	60	Class II			X			
18421	VENTURA RD & 5TH	Oxnard	58.125	Class II						
20981	VICTORIA & 5TH	Oxnard	57.75	Class I			X			
15261	PLEASANT VALLEY & SQUIRES	Oxnard	56.25	Class II		X	X			
11401	C & ROBERT	Oxnard	54.375	Class II			X	X		
15241	PLEASANT VALLEY & SAVIERS	Oxnard	54.375	Class II		X				
17701	SPUR & WAGON WHEEL	Oxnard	54.25	Class I						
11861	COLONIA & JUANITA	Oxnard	54	Class III						
10342	5TH & K	Oxnard	52.5	Class III						
15061	PERKINS & CLARA	Oxnard	52.5	Class II			X			
15102	PERKINS & PLEASANT VALLEY	Oxnard	52.5	Class II			X			
15162	PLEASANT VALLEY & C	Oxnard	52.5	Class III						
11041	C & 8TH	Oxnard	50.625	Class III						
10141	3RD & A	Oxnard	50.625	Class III						
10341	5TH & K	Oxnard	50.625	Class II			X			
15221	PLEASANT VALLEY & ROSE	Oxnard	50	Class III						
12941	HEMLOCK & PATTERSON	Oxnard	49	Class III						
11142	C & DORIS	Oxnard	48.75	Class II		X		X		
10442	5TH & VENTURA	Oxnard	48.75	Class II			X			
18422	VENTURA RD & 5TH	Oxnard	48.75	Class II			X			
15721	SAN GORGONIO & GIBRALTAR	Oxnard	48	Class III						
14481	OXNARD & VINEYARD	Oxnard	47.25	Class II			X			



**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
11841	CITRUS GROVE & OXNARD	Oxnard	47.25	Class II						
12622	GONZALES & H	Oxnard	46.875	Class II			X			
10202	3RD & GARFIELD	Oxnard	46	Class I						
19021	WESTAR & PACIFIC	Oxnard	46	Class II		X	X			
11901	COLONIA & MCKINLEY	Oxnard	46	Class II			X			
11141	C & DORIS	Oxnard	45	Class II		X	X	X		
10702	BARD & C	Oxnard	43.75	Class II		X	X	X		
15761	SAN MATEO & BEAUFORT	Oxnard	43.125	Class III						
15262	PLEASANT VALLEY & SQUIRES	Oxnard	43.125	Class II				X		
10921	C & 1ST	Oxnard	43.125	Class III						
19922	OXNARD & CLYDE RIVER	Oxnard	42.25	Class II						
15222	PLEASANT VALLEY & ROSE	Oxnard	42	Class II					X	
19022	WESTAR & PACIFIC	Oxnard	42	Class II		X	X			
13422	HOBSON & 7TH	Oxnard	41.25	Class III						
11161	C & ELM	Oxnard	41.25	Class III				X		
13622	IVYWOOD & VENTURA	Oxnard	39.375	Class II		X	X			
10861	BUTLER & PLEASANT VALLEY	Oxnard	38	Class III				X		
12141	EL DORADO & MARIN	Oxnard	37.5	Class II		X	X			
20462	BARD & SIMPSON	Oxnard	37.5	Class II			X			X
20821	CHANNEL ISLANDS & MANZANITA	Oxnard	36.75	Class III						
15701	SAN GORGONIO & DRISKILL	Oxnard	36	Class III						
10761	BARD & PLEASANT VALLEY	Oxnard	36	Class II		X	X			
19921	OXNARD & CLYDE RIVER	Oxnard	35.75	Class II						

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
15821	SAN MATEO & KEPLER	Oxnard	35.625	Class II		X	X			
11802	CHANNEL ISL & J	Oxnard	35	Class III						
13702	J & HILL	Oxnard	35	Class III						
12901	HEMLOCK & CAPSTAN	Oxnard	35	Class III						
20982	VICTORIA & 5TH	Oxnard	35	Class II		X	X			
13461	HOBSON & WOOLEY	Oxnard	35	Class II		X	X			
11641	CHANNEL ISL & EDEN	Oxnard	33.75	Class III						
11682	CHANNEL ISL & ROSE	Oxnard	33.75	Class II		X	X			
15101	PERKINS & PLEASANT VALLEY	Oxnard	33.75	Class II			X	X		
11282	C & HEMLOCK	Oxnard	33.25	Class III				X		
10201	3RD & GARFIELD	Oxnard	32	Class III						
14361	MULTI-SERV CTR	Oxnard	32	Class III						
12801	GONZALES & SOLAR	Oxnard	32	Class III						
18561	VENTURA RD & GONZALES	Oxnard	31.875	Class III						
10662	BARD & ANCHORAGE	Oxnard	31.875	Class II		X	X			
10701	BARD & C	Oxnard	31.5	Class II		X	X			
11881	COLONIA & MARQUITA	Oxnard	30	Class III						
10661	BARD & ANCHORAGE	Oxnard	30	Class III						
13401	HOBSON & 5TH	Oxnard	30	Class III						
18562	VENTURA RD & GONZALES	Oxnard	30	Class II			X			
18501	VENTURA RD & BEVRA	Oxnard	30	Class III						
11281	C & HEMLOCK	Oxnard	29.75	Class III				X		
19101	WOOLEY & OFFSHORE	Oxnard	29.25	Class II			X	X		

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
20961	VICTORIA & WOOLEY	Oxnard	29.25	Class III						
19201	WOOLEY & VENTURA	Oxnard	28.125	Class III						
15161	PLEASANT VALLEY & C	Oxnard	28.125	Class III						
13601	IVES & CHURCHILL	Oxnard	28.125	Class II		X	X			
15881	SANTA LUCIA & DRISKILL	Oxnard	28	Class III						
18821	VINEYARD & OLIVE	Oxnard	28	Class III						
15681	ST. JOHN S HSP.	Oxnard	27.625	Class II						
18702	VICTORIA & LEEWARD	Oxnard	27.625	Class III						
19501	M & DORIS	Oxnard	26.25	Class III						
12361	F & BEVERLY	Oxnard	26.25	Class III						
15181	PLEASANT VALLEY & CLOYNE	Oxnard	26.25	Class III						
10822	BARD & TERRACE	Oxnard	26.25	Class III						
10441	5TH & VENTURA	Oxnard	26.25	Class III						
13701	J & HILL	Oxnard	26.25	Class III						
11322	C & IVYWOOD	Oxnard	26.25	Class III				X		
15741	SAN GORGONIO & ROSE	Oxnard	26	Class III						
10121	1ST & ROSE	Oxnard	26	Class III						
15642	ROSE & SOCORRO	Oxnard	26	Class III						
13381	HILL & MCLOUGHLIN	Oxnard	26	Class III						
11221	C & GLENWOOD	Oxnard	24.5	Class III				X		
13761	J & WOOLEY	Oxnard	24.5	Class III						
10521	ALVARADO & VENTURA	Oxnard	24.375	Class III						
13581	IVES & ALEXANDER	Oxnard	24.375	Class III						

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
10821	BARD & TERRACE	Oxnard	24.375	Class III						X
11761	CHANNEL ISL & STATHAM	Oxnard	24.375	Class II			X			
10762	BARD & PLEASANT VALLEY	Oxnard	24	Class II						
15282	PLEASANT VALLEY & TERRACE	Oxnard	24	Class III						
19181	WOOLEY & PACIFIC	Oxnard	24	Class III						
12481	GIBRALTAR & SANTA LUCIA	Oxnard	24	Class II		X	X			
10462	5TH & VICTORIA	Oxnard	22.75	Class III						
11222	C & GLENWOOD	Oxnard	22.75	Class III				X		
12021	DORIS & C	Oxnard	22.5	Class III						
18401	VENTURA	Oxnard	22.5	Class II						
19521	M & GLENWOOD	Oxnard	22.5	Class III						
12081	DORIS & M	Oxnard	22.5	Class III						
20481	C & CEDAR	Oxnard	22.5	Class III				X		
11121	C & DEVONSHIRE	Oxnard	22.5	Class III				X		
15542	ROSE & NORTH CAMPUS	Oxnard	22.5	Class III						
11721	CHANNEL ISL & SAN MARINO	Oxnard	21	Class III						
11801	CHANNEL ISL & J	Oxnard	21	Class III						
12821	GONZALES & VENTURA	Oxnard	20.625	Class III						
13441	HOBSON & ARTS CTR	Oxnard	20.625	Class III						
10302	5TH & F	Oxnard	20.625	Class III						
30321	OLDS & 2ND ENTRANCE	Oxnard	20.625	Class III					X	
10522	ALVARADO & VENTURA	Oxnard	20.625	Class III						
11421	C & RODERICK	Oxnard	20.625	Class III						

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
12621	GONZALES & H	Oxnard	20.625	Class III						
10422	5TH & PATTERSON	Oxnard	20.625	Class II		X	X			
15861	SANTA LUCIA & ROSE	Oxnard	20	Class III						
19881	STURGIS & LOMBARD	Oxnard	20	Class III						
10222	3RD & WILSON	Oxnard	20	Class III						X
12921	HEMLOCK & LIDO	Oxnard	19.25	Class III						
13682	J & HEMLOCK	Oxnard	19.25	Class III						
13741	J & MCKINNA	Oxnard	19.25	Class III						
13681	J & HEMLOCK	Oxnard	19.25	Class III						
13661	J & KAMALA	Oxnard	19.25	Class II			X			
15581	ROSE & RAIDERS	Oxnard	18.75	Class III						
15661	ROSE & VENTURA	Oxnard	18.75	Class III				X		
20601	ROSE & WESTAR	Oxnard	18	Class III				X		
13521	HUENEME & J	Oxnard	18	Class III						
19882	STURGIS & LOMBARD	Oxnard	18	Class III						
20022	RIVERPARK & VINEYARD	Oxnard	17.875	Class III						
19221	WOOLEY & VICTORIA	Oxnard	17.875	Class III						
12782	GONZALES & SNOW	Oxnard	17.875	Class III						
18822	VINEYARD & OLIVE	Oxnard	17.5	Class III						
18661	VENTURA RD & SPRUCE	Oxnard	17.5	Class III						
13721	J & KAMALA	Oxnard	17.5	Class III						
12841	GONZALES & VICTORIA	Oxnard	17.5	Class III						
15801	SAN MATEO & FARRAGUT	Oxnard	16.875	Class III					X	

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
10322	5TH & H	Oxnard	16.875	Class III				X		
15422	ROSE & BILLINGS	Oxnard	16.875	Class III						
12822	GONZALES & VENTURA	Oxnard	16.875	Class III						
10421	5TH & PATTERSON	Oxnard	16.875	Class III						
15541	ROSE & NORTH CAMPUS	Oxnard	16.875	Class III						
12781	GONZALES & SNOW	Oxnard	16.25	Class III						
10182	3RD & CAMPTON	Oxnard	16	Class III						X
12421	GARFIELD & 2ND	Oxnard	16	Class III						
30161	RICE & LATIGO	Oxnard	16	Class III						
15281	PLEASANT VALLEY & TERRACE	Oxnard	16	Class III				X		
10361	5TH & MEX. CONS.	Oxnard	15.75	Class III						X
18782	VINEYARD & COLLINS	Oxnard	15.75	Class III						
11321	C & IVYWOOD	Oxnard	15.75	Class III				X		
20042	VENTURA & FINANCIAL	Oxnard	15.75	Class III						
30022	VICTORIA & GUM TREE	Oxnard	15.75	Class III						
10301	5TH & F	Oxnard	15	Class III						
10321	5TH & H	Oxnard	15	Class III						
19982	RIVERPARK & AMERICAN RIVER	Oxnard	14.625	Class III						
19981	RIVERPARK & AMERICAN RIVER	Oxnard	14.625	Class III						
15001	PACIFIC & TITAN	Oxnard	14	Class III						
15201	PLEASANT VALLEY & OCEANAIRE	Oxnard	14	Class III				X		X
10041	1ST & CARMELITA	Oxnard	14	Class III						
11821	CHANNEL ISL & LASSEN	Oxnard	14	Class III						

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
10781	BARD & SAN JUAN	Oxnard	14	Class III						
14461	OLDS & CTRY CLUB MHP	Oxnard	13.125	Class III				X	X	
12341	F & 2ND	Oxnard	13.125	Class III						
12062	DORIS & H	Oxnard	13.125	Class III						
20061	VENTURA & ALVARADO	Oxnard	13.125	Class III						
13621	IVYWOOD & VENTURA	Oxnard	13.125	Class III						
18521	VENTURA RD & CARMEN	Oxnard	13.125	Class III						
10782	BARD & SAN JUAN	Oxnard	13.125	Class III						
15641	ROSE & SOCORRO	Oxnard	13	Class III				X		
14261	MCLOUGHLIN & CAROB	Oxnard	13	Class III						
20041	VENTURA & FINANCIAL	Oxnard	12.25	Class III						
20021	RIVERPARK & VINEYARD	Oxnard	12.25	Class III						
12401	GARFIELD & 1ST	Oxnard	12	Class III						
20781	ROSE & IVES	Oxnard	12	Class III				X		X
30181	RICE & CAMINO DEL SOL	Oxnard	12	Class III						
15582	ROSE & RAIDERS	Oxnard	11.25	Class III						
15421	ROSE & BILLINGS	Oxnard	11.25	Class III						
18541	VENTURA RD & FUCHSIA	Oxnard	11.25	Class III						
11601	CHANNEL ISL & ALBANY	Oxnard	11.25	Class III						
19081	WOOLEY & NOVATO	Oxnard	11.25	Class III						
19121	WOOLEY & PATTERSON	Oxnard	11.25	Class III						
10461	5TH & VICTORIA	Oxnard	10.5	Class III						
12102	EASTMAN & CALVERY	Oxnard	10	Class III						

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
10061	1ST & JUANITA	Oxnard	10	Class III						
19862	STURGIS & RICE	Oxnard	10	Class III						
10221	3RD & WILSON	Oxnard	10	Class III				X		X
10081	1ST & MARGUITA	Oxnard	10	Class III						
19962	FOREST PARK & AMERICAN RIVER	Oxnard	9.75	Class III						
19961	FOREST PARK & AMERICAN RIVER	Oxnard	9.75	Class III						
10881	BUTLER & OCEAN AIRE MHP	Oxnard	9.375	Class III				X	X	
12041	DORIS & F	Oxnard	9.375	Class III						
19141	WOOLEY & PISCO	Oxnard	9.375	Class III						
13641	J & FIR	Oxnard	8.75	Class III						
19801	GONZALES & GALLETIN	Oxnard	8.75	Class III						
30021	VICTORIA & GUM TREE	Oxnard	8.75	Class III						
19461	LOMBARD & EASTMAN	Oxnard	8	Class III						
12862	GONZALES & WILLIAMS	Oxnard	8	Class III						
30182	RICE & CAMINO DEL SOL	Oxnard	8	Class III						
12861	GONZALES & WILLIAMS	Oxnard	8	Class III						
10401	5TH & OLD AMTRAK	Oxnard	8	Class III						
10021	1ST & BONITA	Oxnard	8	Class III						
12061	DORIS & H	Oxnard	7.5	Class III						
18461	VENTURA RD & 9TH	Oxnard	7.5	Class III					X	
15662	ROSE & AUTO CENTER	Oxnard	7.5	Class III						
18381	VENTURA BLVD & ROYAL DUKE	Oxnard	7.5	Class III				X	X	
11661	CHANNEL ISL & GISLER	Oxnard	7	Class III					X	



**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
11741	CHANNEL ISL & SAVIERS	Oxnard	7	Class III						
19802	GONZALES & GALLETIN	Oxnard	7	Class III						
14401	NOVATO & EL PORTAL	Oxnard	6.5	Class III						
19161	WOOLEY & TELSTAR	Oxnard	6	Class III						
19861	STURGIS & RICE	Oxnard	6	Class III						
12101	EASTMAN & CALVERY	Oxnard	6	Class III						
19462	LOMBARD & EASTMAN	Oxnard	6	Class III						
30162	RICE & LATIGO	Oxnard	6	Class III						
19061	WOOLEY & ESCALON	Oxnard	5.625	Class III						
18361	VENTURA BLVD & ROSE	Oxnard	5.625	Class III						
18581	VENTURA RD & HOLLY	Oxnard	5.625	Class III						
20801	ROSE & WOOLEY	Oxnard	4	Class III						
10101	1ST & ROOSEVELT	Oxnard	4	Class III						
10181	3RD & CAMPTON	Oxnard	4	Class III				X		X
10581	AUTO CENTER	Oxnard	3.75	Class III						X
10901	BUTLER & SILVERADO	Oxnard	3.75	Class III						
15182	PLEASANT VALLEY & CLOYNE	Oxnard	3.75	Class III						
10261	4TH & F	Oxnard	3.75	Class III						
10241	4TH & D	Oxnard	3.75	Class III						
11662	CHANNEL ISL & GISLER	Oxnard	3.5	Class III						
30201	5TH & SOUTHAMPTON	Oxnard	3.5	Class III						
10381	5TH & MOUNT. VIEW	Oxnard	2	Class III						
30561	HUENEME & COURTLAND	Oxnard	0	Class III						

**APPENDIX A – CITY OF OXNARD STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
30421	ROSE & EMERSON	Oxnard	0	Class III				X		
19162	WOOLEY & TELSTAR	Oxnard	0	Class III						
998	GCTD Main Office	Oxnard	0	Class III						
30541	SAVIERS & CLARA	Oxnard	0	Class III						
30551	SAVIERS & HOOD WAY	Oxnard	0	Class III						
18462	VENTURA & 9TH	Oxnard	0	Class III						
30542	SAVIERS & CLARA	Oxnard	0	Class III						
15402	ROSE & BARD	Oxnard	0	Class III						
30521	VENTURA & SUNKIST	Oxnard	0	Class III						
30581	VENTURA & CHANNEL ISLANDS	Oxnard	0	Class III						
20381	VENTURA & DEVONSHIRE	Oxnard	0	Class III						
20361	VENTURA & IVYWOOD	Oxnard	0	Class III						
20301	VINEYARD & H	Oxnard	0	Class III						
30361	VINEYARD & OXNARD	Oxnard	0	Class III						
20362	VENTURA & IVYWOOD	Oxnard	0	Class III						
20382	VENTURA & DEVONSHIRE	Oxnard	0	Class III						
30501	VENTURA & HEMLOCK	Oxnard	0	Class III						
30582	VENTURA & CHANNEL ISLANDS	Oxnard	0	Class III						
16103	SAVIERS & PLEASANT VALLEY	Oxnard	0	Class III						
30381	ROSE & GARY	Oxnard	0	Class III						

**7.4 APPENDIX A – CITY OF PORT HUENEME STOP INVENTORY**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
20862	CHANNEL ISLANDS & PATTERSON	Port Hueneme	71.75	Class II						
13561	HUENEME & VENTURA	Port Hueneme	64.75	Class II						
18601	VENTURA RD & PLEASANT VALLEY	Port Hueneme	56	Class I						
11781	CHANNEL ISL & VENTURA	Port Hueneme	56	Class II						
20901	CHANNEL ISLANDS & VICTORIA	Port Hueneme	47.25	Class II			X			
13562	HUENEME & VENTURA	Port Hueneme	47.25	Class II			X			
13522	HUENEME & J	Port Hueneme	44	Class II			X			
30081	PONOMA & C	Port Hueneme	33.25	Class II			X			
15121	PLEASANT VALLEY & VENTURA	Port Hueneme	33.25	Class III						
20861	CHANNEL ISLANDS & PATTERSON	Port Hueneme	33.25	Class III						
20881	CHANNEL ISLANDS & WHEELHOUSE	Port Hueneme	29.75	Class II						
16242	SURFSIDE & CULTURAL	Port Hueneme	28.125	Class II						
30082	PONOMA & C	Port Hueneme	22.75	Class II			X			
10741	BARD & PARK	Port Hueneme	22.75	Class II			X	X		
16241	SURFSIDE & CULTURAL	Port Hueneme	22.5	Class III						
16261	SURFSIDE & HUENEME	Port Hueneme	22.5	Class III						
30061	PONOMA & CLARA	Port Hueneme	19.25	Class III						
16161	SCOTT & 2ND	Port Hueneme	19.25	Class III						
18621	VENTURA RD & RAILROAD	Port Hueneme	15	Class III						
16181	SCOTT & PONOMA	Port Hueneme	14	Class III						
30062	PONOMA & CLARA	Port Hueneme	12.25	Class III					X	
10742	BARD & PARK	Port Hueneme	11.375	Class III				X		
18641	VENTURA RD & SEAVIEW	Port Hueneme	7.5	Class III						

**APPENDIX A – CITY OF PORT HUENEME STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
10621	BARD & 5TH	Port Hueneme	7	Class III						
18481	VENTURA RD & BARD	Port Hueneme	7	Class III						
20841	CHANNEL ISLANDS & UKIAH	Port Hueneme	3.5	Class III						
30571	HUENEME & SURFSIDE	Port Hueneme	0	Class III						
30572	HUENEME & SURFSIDE	Port Hueneme	0	Class III						
30531	VENTURA & SCOTT	Port Hueneme	0	Class III						
30511	VENTURA & CLARA	Port Hueneme	0	Class III						
18602	VENTURA & PLEASANT VALLEY	Port Hueneme	0	Class III						
18482	VENTURA & BARD	Port Hueneme	0	Class III				X		
30522	VENTURA & SUNKIST	Port Hueneme	0	Class III				X		
30512	VENTURA & CLARA	Port Hueneme	0	Class III						
30532	VENTURA & SCOTT	Port Hueneme	0	Class III						

**7.5 APPENDIX A – CITY OF VENTURA STOP INVENTORY**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
18001	VTC	Ventura	3180.1	Class I						
18981	WELLS CTR.	Ventura	563.5	Class I						
18761	VICTORIA & TELEPHONE	Ventura	442.75	Class I						
18762	VICTORIA & TELEPHONE	Ventura	435.75	Class I						
16581	TELEGRAPH & ESTATES	Ventura	368.88	Class I						
18081	VENTURA AVE & MAIN	Ventura	318	Class I						
16582	TELEGRAPH & ESTATES	Ventura	286	Class I						
18221	VENTURA AVE & RAMONA	Ventura	266	Class I	X		X			

**APPENDIX A – CITY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
18341	VENTURA AVE & WARNER	Ventura	246	Class I						
14082	MAIN & OAK	Ventura	236	Class II		X				
18222	VENTURA AVE & RAMONA	Ventura	232	Class II						
19661	MAIN & CATALINA	Ventura	217.75	Class I						
14181	MAIN & VENTURA	Ventura	210	Class I		X				
18342	VENTURA AVE & WARNER	Ventura	210	Class I						
17821	VENTURA AVE & CENTER	Ventura	192	Class I	X					
17504	TELEPHONE & VICTORIA	Ventura	176.75	Class I	X					
18682	VICTORIA & AVOCET	Ventura	176.75	Class I	X		X			
19682	MAIN & CHESTNUT	Ventura	166	Class I	X	X				
18681	VICTORIA & AVOCET	Ventura	162.75	Class I	X		X			
18262	VENTURA AVE & SENECA	Ventura	162	Class I	X		X			
17822	VENTURA AVE & CENTER	Ventura	158	Class I						
17502	TELEPHONE & VICTORIA	Ventura	155.75	Class II						
18261	VENTURA AVE & SENECA	Ventura	154	Class I	X	X	X			
17282	TELEPHONE & PETIT	Ventura	151.13	Class I						
18742	VICTORIA & RALSTON	Ventura	150.5	Class I	X		X	X		
17501	TELEPHONE & VICTORIA	Ventura	150.5	Class I	X		X			
19681	MAIN & CHESTNUT	Ventura	146	Class II		X				
17281	TELEPHONE & PETIT	Ventura	136.5	Class I	X					
18321	VENTURA AVE & VINCE	Ventura	132	Class I	X	X				
17461	TELEPHONE & TELEPHONE PLAZA	Ventura	129.5	Class I						
18322	VENTURA AVE & VINCE	Ventura	120	Class II			X	X		

**APPENDIX A – CITY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
14081	MAIN & OAK	Ventura	118	Class I	X	X				
19621	MAIN & CALIFORNIA	Ventura	118	Class II		X				
18181	VENTURA AVE & PARK ROW	Ventura	116	Class I	X		X			
16901	TELEGRAPH & VICTORIA	Ventura	113.75	Class I	X		X			
18741	VICTORIA & RALSTON	Ventura	105	Class I	X					
16541	TELEGRAPH & DAY	Ventura	104	Class II						
13942	MAIN & FIGUEROA	Ventura	100	Class II						
17503	TELEPHONE & VICTORIA	Ventura	99.75	Class II						
19662	MAIN & CATALINA	Ventura	99.125	Class I	X	X				
17742	VENTURA AVE & BARRY	Ventura	98	Class I						
17202	TELEPHONE & MARKET	Ventura	94.5	Class II			X			
13941	MAIN & FIGUEROA	Ventura	92	Class II						
14001	MAIN & KATHERINE	Ventura	91	Class I						
17462	TELEPHONE & TELEPHONE PLAZA	Ventura	91	Class I						
17961	VENTURA AVE & FIX	Ventura	90	Class I	X		X			
14142	MAIN & SEAWARD	Ventura	89.25	Class I	X					
19381	LOMA VISTA & MAIN	Ventura	89.25	Class II						
10842	BRISTOL & HILL	Ventura	87.5	Class II			X			
17301	GATEWAY PLZ	Ventura	85.75	Class I						
18182	VENTURA AVE & PARK ROW	Ventura	84	Class II						
17841	VENTURA AVE & COMSTOCK	Ventura	84	Class II		X	X			
18721	VICTORIA & MOON	Ventura	82.25	Class I	X		X			
16542	TELEGRAPH & DAY	Ventura	79.625	Class I	X					

**APPENDIX A – CITY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
16902	TELEGRAPH & VICTORIA	Ventura	78.75	Class I	X		X			
10841	BRISTOL & HILL	Ventura	77	Class I	X					
19421	LOMA VISTA & ST. PAUL S	Ventura	76.375	Class II			X			
18281	VENTURA AVE & SR HOUSING	Ventura	76	Class III						
18201	VENTURA AVE & PLEASANT	Ventura	76	Class I	X		X			
17901	VENTURA AVE & DEANZA	Ventura	76	Class II			X	X	X	
19561	MAIN & DONLON	Ventura	73.5	Class I	X		X			
14141	MAIN & SEAWARD	Ventura	71.75	Class III						
17682	THOMPSON & SEAWARD	Ventura	70	Class I	X		X			
17302	GATEWAY PLZ	Ventura	70	Class II						
14302	MILLS & MAPLE	Ventura	69.875	Class III						
16922	TELEGRAPH & WAKE FOREST	Ventura	68.25	Class I						
19441	LOMA VISTA & VCMC	Ventura	68.25	Class II						
16482	TELEGRAPH & CLAREMONT	Ventura	66.625	Class I	X		X			
17681	THOMPSON & SEAWARD	Ventura	64.75	Class II				X		
18082	VENTURA AVE & MAIN	Ventura	64	Class II			X	X		
16921	TELEGRAPH & WAKE FOREST	Ventura	63.375	Class I	X		X			
17581	THOMPSON & BORCHARD	Ventura	63	Class II						
13821	JOHNSON & NORTHBANK	Ventura	61.25	Class I						
19341	LOMA VISTA & BRENT	Ventura	60.125	Class I	X					
16401	TELEGRAPH & ASHWOOD	Ventura	55.25	Class II			X			
19342	LOMA VISTA & BRENT	Ventura	55.25	Class II						
17582	THOMPSON & BORCHARD	Ventura	54.25	Class II			X			

**APPENDIX A – CITY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
17201	TELEPHONE & MARKET	Ventura	52.5	Class II			X			
16402	TELEGRAPH & ASHWOOD	Ventura	50.375	Class II			X			
16481	TELEGRAPH & CLAREMONT	Ventura	47.125	Class II			X			
14301	MILLS & MAPLE	Ventura	47.125	Class III						
20761	MARKET & BESSEMER	Ventura	45.5	Class III						
14341	MOON & VICTORIA	Ventura	43.75	Class I	X		X			
14281	MILLS & TELEGRAPH	Ventura	40.625	Class III						
16903	TELEGRAPH & VICTORIA	Ventura	40.25	Class II						
17902	VENTURA AVE & DEANZA	Ventura	40	Class II						
17981	VENTURA AVE & FORBES	Ventura	40	Class III						
17362	TELEPHONE & SARATOGA	Ventura	38.5	Class II			X			
13961	MAIN & HEMLOCK	Ventura	38	Class III						
18041	VENTURA AVE & JAMES	Ventura	38	Class II				X		
17481	TELEPHONE & UTICA	Ventura	37.375	Class II			X			X
17621	THOMPSON & HURST	Ventura	37.375	Class II						
30041	VICTORIA & VALENTINE	Ventura	36.75	Class III						
16961	TELEGRAPH & WEST CAMPUS	Ventura	35.75	Class II						
17622	THOMPSON & HURST	Ventura	35.75	Class III						
17521	TELEPHONE & WELLS	Ventura	35	Class II			X			
17101	TELEPHONE & JOHNSON	Ventura	35	Class II			X			
17361	TELEPHONE & SARATOGA	Ventura	35	Class II			X			
19581	MAIN & ALISO	Ventura	34	Class II			X			
20741	MARKET & DONLON	Ventura	33.25	Class II			X	X	X	



**APPENDIX A – CITY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
17102	TELEPHONE & JOHNSON	Ventura	33.25	Class II			X			
17401	TELEPHONE & SATICOY	Ventura	32.5	Class II			X			
17741	VENTURA AVE & BARRY	Ventura	32	Class III				X		
17081	TELEPHONE & HILL	Ventura	31.5	Class III						
30042	VICTORIA & VALENTINE	Ventura	31.5	Class II			X			
16521	TELEGRAPH & CROCKER	Ventura	30.875	Class II			X			
19361	LOMA VISTA & DOS CAMINOS	Ventura	30.875	Class II						
13802	JOHNSON & HUMMINGBIRD	Ventura	29.75	Class III						
16422	TELEGRAPH & BAYLOR	Ventura	29.75	Class III						
16501	TELEGRAPH & COLLEGE	Ventura	29.25	Class III						
13981	MAIN & HURST	Ventura	29.25	Class III						
19761	JOHNSON & MOTEL 6	Ventura	28	Class III						
14061	MAIN & MILLS	Ventura	28	Class III						
16442	TELEGRAPH & BRYN MAWR	Ventura	27.625	Class II						
17402	TELEPHONE & SATICOY	Ventura	27.625	Class III						
16441	TELEGRAPH & BRYN MAWR	Ventura	26	Class II			X			
16881	TELEGRAPH & TOWNHOUSE	Ventura	26	Class III						
17082	TELEPHONE & HILL	Ventura	24.5	Class III						
17241	TELEPHONE & PARTRIDGE	Ventura	24.5	Class III						
17222	TELEPHONE & MONTGOMERY	Ventura	24.375	Class III						
14101	MAIN & PACIFIC	Ventura	24.375	Class III						
16522	TELEGRAPH & CROCKER	Ventura	24.375	Class II			X			
17242	TELEPHONE & PARTRIDGE	Ventura	22.75	Class III						

**APPENDIX A – CITY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
17021	TELEPHONE & CACHUMA	Ventura	22.75	Class III						
13962	MAIN & HEMLOCK	Ventura	22	Class III						
14282	MILLS & TELEGRAPH	Ventura	21.125	Class III						
19362	LOMA VISTA & DOS CAMINOS	Ventura	21.125	Class III						
17041	TELEPHONE & CLINTON	Ventura	21.125	Class III						
16801	TELEGRAPH & PALOMARES	Ventura	21.125	Class III						
17321	TELEPHONE & RAMELLI	Ventura	21	Class III						
19721	MAIN & CRIMEA	Ventura	20	Class III						
17221	TELEPHONE & MONTGOMERY	Ventura	19.5	Class III						
17322	TELEPHONE & RAMELLI	Ventura	19.25	Class III					X	
13801	JOHNSON & HUMMINGBIRD	Ventura	19.25	Class III						
16941	TELEGRAPH & WELLS	Ventura	19.25	Class III						
18241	VENTURA AVE & SANTA CLARA	Ventura	18	Class III				X		
17421	TELEPHONE & SCANDIA	Ventura	17.875	Class III						
17482	TELEPHONE & UTICA	Ventura	17.875	Class III						X
13781	JOHNSON & CRESCENT	Ventura	17.5	Class III						
17661	THOMPSON & SAN JON	Ventura	16	Class III				X		
19562	MAIN & DONLON	Ventura	15.75	Class III						
18722	VICTORIA & MOON	Ventura	15.75	Class III						
17881	VENTURA AVE & DAKOTA	Ventura	14	Class III						
17042	TELEPHONE & CLINTON	Ventura	13	Class III						
16821	TELEGRAPH & PETIT	Ventura	13	Class III						
19641	MAIN & CALLENS	Ventura	12.25	Class III						

**APPENDIX A – CITY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
11961	DARLING & POINSETTIA GRDN	Ventura	12.25	Class III						
17662	THOMPSON & SAN JON	Ventura	12	Class III						
17022	TELEPHONE & CACHUMA	Ventura	11.375	Class III						
19402	LOMA VISTA & MILLS	Ventura	11.375	Class III						
19701	MAIN & CHRISMAN	Ventura	11.375	Class III						
19401	LOMA VISTA & MILLS	Ventura	11.375	Class III						
17602	THOMPSON & FIGUEROA	Ventura	10	Class III						
17442	TELEPHONE & STERLING	Ventura	9.75	Class III						X
13901	MAIN & ENCINAL	Ventura	9.75	Class III						
30242	WELLS & TELEPHONE	Ventura	9.375	Class III						
12881	GRAND & BRISTOL	Ventura	8.75	Class III				X	X	
16622	TELEGRAPH & HILL	Ventura	8.75	Class III						
11941	DARLING & JONQUILL	Ventura	8.75	Class III						
16601	TELEGRAPH & HARDING	Ventura	8.125	Class III						
17061	TELEPHONE & GARDNER	Ventura	8.125	Class III						X
17541	TELEPHONE	Ventura	8.125	Class III						
16641	TELEGRAPH & HOOVER	Ventura	7	Class III						
16461	TELEGRAPH & CAMBRIA	Ventura	6.5	Class III						
17441	TELEPHONE & STERLING	Ventura	6.5	Class III						X
16462	TELEGRAPH & CAMBRIA	Ventura	6.5	Class III				X		
17141	TELEPHONE & KIMBALL	Ventura	5.25	Class III						
17161	TELEPHONE & LARK	Ventura	5.25	Class III						
12882	GRAND & BRISTOL	Ventura	5.25	Class III				X	X	

**APPENDIX A – CITY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
16842	TELEGRAPH & SAN MATEO	Ventura	4.875	Class III				X		
16421	TELEGRAPH & BAYLOR	Ventura	4.875	Class III						X
16822	TELEGRAPH & PETIT	Ventura	4.875	Class III						
16841	TELEGRAPH & SAN MATEO	Ventura	4.875	Class III						
16561	TELEGRAPH & EMMA	Ventura	4.875	Class III				X		
17601	THOMPSON & FIGUEROA	Ventura	4	Class III				X		
16861	TELEGRAPH & SATICOY	Ventura	3.5	Class III						
17142	TELEPHONE & KIMBALL	Ventura	3.5	Class III						
16621	TELEGRAPH & HILL	Ventura	3.5	Class III						
16761	TELEGRAPH & MARA	Ventura	3.25	Class III						
16562	TELEGRAPH & EMMA	Ventura	3.25	Class III						
17341	TELEPHONE & RUBICON	Ventura	3.25	Class III						X
19001	WELLS & CARLOS	Ventura	1.75	Class III						
30442	THOMPSON & OAK	Ventura	0	Class III						
30441	THOMPSON & OAK	Ventura	0	Class III				X		
30452	VENTURA AVE & WILLET	Ventura	0	Class III				X	X	
30462	THOMPSON & KALORAMA	Ventura	0	Class III						
30461	THOMPSON & KALORAMA	Ventura	0	Class III						
30472	THOMPSON & CHESTNUT	Ventura	0	Class III						
30471	THOMPSON & CHESTNUT	Ventura	0	Class III						
30492	MAIN & KALORAMA	Ventura	0	Class III						
30491	MAIN & KALORAMA	Ventura	0	Class III						
16942	TELEGRAPH & WELLS	Ventura	0	Class III						

**APPENDIX A – CITY OF VENTURA STOP INVENTORY CONTINUED**

Stop Number	Stop Name	Jurisdiction	Equity Score	Stop Class	Shelter	Seating	Lighting	ADA Landing	Accessible Pathway	Crosswalk
16862	TELEGRAPH & SATICOY	Ventura	0	Class III						
16721	TELEGRAPH & LEMONNAIRE	Ventura	0	Class III						
16741	TELEGRAPH & LONG CANYON	Ventura	0	Class III						
16681	TELEGRAPH & LA JOLLA	Ventura	0	Class III						
16682	TELEGRAPH & LA JOLLA	Ventura	0	Class III						
16602	TELEGRAPH & HARDING	Ventura	0	Class III				X		
17861	VENTURA AVE & WILLET	Ventura	0	Class III			X			

**8 APPENDIX B - EQUITY PRIORITIZATION SCORING****EQUITY SCORING METHODOLOGY****FORMULA:**

$$(\text{Boardings}).5 + (\text{Boardings} + (\text{Boardings} \times \text{DAC Status})).5 = \text{EQUITY SCORE}$$
**EXAMPLE:**

Stop with 10 average daily boardings in a Low Income and Disadvantaged Community  
 $(10).5 + (10 + (10 \times 4)).5 = 30$

**Disadvantaged Community Status**

1. No Status
2. Low Income
3. Low Income near Disadvantaged
4. Disadvantaged and Low Income



Date: October 5, 2022

To: Board of Directors

From: Vanessa Rauschenberger, General Manager

**Subject: Update on Transit Integration & Efficiency Study (TIES)**

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**Item #14**

## **SUMMARY**

The Transit Integration and Efficiency Study (TIES Study) was initiated by the Ventura County Transportation Commission (VCTC) to examine public transit system efficiencies and integration opportunities among Ventura County bus transit operators.

To date, GCTD staff and member jurisdiction staff representatives have participated in three working groups and met with VCTC's consultant to provide feedback on existing conditions and initial strategies. VCTC's consultants are in the process of gathering feedback from each City and Transit Agency related to the various possible alternatives which may be included in the report, which could range from 1) better coordination, 2) moderate consolidation into two or three entities, or 3) up to full consolidation/integration.

For this item staff will provide an update to the Board on our involvement in the TIES Study to date. Based on the timeline of the release of the draft report, anticipated to be next month, this item will be brought back to a future meeting for further discussion as the study progresses.

## **RECOMMENDATION**

**Receive informational update on Transit Integration & Efficiency Study (TIES).**

## **GOLD COAST TRANSIT DISTRICT**

CITY OF OJAI | CITY OF OXNARD | CITY OF PORT HUENEME | CITY OF VENTURA | COUNTY OF VENTURA  
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Item #15

**DATE** October 5, 2022  
**TO** GCTD Board of Directors  
**FROM** Vanessa Rauschenberger, General Manager  
**SUBJECT** Discuss Future Agenda Items

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### **SUMMARY**

It is recommended that the Board of Directors provide input to staff on future agenda items that they would like staff to review and/or report on in a future meeting.

### **FUTURE AGENDA ITEMS**

Below are some of the future agenda items planned. To help staff prioritize timing of reports, staff seeks input on these items or other items that the Board is interested in discussing.

#### **Future Agenda Items**

- Zero Emissions Transition Planning
- Review of Bylaws, Goals & Objectives
- Budget for FY 2022-2023
- Discuss VCTC Transit Integration and Efficiency Study (TIES)
- Redevelopment of 301 Property
- *Other Items?*

#### **Future Routine Items**

- Monthly Financial Statements & Procurement Reports
- Monthly Operations & Maintenance Update
- Quarterly Fixed-Route & Paratransit Performance Reports
- Bi-Annual Service Plan & Outreach Updates
- Quarterly Human Resources & Staffing Updates

### **CONCLUSION**

It is recommended that the Board of Directors provide input to staff on future agenda items that they would like staff to review and/or report on in a future meeting.

#### **GOLD COAST TRANSIT DISTRICT**