



AGENDA

REGULAR BOARD OF DIRECTORS MEETING

WEDNESDAY, MAY 6, 2026 – 10:00 AM

GCTD ADMINISTRATIVE FACILITY

1901 AUTO CENTER DRIVE

OXNARD, CA 93036-7966

www.GoldCoastTransit.org

The meeting will be **IN PERSON**.

Hybrid / Remote Participation for the Public is available via ZOOM Webinar

<https://us02web.zoom.us/j/87297737112>

A. CALL TO ORDER – 10:00 am

B. ROLL CALL

Chair – Rachel Lang, Councilmember, City of Ojai

Vice-Chair – Gabriela Rodriguez, Councilmember, City of Oxnard

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

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

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

C. CEREMONIAL CALENDAR

- Pledge of Allegiance
- Employees Service Awards
- Daniel Mondragon, Operator – 5 Years

RETIREMENT

- Arnold Cobb, Operator – 25 Years
- Tenya Howard, Operator – 30 Years

D. GENERAL PUBLIC COMMENT PERIOD

The GCTD Board of Directors will consider public comments 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, question, or proposed initiative, as provided in Government Code Section 54954.2. Speakers are requested to complete a green speaker form from the Clerk of the Board and file it with the Clerk before speaking. Public members may participate in the Board Meeting either In Person at 1901 Auto Center Drive, Oxnard, CA, or by emailing or mailing their public comments to the Clerk of the Board before 9:00 AM on the morning of the meeting. In addition, members may also participate in the meeting by logging into Zoom **HERE**.

E. BOARD OF DIRECTORS' REPORTS

The Board of Directors may use this time to report on any activities in their respective jurisdictions that may be of interest to the District.

F. AGENDA REVIEW

The Board of Directors may use this time to make a motion to make changes to the agenda.

GOLD COAST TRANSIT DISTRICT

G. GENERAL MANAGER'S REPORT

1. [General Manager's Monthly Report](#)

Recommendation: The General Manager will provide a brief update on agency activities.

Staff: Vanessa Rauschenberger, General Manager

H. CONSENT ITEMS

All items listed under consent are to be considered routine by the governing body and will be enacted by one motion in the form listed unless items are removed for separate consideration.

2. [Minutes of April 1, 2026 Board of Directors Meeting](#)

Recommendation: Approve the April 1 Board of Directors Meeting Minutes

Staff: Angelica Delgado, Clerk of the Board/Executive Assistant

3. [Report of Monthly Expenditures](#)

Recommendation: Receive Report of Expenditures for the Month of April

Staff: Angelica Salatan, Accounting Specialist

4. [Report of Monthly Budget/Actual Report](#)

Recommendation: Receive Report of Budget/Actual for the Month of March

Staff: Christine Feng, Chief Financial Officer/AGM

5. [Report of Quarterly Investment Income](#)

Recommendation: Receive Report of 3rd Quarter Investment Income

Staff: Veronica Navarro, Finance & Grants Analyst

6. [Consider Authorizing GCTD to Utilize LCTOP Allocation and Interest from SB 125 for the Youth Ride Free Program](#)

Recommendation: Consider Approving use of \$49,804 FY 26 LCTOP allocation, as well as \$640,700 in accumulated SB125 interest to support Youth Ride Free ride reimbursements

Staff: Austin Novstrup, Planning Manager

7. [Consider Approval of Revised Purchase Order for Six \(6\) ARBOC Paratransit Buses](#)

Recommendation: Consider Approval of Issuing a Revised Purchase Order for \$1,711,824 for six (6) ARBOC Paratransit Buses Due to Cost Increase

Staff: Marlena Kohler, Procurement Manager & DBE Officer

8. [Report of Contracts Awarded](#)

Recommendation: Receive Report of Contracts Awarded for the Month of May

Staff: Tanya Hawk, Inventory & Asset Management Coordinator

I. 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 the 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 of comment on all agenda items in total. 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.

9. [Update on Status of Vacancies, Recruitment and Retention In Accordance with AB-2561](#)

Recommendation: Receive Informational Update on Status of Vacancies, Recruitment and Retention in Accordance with AB-2561 and Conduct a Public Hearing

Staff: Maylee Murillo, Human Resources Coordinator

10. [Receive Presentation on Draft FY 2027 Operating Budget and Capital Plan \(Conduct a Public Hearing\)](#)

Recommendation: Receive Presentation on *Draft* FY 2027 Operating Budget and Capital Plan and Conduct a Public Hearing

Staff: Vanessa Rauschenberger, General Manager & Christine Feng, Chief Financial Officer/AGM

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J. INFORMATIONAL ITEMS

11. Fixed Route & Demand Response 3rd Quarterly Update

Recommendation: Receive Presentation of the 3rd Quarter of FY 2026 Services Report

Staff: Austin Novstrup, Planning Manager & Robbie Lucio, Mobility Management Coordinator

12. Future Agenda Items

Recommendation: Discussion of topics to be discussed at a future meeting.

Staff: Vanessa Rauschenberger, General Manager

K. CLOSED SESSION

None

The next regular meeting of the GCTD Board of Directors will be held on **June 3, 2026, at 10:00 AM at 1901 Auto Center Drive, Oxnard, CA 93036**. Copies of administrative reports relating to the Board agenda are available online at 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 adelgado@gctd.org 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.

General Manager's Monthly Report – May 2026

Welcome New Employee

Please join me in welcoming **Anthony Camargo**, who joined our team as a Mechanic I on April 20, 2026. We are excited to have him on board and look forward to his contributions to our team.

Congratulations to Tenya Howard 30yrs and Arnold Cobb 25yrs on their retirement from GCTD!!

Amazing decades of service, we wish them well and they will be greatly missed!

Training Assistance provided to City of Ojai Trolley

Kudos to Will Cattlidge, Safety and Training Supervisor, for leading a Safety and Training Class for the City of Ojai Trolley Team, helping their staff meet required VTT hours. We are also going to be coordinating with Ojai on upcoming training classes this summer!

Bike Rodeo Event

The Bike Rodeo was a success! Operator Mike, and the Planning & Marketing team, Andrea, Martin, and Robbie represented our team at the Bike Rodeo held at Oxnard College. They did an excellent job demonstrating how to safely load bikes onto buses and engaged with attendees to promote transit accessibility.



Ventura County Corporate Games

Thank you to all staff who participated in the Corporate Games, concluding with a beach day where the teams collaborated to build a sandcastle. The teamwork displayed was outstanding. A celebration of teamwork, wellness, and community connection. Congratulations to the Tug-of-War team on earning the Gold Medal. **We came in 4th overall for Division D and won the Team Unity Award!**



Community Engagement & Outreach Earth Day Celebration in Ventura!



GCTD Host of HOME Event

On Friday April 10th, Board Room was used to host HOME's Point in Time Event Housing as Healthcare. GCTD's facility is a great location for community meetings and non-profit organizations who need a meeting space.



General Manager Activities & Meetings Attended

- April 1 – GCTD Board Meeting
- April 2 – Held LADOT Tour & Presentation in Board Room
- April 3 – Attended VCTC Commission Meeting
- April 7 – Attended VC Special Districts Association Meeting – CI Park Visitors Center
- April 8 – Attended Monthly Joint Labor Meeting (SEIU) + Monthly County of Ventura IT Meeting
- April 9 – Held Coffee with the GM in Operators Room
- April 10 – Attended HOME Speaker Event held at Board Room
- April 11 – Attended "Bike Rodeo" at Oxnard College
- April 15 – Participated in TAC Meeting & Meeting re Govt Disability Summit Topic Proposals
- April 22 – Training Completed – New Tricks for Old Bureaucracies (Mineta Transportation Institute)
- April 34 – Training Completed – AI in Government, How Public Agencies Get Started
- April 27 – Participated in Cal Trans Listening Session Regarding State Transit Plans
- April 28 – Facility Tour w/Commune Communication Team In-Person Visit
- April 30 – Attended VCLA Leadership Awards Luncheon



OUR MISSION

Our mission is serving, moving, and connecting people to opportunity –one ride at a time.



OUR VISION

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



Item #2

**MINUTES OF THE REGULAR BOARD OF DIRECTORS MEETING
WEDNESDAY, APRIL 1, 2026 – 10:00 am
THIS MEETING WAS HELD IN PERSON & VIA ZOOM (HYBRID)**

A. CALL TO ORDER

Chair Rachel Lang called the Regular Board of Directors of Gold Coast Transit District meeting to order at 10:03 am at the GCTD Administrative Facility, 1901 Auto Center Drive, Oxnard, California.

B. ROLL CALL

Chair– Rachel Lang, City of Ojai
Vice Chair – Gabriela Rodriguez, City of Oxnard – *Via ZOOM*
Director – Matt LaVere, County of Ventura
Director – Dr. Jeannette Sanchez-Palacios, City of Ventura
Director – Dr. Martha McQueen-Legohn, City of Port Hueneme

STAFF PRESENT

Vanessa Rauschenberger, General Manager
Christine Feng, CFO/Assistant GM
Alex Zaretsky, Director of HR
Ana Perez, Clerk of the Board
Cynthia Duque, Director of Planning & Marketing
James Beck, Director of Operations & Maintenance
Austin Novstrup, Planning Manager
Lorne Henderson, Fleet Manager
Andrea Meza, Planning & Marketing Manager
Robbie Lucio, Mobility Mgmt. Coordinator
Tanya Hawk, Inventory & Asset Management Coordinator
Dante McClain, IT Technician
Wesley Cooksy, Planner I

C. CEREMONIAL CALENDAR

Director McQueen-Legohn led the Pledge of Allegiance.

EMPLOYEE RECOGNITION

- **Eric Almaguer – Bus Operator, 10 Years**
- **Manuel Matu – Bus Operator, 10 Years**
- **Christian Avendano – Bus Operator, 10 Years**
- **Ronilo Santiago – Bus Operator, 10 Years**
- **Vincent Vela – Bus Operator, 20 Years**
- **Cynthia Duque – Director of Planning and Marketing – 15 Years**

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

GOLD COAST TRANSIT DISTRICT

Ms. Rauschenberger thanked all the employees and, with Mr. Santiago present, personally recognized him as a shining example of the dedication GCTD Operators bring to the community. His image has been featured widely, including on GCTD's website, and serves as a positive representation of the agency. Ms. Rauschenberger expressed her pride in having Mr. Santiago represent GCTD and thanked him for his continued service.

Ms. Rauschenberger presented Ms. Duque's 15-year service award, recognizing her dedication to the agency and the community. As an Oxnard resident who has personally relied on public transit with her family, Ms. Duque brings a deep understanding of its importance to the community she serves. She approaches complex projects with confidence, optimism, and thoughtful insight, consistently demonstrating a willingness to engage at a high level. Ms. Duque has made a lasting impact on the agency, most recently through her leadership in guiding her team through extensive outreach efforts, including the Fare Adjustments and the Short Range Transit Plan. Her work reflects a strong commitment to inclusive planning, effectively combining data-driven strategies with meaningful public input to address community transit needs.

D. GENERAL PUBLIC COMMENT

None

E. BOARD OF DIRECTORS REPORTS

None

F. AGENDA REVIEW

Director Dr. Sanchez-Palacios moved to approve the Agenda Review with no changes. Director Dr. McQueen-Legohn seconded the motion.

G. GENERAL MANAGER'S REPORT

1. GM Update - Vanessa Rauschenberger, General Manager

Ms. Rauschenberger welcomed two new Operators and one Mechanic to the GCTD team.

She stated that GCTD, in partnership with VCTC, has successfully installed the Tap2Ride payment system on its buses. This system allows riders to conveniently pay fares using a credit card. She thanked both the GCTD and VCTC teams for their coordination and efforts in implementing the system. The program is currently in the testing phase and is expected to go live soon.

Ms. Rauschenberger also stated that, following authorization at the last Board meeting, GCTD submitted a temporary exemption request related to the Innovative Clean Transit (ICT) requirements to CARB, which has since been approved. The approval allows GCTD additional time to reassess its implementation plan while remaining committed to achieving long-term compliance goals.

She announced that GCTD will host its Annual Hall of Fame Induction event on June 27, 2026. The event will honor employees who have reached 20 years of service, and or achieved Million Mile milestones. This year's celebration will feature a carnival theme designed to be enjoyable for employees and their families.

H. CONSENT AGENDA

2. Minutes of April 1, 2026 Board of Directors Meeting

Recommendation: Approve the April 1st Board of Directors Meeting Minutes

Staff: Angelica Delgado, Clerk of the Board/Executive Assistant

3. Report of Monthly Expenditures

Recommendation: Receive Report of Expenditures for the Month of March

Staff: Angelica Salatan, Accounting Specialist

4. Report of Monthly Budget/Actual Report

Recommendation: Receive Report of Budget/Actual for the Month of February

Staff: Christine Feng, Chief Financial Officer/AGM

5. Report of Contracts Awarded

Recommendation: Receive Report of Contracts Awarded for the Months of February

Staff: Tanya Hawk, Inventory & Asset Management Coordinator

6. Consider Approval of Contract with Carpe Diem for Security Services

Recommendation: Consider approval of award of contract to Carpe Diem for Security Guard services in the amount of \$283,684 for a period of five years.

Staff: Marlena Kohler, Procurement Manager & DBE Officer

Director Dr. McQueen-Legohn requested clarification on Item 6, Consider Approval of Contract with Carpe Diem for Security Services, specifically regarding how the technical evaluation and interview were scored. Ms. Hawk explained that the technical score was based on each firm's written proposal. The four highest-rated proposals were then selected for interviews. Director Dr. McQueen-Legohn thanked Ms. Hawk for the clarification.

Director LaVere moved to approve the Consent Agenda Items 2 through 6. Director Dr. McQueen-Legohn seconded the motion.

The motion passed unanimously.

I. 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 when the presiding officer has called the agenda item and after the staff report has been given. Each speaker is limited to three (3) minutes of comment on all agenda items. Public members must submit their requests by email to the Clerk of the Board before 9 am on the day of the Board Meeting.

7. Consider Approval of Update to GCTD Procurement Policy – Marlena Kohler, Procurement Policy, Including Definitions of Roles and Responsibilities, Purchasing Limited for Small and Large Purchases.

Ms. Kohler requested Board approval of the updated GCTD Procurement Manual, revised to align with Federal Transit Administration (FTA) guidelines, including Circular 4220.1G (March 2025 update). The revisions clarify staff roles and responsibilities throughout the procurement process to enhance accountability, reduce confusion, and ensure compliance. Staff also reviewed purchasing thresholds against peer agencies and determined that current thresholds remain appropriate, recommending changes.

Director Dr. McQueen-Legohn asked whether GCTD has ever been unable to conduct business or experienced delays due to the threshold limit. Ms. Rauschenberger clarified that GCTD has never been unable to do business because of the limit and noted that the increase approved in 2020 was related to the construction of the new facility. Ms. Rauschenberger also discussed periodically reviewing the limit and considering policy revisions, including allowing the Chair to make adjustments when a purchase reaches that level.

Director Dr. Rodriguez-Sanchez asked whether any changes to the threshold amount would be brought back to the Board for approval. Ms. Rauschenberger stated that any changes to the purchase authority would be returned to the Board for approval.

Director LaVere stated that he was comfortable with GCDT's threshold limits as presented and appreciated the agency's transparency, including the monthly expenditure reports and monthly contract awards.

Chair Lang also expressed support and appreciation for the transparency, stating that GCTD is in good standing with the Chief Financial Officer, Ms. Feng.

RECOMMENDATION

It is recommended that the Board of Directors Consider Approval of the Update to GCTD Procurement Manual and Purchasing Thresholds. Alternatively, should the Board wish to revise limits above the General Manager, the Board may direct staff to do so at this time, which will be incorporated into the final document.

Director Dr. McQueen-Legohn moved to approve the Approval of Update to GCTD Procurement Policy. Director Dr. Sanchez-Palacios seconded the motion.

The motion passed unanimously.

8. Consider Approval of FY 27 Annual Service Plan to be included in the FY 27 Budget – Austin Novstrup, Planning Manager & Cynthia Duque, Director of Planning & Marketing

Ms. Duque presented to the Board GCTD's FY27 Annual Service Plan, which was developed through the annual budget process, based on rider and operator feedback, route performance, long-range planning, and available resources, and is guided primarily by Year 2 recommendation from the "Your Vision, Our Mission" Short Range Transit Plan. The plan proposes service changes to Routes 1, 6, 10, 11, and 16 to improve frequency, reliability, and connectivity, and staff conducted the "More GO 2026" outreach campaign to inform the public and gather feedback on the proposed changes.

Director LaVere thanked Ms. Duque for the thorough presentation and asked whether GCTD would continue to gather and incorporate public feedback in future years, including during the next Short Range Transit Plan Process (SRTP).

Ms. Duque agreed and stated that the previous presentation covered Year 1 recommendations, while the next presentation to the Board will address Year 2 recommendations. She added that if the expected benefits are not achieved or if community concerns arise, GCTD continuously reviews data and public input and does not have to wait for the next SRTP to make adjustments. She noted that the Planning Department provides quarterly reports, ridership data, and annual updates to support this ongoing review.

RECOMMENDATION

It is recommended that the board approve the FY27 Annual Fixed Route Service Plan as the basis for modeling operational costs for the FY27 Budget.

Director Dr. Sanchez-Palacios moved to Approve of FY 27 Annual Service Plan to be included in the FY 27 Budget. Director Dr. McQueen-Legohn seconded the motion.

The motion passed unanimously.

J. INFORMATIONAL ITEMS

9. Update on Budget Assumptions for FY 2027 - Vanessa Rauschenberger, General Manager and Christine Feng, Chief Financial Officer/Assistant General Manager

The report was filed and received.

10. Receive Update on Operations & Maintenance Department Activities, James Beck, Director of Operations & Maintenance

The report was filed and received.

11. Future Agenda Items – Vanessa Rauschenberger, General Manager

The report was filed and received.

K. CLOSED SESSION

- 1. PUBLIC EMPLOYEE PERFORMANCE EVALUATION pursuant to Section 54957**
Title: General Manager
- 2. CONFERENCE WITH LABOR NEGOTIATORS**
Agency designated representatives: Chair and General Counsel
Unrepresented employee: General Manager

L. OPEN SESSION

- 15. Consider Approval of Fourth Amendment to Employment Agreement between GCTD and Vanessa Rauschenberger (General Manager)**
Recommendation: Consider Approval of Fourth Amendment to Employment Agreement between GCTD and Vanessa Rauschenberger (General Manager)
Staff: General Counsel, Jeremy L. Holm

Reconvened at 11:34 am. Counsel Jeremy Holm reported that there were no reportable actions.

There being no further business, Chair Rachel Lang adjourned the Board of Directors meeting at 11:36 am.

Minutes recorded by Angelica Delgado, Clerk of the Board of Directors.

Vanessa Rauschenberger
Secretary of the Board of Directors

Chair Rachel Lang
Board of Directors

Unless otherwise determined by the Board of Directors, the GCTD Board of Directors' next meeting will be on **May 6, 2026, at 10:00 am**. Copies of administrative reports relating to the Board agenda are available online at www.gctd.org or from the Clerk of the Board, Angelica Delgado, at adelgado@gctd.org
Gold Coast Transit District, 1901 Auto Center Drive, Oxnard, CA 93036.



Item #3

DATE May 6, 2026
TO GCTD Board of Directors
FROM Angelica Salatan, Accounting Specialist AP *AS*
SUBJECT Consider the Approval of Expenditures for the Month of April 2026

Attached is a list of expenditures for the Month of April 2026 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 – April 2026

GENERAL MANAGER'S CONCURRENCE

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

Vanessa Rauschenberger
General Manager

GOLD COAST TRANSIT DISTRICT

Payee	Date	Amount	TypeOfGoods
APPLEONE EMPLOYMENT SERVICES	02-Apr-26	\$1,394.59	TEMPORARY HELP
B & R TOOL & SUPPLY CO.	02-Apr-26	\$206.88	REPAIRS
COUNTY OF VENTURA - IT SVCS. DEPT.	02-Apr-26	\$2,399.77	REPEATER SITE RENTAL
CUMMINS PACIFIC LLC	02-Apr-26	\$9,995.64	PARTS
ENVISION VTA FD AUTO LLC	02-Apr-26	\$1,427.75	PARTS
FIRST CALL AUTO PARTS	02-Apr-26	\$120.58	PARTS
GILLIG LLC	02-Apr-26	\$11,161.08	PARTS
GRAINGER	02-Apr-26	\$15.61	MISC. PARTS/SUPPLIES
INFINITY CNG SERVICES, INC.	02-Apr-26	\$1,325.00	CNG STATION REPAIR SERVICES
PARTS AUTHORITY LLC	02-Apr-26	\$181.02	PARTS
PROFORMA	02-Apr-26	\$772.83	ADVERTISING SERVICES
ROSCO, INC.	02-Apr-26	\$2,392.47	VEHICLE CAMERA
STAPLES ADVANTAGE	02-Apr-26	\$1,322.55	OFFICE SUPPLIES
THE AFTERMARKET PARTS COMPANY, LLC	02-Apr-26	\$5,646.73	PARTS/BUSES
THE GAS COMPANY	02-Apr-26	\$891.51	NATURAL GAS
TST PRIVATE SECURITY	02-Apr-26	\$5,857.76	SECURITY SERVICES
VENTURA COUNTY AUTO SUPPLY	02-Apr-26	\$105.21	PARTS
APPLEONE EMPLOYMENT SERVICES	09-Apr-26	\$1,333.28	TEMPORARY HELP
ASSURANT EMPLOYEE BENEFITS	09-Apr-26	\$2,130.94	DENTAL PREMIUMS
BECNEL UNIFORMS	09-Apr-26	\$1,815.34	UNIFORMS
BENEFIT COORDINATORS CORP.	09-Apr-26	\$13,011.40	DENTAL PREMIUMS
BEST BEST & KRIEGER LLP	09-Apr-26	\$10,138.00	GENERAL COUNSEL SERVICE
CCP INDUSTRIES	09-Apr-26	\$403.84	SAFETY MATERIALS
CITI CARDS	09-Apr-26	\$1,155.32	OFFICE SUPPLIES
CUMMINS PACIFIC LLC	09-Apr-26	\$13,128.20	PARTS
ECOLANE	09-Apr-26	\$650.00	PARATRANSIT SCHEDULING SOFT
EDISON CO.	09-Apr-26	\$29,605.38	ELECTRICAL POWER
FORTRESS ARMORED SERVICES COMPANY	09-Apr-26	\$461.69	ARMORED CAR SERVICES
FRONTIER COMMUNICATIONS	09-Apr-26	\$701.62	INTERNET PRVDER - PTSIT CNTOR
INIT INNOVATIONS IN TRANSPORTATION, INC.	09-Apr-26	\$38,202.00	SCHEDULING SOFTWARE
MARIPOSA LANDSCAPES, INC	09-Apr-26	\$4,577.00	LANDSCAPING SERVICES
NATIONAL DRIVE HEADQUARTERS	09-Apr-26	\$48.00	PAYROLL DEDUCTION
OLS SERVICE, INC.	09-Apr-26	\$3,619.86	PARTS AND REPAIRS
PARKHOUSE TIRE, INC.	09-Apr-26	\$1,041.10	TIRES
PUBLIC RISK INNOVATION SOLUTIONS & MANAG	09-Apr-26	\$301,707.70	WORKER'S COMP/EAP PROVIDER
RAYNE WATER CONDITIONING	09-Apr-26	\$127.85	WATER COOLER BREAK ROOM
SHAW HR CONSULTING, INC.	09-Apr-26	\$380.00	CONSULTING SERVICES
SUPERIOR SANITARY SUPPLIES	09-Apr-26	\$1,697.12	SUPPLIES
SYNTRIO, INC.	09-Apr-26	\$1,863.40	HR CONSULTANT
TEAMSTERS LOCAL 186	09-Apr-26	\$2,206.00	PAYROLL DEDUCTION
TELENET VOIP, INC.	09-Apr-26	\$270.00	MONITORING
THE AFTERMARKET PARTS COMPANY, LLC	09-Apr-26	\$7,625.28	PARTS/BUSES
UNITED WAY OF VENTURA CO.	09-Apr-26	\$72.00	P/R DEDUCTION
VERIZON	09-Apr-26	\$2,468.52	PHONE SRVC - CSC
CITY OF OXNARD	10-Apr-26	\$4,935.15	UTILITIES/TRASH
CANON FINANCIAL SERVICES INC	16-Apr-26	\$968.19	PRINTING SERVICES

COASTAL OCCUPATIONAL MEDICAL GROUP	16-Apr-26	\$125.00 PHYSICALS/DRUG SCREENS
DEPT OF TOXIC SUBSTANCES CONTROL	16-Apr-26	\$5,956.75 FILING FEE
ENVISION VTA FD AUTO LLC	16-Apr-26	\$542.27 PARTS
FLUID NETWORKS	16-Apr-26	\$55.80 SERVICES
FRONTIER COMMUNICATIONS	16-Apr-26	\$648.45 INTERNET PRVDER - PTSIT CNTOR
GILLIG LLC	16-Apr-26	\$1,172.25 PARTS
GREG'S PETROLEUM SERVICE, INC	16-Apr-26	\$2,073.25 OIL SUPPLIER
MACVALLEY OIL COMPANY	16-Apr-26	\$11,418.14 FUEL
PARKHOUSE TIRE, INC.	16-Apr-26	\$4,966.53 TIRES
PARTS AUTHORITY LLC	16-Apr-26	\$63.32 PARTS
THE ARC OF VENTURA COUNTY, INC.	16-Apr-26	\$2,825.28 MONEY CNTERS/BUS CLNRS
VENTURA COUNTY AUTO SUPPLY	16-Apr-26	\$162.44 PARTS
VERIZON CONNECT FLEET USA LLC	16-Apr-26	\$1,027.33 VEHICLE TRACKING SYSTEM
VOGUE SIGN COMPANY	16-Apr-26	\$54.63 BUS DECALS
ZEP MANUFACTURING CO.	16-Apr-26	\$325.41 INDUSTRIAL CLEANERS
AGRITEC INTERNATIONAL LTD.	24-Apr-26	\$102.45 HAZ MAT DISPOSAL SERVICES
AMERICAN MADE CLEAN INC	24-Apr-26	\$525.00 SERVICES
BRADY INDUSTRIES OF CALIFORNIA LLC	24-Apr-26	\$722.25 JANITORIAL SUPPLIES
CCP INDUSTRIES	24-Apr-26	\$840.22 SAFETY MATERIALS
CUMMINS PACIFIC LLC	24-Apr-26	\$6,546.85 PARTS
DYER SHEEHAN GROUP, INC.	24-Apr-26	\$5,220.00 301 REDEVELOPMENT CONSULTING
ENVISION VTA FD AUTO LLC	24-Apr-26	\$3,040.08 PARTS
FLOYD SKEREN MANUKIAN LANGEVIN LLP	24-Apr-26	\$48.00 LEGAL SERVICES
FRONTIER COMMUNICATIONS	24-Apr-26	\$875.98 INTERNET PRVDER - PTSIT CNTOR
GENFARE LLC	24-Apr-26	\$1,274.85 PARTS
GIBBS INTERNATL TRUCKS	24-Apr-26	\$222.56 REPAIR PARTS/SERVICE
GILLIG LLC	24-Apr-26	\$13,973.09 PARTS
GRAINGER	24-Apr-26	\$21.81 MISC. PARTS/SUPPLIES
GREG'S PETROLEUM SERVICE, INC	24-Apr-26	\$3,468.16 OIL SUPPLIER
KIMBALL MIDWEST	24-Apr-26	\$475.98 PARTS
LOS ANGELES TRUCK CENTERS, LLC	24-Apr-26	\$5,853.58 PARTS/SERVICE
LOWE'S	24-Apr-26	\$1,342.72 SUPPLIES
MISSION LINEN SUPPLY	24-Apr-26	\$1,929.15 MAINTENANCE UNIFORMS
NATIONAL DRIVE HEADQUARTERS	24-Apr-26	\$24.00 PAYROLL DEDUCTION
OK RADIATOR SHOP INC.	24-Apr-26	\$7,491.02 RADIATOR REPAIRS
PARKHOUSE TIRE, INC.	24-Apr-26	\$6,732.31 TIRES
PARTS AUTHORITY LLC	24-Apr-26	\$64.24 PARTS
PLATINUM TOW AND TRANSPORT INC.	24-Apr-26	\$390.00 TOWING SERVICES
R.M. CURTIS - WELDING	24-Apr-26	\$60.00 WELDING SERVICES
RINGCENTRAL, INC.	24-Apr-26	\$2,358.76 PHONE SRVC - CSC
SUPERIOR SANITARY SUPPLIES	24-Apr-26	\$110.06 SUPPLIES
TEAMSTERS LOCAL 186	24-Apr-26	\$150.00 PAYROLL DEDUCTION
THE AFTERMARKET PARTS COMPANY, LLC	24-Apr-26	\$1,793.21 PARTS/BUSES
THE GAS COMPANY	24-Apr-26	\$40,884.15 NATURAL GAS
THE SHERWIN-WILLIAMS, INC.	24-Apr-26	\$94.24 SUPPLIES
U.S. BANK	24-Apr-26	\$24,666.11 CALCARD PAYMENT
VENTURA COUNTY LEADERSHIP ACADEMY	24-Apr-26	\$1,000.00 SPONSORSHIP

AGILE OCCUPATIONAL MEDICINE, PC	30-Apr-26	\$5,828.00 DRUG AND ALCOHOL ANALYSIS
APPLEONE EMPLOYMENT SERVICES	30-Apr-26	\$1,086.24 TEMPORARY HELP
CALTIP	30-Apr-26	\$739.82 LIABILITY INSURANCE
CENTER FOR TRANSPORTATION AND THE ENVIRO	30-Apr-26	\$42,000.00 MEMBERSHIP DUES
CITY OF OXNARD	30-Apr-26	\$1,498.13 MONTHLY RENT OTC
CLEAN ENERGY	30-Apr-26	\$25,588.60 REPAIRS
COASTAL OCCUPATIONAL MEDICAL GROUP	30-Apr-26	\$10,490.00 PHYSICALS/DRUG SCREENS
COMMUNE COMMUNICATION CORP.	30-Apr-26	\$2,212.50 CALL MARKETING/COMMUNICATION
CREATIVE BUS SALES	30-Apr-26	\$472.14 PARATRANSIT BUS/VANS
ENVISION VTA FD AUTO LLC	30-Apr-26	\$148.54 PARTS
GLOBAL CTI GROUP, INC.	30-Apr-26	\$360.00 SOL-GPS AND DIAGNOSTIC-VERIZON
GRAINGER	30-Apr-26	\$104.54 MISC. PARTS/SUPPLIES
JAMES BECK	30-Apr-26	\$330.92 EXPENSE REIMBURSEMENT
MACVALLEY OIL COMPANY	30-Apr-26	\$10,601.38 FUEL
STORERITE INC.	30-Apr-26	\$110.00 SHREDDING SERVICES
SUPERIOR PRINTING & GRAPHICS, INC	30-Apr-26	\$996.75 PRINTING SERVICES
THE GAS COMPANY	30-Apr-26	\$616.05 NATURAL GAS
US BANK	30-Apr-26	\$2,000.00 DEBT SERVICE PAYMENT
VENTURA COUNTY AUTO SUPPLY	30-Apr-26	\$144.15 PARTS
VENTURA COUNTY TRANSPORTATION COMMISSION	30-Apr-26	\$575.00 SMARTCARD SLS
VOGUE SIGN COMPANY	30-Apr-26	\$54.63 BUS DECALS
WEX HEALTH, INC.	30-Apr-26	\$171.00 FSA ADMINISTRATION FEE
CalPERS Health for April 2026	EFT	\$343,691.83 HEALTH INSURANCE
CalPERS Unfunded Liability for April 2026	EFT	\$162,161.00 UNFDED ACCRD LIAB CLASSIC
Life Basic/Supplemental insurance April 2026	EFT	\$14,924.53 LONG TERM DISABILITY PREMIUMS
CalPERS Pension Contributions PR 04/03/2026	EFT	\$124,185.25 PENSION CONTRIBUTIONS
CalPERS Pension Contributions PR 04/17/2026	EFT	\$133,469.54 PENSION CONTRIBUTIONS
TOTAL		<u><u>\$1,539,839.38</u></u>



Item #4

Date: May 6th, 2026
To: Board of Directors
From: Catherine Tran, Fiscal Analyst
Christine Feng, Chief Financial Officer/AGM
Subject: **Consider Acceptance of March 2026 Actual vs. Budget
Financial Analysis Report**

This report summarizes the financial activities for March 2026, comparing actual performance with the budgeted amounts for Gold Coast Transit District.

Overview:

In February 2026, the Gold Coast Transit District (GCTD) experienced a monthly deficit of **\$1,041,891.85**, primarily due to a quarterly liability premium payment as well as eligible state and federal operating assistance that have yet to be received.

Revenues

Total revenues for the month came in at **\$2.25 million**. Key highlights include:

- **Operating Revenues exceeded the budget by 9%** in March, reflecting a slight increase in ridership expectations and continued recovery in ridership.
- **Non-Operating Revenues exceeded the budget by 35%** in March due to increase in income from energy credits.
- **Federal Assistance** funding was **under budget by 100%** due to eligible capital expenses from federal funding sources that have yet to be received.
- **State Assistance** funding was **under budget by 61%**, reflecting state operating assistance funding that has yet to be received.
- **Local Assistance** funding was in line with budget expectations.

Year-to-date (YTD), revenues represent **71.16%** of the annual budget, indicating steady revenue performance and continued funding assistance from federal, state, and local sources.

GOLD COAST TRANSIT DISTRICT

Expenses

For the month of March, total expenses were **\$3.3 million** with some notable overspends.

- **Materials and Supplies** expenses were **over budget by 16%** due to slight increases in material prices.
- **Causality and Liability** expenses were **over budget by 212%** due to a quarterly liability payment.

However, there were notable underspends:

- **Salaries/Wages** expenses were **6% under budget**.
- **Fringe Benefits** were **under budget by 16%**.
- **Services** expenses were **under budget by 3%**.
- **Utilities** expenses were **under budget by 9%**.
- **Miscellaneous** expenses were **under budget by 12%**.
- **Debt Service** was **under budget by 100%** due to the timing of payment in a prior period.
- **Member Contribution** expenses were all in line with expectations.

YTD, total operating expenses are **72.58%** of the annual budget.

Overall, the March monthly budget report reflects expected timing factors as well as continued funding assistance through eligible operating expenses. Gold Coast Transit District continues to demonstrate alignment with long-term goals while maintaining strong financial management as the fiscal year continues.


General Manager's Concurrence

GOLD COAST TRANSIT DISTRICT
Financial activities summary (Actual vs. Budget)
March 2026 (FY 2026)

	<u>March 2026 Actual</u>	<u>March 2026 Budget</u>	<u>Variance Over (Under) Budget</u>	<u>YTD Actual</u>	<u>Annual Budget</u>	<u>Percentage of Annual Budget</u>
Revenues:						
Operating revenues	\$ 236,864.29	\$ 216,666.67	9.32%	\$ 1,596,990.80	\$ 2,600,000.00	61.42%
Non- Operating Revenues	117,900.13	87,500.00	34.74%	695,050.93	1,050,000.00	66.20%
Local Assistance	1,669,026.92	1,669,026.92	0.00%	15,021,242.25	20,028,323.00	75.00%
State Assistance *	231,488.30	600,448.17	-61.45%	8,606,348.31	7,205,378.00	119.44%
Federal Assistance **	-	779,543.58	-100.00%	2,715,684.00	9,354,523.00	29.03%
Total Revenues	<u>\$ 2,255,279.64</u>	<u>\$ 3,353,185.32</u>	<u>-32.74%</u>	<u>\$ 28,635,316.29</u>	<u>\$ 40,238,224.00</u>	<u>71.16%</u>

* State Operating Assistances for eligible expenses have yet to receive.

** Federal Operating Assistances for eligible expenses have yet to receive.

Expenses:

Salary/Wage	\$ 1,262,864.50	\$ 1,350,367.42	-6.48%	\$ 11,804,191.05	\$ 16,204,409.00	72.85%
Fringe Benefits	893,733.26	1,068,470.04	-16.35%	9,178,299.41	12,821,640.00	71.58%
Services	103,296.28	106,173.83	-2.71%	1,095,309.50	1,274,086.00	85.97%
Materials and Supplies	315,237.60	270,697.14	16.45%	1,991,118.56	3,248,366.00	61.30%
Utilities	33,102.39	36,416.67	-9.10%	270,366.82	437,000.00	61.87%
Causality and Liability ***	425,181.02	136,374.99	211.77%	1,681,976.40	1,636,500.00	102.78%
Miscellaneous	40,363.35	45,916.68	-12.09%	273,816.89	551,000.00	49.69%
Debt Service	-	115,375.50	-100.00%	899,412.50	1,384,506.00	64.96%
Members Contribution	223,393.08	223,393.08	0.00%	2,010,537.75	\$ 2,680,717.00	75.00%
Total Expenses	<u>\$ 3,297,171.48</u>	<u>\$ 3,353,185.32</u>	<u>-1.67%</u>	<u>\$ 29,205,028.88</u>	<u>\$ 40,238,224.00</u>	<u>72.58%</u>

*** Quarterly Liability Premium payment.

Surplus or (Deficit)	<u>\$ (1,041,891.85)</u>	<u>\$ (569,712.59)</u>
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Item #5

Date: May 6, 2026
To: Board of Directors
From: Veronica Navarro, Finance and Grant Analyst
Subject: Receive and File Quarterly Investment Report – 3rd Quarter FY 2026

EXECUTIVE SUMMARY

Gold Coast Transit District Investment Income Report (January 1 – March 31, 2026)

Gold Coast Transit District (GCTD) reported a total investment income of **\$125,012.79** for the period **January 1st to March 31st, 2026**, reflecting interest, dividends, and other income earned across various investment accounts in accordance with GCTD's **Investment Policy**, established in **April 2024**.

Key Highlights

- 1. Significant Investment Income Contributions**
 - The **SB 125 Operating Fund** generated the highest returns, earning **\$53,332.61**, accounting for **43%** of total investment income.
 - The **SB 125 Capital Fund** yielded **\$47,702.40**, contributing **38%** of total income.
 - **Special Funds Capital Reserve** contributed **\$15,792.90**, representing **13%** of total income.
- 2. Consistent Growth Over the Period**
 - Investment income increased steadily throughout the quarter, with **March 2026** recording the highest monthly earnings totaling **\$50,907.77**.
 - This growth was primarily driven by strong returns from the **SB 125 Capital Fund** and **SB 125 Operating Fund**.
- 3. Diversified Investment Performance**
 - The **Money Market Account** and **LAIF Account** provided stable but modest returns, contributing \$1,445.97 and \$1,205.84, respectively.
 - Additional contributions from the **COP Project Fund** of **\$2,742.51** and **COP Reserve Fund** of **\$1,926.63** reflect continued diversification across investment accounts.

GOLD COAST TRANSIT DISTRICT

Investment Policy Compliance & Outlook

Investment activity remained aligned with GCTD's **Investment Policy objectives**, emphasizing **capital preservation, liquidity, and yield optimization**. Strong returns from the **SB 125 funds** demonstrate effective execution of the District's investment strategy.

The **positive investment performance** in Q3 positions the District well for the upcoming fiscal periods throughout the year, reinforcing stability and growth potential.

General Manager's Concurrence

A handwritten signature in black ink, appearing to read "Vanessa Rauschenberger". The signature is fluid and cursive, with a large initial "V" and a long, sweeping tail.

Vanessa Rauschenberger



GOLD COAST TRANSIT DISTRICT

Investment Income

January 1 - March 31, 2026

	Money Market Account 1010610001	LAIF Account 1013000001	Special Funds Capital Reserve 1410200001	COP Lease Payment Fund 1410111001	COP Project Fund 1410221001	COP Reserve Fund 1410112001	SB 125 Capital Fund 1010510003	SB 125 Operating Fund 1010500003	Total
January 31, 2026 Interest, Dividends & Other Income	\$ 359.95	\$ 1,205.84	\$ 7,896.45	\$ 733.93	\$ 961.35	\$ 870.54	\$ 3,418.71	\$ 18,636.60	\$ 34,083.37
February 28, 2026 Interest, Dividends & Other Income	531.32	-		88.15	937.35	931.87	20,283.89	17,249.07	40,021.65
March 31, 2026 Interest, Dividends & Other Income	554.70	-	7,896.45	41.85	843.81	124.22	23,999.80	17,446.94	50,907.77
Total	\$ 1,445.97	\$ 1,205.84	\$ 15,792.90	\$ 863.93	\$ 2,742.51	\$ 1,926.63	\$ 47,702.40	\$ 53,332.61	\$ 125,012.79



Item #6

DATE: May 6, 2026
TO: GCTD Board of Directors
FROM: Austin Novstrup, Planning Manager
SUBJECT: Consider Authorizing GCTD to Utilize LCTOP Allocation and interest from SB125 to Support Countywide Free Fare Programs

SUMMARY

Since their inception, the regional free fare programs managed by the Ventura County Transportation Commission (VCTC) have significantly boosted transit accessibility and ridership among youth and students throughout Ventura County. To maintain the financial sustainability of these programs, Gold Coast Transit District (GCTD) intends to join other county operators in contributing formula-allocated Low Carbon Transit Operations Program (LCTOP) funds and the accrued interest from SB 125 capital and operating accounts. By supplementing VCTC LCTOP and SB 125 funds VCTC estimates the programs can be extended through FY28.

BACKGROUND

The **Youth Ride Free** and **College Ride** programs have become essential components of the regional transit network. These programs remove financial barriers for students, encourage early adoption of public transit, support families, and reduce greenhouse gas emissions by decreasing reliance on single-occupancy vehicles.

In past years, VCTC has primarily supported these projects with the commissions' LCTOP allocations and the small contributions from other county operators. GCTD has historically used LCTOP allocations for its own programming, including operations of the Route 23, token transit implementation, and free fare days. Interest generated by SB 125 funds has not previously been programmed and would be split between FY27 and FY28.

GCTD's LCTOP allocation for FY26 is \$49,804, while the accumulated SB125 interest to date is estimated to be \$640,700 for a total contribution of \$690,504.

GOLD COAST TRANSIT DISTRICT

May 6, 2026

Consider Authorizing GCTD to Utilize LCTOP Allocation and interest from SB125 to Support Countywide Free Fare Programs

Page 2 of 2

Recommendation

It is recommended the Board of Directors' Authorize the general manager to commit GCTD's FY26 LCTOP Allocation and SB125 interest proceeds to support The Ventura County Transportation Commissions ongoing free fare programs.

A handwritten signature in black ink, appearing to read "Vanessa Rauschenberg". The signature is written in a cursive style with a large initial "V".

General Manager's Concurrence



Item #7

Date: May 6, 2026
To: Board of Directors
From: Marlena Kohler *MK*
Purchasing Manager/DBE Officer
Subject: Consider Approval to Increase Purchase Order to Model 1 Commercial Sales of Six (6) ARBOC Specialty Vehicles

SUMMARY

Staff are requesting approval to increase the amount authorized for the purchase of six (6) ARBOC vehicles from Model 1 Commercial Sales in the amount of \$147,603 for a revised total of \$1,630,308, plus 5% (\$81,515) per vehicle to allow for adjustments that may occur during the production of these vehicles for a grand total of \$1,711,824.

BACKGROUND

In October 2025, the Board approved the purchase of six (6) ARBOC Specialty Vehicles for the GO Access fleet at a cost of \$248,289.09 per vehicle for a total of \$1,489,734.53 plus an additional 5% (\$74,490) per vehicle, to cover any minimal specification adjustments that may occur for a contract total of \$1,564,224.53.

In March, Maintenance staff received notification from Model 1 that the third party manufacture they use to provide the upfitter in the vehicle must increase their cost. The upfitter is the system that converts a vehicle that uses gasoline into one that uses CNG, it removes all gasoline items from vehicle and installs all CNG items. The manufacturer, Landi, stated that due to several external factors such as: cost increase to Product Certification with California Air Resources Board (CARB) and Environmental Protection Agency (EPA), Suppliers, as a result of tariffs and higher raw material costs, and increased labor costs, which have risen across the industry, they can no longer absorb these costs and now find it necessary to increase their costs industry-wide in order to continue to provide high-quality products.

Model 1 indicated that the increase amounts to approximately \$20,000 per vehicle, however, Model 1 stated they can absorb half of that cost or \$10,000. Based on the significance of this increase, staff reached out to Model 1 to see if additional funds could be absorbed. Model 1 responded with the inability to absorb any further costs than they already have, however, in lieu of further cost decrease, they can upgrade the storage/dispensing setup system from a 30GGE to a 60GGE, this would double the fuel capacity in each vehicle. The cost of each of these units is about \$4000. GCTD agreed to the system upgrade in lieu of additional reduction in cost since

GOLD COAST TRANSIT DISTRICT

the upgrade provides added value to GCTD's vehicle requirements. Therefore, staff determined the requested increase to be fair and reasonable.

Model 1's current quote is \$271,718.00 per vehicle, a difference of \$23,4429 or 9% per vehicle from the initial six (6) vehicle quote of \$248,248.09 per vehicle.

A summary of the increase is as follows:

<i>*all amounts rounded up</i>	October 2025	March 2026
Cost per vehicle (tax, delivery)	\$248,248.09	\$271,718.00
Total for 6 vehicles	\$1,489,735	\$1,630,308.00
5% Adjustment (6 vehicles)	\$74,490	\$81,515
Board Approval (6 vehicles)	\$1,564,225	
Revised Total (6 vehicles)		\$1,711,824
Difference (increase needed)		\$147,603

GCTD has purchased dozens of different types of paratransit vehicles from Model 1 (*formerly Creative Bus Sales*) since 2009. GCTD has had no major issue with any of the vehicles we have purchased. Model 1 continues to be a responsive and responsible firm capable of meeting GCTD's requirements.

RECOMMENDATION

It is recommended the Board of Directors authorize a purchase order increase in the amount of \$147,603 to purchase six (6) ARBOC paratransit vehicles, for a total purchase amount of \$1,630,308, plus 5% (\$81,515) per vehicle to allow for adjustments that may occur during the production of these vehicles for a grand total of \$1,711,824.



General Manager's Concurrence



May 6, 2026

Item #8

TO GCTD Board of Directors
FROM Tanya Hawk, Inventory and Assets Management Coordinator
SUBJECT Report of Contracts Awarded

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 April 2026 Board meeting.

RECOMMENDATION

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

GENERAL MANAGER'S CONCURRENCE

A handwritten signature in black ink that reads 'Vanessa Rauschenberger'.

Vanessa Rauschenberger
General Manager

GOLD COAST TRANSIT DISTRICT

Contracts/PO Awarded Report
May 2026

PO#	Item Description	Vendor Name	City	Cost
PURCHASING				
P0030371	PROVIDE TEST SERVER SERVICE	ECOLANE	BOSTON	\$650.00
H0000045	HOTLINE SERVICES	SYNTRIO, INC.	DALLAS	\$1,863.40
PARTS				
M0051928	MALE CONNECTOR	CUMMINS PACIFIC LLC	DETROIT	\$296.27
M0051929	PULLEY, IDLER, CLAMP, HOSE 10.5mm-13mm, CLAMP, V BAND, THERMOSTAT - NEW, EGR COOLER, HOSE, PLAIN, SEAL, O RING-AIR FUEL MIXTURE. SEALS, EGR COOLER, HOSE, PLAN, &	CUMMINS PACIFIC LLC	DETROIT	\$9,894.51
M0051930	RELAY, STARTER	ENVISION VTA FD AUTO LLC	OXNARD	\$89.48
M0051931	HIGH BEAM, BULB, 2 CONTACT LUG	GILLIG LLC	LOS ANGELES	\$91.51
M0051932	VALVOLINE PREMIUM BLUE 9200 15W-40, STATE RECYCLING OIL GAL, REGULATORY COMPLIANCE FEE & TRANSMISSION OIL SYNTHETIC	GREG'S PETROLEUM SERVICE, INC	DELANO	\$4,005.40
M0051933	JANITORIAL SUPPLIES	SUPERIOR SANITARY SUPPLIES	OXNARD	\$1,115.21
M0051934	ROATER, BRAKE, RECTANGULAR RING, SEAL, FRONT INNER, SEAL, REAR INNER, SENSOR, TEMPERATURE, SLIDE PIN KIT, SUNSHADE 50,8 SOKID BAND & GOODYEAR #1R11-250 OR 566-222-250-00000	THE AFTERMARKET PARTS COMPANY, LLC	MINNEAPOLIS	\$4,030.89

Contracts/PO Awarded Report
May 2026

M0051935	DV673-3 WIRE HARNESS FOR IGNITION, POWER, GROUND, STSS1200-SWITCHING ROUTER & MULTIPLEXER KIT, STSH341-65' HARNESS w/ TWIST LOCK CONNECTORS & STSH303-33' HARNESS w/ TWIST LOCK CONNECTOR	ROSCO, INC.	JAMAICA	\$2,258.98
M0051936	OIL PRESSURE SENSOR, REAR, FRONT AXLE OUTER SEAL KIT, STANDARD CAPSULE, REAR BRAKE ROTOR-FORD TRANSIT, ELEMENT - AIR & CABIN AIR FILTER-FORD TRANSIT	PARTS AUTHORITY LLC	LOS ANGELES	\$1,017.01
M0051937	LATCH-FORD TRANSIT	ENVISION VTA FD AUTO LLC	OXNARD	\$184.96
M0051939	SPARK PLUG	PARTS AUTHORITY LLC	LOS ANGELES	\$82.59
M0051940	FRONT BRAKE PADS- NEW & REAR BRAKE PADS- NEW FORD TRANSIT	ENVISION VTA FD AUTO LLC	OXNARD	\$981.68
M0051943	LABOR CHARGE 4038	CUMMINS PACIFIC LLC	VENTURA	\$627.50
M0051944	FILTER KIT, FUEL	GILLIG LLC	LOS ANGELES	\$959.65
M0051946	GASKET, EGR VALVE, PLUG, OIL & PAN THREADED	CUMMINS PACIFIC LLC	VENTURA	\$55.70
M0051948	BLOWER MOTOR-CUTAWAY, HANDLE & OUTSIDE BEZEL	ENVISION VTA FD AUTO LLC	OXNARD	\$261.11

Contracts/PO Awarded Report
May 2026

M0051949	CALIBRATE AND TEST CARBON MONOXIDE, CALIBRATE AND TEST COMPRESSED NATURAL GAS SENSORS, SYSTEM REPORT & CALIBRATE AND TEST CNG SITE	INFINITY CNG SERVICES, INC.	PORTER RANCH	\$1,325.00
M0051950	BLOWER MOTOR-CUTAWAY	PARTS AUTHORITY LLC	LOS ANGELES	\$54.63
M0051951	GASKET, REAR AXLE SHAFT, PISTON BOOT KIT, SWITCH, SPDT TOGGLE SUNSHADE, DRIVER'S SIDE WINDOW, REGULATOR, PRESSURE, BRAKE PADS, WIPER, REAR INNER, RIVET, 1/8 X 1/2, PULLEY, IDLER A/C & STRIKE, WINDOW ASSEMBLY	GILLIG LLC	LOS ANGELES	\$9,745.00
M0051952	8 LUBE CUP ASSEMBLY GREASE CANS & SEFAC LIFT SAFETY INSPECTION SERVICE	OLS SERVICE, INC.	FONTANA	\$3,619.86
M0051961	VALVOLINE PREMIUM BLUE 9200 15W-40, STATE RECYCLING OIL GAL & REGULATORY COMPLIANCE FEE	GREG'S PETROLEUM SERVICE, INC	DELANO	\$2,073.25
M0051962	SPARK PLUG IRIIDIUM FORD TRANSIT	PARTS AUTHORITY LLC	LOS ANGELES	\$63.61
M0051963	PCV ASSY-FORD TRANSIT, OXYGEN SENSOR HEGO-UPSTREAM LH	ENVISION VTA FD AUTO LLC	OXNARD	\$207.27

Purchasing Total \$ 2,513.40

Parts Total \$ 43,041.07

Local (Ventura County) \$ 3,522.91



Item #9

DATE May 6, 2026
TO GCTD Board of Directors
FROM Maylee Murillo, Human Resources Coordinator
Alexander Zaretsky, Director of Human Resources
SUBJECT **Status of Vacancies and Recruitments and Retention– Assembly Bill 2561**

I. EXECUTIVE SUMMARY

California State Assembly Bill (AB) 2561 requires public agencies, including the District, to present the status of their vacancies, recruitment and retention efforts at a public hearing before their governing body at least once per fiscal year. The presentation must be made prior to the adoption of a final budget for the fiscal year.

Additionally, if the number of job vacancies within a single bargaining units meets or exceeds 20% of the total number of authorized full-time positions, the bill requires the public agency, upon request of the recognized employee organization, include information during the public hearing. Gold Coast Transit District (GCTD) does not have any bargaining units with vacancy rates that meet the 20% threshold. GCTD's vacancy rate remained steady over the past fiscal year which was a result of directed recruiting efforts through online job recruitment sites/bulletins, social media, and staff networking.

For this item, it is recommended that the Board of Directors receive a presentation on the status of vacancies and recruitments and retention efforts in compliance with AB 2561 – and hold a public hearing to receive input on information presented.

II. BACKGROUND

On September 22, 2024, Governor Newsom signed AB 2561 into law to amend the Meyers-Milias Brown Act and create a new obligation for public agencies to publicly address the status of their vacancies and recruitment and retention efforts. The California Legislature determined that excessive vacancies can be a significant problem in the public sector and could negatively impact the delivery of public service and employee morale. The bill was enacted into law and is codified at Government Code section §3502.3. The new law is effective January 1, 2025.

AB 2561 imposes three requirements on local agencies: (1) at least once each fiscal year, an agency's governing board must hold a public hearing and receive the agency's report on the status of vacancies and recruitment and retention efforts; (2) during the hearing, the agency must identify any necessary changes to policies, procedures, and recruitment activities that may lead to hiring obstacles; and, (3) the agency must allow the recognized employee organization for a bargaining unit to make a presentation at the hearing.

GOLD COAST TRANSIT DISTRICT

If the number of job vacancies within a single bargaining unit meets or exceeds 20 percent of the total number of authorized full-time positions, the public agency shall, upon request of the recognized employee organization, include all of the following information during the public hearing: (1) The total number of job vacancies within the bargaining unit, (2) The total number of applicants for vacant positions within the bargaining unit, (3) The average number of days to complete the hiring process from when a position is posted, (4) Opportunities to improve compensation and other working conditions.

Gold Coast Transit District Analysis

There are two [2] bargaining groups and one [1] group of non-represented at GCTD. These group total to 243 active Full-Time positions. (251 budgeted Full-Time equivalent (FTE))

Table 1: Count of Regular Full-Time and Part-Time Positions by Bargaining Unit as of April 28, 2026

Gold Coast Transit District	Positions	Position Count
Service Employees International Union (SEIU) Local 721	Bus Operator Unit Mechanical Unit Administrative Unit	196
International Brotherhood of Teamsters Local 186	Supervisory Unit Reservations/Dispatch Unit Finance Unit	30
Non-Represented	Management & Professional	25
FY 2025 Total Positions		251

Vacancies, Recruitment, Retention

Vacancies

Vacancies can occur for a number of reasons including promotions or department transfers, retirement, voluntary resignations or involuntary terminations. When any vacancies occur the Human Resources Department and respective hiring manager work together to ensure the fulfillment of said position. This is including the timely posting of positions to job recruitment sites/bulletins, constant review of applications to determine qualifications and improving the pre-employment process (e.g. background checks, drug testing, physicals, etc.) *As of April 28, 2026 vacancy rates for each Bargaining Unit was below 20%.*

Table 2: Vacancy Rate by Bargaining Group as of April 28, 2026

Gold Coast Transit District	Positions	Vacancy Rate
Service Employees International Union Local (SEIU) 721	Bus Operator Unit Mechanical Unit Administrative Unit	2.06%
International Brotherhood of Teamsters Local 186	Supervisory Unit Reservations/Dispatch Unit Finance Unit	3.33%
Non-Represented	Management & Professional	12%

SEIU Local 721 Represented Positions (Bus Operators, Mechanical, Administrative)

As of April 28, 2026 vacancies for SEIU Local 721 represented positions included in the FY 2025-26 budget: three [3] Bus Operators (Fixed Route) and two [2] Bus Operator (Demand Response). Recruitment was re-opened for the position of Bus Operator (Fixed Route) on April 20, 2026. A class of new for Bus Operators (Demand Response) started on March 9, 2026 and recruitment has been re-opened as of April 27, 2026.

Teamsters Local 186 Represented Positions (Supervisory, Reservations/Dispatch, Finance)

As of April 28, 2026 vacancies for Teamster Local 186 included in the FY 2025-26 budge: one [1] Payroll Coordinator.

Non-Represented Management & Professional Positions

Current vacancies for Non-Represented positions included in the FY 2025-26 budget: one [1] Assistant Operations Manager, one [1] Compliance Special Projects Manager, and [1] Accounting Manager. Staffing needs are being re-evaluated for the following positions for the upcoming proposed budget: Compliance and Special Projects Manager, Accounting Manager, and Assistant Operations Manager.

Recruitment & Retention

Gold Coast Transit District recognizes the importance of updating and improving processes for both recruitment and retention of staff. The Human Resources Department is continuously re-evaluating recruitment and retention efforts to encourage job satisfaction and a commitment to service at GCTD.

Classification and Salary Table Structure

In 2023, GCTD conducted a review of employee’s classifications and compensation compared to peer agencies. This review included: job description update, compensation study and implementation of classification structure. The research compared the same or similar job classifications, duties, and salary ranges with the relative agencies. The focus was to provide a more transparent and structured process for determining pay increases and to incentivize continuous performance improvement. As part of ongoing negotiations, GCTD is always evaluating job classifications and compensation to ensure they are comparable to market value.

In September of 2025, GCTD and SEIU Local 721 finalized changes to the three-year Memorandum of Understanding (MOU) for bus operators unit to now include both Fixed Route and Demand Response Drivers. Included in these changes were establishment of a wages table for Demand Response.

In January of 2026, GCTD and Teamster Local 186 came to agreement on a new Memorandum of Understanding (MOU) for Dispatchers/Reservationist in the department of Operations. This contract includes the introduction of a wage table with scheduled increases based on performance, clarification on work procedures and enhanced working conditions.

In January of 2026, GCTD and Teamster Local 186 began negotiations for a new Memorandum of Understanding (MOU) for the Finance Unit. Teamsters and GCTD continue to meet and discuss making progress towards a final contract.

Performance Review Process

GCTD is currently in the performance management process review period for Non-Represented Management & Professional positions. For Teamsters Units, their performance management review period occurs at their anniversary dates. This will be the third year of GCTD utilizing the new performance management process. The performance review process provides a means for discussing, planning, and reviewing each employee’s work performance on an ongoing basis and annually reviewing and documenting the employee’s development progress.

Strategic Plan

In July 2023, GCTD approved a three-year Strategic Plan, guided by input from our employees, the leadership team and Board of Directors, who worked together to explore opportunities for the future and identify how to address future challenges. The resulting five Strategic Priorities were established: deliver service excellence by providing customer focused; high-quality service to every member of our community; ensure safety and security while caring for the well-being of employees, passengers, and the general public; increase and provide responsible stewardship for all resources by prioritizing oversight, integrity, accountability, and transparency; cultivate a positive and inclusive work culture that prioritizes employees engagement, high performance, learning and development; increase public awareness, expand community presence, and build a transit-supportive region through public education, partnership, and advocacy.

As part of GCTD’s efforts to create a work culture that prioritizes employee’s engagement, high performance, learning and development the agency has established an employee events and engagement committee. This committee’s main focus is on improving the quality of employee events that align with these priorities.

Onboarding & Promotional Process

GCTD has continued to work with consultant Uncomplicate HR, Inc. (UHR) to develop a structured Onboarding Plan. This plan hopes to: create a welcoming environment for newly hired and promoted employees; enhancing job satisfaction and retention; provide support, tools, and resources to help the newly hired and promoted employee fully transition into their new position; and provide clear and consistent expectations from their supervisor.

These collective efforts will continue to foster a high-performance culture to meet GCTD’s Mission, Vision, and Strategic Goals as we strive to be an employer of choice. The HR department has begun the process and will work into its roll out. The implementation will consist of the whole agency involvement, ensuring that we have meet all benchmarks.

Table 3: Positions with Highest Employee Count Vacancy Rate

Gold Coast Transit District	Budgeted FTE	Actual FTE	Vacancy Rate
Bus Operator (Fixed Route)	126	123	2.4%
Bus Operator (Demand Response)	40	38	5%

Historically, one of the most challenging positions to recruit for has been Bus Operators for Fixed Route services. These shortages were previously exacerbated by a combination of factors with the most debilitating being the pre-employment process. However, over the past two years GCTD has been able to make improvements to the process that have help the recruitment of this position.

III. RECOMMENDATION

IT IS RECOMMENDED that the Board of Directors receive a presentation on the status of vacancies and recruitments and retention – Assembly Bill 2561 – and hold a public hearing to receive input on information presented.

General Manager's Concurrence

A handwritten signature in black ink, appearing to read "Vanessa Rauschenberger", written over a horizontal line.

Vanessa Rauschenberger



Item #10

DATE: May 6, 2026
TO: Board of Directors
FROM: Christine Feng, CFO / Assistant General Manager
Vanessa Rauschenberger, General Manager
SUBJECT: Conduct Public Hearing on GCTD's DRAFT FY 2027 Budget and Capital Plan

SUMMARY

This item presents GCTD's *DRAFT* Fiscal Year 2027 Operating Budget and Capital Plan.

The Operating Budget contains overviews of the organizational structure, budget assumptions, anticipated revenue sources, and operating expenses and intends to provide a general understanding of GCTD's priorities for the coming fiscal year.

The Capital Plan contains details of the planned funded and unfunded capital projects over the next ten years. The Budget Tables section provides fiscal transparency and includes a breakdown of expenses by department and functional category.

The FY 2027 budget is a result of collaboration across all departments in GCTD in consultation with the GCTD General Manager and Management Team. A preliminary budget report is presented to the Board of Directors on May 6, 2026, and a review of the draft TDA allocations budget was conducted by the GCTD Technical Advisory Committee (TAC) on April 16, 2026. Public input was solicited during the annual service plan development process.

RECOMMENDATION

It is recommended that the Board of Directors conduct the public hearing to receive public comments on the proposed DRAFT FY 2027 Operating and Capital Budget. Following today's presentation staff will work on finalizing the budget and bring back a final budget for consideration at the June Board meeting.

General Manager's Concurrence

Attachment: Draft GCTD's Fiscal Year 2027 Operating Budget & Capital Plan

GOLD COAST TRANSIT DISTRICT



Operating & Capital Budget

Fiscal Year 2027

(July 1st, 2026 - June 30th, 2027)

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1. MESSAGE FROM THE GENERAL MANAGER

To Members of the Gold Coast Transit District community,

I am pleased to present to you the Operating & Capital budget for the Gold Coast Transit District (GCTD) for the Fiscal Year 2027.

The budget was developed to support overall agency goals of providing safe and reliable public bus transportation in western Ventura County, providing excellent customer service, and preserving ridership –within estimated fiscal constraints.

The FY 2027 Operating Budget reflects the following key assumptions:

- In FY 27, we will continue to utilize SB 125 one-time funds to maintain service levels compared to the prior year, however routes will reflect a shift from coverage to more direct and frequent routes, fewer bus stops in accordance with the Short-Range Transit Plan Year 1 plan
- Increases in labor costs (cost of living/benefit costs) primarily due to contractual agreements:
 - Supervisory employees' wages are governed by the GCTD/Teamsters Local 186 MOU effective through June 30, 2026 (negotiations will start Spring 2026)
 - Bus Operators, Mechanical, and administrative employees' wages are governed by the GCTD/SEIU Local 721 MOU effective through June 30, 2027.
 - Management, Professional and Administrative (non-represented) cost of living and merit increases will be provided in accordance with GCTD Personnel Rules.
- Maintain staff levels compared to prior year, with the restoration of the internship program
- Continuation of Youth Ride Free program utilizing GCTD's annual allocation of LCTOP and interest earned from SB 125, combined with VCTC's allocation of LCTOP
- To mitigate the risk of material loss, appropriate insurance coverage is budgeted.

The FY 2027 budget also includes several “non-operating” mandated:

- \$2.4 million annual allocation of TDA funds to member jurisdictions for recurring member transit needs including transit centers maintenance, bus stops and transit services (Ojai Trolley, ECTA / Kanan Shuttle in the County of Ventura unincorporated areas)
- \$1.4 million annual debt service payments for facility bond payment principal and interest

The FY 2027 Capital Budget reflects the districts' efforts to have a reliable well-maintained fleet:

- \$6,765,000 for bus replacements and \$759,000 for paratransit replacements
- \$309,000 for non-revenue service vehicles
- \$143,000 for equipment and business system upgrades



It should be noted that some adjustments to the requested budgets are possible after the commencement of FY 2027. If mid-year changes occur, which require a budget amendment to be made, the changes will be brought back to the Board for consideration. I want to thank the staff of our Finance and Administration and Management Team for working to develop this budget and work to ensure we remain good stewards of the resources entrusted to us to fulfill our mission.

Vanessa Rauschenberger

General Manager

**Gold Coast Transit District
FY 2027 Operating & Capital Budget**

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2. WHO WE ARE

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.

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. GCTD is the largest public transportation operator in Ventura County with a service population of approximately 431,000. The fleet includes 61 buses, 100% powered by renewable compressed natural gas supplied by an on-site CNG fueling station and 28 paratransit vehicles powered by a mix of electric, natural gas and traditional gasoline.

GCTD operates 20 routes, 359 days, 7 days a week, with the first personnel arriving on site at 3:00 am and leaving at approximately 1:00 am. In Ventura County, GCTD's local buses carry almost two thirds of the transit trips in the County, highlighting the demand for transit in our communities. GCTD's diverse group of riders include students, seniors, essential workers, and others who rely on transit to access medical appointments, school, work, food and other resources. It is imperative that we work to provide these current and future riders with quality services to ensure they get where they need to go.

Service Area

Cities of Ojai, Oxnard, Port Hueneme, San Buenaventura (Ventura) and the County of Ventura unincorporated areas between these cities.



History



FOUNDING OF GCTD



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.

ACCESS PARATRANSIT BEGINS

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

1996



SOUTH COAST AREA TRANSIT RENAMED GOLD COAST TRANSIT



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.

GOES FROM JPA TO A SPECIAL DISTRICT

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.

2013





GCTD NAMED SMALL AGENCY OF THE YEAR



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.

NEW HEADQUARTERS

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.

2019



FARE INCREASE



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.

3. STRATEGIC GOALS & STRATEGIES

STRATEGIC PLAN

In July 2023, the Board of Directors approved a Strategic Plan. The development of the strategic plan was guided by input from our employees, the leadership team and Board of Directors, who worked together to explore opportunities for the future and identify how to address future challenges.

Plan Development

The agency gathered data and selected priorities from many sources including organizational and employee assessments, regulatory mandates, Board presentations, annual employee engagement surveys, customer surveys, and more. Nearly 100 GCTD employees participated in the oral strategic planning assessment and 42 employees participated in the written strategic planning survey assessment. The purpose of the assessment was to elicit input to shape and inform GCTD's three-year strategic plan and assess the current state of GCTD's leadership team effectiveness and opportunities for alignment.

A total of five staff leadership workshops and one Board workshop were held. The outcomes of these workshops included a guidepost for strategic decision-making, a revised mission statement, a vision statement, strategic priorities, agency goals, cross-functional interdependency agreements, and more.

Guided by the agency's mission, vision, and values, GCTD prioritized themes that reflected both employee feedback and the SWOT analysis. GCTD evaluated those finalists against the guideposts for decision-making. From there, GCTD's leadership team reached a consensus on the five most critical agency-wide priorities that provide a solid foundation for the agency's continued advancement.



Tracking and Monitoring

The District tracks progress quarterly to ensure accountability and follow-through, and the agency will revisit, adjust as needed, and recommit to the plan annually. Performance measures and timelines cascade down to agency departments, and the agency will regularly review and refine these measures to ensure they align with desired outcomes. Individual employee goals, documented in their annual performance reviews, align with department/division goals, agency goals, and strategic priorities.

Additional reviews occur in conjunction with the annual budget process. To realize the strategic priorities and goals, GCTD prioritizes budgets and resources, including financial, time, people, and expertise.

STRATEGIC PRIORITIES & GOALS TO BE SUPPORTED BY THE FY 27 BUDGET

To ensure that the strategic plan priorities and goals are put into action, the following projects and tasks are supported by the FY 27 Annual Budget:

1. Service Excellence

Deliver service excellence by providing customer focused, high-quality service to every member of our community.



Goal #1: Provide reliable service to the community

Goal #2: Ensure 100% of vehicles and equipment are kept in excellent condition

Goal #3: Meet all KPI's for on-time performance, ADA compliance, complaints

Goal #4: Develop a transit system that attracts and retains transit riders

The FY 27 Budget supports the following to support these goals:

- Implementing route changes to 1/6/10/11 which includes interlining and reorganizing of routes to make service faster and attract more riders
- Continued purchase of replacement vehicles for those reaching end of useful life
- Expanded customer service / de-escalation training for all operations staff
- Implement recommended ADA Compliance improvements identified

2. Safety & Security

Ensure safety and security while caring for the well-being of employees, passengers, and the general public.



Goal #1: Operating 1 per 100,000 miles between preventable accidents

Goal #2: Decrease costs incurred due to passenger and worker injuries by 10%

Goal #3: Utilize real-time data to track incidents, complaints, injuries, & accidents

Goal #4: Standardized level of cleanliness + maintenance across all bus stops

The FY 27 Budget supports the following to support these goals:

- Restoration of internship program to support safety & training, IT and cybersecurity
- Expanded employee engagement, health & wellness activities to reduce injuries
- Updates to TrackIt software to respond to ADA complaints, evaluations, stop issues

3. Stewardship of Resources



Increase and provide responsible stewardship of all resources by prioritizing oversight, integrity, accountability, and transparency.

Goal #1: Ensure costs are monitored in accordance with FTA/State requirements

Goal #2: Ensure monthly financial statements are 100% accurate and on time

Goal #3: Identify alternatives funding sources “non-federal match”

Goal #4: Increase non-fare non-grant funding to make up 10% of revenues

The FY 27 Budget supports the following to support these goals:

- Utilize the facility capacity for expanded service operations, fueling or administration.
- Continue to seek a long-term funding source by utilizing 301 E 3rd Street Property
- Given the evolving priorities at the federal level, GCTD's Zero Emission Transition plans will be updated using more current financial cost estimates.

4. Culture



Cultivate a positive and inclusive work culture that prioritizes employee engagement, high performance, learning and development.

Goal #1: Establish performance management that aligns with the strategic plan

Goal #2: Establish a baseline for employee perceptions (employee survey)

Goal #3: Increase methods of communication and engagement of employees

The FY 27 Budget supports the following to support these goals:

- Expanded employee engagement and training efforts, including communication efforts ranging from monthly GM / Dept employee outreach. Joint labor meetings
- Performance development and reviews ongoing

5. Expand Public Awareness



Increase public awareness, expand community presence, and build a transit-supportive region through public education, partnerships, and advocacy.

- Goal #1: Increase awareness of GCTD as an organization.
- Goal #2: Attract and retain ridership, particularly youth riders.
- Goal #3: Strengthen community partnerships and expand network of advocates
- Goal #4: Increase involvement with cities to connect land use w/transit planning

The FY 27 Budget supports the following to support these goals:

- Staff will continue outreach into the community to support route changes, and conduct targeted outreach to youth and other groups to support ridership goals
- Host community organizations at GCTD, tours / trainings to educate about transit
- Work with VCTC to identify ways to facilitate easier fare payment and explore zone-based fare for General Public rides to help manage growth and costs of operations.
- Continue to identify ways to partner with organizations to advertise on GCTD buses.

4. ORGANIZATION OVERVIEW & ORGANIZATIONAL CHART

BOARD OF DIRECTORS

Gold Coast Transit District (GCTD) is governed by a Board of Directors. Each of GCTD's five member agencies appoints one elected official from its governing body to serve on the Board of Directors and a second to serve as an alternate member.

City of Ojai – Councilmember Rachel Lang, Chair

City of Oxnard – Councilmember Gabriela Rodriguez, Vice Chair

County of Ventura – Supervisor Matt LaVere, Director

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

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

GCTD'S SENIOR LEADERSHIP TEAM

GCTD's General Manager is appointed by, and reports to, the Board of Directors. 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 Senior Leadership Team is comprised of:

Vanessa Rauschenberger, General Manager
Christine Feng, CFO / Assistant General Manager
James Beck, Director of Operations and Maintenance
Cynthia Torres Duque, Director of Planning and Marketing
Alexander Zaretsky, Director of Human Resources

EMPLOYEES

GCTD employs nearly 250 individuals, the majority of whom operate and maintain buses. Service Employees International Union Local 721 (SEIU) represents all bus operators, maintenance and customer service staff. International Brotherhood of Teamsters Local 186 (Teamsters) represents supervisors, dispatchers and fiscal support staff.

DISTRICT STATISTICS

Member Jurisdictions: Ojai, Oxnard, Port Hueneme, Ventura & County of Ventura

Average Daily Passengers (Fixed Route): 11,654

Average Daily Passengers (GO ACCESS): 342

Annual Passengers (approx.): 3.6 million Systemwide

Annual Revenue Miles (approx.): 2 million

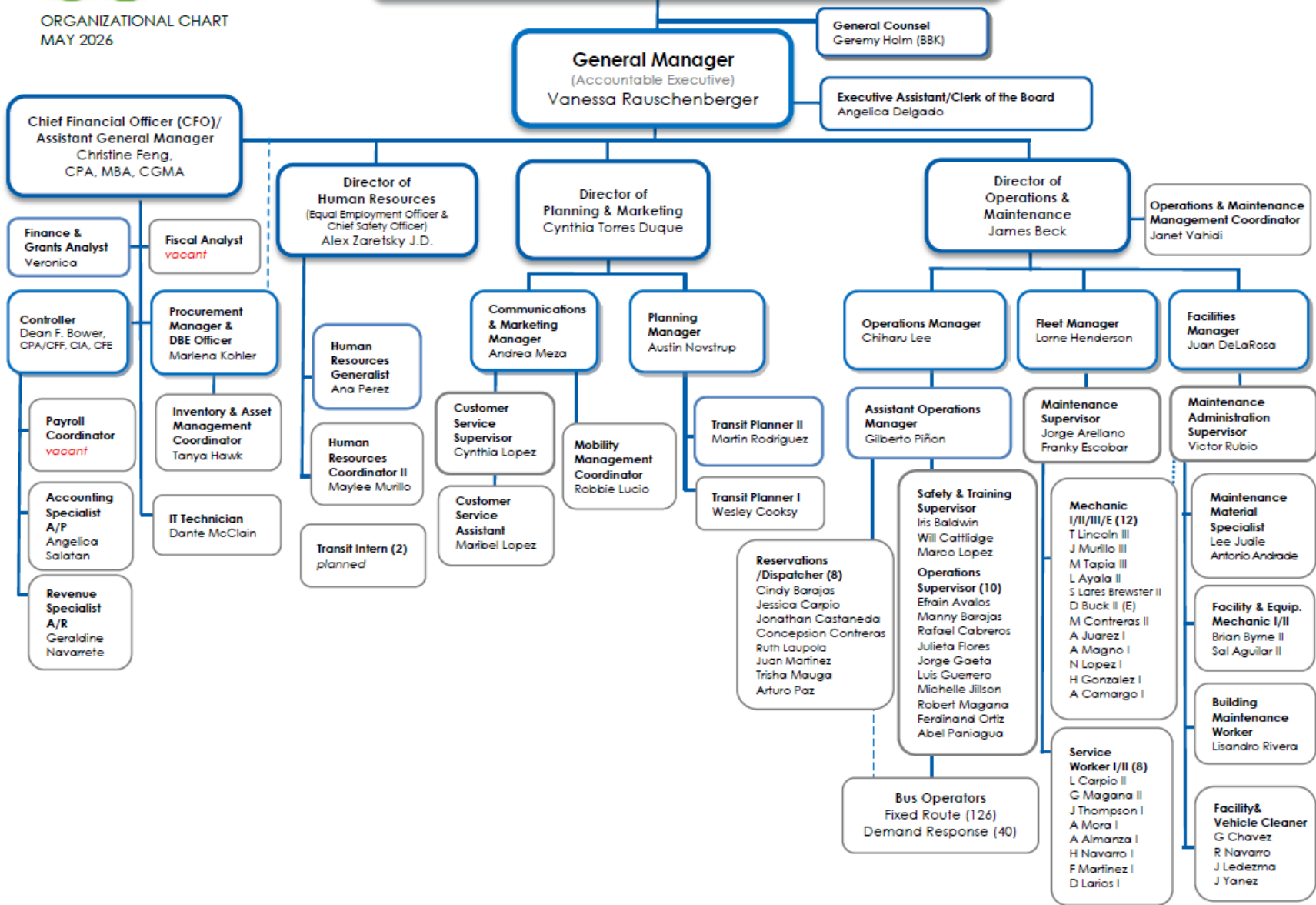
Revenue Vehicles: 88 (61 - fixed-route buses / 28 - demand response vehicles)



ORGANIZATIONAL CHART
MAY 2026

BOARD OF DIRECTORS

OJAI | OXNARD | PORT HUENEME | VENTURA | COUNTY OF VENTURA



FY 2027 Operating & Capital Budget

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5. BUDGET IN BRIEF

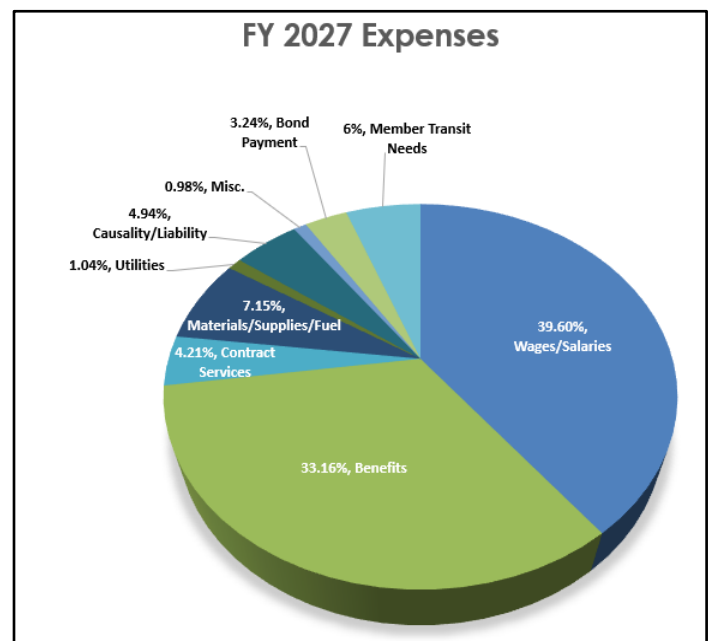
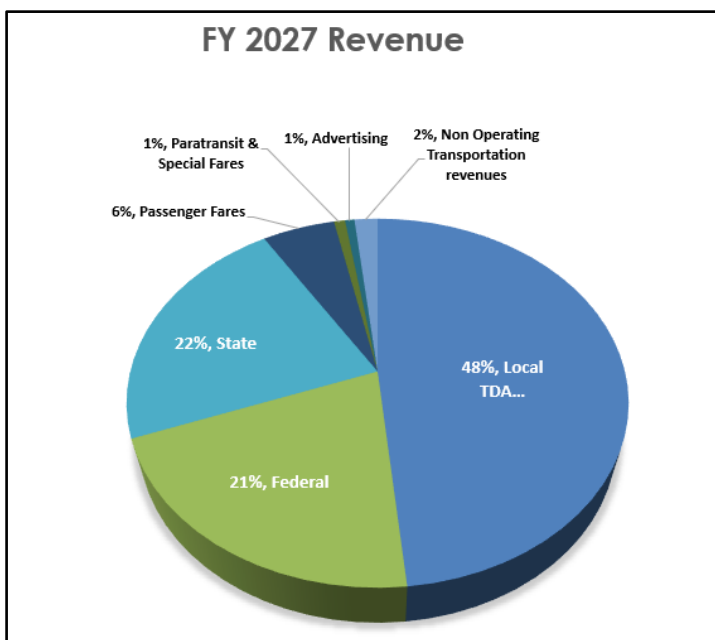
Following is a discussion of the premises for each of the major components of GCTD's FY 2027 Operating Budget Revenue and Expenses.

BUDGET DEVELOPMENT

The budget was developed by the Finance Department in consultation with GCTD's General Manager and Management Team. GCTD uses the accrual method for the basis of budgeting and accounting. The draft budget report was presented to the Board of Directors on May 6th, 2026, in addition to budget reviews conducted with GCTD's Technical Advisory Committee (TAC) in April of 2026. Public and member agency input is solicited during this process. Once approved, monthly updates comparing the approved budget versus actual financial information will be provided.

SOURCES AND USES OF FUNDS

The FY 2027 operating revenue sources are projected to total \$42.7 million, including \$20.7 million from LTF, \$8.9 million in Federal grant funds, \$2.35 million in passenger revenues, \$305,000 in advertising revenues, \$750,000 in non-operating revenues, and \$9.4 million in State funds (including \$5.7 million in SB 125 one-time funding to cover operating deficit). The approximate \$42.7 million in total operating revenue will provide \$38.8 million for GCTD operating activities, and \$3.8 million for members' transit requirements and GCTD's bond payment. The budget summary of revenues and expenses are displayed in **Table 1-3** in the appendix.



FIXED-ROUTE SERVICE LEVELS

GCTD establishes service levels each year through the adoption of its annual budget. The FY 2027 revenue service hours are expected to increase by 1.14%, reaching a total of 205,150 hours.

July 2026 marked the beginning of Year 2 of the SRTP Implementation Plan. The FY 2027 Service Plan guides the budget development for fixed-route services in two distinct periods. The annual service plan outlines fixed route services provided in two periods. The first period starts on July 18th, 2026, while the second period begins on January 3rd, 2027, and concludes on July 17th, 2027. The process of developing the service plan includes reviewing passenger and operator feedback, evaluating long-term plans, analyzing route performance, and assessing available resources.

For the upcoming fiscal year, GCTD does not anticipate significant changes in funding, vehicle availability, or labor availability. GCTD plans to implement the recommendations from year two of the Short-Range Transit Plan in the first period of the coming fiscal year. These changes include realigning two GCTD routes and major schedule adjustments to 5 routes, resulting in improved frequency, extended peak service, and better connections between routes. In Fall 2026, staff will analyze the efficacy and efficiency of planned services based on operator and passenger feedback, ridership data, and on-time performance, and prepare recommendations for implementation in the second service period beginning in January. It is anticipated that these would only include minor schedule adjustments, those necessary to address significant deficiencies in on-time performance or overcrowding, to avoid disrupting passenger travel patterns in the middle of the academic year.



ADA & SENIOR PARATRANSIT/DEMAND RESPONSE (GO ACCESS)

The ACCESS services include federally mandated ADA complimentary services. ACCESS transportation provided is to individuals certified as unable to use the fixed route services for some or all their trips. ACCESS also provides safe, accessible transportation for seniors, 65 years of age and older. This public transportation enables mobility and helps members of the community sustain a higher quality and standard of life by providing access to vital services that will ensure the upkeep of mental and physical health, social and leisure activities, school and employment.

The ADA/Paratransit Services has been directed operated by GCTD since October 2024.

Several current and planned grant funded demonstration projects, i.e., direct service to Camarillo and Safe Rides (Early Morning /Late Night), will continue to be evaluated this year to determine if they are feasible to continue absent continual grant funding is exhausted.



6. SUMMARY OF FINANCIAL POLICIES

The financial policies below establish a clear framework to ensure the fiscal integrity, accountability, and transparency of Gold Coast Transit District's (GCTD) financial management practices. These policies guide budget development, financial reporting, investment activities, and the management of revenues, expenses, and reserves.

1. Budgeting and Financial Planning

- GCTD adopts an annual budget that is balanced/aligned with strategic priorities.
- Budgets are prepared on a conservative basis, estimating revenues realistically and appropriating sufficient funds for operations and maintenance.
- Financial forecasting is done to anticipate revenue / expense and capital needs
- Budget amendments are approved by the Board of Directors as necessary

2. Revenues

- GCTD maintains a diversified revenue base to protect against economic fluctuations.
- Revenues are monitored monthly to ensure they meet budgeted expectations.
- Grants are pursued aggressively, managed responsibly, and reported accurately.

3. Expenditures and Cost Control

- Expenditures are controlled through rigorous internal monitoring and approval processes.
- All spending complies with approved budget authority unless amended by the Board.
- Efforts are made to achieve cost savings and operational efficiencies where possible.

4. Financial Reporting and Transparency

- GCTD provides monthly financial reports on fiscal activities to the Board of Directors.
- Annual financial statements are audited by an independent external auditor.
- Financial information is made accessible to promote transparency and accountability.

5. Reserve and Fund Balance Policy

- GCTD maintains operating reserves sufficient to cover a minimum of 90 days of expenses.
- Reserve funds are used only for emergencies, non-recurring expenses, or capital projects

6. Debt Management

- GCTD uses debt financing only for long-term capital projects, not operational costs.
- Debt service obligations are managed prudently to maintain a strong financial position and protect the agency's creditworthiness.

7. Investment Policy

- GCTD funds are invested in accordance with California Government Code and GCTD's Investment Policy to ensure safety, liquidity, and a reasonable rate of return.
- Investments prioritize capital preservation and meet short-term cash flow requirements.

8. Procurement and Contracting

- GCTD follows a fair, competitive, and transparent procurement process
- All contracts comply with federal, state, and local laws, as well as GCTD's policies

9. Risk Management

- GCTD maintains adequate insurance coverage to mitigate risks related to liability, property damage, workers' compensation, and other operational exposures.
- Risk assessment and mitigation strategies are integrated into all major decisions.

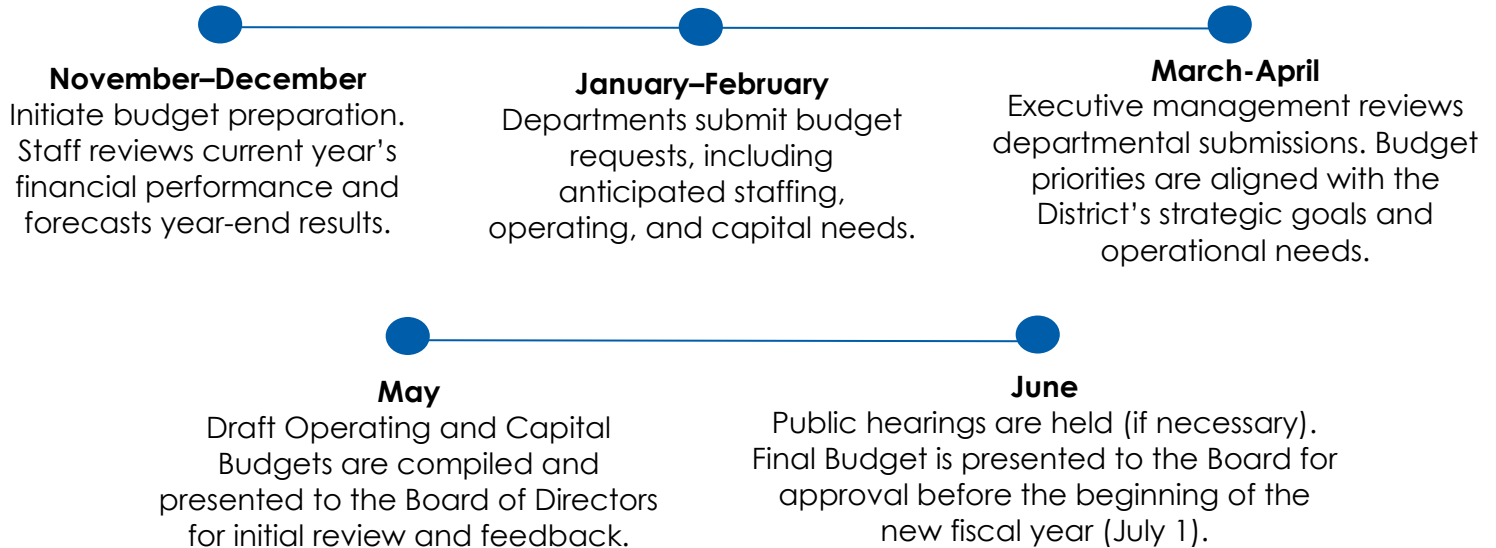
10. Policy Review and Amendments

- This Financial Policy is reviewed at least once every three years or as needed.
- Amendments are approved by the Board of Directors if any.

7. BUDGET PROCESS

Gold Coast Transit District has established a clear and transparent process for developing, approving, and managing the District's annual operating and capital budgets.

1. Budget Development Timeline



2. Budget Components



3. Key Principles

- **Balanced Budget:** Operating revenues fully cover operating expenses and try to prevent relying on one-time funding sources.
- **Transparency:** Budget information is made available for public review and input before final adoption.
- **Accountability:** CFO and department heads are responsible for staying within approved budgets and regularly monitoring performance.
- **Financial-Sustainability:** Long-term financial impacts are considered during the budget process to ensure sustainability.

4. Budget Monitoring and Amendments

- Staff prepare monthly financial reports comparing actual results to budgeted amounts.
- Mid-Year reviews are conducted to assess financial health and adjust forecasts.
- Budget amendments (e.g., new grants, unanticipated expenses) require Board approval.



8. FY 2027 REVENUE SOURCES (FUNDING SOURCES)

OPERATING REVENUE

Funding for GCTD operating activities is derived from several sources, including passenger fares; local, state, and federal funds; energy credit sales, bus advertising sales, other local revenues, and interest income. The table below reflects the revenue for operating activities in FY 2027.

FY 2027 Operating Revenues (Projected)

Operating Revenues		
Local TDA Allocation	\$	20,672,522
Federal	\$	8,899,823
State	\$	9,361,403
Passenger Fares	\$	2,350,000
Paratransit & Special Fares	\$	360,000
Advertising	\$	305,000
Non Operating Transportation revenue	\$	750,000
	\$	42,698,748

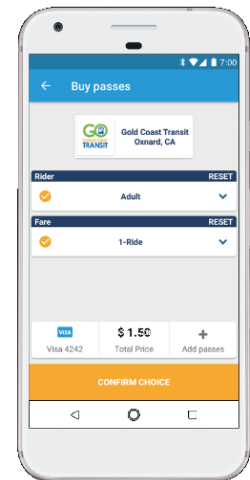
PASSENGER FARES

FIXED-ROUTE Fares

- Adult & Youth - \$2
- Seniors 65+, Disabled and Veterans- \$1
- Seniors 75+ - FREE
- Children under 45" - FREE
- Transfers FREE (Transfers are valid for two hours)

ACCESS Demand Response Fares

- Fare each way - \$4 (ADA certified or Senior)
- Premium Direct Service to Camarillo - \$8 each way (ADA /Senior)
- LATE NIGHTS SAFE RIDES General Public Dial-A-Ride - \$5/ride
- Senior Nutrition Site – FREE



LOCAL FUNDS / TRANSPORTATION DEVELOPMENT ACT (TDA)

On October 3, 2013, Governor Brown signed into law Assembly Bill AB 664, which formed Gold Coast Transit District (GCTD). The District's 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 as of July 2014. Also in 2013, a Memorandum of Understanding (MOU) was established in eastern Ventura County for the operation and coordination of transportation services, fares, and hours of service. As of July 1, 2014, GCTD became a direct recipient of TDA funds to operate public transportation in western Ventura County.

Local Transportation Fund (LTF) revenues are derived from a ¼ cent of the general sales tax collected statewide. The State Department of Tax and Fee Administration, based on sales tax collected in each county, returns the general sales tax revenues to each county's LTF. The LTF funds GCTD receives reflect the full amount of its members' population shares.

For FY 2027, the most current **estimate from April 2026** indicates GCTD's FY 2027 gross share will be \$20.67 million before allocations are distributed to member agencies.

GCTD's LTF/TDA Apportionment by Jurisdiction	
Ojai	\$ 363,956
Oxnard	\$ 9,568,724
Port Hueneme	\$ 1,003,321
Ventura	\$ 5,247,479
County of Ventura	\$ 4,489,042
	\$ 20,672,522

**Estimated as of April 2026*

Member agencies may also request to use LTF to fund recurring transit-related activities and transit-related capital items within their jurisdictions. Requests are submitted annually for review by GCTD's Technical Advisory Committee. GCTD member agencies may request funding for their recurring transit-related activities not to exceed 10% above the member's baseline based on funding for such activities starting in FY 2015, adjusted by the annual CPI.

For FY 2027, the full LTF allocation to GCTD is \$20,672,522. GCTD member agencies have submitted requests for \$2,427,793 in LTF funding for their recurring transit-related activities and transit-related capital projects. Each member will receive their request, less funds allocated to members but not expended in FY 2025 per audited financials.

Funding these programs, net of carryover from members' prior year funding and returned capital funds leaves GCTD with \$18.2 million in FY 2027 LTF for use in its Operating Budget. A summary of FY 2027 LTF Revenue and funding detail for members' recurring and non-recurring transit services items is shown in **Table 6** in the appendix.

STATE FUNDING (STA / SGR / LCTOP / SB 125)

Based on the most recent State Controllers estimate, GCTD's State Transit Assistance (STA) and State of Good Repair (SGR) are \$322K. The Operating budget assumes us of LCTOP and interested from SB125 will be used to support Yourh Ride Free. In addition, GCTD will make use of approximately \$5.7 million of one-time funding from SB 125 to help provide bridge funding to address anticipated operating deficits. This funding is subject to state / VCTC approval and is finalized as part of the final budget.

FEDERAL ALLOCATION 5307,5339 & 5310

GCTD's FY 2027 Federal transit funding Assistances are from section 5307, 5310, and 5339. 5307 Federal funding includes \$5.9 million for Operating, Preventative Maintenance, and ADA Paratransit. Section 5307 will fund half of the annual required bond payment (\$602,038), with Section 5339 funding covering the remaining half Bond payment (\$780,000). 5310/JARC-Enhanced Mobility (\$92,000). GCTD will use up to \$1.5 Million in route-specific Federal CMAQ

grant funds to continue the Ventura Road Route (Route 23) pilot and in Youth Booster Service. LCTOP funds will be used to help provide local match.

ADVERTISING REVENUE

The projected revenue from FY 2027 exterior and interior bus Advertising is \$305,000.



NON-OPERATING REVENUE

Non-operating revenue represents income generated from sources outside of Gold Coast Transit District's core transit operations. While not directly linked to passenger fares or transit service delivery, these revenues provide critical support for day-to-day operations and strategic initiatives. The following are key components of GCTD's non-operating revenue:

1. Investment Income

GCTD earns interest on cash balances and designated reserves held in accounts such as the Local Agency Investment Fund (LAIF), money market accounts, and other permitted instruments as guided by the District's investment policy. These earnings help preserve fund balances and offset operating costs.

2. Energy Credits

Energy credits include revenues from programs such as California's Low Carbon Fuel Standard (LCFS), which incentivize the use of cleaner, lower-emission fuels. GCTD generates and monetizes these credits based on its fuel consumption data, particularly the use of electricity and natural gas in fleet operations.

3. Scrap Sale Revenue

GCTD occasionally disposes of obsolete or decommissioned equipment and vehicle parts. Revenues from these sales are modest but represent responsible asset management and recapture of value from end-of-life assets.

4. City of Oxnard Truck Fueling Partnership

GCTD has established a cooperative agreement with the City of Oxnard to allow city-owned trucks to utilize the CNG fueling infrastructure located at GCTD's operations and maintenance facility. This partnership not only promotes regional use of clean fuels but also provides GCTD with a modest revenue stream through cost-sharing or fee-based fueling arrangements. The partnership enhances interagency collaboration and supports broader environmental goals within the region.

9. FY 2027 OPERATING EXPENSES (BY FUNCTION)

FY 2027 expenses cover all transit operating activities as described in this section. Operator and Maintenance wage and benefit expenses account for the largest portion of the operating budget. GCTD continually to look for ways to streamline expenses to ensure more efficient organization.

FY 27 Expense Budget		
Wages/Salaries	\$	16,910,357
Benefits	\$	14,157,050
Contract Services	\$	1,797,051
Materials/Supplies/Fuel	\$	3,052,420
Utilities	\$	442,000
Causality/Liability	\$	2,110,700
Misc.	\$	419,340
Total Operating	\$	38,888,917
Bond Payment	\$	1,382,038
Member Transit Needs	\$	2,427,793
Total-Non Operating and Debt	\$	3,809,831
FY 2027 - Total Expense Budget	\$	42,698,748

Wages/Salaries: This category supports compensation for full-time and part-time employees, including operations, maintenance, and administrative staff. It reflects efforts to maintain competitive wages and ensure high service reliability through workforce stability. For FY 2027, GCTD budgeted wages and benefits for 253 employees. GCTD currently has 249 employees. For fixed route service, the budget includes an estimate of 126 fixed-route and 40 demand response operators, as well as restoration of the intern program. Estimated wage/salary and benefit increase for represented and non-represented employees are included in the FY 2027 budget. These increases are largely due subject to contractual obligations with represented groups.

Position	FY 2026 Approved Budget	FY 2027 Proposed Budget Changes	FY 2027 Proposed Budget
Bus Operators :			
Bus Operator - Fixed Route	126.0	0.0	126.0
Bus Operator - Demand Response (Paratransit)	40.0	0.0	40.0
Maintenance & Administration:			0.0
Operations Management	26.0	0.0	26.0
Maintenance	34.0	0.0	34.0
Executive	2.0	0.0	2.0
Finance	11.0	0.0	11.0
Human Resources	3.0	0.0	3.0
Planning & Marketing	9.0	0.0	9.0
Interns - General	0.0	2.0	2.0
TOTAL	251.0	2.0	253.0
Operators	166.0	0.0	166.0
Non-Operators	85.0	2.0	87.0
Total	251.0	2.0	253.0

Benefits: Includes employer contributions to health insurance, pensions (e.g., CalPERS), and other employee benefit programs. This allocation is critical to employee retention and compliance with labor agreements.

Contract Services:

Covers professional and technical services not handled in-house, such as legal counsel, IT support, auditing, and consulting. These contracts provide operational efficiency and access to specialized expertise.

Materials, Supplies, and Fuel:

Encompasses the procurement of vehicle parts, general supplies, and fuel necessary for day-to-day transit operations and maintenance of the fleet.

Utilities: Budgeted for electricity, water, natural gas, and communications services to support all GCTD facilities and operations centers.

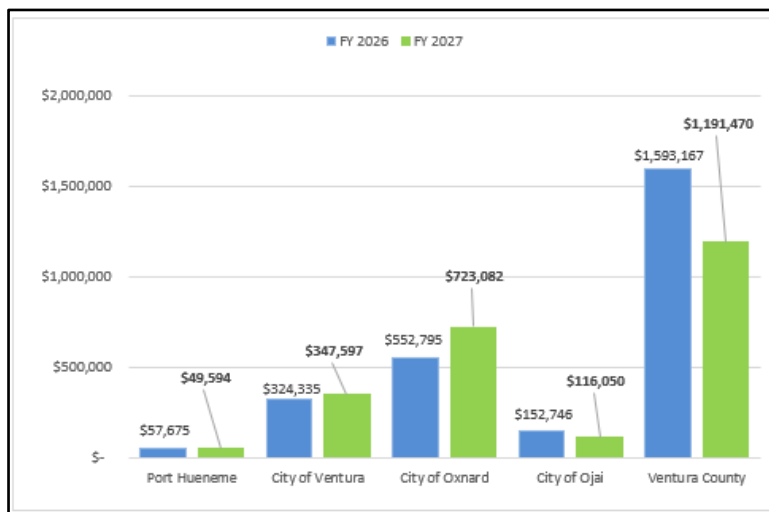
Casualty and Liability: Funds risk management initiatives including insurance premiums for vehicles, facilities, and workers' compensation. It helps mitigate the financial impact of accidents and liability claims.

Miscellaneous: A flexible line item that supports minor, unforeseen, or general operating expenses that do not fall under other categories, such as staff training, memberships, and minor equipment.

NON-OPERATING EXPENSES

Bond Payment: Represents scheduled debt service payments on outstanding bonds issued for capital infrastructure projects. It reflects GCTD's commitment to meeting its long-term financial obligations.

Member Transit Needs: Allocated to meet the unique transit service needs of member jurisdictions. This includes contributions toward local fixed-route services, dial-a-ride programs, and special community mobility projects.



10. FY 2027 OPERATING EXPENSES (BY DEPARTMENT)

The Gold Coast Transit District's FY 2027 Operating Budget totals \$38,888,917 (excluding bond payment and members transit needed), allocated across eight departments. This funding supports core transit functions including Operations, Maintenance, ADA/Paratransit services, Administration and Finance, Planning & Marketing. The budget is structured around key expenditure categories: Wages/Salaries, Benefits, Services, Materials, Utilities, Casualties/Liabilities, and Miscellaneous costs.

FY 2027 OPERATING EXPENSES BY DEPARTMENT

Category	OPERATIONS			MAINTENANCE		ADMINISTRATION			Total		
	Operations (Fixed Route Bus Operators)	Operations Management	ADA/Paratransit Operations Demand Response Bus Operators	Vehicle Maintenance	Facility Maintenance	Executive Administration & Finance	Planning and Marketing	Human Resources			
Wages/Salaries	7,982,418	1,527,605	2,620,473	1,678,474	739,428	1,349,400	657,737	354,822	16,910,357		
Benefits	7,026,738	1,252,891	2,118,957	1,354,434	693,778	1,015,758	480,816	213,678	14,157,050		
Services	31,500	-	10,000	191,460	289,500	969,072	300,519	5,000	1,797,051		
Materials	22,723	9,240	409,000	2,089,157	119,800	278,000	122,500	2,000	3,052,420		
Utilities	-	-	-	-	442,000	-	-	-	442,000		
Casualties and Liabilities	-	-	-	-	-	1,950,000	119,000	41,700	2,110,700		
Misc	10,000	20,000	5,000	76,340	40,500	267,500	-	-	419,340		
Department total Operating Budget	15,073,379	2,809,736	5,163,430	5,389,865	2,325,007	5,829,730	1,680,571	617,200	38,888,917		
									Bond payment	1,382,038	
									Member Transit Needs	2,427,793	
									Total Operating Expenses- FY 2027		42,698,748

The FY 2027 budget reflects GCTD's strategic focus on maintaining high-quality transit operations while investing in workforce support, vehicle and facility maintenance, and customer engagement. Much of the budget, approximately 79%, is committed to personnel costs, emphasizing the human resources required to sustain safe and reliable transit services across the region.

OPERATIONS

1. Fixed Route Operations (\$15,073,379)

This department represents fixed route bus operators and associated costs. It holds the largest portion of the budget, largely driven by:

- Wages: \$7.98 million
- Benefits: \$7.03 million
- Minor allocations to services, materials, and miscellaneous.

2. Operations Management / Supervisors (\$2,809,736)

Management and Supervisory roles for transit operations are included here:

- Wages & Benefits: \$2.78 million
- Minimal costs in materials and misc. items.

3. ADA/Paratransit Operations (\$5,163,430)

Covers specialized transportation for individuals with mobility limitations and seniors:

- Wages & Benefits: \$4.74 million
- Materials & Service Contracts: \$419,000

MAINTENANCE

4. Vehicle Maintenance (\$5,389,865)

Supports bus repairs and fleet upkeep, with high material and service expenses:

- Materials: \$2.09 million
- Services: \$191,460
- Includes labor and benefits for mechanics.

5. Facility Maintenance (\$2,235,007)

Maintains GCTD's operations facility and fueling infrastructure:

- Major categories: Services (\$289,500) and Utilities (\$442,000)
- Labor, benefits, and materials support core infrastructure.

ADMINISTRATION

6. Finance / Administration (\$5,829,730)

Executive Staff, Financial planning, Insurance premiums, phones, grants, procurement, IT and general administration:

- Casualties/Liability insurance premiums and miscellaneous expenses \$1.95 million
- Wages/Benefits: \$2.4 million
- Expenses for services and materials: \$1.2 million

7. Planning and Marketing (\$1,680,571)

Responsible for community outreach, planning services, planning, scheduling, customer service, and rider engagement:

- Wages/Benefits: \$1.13 million
- Expenses for services and materials: \$423,019

8. Human Resources (\$617,200)

Supports staffing, training, and workforce development:

- Wages/Benefits: \$568,500
- Smaller allocations to materials, services, and misc.

11. LONG-RANGE OPERATIONAL PLAN

The long-range operational plan incorporates prior years financial data as well as information from the Capital Project Plan to project future operating revenues and expenses. Beyond FY 2028, the District will have a funding gap that will need to be bridged by contingent revenue sources. The plan projections also assume the following assumptions:

Revenue

- Passenger and Special Transit fares assume no fare increases and an annual revenue growth of 2%.
- Auxiliary Transportation (i.e. advertising) are relatively fixed beyond FY 2027 due to the expectation of few to no additional contracts.
- Non-Transportation revenues are fixed beyond FY 2028 due to no underlying changes in current assumptions.
- Local grants and reimbursements assume an annual growth of 3%.
- State Grants utilize SB125, one-time funds, which will be fully used by FY 2028.
- LCTOP funding is expected to be uncertain beyond FY 2028.

Expenses

- Labor and fringe benefits assume cost-of-living adjustments and memorandum of understanding for union employees.
- All other operating expenses are expected to increase given that costs are projected to rise.
- Bond payment expenses are based on the debt service schedule denoted in **Section 13 “Debt Service”**.

Operating Budget	APPROVED BUDGETS			PROPOSED BUDGET	PROJECTIONS		
	2024	2025	2026	2027	2028	2029	2030
REVENUES							
Passenger Fares	\$ 2,341,230	\$ 2,150,000	\$ 2,250,000	\$ 2,350,000	\$ 2,397,000	\$ 2,636,700	\$ 2,667,861
Special Transit	\$ 496,675	\$ 384,000	\$ 350,000	\$ 360,000	\$ 292,421	\$ 312,890	\$ 316,283
Auxiliary Trans	\$ 286,160	\$ 300,000	\$ 300,000	\$ 305,000	\$ 305,000	\$ 305,000	\$ 305,000
Non-Transportation	\$ 289,850	\$ 696,970	\$ 750,000	\$ 750,000	\$ 700,000	\$ 750,000	\$ 750,000
Local Funds - Transportation Development Act	\$ 21,382,371	\$ 20,631,299	\$ 20,028,323	\$ 20,672,522	\$ 21,338,177	\$ 22,831,850	\$ 23,079,372
State Grants	\$ 2,322,000	\$ 2,224,000	\$ 3,075,000	\$ 3,661,403	\$ 2,028,000	\$ 2,126,000	\$ 3,293,333
State Grants - SB 125 (one time funds)	\$ -	\$ 3,551,005	\$ 4,130,378	\$ 5,700,000	\$ 6,319,879	\$ -	\$ -
Federal Grants	\$ 10,053,144	\$ 8,696,270	\$ 9,354,523	\$ 8,899,823	\$ 8,550,513	\$ 8,270,342	\$ 7,990,171
TOTAL REVENUES	\$ 37,171,430	\$ 38,633,544	\$ 40,238,224	\$ 42,698,748	\$ 41,930,989	\$ 37,232,782	\$ 38,402,020
EXPENSES							
Labor	\$ 14,284,000	\$ 14,624,401	\$ 16,218,107	\$ 16,910,357	\$ 17,877,411	\$ 18,056,185	\$ 18,599,658
Fringe Benefits	\$ 7,741,606	\$ 11,269,021	\$ 12,807,941	\$ 14,157,050	\$ 13,842,262	\$ 14,119,108	\$ 14,401,490
Services	\$ 5,796,977	\$ 2,580,550	\$ 1,274,086	\$ 1,797,051	\$ 1,850,000	\$ 1,010,000	\$ 668,678
Materials & Tools	\$ 3,557,297	\$ 3,618,300	\$ 3,248,366	\$ 3,052,420	\$ 3,131,375	\$ 2,896,234	\$ 2,754,462
Utilities	\$ 330,729	\$ 450,000	\$ 437,000	\$ 442,000	\$ 470,000	\$ 507,108	\$ 534,163
Casualty & Liability	\$ 1,222,606	\$ 1,340,000	\$ 1,636,500	\$ 2,110,700	\$ 1,700,000	\$ 1,717,000	\$ 2,069,085
Misc	\$ 613,160	\$ 509,500	\$ 551,000	\$ 419,340	\$ 388,260	\$ 334,264	\$ 280,268
Bond Payment	\$ 1,384,813	\$ 1,384,270	\$ 1,384,506	\$ 1,382,038	\$ 1,398,663	\$ 1,399,788	\$ 1,399,338
Pass-through to other agencies	\$ 2,240,242	\$ 2,857,502	\$ 2,680,718	\$ 2,427,793	\$ 2,648,031	\$ 2,658,623	\$ 2,669,258
TOTAL EXPENSES	\$ 37,171,430	\$ 38,633,544	\$ 40,238,224	\$ 42,698,748	\$ 43,306,001	\$ 42,698,309	\$ 43,376,397
Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	\$ (1,375,012)	\$ (5,465,528)	\$ (4,974,378)

12. FY 2027 CAPITAL PLAN

FY 2027 CAPITAL PROJECT PLAN

The capital project plan incorporates information from other GCTD planning documents, including the Short-Range Transit Plan and the Fleet Management Plan. A capital project plan has been developed to ensure that:

- GCTD plans for the necessary fleet, facilities, and equipment to provide service in a safe and cost-efficient manner.
- Capital costs are identified and programmed in advance and distributed through several fiscal cycles to avoid sudden or excessive demand on local funding sources.
- A plan for providing “non-federal” matching funds is established. Although most of GCTD’s major capital investments are made using grant funding, many grants (including most Federal grants) require matching funds.
- Helps plan for long lead times required for certain tasks, such as procurement, and delivery of buses, are understood and accommodated.
- Project inclusion in the Capital Plan helps GCTD apply for funding opportunities

CAPITAL PROJECTS FY 2027 (FUNDING IDENTIFIED)								
Description	Federal	Federal	Federal	State	State	State	Local	Total
	5307 Formula	5307/CMAQ	5310/JARC	STR / SGR*	ZETCP	TIRCP	Capital Reserve**	
Replacement Fixed Route Bus (CNG) (8 GILLIGs)		\$ 5,779,785		\$ 321,968			\$ 434,247	\$ 6,536,000
Replacement Demand Response (CNG) (8 Cutaways)			\$ 640,000			\$ 975,000		\$ 1,615,000
Replacement Service Vehicles (Relief Sedan)						\$ 248,000		\$ 248,000
Replacement Service Vehicle (Supervisor Van)						\$ 100,000		\$ 100,000
Facility Solar/Energy Storage Project					\$ 1,242,000			\$ 1,242,000
Business Systems	\$ 49,600						\$ 12,400	\$ 62,000
TOTAL	\$ 49,600	\$ 5,779,785	\$ 640,000	\$ 321,968	\$ 1,242,000	\$1,323,000	\$ 446,647	\$ 9,803,000

CAPITAL PROJECT FUNDING

GCTD capital projects are typically funded by a combination of Federal, State and local matching funds. FTA Section 5307 funds are provided to GCTD on a formula basis and may be programmed for either operating or capital projects, usually at 80% of the cost, with a 20% required local match. However, GCTD relies heavily on the use of 5307 federal funding for Operating purposes. For certain qualifying projects, Congestion Mitigation and Air Quality (CMAQ) funds or Section 5339 funds may also be programmed.

More recently introduced State grant programs include the Transit and Intercity Rail Capital Program (TIRCP) and The Low Carbon Transit Operations Program (LCTOP) funded by the Greenhouse Gas Reduction Fund (SB862 – 2014 and SB9 – 2015). In 2017 the State passed SB1, which in addition to providing funds for State Transit Assistance (STA) provided additional funds for TIRCP. The future of LCTOP funding is uncertain beyond FY 2028.

Proposed Ten-Year Capital Projects

Significant items on the ten-year capital project plan include: 1) Replacement of buses anticipated to reach the end of their useful life, 2) Procurement of zero emissions buses to comply with CARB's Innovative Clean Transit rule, 3) Periodic replacement of paratransit and service vehicle fleets, 4) Additions to the District's technology to ensure the continuation of an efficient transit service, and 5) Solar/Energy Storage.

Matching Funds for Capital Projects

Historically most of GCTD's capital funding has come from federal transit grants, which generally cover 80% of the cost and require a 20% state or local match component.

Over the last several years, since the passage of SB1, a significant amount of STA/SGR funds are apportioned to Ventura County each year. FY 2027, GCTD will plan to use all SGR/STA funding for "non-federal match" purposes.

The District's budget has historically included contributions of operating funds into to the Capital Reserve as circumstances and funding permit, however due to the increases in Operating costs, GCTD does not plan to be able to do that in the foreseeable future. GCTD staff will work to identify state sources of funding to provide the required match for projects going forward as much as possible.

The past few years have seen substantial increased transit funding at the State level. California's TIRCP (SB 125) and LCTOP programs, while currently providing significant support for operations and capital projects, are not expected to be ongoing sources of funding beyond FY 2028. Additionally, while SB1 legislation primarily provides funding for street and highway repair, a very small amount of State of Good Repair and STA are available for GCTD use, as the bulk of these funds are allocated to VCTC. As a result, for future programmed projects for which funding has not yet been identified, the plan makes no assumptions about possible Federal-State-local splits, however GCTD will seek to use State funding when possible as match for Federal funds to preserve as much local funding for operating as possible.

The total projected cost for all items on the ten-year capital project plan is \$ 91.1 million. This includes \$30.7 million for programmed projects (funding identified), and \$60.4 million for programmed projects over the next ten years (funding unidentified), **Table 7**.

13. DEBT SERVICE (FACILITY COP)

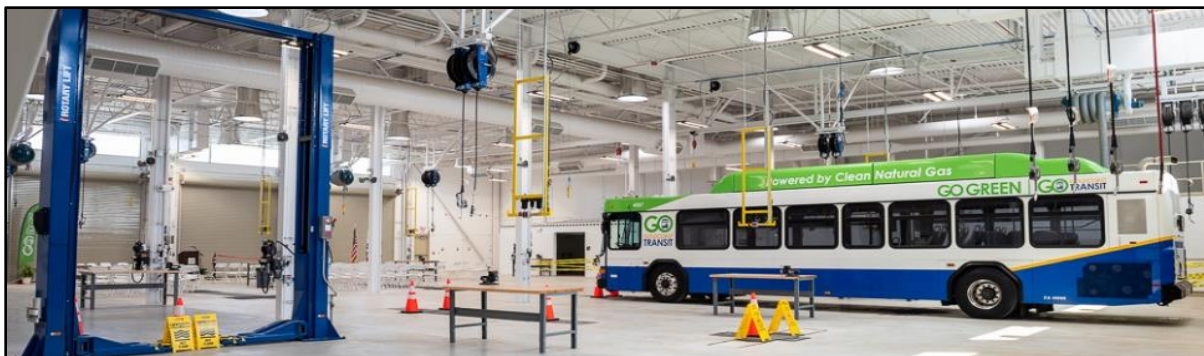
A key milestone in GCTD history occurred when the District relocated to the new Facility in July 2019. The more functional facility allows GCTD a base of operations to support public transit in the county. To fund the facility, the District secured commitments for over 50% of the total project cost in Federal and State grants, with the remainder coming from a \$22 million Certificates of Participation (COPs) issue and GCTD's Capital Reserve. GCTD approached this undertaking in a strong financial position for an agency of its size in a county without a dedicated transit tax.

In March 2017, GCTD issued 30-year Certificates of Participation (COPs) to raise \$22,000,000 required to complete construction of the new GCTD Operations and Administration Facility in North Oxnard. The District realized capital funding in the amount of \$22,012,934 for the Project Fund and \$1,385,750 for the Reserve Fund. GCTD has been making debt obligation payments since 2017. In FY 2027, GCTD will require interest and principal payments totaling approximately \$1.38 million.

Section 5339 funds may be programmed to replace, rehabilitate, and purchase buses and related equipment and to construct bus-related facilities, including technological changes or innovations to modify low or no emission vehicles or facilities, typically at 80% of the cost, with a 20% required local match. GCTD has FTA authorization to use 5307 or 5339 formula funds to make its COP payments.

The District anticipates having adequate dedicated Federal funding and matching local funds to meet its debt obligation in June 2026 and through the end of FY 2027. It should be noted that early repayment of the facility COP is permitted after FY 27. If funding can be identified to do this, this would save a significant amount in interested fees.

Year Ending June 30	Principal	Interest	Total
2026	\$ 475,000	\$ 909,506	\$ 1,384,506
2027	495,000	887,038	1,382,038
2028	520,000	861,663	1,381,663
2029	550,000	834,225	1,384,225
2030	580,000	804,563	1,384,563
2031-2035	3,360,000	3,559,956	6,919,956
2036-2040	4,140,000	2,779,225	6,919,225
2041-2045	5,265,000	1,648,125	6,913,125
2046-2048	3,855,000	295,625	4,150,625
Total	\$ 19,240,000	\$ 12,579,926	\$ 31,819,926



14.DETAILED BUDGET TABLES

TABLE 1
FY 2027 Operating Funding Sources
 (July 1, 2026, to June 30, 2027)

OPERATING REVENUE (FUNDING SOURCES)		FY 2027
LOCAL OPERATING REVENUE		
Passenger Fares	\$	2,350,000
Paratransit & Special	\$	360,000
Advertising	\$	305,000
Non Operating Transportation revenues	\$	750,000
Total Local Operating Revenues:	\$	3,765,000
LOCAL TRANSPORTATION FUNDS / TDA Allocation to GCTD		
Ojai		\$363,956
Oxnard		\$9,568,724
Port Hueneme		\$1,003,321
Ventura		\$5,247,479
County of Ventura		\$4,489,042
Total Local Transportation Funds / Transportation Development Act	\$	20,672,522
FEDERAL TRANSIT ADMINISTRATION		
SECTION 5307 - OPERATING ASSISTANCE.	\$	2,750,000
SECTION 5307 - PREVENTATIVE MAINTENANCE	\$	2,500,000
SECTION 5310 - Enhanced Mobility	\$	92,000
SECTION 5307 - BOND PAYMENT	\$	602,038
CAPITAL - SECTION 5339 - BUSES & FACILITIES (Bond Payment)	\$	780,000
SECTION 5307 JARC - late night /sunrise/unhoused employment Transport	\$	675,785
CMAQ - DEMO PROJECT - VENTURA ROAD ROUTE 23*	\$	1,500,000
Total Federal Funds	\$	8,899,823
STATE FUNDS		
SB125	\$	5,700,000
LCTOP (Youth Ridefree)	\$	73,500
LCTOP (Youth Ridefree)	\$	2,787,903
LCTOP (College Ride)	\$	800,000
Total State Operating	\$	9,361,403
Total Operating Revenues--Funding Sources	\$	42,698,748

TABLE 2
FY 2027 Operating Funding Uses (Expenses)
 (July 1, 2026, to June 30, 2027)

EXPENSES	FY 2027	
OPERATING BUDGET		
Wages/Salaries	\$	16,910,357
Benefits	\$	14,157,050
Services	\$	1,797,051
Materials/Supplies/Fuel	\$	3,052,420
Utilities	\$	442,000
Causality and Liability	\$	2,110,700
Misc. (Fees, Promotions, Travel, Training, etc)	\$	419,340
Total Operating	\$	38,888,917
Bond Payment and Member Transit Needs		
Bond Payment	\$	1,382,038
Member distribution (LTF) - Ojai	\$	116,050
Member distribution (LTF) - Oxnard	\$	723,082
Member distribution (LTF) - Port Hueneme	\$	49,594
Member distribution (LTF) - City of Ventura	\$	347,597
Member distribution (LTF) - Ventura County	\$	1,191,470
Total Non-Operating	\$	3,809,831
Total Expenses:	\$	42,698,748
CAPITAL EXPENSES		
Replacement Fixed Route Bus (CNG) (8 GILLIGs)	\$	6,536,000
Replacement Demand Response (CNG) (8 Cutaways)	\$	1,615,000
Replacement Service Vehicles (Relief Sedan)	\$	248,000
Replacement Service Vehicle (Supervisor Van)	\$	100,000
Facility Solar/Energy Storage Project	\$	1,242,000
Business Systems	\$	62,000
Total Capital Expenditures	\$	9,803,000
Grand Total ---- Expenses	\$	52,501,748

TABLE 3
Three-Year Comparison Operating and Capital Budget
FY 2025 vs. FY 2026 vs. FY 2027

OPERATING BUDGET	FY 2025		FY 2026		FY 2027	
	Approved Budget	Approved Budget	Change	Proposed Budget	Change	
LOCAL OPERATING REVENUE						
Total Local Operating Revenues (Fares, Advertising, etc)	\$ 3,530,970	\$ 3,650,000	3%	\$ 3,765,000	3%	
LOCAL TRANSPORTATION FUNDS / TDA Allocation to GCTD						
Total Local Transportation Funds / Transportation Development Act	\$ 20,631,299	\$ 20,028,323	-3%	\$ 20,672,522	3%	
FEDERAL TRANSIT ADMINISTRATION						
Total Federal Funds (Formula 5307, 5310, 5339)	\$ 8,696,270	\$ 9,354,523	8%	\$ 8,899,823	-5%	
STATE FUNDS						
Total State Operating including SB 125 (One time funding)	\$ 5,775,005	\$ 7,205,378	25%	\$ 9,361,403	30%	
Total Operating Revenues--Funding Sources	\$ 38,633,544	\$ 40,238,224	4%	\$ 42,698,748	6%	
CAPITAL BUDGET						
Total Capital Revenues--Funding Sources	\$ 12,549,000	\$ 21,481,248	71%	\$ 9,803,000	-54%	
Grand Total ---- SOURCES	\$ 51,182,544	\$ 61,719,472	21%	\$ 52,501,748	-15%	
EXPENSE BUDGET						
	FY 2025	FY 2026	Change	FY 2027	Change	
OPERATING BUDGET						
Wages/Benefits	\$ 25,893,422	\$ 29,026,048	12%	\$ 31,067,406	7%	
Contract Services	\$ 2,580,550	\$ 1,274,086	-51%	\$ 1,797,051	41%	
Materials/Supplies/Fuel	\$ 3,618,300	\$ 3,248,366	-10%	\$ 3,052,420	-6%	
Utilities	\$ 450,000	\$ 437,000	-3%	\$ 442,000	1%	
Causality and Liability	\$ 1,340,000	\$ 1,636,500	22%	\$ 2,110,700	29%	
Misc. (Fees, Promotions, Travel, Training, etc)	\$ 509,500	\$ 551,000	8%	\$ 419,340	-24%	
Total Operating	\$ 34,391,772	\$ 36,173,000	5%	\$ 38,888,917	8%	
Bond Payment and Member distribution						
Total Non-Operating	\$ 4,241,772	\$ 4,065,224	-4%	\$ 3,809,831	-6%	
Total Expenses:	\$ 38,633,544	\$ 40,238,224	4%	\$ 42,698,748	6%	
CAPITAL EXPENSES						
Total Capital Expenditures	\$ 12,549,000	\$ 21,481,248	71%	\$ 9,803,000	-54%	
Grand Total ---- USES	\$ 51,182,544	\$ 61,719,472	21%	\$ 52,501,748	-15%	

TABLE 4
Fund Balance Table

Funding Source	Actual Sources FY 2025	Adopted Budget FY 2026	Proposed Budget FY 2027	Change from FY 2026 (\$)	Change from FY 2026 (%)
Federal	\$ 7,908,107	\$ 9,354,523	\$ 8,899,823	\$ (454,701)	-5%
State					
<i>State Transit Assistance (STA)</i>	\$ 317,251	\$ 298,300	\$ 269,212	\$ (29,088)	-10%
<i>State of Good Repair (SGR)</i>	\$ 53,044	\$ 51,734	\$ 52,756	\$ 1,022	2%
<i>SB 125</i>	\$ 3,122,260	\$ 4,130,378	\$ 5,700,000	\$ 1,569,622	38%
LCTOP					
<i>Match RT 23 / Youth Ride Free</i>	\$ 77,359	\$ 75,000	\$ 73,500	\$ (1,500)	-2%
<i>Youth Ridefree</i>	\$ 1,870,866	\$ 2,400,000	\$ 2,787,903	\$ 387,903	16%
<i>College Ride</i>	\$ 457,719	\$ 600,000	\$ 800,000	\$ 200,000	33%
Local					
<i>Local Agency Investment Fund (LAIF)</i>	\$ 111,328	\$ 116,578	\$ 121,793	\$ 5,215	4%
<i>Ventura County Pooled Investment Fund (VCPPIF)</i>	\$ 1,463,810	\$ 1,521,773	\$ 1,587,506	\$ 65,733	4%
<i>Local Transportation Funding (LTF)</i>	\$ 21,184,826	\$ 20,028,323	\$ 20,672,522	\$ 644,199	3%
Total Funding	\$ 36,566,570	\$ 38,576,610	\$ 40,965,015	\$ 2,388,405	6%
Fund Use					
<i>Operating Expenses</i>	\$ 36,355,276	\$ 40,238,224	\$ 42,698,748	\$ 2,460,524	6%
District Reserve	\$ -	\$ 1,661,614	\$ 1,733,733	\$ 72,119	4%
Total Fund Balance (Surplus/Deficit)	\$ 211,294	\$ -	\$ -	\$ -	

GCTD does not have traditional "Fund Balances" like other governmental agencies because the District operates as a single enterprise fund. The District uses an accrual basis for both accounting and budgeting. Under this method, revenues are recorded when earned and expenses are recorded when related liability is incurred, regardless of timing of related cash flows.

TABLE 5
FY 2027 Personnel Levels

Position	FY 2026 Approved Budget	FY 2027 Proposed Changes	FY 2027 Proposed Budget
Bus Operators			
Bus Operator - Fixed Route	126.0		126.0
Bus Operator - Demand Response (Paratransit)	40.0		40.0
Operations Management			
Director of Operations & Maintenance	1.0		1.0
Operations Manager - FR	1.0		1.0
Operations Manager - DR	1.0	-	1.0
Assistant Operations Manager	1.0		1.0
Operations Safety & Training Supervisor	3.0		3.0
Operations Supervisors	10.0		10.0
Operations & Maintenance Mgmt Coordinator	1.0		1.0
Dispatch & Reservationist - Demand Response (Paratransit)	8.0		8.0
Operations Total	192.0	-	192.0
Fleet Maintenance			
Fleet Manager	1.0		1.0
Maintenance Supervisor	2.0		2.0
Mechanic I	4.0		4.0
Mechanic II	4.0		4.0
Mechanic III	3.0		3.0
E-Mechanic II	1.0		1.0
Fleet and Facilities Maintenance			
Facility Manager	1.0		1.0
Maintenance Administration Supervisor	1.0		1.0
Facility & Equipment Mechanic II	2.0		2.0
Maintenance Material Specialist	2.0		2.0
Building Maintenance Worker	1.0		1.0
Service Worker I	6.0		6.0
Service Worker II	2.0		2.0
Facilities & Vehicle Cleaner-Sanitizer	4.0		4.0
Maintenance Total	34.0	-	34.0
Executive			
General Manager	1.0		1.0
Clerk of the Board/Executive Assistant	1.0		1.0
Intern (Supports all Departments)	-	2.0	2.0
Finance			
CFO/Assistant General Manager	1.0		1.0
Controller	1.0		1.0
Accounting Manager	1.0		1.0
Accounting Specialist - Accounts Payable	1.0		1.0
Revenue Specialist	1.0		1.0
Finance and Grant Analyst	1.0		1.0
Fiscal Analyst	1.0		1.0
Payroll Coordinator	1.0		1.0
I.T. Technician	1.0		1.0
Purchasing Manager/DBE Officer	1.0		1.0
Inventory and Asset Management Coordinator	1.0		1.0
Human Resources			
Director of Human Resources	1.0		1.0
Human Resources Generalist	1.0		1.0
Human Resources Coordinator II	1.0		1.0
Planning & Marketing			
Director of Planning & Marketing	1.0		1.0
Communications & Marketing Manager	1.0		1.0
Customer Service Supervisor	1.0		1.0
Customer Service Assistant	1.0		1.0
Compliance & Special Projects Manager	1.0		1.0
Mobility Management Coordinator	1.0		1.0
Transit Planning Manager	1.0		1.0
Transit Planner I	1.0		1.0
Transit Planner II	1.0		1.0
Administration Total	25.0	2.0	27.0
TOTAL	251.0	2.0	253.0
Operators	166.0	-	166.0
Non-Operators	85.0	2.0	87.0
Total	251.0	2.0	253.0

* Reasons for Change in Headcount: - Restoring the Intern Program

TABLE 6

**Gold Coast Transit District
LTF Revenue and Members' Transit Services Funding – FY 2027**

FY 2027 TDA/LTF Funding to Member Jurisdictions						
TDA/LTF REVENUE PROJECTIONS	TOTAL	OJAI	OXNARD	PORT HUENEME	VENTURA	VENTURA COUNTY
<i>LTF Allocation Estimate (Draft as of April 2026)</i>	\$ 20,672,522	\$ 363,956	\$ 9,568,724	\$ 1,003,321	\$ 5,247,479	\$ 4,489,042
FUNDING REQUESTS FOR RECURRING TRANSIT REQUIREMENTS						
City of Ojai						
Ojai Trolley Operations & Maintenance	Ojai	\$ 157,328	\$ 157,328			
City of Oxnard						
OTC Operation & Maintenance / Transit Services	Oxnard	\$ 523,896	\$ 523,896			
OTC Operation & Maintenance / Transit Services: Assistant PW Director & Admin	Oxnard	\$ 79,186	\$ 79,186			
Recurring Bus Stop Maintenance	Oxnard	\$ 120,000	\$ 120,000			
City of Port Hueneme						
Smart Waste Receptable Service/ Operating expenses	Port Hueneme	\$ 14,538		\$ 14,538		
City of Ventura						
Operation & Maintenance at VTC /AMTRAK/ Metrolink Station/ Bus Stops	Ventura	\$ 361,540			\$ 361,540	
County of Ventura						
Recurring Bus Stop Maintenance	County	\$ 30,000				\$ 30,000
County Transit Services Management & Oversight	County	\$ 150,000				\$ 150,000
Transit Service - Heritage Valley	County	\$ 325,000				\$ 325,000
Transit Service - Ojai Trolley	County	\$ 450,000				\$ 450,000
Transit Service - T.O. D-A-R / Unincorporated Area	County	\$ 100,000				\$ 100,000
Transit Service - ECTA D-A-R	County	\$ 15,000				\$ 15,000
Transit Service - Kanan Road Shuttle	County	\$ 500,000				\$ 500,000
TOTAL - RECURRING TRANSIT REQUIREMENTS	\$ 2,826,488	\$ 157,328	\$ 723,082	\$ 14,538	\$ 361,540	\$ 1,570,000
<i>Prior Year Carryover Operating Funds Applied to FY 27</i>	\$ 442,852	\$ 41,278		\$ 9,101	\$ 13,943	\$ 378,530
Net LTF Funding for FY 2027 Recurring Transit Requests (minus carryover)	\$ 2,383,636	\$ 116,050	\$ 723,082	\$ 5,437	\$ 347,597	\$ 1,191,470
Under/(OVER) Baseline		\$ -	\$ -	\$ -	\$ -	\$ -
FY 2027 Baseline Maximum Request Allowed	\$ 3,450,622	\$ 157,328	\$ 723,082	\$ 79,538	\$ 361,540	\$ 2,129,134
FUNDING REQUESTS FOR ONE-TIME CAPITAL TRANSIT NEEDS						
City of Ojai						
Ojai Trolley Stop Construction	Ojai	\$ -				
Ojai Trolley Vehicles Purchase/Painting	Ojai	\$ -				
City of Oxnard						
Oxnard - Requested FY 23 Carryover to be used for OTC ADA upgrades)	Oxnard	\$ -				
City of Port Hueneme						
Port Hueneme - Bus Stop Ammeneties	Port Hueneme	\$ 65,000		\$ 65,000		
City of Ventura						
Ventura	Ventura	\$ -			\$ -	
County of Ventura						
County of Ventura	County of Ventura	\$ -				\$ -
TOTAL CAPITAL IMPROVEMENTS	\$ 65,000	\$ -	\$ -	\$ 65,000	\$ -	\$ -
<i>FY 2026 Carryover Capital, Funds may be applied to FY 2027 Operating Activities or returned via check</i>	\$ 20,843	\$ -	\$ -	\$ 20,843	\$ -	\$ -
Net LTF Funding for FY 2027 Capital Improvement Projects	\$ 44,157	\$ -	\$ -	\$ 44,157	\$ -	\$ -
TOTAL NET MEMBER FUNDING RECOMMENDED FOR FY 2027	\$ 2,427,793	\$ 116,050	\$ 723,082	\$ 49,594	\$ 347,597	\$ 1,191,470
Remaining LTF/TDA Available for FY 2027 GCTD Operating Activities	\$ 18,244,729	\$ 247,906	\$ 8,845,642	\$ 953,727	\$ 4,899,882	\$ 3,297,572

TABLE 7

Ten-Year Capital Project Plan – Programmed Projects
(Funding Identified GREEN and Unfunded YELLOW)

10-Year Capital Plan Funding Needs	Year 1	Year 2	Year 3	Year 4	Year 5
Budget Name	FY2026-27	FY2027-28	FY2028-29	FY2029-30	FY2030-31
Replacement Fixed Route Bus (CNG)	\$6,536,000	\$6,765,000	\$7,002,000	\$0	\$0
Replacement Fixed Route Bus (ZEB)*	\$0	\$0	\$0	\$0	\$0
Expansion Fixed Route Bus (CNG)	\$0	\$0	\$0	\$0	\$0
Expansion Fixed Route Bus (ZEB)*	\$0	\$0	\$0	\$0	\$0
Replacement Demand Response Cutaway (CNG/GAS)	\$1,615,000	\$0	\$0	\$0	\$0
Replacement Demand Response Large Van (CNG/GAS)	\$0	\$597,000	\$247,000	\$256,000	\$397,000
Replacement Demand Response Small Van (CNG/GAS)	\$0	\$0	\$0	\$0	\$0
Replacement Demand Response Large Van (ZEB)*	\$0	\$162,000	\$0	\$0	\$0
Replacement Demand Response Sedan (ZEB)*	\$0	\$0	\$136,000	\$0	\$0
Expansion Demand Response (CNG/GAS)	\$0	\$0	\$240,000	\$0	\$0
Expansion Demand Response (ZEB)*	\$0	\$0	\$0	\$0	\$0
Replacement Relief Car Sedan (ZEB)	\$248,000	\$0	\$0	\$0	\$0
Maintenance Truck (replacement)	\$0	\$0	\$0	\$0	\$0
Replacement Admin/Supervisor Van	\$100,000	\$309,000	\$0	\$0	\$0
Expansion Relief Sedan (ZEB)	\$0	\$0	\$0	\$0	\$0
Solar/ Energy Storage	\$1,242,000	\$0	\$0	\$0	\$0
Camera System/Computer Replacements	\$26,000	\$27,000	\$28,000	\$29,000	\$30,000
Hydrogen Station Upgrades (Hydrogen)	\$0	\$0	\$0	\$0	\$0
On Board Bus Technology Replacement / Update	\$0	\$116,000	\$0	\$56,000	\$0
TOD Property Environmental / Site Work	\$0	\$0	\$0	\$0	\$0
TOTAL Capital Needs by Year	\$9,767,000	\$7,976,000	\$7,653,000	\$341,000	\$427,000
TOTAL FUNDED Capital Needs by Year	\$7,904,000	\$614,000	\$651,000	\$85,000	\$30,000
TOTAL UNFUNDED Capital Needs by Year	\$1,863,000	\$7,362,000	\$7,002,000	\$256,000	\$397,000
TOTAL UNFUNDED ZEB Eligible Projects	\$1,242,000	\$162,000	\$0	\$0	\$0
TOTAL UNFUNDED NON ZEB	\$621,000	\$7,200,000	\$7,002,000	\$256,000	\$397,000

10-Year Capital Plan Funding Needs	Year 6	Year 7	Year 8	Year 9	Year 10
Budget Name	FY2031-32	FY2032-33	FY2033-34	FY2034-35	2035-36
Replacement Fixed Route Bus (CNG)	CNG not allowed after 2029 by CARB (waiver may be requested)				
Replacement Fixed Route Bus (ZEB)*	\$0	\$5,707,000	\$17,119,000	\$7,875,000	\$0
Expansion Fixed Route Bus (CNG)	\$0	\$0	\$0	\$0	\$0
Expansion Fixed Route Bus (ZEB)*	\$0	\$5,703,000	\$0	\$0	\$0
Replacement Demand Response Cutaway (CNG/GAS)	\$0	\$0	\$0	\$0	\$0
Replacement Demand Response Large Van (CNG/GAS)	\$411,000	\$284,000	\$284,000	\$294,000	\$0
Replacement Demand Response Small Van (CNG/GAS)	\$0	\$0	\$0	\$0	\$0
Replacement Demand Response Large Van (ZEB)*	\$0	\$0	\$0	\$0	\$0
Replacement Demand Response Sedan (ZEB)*	\$0	\$0	\$0	\$0	\$0
Expansion Demand Response (CNG/GAS)	\$0	\$0	\$0	\$0	\$0
Expansion Demand Response (ZEB)*	\$0	\$0	\$0	\$0	\$0
Replacement Relief Car Sedan (ZEB)	\$0	\$0	\$0	\$0	\$0
Maintenance Truck (replacement)	\$0	\$0	\$0	\$0	\$0
Replacement Admin/Supervisor Van	\$0	\$0	\$0	\$0	\$0
Expansion Relief Sedan (ZEB)	\$0	\$0	\$0	\$0	\$0
Solar/ Energy Storage	\$0	\$0	\$0	\$0	\$0
Camera System/Computer Replacements	\$31,000	\$32,000	\$32,000	\$33,000	\$0
Hydrogen Station Upgrades (Hydrogen)	\$0	\$0	\$0	\$0	\$0
On Board Bus Technology Replacement / Update	\$135,000	\$0	\$62,000	\$0	\$0
TOD Property Environmental / Site Work	\$0	\$0	\$0	\$0	\$0
TOTAL Capital Needs by Year	\$577,000	\$11,726,000	\$17,497,000	\$8,202,000	\$0
TOTAL FUNDED Capital Needs by Year	\$166,000	\$5,735,000	\$94,000	\$33,000	\$0
TOTAL UNFUNDED Capital Needs by Year	\$411,000	\$5,991,000	\$17,403,000	\$8,169,000	\$0
TOTAL UNFUNDED ZEB Eligible Projects	\$0	\$5,707,000	\$0	\$0	\$0
TOTAL UNFUNDED NON ZEB	\$411,000	\$284,000	\$17,403,000	\$8,169,000	\$0

TABLE 8a

FY 2027 Non-Represented Salary Table

Effective July 1, 2026

FY 2027 BUDGETED SALARY/WAGE TABLE

Proposed Effective July 1, 2026

Non-Represented Classifications Salary Table

Position Title	CLASS	MIN										MAX
		STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8	STEP 9	STEP 10	
General Manager/CEO	Class 9	salary based on contract										\$ 267,250
AGM/Chief Financial Officer (CFO)	Class 8	\$ 175,794	\$ 181,068	\$ 186,500	\$ 192,095	\$ 197,858	\$ 203,793	\$ 209,907	\$ 216,204	\$ 222,690	\$ 229,371	
Director, Human Resources (EEO)	Class 7	\$ 153,075	\$ 157,667	\$ 162,397	\$ 167,269	\$ 172,287	\$ 177,456	\$ 182,780	\$ 188,263	\$ 193,911	\$ 199,728	
Director, Planning and Marketing	Class 7	\$ 153,075	\$ 157,667	\$ 162,397	\$ 167,269	\$ 172,287	\$ 177,456	\$ 182,780	\$ 188,263	\$ 193,911	\$ 199,728	
Director, Operations & Maintenance	Class 7	\$ 153,075	\$ 157,667	\$ 162,397	\$ 167,269	\$ 172,287	\$ 177,456	\$ 182,780	\$ 188,263	\$ 193,911	\$ 199,728	
Controller	Class 6	\$ 135,650	\$ 139,719	\$ 143,911	\$ 148,228	\$ 152,675	\$ 157,255	\$ 161,973	\$ 166,832	\$ 171,837	\$ 176,992	
Operations Manager - Fixed Route/ Demand Response	Class 5	\$ 118,225	\$ 121,771	\$ 125,425	\$ 129,187	\$ 133,063	\$ 137,055	\$ 141,167	\$ 145,402	\$ 149,764	\$ 154,256	
Facilities Manager	Class 5	\$ 118,225	\$ 121,771	\$ 125,425	\$ 129,187	\$ 133,063	\$ 137,055	\$ 141,167	\$ 145,402	\$ 149,764	\$ 154,256	
Fleet Manager	Class 5	\$ 118,225	\$ 121,771	\$ 125,425	\$ 129,187	\$ 133,063	\$ 137,055	\$ 141,167	\$ 145,402	\$ 149,764	\$ 154,256	
Accounting/Finance Manager	Class 5	\$ 118,225	\$ 121,771	\$ 125,425	\$ 129,187	\$ 133,063	\$ 137,055	\$ 141,167	\$ 145,402	\$ 149,764	\$ 154,256	
Transit Planning Manager	Class 5	\$ 118,225	\$ 121,771	\$ 125,425	\$ 129,187	\$ 133,063	\$ 137,055	\$ 141,167	\$ 145,402	\$ 149,764	\$ 154,256	
Procurement Manager/DBE Officer	Class 5	\$ 118,225	\$ 121,771	\$ 125,425	\$ 129,187	\$ 133,063	\$ 137,055	\$ 141,167	\$ 145,402	\$ 149,764	\$ 154,256	
Communications and Marketing Manager	Class 5	\$ 118,225	\$ 121,771	\$ 125,425	\$ 129,187	\$ 133,063	\$ 137,055	\$ 141,167	\$ 145,402	\$ 149,764	\$ 154,256	
Compliance and Grants Manager	Class 5	\$ 118,225	\$ 121,771	\$ 125,425	\$ 129,187	\$ 133,063	\$ 137,055	\$ 141,167	\$ 145,402	\$ 149,764	\$ 154,256	
Transit Planner II	Class 4	\$ 94,856	\$ 97,702	\$ 100,633	\$ 103,652	\$ 106,761	\$ 109,964	\$ 113,263	\$ 116,661	\$ 120,161	\$ 123,765	
Human Resources Generalist	Class 4	\$ 94,856	\$ 97,702	\$ 100,633	\$ 103,652	\$ 106,761	\$ 109,964	\$ 113,263	\$ 116,661	\$ 120,161	\$ 123,765	
Assistant Operations Manager	Class 4	\$ 94,856	\$ 97,702	\$ 100,633	\$ 103,652	\$ 106,761	\$ 109,964	\$ 113,263	\$ 116,661	\$ 120,161	\$ 123,765	
Finance & Grants Analyst	Class 4	\$ 94,856	\$ 97,702	\$ 100,633	\$ 103,652	\$ 106,761	\$ 109,964	\$ 113,263	\$ 116,661	\$ 120,161	\$ 123,765	
Transit Planner I	Class 3	\$ 77,904	\$ 80,241	\$ 82,649	\$ 85,128	\$ 87,682	\$ 90,312	\$ 93,022	\$ 95,812	\$ 98,687	\$ 101,647	
Operations & Maintenance Management Coordinator	Class 3	\$ 77,904	\$ 80,241	\$ 82,649	\$ 85,128	\$ 87,682	\$ 90,312	\$ 93,022	\$ 95,812	\$ 98,687	\$ 101,647	
Clerk of the Board/Executive Assistant	Class 3	\$ 77,904	\$ 80,241	\$ 82,649	\$ 85,128	\$ 87,682	\$ 90,312	\$ 93,022	\$ 95,812	\$ 98,687	\$ 101,647	
Human Resources Coordinator II	Class 3	\$ 77,904	\$ 80,241	\$ 82,649	\$ 85,128	\$ 87,682	\$ 90,312	\$ 93,022	\$ 95,812	\$ 98,687	\$ 101,647	
Fiscal Analyst	Class 3	\$ 77,904	\$ 80,241	\$ 82,649	\$ 85,128	\$ 87,682	\$ 90,312	\$ 93,022	\$ 95,812	\$ 98,687	\$ 101,647	
Mobility Management Coordinator	Class 2	\$ 65,596	\$ 67,564	\$ 69,591	\$ 71,679	\$ 73,829	\$ 76,044	\$ 78,325	\$ 80,675	\$ 83,095	\$ 85,588	
Not Used (Placeholder)	Class 1	\$ 58,024	\$ 59,765	\$ 61,558	\$ 63,405	\$ 65,307	\$ 67,266	\$ 69,284	\$ 71,363	\$ 73,503	\$ 75,708	

TABLE 8b

FY 2027 Represented Salary/Wage Table

Supervisory Unit MOU Effective July 1, 2025 (Per MOU 7.1.2023-6.30.2026) New MOU Under Negotiations

Position Title	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5
Supervisor	\$ 79,915	\$ 83,910	\$ 88,106	\$ 92,511	\$ 97,137
Safety & Training Supervisor	\$ 79,915	\$ 83,910	\$ 88,106	\$ 92,511	\$ 97,137
Operations Supervisor	\$ 74,731	\$ 78,467	\$ 82,391	\$ 86,510	\$ 90,836
Customer Service Supervisor	\$ 68,798	\$ 72,258	\$ 75,870	\$ 79,664	\$ 83,647

Dispatcher/Reservations Unit MOU Effective July 1, 2026 (Per MOU 2.26.2026-6.30.2028)

Position Title	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7
Dispatcher/Reservationist Demand Response	\$ 53,519	\$ 55,124	\$ 56,778	\$ 58,481	\$ 60,236	\$ 62,043	\$ 63,904

Finance Unit MOU Effective July 1, 2025 (New MOU Under Negotiations)

Position Title	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7	STEP 8	STEP 9	STEP 10
Payroll Coordinator Class 3	\$ 75,088	\$ 77,341	\$ 79,661	\$ 82,051	\$ 84,513	\$ 87,048	\$ 89,660	\$ 92,349	\$ 95,120	\$ 97,973
Accounting Specialist A/P Class 3	\$ 75,088	\$ 77,341	\$ 79,661	\$ 82,051	\$ 84,513	\$ 87,048	\$ 89,660	\$ 92,349	\$ 95,120	\$ 97,973
Inventory & Asset Management Coordinator Class 3	\$ 75,088	\$ 77,341	\$ 79,661	\$ 82,051	\$ 84,513	\$ 87,048	\$ 89,660	\$ 92,349	\$ 95,120	\$ 97,973
Revenue Specialist Class 2	\$ 63,225	\$ 65,122	\$ 67,076	\$ 69,088	\$ 71,161	\$ 73,295	\$ 75,494	\$ 77,759	\$ 80,092	\$ 82,495
Information Technology Technician Class 2	\$ 63,225	\$ 65,122	\$ 67,076	\$ 69,088	\$ 71,161	\$ 73,295	\$ 75,494	\$ 77,759	\$ 80,092	\$ 82,495

SEIU LOCAL 721

Bus Operator Unit (SEIU 721) Effective July 1, 2026 (Per MOU 7.1.2024-6.30.2027)

Position Title	A	B	C	D	E	F	G	H
Bus Operator Fixed Route	\$ 27.04	\$ 28.26	\$ 29.53	\$ 30.86	\$ 32.25	\$ 33.70	\$ 35.22	\$ 36.80
Bus Operator Demand Response	\$ 25.94	\$ 26.65	\$ 27.38	\$ 28.14	\$ 28.91	\$ 29.71	\$ 30.52	\$ 31.36

Administrative Support Unit (SEIU 721) Effective July 1, 2026 (Per MOU 7.1.2024-6.30.2027)

Position Title	A	B	C	D	E	F
Customer Service Assistant	\$ 24.18	\$ 25.39	\$ 26.66	\$ 27.99	\$ 29.39	\$ 30.86
Maintenance Material Specialist	\$ 26.66	\$ 27.99	\$ 29.39	\$ 30.86	\$ 32.40	\$ 34.02

Mechanical Unit (SEIU 721) Effective July 1, 2026 (Per MOU 7.1.2024-6.30.2027)

Position Title	A	B	C	D	E	F
Facility & Vehicle Cleaner	\$ 21.93	\$ 23.03	\$ 24.18	\$ 25.39	\$ 26.66	\$ 27.99
Service Worker I	\$ 23.03	\$ 24.18	\$ 25.39	\$ 26.66	\$ 27.99	\$ 29.39
Service Worker II / Building Maintenance Worker	\$ 25.39	\$ 26.66	\$ 27.99	\$ 29.39	\$ 30.86	\$ 32.40
Mechanic I / Facility & Equipment Mechanic I	\$ 27.99	\$ 29.39	\$ 30.86	\$ 32.40	\$ 34.02	\$ 35.72
Mechanic II / Facility & Equipment Mechanic II	\$ 34.02	\$ 35.72	\$ 37.51	\$ 39.38	\$ 41.35	\$ 43.42
Mechanic III	\$ 37.51	\$ 39.38	\$ 41.35	\$ 43.42	\$ 45.59	\$ 47.87

*E-Mechanic +\$1/hr

APPENDIX A – DEPARTMENTAL BUDGET NARRATIVES & PROGRESS TOWARD STRATEGIC GOALS

The following pages include department budget narratives, a summary of department established goals and progress toward achieving goals.

Department Name: 10 - Operations Department
Staff Responsible: James Beck, Director of Operations and Maintenance
Chiharu Lee, Operations Manager
Number of Employees: 126

The Operations Department is responsible for delivering safe, reliable, and efficient public transportation services through a network of fixed-route bus services, GCTD connects residents to employment centers, schools, healthcare facilities, and essential community services, supporting regional mobility and economic vitality.

The Operations Division is staffed by 126 fixed-route bus operators who serve as the frontline representatives of the agency. These operators provide daily service across the district's transit network, ensuring that riders experience dependable, courteous, and professional transportation. In addition to vehicle operation, operators play a critical role in maintaining passenger safety, assisting riders with accessibility needs, and adhering to strict operational schedules that keep the system functioning efficiently.

The annual operations budget supports the personnel, training, and operational resources necessary to maintain consistent service levels throughout the district's service area. Key budget components include operator wages and benefits, ongoing safety and compliance training, overtime to support service coverage, and workforce development initiatives designed to recruit and retain qualified operators. Investment in these areas ensures that GCTD maintains a skilled workforce capable of meeting the growing mobility needs of the region.

Operational funding also supports service reliability and performance monitoring, which allows GCTD to evaluate route productivity, on-time performance, and customer demand. These efforts help guide service adjustments and operational improvements that enhance efficiency and responsiveness to the community's transportation needs.

Department Name: 11- Operations Management Department
Staff Responsible: James Beck, Director of Operations and Maintenance
Number of Employees: 26

The Operations Management Department at Gold Coast Transit District is responsible for the oversight and support of daily bus operations throughout the service area. The department's primary mission is to ensure safe, reliable, and efficient public transportation while supporting both bus operators and the communities served.

The management team consists of a Director of Operations, an Operations Manager, an Assistant Manager, ten Operations Supervisors, three Safety and Training Supervisors, and a Management Coordinator. Together, this team provides leadership, guidance, and operational support for approximately 166 bus operators (fixed-route and demand response) who deliver transit services across the District.

Operations Supervisors monitor daily service, respond to service disruptions, and provide field support to operators to maintain on-time performance and service reliability. Safety and Training Supervisors oversee

operator training, safety compliance, and ongoing professional development to ensure operators meet regulatory requirements and district standards.

Management staff also conduct performance evaluations, investigate incidents, address operator concerns, and respond to feedback from passengers and members of the public. The department works collaboratively with other divisions within the district to continuously improve service quality, operational efficiency, and customer satisfaction. Through proactive supervision, training, and responsive communication, the Operations Management Department plays a critical role in maintaining the safe and dependable transit service that residents rely on each day.

Department Goals and Objectives Template

Department Goal/Program/Project	Strategic Goal this Supports	Performance Measure	Timeline
Goal #1: Protect life and property by operating a minimum of 1 per 100,000 miles between preventable accidents.	Safety and Security	1 per 100,000 miles between preventable accidents	Monthly
Goal #2: On Time Performance	Service Excellence	90% on time (on time = < 5 min late, >1 min early)	Monthly
Goal #3: Missed Service	Service Excellence	Less than 1% of miles	Monthly
Goal #4: Customer Contacts	Service Excellence	< 1 verified complaint per 100K boardings	Monthly

Performance Measures Progress to Achieving Goals

Department Goal/Program/Project	Performance Measure	FY 24	FY 25	FY 26 Goal
Goal #1: Protect life and property by operating a minimum of 1 per 100,000 miles between preventable accidents	1 per 100,000 miles between preventable accidents	1.41	1.63	1 per 10K
Goal #2: On Time Performance	90% on time (on time = < 5 min late, >1 min early)	OTP: 82.6% Total Trips: 3.53 Mill	OTP: 85.6% Total Trips: 3.6 Mill	TBD Goal 90% Total Trips: 3.7 Mill
Goal #3: Missed Service	Less than 1% of miles	0.30%	0.08%	<1.0%

Department Name: 12 - Demand Response (ADA / Paratransit)
Staff Responsible: James Beck, Director of Operations and Maintenance
 Cynthia Duque, Director of Planning and Marketing
Number of Employees: 40

Demand Response ADA transportation (GO ACCESS) supports GCTD's commitment to providing equitable mobility for individuals who are unable to use fixed-route services. This program serves ADA-certified individuals with disabilities, whether permanent or temporary, as well as seniors aged 65 and older who qualify without additional documentation. GO ACCESS ensures that eligible riders can travel for any purpose—including medical, employment, education, shopping, and social activities—throughout the GCTD service area.

The service operates as a curb-to-curb, advance-reservation system, with trips typically scheduled one day in advance and same-day service accommodated when capacity allows. Vehicles are fully accessible and equipped with lifts to support passengers using mobility devices. Reasonable accommodation, such as door-to-door assistance, is provided when required by a rider's disability. Drivers focus on safe boarding, securement of mobility devices, and passenger transport, while adhering to ADA guidelines that limit the provision of personal or attendant care.

In addition to core ADA service, Department 12 supports extended mobility options through coordinated transfers with neighboring transit agencies and a premium direct service connection to Camarillo, enhancing regional access. The program also maximizes asset utilization by operating Sunrise and Late-Night Safe Rides, which provide affordable shared transportation during early morning and evening hours using existing paratransit vehicles.

Department Goals and Objectives

Department Goal/Program/Project	Strategic Goal this Supports	Performance Measure	Timeline
Strengthen ADA Compliance and Equity Programs	Priority #2/Goal 3 Safety and Security/ Utilize data management for tracking	Improve training for staff; Complaints properly categorized and tracked; ADA/Title VI complaints responded to within required timeframe; Number of reasonable modification requests processed.	Ongoing to meet quarterly, annual and triennial goals

Performance Measures Progress to Achieving Goals * Since Operating Directly

Department Goal/Program/Project	Performance Measure	FY 24	FY 25	FY 26 Goal
Goal #1: Strengthen ADA/Title VI Compliance and Equity Programs	Improved ADA/Title VI staff training; Complaints categorized and responded to within required timeframe	n/a	n/a	100% responses on time
Goal #2: On Time Performance	90% OTP Goal	n/a	84%	90%
Goal #3: Customer Contacts	Less than 1 verified complaint per 100,000	n/a	4.5	1

**BUDGET NARRATIVE
FLEET & FACILITIES DEPARTMENT 41 & 42**

Department Name: Fleet (Vehicle) Maintenance Department
Staff Responsible Budget: James Beck, Director of Operations and Maintenance
 Lorne Henderson, Fleet Manager
Number of Employees: 15

The Maintenance Department is responsible for maintaining, repairing, and managing the vehicles that support public transportation services. The department ensures that the District's fleet operates safely, reliably, and in compliance with all federal and state regulations. Responsibilities include preventive maintenance, inspections, major repairs, asset lifecycle management, and coordination of vehicle procurement and replacement.

GCTD currently maintains and operates a fleet of **approximately 120 vehicles**, including fixed-route buses, demand response vehicles, and non-revenue vehicles used by operations, supervision, and maintenance staff. As a recipient of federal funding through the Federal Transit Administration (FTA) Sections 5307 and 5339 programs, the District must comply with federal requirements related to vehicle maintenance, asset management, and minimum useful life standards.

The department administers comprehensive time- and mileage-based preventive maintenance programs in accordance with the District's Fleet Maintenance Guide. These programs ensure the safety and reliability of vehicles while extending their useful life and maintaining compliance with regulatory requirements. Key budget factors: rising parts/material costs, aging fleet, regulatory compliance, technology maintenance, and zero-emission transition prep. Vehicle replacement is a major capital cost, funded mostly by competitive state and federal grants.

Department Goals and Objectives

Department Goal/Program/Project	Strategic Goal this Supports	Performance Measure	Timeline
Protect life and property by operating a minimum of 1 per 100,000 miles between preventable accidents, measured monthly.	Safety and Security	1 per 100,000 miles between preventable accidents, measured monthly.	Monthly

Performance Measures Progress to Achieving Goals

Department Goal/Program/Project	Performance Measure	FY 24	FY 25	FY 26 Goal
No Delayed Preventive Maintenance	Goal is to have no late services by FTA or CHP guidelines	5 late	2 late	0 Late
Service Excellence	Service Interruptions: Goal is < 1 per 10,000 (Interruptions are delays to customers of 5 minutes or more)	1 per 15,392	1 per 13,580	< 1 per 10,000k
Service Excellence	Miles Between Road Calls (MBRC): Goal is < 1 per 7500 miles	1 per 5,458	1 per 5,951	< 1 per 7,500K

Department Name: Facilities
Staff Responsible: James Beck, Director of Operations and Maintenance
 Juan De La Rosa, Facilities Manager
Number of Employees: 19

The Gold Coast Transit District (GCTD) Facilities Department (Dept. 42) budget supports the operation and upkeep of its modern Operations and Maintenance Facility in Oxnard, which opened in 2019 to replace an outdated, overcrowded site. The new facility provides the space and infrastructure needed to meet growing transit demand in western Ventura County, with the fleet expected to expand to about 125 vehicles over the next 30 years. This helps improve service reliability and efficiency.

The facility includes four main buildings—Administration, Maintenance, Wash, and Fuel—and key equipment such as bus lifts, a CNG fueling station, a backup generator, and electric vehicle chargers. Contracted services cover landscaping, CNG station maintenance, security, and specialized cleaning systems.

Dept. 42 is staffed by a Facility Manager, Maintenance Administrative Supervisor, two Facility Mechanics, a Building Maintenance Worker, three Facility/Bus Cleaners, and two Maintenance Material Specialists.

Department Goals and Objectives Template

Department Goal/Program/Project	Strategic Goal this Supports	Performance Measure	Timeline
Goal #1: Facility Camera Review	Safety & Security	Get all cameras checked and repaired by Fy 26	1 year
Goal #2: Look into Water Filtration System	Safety & Security	Install water filtration by end of FY 27	1 year
Goal #3: Keep up with all recommended Mfg. Service on all equipment	Service Excellence	Keep up with daily, monthly and yearly services. (ongoing)	ongoing

ADMINISTRATION

DEPARTMENT 160

Department Name: Administration/Finance
Staff Responsible: Christine Feng, Chief Financial Officer/AGM
Number of Employees: 15

The Administrative Department provides financial, IT, procurement and overall support to ensure the effective and efficient delivery of transit services across the District. Key functions include executive management, board support, financial planning, procurement, IT, accounting, payroll.

The Administrative Department budget reflects the District's continued focus on fiscal responsibility, and organizational resilience. Major cost drivers include personnel services to support core administrative functions, contractual services for legal, audit, and consulting support, and compliance activities.

This budget supports key priorities, including strengthening internal controls, advancing strategic initiatives, supporting major capital and operational projects, and ensuring compliance with federal, state, and local regulations. The department also plays a central role in coordinating agency-wide efforts related to financial sustainability, and organizational effectiveness.

Overall, the Administrative Department budget aligns resources with the District's strategic goals while maintaining efficient administrative operations and supporting high- quality transit service delivery to the community.

Department Goals and Objectives

Department Goal/Program/Project	Strategic Goal this Supports	Performance Measure	Timeline
Goal #1: Improve internal controls to ensure that costs are monitored and controlled in accordance with all FTA and State oversight requirements.	Financial Stewardship	Review, update policies related internal controls	Ongoing
Goal #2: Ensure monthly financial statements to the Board and Department Directors are prepared on time, accurate, to support decision making.	Financial Stewardship	Reports prepared monthly and reviewed by Dept Director	Ongoing
Goal #3: Increase non-fare non-grant funding (i.e., alt-fuel sourcing, partnerships, non-traditional grants, medical reimbursement, property development, advertising, etc.)	Financial Stewardship	% of non-fare non-grant funds	Ongoing

Department Goal/Program	Performance Measure	FY 24	FY 25	FY 26
Financial Stewardship	Review, update policies related internal controls	Updated: Investment Policy	Updated: Financial Manual (for Triennial)	Updated: IT Policy, Procurement Policy
Financial Stewardship	Reports prepared monthly and reviewed by Dept Director	complete	complete	All reports complete

Financial Stewardship	Increase % of non-fare non-grant funds	Established fuel partnership with Oxnard	Continued fuel partnership with Oxnard	Continued fuel partnership with Oxnard
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BUDGET NARRATIVE

ADMINISTRATION

DEPARTMENT 162

Department Name: Planning and Marketing
Staff Responsible for Budget: Cynthia Duque, Director of Planning and Marketing
Number of Employees: 7

The Planning and Marketing Department supports Gold Coast Transit District’s mission by leading service planning, performance monitoring, regulatory compliance, and public communication efforts. The department ensures that transit services are responsive to community needs through data-driven analysis, customer engagement, and alignment with regional mobility goals. Key responsibilities include short- and long-range planning, implementation of service improvements, ADA and Title VI compliance, grant coordination, and development of marketing and outreach initiatives that promote ridership and enhance customer experience.

In the upcoming fiscal year, the department will focus on implementing service enhancements identified in the Short-Range Transit Plan, with an emphasis on improving service reliability, frequency, and connectivity. Additional priorities include advancing equitable access to transit services, strengthening performance monitoring and reporting, and expanding bilingual community outreach to ensure transparent and inclusive public engagement. The department will also continue to support innovative mobility solutions and regional coordination efforts that improve access to jobs, education, and essential services.

The requested budget supports staffing, outreach, technology, and program resources necessary to deliver these functions effectively. These investments enable the District to maintain compliance with federal and state requirements, implement strategic service improvements, enhance data-driven decision-making, and increase public awareness and ridership. Through these efforts, the Planning and Marketing Department helps ensure that GCTD provides efficient, equitable, and sustainable transportation services that align with organizational goals and community priorities.

Department Goals and Objectives

Department Goal/Program/Project	Strategic Goal this Supports	Performance Measure	Timeline
Goal #1: Implement Phase 1 of the SRTP/ MORE GO Service Plan	Priority #1/Goal 4 Service Excellence/Develop a transit system that attracts and retains riders	On-time performance improvement; Average travel time reduction (target ~15 min on key corridors). Ridership change on modified routes.	July 2026 implementation; monitor quarterly
Goal #2: Enhance System Performance Monitoring and Reporting with improved technology and data tools	Priority #1/Goal 3, Service Excellence/Improve Customer Experience and Priority #2/Goal 3 Safety and Security/ Utilize date management for tracking	Tracking of ridership, KPI dashboard accuracy, quarterly reports delivered	Ongoing/Quarterly, annual and triennial deadlines
Goal #3: Expand Community	Priority #5 Expand Public Awareness	Number of outreach events/meetings	Ongoing; peak outreach prior to

Engagement and Outreach		conducted; Participation levels; Customer awareness metrics, survey based	biannual service changes.
Goal #4: Increase ridership and public awareness of programs and services	Priority #1 Service Excellence/ Goal #4 Develop a transit system that attracts and retains transit riders	System-wide ridership growth %; Campaign engagement metrics (web, app downloads, social media); Fare payment program participation (Token, Tap 2 Ride, Free Fare Days)	Ongoing; evaluate quarterly
Goal #5: Improve Bus Stop Cleanliness and Rider Experience (based on public survey results)	Strategic Priority # 1 Service Excellence and Priority #2 Safety and Security	Passenger satisfaction results; reduction in number of bus stop related complaints; create pathway for addressing bus stop issues with member cities	Ongoing; evaluate quarterly

Performance Measures Progress to Achieving Goals

Department Goal/Program/Project	Performance Measure	FY 24	FY 25	FY 26 Goal
Implement Phase 1 of SRTP/MORE GO	OTP, travel time, ridership on realigned routes	OTP: 82.6% Total Trips: 3.53 Mill	OTP: 85.6% Total Trips: 3.6 Mill	TBD Goal 89% Total Trips: 3.7 Mill
Enhance System Performance Monitoring and Reporting with improved technology and data tools	Tracking of ridership, KPI dashboard accuracy, quarterly reports delivered	4	4	4
Expand Community Engagement and Outreach	Number of outreach events/meetings conducted; Participation levels; Customer awareness metrics, survey based	47 Events recorded + public survey	21 Events recorded	35 Events Record + completed public survey
Increase Ridership and Public Awareness of Programs and Services	System-wide Fixed Route Ridership	3.5 Mill	3.6 Mill	3.7 Mill
Improve Bus Stop Cleanliness and Rider Experience (based on public survey results)	Passenger Satisfaction and Bus Stop Cleanliness	6 complaints	7 complaints	TBD Goal: 5

ADMINISTRATION**DEPARTMENT 167****Department Name:****Human Resources****Staff Responsible:****Alex Zaretsky, Director of Human Resources****Number of Employees:****3**

The Human Resources department at Gold Coast Transit District is responsible for the hiring of staff, the maintenance of employee benefits, overseeing DOT Drug and Alcohol program and management of leave programs, such as FMLA and Workers Compensation. Additionally, the department works closely with other departments on recruitment, labor relations, risk management, safety, and compliance training. The department is always looking for new ways to promote employee engagement, wellness, satisfaction and professional development.

Department Goals and Objectives

Department Goal/Program/Project	Strategic Goal this Supports	Performance Measure	Timeline
Goal #1: Labor Union Agreements	Ensure safety and security while caring for the well-being of employees, passengers, and the general public.	Successful negotiation, with completed contract.	Before MOU end date
Goal #2: Employee Events	Increase methods of communication and engagement of employees engagement, high performance, learning and development	Positive employee feedback.	Fiscal Year
Goal #3: Health and Wellness Fair	Decrease costs incurred due to passenger and worker injuries by 10% to be achieved by December 31st, 2025. Ergonomic utilization for employees.	Employee injuries. Ergonomic Program and Activities to support employee wellness.	September 2026
Goal #4: Compensation and Employee Benefits	Establish a performance management process and employee evaluations annually by January 30 th or Anniversary Date. Annually review of employee benefits for competitiveness.	Remain competitive for employee retention and attract talent. Enhance or add employee benefits to improve retention. Increase benefits utilization by employees. Positive feedback from employees.	Annually, March 2026 May/June 2026, add 529 Program
Goal #5: Recruitment	Establish a baseline for perceptions regarding three key areas raised by employees in employee assessment: <ul style="list-style-type: none"> • communications • fairness/favoritism • managerial effectiveness 	Employee turnover and overall job satisfaction.	Fiscal Year

Goal #6: Employee Learning and Development	Increase methods of communication of employees' engagement, high performance, learning and development	Employee Feedback. Certifications received by employees.	Fiscal Year
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Performance Measures Progress to Achieving Goals

Department Goal/Program	Performance Measure	FY 24	FY 25	FY 26
Labor Union Agreements	Introduction of new/update MOU that benefits both parties.	Updated MOU for SEIU	Updated Bus Operator MOU for SEIU	New MOU for Dispatchers Unit and In active negotiations for Finance Unit Teamsters.
Employee Events	Feedback on employees that attend events.	Employees seemed satisfied with event held. Enjoyed introduction of Hall of Fame Ceremony.	Received good feedback from employee on events held.	Plans to make changes to event to encourage more employee engagement and support strategic goals.
Health and Wellness Fair	A decrease in workplace injuries. Employees utilization of benefits provided.	Good event feedback.	Employees enjoyed event.	Plans to update event to encourage better health and wellness, as more department engagement.
Employee Benefits	Employees utilization of benefits provided. Feedback from employee on satisfaction of benefits provided.	Employees seemed overall satisfied with benefits provided.	Notable increases in cost of medical insurance. Employee satisfied with GCTD contribution amounts.	Plans to introduce new benefit.
Recruitment	Years of service of active and retired employee and employee turnover rate.	14.78%	9.28%	10.27%
Employee Learning and Development	All Administrative Staff Complete 2hrs annually of development training	Introduction of Vector solution as learning tool.	Continued use of Vector solutions. Better promotion of software for employee use.	Began work on new onboarding process. Vector solutions and Paycom used as learning tools. Also held in person workshops for staff.

APPENDIX B – GLOSSARY

Audit – GCTD's annual financial record audit performed by an independent CPA firm.

CNG Fuel Station – Maintenance and upgrade expenses related to GCTD's onsite CNG fueling station.

Contract Repair – Expenses incurred to repair vehicles, equipment and facilities through outside vendors. Major overhauls of engines, transmissions, parts, painting, oil/fuel testing and other repairs are charged to this line item.

Contract Services – Expenses include computer hardware/software maintenance; office equipment maintenance, temporary help, janitorial, security, landscape and other services.

Dues – Fees associated with professional memberships or subscriptions, such as the American Public Transit Association, California Transit Association, National Safety Council and local Chambers of Commerce.

Employee Events – Includes the costs incurred by GCTD staff employees while attending approved meetings and conferences, as well as official employee events and functions sanctioned by the General Manager.

Employee Support – Includes: salaries, health benefits, worker's compensation insurance, retirement, life insurance, uniforms, medical exams and safety programs.

Fuels/Lubricants – CNG and lubricant products for GCTD revenue and non-revenue vehicles. Also included are fuel taxes - GCTD is required to pay State Excise taxes of \$.01/therms of CNG.

Health Benefits – GCTD portion of the health, dental and vision insurance premiums for employees.

Insurance – Liability insurance for vehicles, errors & omissions, bonding, property, crime, employer liability, etc.

Legal – Costs associated with legal services required by GCTD, including but not limited general counsel and labor/employment counsel services.

Maintenance Agreements – Maintenance agreements include the two-way radio, radio repeater, and coin counting machine.

Medical Exams – The memorandum of understandings (MOUs) provide for bi-annual physical examinations for all represented employees. Management and non-represented employees are provided with an exam annually. New employees are given pre-employment exams and employees absent from work for significant periods of time are examined prior to their return to work. Pre-employment physicals and exams of safety-sensitive personnel include a drug/alcohol screen, which is required by FTA regulations and GCTD policy.

Officers & Directors – Expenses related to Board of Directors attendance at board and committee meetings, conferences and travel/per diem while attending conferences or meetings. Included are the costs incurred by senior management employees while attending approved meetings and conferences.

Other Benefits – GCTD's contribution for unemployment insurance, FICA/Medicare, Employee Assistance Program (EAP), life insurance for represented and non-represented employees and deferred compensation for the General Manager. The EAP is required as a part of GCTD's Drug and Alcohol Program and the represented employee MOUs.

Repair Parts – Repair parts are the materials, parts and components used in repairing vehicles and equipment.

Retirement – GCTD's contribution for its employees to the California Public Employee Retirement System (CalPERS).

Risk Management – Program to manage and reduce risk, especially industrial injuries.

Safety Programs – Annual safety awards function, safety awareness activities, incentive awards, training videos and similar activities.

Salaries – Salary and wages of all employees. For represented positions this includes current salary, agreed upon step increases, agreed upon longevity and bilingual pay. For non-represented positions this includes current wages, pay increases in accordance with the personnel policy, longevity and bilingual pay, and projected salary range increases, if any, as determined by the Board of Directors.

Schedules/Marketing – This includes the GCTD Bus Book, maps, tickets, passes and artwork for public information and promotional products. Also included are media advertising, printing of promotional brochures, participation in fairs, parades, promotions, and other community outreach activities.

Service/Supplies – Operational – Items related to operations, including fuels/lubricants, tires, repair parts, CNG fuel station maintenance and upgrades, contracted paratransit service, contract repair, supplies, schedules/marketing, OTC facilities and maintenance agreements.

Service/Supplies – Support – Items related to the support of GCTD services, but which are not direct operational expenses. Includes telephones/utilities, insurance, contract services, supplies, legal, audit, officers and directors and dues.

Supplies – For Fixed Route, expenses include cash handling supplies, repair of locks, gate openers, etc. For Maintenance, expenses include miscellaneous repair parts, industrial gases, repair of farebox counting equipment, non-stock parts and other miscellaneous parts, printing materials, freight, mail/delivery services, non-vehicle maintenance, and janitorial supplies. Also included is the mechanics' tool allowance as per union contract. For administrative departments, expenses include office supplies, computer supplies, computer software/hardware, copier costs, postage, office printing, office furniture and other associated expenses.

Telephones/Utilities – Costs associated with communications services, as well as electric, gas, water and refuse charges for the facility.

Tires – New tires are required for the front axles of all buses. Recapped tires are typically purchased for the rear axles of the buses.

Uniforms – Uniforms are provided by contract to the maintenance and operation employees. Maintenance employees are provided rental uniforms cleaned and delivered by a vendor.

Urbanized Area (UZA) – The FTA has designated areas over 200,000 population as specific urbanized areas. GCTD's service area is part of the Oxnard UZA.

Workers' Compensation Insurance – Premium for the required workers' compensation insurance



Item #11

DATE May 6, 2026
TO GCTD Board of Directors
FROM Austin Novstrup, Planning Manager
 Robbie Lucio, Mobility Management Coordinator
SUBJECT Fixed-Route & Flexible Services Quarterly Update

I. EXECUTIVE SUMMARY

This quarterly report covers the 3rd Quarter (January 1 through March 31) of Fiscal Year 2025-26. This report includes a summary of performance and operating statistics for both fixed-route and Demand Response Flexible services.

II. FIXED-ROUTE DATA

The table below shows that ridership for the 3rd quarter of FY 2025–26 increased 1.4% over the 3rd quarter of last year, with productivity increasing by 1.1%. This increase marks the first quarter of growth following a yearlong trend of ridership losses. Evaluation of the monthly data shows that strong growth in March offset smaller losses in January and February.

**3rd Quarter FY26
Systemwide Ridership & Performance**

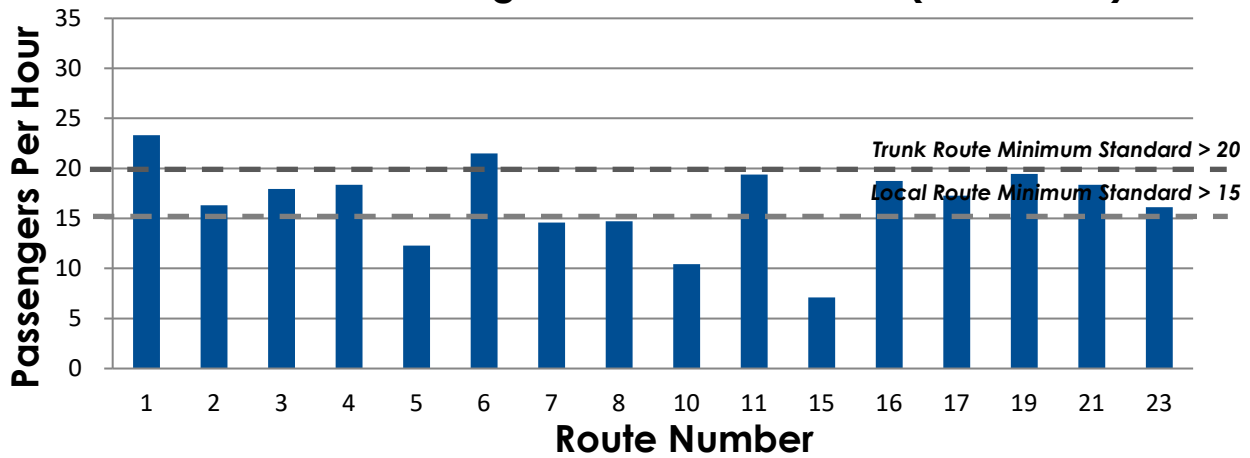
	3rd Qtr FY 2025-26	3rd Qtr FY 2024-25	Difference	% Change
Fixed-Route Ridership				
Total System Boardings	869,161	856,808	12,353	1.4%
Average Daily Passengers Weekdays	11,654	11,341	313	2.8%
Average Daily Passengers Saturdays	5,651	6,062	-412	-6.8%
Average Daily Passengers Sundays	4,983	5,276	-293	-5.6%
Wheelchair Boardings	6,395	5,915	480	8.1%
Bicycle Boardings	17,852	17,941	-89	-0.5%
Performance Measures				
Passengers Per Revenue Hour	19.2	19.0	0.20	1.1%
Fare Revenue Per Service Hour	\$24.10	\$22.61	\$1.49	6.6%
Total Fare Revenue	\$1,088,858.77	\$1,020,918.59	\$67,940.18	6.7%
On-Time Performance	83.9%	86.4%		<i>Goal > 90%</i>
% Systemwide Boarding as Free Transfers	10.2%	11.2%		<i>Goal < 20%</i>

GOLD COAST TRANSIT DISTRICT

3rd Quarter FY 26 Ridership by Route

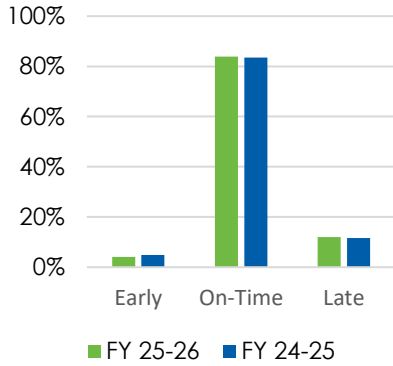
Route	Route Name	3rd Quarter FY 26 Unlinked Passengers	3rd Quarter FY 25 Unlinked Passengers	Change	% Change
1	Port Hueneme - Oxnard Transit Center	109,718	116,328	(6,611)	-6%
2	Colonia - Downtown Oxnard	18,227	17,909	317	2%
3	J St - Centerpoint Mall - Lemonwood	31,334	31,351	(17)	0%
4	North Oxnard - Ventura Rd - St. John's	76,474	71,550	4,924	7%
5	Hemlock - Seabridge - Wooley	14,714	16,323	(1,610)	-10%
6	Oxnard - Ventura - Main St	211,580	207,289	4,291	2%
7	Oxnard College - Centerpoint Mall	14,863	13,428	1,435	11%
8	OTC- Oxnard College - Centerpoint Mall	24,608	21,374	3,233	15%
10	Pacific View Mall - Telegraph -Saticoy	22,634	22,270	363	2%
11	Pacific View Mall - Telephone - Wells	62,222	59,491	2,731	5%
15	Esplanade - El Rio - St. John's	11,031	11,173	(142)	-1%
16	Downtown Ojai - Pacific View Mall	58,929	61,236	(2,306)	-4%
17	Esplanade - Oxnard College	45,938	41,419	4,519	11%
18	Trippers	24,310	26,765	(2,455)	-9%
19	OTC- 5th St - Airport - Gonzales Rd	17,554	17,924	(370)	-2%
21	Port Hueneme - Ventura - Victoria Ave	74,504	74,284	220	0%
23	Oxnard College - Naval Base - Esplanade	50,524	46,694	3,830	8%
Total GCTD System		869,161	856,808	12,353	1%

2nd Quarter FY 26 Passengers Per Revenue Hour (All Periods)

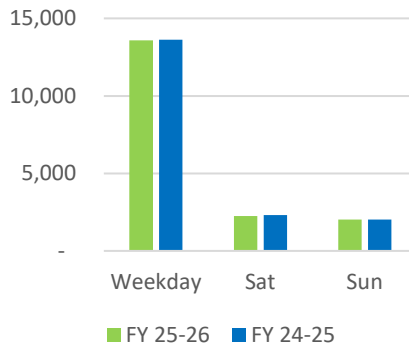


Notes: Route 18 (school trippers) not shown in graph. Trunk Route minimum standard greater than 20.

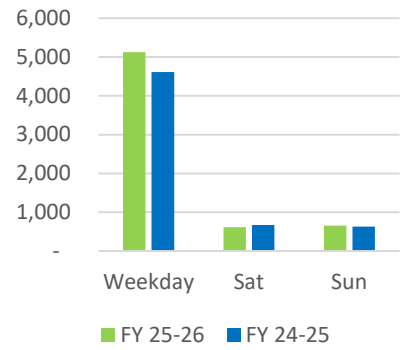
**On-Time Performance
1st Quarter**



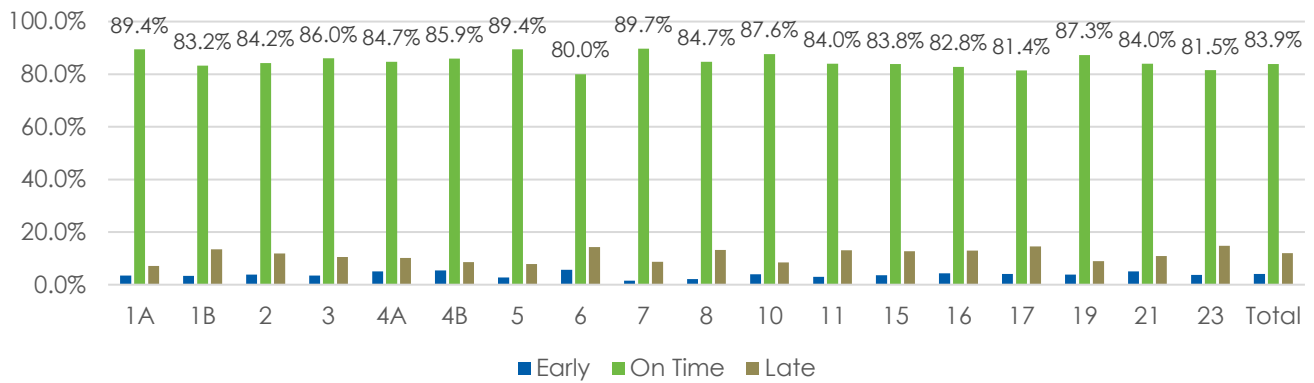
**3rd Quarter
Bicycle Boardings**



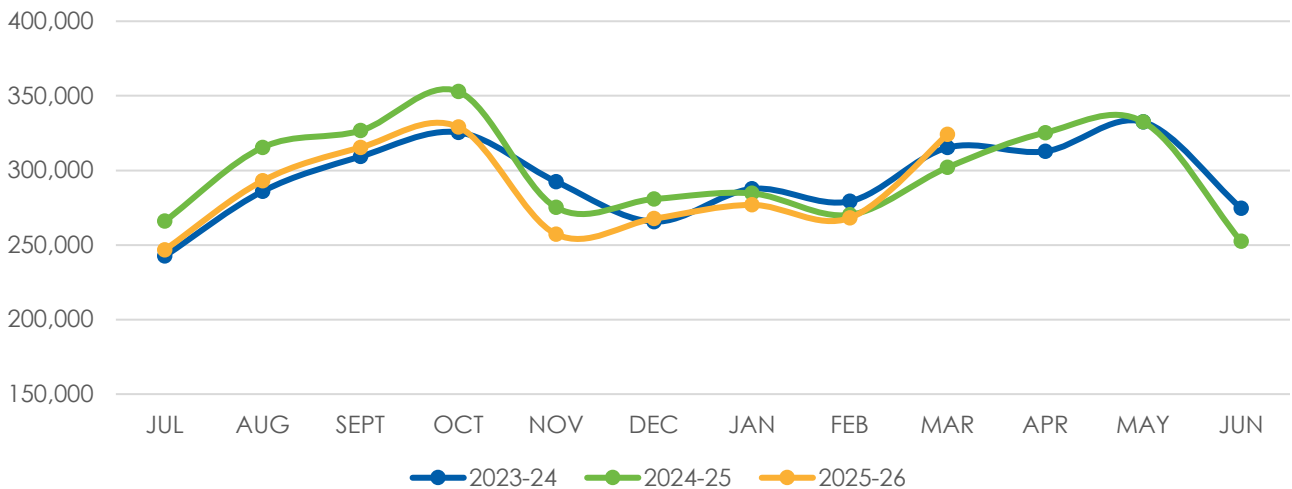
**3rd Quarter
Wheelchair Boardings**



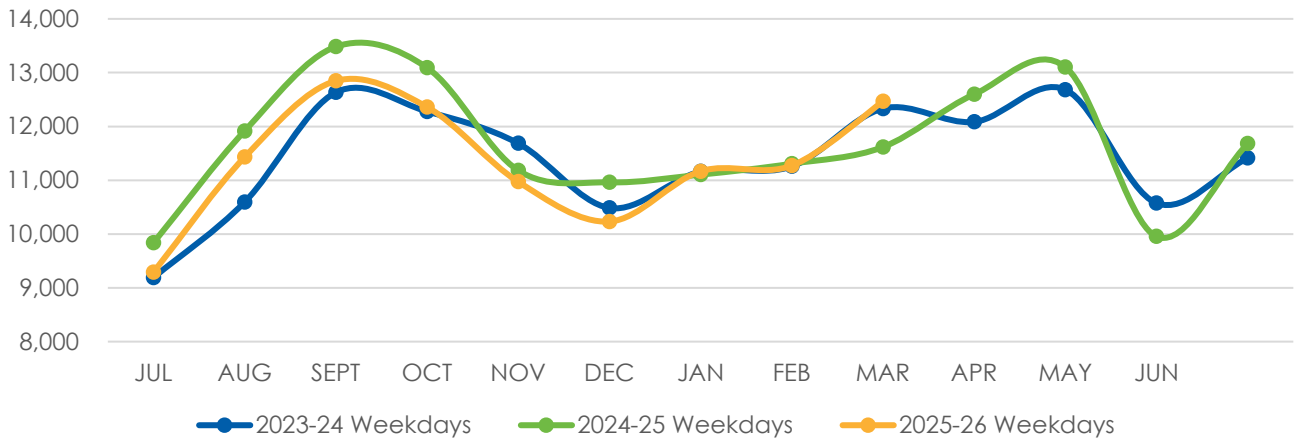
3rd Quarter Ontime Performance by Route



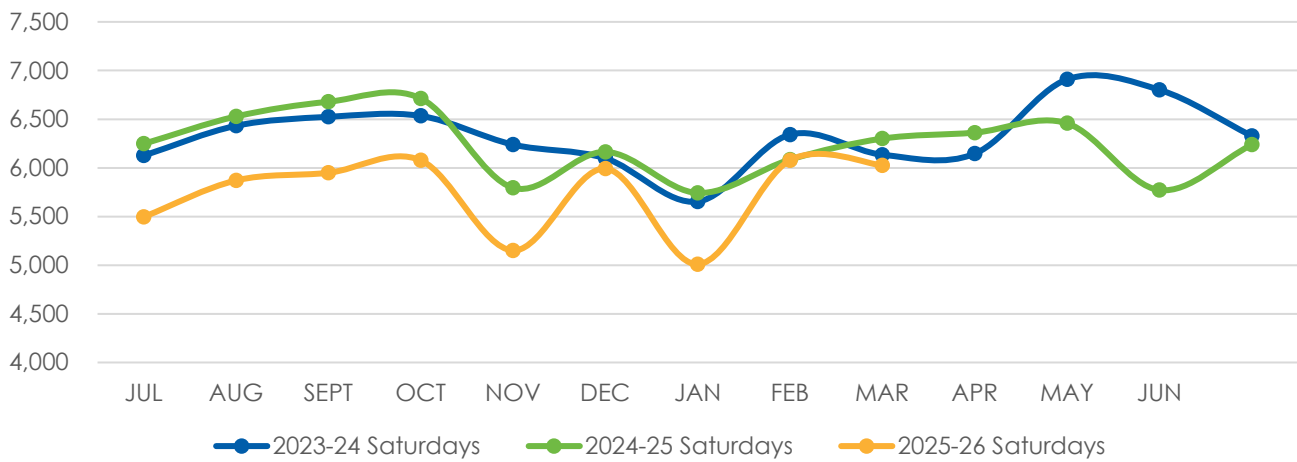
Monthly Fixed Route Ridership



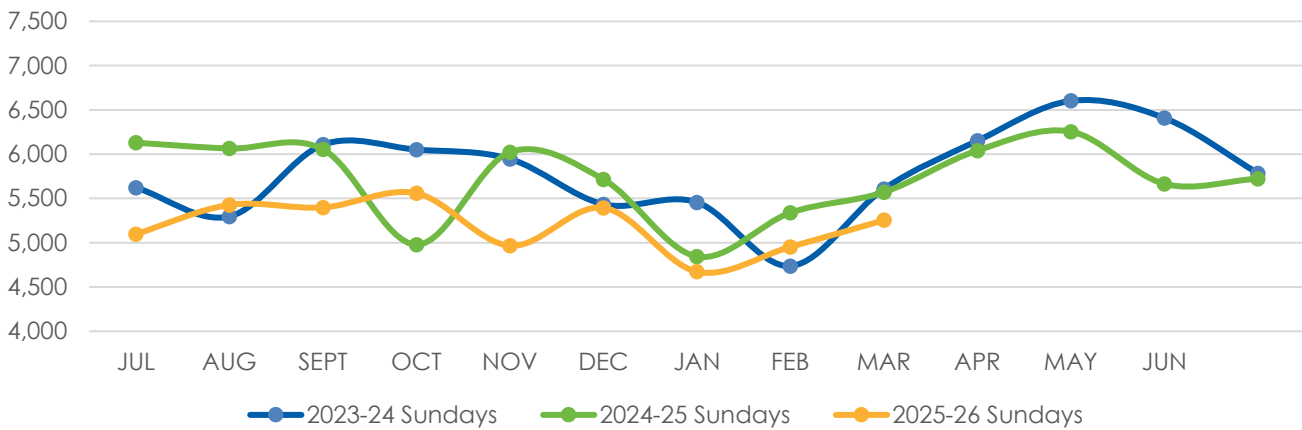
Average Weekday Boardings



Average Saturday Boardings



Average Sunday Boardings



3rd Quarter Complaints/Commendations by Type

<i>Type</i>	<i>Issue</i>	<i>FY26 3rd Quarter</i>	<i>FY25 3rd Quarter</i>	<i>FY26 YTD</i>
Scheduling	On-Time Performance	0	2	2
Operations	Operator Conduct	20	22	95
	Driving Complaints	13	13	40
	Passed by	12	6	55
	Commendations	14	7	42
	Bus Stop Issues	8	3	28
Other	Other*	14	24	34
Totals		81	77	271

*Service suggestions, fare disputes, disturbances, bus did not show, or other system issues

III. FIXED-ROUTE SERVICE SUMMARY

Following a yearlong trend of declining ridership, the third quarter of FY 26 reflects a return to growth, with ridership increasing 1.4% over the same period last year. In March, ridership increased 7.3% year over year and was the highest observed for the month since 2017. Weekday ridership gains offset weekend losses during the quarter. Based on the factors previously identified as contributing to ridership declines, staff are cautiously optimistic that the growth observed in March will continue into the next quarter.

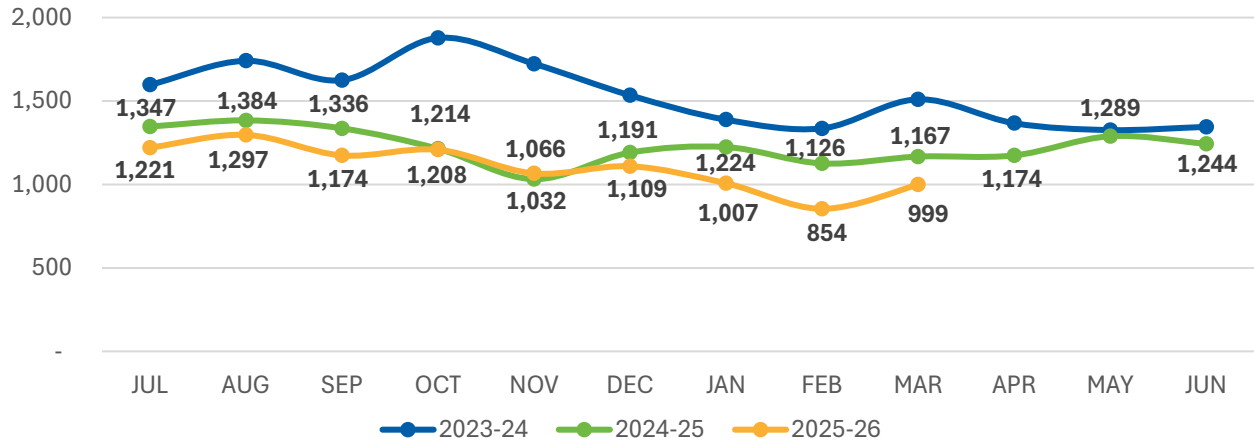
Systemwide on-time performance increased from 83.5% to 83.9% over the same period last year. This improvement can be attributed to reduced traffic delays following the completion of major construction projects, schedule adjustments implemented over the past year, and the continued diligence of operations staff in maintaining schedule reliability. Reduced ridership has also helped alleviate prior concerns about bus crowding. Planning staff will continue to monitor peak-period ridership and recommend adjustments to tripper and booster services as needed to prevent overcrowding.

Over the past quarter, GCTD staff carried out an extensive outreach campaign to solicit feedback about the proposed implementation of SRTP recommendations this July. The campaign included multiple community meetings and tabling events. With the adoption of the FY27 Annual Service Plan, staff are beginning to prepare for the additional outreach that will be necessary for a smooth implementation of the proposed changes.

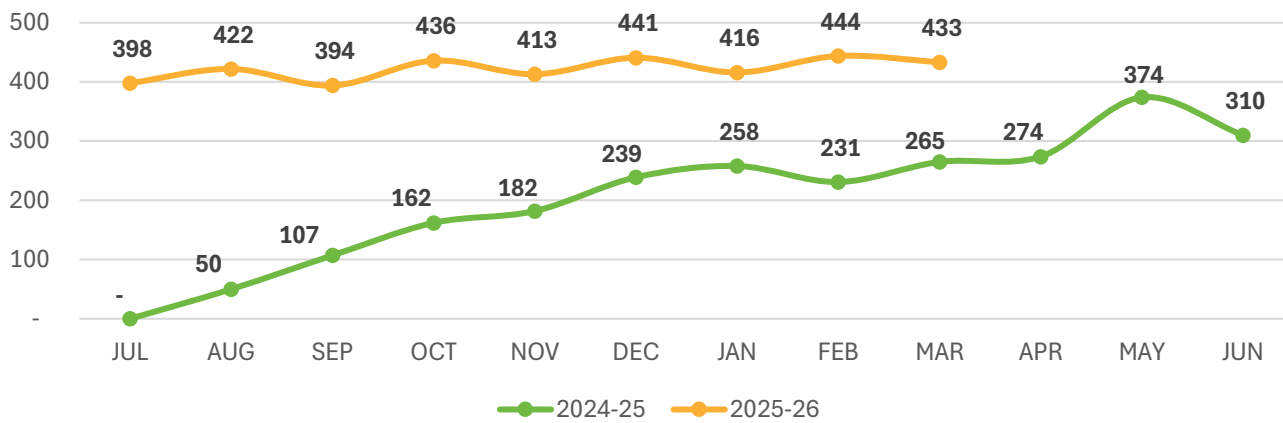
V. FLEXIBLE SERVICES DATA

During the third quarter of FY 2025–26 (January–March), Flexible Services averaged more than 8,800 monthly boardings, representing a 1.3% increase compared to the same period in FY 2024–25, which averaged 8,700 boardings. This growth can largely be attributed to increased utilization of the Sunrise Safe Rides Program.

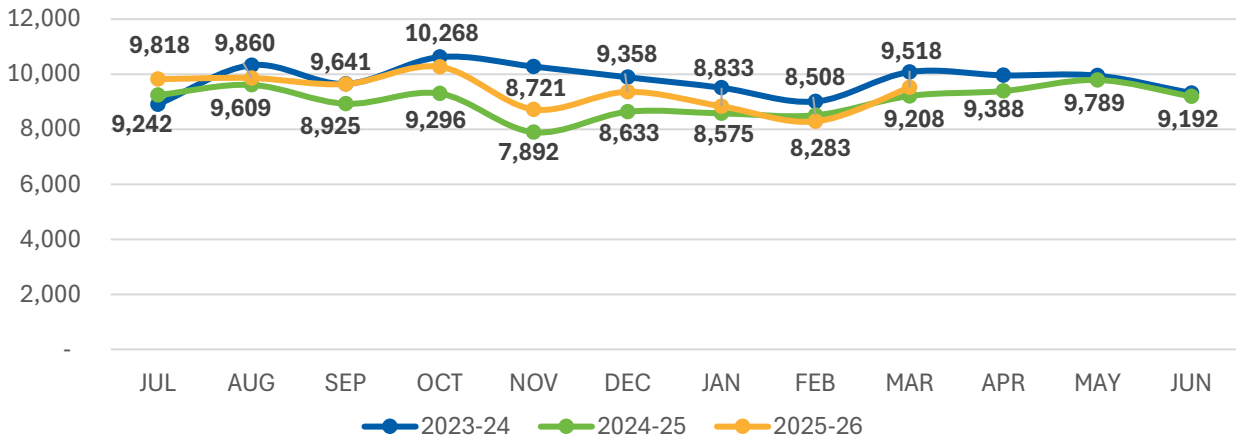
Late Night Safe Rides Boardings



Sunrise Safe Rides Boardings



Flexible Services Boardings



**3rd Quarter FY 2025-26
 GO ACCESS Ridership & Performance**

Flexible Services Ridership	3rd Qtr FY 2025-26	3rd Qtr FY 2024-25	Difference	% Change
Total System Boardings	26,634	26,291	+343	+1.3%
Average Daily Passengers Weekdays	342	345	-3	-1%
Average Daily Passengers Saturdays	215	188	+27	+14.6%
Average Daily Passengers Sundays	176	163	+14	+8.4%

Performance Measures	3rd Qtr FY 2025-26	3rd Qtr FY 2024-25	Difference	% Change
Passengers Per Revenue Hour	1.99	1.96	+0.03	+1.5%
On-Time Performance (Arrive within the window)	90.5%	85.0%	+5.5	+6.5%
Early (Before the start of the pick-up window)	7.5%	6.2%	+1.3	+21.0%
Late (After the end of the pick-up window)	6.5%	8.8%	-2.3	-26.1%

**3rd Quarter FY 2024-25
 GO ACCESS Flexible Services Customer Feedback**

Type	Issue	3rd Quarter Comments	3rd Quarter Verified Comments	YTD 2025-26 Verified Comments
Scheduling	Travel Time	0	0	3
	Schedules	11	5	16
Operations	Operator	11	5	15
	Dispatch	1	0	5
Other	Reservations	2	1	2
	Policies	4	1	1
	Commendations	0	0	7
	Other*	24	6	8
Totals		53	18	57

*Mobile App assistance, payment, reasonable accommodation requests, or other system issues

IV. FLEXIBLE SERVICES SUMMARY

Flexible Services continue to serve a high proportion of riders with specialized transportation needs. ADA riders accounted for 32% (8,641 riders) of total Flexible Services boardings, while Seniors represented 45.3% (12,227 riders). Combined, these two groups make up 77.3% of all Flexible Services passengers, underscoring the program’s critical role in supporting mobility for individuals with disabilities and older adults. Additional ridership is supported through other specialized programs that collectively round out Flexible Services.

The third quarter for Flexible Services marked the implementation of the new dispatching software, RideCo. This transition introduced several improvements, including new customer-facing tools such as the GO Flex Ride mobile app, which accounted for 3,359 trips, or 11.9% of all reservations.

The app also enabled passengers to provide feedback and rate their trips, resulting in an average rating of 4.9 out of 5. In addition, on-time performance improved to 90.5% during the quarter. The system also provided greater flexibility in scheduling service, helping better match service to demand.

At the same time, the transition presented some implementation challenges. These included the need to reestablish user accounts, temporary increases in call and wait times during the initial rollout, and system-related issues affecting trip booking and dispatch. Staff worked closely with RideCo and regional partners to resolve these issues, most of which have been addressed. The Flexible Services team's strong coordination and communication supported a successful transition and ongoing system stabilization.

IX. RECOMMENDATION

IT IS RECOMMENDED that the GCTD Board of Directors receive and file this report.

This report is for information only.



General Manager's Concurrence

Attachment A: 3rd Quarter FY 2025-26 Fixed-Route Service Evaluation Tables
Attachment B: 3rd Quarter FY 2025-26 Flexible Services Evaluation Tables

Fixed Route Service Evaluation Report FY 25-26 3rd Quarter

Ridership Measure: Passengers Per Revenue Hour						
Route #	Route Name	Service Type	Total Revenue Hours	Total Passengers	Passengers per Revenue Hour	Quartile
1	Port Hueneme - Oxnard Transit Center	Trunk	4,645	109,718	24	4
6	Oxnard - Ventura - Main St	Trunk	9,422	211,580	22	4
19	OTC- 5th St - Airport - Gonzales Rd	Local	882	17,554	20	4
11	Pacific View Mall - Telephone - Wells	Trunk	3,240	62,222	19	4
3	J St - Centerpoint Mall - Lemonwood	Local	1,636	31,334	19	3
4	North Oxnard - Ventura Rd - St. John's	Local	4,047	76,474	19	3
16	Downtown Ojai - Pacific View Mall	Trunk	3,128	58,929	19	3
21	Port Hueneme - Ventura - Victoria Ave	Trunk	4,013	74,504	19	3
23	Oxnard College - Naval Base - Esplanade	Trunk	2,919	50,524	17	2
17	Esplanade - Oxnard College	Trunk	2,657	45,938	17	2
2	Colonia - Downtown Oxnard	Local	1,063	18,227	17	2
7	Oxnard College - Centerpoint Mall	Local	952	14,863	16	2
8	OTC- Oxnard College - Centerpoint Mall	Local	1,611	24,608	15	1
5	Hemlock - Seabridge - Wooley	Local	1,163	14,714	13	1
10	Pacific View Mall - Telegraph -Saticoy	Trunk	2,036	22,634	11	1
15	Esplanade - El Rio - St. John's	Local	1,438	11,031	8	1

Excluded Routes

18	High School Trippers	Booster	327	24,310	74
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Systemwide Performance Target & Description		Passengers per Revenue Hour Target
Trunk	Routes that link 2 or more major or regional commercial and employment centers and travel on arterial roads or highways.	20
Local	Routes that connect residential areas to major commercial and employment centers and travel on both arterial and residential streets.	15

Economic Measure: Subsidy Per Passenger									
Route #	Service Type	Total Revenue Hours	Total Passengers	Systemwide Operating Cost Per Hour	Total Cost	Cost Per Passenger	Average Fare Per Passenger	Subsidy Per Passenger	Quartile
1	Trunk	4,645	109,718	\$ 166.20	\$ 771,927	\$ 7.04	\$1.17	\$ 5.86	4
6	Trunk	9,422	211,580	\$ 166.20	\$ 1,565,983	\$ 7.40	\$1.25	\$ 6.15	4
19	Local	882	17,554	\$ 166.20	\$ 146,588	\$ 8.35	\$1.30	\$ 7.06	4
11	Trunk	3,240	62,222	\$ 166.20	\$ 538,502	\$ 8.65	\$1.22	\$ 7.43	4
3	Local	1,636	31,334	\$ 166.20	\$ 271,981	\$ 8.68	\$1.18	\$ 7.50	3
16	Trunk	3,128	58,929	\$ 166.20	\$ 519,838	\$ 8.82	\$1.32	\$ 7.50	3
4	Local	4,047	76,474	\$ 166.20	\$ 672,625	\$ 8.80	\$1.20	\$ 7.60	3
21	Trunk	4,013	74,504	\$ 166.20	\$ 666,952	\$ 8.95	\$1.29	\$ 7.67	3
17	Trunk	2,657	45,938	\$ 166.20	\$ 441,549	\$ 9.61	\$1.35	\$ 8.27	2
23	Trunk	2,919	50,524	\$ 166.20	\$ 485,074	\$ 9.60	\$1.33	\$ 8.27	2
2	Local	1,063	18,227	\$ 166.20	\$ 176,671	\$ 9.69	\$1.18	\$ 8.51	2
7	Local	952	14,863	\$ 166.20	\$ 158,231	\$ 10.65	\$1.19	\$ 9.46	2
8	Local	1,611	24,608	\$ 166.20	\$ 267,757	\$ 10.88	\$1.29	\$ 9.59	1
5	Local	1,163	14,714	\$ 166.20	\$ 193,329	\$ 13.14	\$1.17	\$ 11.97	1
10	Trunk	2,036	22,634	\$ 166.20	\$ 338,331	\$ 14.95	\$1.33	\$ 13.62	1
15	Local	1,438	11,031	\$ 166.20	\$ 238,936	\$ 21.66	\$1.15	\$ 20.52	1

Excluded Routes

18	High School Trippers	327	24,310	\$ 166.20	\$ 54,422	\$ 2.24	\$ 1.461	\$ 0.78
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Attachment B: Flexible Services Performance Evaluation FY26 3rd Quarter

GOLD COAST TRANSIT DISTRICT FLEXIBLE SERVICES

	ALL SERVICES			FY 2026	FY 2025	
	AVERAGE	AVERAGE	AVERAGE			
	WEEKDAY	SATURDAY	SUNDAY	MONTHLY	MONTHLY	COST/
	BOARDINGS	BOARDINGS	BOARDINGS	BOARDINGS	BOARDINGS	TRIP
January	338	204	175	8,833	9,140	\$ 49.88
February	338	210	170	8,283	9,606	\$ 46.52
March	349	231	184	9,518	9,049	\$ 46.24

3rd QTR BOARDINGS: 26,634 27,795

SERVICE REQUIRED TO BE PROVIDED UNDER FTA REGULATIONS

Eligibility: Certification of mobility disability. Service started July, 1996

ADA	% of TTL	Pass/VSH	% Change from prior FY	QTR 3 FY 2026 BOARDINGS	QTR 3 FY 2025 BOARDINGS	Pick-up OTP	Drop-Off OTP
	32%	1.88	12%	8,641	7,710	93%	90%

SERVICE AVAILABLE TO SENIORS/DISABLED NOT REQUIRED TO BE PROVIDED

Eligibility: 62+; no fare transportation to the nearest congregate meal site. Service started October, 1999

SENIOR NUTRITION PROGRAM	% of TTL	Pass/VSH	% Change from prior FY	QTR 3 FY 2026 BOARDINGS	QTR 3 FY 2025 BOARDINGS	Pick-up OTP	Drop-Off OTP
	2.3%	2.38	-30%	601	856	91%	94%

Eligibility: 65+. Service started October, 1999

SENIORS	% of TTL	Pass/VSH	% Change from prior FY	QTR 3 FY 2026 BOARDINGS	QTR 3 FY 2025 BOARDINGS	Pick-up OTP	Drop-Off OTP
	45.9%	1.89	2%	12,227	11,941	92%	89%

Eligibility: ADA or 65+; CAMARILLO transfers started October 1999. SP DAR in 2001, TO in 2002

TRANSFERS	% of TTL	Pass/VSH	% Change from prior FY	QTR 3 FY 2026 BOARDINGS	QTR 3 FY 2025 BOARDINGS	Pick-up OTP	Drop-Off OTP
	0.6%	1.40	303%	161	40	93%	92%

Eligibility: ADA or 65+; Started in 2018

CAMARILLO DIRECT CONNECT	% of TTL	Pass/VSH	% Change from prior FY	QTR 3 FY 2026 BOARDINGS	QTR 3 FY 2025 BOARDINGS	Pick-up OTP	Drop-Off OTP
	4.2%	1.20	6%	1,126	1,064	90%	90%

SERVICE AVAILABLE TO GENERAL PUBLIC NOT REQUIRED TO BE PROVIDED

Eligibility: Temporary medical or mobility impairment; No age restriction; Started in 2013

HEALTH ZONES	% of TTL	Pass/VSH	% Change from prior FY	QTR 3 FY 2026 BOARDINGS	QTR 3 FY 2025 BOARDINGS	Pick-up OTP	Drop-Off OTP
	0.3%	1.60	-61%	80	206	89%	92%

Eligibility: Must be at least 16 to ride without adult. Started in 2021

LATE NIGHT SAFE RIDES	% of TTL	Pass/VSH	% Change from prior FY	QTR 3 FY 2026 BOARDINGS	QTR 3 FY 2025 BOARDINGS	Pick-up OTP	Drop-Off OTP
	10.7%	2.17	-19%	2,896	3,517	79%	93%

Eligibility: Must be at least 16 to ride without adult. Started in 2023

SUNRISE SAFE RIDES	% of TTL	Pass/VSH	% Change from prior FY	QTR 3 FY 2026 BOARDINGS	QTR 3 FY 2025 BOARDINGS	Pick-up OTP	Drop-Off OTP
	4.9%	2.25	71%	1,320	754	79%	93%

Note: Pilot started July 2024.



DATE May 6, 2026

Item #12

TO GCTD Board of Directors

FROM Vanessa Rauschenberger, General Manager^{VR}

SUBJECT **Discuss Future Agenda Items**

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

- Draft Budget
- Strategic Plan Update Review
- 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

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