



## AGENDA

### REGULAR BOARD OF DIRECTORS MEETING

WEDNESDAY, JULY 1, 2026 – 10:00 AM

GCTD ADMINISTRATIVE FACILITY

1901 AUTO CENTER DRIVE

OXNARD, CA 93036-7966

[www.GoldCoastTransit.org](http://www.GoldCoastTransit.org)

The meeting will be **IN PERSON**.

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

<https://us02web.zoom.us/j/88243222185>

#### 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

○ Service Awards

- Gerardo Mondragon, Operator – 5 years
- Robert Estrada, Operator – 10 years
- Jacob Galindo, Operator – 10 years
- Rosa Meza-Garcia, Operator – 10 years
- Alexander Zaretsky, Director of Human Resources – 20 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 June 3, 2026 Board of Directors Meeting](#)

**Recommendation:** Approve the June 3 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 June

**Staff:** Angelica Salatan, Accounting Specialist

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

**Recommendation:** Receive Report of Budget/Actual for the Month of May

**Staff:** Christine Feng, Chief Financial Officer/AGM

5. [Consider Adoption of Resolution 2026-04 for State Transit Assistance \(STA\) / State of Good Repair \(SGR\) FY 2027 Allocation](#)

**Recommendation:** Recommend Consider Approval of Annual Project List required for annual apportionment of \$321,968 STA/SGR funds to be used for bus replacements.

**Staff:** Austin Novstrup, Planning Manager

6. [Report of Contracts Awarded](#)

**Recommendation:** Receive Report of Contracts Awarded for the Month of June

**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.

7. [Consider Approval of Resolution 2026-05 Allowing Participation in SPURR Low Carbon Fuel Standard Program](#)

**Recommendation:** Consider Approval of Resolution 2026-05 Allowing Participation in the SPURR Low Carbon Fuel Standard Program

**Staff:** Marlena Kohler, Procurement Manager & DBE Officer

8. [Consider Approval of FTA Required 2026 Transit Asset Management Plan](#)

**Recommendation:** Consider Approval of Update to the FTA Required 2026 Transit Asset Management Plan

**Staff:** Lorne Henderson, Fleet Manager

9. [Receive Update on 301 East 3<sup>rd</sup> Street Property and Provide Feedback to Staff](#)

**Recommendation:** Receive Update on 301 East 3<sup>rd</sup> Street Property and Provide Feedback on next steps, which may include re-issuing RFP or exploring other options.

**Staff:** Vanessa Rauschenberger, General Manager

**Gold Coast Transit District**  
Board of Directors Meeting  
July 1, 2026

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**J. INFORMATIONAL ITEMS**

**10. Receive Update on Demand Response Technology and Regional Coordination**

**Recommendation:** Receive Update on Demand Response Technology and Regional Coordination

**Staff:** Cynthia Duque, Director of Planning and Marketing

**11. Future Agenda Items – Discuss Potential Topics / Date for Strategic Planning Workshop**

**Recommendation:** Discussion of topics to be discussed at a future meeting. Discussion of Topics for a half-day Strategic Plan Workshop scheduled (tentatively) October 7<sup>th</sup>, 2026.

**Staff:** Vanessa Rauschenberger, General Manager

**K. CLOSED SESSION**

None

The next regular meeting of the GCTD Board of Directors will be held on **September 2, 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](http://www.GoldCoastTransit.org) or from the Clerk of the Board, Gold Coast Transit District, 1901 Auto Center Drive, Oxnard, CA, 93036-7966.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THE MEETING, PLEASE CONTACT THE CLERK OF THE BOARD AT (805) 483-3959, Ext. 160, OR E-MAIL [adelgado@gctd.org](mailto: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 – July 2026

### Welcome New Class of Bus Operators!

Please join me in welcoming our new class of **Bus Operators** in training. We wish them each a smooth training and look forward to seeing them on the road!



### Community Outreach This Month

6/9/2026	VC Reentry Resource Fair	CET	Set-up booth and distributed information on GCTD Fixed-Route and Flexible Services and careers in public transit.
6/18/2026	Imperial Mobile Estates Community Meeting	Imperial Mobile Estates	Community Center Meeting with guests from public agencies that provide information to senior residents.



## GCTD Participating in Affordable Housing Transit Pass Program

GCTD is participating with VCTC and the other regional transit operators to partner with affordable housing developers to provide annual transit passes for residents using the regional UMO fare system. These annual passes provide residents with a full year of transit access while allowing fare revenue to be distributed among participating transit agencies using the same reimbursement process currently in place for 31-day passes.

Following the successful Westview Village III pass program, GCTD will be participating in a similar pass for the Central Terrace development in Oxnard to ensure the passes are accepted by transit providers throughout Ventura County. This program expands transit access for affordable housing residents while leveraging existing fare technology.



## Service Changes Take Effect Sunday, July 19

New bus books will soon be available inside every bus and online. July changes will include minor schedule adjustments to improve reliability, on-time performance, and connectivity. As a reminder, route changes originally planned in the SRTP for July will be postponed to 2027.

## General Manager Activities & Meetings Attended

- June 1 – Meeting with SB MTD General Manager
- June 2 – Meeting with SPURR on fuel cost reduction opportunities
- June 3 – GCTD Board Meeting
- June 4 - Meeting and Facility Tour with Cabrillo Economic Development Corp Staff
- June 4 – Meeting with VCTC Meeting to Discuss TDA funding trends
- June 5 – Attended VCTC Commission Meeting
- June 10 – Attended Joint Labor Meeting with SEIU
- June 10 – Attended Meeting with County IT Team on Technology Projects
- June 11- Held Meeting with CalSTA staff to discuss Statewide Disability Credentialing for Transit
- June 11 - Held Monthly “Coffee with the GM” in Operators Break Room
- June 16 – Attended Meeting with Many Mansions on 301 Property
- June 17 – Attended GCTD Technical Advisory Meeting (TAC)
- June 22 – Participated in APTA Small Operations Committee Meeting (Virtual)
- June 18 – Attended Workshop with Jess Segovia “ADA Guru” on recommendations for GCTD
- June 18 – Meeting with Deputy Mayor Ventura to give Facility Tour
- June 22 – Agenda Review meeting with Board Chair
- June 24 – Participated in APTA meeting on Federal OMB Proposed Rules Impacts to Transit
- June 27 – Participating in Hall of Fame and Safety Awards Event at GCTD
- June 29 – Attending CTA Executive Committee Meeting (virtual meeting)



### 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, JUNE 3, 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  
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  
Dean Bower, Controller  
Cynthia Duque, Director of Planning & Marketing  
James Beck, Director of Operations & Maintenance  
Lorne Henderson, Fleet Manager  
Gilbert Pinon, Assistant Operations Manager  
Austin Novstrup, Planning 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  
Martin Rodriguez, Planner II

**C. CEREMONIAL CALENDAR**

Director Dr. Sanchez-Palacios led the Pledge of Allegiance.

**SPECIAL RECOGNITION**

▪ **City of Ventura Corporate Games** – Presenting Spirit Award to Gold Coast Transit District Tyler Nelson, Recreation Supervisor for the City of Ventura Corporate Games, thanked GCTD employees for their participation and presented the team with the Team Spirit Participation Trophy. Chair Lang and Ms. Rauschenberger also expressed their appreciation to all employees who participated in the Corporate Games.

**D. GENERAL PUBLIC COMMENT**

None

**E. BOARD OF DIRECTORS REPORTS**

None

**GOLD COAST TRANSIT DISTRICT**

**F. AGENDA REVIEW**

Ms. Rauschenberger announced that Agenda Item 9, *Consider Approval of Resolution 2026-04 Allowing Participation in SPURR Low Carbon Fuel Standard Program*, would be postponed to a future meeting.

Director LaVere moved to approve the agenda as amended. Vice-Chair Rodriguez seconded the motion.

**GENERAL MANAGER'S REPORT**

**1. GM Update - Vanessa Rauschenberger, General Manager**

Ms. Rauschenberger welcomed **Yadira Infante**, Payroll Coordinator, who joined the GCTD team on May 18. She shared that GCTD is excited to have Yadira on board, noting her extensive payroll experience and expressing appreciation that the position has been successfully filled. Ms. Rauschenberger also thanked **Dean, Angelica, and Janet** for their efforts in managing payroll responsibilities during the recruitment and hiring process.

Ms. Rauschenberger stated that the planned Route 1/6/10/11 realignment has been postponed until the January 2027 service changes due to delays in infrastructure work and bus stop relocations needed for Route 10. The additional time will ensure pedestrian access is in place before implementation. Staff will continue developing outreach materials and will provide updates as the implementation date approaches.

GCTD continues to offer free Mobility Device Tether Strap Fitting and Accessibility Training by appointment. The program provides one-on-one assistance with tether strap installation or marking, boarding and deboarding practice, and securement demonstrations. Appointments can be scheduled through Customer Service or ACCESS Reservations.

GCTD staff participated in community outreach events, including the Ventura Housing Authority Senior Resource Fair and Del Sol High School Wellness Fair, providing information on accessible public transit services, mobility resources, and transportation options for seniors, students, and families throughout Ventura County.

Ms. Rauschenberg stated that additional service was provided on Routes 6 and 16 during the California Strawberry Festival to support increased ridership and maintain reliable, on-time performance.

Lastly, she announced the upcoming Annual Hall of Fame & Safety Awards celebration to be held on Saturday, June 27. The event will recognize employees with 20+ years of service, Million Mile Club inductees, and accident-free driving achievements. The celebration will include an awards ceremony, lunch, music, and carnival-themed activities for employees and their families.

**G. CONSENT AGENDA**

**2. Minutes of May 6, 2026 Board of Directors Meeting**

**Recommendation:** Approve the May 6 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 May

**Staff:** Veronica Navarro, Finance & Grant Analyst

**4. Report of Monthly Budget/Actual Report**

**Recommendation:** Receive Report of Contracts Awarded for the Month of April

**Staff:** Tanya Hawk, Inventory & Asset Management Coordinator

**5. Report of Contracts Awarded**

**Recommendation:** Receive Report of Contracts Awarded for the Month of June

**Staff:** Tanya Hawk, Inventory & Asset Management Coordinator

**6. Consider Approval of Filing of Annual FY 2027 TDA Claim for Member Agencies**

**Recommendation:** Consider Approval of Resolution 2026-03 authorizing filing TDA Claim for Member Agencies

**Staff:** Dean Bower, Controller

7. **Consider Approval of 2026 California Population Estimate and Updated Weighted Vote Formula for GCTD Member Jurisdictions**

**Recommendation:** Consider Approval of 2026 California Population Estimate and Updated Weighted Vote Formula for GCTD Member Jurisdictions.

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

Director McQueen-Legohn moved to approve the Consent Agenda Items 2 through 7. Director LaVere seconded the motion.

**H. 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.

8. **Consider Approval FY 2027 Operating Budget & Capital Plan (Public Hearing)**

**Recommendation:** Receive Presentation and Consider Approval of the FY 2027 Operating Budget & Capital Plan (Public Hearing) Note: This item requires weighted vote.

**Staff:** Vanessa Rauschenberger, General Manager & Christine Feng, CFO/AGM

Ms. Rauschenberger opened the joint budget presentation by providing an overview of the proposed budget and the key financial trends impacting GCTD. She noted that while some of the information had been presented previously, this presentation would provide a more in-depth review. She expressed pride in the work of the District and stated that the proposed budget reflects GCTD's commitment to its mission and priorities while continuing to provide transit service to approximately 3.6 million riders annually. She then reviewed her portion of the presentation, responded to questions from the Board, and concluded by turning the presentation over to Ms. Feng.

Ms. Feng presented the proposed Fiscal Year 2027 Operating Budget and Capital Plan. She reviewed the budget assumptions, anticipated revenues, operating expenses, organizational priorities, and the District's 10-year Capital Plan, including funded and unfunded capital projects. Ms. Feng noted that the budget was developed collaboratively by all GCTD departments in consultation with the General Manager and Management Team, and that the preliminary budget had been presented to the Board on May 6, 2026, reviewed by the Technical Advisory Committee on April 15, 2026, and included opportunities for public and member agency input during the budget development process.

Chair Lang opened the public hearing. Hearing no public comments, she closed the public hearing at 10:38 a.m.

Director LaVere thanked Ms. Rauschenberger and Ms. Feng for their work in developing the budget and meeting with the Board in advance to review it. He acknowledged the financial challenges ahead, expressed confidence in the management team, and appreciated that the proposed budget maintains the level of service the community expects.

Chair Lang stated that while recent federal and state budget uncertainties were anticipated, she was encouraged by the strategies presented and the District's stable outlook. She commended Ms. Rauschenberger, Ms. Feng, and the finance team for their proactive approach and ability to navigate financial challenges while continuing to meet the District's priorities.

**Recommendation**

**It is recommended that the Board of Directors Conduct a Public Hearing and Consider Approval of the FY 2027 Operation & Capital Budget**

Dr. Director Sanchez-Palacios moved to approve Consider Approval FY 2027 Operating Budget & Capital Plan. Vice-Chair Rodriguez seconded the motion.

**9. Consider Approval Of Resolution 2026-04 Allowing Participation in SPURR Low Carbon Fuel Standard Program**

**Recommendation:** Consider Approval of Resolution 2026-04 Allowing Participation in the SPURR Low Carbon Fuel Standard Program

**Staff:** Marlena Kohler, Procurement Manager & DBE Officer

**10. Receive Presentation on FY 23-25 TDA Triennial Performance Audit**

**Recommendation:** Receive Presentation on Results of Transportation Development Act (TDA) FY 23-25 Triennial Performance Audit from Kathy Chambers, Moore & Associates (presenting)

**Staff:** Vanessa Rauschenberger, General Manager

The report was filed and received.

**I. INFORMATIONAL ITEMS**

**11. Receive Update on Operations & Maintenance Department Activities**

**Recommendation:** Receive Monthly Update

**Staff:** James Beck, Director of Operations and Maintenance

The report was filed and received.

**12. Future Agenda Items**

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

**Staff:** Vanessa Rauschenberger, General Manager

The report was filed and received.

**J. CLOSED SESSION**

**13. Conference with Labor Negotiators**

**Agency designated representatives:** General Manager / Director of Human Resources

**Employee organization:** TEAMSTERS Local #186

Board members reconvened from Closed Session, and General 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 11:27 am.**

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

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Vanessa Rauschenberger  
Secretary of the Board of Directors

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Chair Rachel Lang  
Board of Directors

Unless otherwise determined by the Board of Directors, the GCTD Board of Directors' next meeting will be on **September 2, 2026, at 10:00 am**. Copies of administrative reports relating to the Board agenda are available online at [www.gctd.org](http://www.gctd.org) or from the Clerk of the Board, Angelica Delgado, at [adelgado@gctd.org](mailto:adelgado@gctd.org)

Gold Coast Transit District, 1901 Auto Center Drive, Oxnard, CA 93036.



Item #3

**DATE** July 01,2026  
**TO** GCTD Board of Directors  
**FROM** Angelica Salatan, Accounting Specialist AP *a S*  
**SUBJECT** Consider the Approval of Expenditures for the Month of June 2026

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Attached is a list of expenditures for the Month of June 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 – June 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
AMERICAN MADE CLEAN INC	04-Jun-26	\$525.00	SERVICES
APPLEONE EMPLOYMENT SERVICES	04-Jun-26	\$1,401.60	TEMPORARY HELP
CITI CARDS	04-Jun-26	\$27.99	OFFICE SUPPLIES
CITY OF OXNARD	04-Jun-26	\$1,498.13	MONTHLY RENT OTC
CREATIVE BUS SALES	04-Jun-26	\$296.15	PARATRANSIT BUS/VANS
DYER SHEEHAN GROUP, INC.	04-Jun-26	\$2,373.75	301 REDEVELOPMENT CONSULTING
EDISON CO.	04-Jun-26	\$30,641.47	ELECTRICAL POWER
FORTRESS ARMORED SERVICES COMPANY	04-Jun-26	\$485.16	ARMORED CAR SERVICES
FRANCISCO ESCOBAR	04-Jun-26	\$132.50	EMPLOYEE REIMBURSEMENT
GENFARE LLC	04-Jun-26	\$7,101.25	PARTS
GILLIG LLC	04-Jun-26	\$8,404.03	PARTS
GOVERNMENTJOBS.COM	04-Jun-26	\$10,506.87	HR SOFTWARE
GRAINGER	04-Jun-26	\$194.03	MISC. PARTS/SUPPLIES
JONES WALBAUM CORPORATION	04-Jun-26	\$404.50	PRINTING SERVICES
LETTER PUBLICATIONS	04-Jun-26	\$674.00	ADA MAG SUBSCRIPTIONS
LOS ANGELES TRUCK CENTERS, LLC	04-Jun-26	\$6,984.36	PARTS/SERVICE
MACVALLEY OIL COMPANY	04-Jun-26	\$8,794.21	FUEL
MARIPOSA LANDSCAPES, INC	04-Jun-26	\$4,577.00	LANDSCAPING SERVICES
NATIONAL DRIVE HEADQUARTERS	04-Jun-26	\$24.00	PAYROLL DEDUCTION
PARTS AUTHORITY LLC	04-Jun-26	\$23.95	PARTS
QUADIENT FINANCE USA, INC.	04-Jun-26	\$698.00	POSTAGE
SAFETY-KLEEN SYSTEMS, INC.	04-Jun-26	\$1,495.84	SOLVENT TANK FLUID
SALVADOR AGUILAR	04-Jun-26	\$1,200.00	TOOL ALLOWANCE
SMI HVAC SERVICES	04-Jun-26	\$1,038.24	HVAC
SUPERIOR SANITARY SUPPLIES	04-Jun-26	\$1,026.91	SUPPLIES
THE AFTERMARKET PARTS COMPANY, LLC	04-Jun-26	\$197.99	PARTS/BUSES
USA WASTE OF CALIFORNIA, INC.	04-Jun-26	\$5,922.40	HAZ WASTE REMOVAL
VENTURA COUNTY AUTO SUPPLY	04-Jun-26	\$9.02	PARTS
VERIZON CONNECT FLEET USA LLC	04-Jun-26	\$1,027.33	VEHICLE TRACKING SYSTEM
ANGELICA DELGADO	11-Jun-26	\$2,000.00	TEXTBOOK AND TUITION REIM
APPLEONE EMPLOYMENT SERVICES	11-Jun-26	\$1,330.44	TEMPORARY HELP
ASSURANT EMPLOYEE BENEFITS	11-Jun-26	\$1,049.77	DENTAL PREMIUMS
ASWELL TROPHY	11-Jun-26	\$62.93	AWARDS
BEST BEST & KRIEGER LLP	11-Jun-26	\$7,207.50	GENERAL COUNSEL SERVICE
CALTIP	11-Jun-26	\$5,458.35	LIABILITY INSURANCE
CCP INDUSTRIES	11-Jun-26	\$464.56	SAFETY MATERIALS
COMMUNE COMMUNICATION CORP.	11-Jun-26	\$5,587.50	CALL MARKETING/COMMUNICATION
COMMUNITY TRANSPORTATION ASSOC. OF AMER	11-Jun-26	\$3,025.00	MEMBERSHIP DUES
COUNTY OF VENTURA - IT SVCS. DEPT.	11-Jun-26	\$2,379.81	REPEATER SITE RENTAL
FRONTIER COMMUNICATIONS	11-Jun-26	\$854.74	INTERNET PRVDER - PTSIT CNTOR
GILLIG LLC	11-Jun-26	\$2,713.12	PARTS
GREG'S PETROLEUM SERVICE, INC	11-Jun-26	\$3,421.71	OIL SUPPLIER
LIGHTGABLER	11-Jun-26	\$4,582.50	LEGAL SERVICES
LOS ANGELES TRUCK CENTERS, LLC	11-Jun-26	\$523.12	PARTS/SERVICE
LOS ANGELES TRUCK CENTERS, LLC	11-Jun-26	\$2,060.85	PARTS/SERVICE
MISSION LINEN SUPPLY	11-Jun-26	\$1,327.34	MAINTENANCE UNIFORMS
RED WING SHOE STORE	11-Jun-26	\$225.00	SAFETY SHOES
REMIX TECHNOLOGIES LLC	11-Jun-26	\$11,900.00	SOFTWARE LICENSE

STAPLES ADVANTAGE	11-Jun-26	\$264.32 OFFICE SUPPLIES
SUPERIOR PRINTING & GRAPHICS, INC	11-Jun-26	\$383.47 PRINTING SERVICES
SYNAHI LARES BREWSTER	11-Jun-26	\$392.75 EMPLOYEE REIMBURSEMENT
THE AFTERMARKET PARTS COMPANY, LLC	11-Jun-26	\$1,345.91 PARTS/BUSES
THE GAS COMPANY	11-Jun-26	\$40,410.98 NATURAL GAS
VENTURA FEED & PET SUPPLIES, INC.	11-Jun-26	\$200.86 SAFETY SHOES
VERIZON	11-Jun-26	\$1,662.46 PHONE SRVC - CSC
WEX HEALTH, INC.	11-Jun-26	\$166.50 FSA ADMINISTRATION FEE
CITY OF OXNARD	12-Jun-26	\$3,975.10 UTILITIES/TRASH
AGILE OCCUPATIONAL MEDICINE, PC	18-Jun-26	\$4,445.00 DRUG AND ALCOHOL ANALYSIS
BENEFIT COORDINATORS CORP.	18-Jun-26	\$13,176.60 DENTAL PREMIUMS
BRADY INDUSTRIES OF CALIFORNIA LLC	18-Jun-26	\$310.19 JANITORIAL SUPPLIES
CANON FINANCIAL SERVICES INC	18-Jun-26	\$1,119.17 PRINTING SERVICES
CREATIVE BUS SALES	18-Jun-26	\$2,026.78 PARATRANSIT BUS/VANS
CUMMINS PACIFIC LLC	18-Jun-26	\$5,899.53 PARTS
ENVISION VTA FD AUTO LLC	18-Jun-26	\$396.48 PARTS
FIRST CALL AUTO PARTS	18-Jun-26	\$111.24 PARTS
FRONTIER COMMUNICATIONS	18-Jun-26	\$1,504.43 INTERNET PRVDER - PTSIT CNTOR
GENFARE LLC	18-Jun-26	\$8,356.44 PARTS
GILLIG LLC	18-Jun-26	\$14,893.11 PARTS
GLOBAL CTI GROUP, INC.	18-Jun-26	\$360.00 SOL-GPS AND DIAGNOSTIC-VERIZON
GREG'S PETROLEUM SERVICE, INC	18-Jun-26	\$6,415.50 OIL SUPPLIER
INTERSTATE BATTERIES	18-Jun-26	\$722.64 BATTERIES
LOS ANGELES TRUCK CENTERS, LLC	18-Jun-26	\$11,704.13 PARTS/SERVICE
MISSION LINEN SUPPLY	18-Jun-26	\$1,342.50 MAINTENANCE UNIFORMS
NATIONAL DRIVE HEADQUARTERS	18-Jun-26	\$28.00 PAYROLL DEDUCTION
PARTS AUTHORITY LLC	18-Jun-26	\$1,980.97 PARTS
PREMIER ELECTRICAL A JONES GROUP CORP	18-Jun-26	\$29,250.00 ELECTRICAL
QUADIENT LEASING USA, INC.	18-Jun-26	\$173.81 RENTAL FEES
R.M. CURTIS - WELDING	18-Jun-26	\$220.00 WELDING SERVICES
STAPLES ADVANTAGE	18-Jun-26	\$93.12 OFFICE SUPPLIES
SUPERIOR PRINTING & GRAPHICS, INC	18-Jun-26	\$1,053.17 PRINTING SERVICES
SUPERIOR SANITARY SUPPLIES	18-Jun-26	\$849.84 SUPPLIES
THE AFTERMARKET PARTS COMPANY, LLC	18-Jun-26	\$1,428.21 PARTS/BUSES
THE ARC OF VENTURA COUNTY, INC.	18-Jun-26	\$2,181.60 MONEY CNTERS/BUS CLNRS
VENTURA COUNTY AUTO SUPPLY	18-Jun-26	\$786.73 PARTS
AFFORDABLE AUTO GLASS	26-Jun-26	\$500.00 AUTO GLASS REPAIR
ANGELICA SALATAN	26-Jun-26	\$1,934.00 TEXTBOOK AND TUITION REIM
APPLEONE EMPLOYMENT SERVICES	26-Jun-26	\$2,803.20 TEMPORARY HELP
ASWELL TROPHY	26-Jun-26	\$51.35 AWARDS
BEST BEST & KRIEGER LLP	26-Jun-26	\$195.00 GENERAL COUNSEL SERVICE
BRITTNEY LEIGH YBARRA	26-Jun-26	\$216.68 PRINTING SERVICES
CALTIP	26-Jun-26	\$28,153.87 LIABILITY INSURANCE
CITY OF OXNARD	26-Jun-26	\$1,498.13 MONTHLY RENT OTC
DEPT OF TOXIC SUBSTANCES CONTROL	26-Jun-26	\$160.09 FILING FEE
ENVISION VTA FD AUTO LLC	26-Jun-26	\$1,026.96 PARTS
FEDERAL EXPRESS CORP.	26-Jun-26	\$28.44 MAIL SERVICES
FLUID NETWORKS	26-Jun-26	\$55.80 SERVICES
GENFARE LLC	26-Jun-26	\$604.55 PARTS

GILLIG LLC	26-Jun-26	\$780.27 PARTS
KIMBALL MIDWEST	26-Jun-26	\$967.40 PARTS
LOS ANGELES TRUCK CENTERS, LLC	26-Jun-26	\$15,513.56 PARTS/SERVICE
LOWE'S	26-Jun-26	\$386.70 SUPPLIES
MACVALLEY OIL COMPANY	26-Jun-26	\$8,254.83 FUEL
MAYLEE MURILLO	26-Jun-26	\$269.50 EMPLOYEE REIMBURSEMENT
ORKIN SERVICES OF CALIFORNIA, INC.	26-Jun-26	\$3,900.00 PEST CONTROL
PARKHOUSE TIRE, INC.	26-Jun-26	\$936.10 TIRES
PARTS AUTHORITY LLC	26-Jun-26	\$1,121.53 PARTS
PLATINUM TOW AND TRANSPORT INC.	26-Jun-26	\$962.50 TOWING SERVICES
PSB INDUSTRIES INC	26-Jun-26	\$150.51 MAINTENANCE SUPPLIES
RINGCENTRAL, INC.	26-Jun-26	\$2,358.76 PHONE SRVC - CSC
RUBBER NECK SIGNS	26-Jun-26	\$1,224.78 SERVICES
SITEONE LANDSCAPE SUPPLY, LLC	26-Jun-26	\$383.10 MAINTENANCE SUPPLIES
STAPLES ADVANTAGE	26-Jun-26	\$345.65 OFFICE SUPPLIES
STORERITE INC.	26-Jun-26	\$110.00 SHREDING SERVICES
THE AFTERMARKET PARTS COMPANY, LLC THE	26-Jun-26	\$4,314.96 PARTS/BUSES
GAS COMPANY	26-Jun-26	\$696.59 NATURAL GAS
VENTURA COUNTY AUTO SUPPLY	26-Jun-26	\$176.85 PARTS
CalPERS Health for June 2026	EFT	\$337,901.23 HEALTH INSURANCE
CalPERS Unfunded Liability for June 2026	EFT	\$162,161.00 UNFDED ACCRD LIAB CLASSIC
Basic life/Supplemental insurance June 2026	EFT	\$15,002.09 LONG TERM DISABILITY PREMIUMS
CalPERS Pension Contributions PR 06/12/2026	EFT	\$124,047.07 PENSION CONTRIBUTIONS
CalPERS Pension Contributions PR 06/26/2026	EFT	\$135,215.20 PENSION CONTRIBUTIONS
		<hr/>
	<b>TOTAL</b>	<b>\$1,167,899.71</b>
		<hr/> <hr/>



Item #4

**Date:** July 1, 2026  
**To:** Board of Directors  
**From:** Veronica Navarro, Finance & Grants Analyst  
Christine Feng, Chief Financial Officer/AGM  
**Subject:** **Consider Acceptance of May 2026 Actual vs. Budget  
Financial Analysis Report**

---

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

#### **Overview:**

In May 2026, the Gold Coast Transit District (GCTD) experienced a monthly deficit of **\$402,127.20**, primarily due to Federal operating assistance reimbursements that have yet to be received.

#### **Revenues**

Total revenues for the month came in at **\$3.18 million**. Key highlights include:

- **Operating Revenues** were **under budget by 12%** in May, reflecting slightly lower ridership-related revenues than anticipated.
- **Non-Operating Revenues** were **over budget by 9%**, primarily due to higher investment earnings and other miscellaneous revenues.
- **Federal Assistance** funding was **under budget by 100%** due to eligible operating expenses from federal funding sources that have not yet been received.
- **State Assistance** funding **exceeded the budget by 104%**, reflecting the receipt of SB125 State Operating Assistance funding.
- **Local Assistance** funding was in line with budget expectations.

Year-to-date (YTD), revenues represent **83.59%** of the annual budget, indicating continued stability in funding support from federal, state, and local sources.

#### **GOLD COAST TRANSIT DISTRICT**

## Expenses

For the month of April, total expenses were **\$3.58 million** with one notable overage.

- **Salary/Wage** expenses exceeded budget by **40%**, primarily due to May including three payroll periods.

However, there were notable underspends:

- **Fringe Benefits** expenses were **under budget by 1%**.
- **Services** expenses were **under budget by 12%**.
- **Materials and Supplies** expenses were **under budget by 11%**.
- **Utilities** expenses were **under budget by 5%**.
- **Miscellaneous** expenses were **under budget by 63%**.
- **Member Contribution** expenses were all in line with expectations.

YTD, total operating expenses are **88.55%** of the annual budget.

Overall, the May 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)**  
**May 2026 (FY 2026)**

	<u>May 2026</u> <u>Actual</u>	<u>May 2026</u> <u>Budget</u>	<u>Variance Over</u> <u>(Under) Budget</u>	<u>YTD Actual</u>	<u>Annual Budget</u>	<u>Percentage of</u> <u>Annual Budget</u>
<b>Revenues:</b>						
Operating revenues	\$ 189,689.68	\$ 216,666.67	-12.45%	\$ 1,968,750.52	\$ 2,600,000.00	75.72%
Non- Operating Revenues	95,099.37	87,500.00	8.68%	894,460.25	1,050,000.00	85.19%
Local Assistance	1,669,026.92	1,669,026.92	0.00%	18,359,296.08	20,028,323.00	91.67%
State Assistance	1,224,181.00	600,448.17	103.88%	9,695,752.10	7,205,378.00	134.56%
Federal Assistance	*	779,543.58	-100.00%	2,715,684.00	9,354,523.00	29.03%
<b>Total Revenues</b>	<b><u>\$ 3,177,996.97</u></b>	<b><u>\$ 3,353,185.32</u></b>	<b><u>-5.22%</u></b>	<b><u>\$ 33,633,942.95</u></b>	<b><u>\$ 40,238,224.00</u></b>	<b><u>83.59%</u></b>
* Federal Operating Assistancess for eligible expenses have yet to receive.						
<b>Expenses:</b>						
Salary/Wage	\$ 1,883,944.20	\$ 1,350,367.42	39.51%	\$ 14,948,632.57	\$ 16,204,409.00	92.25%
Fringe Benefits	1,058,114.91	1,068,470.04	-0.97%	11,449,580.25	12,821,640.00	89.30%
Services	93,336.53	106,173.83	-12.09%	1,294,806.78	1,274,086.00	101.63%
Materials and Supplies	241,525.15	270,697.14	-10.78%	2,429,355.48	3,248,366.00	74.79%
Utilities	34,557.13	36,416.67	-5.11%	340,972.04	437,000.00	78.03%
Causality and Liability	28,153.87	136,374.99	-79.36%	1,710,870.09	1,636,500.00	104.54%
Miscellaneous	17,099.29	45,916.68	-62.76%	322,377.45	551,000.00	58.51%
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%	2,233,930.83	\$ 2,680,717.00	83.33%
<b>Total Expenses</b>	<b><u>\$ 3,580,124.16</u></b>	<b><u>\$ 3,353,185.32</u></b>	<b><u>6.77%</u></b>	<b><u>\$ 35,629,937.99</u></b>	<b><u>\$ 40,238,224.00</u></b>	<b><u>88.55%</u></b>
<b>Surplus or (Deficit)</b>	<b><u>\$ (402,127.20)</u></b>			<b><u>\$ (1,995,995.04)</u></b>		



Item #5

**DATE** July 1, 2026

**TO** Board of Directors

**FROM** Austin Novstrup, Planning Manager

**SUBJECT** **Consider Adoption of Resolution 2026-04 for State Transit Assistance (STA) / State of Good Repair (SGR) FY 2026-27 Allocation**

---

## **SUMMARY**

The Road Repair and Accountability Act (Senate Bill 1) provides funding annually for a variety of transit projects statewide, including the Transit and Intercity Rail Capital (TIRCP) Program, the State Transit Assistance (STA) Program, and the State of Good Repair (SGR) Program.

For FY 2026-27, GCTD's allocation under the STA/SGR programs is \$321,968. Prior to receiving the apportionment of STA/SGR program funds in a fiscal year, an agency must submit a list of proposed projects to the California Department of Transportation (DOT).

Once approved by this Board action, GCTD will submit a list of projects to VCTC, who will then submit project lists for the whole county to the State. The list does not need to be constrained to the apportionment but must show costs at least as much as the apportionment. Staff is requesting that the Board consider approval of the annual STA/SGR State of Good Repair Priority Projects List and consider adoption of Resolution 2026-04 for Authorization for the Execution of the Certifications and Assurances for the California State of Good Repair Program.

## **BACKGROUND**

Under SB1 program guidelines, annual STA/SGR allocations are awarded to transit agencies and regional entities based on annual population estimates from the Department of Finance and the annual revenue amount, determined from annual reports submitted to the State Controller's Office. SB 1 provides STA apportionments (which can be used for transit capital and operations) as well as a new State of Good Repair (SGR) set-aside with funds also apportioned using the STA formula.

A requirement in the state guidelines is that transit operators must provide a list of projects for each fiscal year, with a Board resolution approving the list. Should an agency miss this deadline, it will permanently lose part of its apportionment. Caltrans must approve the eligibility of the projects on the list, and the list can be amended in the future, subject to Caltrans approval. SGR funds can be used as follows:

## **GOLD COAST TRANSIT DISTRICT**

- Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation or modernization of the existing vehicles or facilities.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure. These funds are distributed to the transit operators based on the STA formula.

### **STA/SGR ELIGIBLE PROJECT LIST**

Staff has prepared a list of eligible projects listed below. While the priority projects list far exceeds the available funding, this provides GCTD and VCTC with a list of approved projects in the event that additional funds become available. GCTD plans to use a combination of other sources of funding such as Federal CMAQ to complete these projects. For FY 2026-27, GCTD's allocation under the STA / SGR programs is \$321,968 and will be utilized as non-federal matching funds for projects listed below

	<b>Project Description</b>	<b>Cost Estimate</b>
1	Replacement Fixed Route Buses (CNG)(GILLIGS)(8)*	\$6,536,000

### **RECOMMENDATION**

Consider approval of GCTD's FY 2026-27 STA / SGR (State of Good Repair) Priority Projects List and consider adoption of Resolution 2026-04 for Authorization for the Execution of the Certifications and Assurances for the California State of Good Repair Program. These funds and project were included in the adopted FY 2027 Budget and Capital Plan.

*Attachment A: Resolution 2026-04*



GOLD COAST TRANSIT DISTRICT  
**RESOLUTION NO. 2026-04**

A RESOLUTION OF THE BOARD OF DIRECTORS OF GOLD COAST TRANSIT DISTRICT  
AUTHORIZING THE EXECUTION OF THE CERTIFICATIONS AND ASSURANCES FOR THE  
CALIFORNIA STATE OF GOOD REPAIR PROGRAM

WHEREAS, Gold Coast Transit District is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair Account (SGR) now or sometime in the future for transit projects; and

WHEREAS, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

WHEREAS, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

WHEREAS, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors (local agencies); and

WHEREAS, Gold Coast Transit District wishes to delegate authorization to execute these documents and any amendments thereto to the General Manager.

NOW, THEREFORE, BE IT RESOLVED by the Board of Directors of Gold Coast Transit District that the fund recipient agrees to comply with all conditions and requirements set forth in the Certification and Assurances document and applicable statutes, regulations and guidelines for all SGR funded transit projects.

NOW THEREFORE, BE IT FURTHER RESOLVED that the General Manager be authorized to execute all required documents of the SGR program and any Amendments thereto with the California Department of Transportation.

PASSED AND ADOPTED THIS 1st DAY OF JULY 2026.

ATTEST:

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Rachel Lang, Board Chair

I HEREBY CERTIFY that the foregoing Resolution was duly adopted by the Board of Directors of Gold Coast Transit District at a regular meeting thereof held on the 1st day of July

---

Vanessa Rauschenberger, General Manager, Secretary of the Board

**GOLD COAST TRANSIT DISTRICT**



July 1, 2026

Item #6

**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 June 2026 Board meeting.

**RECOMMENDATION**

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

**GENERAL MANAGER'S CONCURRENCE**

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

**GOLD COAST TRANSIT DISTRICT**

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

Contracts/PO Awarded Report  
July 2026

PO#	Item Description	Vendor Name	City	Cost
<b>PARTS</b>				
M0052063	AIR DRYER DESICCANT CARTRIDGE, CORE-107794 AIR DRYER DESICCANT CARTRIDGE, SPARK PLUG, WASHER, SEALING, SCREW, HEX FLANGE HEAD CAP & EGR COOLER	LOS ANGELES TRUCK CENTERS, LLC	OXNARD	\$5,374.80
M0052067	BATTERY - INTERSTATE	INTERSTATE BATTERIES	VENTURA	\$867.17
M0052069	T-HANDLE KEYS-5946369 & LABOR	THE AFTERMARKET PARTS COMPANY, LLC	MINNEAPOLIS	\$428.50
M0052070	1558647 LABOR COMPLETED ON 11/12/25, 1558647 TRAVEL COMPLETED ON 11/12/25, 1558647 LABOR COMPLETED ON 11/12/25 & 1558647 TRAVEL COMPLETED ON 11/12/25	CLEAN ENERGY	DALLAS	\$2,096.60
M0052071	BATTERY, BXT-65-850 BATTERY CORE, HEAD LAMP BULB (HALOGEN), FUEL FILTER	PARTS AUTHORITY LLC	VENTURA	\$645.54
M0052072	CNG PRIMARY FUEL FILTER (PARKER)	CREATIVE BUS SALES	CHINO	\$296.15
M0052073	OVER TIME MOBILIZE-TECHNICIAN, ON SITE LABOR-TECHNICIAN - STRAIGHT TIME, DEMOBILIZED-TECHNICIAN-OVER TIME, TECHNICIAN- DOUBLE TIME, SERVICE VEHICLE, & MILEAGE FEE	ABACUS IMT., INC.	BAKERSFIELD	\$2,287.00

Contracts/PO Awarded Report  
July 2026

M0052075	PSW 004R PSI CO, H4 CC AIR OIL, PRESSURE SWITCH	GILLIG LLC	LOS ANGELES	\$361.36
M0052078	WATER PUMP, ORING, VALVE COVER, VALVE, SHUTOFF, SENSOR, FUEL PRESSURE, TUBE, COMP WATER OUTLET, FILTER, SECONDARY, FUEL, GASKET, OIL COOLER CORE & ENGINE RELAY	LOS ANGELES TRUCK CENTERS, LLC	OXNARD	\$2,142.97
M0052080	VALVE, AIR PROTECTION, SPEAKER, EXTERIOR & BELT, A/C	THE AFTERMARKET PARTS COMPANY, LLC	MINNEAPOLIS	\$543.87
M0052081	FG CC2826 DRUM-BLUE	LOS ANGELES TRUCK CENTERS, LLC	OXNARD	\$832.31
M0052084	AS-ASB-DT-DRUM TOOPER 25/BALE	CCP INDUSTRIES	CLEVELAND	\$114.00
M0052084	AS-INB-P- UNIVERSAL SORBENT PAD 100/BALE	CCP INDUSTRIES	CLEVELAND	\$297.50
M0052085	50830- 5G PARTS WASHER SERVICE & 51830- 10G PARTS WASHER SERVICE, 90837- 30G PARTS WASHER (LG), 90837-30G PARTS WASHER (LG), 90837- 30G PARTS WASHER (LG), 8863- AQUEOUS PW SAMPLE, 100005- CHEMISTRY FEE & 100030- RECOVERY FEE	SAFETY-KLEEN SYSTEMS, INC.	DALLAS	\$1,498.84
M0052086	WHEEL SEAL RETAINER GREASE- FRONT	PARTS AUTHORITY LLC	VENTURA	\$23.95
M0052087	TRANSMISSION FILTER- CUTAWAY	ENVISION VTA FD AUTO LLC	OXNARD	\$176.20

Contracts/PO Awarded Report  
July 2026

M0052089	VALVOLINE PREMIUM BLUE 9200 15W-40, STATE RECYCLING OIL GAL, REGULATORY COMPLIANCE FEE & VAL CERULEAN (BEARING GREASE)	GREG'S PETROLEUM SERVICE, INC	DELANO	\$3,421.71
M0052091	HOUSING, CALIPER REAR-TRANSIT	ENVISION VTA FD AUTO LLC	OXNARD	\$220.28
M0052097	KIT, OVERHAUL, HEAD, CYLINDER & 5569421RX CYLINDER HEAD CORE	LOS ANGELES TRUCK CENTERS, LLC	OXNARD	\$11,287.97
M0052115	VALVOLINE PREMIUM BLUE 9200 15W-40, STATE RECYCLING OIL GAL, GEARLUBE 80W90 GL5, REGULATORY COMPLIANCE FEE, TRANSMISSION OIL SYNTHETIC, FEE, SAE OW-20 MOTOR OIL & STATE RECYCLING FEE	GREG'S PETROLEUM SERVICE, INC	DELANO	\$6,415.50
M0052116	MISC SPRAY/LUBE (SHOP)	VENTURA COUNTY AUTO SUPPLY	OXNARD	\$720.53
M0052117	BATTERY - INTERSTATE & CA BATTERY FEE	INTERSTATE BATTERIES	VENTURA	\$722.64
M0052118	AUX14 BATTERY & BBAUX101-AB BATTERY CORE	PARTS AUTHORITY LLC	VENTURA	\$232.34

Parts Total                      \$ 41,007.73


Local (Ventura County)                      \$ 23,246.70



Item #7

**Date:** July 1, 2026

**To:** Board of Directors

**From:** Marlena Kohler   
Procurement Manager/DBE Officer

**Subject:** Consider Approval of Resolution 2026-05 Allowing Participation in School Project for Utility Rate Reduction (SPURR) Low Carbon Fuel Standard (LCFS) Program

---

## SUMMARY

Staff are requesting approval for Gold Coast Transit District to participate in the Low Carbon Fuel Standard (LCFS) Program through the School Project for Utility Rate Reduction (SPURR). Participation in this program will allow the District to generate and receive revenue for credits associated with the use of low-carbon transportation fuels and zero-emission vehicle infrastructure in accordance with California's LCFS and the U.S. Environmental Protection Agency's RIN regulations.

Compressed Natural Gas (CNG) vehicle fueling station operators in California are eligible to receive California Air Resources Board's LCFS and US Environmental Protection Agency's Renewable Fuel Standard program incentive credits (Credits).

## BACKGROUND

Historically, the District has procured compressed natural gas (CNG) fuel and administered its Low Carbon Fuel Standard (LCFS) credits through a single contract and procurement process. Under this approach, the fuel supplier (currently Clean Energy) is responsible for both providing fuel and managing the District's LCFS participation. The current contract ends in September 2026. After a review of options and fuel pricing trends, staff are proposing separating these functions into two distinct programs:

- **LCFS Program Administration** - The District staff propose participating in SPURR LCFS program, which aggregates public agency participants and provides management of the LCFS program through a transparent, competitive RFP process. This approach allows the District to benefit from SPURR's expertise, economies of scale, and improved LCFS credit management while providing greater visibility into LCFS and RIN revenues.
- **Fuel Procurement** - The District will also issue a separate competitive solicitation for CNG fuel supply. The new procurement will focus exclusively on fuel pricing and will explore pricing structures that utilize hedging strategies to reduce fuel price volatility and secure favorable pricing.

The LCFS Program, administered by the California Air Resources Board (CARB), was established to reduce greenhouse gas emissions, improve air quality, and encourage the adoption of cleaner

## GOLD COAST TRANSIT DISTRICT

transportation technologies throughout the state. Through SPURR's aggregated program structure, participating agencies can streamline the registration, reporting, and credit management processes associated with LCFS participation.

The School Project for Utility Rate Reduction (SPURR) has conducted multiple RFPs to obtain economic value for credits for CNG station operators who enroll in this program. SPURR's most recent RFP culminated in a "Monetization Service Provider" award to U.S. Energy.

Any CNG station operator that is also a public school district, community college district, county office of education, other type of public agency, or a non-profit entity, is an "Eligible Entity" that may participate, whether they are a member of SPURR or not. Gold Coast Transit District's CNG fueling station qualifies for participation in the program. An Eligible Entity becomes a participant (a Participant) by completing a program enrollment agreement for their CNG station. SPURR and U.S. Energy will then work to optimize production and monetization of credits and provide Gold Coast Transit District with quarterly payments.

By participating in the SPURR LCFS Program, the District will receive financial benefits from utilizing renewable natural gas to increase production of LCFS credits and RINs associated fueling the District's CNG bus fleet. Revenue generated through LCFS credits may be utilized to offset operational costs, support sustainability initiatives, and assist with future clean transportation investments.

Staff has reviewed the program requirements and determined that participation aligns with the District's operational, environmental, and financial goals. Participation through SPURR also provides administrative support and compliance management services that reduce the complexity associated with direct program participation.

Currently, GCTD is contracted with Clean Energy to provide these services through September 2026. At this time, staff recommend authorizing participation in the SPURR LCFS program to commence in September 2026 when the current contract ends. Separately, GCTD will issue a new RFP for the procurement of natural gas commodity with a goal to award a supplier at the September board meeting.

Therefore, staff recommends that the Board of Directors authorize the General Manager, or designee, to execute all necessary agreements and documents required for participation in the SPURR Low Carbon Fuel Standard Program and to take all actions necessary to implement and administer the program on behalf of the District.

## **RECOMMENDATION**

**Consider adoption of Resolution 2026-05 approving the participation of in the School Project for Utility Rate Reduction (SPURR) Low Carbon Fuel Standard Program and allow the General Manager or designee to execute all necessary agreements and documents and take all actions necessary to implement and administer the program on behalf GCTD.**



**General Manager's Concurrence**

# RESOLUTION NO. 2026-05

## REGARDING PARTICIPATION OF COMPRESSED NATURAL GAS STATION PARTICIPATION IN SPURR LOW CARBON FUEL STANDARD PROGRAM

**WHEREAS**, Gold Coast Transit District (“Agency”) operates a compressed natural gas transportation fueling station (“CNG Station”) located at 1901 Auto Center Drive, Oxnard, CA which is eligible to receive low carbon vehicle transportation fuel credits and incentives (“Credits”) available under state and federal programs, including the California Air Resources Board’s Low Carbon Fuel Standard program and the federal Environmental Protection Agency’s Renewable Fuel Standard program; and

**WHEREAS**, the School Project for Utility Rate Reduction (“SPURR”), a California Joint Powers Authority whose members consist of more than 300 California public school districts, county offices of education, and community college districts, operates a Low Carbon Fuel Standards Program (the “SPURR LCFS Program”) to obtain value for Credits available to operators of CNG Stations; and

**WHEREAS**, SPURR conducted one or more competitive request for proposal (“RFP”) processes to select a service provider (the “Service Provider”) to provide monetization of Credits available to SPURR members and eligible non-members who choose to participate in the SPURR LCFS Program for one or more CNG Stations; and

**WHEREAS**, Agency staff has reviewed SPURR LCFS Program documentation and recommends that Agency participate in the SPURR LCFS Program; and

**WHEREAS**, Agency wishes to participate in the SPURR LCFS Program and wishes to execute and deliver any and all agreements, authorizations, or other documents reasonably necessary or proper for such participation (the “Participation Documents”), following the Board’s adoption of this Resolution; and

\*\*\*\*\*

**NOW, THEREFORE**, the Board of Directors of Gold Coast Transit District hereby finds, determines, and orders as follows:

1. Agency’s participation in the SPURR LCFS Program would be in the best interests of Agency.
2. Agency’s participation in the SPURR LCFS Program would comply with statutes, rules, and regulations governing Agency procurements.
3. Agency’s participation in the SPURR LCFS Program is hereby approved with respect to Agency’s CNG Station and to any additional or successor CNG station operated by Agency.
4. Agency’s Vanessa Rauschenberger (the “Authorized Officer”) is hereby authorized (a) to execute and deliver to SPURR or the Service Provider the Participation Documents, subject to such revisions as the Authorized Officer deems necessary or proper to carry out this Resolution, and (b) to do or cause to be done any and all other acts that the Authorized Officer deems necessary or proper to carry out this Resolution, including but not limited to execution by either the Authorized Officer or another appropriate Agency staff person of periodic attestations regarding CNG Station operations and fuel dispensing activity.

Passed and approved this 1st day of July 2026.

---

Rachel Lang, Board Chair

ATTEST: I hereby certify that the foregoing resolution 2026-05 was duly adopted by the Board of Directors of Gold Coast Transit District at a regular meeting thereof held on the 1st day of July 2026.

---

Vanessa Rauschenberger, Secretary of the Board



Item #8

**DATE** July 1, 2026

**TO** GCTD Board of Directors

**FROM** Lorne Henderson  
Fleet Manager

**SUBJECT** Consider Approval of GCTD's FY 2027 Transit Asset Management Plan

---

## SUMMARY

The 2026 GCTD Transit Asset Management Plan consists of an overview of the state of good repair (SGR) of all rolling stock, equipment, and facilities owned by GCTD. As required by Federal transit Administration (FTA) all transit agencies are required to update their TAM plan at least every four years.

Since the last update in October of 2022, the TAM Plan has the following updates:

- Addition of 18 Gillig 40ft buses
- Addition of 12 Vans for our Demand Response Fleet
- Addition of 4 Retired buses moving to our Contingency Fleet
- Updated Useful life benchmark Performance Targets through 2029
- Updated Prioritized List of Investments through 2030
- Updated Asset Inventory

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

## RECOMMENDATION

It is recommended that the GCTD Board of Directors consider approval of the updated 2026 Transit Asset Management (TAM) plan.

### General Manager's Concurrence

**Vanessa Rauschenberger**

## GOLD COAST TRANSIT DISTRICT



# 2026 TRANSIT ASSET MANAGEMENT PLAN



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## ACCOUNTABLE EXECUTIVE

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**Vanessa Rauschenberger**  
General Manager

Date

### DOCUMENT DEVELOPMENT & TAM PLAN RESPONSIBILITY

James Beck                      Director of Operations and Maintenance

Lorne Henderson              Fleet Manager

# 1 INTRODUCTION

## 1.1 OVERVIEW OF GCTD

The Gold Coast Transit District (GCTD) was formed in 1973 originally under the name "South Coast Area Transit" (SCAT) and is the primary public transportation provider for western Ventura County. GCTD is the largest public transit system in Ventura County.

GCTD boundary includes all territory within the city limits of the cities of Ojai, Oxnard, Port Hueneme, and Ventura as well as adjacent unincorporated areas of western Ventura County. The service area covers 91 square miles and serves a population of more than 345,000 residents.

Located along the Pacific Ocean coastline, GCTD offers residents and visitors access to abundant natural attractions, recreational opportunities, entertainment, shopping and dining destinations year-round.

Our mission is Serving, Moving and Connecting People to Opportunity...One Ride at a Time.

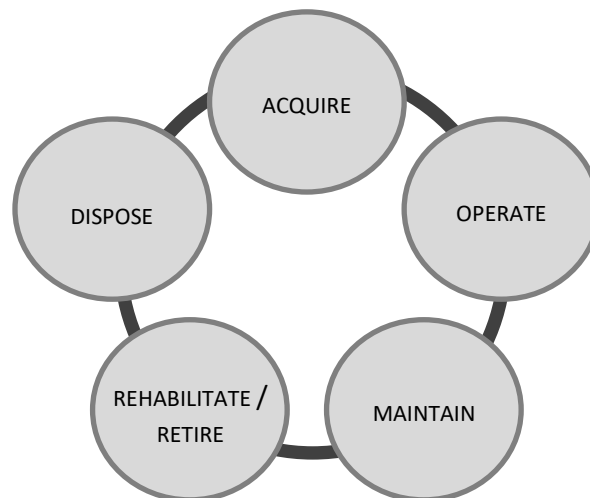
GCTD operates a fleet of 61 natural gas powered fixed-route buses on 20 fixed routes. Service runs seven (7) days a week from approximately 4:00 a.m. to 10:00 p.m., with most routes providing weekday evening service.

GCTD also provides demand-response service for ADA and other eligible passengers with a fleet of 29 vehicles. Service runs seven (7) days a week from approximately 4:00 a.m. to 12:00 a.m.

## 1.2 TAM APPROACH

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

TYPICAL LIFECYCLE PHASES OF A TRANSIT ASSET



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

ASSET MANAGEMENT OPTIMIZES COST, PERFORMANCE, AND RISK



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

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

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

## REGIONAL TAM PROCESS

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

## 2 FEDERAL TAM REQUIREMENTS

### 2.1 OVERVIEW & HISTORY

As part of MAP-21 and the subsequent Fixing America's Surface Transportation (FAST) Act, the FTA enacted regulations for transit asset management requiring transit service

providers to establish asset management performance measures and targets and develop a TAM Plan.

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

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

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

## **2.2 STATE OF GOOD REPAIR PERFORMANCE MEASURES**

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

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

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

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

## **2.3 TAM PLAN REQUIREMENTS**

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

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

## **2.4 TAM PLAN REPORTING REQUIREMENTS**

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

Title 49CFR§625.29 (a) states that a TAM Plan should cover a planning horizon of at least four (4) years. GCTD may amend the TAM Plan at any time, but this should be initiated following any major change to the asset inventory, condition assessment, or capital investment. The TAM Plan should also be updated following any change to the prioritization processes affecting the timing of future projects. Although TAM Plans are

required to be updated at least once every four (4) years, GCTD plans to review its TAM Plan annually and update it as needed to reflect current conditions.

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

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

### **3 ASSET MANAGEMENT POLICY**

#### **3.1 TAM AND SGR POLICY**

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

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

#### **3.2 TAM VISION**

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

GCTD's vision for the TAM Plan is to provide safe, responsive, convenient, efficient, and environmentally responsible public transportation that serves the diverse needs

of our community. To accomplish this, GCTD must continually improve its management of fleet and facilities. When executed properly, Transit Asset Management improves coordination of all departments across all phases of an asset's lifecycle. The TAM Plan is a living asset database that assists in the overall re-investment in our agency.

### 3.3 TAM GOALS

GCTD shall establish annual TAM goals, which are separate from annual SGR performance goals, based upon tangible criteria related to asset performance.

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

CATEGORY	ANNUAL TAM GOALS
<b>Proactive Budget Planning</b>	District departments collaboratively create annual capital project list  Increase Capital Budget forecasting to five years to optimize capital investment and maintenance decisions
<b>Improve Transparency and Accountability</b>	Maintain SGR levels to improve system performance Reduce maintenance costs
<b>Safety Risk</b>	≤1 Preventable Accident per 100,000 miles ≥7,500 miles Between Road Calls
<b>System Reliability</b>	≥ 90% On-time Performance ≤1% Missed Trips

### 3.4 PERFORMANCE MEASURES

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

Our vehicle targets were set by using our current bus replacement schedule and determining the number of vehicles we would need to replace on a yearly basis to continue to provide the same level of service to Ventura County, while operating

within FTA guidelines. Targets set collaboratively through consultation with Department Directors regarding GCTD's fleet composition.

**Fixed Route Buses.** In the attached Asset Portfolio listing, the ULB used is in excess of the recommended FTA standard 12-year ULB provided for buses. Based on our experience, the limiting factor for our buses is the availability of replacement spare parts from their OEM and third-party suppliers. Our experience shows that 12 years is a reasonable minimum estimate of how long we can expect to keep a vehicle in safe and reliable service.

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

**Non-Revenue Vehicles:** For non-revenue vehicles, GCTD exceeds and or meets the FTA default ULB of 10 years for automobiles and 14 years for trucks and other rubber-tire vehicles due to our favorable weather and PM program.

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

**PERFORMANCE TARGETS**

ASSET CATEGORY Performance Measure	Asset Class	2026 Target	2027 Target	2028 Target	2029 Target
<b>REVENUE VEHICLES</b>					
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark	BU - Bus	21%	21%	15%	8%
	CU - Cutaway Bus	57%	28%	0%	0%
	VN – Van	23%	23%	23%	0%
	MVN – Minivan	0%	0%	0%	0%
<b>EQUIPMENT</b>					
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non-Revenue/Service Automobile	35%	35%	25%	15%
	Trucks and other Rubber Tire Vehicles	67%	33%	33%	33%
<b>FACILITIES</b>					
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Maintenance	0%	0%	0%	0%

**4 TRANSIT ASSET INVENTORY & CONDITION MONITORING**

#### 4.1 ASSET INVENTORY

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

##### ASSET INVENTORY SUMMARY

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
<b>Revenue Vehicles</b>	<b>89</b>	<b>7.84</b>	<b>157,647</b>	<b>N/A</b>	<b>\$569,729</b>	<b>36.8%</b>
<i>BU - Bus</i>	61	8.3	283,406	N/A	\$575,000	21%
<i>CU - Cutaway Bus</i>	8	9.4	301,230	N/A	\$104,024	100%
<i>VN - Van</i>	20	6	145,579	N/A	\$84,954	60%
<b>Equipment</b>	<b>24</b>	<b>10.8</b>	<b>57,988</b>	<b>N/A</b>	<b>\$36,437</b>	<b>43.4%</b>
<i>Non - Rev/Service Auto</i>	20	8.87	95,525	N/A	\$31,850	35%
<i>Trucks &amp; other Vehicles</i>	3	20	92,942	N/A	\$27,027	100%
<b>Facilities</b>	<b>1</b>	<b>2.0</b>	<b>N/A</b>	<b>5</b>	<b>\$50,000,000</b>	<b>N/A</b>
<i>Operations &amp; Maintenance</i>	1	3	N/A	5	\$41,500,000	N/A
<i>Land</i>	1	N/A	N/A	-	\$8,500,000	N/A

#### 4.2 ASSET CONDITION

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

**Facilities Condition Assessment.** The FTA's Transit Economic Requirements Model (TERM) scale is used to determine an asset's condition. A TERM scale condition rating ranges from “5” for excellent condition to “1” for poor condition. Assets with a condition rating score of 3.0 and above are in a state of good repair. Assets with a lower condition score are said not to be in a state of good repair and may require prioritization during capital programming to ensure safe, efficient, and reliable transit service. Condition assessments were performed using in-house staff where a particular set of skills or experience was necessary. GCTD uses the following table when completing an asset condition assessment.

##### ASSET CONDITION ASSESSMENT RATING CRITERIA

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

## 5 ASSET LIFECYCLE STRATEGIES

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

Recognizing that each asset category and asset class is challenged with a unique set of performance characteristics and resource requirements, a facility maintenance module was added to the maintenance software AVAIL program which has tracked vehicle inventory, parts inventory and purchasing for over a decade.

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

For public safety reasons, GCTD policy does not permit deferred maintenance. Mid-life overhauls are not performed on Fixed Route Buses or Demand Responsive vehicles. Major component failures such as an engine or transmission failure are addressed as they occur rather than on a schedule. GCTD relies on compliance with manufacturers' service

intervals to maximize asset performance and minimum component failure.

### **5.1 MAINTENANCE MANUALS**

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

### **5.2 INVESTMENT PRIORITIZATION AND FUNDING**

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

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

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

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

### **5.3 CAPITAL INVESTMENT PRIORITIZATIONS**

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

There are two main fields for prioritization. The first field categorizes the project within five

priority groupings, and the second assigns a priority within that grouping. The first field is shown in the table below with the highest priority item at the top. The second field consists of the relatively self-explanatory entries of high, medium, and low priority.

**PRIORTIZATION PROCESS**

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

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

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

**5.4 OPERATING AND CAPITAL INVESTMENT PLANNING AND BUDGET**

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

The operating budget is currently approved on a yearly basis through the Board of Directors. GCTD's FY 2026 operating budget is \$40.2 million. Along with the operating budget the Board also approves a capital improvement plan (CIP) for the fiscal year. The capital budget for the year includes the projected grant and capital spending for the projects included in the CIP.

**5.5 PRIORITIZED LIST OF INVESTMENTS**

The table below shows that GCTD's Prioritized List of Investments in all asset categories totals over \$37,953,000 over 5 years. The table includes all assets that have reached (or will reach) the end of their useful between 2026 and 2030. In addition to the list of investments below, GCTD prioritizes replacement based on its Fleet Management Plan and 10-year Capital Plan, which reflects fleet expansion needs as well as planned fleet replacements. When planning future fleet replacements, GCTD considers the requirements of the Innovative Clean Transit Regulation issued by the California Air Resources Board.

**5.5-1 Table**

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2026	1 – Van (2007/Chevy/Uplander)	Equipment	\$50,000.00	High
2026	6 – Van (2014/2015/MV-1)	Revenue Vehicle	\$1,630,000	High
2027	8 – Bus (2008/2009/NABI)	Revenue Vehicle	\$7,200,000	High
2027	4 – CU (2017/Ford/E450)	Revenue Vehicle	\$1,140,000	High
2027	1 – Truck (2000/Ford/F-150)	Equipment	\$60,000	High
2027	1 – Van (2010/El Dorado)	Equipment)	\$60,000	High
2028	9 – Bus (2009/NABI,2015/Gillig)	Revenue Vehicle	\$8,523,000	High
2028	4 – CU (2017/Ford/E450)	Revenue Vehicle	1,200,000	High
2028	1 – Truck (2003/GMC/3500)	Equipment	\$90,000	High
2028	2 – Car (2012/Honda/Civic)	Equipment	\$110,000	High
2029	4 – Bus (2015/Gillig)	Revenue Vehicle	\$7,200,000	High
2029	4 – Van (2019/2021/Ford/Transit)	Revenue Vehicle	\$880,000	High
2029	1 – Van (2013/El Dorado)	Equipment	\$65,000	High
2030	5 – Bus (2016/Gillig)	Revenue Vehicle	9,450,000	High
2030	1 – Van (2023/BraunAbility)	Revenue Vehicle	\$105,000	High
2030	1 – Truck (2015/Toyota/Tundra)	Equipment	\$75,000	High
2030	2 – Car (2015/Honda/Civic)	Equipment	\$115,000	High

**Appendix A**

**FLEET INVENTORY**

## Transit Asset Management Plan

Asset Category	Asset Class	Asset Name	Make	Model	#	Unit #	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Facilities	1901 Auto Center	Land	N.A.	N.A.	1	N.A.	GCTD	2014	N.A.	\$41,500,000.00
Facilities	301 E. 3 <sup>rd</sup> St	Land	N.A.	N.A.	1	N.A.	GCTD	1973	N.A.	\$8,500,000.00
Equipment	Non Revenue	Truck/ MAINTENANCE	Ford	F150	1	200	GCTD	2000	165,997	\$60,000.00
Equipment	Non Revenue	Truck/ MAINTENANCE	GMC	E-350	1	50	GCTD	2005	39,445	\$70,000.00
Equipment	Non Revenue	Truck/ MAINTENANCE	Toyota	Tundra	1	1304	GCTD	2013	73,923	\$60,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	1501	GCTD	2015	154,595	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	1302	GCTD	2012	124,667	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	1651	GCTD	2015	29,072	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Honda	Civic	1	1301	GCTD	2012	123,054	\$30,000.00
Equipment	Non Revenue	Van / ADMIN	Chevy	Uplander	1	73	GCTD	2007	73,020	\$60,000.00
Equipment	Non Revenue	Van / ADMIN	Dodge	El Dorado Amerivan	1	1101	GCTD	2010	210,415	\$60,000.00
Equipment	Non Revenue	Van / ADMIN	Dodge	El Dorado Amerivan	1	1303	GCTD	2013	196,665	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E101	GCTD	2019	87,061	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E102	GCTD	2019	85,143	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E103	GCTD	2019	94,212	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E105	GCTD	2019	88,225	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E106	GCTD	2020	83,399	\$30,000.00
Equipment	Non Revenue	Sedan / RELIEF	Nissan	Leaf	1	E108	GCTD	2020	102,647	\$30,000.00
Equipment	Non Revenue	Sedan / SUPV	Nissan	Leaf	1	E109	GCTD	2020	86,615	\$30,000.00
Equipment	Non Revenue	Sedan / SUPV	Nissan	Leaf	1	E110	GCTD	2023	32,552	\$40,000.00
Equipment	Non Revenue	Sedan / SUPV	Nissan	Leaf	1	E111	GCTD	2023	28,623	\$40,000.00
Equipment	Non Revenue	Sedan / SUPV	Nissan	Leaf	1	E112	GCTD	2024	24,913	\$40,000.00
Equipment	Non Revenue	Sedan / SUPV	Hyundai	Ioniq 5	1	E113	GCTD	2024	32,214	\$50,000.00
Equipment	Non Revenue	Van / SUPV	Chrysler	BraunAbility	1	1700	GCTD	2024	80,571	\$90,000.00

## Transit Asset Management Plan

Revenue Vehicle	VN – Van	2/2 BEV	Hyundai	Ioniq 5	1	1502	GCTD	2024	22,632	\$50,000.00
Revenue Vehicle	VN – Van	2/2 BEV	Hyundai	Ioniq 5	1	1503	GCTD	2024	15,502	\$50,000.00
Revenue Vehicle	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1604	GCTD	2014	309,854	\$65,000.00
Revenue Vehicle	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1605	GCTD	2014	306,617	\$65,000.00
Revenue Vehicle	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1609	GCTD	2014	299,339	\$65,000.00
Revenue Vehicle	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1610	GCTD	2014	293,968	\$65,000.00
Revenue Vehicle	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1611	GCTD	2014	282,548	\$65,000.00
Revenue Vehicle	VN – Van	3/3 + 1 WC CNG	MV1	MV1	1	1613	GCTD	2014	282,413	\$65,000.00
Revenue Vehicle	VN – Van	3/3 + 1 WC GAS	Braun Ability	Voyager	1	1701	GCTD	2023	85,789	\$90,000.00
Revenue Vehicle	VN – Van	3/3 + 1 WC GAS	Braun Ability	Voyager	1	1702	GCTD	2024	62,199	\$90,000.00
Revenue Vehicle	VN – Van	3/3 + 1 WC GAS	Braun Ability	Voyager	1	1703	GCTD	2024	54,097	\$90,000.00
Revenue Vehicle	VN – Van	4/4 + 2 WC GAS	Nor Cal	Transit	1	2201	GCTD	2019	336,706	\$70,000.00
Revenue Vehicle	VN – Van	4/4 + 2 WC GAS	Nor Cal	Transit	1	2203	GCTD	2019	309,216	\$70,000.00
Revenue Vehicle	VN – Van	4/4 + 2 WC GAS	Nor Cal	Transit	1	2204	GCTD	2019	347,565	\$70,000.00
Revenue Vehicle	VN – Van	4/4 + 2 WC BEV	E-Lighting	Transit	1	2305	GCTD	2022	37,290	\$220,000.00
Revenue Vehicle	VN – Van	4/4 + 2 WC GAS	Ford	Transit	1	2206	GCTD	2024	66,087	\$110,000.00
Revenue Vehicle	VN – Van	4/4 + 2 WC GAS	Ford	Transit	1	2207	GCTD	2024	67,022	\$110,000.00
Revenue Vehicle	VN – Van	4/4 + 2 WC GAS	Ford	Transit	1	2208	GCTD	2024	68,583	\$110,000.00
Revenue Vehicle	VN – Van	4/4 + 2 WC GAS	Ford	Transit	1	2209	GCTD	2025	60,340	\$110,000.00
Revenue Vehicle	VN – Van	4/4 + 2 WC GAS	Ford	Transit	1	2210	GCTD	2025	54,044	\$110,000.00
Revenue Vehicle	VN – Van	4/4 + 2 WC GAS	Ford	Transit	1	2211	GCTD	2025	45,563	\$110,000.00
Revenue Vehicle	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2339	GCTD	2017	321,141	\$100,000.00
Revenue Vehicle	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2340	GCTD	2017	324,474	\$100,000.00
Revenue Vehicle	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2341	GCTD	2017	322,194	\$100,000.00
Revenue Vehicle	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2342	GCTD	2017	324,169	\$100,000.00

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Revenue Vehicle	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2343	GCTD	2017	251,225	\$100,000.00
Revenue Vehicle	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2344	GCTD	2017	317,845	\$100,000.00
Revenue Vehicle	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2345	GCTD	2017	315,064	\$100,000.00
Revenue Vehicle	Cutaway Bus	14/4 + 3WC CNG	Ford	Starcraft	1	2346	GCTD	2017	285,788	\$100,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3503	GCTD	2008	593,072	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3504	GCTD	2008	614,805	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3505	GCTD	2008	622,390	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3506	GCTD	2008	597,157	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3508	GCTD	2008	598,700	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3509	GCTD	2009	580,107	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3510	GCTD	2009	583,588	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3511	GCTD	2009	592,478	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3512	GCTD	2009	576,969	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3513	GCTD	2009	569,347	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3514	GCTD	2009	564,314	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3515	GCTD	2009	580,550	\$500,000.00
Revenue Vehicle	BU - Bus	35' Bus CNG	NABI	Low Floor	1	3516	GCTD	2009	580,506	\$500,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4045	GCTD	2015	442,148	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4046	GCTD	2015	416,653	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4047	GCTD	2015	379,927	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4048	GCTD	2015	437,087	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4049	GCTD	2015	381,654	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4050	GCTD	2015	414,233	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4051	GCTD	2015	432,629	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4052	GCTD	2015	431,681	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4053	GCTD	2016	382,882	\$600,000.00

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Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4054	GCTD	2016	368,825	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4055	GCTD	2016	387,611	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4056	GCTD	2016	376,362	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4057	GCTD	2016	382,970	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4058	GCTD	2019	254,823	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4059	GCTD	2019	260,578	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4060	GCTD	2019	255,718	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4061	GCTD	2019	261,015	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4062	GCTD	2019	239,589	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4063	GCTD	4021	200,483	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4064	GCTD	4021	198,669	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4065	GCTD	4021	189,665	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4066	GCTD	2022	143,072	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4067	GCTD	2022	166,936	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4068	GCTD	2022	155,005	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4069	GCTD	2022	161,562	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4070	GCTD	2022	166,354	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4071	GCTD	2022	169,392	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4072	GCTD	2022	153,442	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4073	GCTD	2022	136,165	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4074	GCTD	2022	130,898	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4075	GCTD	2023	113,842	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4076	GCTD	2023	113,754	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4077	GCTD	2023	112,310	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4078	GCTD	2023	116,323	\$600,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4079	GCTD	2024	67,940	700,000.00

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Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4080	GCTD	2024	72,906	700,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4081	GCTD	2024	60,958	700,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4082	GCTD	2024	64,903	700,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4083	GCTD	2024	67,489	700,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4084	GCTD	2025	21,333	800,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4085	GCTD	2025	21,087	800,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4086	GCTD	2025	20,930	800,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4087	GCTD	2025	17,926	800,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4088	GCTD	2025	18,469	800,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4089	GCTD	2025	17,965	800,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4090	GCTD	2025	17,915	800,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4091	GCTD	2025	6,079	800,000.00
Revenue Vehicle	BU - Bus	40' Bus CNG	Gillig	Low Floor	1	4092	GCTD	2025	8,383	800,000.00
Contingency Vehicles	BU - Bus	35' Bus CNG	NABI	35' Low Floor	1	3500	GCTD	2008	543,893	\$500,000.00
Contingency Vehicles	BU - Bus	35' Bus CNG	NABI	35' Low Floor	1	3501	GCTD	2008	601,091	\$500,000.00
Contingency Vehicles	BU - Bus	35' Bus CNG	NABI	35' Low Floor	1	3502	GCTD	2008	596,758	\$500,000.00
Contingency Vehicles	BU - Bus	35' Bus CNG	NABI	35' Low Floor	1	3507	GCTD	2008	612,174	\$500,000.00
Contingency Vehicle	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4019	GCTD	2007	570,138	\$350,000.00
Contingency Vehicle	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4021	GCTD	2007	567,961	\$350,000.00
Contingency Vehicle	BU - Bus	40' Bus CNG	New Flyer	Low Floor	1	4026	GCTD	2007	584,216	\$350,000.00

### B1: Revenue Vehicle Assets

# Transit Asset Management Plan

Asset Category	Asset Class	Asset Name	Count	ID/ Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3500	18	543,893	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3501	18	601,091	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3502	18	596,758	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3503	18	593,072	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3504	18	614,805	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3505	18	622,390	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3506	18	597,157	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3507	18	612,174	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3508	18	598,700	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3509	17	580,107	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3510	17	583,588	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3511	17	592,478	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3512	17	576,969	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3513	17	569,347	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3514	17	564,314	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3515	17	580,550	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	35' Bus CNG	1	3516	17	580,506	\$500,000.00	12	Yes
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4045	11	442,148	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4046	11	416,653	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4047	11	379,927	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4048	11	437,087	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4049	11	381,654	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4050	11	414,233	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4051	11	432,629	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4052	11	431,681	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4053	10	382,882	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4054	10	368,825	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4055	10	387,611	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4056	10	376,362	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4057	10	382,970	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4058	7	254,823	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4059	7	260,578	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4060	7	255,718	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4061	7	261,015	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4062	7	239,589	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4063	5	200,483	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4064	5	198,669	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4065	5	189,665	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4066	4	143,072	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4067	4	166,936	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4068	4	155,005	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4069	4	161,562	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4070	4	166,354	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4071	4	169,392	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4072	4	153,442	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4073	4	136,165	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4074	4	130,898	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4075	3	113,842	\$600,000.00	12	No

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Revenue Vehicles	BU - Bus	40' Bus CNG	1	4076	3	113,754	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4077	3	112,310	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4078	3	116,323	\$600,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4079	2	67,940	\$700,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4080	2	72,906	\$700,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4081	2	60,958	\$700,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4082	2	64,903	\$700,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4083	2	67,489	\$700,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4084	1	21,333	\$800,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4085	1	21,087	\$800,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4086	1	20,930	\$800,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4087	1	17,926	\$800,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4088	1	18,469	\$800,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4089	1	17,965	\$800,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4090	1	17,915	\$800,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4091	1	6,079	\$800,000.00	12	No
Revenue Vehicles	BU - Bus	40' Bus CNG	1	4092	1	8,383	\$800,000.00	12	No
Revenue Vehicles	CU - Cutaway	6/4 + 3WCCNG	1	2339	9	321,141	\$100,000.00	6	Yes
Revenue Vehicles	CU - Cutaway	6/4 + 3WCCNG	1	2340	9	324,474	\$100,000.00	6	Yes
Revenue Vehicles	CU - Cutaway	6/4 + 3WCCNG	1	2341	9	322,194	\$100,000.00	6	Yes
Revenue Vehicles	CU - Cutaway	6/4 + 3WCCNG	1	2342	9	324,169	\$100,000.00	6	Yes
Revenue Vehicles	CU - Cutaway	6/4 + 3WCCNG	1	2343	9	251,225	\$100,000.00	6	Yes
Revenue Vehicles	CU - Cutaway	6/4 + 3WCCNG	1	2344	9	317,845	\$100,000.00	6	Yes
Revenue Vehicles	CU - Cutaway	6/4 + 3WCCNG	1	2345	9	315,064	\$100,000.00	6	Yes
Revenue Vehicles	CU - Cutaway	6/4 + 3WCCNG	1	2346	9	285,788	\$100,000.00	6	Yes
Revenue Vehicles	VN - Van	2/2 BEV	1	1501	2	22,632	\$50,000.00	6	No
Revenue Vehicles	VN - Van	2/2 BEV	1	1502	2	15,502	\$50,000.00	6	No
Revenue Vehicles	VN - Van	3/3 + 1 WCCNG	1	1604	12	309,854	\$65,000.00	6	Yes
Revenue Vehicles	VN - Van	3/3 + 1 WCCNG	1	1605	12	306,617	\$65,000.00	6	Yes
Revenue Vehicles	VN - Van	3/3 + 1 WCCNG	1	1609	12	299,339	\$65,000.00	6	Yes
Revenue Vehicles	VN - Van	3/3 + 1 WCCNG	1	1610	12	293,968	\$65,000.00	6	Yes
Revenue Vehicles	VN - Van	3/3 + 1 WCCNG	1	1611	12	282,548	\$65,000.00	6	Yes
Revenue Vehicles	VN - Van	3/3 + 1 WCCNG	1	1613	12	282,413	\$65,000.00	6	Yes
Revenue Vehicles	VN - Van	3/3 + 1 WC GAS	1	1701	3	85,789	\$90,000.00	6	No
Revenue Vehicles	VN - Van	3/3 + 1 WC GAS	1	1702	2	62,199	\$90,000.00	6	No
Revenue Vehicles	VN - Van	3/3 + 1 WC GAS	1	1703	2	54,097	\$90,000.00	6	No
Revenue Vehicles	VN - Van	4/4 + 2 WC GAS	1	2201	3	336,706	\$70,000.00	6	Yes
Revenue Vehicles	VN - Van	4/4 + 2 WC GAS	1	2203	3	309,216	\$70,000.00	6	Yes
Revenue Vehicles	VN - Van	4/4 + 2 WC GAS	1	2204	3	347,565	\$70,000.00	6	Yes
Revenue Vehicles	VN - Van	4/4 + 2 WC GAS	1	2206	3	66,087	\$110,000.00	6	No
Revenue Vehicles	VN - Van	4/4 + 2 WC GAS	1	2207	3	67,022	\$110,000.00	6	No
Revenue Vehicles	VN - Van	4/4 + 2 WC GAS	1	2208	3	68,583	\$110,000.00	6	No
Revenue Vehicles	VN - Van	4/4 + 2 WC GAS	1	2209	3	60,340	\$110,000.00	6	No
Revenue Vehicles	VN - Van	4/4 + 2 WC GAS	1	2210	3	54,044	\$110,000.00	6	No
Revenue Vehicles	VN - Van	4/4 + 2 WC GAS	1	2211	3	45,563	\$110,000.00	6	No
Revenue Vehicles	VN - Van	4/4 + 2 WC BEV	1	2305	4	37,290	\$220,000.00	6	No

## B2: Non-Revenue Equipment Assets

## Transit Asset Management Plan

Asset Category	Asset Class	Asset Name	Count	ID/ Serial No.	Age (Yrs)	Vehicle Mileage	Replace Cost/ Value	Useful Life Bench mark (Yrs)	Past Useful Life Bench mark
Equipment	MAINTENANCE	Truck CNG	1	200	26	165,997	\$60,000.00	14	Yes
Equipment	MAINTENANCE	Truck Diesel	1	50	21	39,445	\$70,000.00	14	Yes
Equipment	MAINTENANCE	Truck Gas	1	1304	13	73,923	\$60,000.00	14	Yes
Equipment	Sedan / STAFF	Sedan CNG	1	1501	11	154,595	\$30,000.00	8	Yes
Equipment	Sedan / RELIEF	Van Gas	1	1302	14	124,667	\$30,000.00	8	Yes
Equipment	Sedan / RELIEF	Sedan CNG	1	1651	11	29,072	\$30,000.00	8	Yes
Equipment	Sedan / RELIEF	Sedan CNG	1	1301	14	123,054	\$30,000.00	8	Yes
Equipment	Van / STAFF	Sedan CNG	1	73	19	73,020	\$60,000.00	8	Yes
Equipment	Van / STAFF	Sedan CNG	1	1101	16	210,415	\$60,000.00	8	Yes
Equipment	Van / RELIEF	Sedan CNG	1	1303	13	196,665	\$30,000.00	8	No
Equipment	Sedan / RELIEF	Sedan Electric	1	E101	7	87,061	\$30,000.00	8	No
Equipment	Sedan / RELIEF	Sedan Electric	1	E102	7	85,143	\$30,000.00	8	Yes
Equipment	Sedan / RELIEF	Sedan Electric	1	E103	7	94,212	\$30,000.00	8	Yes
Equipment	Sedan / RELIEF	Sedan Electric	1	E105	7	88,225	\$30,000.00	8	Yes
Equipment	Sedan / RELIEF	Sedan Electric	1	E106	6	83,399	\$30,000.00	8	No
Equipment	Sedan / RELIEF	Sedan Electric	1	E108	6	102,647	\$30,000.00	8	No
Equipment	Sedan / SUPV	Sedan Electric	1	E109	6	86,615	\$30,000.00	8	No
Equipment	Sedan / SUPV	Sedan Electric	1	E110	3	32,552	\$40,000.00	8	No
Equipment	Sedan / SUPV	Sedan Electric	1	E111	3	28,623	\$40,000.00	8	No
Equipment	Sedan / SUPV	Sedan Electric	1	E112	2	24,913	\$40,000.00	8	No
Equipment	Sedan / SUPV	Sedan Electric	1	E113	2	32,214	\$50,000.00	8	No
Equipment	Van / SUPV	Van Gas	1	1700	3	80,571	\$90,000.00	8	No
Contingency Fleet	BU - Bus	35' Bus CNG	1	3500	18	543,893	\$500,000.00	12	Yes
Contingency Fleet	BU - Bus	35' Bus CNG	1	3501	18	601,091	\$500,000.00	12	Yes
Contingency Fleet	BU - Bus	35' Bus CNG	1	3502	18	596,758	\$500,000.00	12	Yes
Contingency Fleet	BU - Bus	35' Bus CNG	1	3507	18	612,174	\$500,000.00	12	Yes
Contingency Fleet	BU - Bus	40' Bus CNG	1	4019	18	570,138	\$500,000.00	12	Yes
Contingency Fleet	BU - Bus	40' Bus CNG	1	4021	18	567,961	\$500,000.00	12	Yes
Contingency Fleet	BU - Bus	40' Bus CNG	1	4026	18	584,216	\$500,000.00	12	Yes

### B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/ Serial No.	Age (Yrs)	TERM Scale Condi	Replacem ent Cost/Val
Facilities	Property Operations & Maintenance	1901 Auto Center Drive	1	N.A.	7	5	\$41,500,000.00
Facilities	Property (land)	301 E. Third St.	1	N/A		N/A	\$8,500,000.00



**DATE** July 1, 2026 **Item #9**  
**TO** GCTD Board of Directors  
**FROM** Vanessa Rauschenberger, General Manager  
**SUBJECT** Receive Update on GCTD's 301 East Third Street Property / Provide Feedback

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## SUMMARY

In July 2019, GCTD vacated its former property located at 301 East 3rd Street, in Downtown Oxnard CA. Since then GCTD has completed a Request for Qualifications for the development of multi-family housing, completed several rounds of soil testing to help inform developer proposals, and most recently issued the RFP for a Long-Term Ground Lease. **For this item, staff will provide an update on the status of the 301 East 3rd Street Property RFP and ask the Board for input on potentially re-issuing the RFP or search for other potential uses of the site.**

## BACKGROUND

Since 2020, GCTD's has engaged with real estate consultant team Dyer Sheehan Group LLC (DSG) to help identify an appropriate and economically efficient use of the 301 Property. Based on the data collected in 2020, the consultant team found that multi-family housing / mixed use located in a transit-rich area such as Downtown Oxnard would be a preferred use of the property. Since 2020, GCTD has conducted a significant amount of work to prepare for redevelopment.

This work has included:

- Site Investigation and Initial Feasibility Study
- Adoption of GCTD's Transit Oriented Development Policy
- Rezoning of Property to allow for Multifamily Residential development (City of Oxnard)
- Asbestos Abatement & Complete Building Demolition / Underground Clarifier Removal
- Issuance of Request for Qualifications (RFQ) and evaluation of RFQ submittals (2021)
- Selection of Qualified Developers to be invited to participate in subsequent RFP process
- Environmental Site Assessment Phase I & II - Initial Soil Testing
- Development of Draft Ground Lease and Option to Lease Agreements
- Department of Toxic Substance Control - Review ESAs I & II and Site Assessment
- DTSC Data Gap Assessment Work Plan & final report to DTSC
- Issuance and Review of Request for Proposals (RFP)

The Property is a transit-oriented site, near the Oxnard Transit Center (OTC), a regional multi-modal transportation facility offering local and regional service. In 2021, the City completed an update of the Housing Element which included rezoning the site from its former industrial use to allow for commercial and/or residential development. The current zoning of the site is C2 PD AHD General Commercial - Planned Development + AHD which allows for a broad range of commercial and/or residential uses. (Site Map Attached.)

## GOLD COAST TRANSIT DISTRICT

## **REQUEST FOR PROPOSALS UPDATE**

In 2021, GCTD received 10 submittals to an RFQ to identify qualified developers for the property, which proposed primarily 100% affordable housing with some complimentary mixed use for the site. From 2022-2024 environmental site assessments were prepared to support the RFP.

In 2025, staff issued a Request for Proposals (RFP) for a potential long-term ground lease opportunity, which included detailed site information to help inform responses. While we initially had identified four qualified firms invited to submit proposals, due to changes in market conditions over the last few years, only two developers submitted proposals. One of the proposals was determined to be responsive.

Following evaluation of the responsive proposal by staff and the Ad Hoc Committee, staff entered into discussions with the proposer to further explore proposal financial assumptions. Over the course of these discussions, the consultant team also worked to update the valuation analysis for the property, and shared this with the Ad Hoc Committee for guidance. After more discussions however, the proposer determined that while they feel this is a prime location for affordable housing, they would be unable to commit to our project at this time due to financial headwinds related to other projects underway.

## **OPTIONS UNDER CONSIDERATION**

At this time, given the District's desire to maintain progress on best use of the property, staff are exploring options and would like the Board's feedback on next steps.

**Option 1:** Work on issuance of a new RFP to lease the property to broaden the responses. The initial RFP only included the four invited firms selected through the RFQ at the start of this effort in 2021. This approach was initially taken in order to support more robust responses, given the time and effort needed to respond to an RFP. However, since the environmental analysis took longer than anticipated, we may have limited the response pool as market conditions changed. Market conditions and California housing laws have changed dramatically since the RFQ was released in 2021. By re-issuing the RFP, and broadening it to a larger pool of developers, we can explore a variety of affordability ranges and/or alternative uses, and we may get a more diverse set of responses.

**Option 2:** We can seek to lease the property for a short term (2-5 years) with alternative permissible uses while we wait for market conditions to improve in the coming years. We have been approached by parties interested in renting the site for fleet storage purposes, that could be explored as a short-term way to use the site (and would provide a steady revenue stream.) Risks may include damage to site or potentially increasing future clean-up costs.

**Option 3:** Offer the property for sale and invest proceeds. The property remains an important potential opportunity for the District as a site located near transit center, and could become a long term revenue source for the District, selling the property would eliminate this resource as a future funding opportunity but also could alleviate staff time. (Staff is not recommending this at this time, however we want to raise it as a potential option for future discussion.)

## **RECOMMENDATION**

This report is for information and Board feedback at this time. Staff will take questions and feedback from the Board and continue to explore options opportunities to utilize the property for the District use and bring back recommendations at a future meeting.



Item #10

**DATE** July 1, 2026  
**TO** Board of Directors  
**FROM** Cynthia Duque, Director of Planning and Marketing  
**SUBJECT** **Receive and File: Update on Demand Response Technology and Regional Coordination**

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## **SUMMARY**

This report provides an overview of GCTD's ADA and demand-response transportation programs, reviews current service performance, highlights recent technology and operational improvements, and provides an update on regional coordination efforts and demand-response planning activities occurring throughout Ventura County.

As regional discussions continue regarding enhanced coordination of demand-response transportation services, GCTD has continued to demonstrate that meaningful regional collaboration can be achieved through technology, strategic partnerships, shared resources, and coordinated service planning while preserving local operational oversight and accountability.

## **BACKGROUND**

### **GCTD Demand Response Programs**

GCTD operates a variety of demand-response transportation programs designed to provide safe, reliable, and accessible mobility for seniors, individuals with disabilities, and other eligible populations throughout Ventura County. These services include GO ACCESS ADA Paratransit, GO ACCESS Senior Service, Safe Rides, Health Zones, Senior Nutrition transportation, and Camarillo Direct Connect.

These programs complement GCTD's fixed-route network by providing transportation for customers whose mobility needs cannot be met through traditional bus service, connecting riders to employment, medical appointments, education, nutrition programs, shopping, and other essential community destinations.

### **Ridership, Performance, and Technology**

Demand-response services continue to provide an essential mobility option while maintaining a strong emphasis on customer service, operational performance, and fiscal responsibility.

### **Table 1: FY 2024-2025 Demand Response Annual Summary**

#### **GOLD COAST TRANSIT DISTRICT**

Programs	Annual Boardings
<b>Core GO ACCESS Services:</b>	
ADA Paratransit*	32,427
Senior Transportation	48,578
<b>Additional Community and Regional Mobility Services</b>	
Senior Nutrition	2,660
Camarillo Direct Connect (One Seat Ride)	4,264
Safe Rides (sunrise and late night)	17,180
Health Zones	1,038
GO NOW (discontinued)	2,556
Regional Transfers to East County and HV	204
<b>Total Boardings:</b>	<b>108,907</b>
<b>Average Cost Per Trip</b>	<b>\$50.17</b>

**\*Note:** ADA complementary paratransit is the only federally required demand-response service. The additional mobility services listed above for seniors and others are locally offered programs and regional partnerships that GCTD has chosen to provide to meet local mobility needs and expand transportation options beyond federal requirements.

In January 2026, GCTD implemented the RideCo scheduling and dispatch platform for demand-response services. The system has improved scheduling efficiency, enhanced communication through automated trip notifications, expanded self-service trip booking through the GO Flex Rides application, and provided staff with enhanced reporting and operational monitoring tools. These capabilities provide real-time visibility into system performance and support data-driven operational decisions.

**Table 2: Demand Response Technology Performance (RideCo Platform, Year to Date)**

Total Completed Trips*	43,256
Average Daily Trips	274
Pickup On-Time Performance	92.5%
Dropoff On-Time Performance	92.0%
Trips Booked Online (App/Web)	15.3%
Trips Booked Through Call Center	65.4%
Subscription Trips	19.4%

**\*Note:** Performance measures reflect activity since implementation of the RideCo scheduling and dispatch platform on January 20, 2026. Additional performance measures and trend analyses will be included in the District's annual ridership report in September 2026.

### Internal Operational Improvements

In addition to technology enhancements, staff continue to strengthen internal processes supporting ADA compliance, customer service, and operational oversight.

As part of the District's commitment to continuous improvement, GCTD retained ADA consultant Jess Segovia (ADA Guru) to conduct a comprehensive operational assessment of the District's ADA paratransit and fixed-route services. The assessment evaluated ADA policies, procedures, service delivery, customer experience, and operational practices while identifying opportunities to enhance accessibility, operational efficiency, and regulatory compliance.

The assessment report has been completed, and staff are establishing an internal cross-functional working group to review the recommendations, prioritize implementation efforts, and monitor progress. This collaborative approach will help ensure improvements are integrated across departments and incorporated into the District's ongoing operational practices.

### **Regional Coordination Efforts**

GCTD has demonstrated that meaningful regional coordination can be achieved through strategic partnerships, shared technology, and interagency collaboration while maintaining local operational oversight and accountability. Current examples include:

- Countywide implementation of the RideCo scheduling and dispatch platform.
- One-seat ride coordination between GCTD and Camarillo Area Transit, allowing eligible riders to travel between service areas without transferring vehicles.
- Regional transfer opportunities that improve mobility across service areas.
- Coordination through TRANSCOM and other regional forums to address operational issues and mobility opportunities.
- Ongoing collaboration among transit providers to share best practices, training opportunities, and technology solutions.

These initiatives demonstrate that regional coordination is already occurring throughout Ventura County and can continue to evolve through practical partnerships and technology investments that benefit riders.

### **Regional Planning Activities**

VCTC recently completed a Draft Demand-Response Integration Plan (DRIP) and Customer Experience Plan, which presents recommendations for increased regional integration of demand-response services, including shared operational functions and potential organizational changes intended to improve the customer experience throughout Ventura County.

Following review of the draft report, GCTD submitted comments to VCTC expressing concern about proposals to create a new regional agency that would require regional cost sharing. Our concerns were based on the consultants findings that costs to GCTD would increase in the hundreds of percent. Additionally, the report did not include acknowledgment of recent cost saving measures that have been achieved in recent years following the decision to bring our services in-house, which resulted in savings in management oversight, and facility cost savings.

At the same time, we also shared our support for continued regional coordination efforts and practical opportunities to improve mobility for seniors and individuals with disabilities. Staff

identified several considerations for additional discussion, including the unique operating environments of Ventura County transit providers, the significant operational improvements agencies have implemented in recent years, long-term funding sustainability, and the importance of building upon existing regional coordination efforts and technology investments already underway.

Staff further emphasized the value of pursuing practical and achievable coordination opportunities including technology enhancements, pilot programs, and expanded interagency partnerships that can be implemented and evaluated before considering more significant organizational or governance changes.

Later this year, the DRIP and Customer Experience Plan will be presented to the Ventura County Transportation Commission, and once approved, these plans could have impacts to GCTD's budget as these plans will likely be used as a basis to inform VCTC's future funding allocations.

Regional discussions remain ongoing, and staff will continue to monitor developments and keep the Board informed of future actions.

### **Outreach, Opportunities, and Challenges**

GCTD continues to actively engage with the ADA and senior communities through ongoing outreach and education efforts. Staff regularly provide presentations at senior centers, community organizations, and local events to educate riders, caregivers, and service providers about GO ACCESS, travel training opportunities, eligibility requirements, and the full range of transportation services available throughout Ventura County.

These outreach efforts help ensure that eligible riders are aware of available mobility options and understand how to access the transportation services that best meet their individual needs.

### **CONCLUSION**

Demand-response services are a critical part of GCTD's mission to provide accessible and reliable transportation for seniors and individuals with disabilities. Through continued investments in technology, operational improvements, and collaborative partnerships, GCTD will continue building on successful regional coordination efforts while delivering high-quality service that meets the needs of the communities we serve. As the District plans for the future, staff will remain focused on balancing service improvements with long-term financial sustainability to ensure these essential services remain available for years to come.

### **RECOMMENDATION**

**It is recommended that the Board Receive and File this report and provide any feedback to staff on material presented.**

### **General Managers Concurrence**



Vanessa Rasmussen



**DATE** July 1, 2026

**Item #11**

**TO** GCTD Board of Directors

**FROM** Vanessa Rauschenberger, General Manager<sup>VR</sup>

**SUBJECT** Discuss Future Agenda Items & Date and Topics for Strategic Plan Workshop

## **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**

### **Strategic Plan Workshop - Theme of Workshop: Preparing for the Future**

#### **Workshop Objective**

***To provide staff with Board direction on the District's long-term priorities related to service levels and funding strategies over the next 5 years.***

Staff are planning to hold a Strategic Planning Workshop tentatively proposed for Wednesday, October 7, 2026 (regular board meeting date). Staff anticipate the workshop would require a longer meeting, approximately 4+ hrs or from 10am-2pm, with potential topics / questions to explore with the Board:

- Review of current conditions and the challenges expected over the next five years.
- What service should be prioritized given potential funding scenarios?
- What role should District play in supporting regional efforts?
- What level of advocacy should GCTD pursue related to local/regional/state funding?
- What other opportunities can be pursued to address the deficit and/or reduce costs?

Staff will use the Board's direction from the workshop to develop an updated strategic plan for the next 3-5 years, advocacy and funding strategies, and service planning recommendations. The plan will then shared with the public for input and feedback at the end of the year.

## **CONCLUSION**

**It is recommended that the Board of Directors provide input to staff on future agenda items, including the Strategic Planning Workshop topics proposed.**

### **GOLD COAST TRANSIT DISTRICT**