



POPULAR ANNUAL FINANCIAL REPORT

FISCAL YEAR ENDED JUNE 30, 2025

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



December 31, 2025

We are pleased to present the **Popular Annual Financial Report (PAFR)** of the Gold Coast Transit District (GCTD) for the Fiscal Year ended June 30, 2025.

The PAFR provides a summary of the GCTD's organization and governance, financial performance, and the following year's budget in an easy-to-understand manner that is transparent to our readers.

The financial information in this report is derived from the GCTD's FY 2025 Annual Comprehensive Financial Report (ACFR). The ACFR is prepared in conformity with generally accepted accounting principles (GAAP), and provides details and disclosures required for fair presentation in conformity with GAAP. Readers desiring a more detailed discussion of the GCTD's financial results may refer to the GCTD's FY 2025 Annual Comprehensive Financial Report.

Please visit our website at <https://www.gctd.org/about/reports-projects/> to view or download copies of the GCTD's PAFR, and other reports.

Sincerely,

Vanessa Rauschenberger
General Manager

Christine Feng
CFO/Assistant General Manager

Questions about Gold Coast Transit District can be directed to the Administrative Offices:

1901 Auto Center Drive
Oxnard, CA 93036
805-483-3959

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Award of Outstanding Achievement

California Transit Association - Agency of the Year 2014

Best Place to Work – 2021– West Ventura County Business Alliance

Cal Act Transit Association – Agency of the Year 2022



Who We Are

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 3.7 million passenger trips provided in FY 2025, 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 28 paratransit vehicles with 80% powered by natural gas.

Mission

Serving, Moving, and Connecting People to Opportunity - One Ride at a Time.

Vision

GCTD's vision is to revolutionize transportation in Ventura County by leading initiatives that improve the rider experience, achieve clean air, and drive economic vitality.

History

1973



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.

1996

In the 1996, SCAT began operation of ACCESS, a regional paratransit service providing curb-to-curb transportation for people with disabilities and senior citizens.



2007



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.

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Who We Are

2013

In October 2013, Governor Brown signed into law Assembly Bill (AB) 664, which formed the Gold Coast Transit District. 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 to meet the public's transit needs efficiently and effectively.



2014



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.

2019

In 2019, the District opened the new 15-acre Administration and Operations Facility at 1901 Auto Center Drive in Oxnard that will allow GCTD to better meet the growing transit needs of the community.



2024



In 2024, the District implemented a fare increase for the first time in over a decade, and in a historic move, transitioned its Paratransit and Flexible Services from a contract model, to directly operated, adding over 40 new employees to the agency.

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System Map

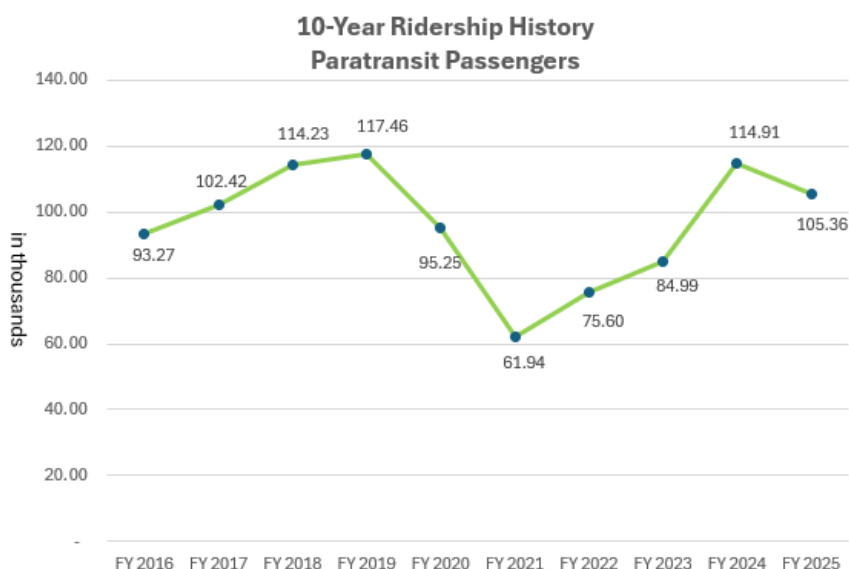
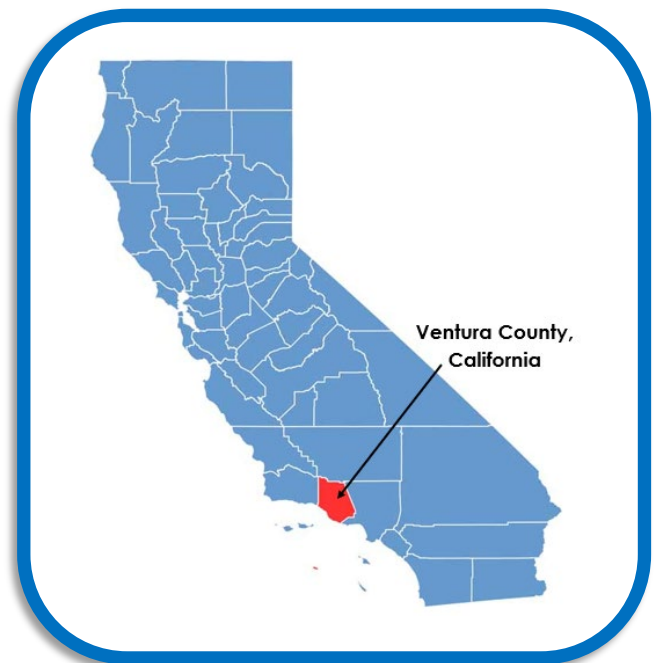
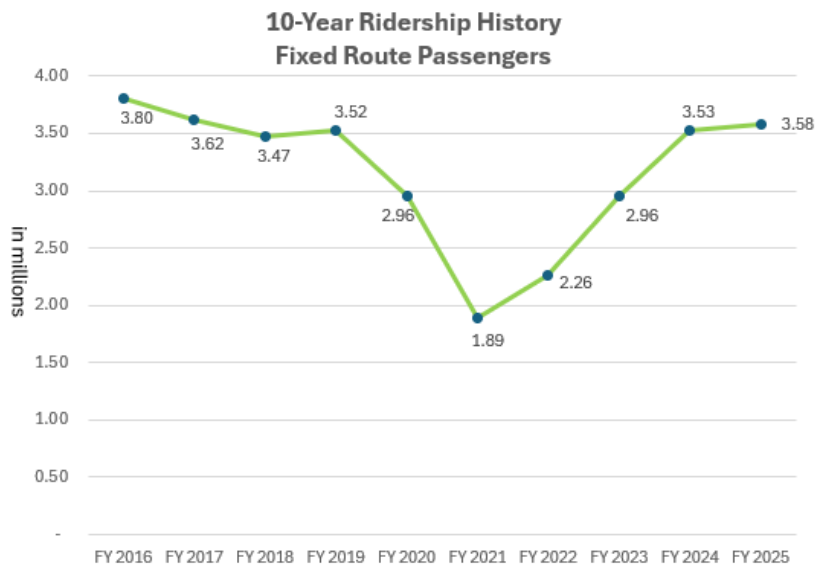
Service Area: Cities of Ojai, Oxnard, Port Hueneme, and San Buenaventura (Ventura) as well as the County of Ventura

Population Served: 431,144

Total System Annual Passengers: (FY 2025) 3.7 million

- 61 - fixed-route buses
- 28 - paratransit buses and vans

Fuel Type: 100% Natural Gas for Fixed-Route, and 80% Natural Gas for Demand Response

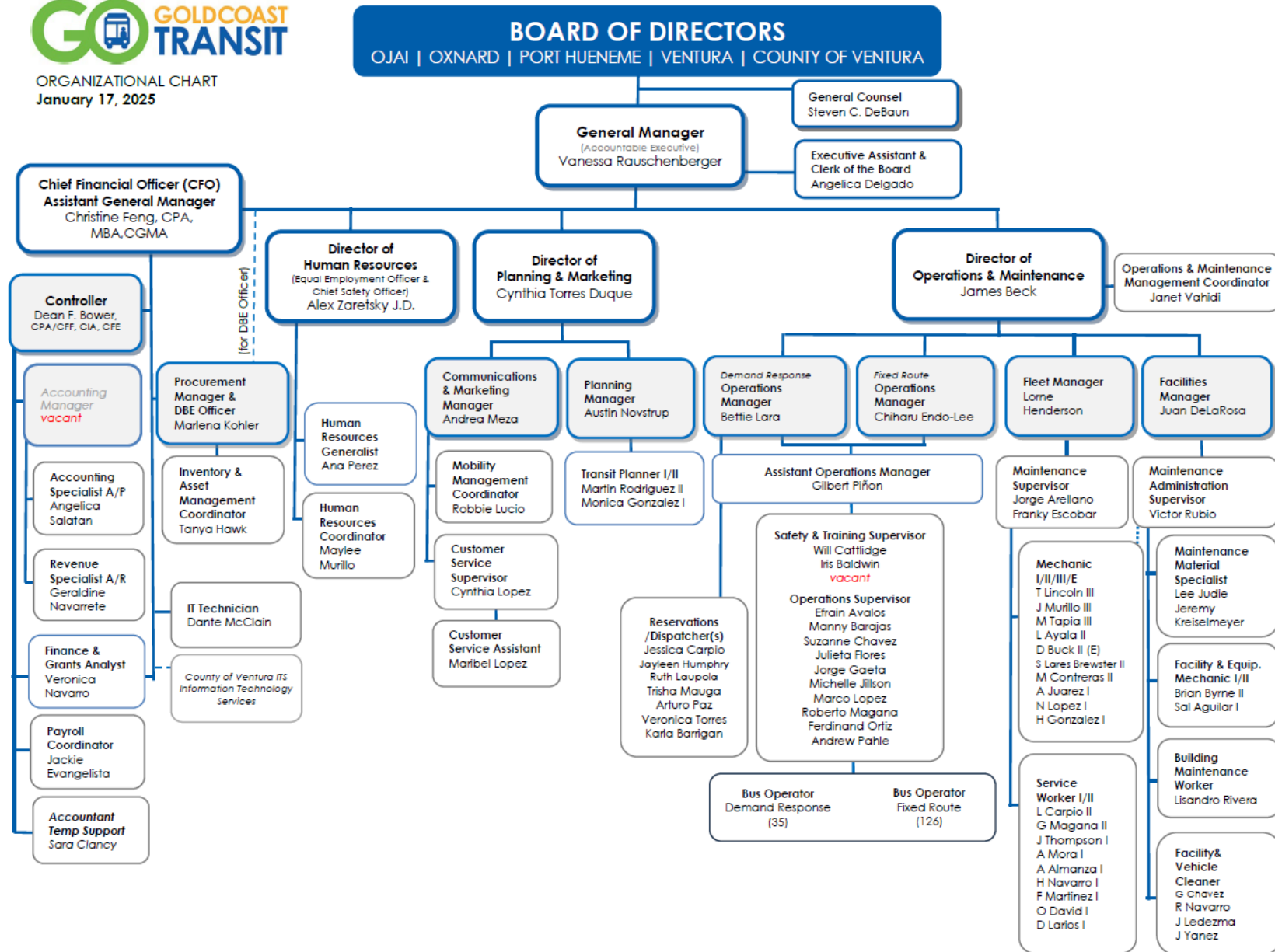


GOLD COAST TRANSIT DISTRICT

Organizational Chart



ORGANIZATIONAL CHART
January 17, 2025



GOLD COAST TRANSIT DISTRICT

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Governance

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.

FY 2025 Board of Directors



Dr. Martha McQueen-Legohn, Chair
Mayor, City of Port Hueneme



Rachel Lang, Vice Chair
Councilmember, City of Ojai



Matt LaVere, Director
Supervisor, District 1, County of Ventura



Dr. Jeannette Sanchez-Palacios, Director
Mayor, City of Ventura



Gabriela Rodriguez, Director
Councilmember, City of Oxnard

GOLD COAST TRANSIT DISTRICT

Governance

Technical Advisory Committee

Gold Coast Transit District's (GCTD) Technical Advisory Committee (TAC) is made up of a staff member from each of our five member jurisdictions and are appointed by the City Managers and the County of Ventura Public Works Director. The Ventura County Transportation Commission Executive Director designates staff to serve in an ex-officio capacity for the purpose of providing information on state and federal funding requirements and options, transportation and transit planning, and other issues. Planning staff provides staff assistance to the TAC. The Committee's mission is to provide advisory assistance and recommendations to the GCTD Board and staff on technical and policy issues affecting the interests of member jurisdictions, and to serve as a communication liaison among jurisdictions and GCTD. Current members include staff from the following entities.

- City of Port Hueneme
- County of Ventura
- City of Ojai
- City of Oxnard
- City of Ventura (San Buenaventura)
- Ventura County Transportation Commission (ex-officio)

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 2025 was comprised of:

- **General Manager** – Vanessa Rauschenberger
- **Chief Financial Officer/Assistant General Manager** – Christine Feng
- **Director of Operations & Maintenance** – James Beck
- **Director of Planning & Marketing** – Cynthia Torres-Duque
- **Director of Human Resources** – Alex Zaretsky



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Activities & Highlights

Ridership Recovery

This past year, GCTD continued its focus on its core mission by delivering over 3.7 million passenger trips to western Ventura County on our fixed-route and flexible services. Transit continues to be an essential part of providing access to opportunities and improving quality of life for all in the cities we serve, including Ojai, Oxnard, Port Hueneme, Ventura, and the County of Ventura. GCTD ended the fiscal year with **an increase of 1.2%** in ridership over the previous year. This is largely attributed to the success of Youth Ride Free, Ventura County's new promotional free fare program. Launched in August of 2022, the program provides free rides to youth 18 years old and under.



Flexible Services



GCTD's pilot Microtransit service, GO Now, concluded its final year of operation in FY 2025. Throughout the pilot period, staff gained valuable insights into the potential and limitations of flexible, on-demand transit models within GCTD's service area. However, several factors - including lower than expected ridership and productivity - indicated that the service was not sustainable for long-term operation. Based on this analysis, staff recommended discontinuing the service at the conclusion of the grant period. The GCTD Board of Directors authorized the end of the GO Now service effective October 2025.

Other Revenue Generation Efforts

GCTD took a creative approach to leverage its resources to generate more revenue in support of its services. With FTA approval to utilize the GCTD facility for incidental use, GCTD entered into an agreement with the City of Oxnard to fuel their fleet of CNG refuse vehicles. In the absence of a city-owned CNG fueling station, GCTD identified this as an opportunity to support the city's clean approach to waste management and generate additional revenue for our agency. To date, this has been a successful partnership that has been mutually beneficial for both parties.

Activities & Highlights

Fare Increase

Over the last year, GCTD staff have been working to improve our organization's efficiency, reduce costs, and identify ways to meet the goals in our Strategic Plan to increase revenues. GCTD last implemented an adjustment to the base fare structure in 2011. After careful analysis, GCTD staff proposed a change to the base fare, increasing it from \$1.50 to **\$2.00**, and increasing it to all other fare categories. The Board approved this proposal, and a **fare increase was implemented on July 7, 2024**.

Zero Emissions Transition Planning



On October 2023, issued an RFP for the design, build and maintenance of a **Hydrogen Fuel Station**. The station will be funded by an FTA Low or No Emissions grant aimed at supporting the District's and California Air Resources Board goal of transitioning transit fleets to zero emissions by 2040. Over the last year, staff have met weekly to plan for this historic project and prepare accordingly. In November, the GCTD Board of Directors approved an award for the Build, Design, and Maintenance Services to Clean Energy in the amount of **\$10,867,479**.

Integration of Paratransit and Flexible Services

This year, GCTD approached the end of its base contract with MV Transportation Inc., the operator of GCTD's Paratransit and Flexible services. To achieve fiscal savings and streamlined operations, including better utilization of GCTD's facility, staff explored various options for operating demand response services. After reviewing alternatives, the Ad Hoc Committee expressed a preference to transition the service to be directly operated. Subsequently, the Board of Directors approved this recommendation. Over the course of 9 months, GCTD staff worked diligently to prepare for this transition. **On September 29, 2024**, with the addition of **40 new demand-response employees**, GCTD successfully transitioned the operations to its facility.



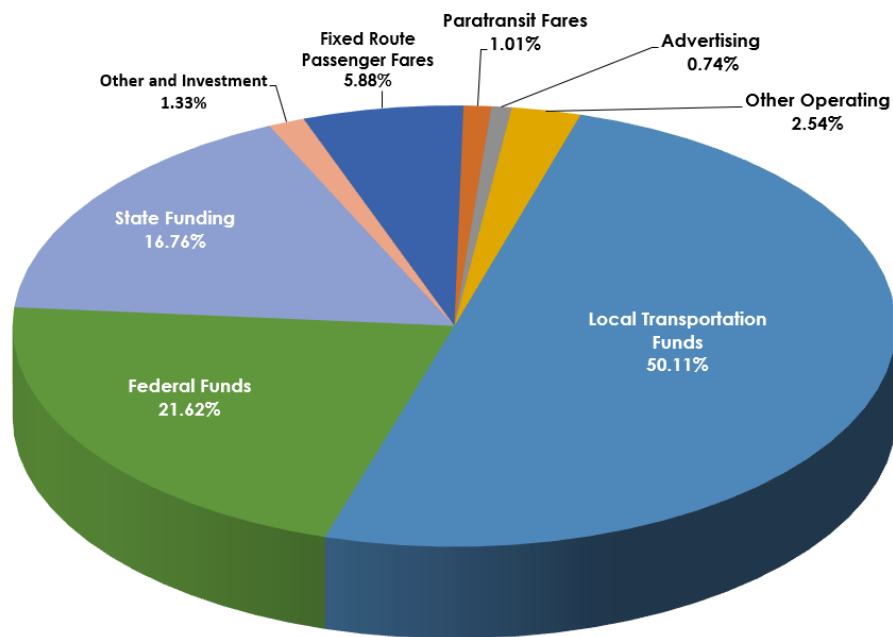
Financial Performance

Revenues

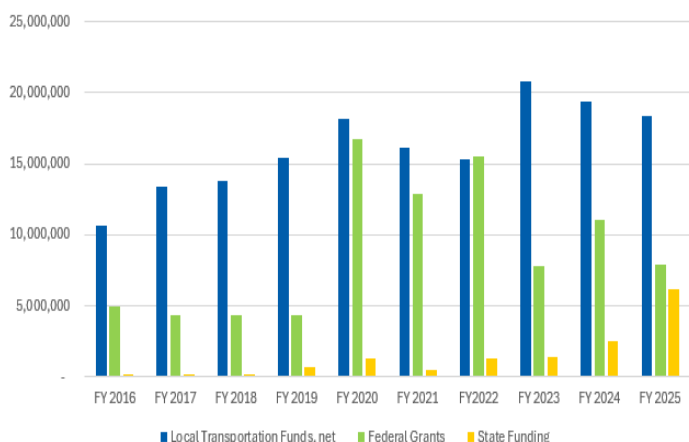
The District recorded an increase in overall revenue for Fiscal Year 2025 compared to Fiscal Year 2024.

Total Revenues \$36.6 M

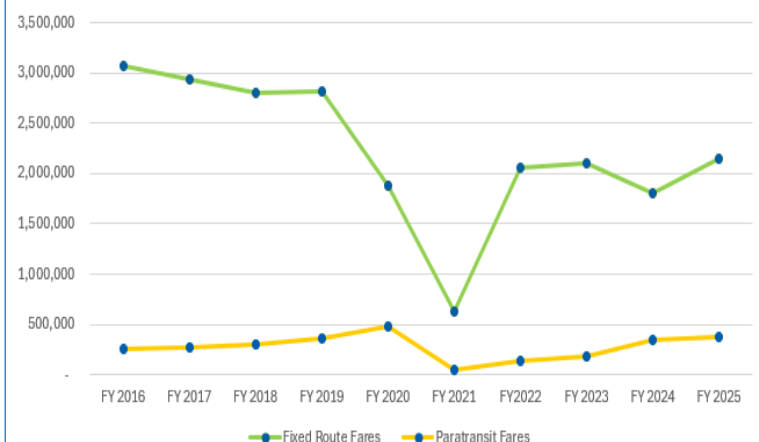
1.7% Decrease in Fiscal Year 2025



State, Federal, & Local Funds
10-Year History



Passenger Fare Revenues
10-Year Trend



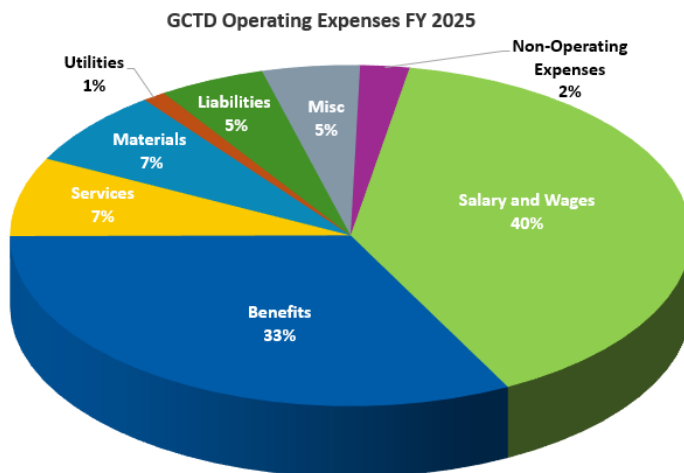
Financial Performance

Expenses




The District recorded an increase in overall expenses for Fiscal Year 2025 compared to Fiscal Year 2024.

Total Operating Expenses \$36.4 M

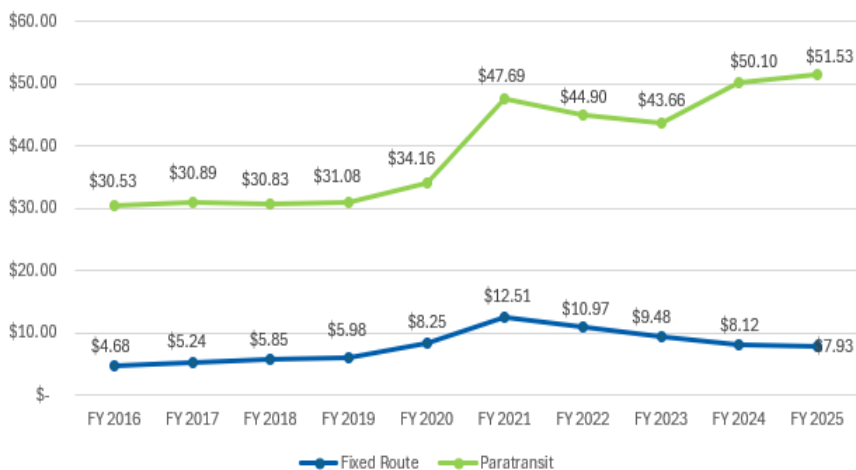
5.39% Increase in Fiscal Year 2025



Key Highlights

-  **Liability expenses** increased by 15.78% due to higher costs of insurance.
-  **Benefit expenses** increased by 9.82% due to higher medical and pharmaceutical costs.
-  **Service expenses** decreased by 57.4% due to the transition of GO ACCESS paratransit and flexible services from a contracted model to a directly operated program.

Cost per Boarding
10-Year Trend



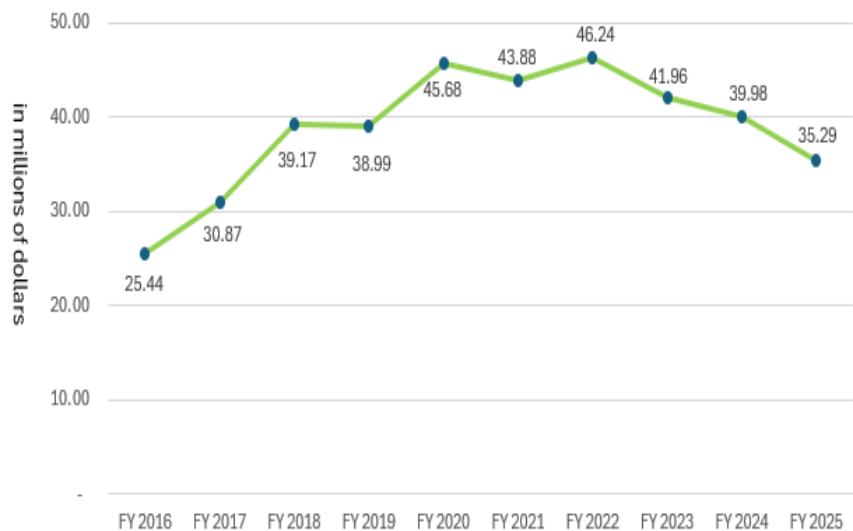
Financial Performance

Net Position

FY 2026 Key Highlights

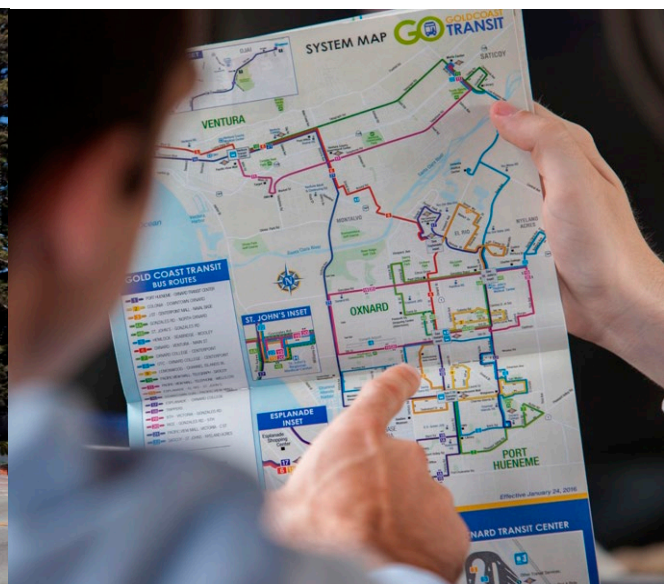
- ↑ **Total assets**
increased by \$6.6 million or 8.7%.
- ↑ **Total liabilities**
increased by \$10.9 million or 24.9%.
- ↓ **Net position**
decreased by \$4.7 million or 11.7%

10-Year History of Net Position



Summary

With a **total net position of \$35.3M**, GCTD is in an excellent position to meet its obligations for current construction projects.



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Looking Ahead

Fiscal Year 2026 Budget

GCTD's Board adopted **the Fiscal Year 2026 Operating Budget of \$40.2 million** on June 4, 2025. For full details please see the [Adopted Fiscal Year 2026 Budget](#).

Key Initiatives Planned for FY 2026

GCTD is gearing up for a transformative year in 2026, with several planned actions aimed at enhancing service and improving rider experience.

Fixed Route Service Enhancements: Fixed route services include the 20+ routes serving more than 600 bus stops across GCTD's 91 square mile service area. GCTD's 2026 Transit Service Plan will continue maintaining service levels and preparing to implement the Board Approved Short Range Transit Plan. This plan, approved by the Board of Directors in December 2024, provides a five-year roadmap to achieve a more streamlined and easier to navigate system that speeds up travel time and boost ridership and system efficiency.



Demand Response Operations: Demand response services include GCTD's GO ACCESS which provide curb-to-curb service for people with disabilities and seniors over the age of 65. GCTD aims to continue efforts to improve the passenger experience, improving maintenance of vehicles and improved scheduling processes. Services that will continue in 2026 include the popular late night "safe rides" service, health "zones" service, and direct service to Camarillo.



Special Projects: The GCTD 2026 Budget will also include funding for several key grant funded projects that will help improve the safety and infrastructure improvements. These include but are not limited to:

- Replacement of Fixed Route, Demand Response, and service vehicles
- Continued design and construction of the Hydrogen Fuel Station
- Contactless fare payment regional / transition to new fast fare payment
- Increased service on booster services to help alleviate overcrowding near schools
- Solar Panel / Facility Energy Efficiency Project

Interested in Learning More?

Financial reports, including GCTD's Annual Comprehensive Financial Report (ACFR), Annual Budgets, and other presentations on operational plans are available on GCTD's reports and projects page:

<https://www.gctd.org/about/reports-projects/>.

Information on GCTD's sustainability and plans are available at

<https://www.gctd.org/about/sustainability-future-plans/>.

Information on GCTD's mission, history, and strategic priorities are available at

<https://www.gctd.org/about/mission-history/>.

Information on GCTD's Board of Directors is available at <https://www.gctd.org/about/board-members/>.

Information on GCTD's Technical Advisory Committee (TAC) is available at

<https://www.gctd.org/about/tac/>.

Information on GCTD's fixed route and demand response systems are available at

<https://www.gctd.org/getting-around/>.

Information on GCTD's fares, discount programs, mobile passes, and trip planning assistance are available at <https://www.gctd.org/fares-rider-guide/>.

GCTD Customer Service Office

1901 Auto Center Drive
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8:00 AM – 5:00 PM (PST)
Monday through Friday
(excluding all observed holidays)

GCTD media, news, and upcoming events are available at <https://www.gctd.org/about/press-releases/>.

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