GOLD COAST TRANSIT DISTRICT

RECEIVE PRESENTATION ON FY 2027 OPERATING BUDGET AND CAPITAL PLAN

Presenters:
Christine Feng, CFO/Assistant General Manager
Vanessa Rauschenberger, General Manager

OUR MISSION

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

OUR VISION

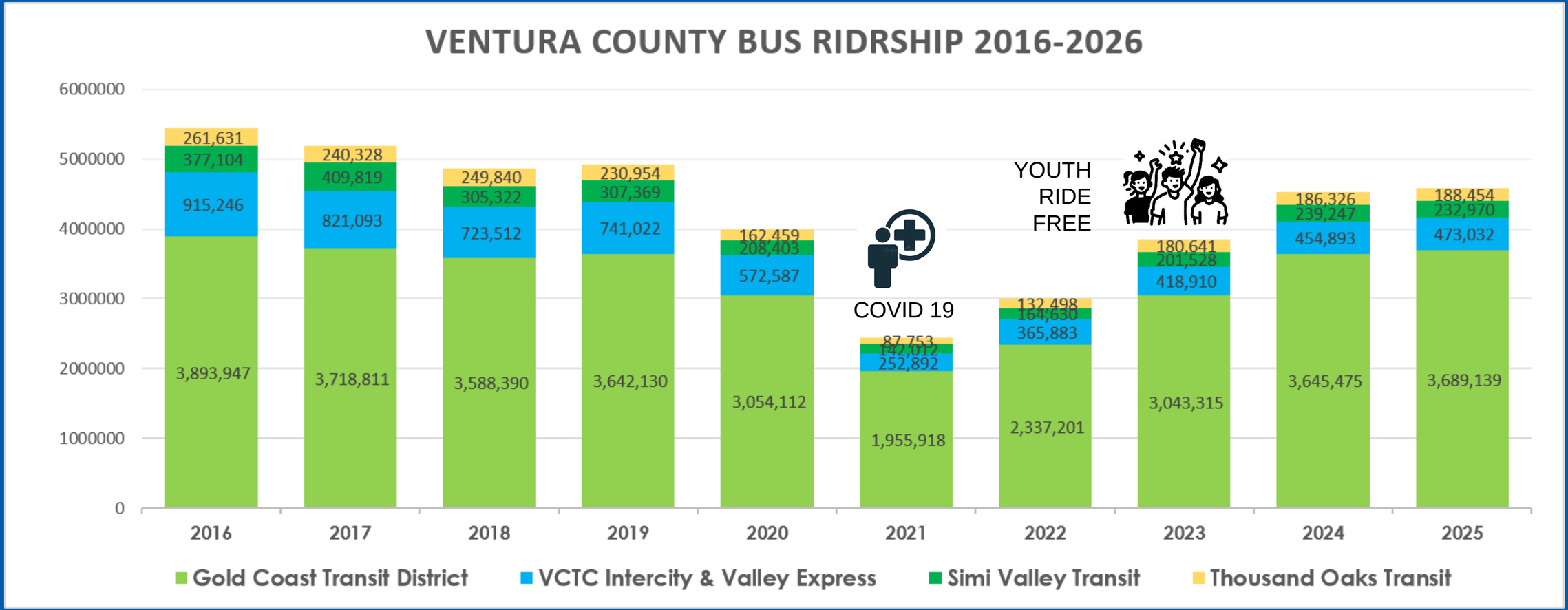
Revolutionize transportation in Ventura County by leading initiatives that improve the rider experience, achieve clean air, and drive economic vitality.

QUICK FACTS

- Ridership: 3.6 million annually
- Fixed Route Fare: $2 per ride, $1 Reduced
- ADA Paratransit: $4 per ride
- Operate 4:30am - 12am, 7 days a week
- Fleet Size: 61 Fixed Route + 28 Paratransit
- Employees: 242 Employees

Transit Ridership Trends in Ventura County

GCTD's budget supports safe, reliable, and accessible transportation services for residents.
Over 75% of transit trips in Ventura County take place on a GCTD bus.



In addition to above, Moorpark Transit, Ojai Trolley, Kanan Shuttle also provide transit services.
Metrolink also provides regional commuter rail connection to LA from stops in Ventura, Oxnard, Camarillo and Moorpark.

FY 2027

BUDGET SOURCES OF FUNDING

Federal Transit Administration

Formula Federal Funds

FTA Formula Funds are federal dollars given to public transit agencies every year based on specific formulas including population, ridership, service area, etc.

Competitive Federal Funds

Competitive Grants: Low or No Emissions Grant, Congestion Mitigation and Air Quality Grant (CMAQ)

Regional Transportation Planning Agency

VCTC

Regional Programing

- ✓ State / Federal Grant Administration
- ✓ Regional Planning & Administration
- ✓ **Metrolink / LOSSAN**
- ✓ Bike and Pedestrian Projects
- ✓ VCTC Intercity Bus / Valley Express
- ✓ **Regional Transit Projects**
- ✓ **Local Transit Operations**

CALIFORNIA REPUBLIC

TDA/LTF ¼ State Sales Tax

Each county collects the ¼ cent sales tax and puts it into the Local Transportation Fund (LTF). Allocation formula based on population.

Other State Funds

Low Carbon Transit Operations Program (LCTOP)

TIRCP/ SB 125 (one time only funding)

Passenger Fares

Fares collected account for less than <10% of budget.

GO GOLDCOAST TRANSIT

Other Sources

Fuel Credits, Advertising Revenue, other.

Federal Transit Funding trends

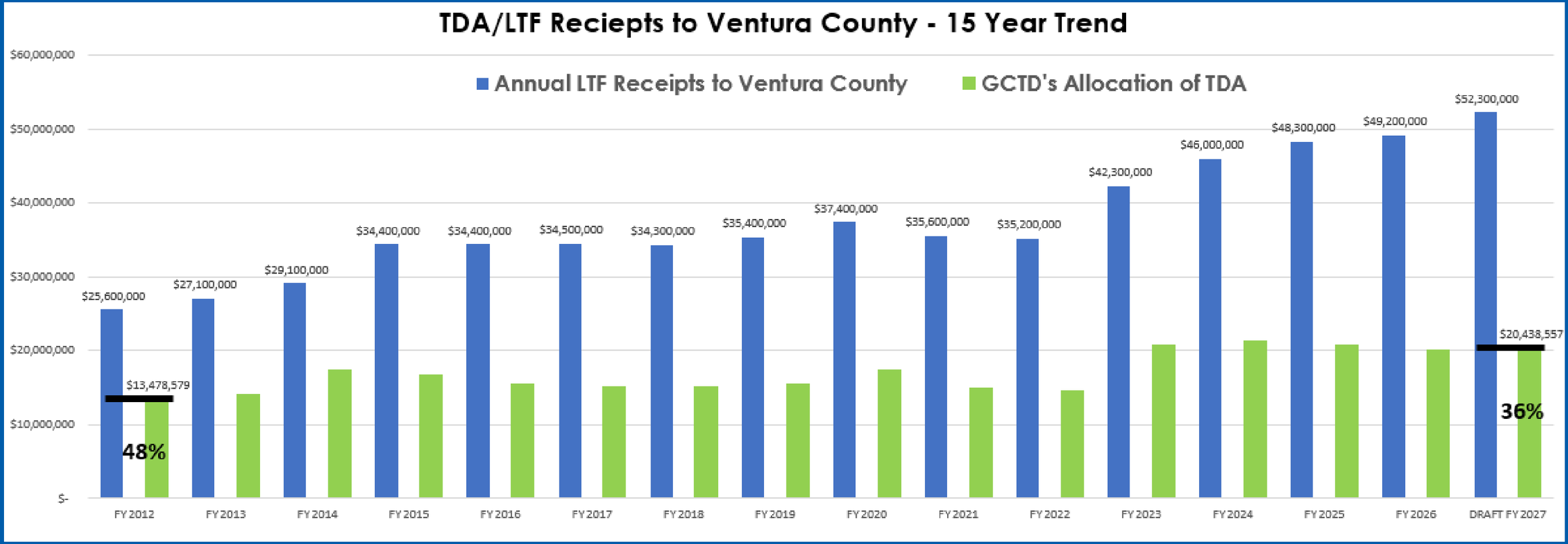
Federal Funding….stable for now…

The House Transportation & Infrastructure Committee recently advanced its bipartisan "BUILD America 250 Act (BA250)". This is a draft five-year transportation bill for FY2027–FY2031 that will replace the Infrastructure Investment and Jobs Act (IIJA) expiring on September 30.

The draft bill maintains formula funding with modest 2% increase, with focus on infrastructure and technology for transit. The final bill may still change, as the months progress.

Local TDA/LTF Transit Funding Trends

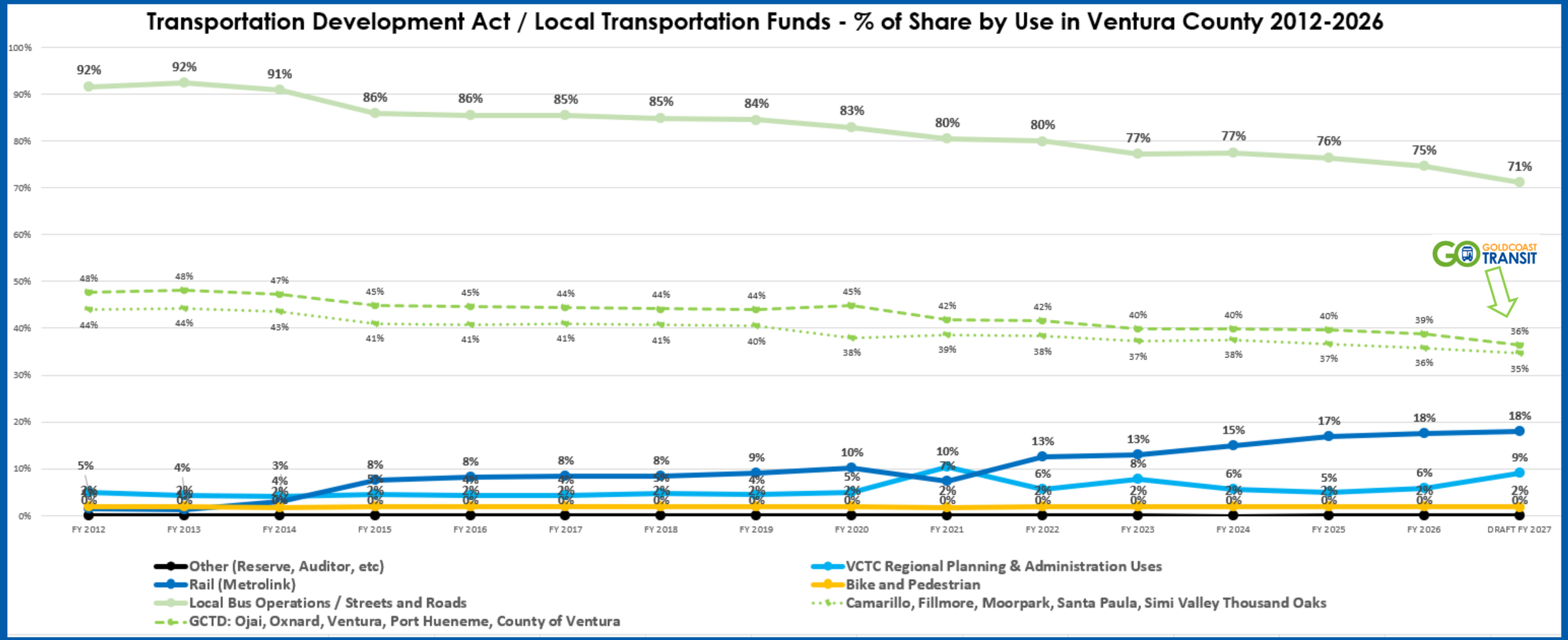
Due to a strong CA economy, since 2012, TDA/LTF Receipts have increased over 100% over 15 years. However, GCTD's TDA allocation has not increased at the same rate.



In FY 2013 48% of TDA was available for GCTD's use, compared to 36% in FY 2027.

Local TDA/LTF Transit Funding Trends

TDA/LTF is allocated by VCTC in accordance with Commission polices and TDA laws.
For example, in FY 13 the VCTC Commission began a policy to allocate 1/3 of TDA increases to Metrolink.
Funds are also allocated to Bike / Ped, Regional Transit and Administration and Streets and Roads (where eligible).

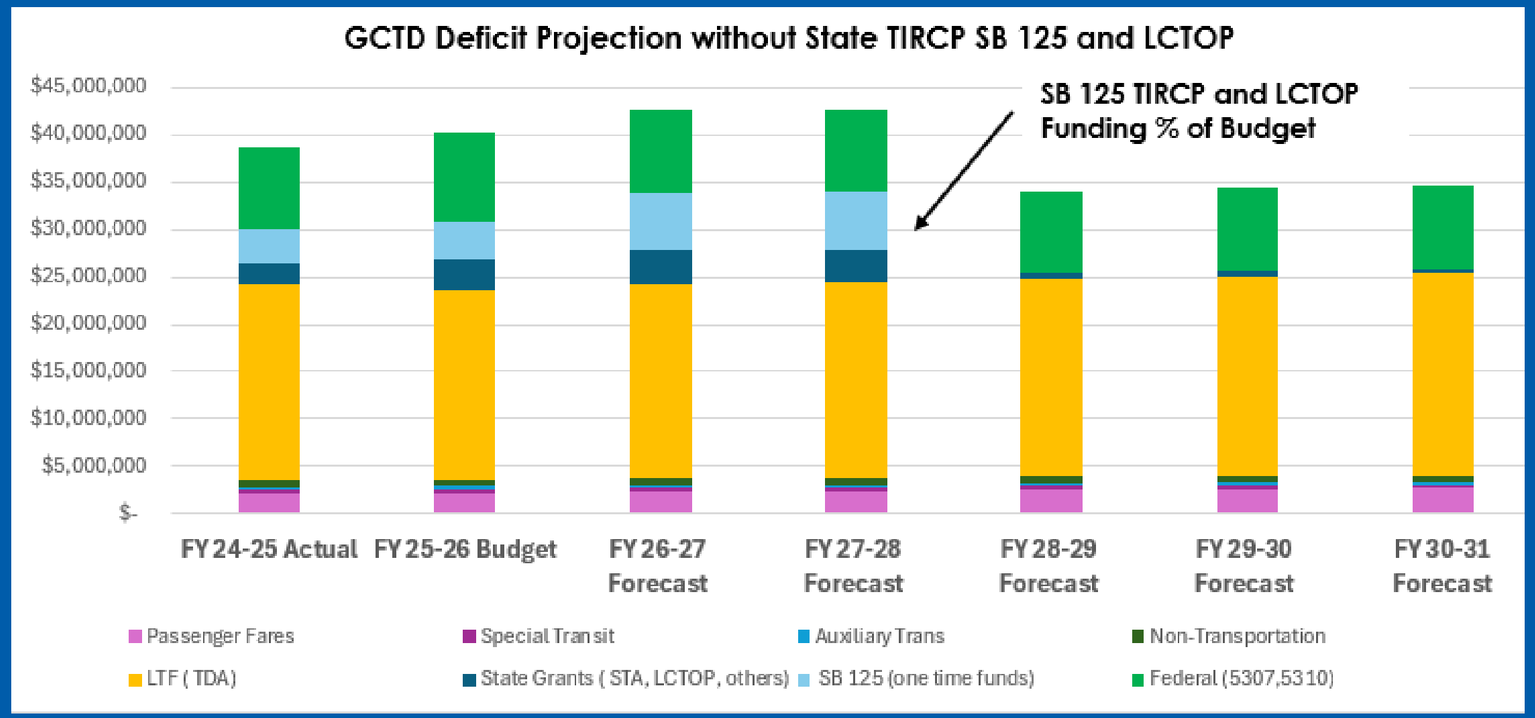


State Transit Funding trends

Greenhouse Gas Funds Expected to Decrease under new CARB Ruling
May Revised Budget does not include the remaining SB 125 funds promised to transit agencies

Last week, the California Air Resources Board approved amendments to the Cap-and-Invest Program facing pressure to lower gas and utility costs. In addition, the state May Budget revision does not appropriate the final $690 million of SB 125 TIRCP funds promised in 2023. The remaining balance SB 125 will run out in FY 28.

Based on these funding trends, we anticipate a significant fiscal impact in the next two years unless addressed by new funding sources, review of local TDA allocation, or state financial intervention.



FY 2027

OPERATING AND CAPITAL BUDGET OVERVIEW

Budget Development Process

MARCH
Information Gathering

APRIL
Preliminary Budget Assumptions

MAY
Draft Budget to Board (Public Hearing)

JUNE
Final Budget to Board for Consideration

Proposed Operating Budget is $38.9M
Non-Operating Expense Budget is $3.8 M

- Balanced with $5.9 M of SB 125 State Funding
- Budget reflects overall 6% increase from FY 26

Proposed Capital Budget is $9.8 M

- Focus this year on Bus & Vehicle Replacements
- Decrease from FY 26 due to ZEB Project Pause

FY 2027

MAJOR FACTORS IN FY 2027 BUDGET

Operating Factors

- Service levels flat w/route changes to 1/6/10/11 (mid year)
- Wages/Benefits (Increased by $2.04 M) – COLA's primarily reflect MOUs
- Contract Services (Increased by $523K) – Services reflect technology, major maintenance projects, security, janitorial, landscape, etc.
- Causality & Liability (Increased by $474K) – Due to increases in insurance
- Restoration of Intern Program (Up to 2 FTE temporary)

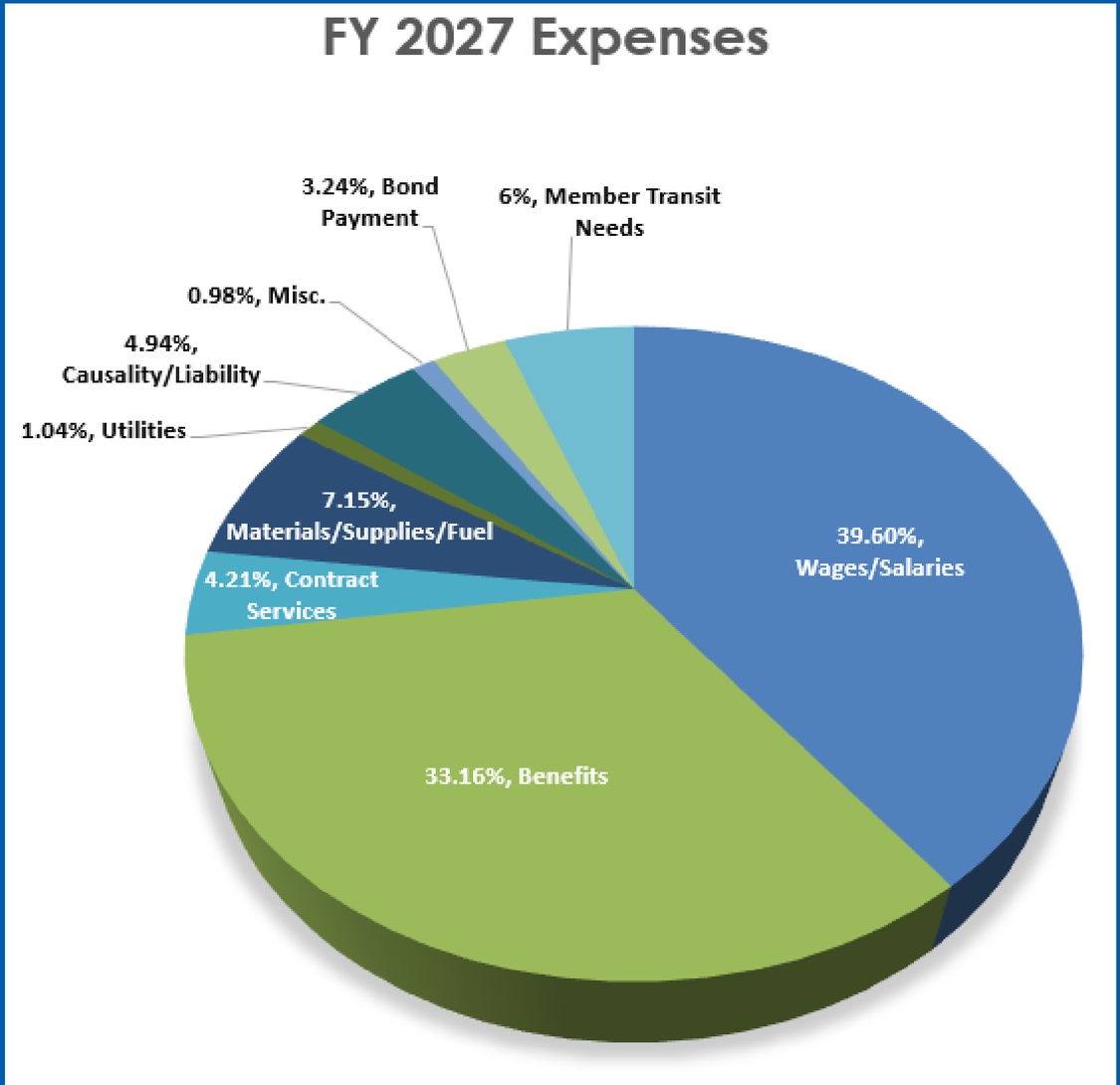
Expense Factors

- State Funding – Reflects continued use of SB125
- Local Transportation Fund (Increased by $400K)
- Materials/Supplies/Fuel (Decreased by $196K)
- Miscellaneous Expenses (Decreased by $132K)
- Decrease in Capital budget due to pause in H2 Project

FY 2027

BUDGET EXPENSES

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



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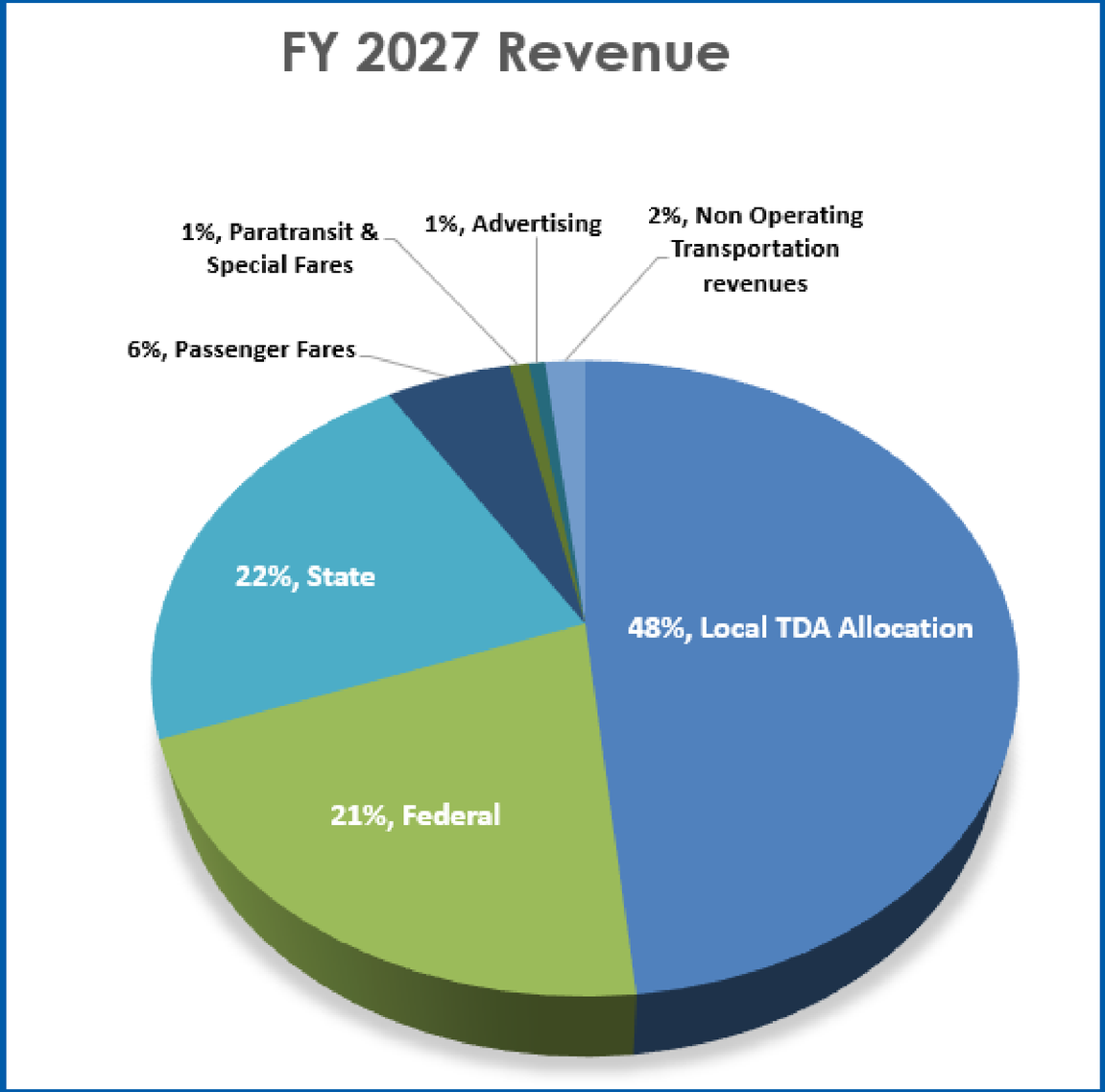
BUDGET REVENUE FUNDING SOURCES

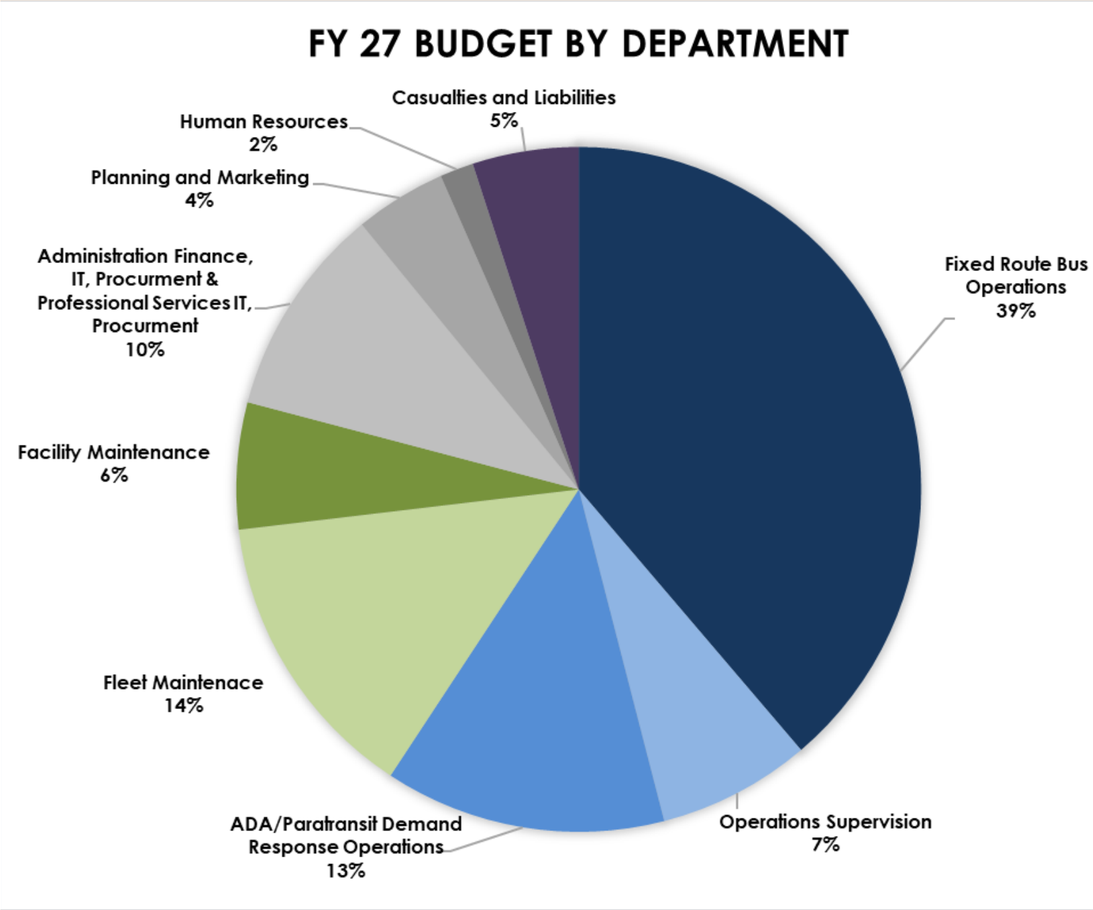
Operating Revenues		
Local TDA Allocation	$	20,438,557
Federal	$	8,899,823
State (includes 5.9M SB 125)	$	9,595,368
Passenger Fares	$	2,350,000
Paratransit & Special Fares	$	360,000
Advertising	$	305,000
Non Operating Transportation revenues	$	750,000
	$	**42,698,748**



FY 27 Operation Budget by Department

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

Bond payment	1,382,038
Member Transit Needs	2,427,793
Total Operating Expenses- FY 2027	42,698,748



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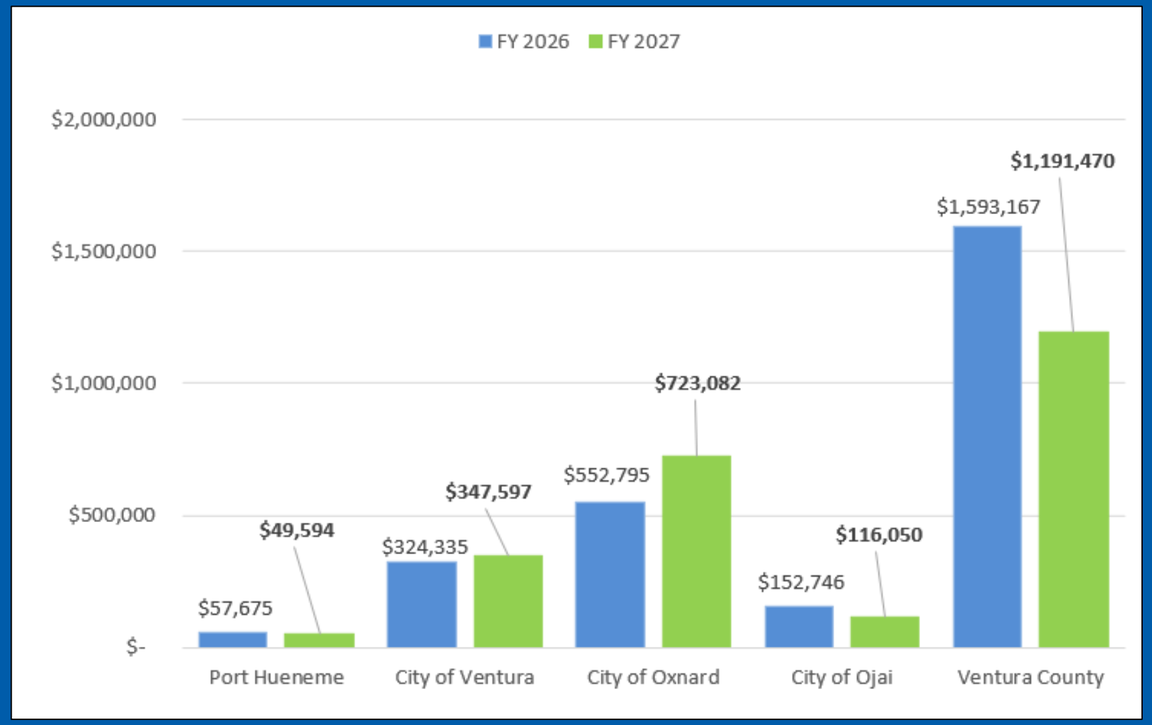
MEMBER AGENCY TRANSIT FUNDING

Total funding requests from member agencies for recurring transit needs:

$2.43 million

Includes adjustments for carryover amounts for Ventura County, Ventura, Ojai, and Port Hueneme.

- Member Funded Transit Services Oxnard/Ventura
- Transit Center Maintenance
- Kanan Road Shuttle/East County Transit Alliance (ECTA) Bus
- Stop Maintenance



Ojai Trolley

Ventura Transit Center

Oxnard Transit Center

Bus Stop Maintenance

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DEBT - BOND PAYMENT

The FY 27 Budget Includes the Annual $1.38 Million Bond Payment.

A key milestone in GCTD history occurred when the District relocated to the new facility in July 2019. To fund the facility, the District secured commitments for over 50% of the total project cost in Federal and State grants, with the remainder coming from a $22 million Certificates of Participation (COPs).

Opportunities:

- Seek to utilize the facility to full capacity in future (facility fixed cost / cost per bus)
- Seek funding for early repayment of COPs (to save interest) – This option is available next year.

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

FY 2027

CAPITAL PLAN - FUNDING IDENTIFIED

Capital Project projects included in the FY 2027 Budget are projects with grant funding that has been identified for a specific use, primarily **bus replacements**, and can not be used for Operating purposes.

FY 2027 CAPITAL EXPENDITURES	
Replacement Fixed Route Bus, CNG (8 Gilligs)	$6,536,000
Replacement Demand Response, CNG (8 Cutaways)	$1,615,000
Replacement Service Vehicles (5 Relief Sedan)	$248,000
Replacement Service Vehicles (2 Supervisor/Administration Van)	$100,000
Facility Upgrades for Energy Savings (Solar Project Placeholder)	$1,242,000
Business Systems (IT Projects)	$62,000
TOTAL CAPITAL EXPENDITURES	$9,803,000

FY 2027 BUDGET
THREE - YEAR COMPARISON

FUNDING SOURCES

OPERATING BUDGET	FY 2025 Approved Budget	FY 2026 Approved Budget	Change	FY 2027 Proposed Budget	Change
LOCAL OPERATING REVENUE					
Total Local Operating Revenues (Fares, Advertising, etc)	$ 3,530,970	$ 3,650,000	3%	$ 3,765,000	3%
LOCAL TRANSPORTATION FUNDS / TDA Allocation to GCTD					
Total Local Transporation Funds / Transporation Development Act	$ 20,631,299	$ 20,028,323	-3%	$ 20,438,557	2%
FEDERAL TRANSIT ADMINISTRATION					
Total Federal Funds (Formula 5307, 5310, 5339)	$ 8,696,270	$ 9,354,523	8%	$ 8,899,823	-5%
STATE FUNDS					
Total State Operating including SB125 (One time funding)	$ 5,775,005	$ 7,205,378	25%	$ 9,595,368	33%
Total Operating Revenues--Funding Sources	**$ 38,633,544**	**$ 40,238,224**	**4%**	**$ 42,698,748**	**6%**
CAPITAL BUDGET	**FY2025**	**FY2026**		**FY2027**	
Total Capital Revenues--Funding Sources	**$ 12,549,000**	**$ 21,481,248**	**71%**	**$ 9,803,000**	**-54%**
Grand Total ---- SOURCES	**$ 51,182,544**	**$ 61,719,472**	**21%**	**$ 52,501,748**	**-15%**

FUNDING USES

EXPENSE BUDGET	FY 2025	FY 2026	Change	FY 2027	Change
OPERATING BUDGET					
Wages/Benefits	$ 25,893,422	$ 29,026,048	12%	$ 31,067,406	7%
Contract Services	$ 2,580,550	$ 1,274,086	-51%	$ 1,797,051	41%
Materials/Supplies/Fuel	$ 3,618,300	$ 3,248,366	-10%	$ 3,052,420	-6%
Utilities	$ 450,000	$ 437,000	-3%	$ 442,000	1%
Causality and Liability	$ 1,340,000	$ 1,636,500	22%	$ 2,110,700	29%
Misc. (Fees, Promotions, Travel, Training, etc)	$ 509,500	$ 551,000	8%	$ 419,340	-24%
Total Operating	**$ 34,391,772**	**$ 36,173,000**	5%	**$ 38,888,917**	8%
Bond Payment and Member distribution					
Total Non-Operating	$ 4,241,772	$ 4,065,224	-4%	$ 3,809,831	-6%
Total Expenses:	**$ 38,633,544**	**$ 40,238,224**	4%	**$ 42,698,748**	**6%**
CAPITAL EXPENSES	**FY 2025**	**FY 2026**	**Change**	**FY 2027**	**Change**
Total Capital Expenditures	**$ 12,549,000**	**$ 21,481,248**	**71%**	**$ 9,803,000**	**-54%**
Grand Total ---- USES	**$ 51,182,544**	**$ 61,719,472**	**21%**	**$ 52,501,748**	**-15%**

FY 2027

RECOMMENDATION

IT IS RECOMMENDED THAT THE BOARD OF DIRECTORS

Conduct Public Hearing and Consider Approval of the FY 2027 Operating & Capital Budget

GOLDCOAST TRANSIT