



Item #15

May 3, 2017

TO: Board of Directors

FROM: Steve L. Rosenberg *SLR*  
Director of Finance and Administration

SUBJECT: Review and Discuss Staff Presentation on Draft GCTD Operating Budget for FY 2017-18

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## I. EXECUTIVE SUMMARY

The draft GCTD Fiscal Year (FY) 2017-18 operating budget being presented for review and discussion is \$24,036,600, a 1.7% increase from the FY2016-17 budget. This is a minimum-growth budget. For FY 2016-17 GCTD is currently trending 5% under its operating budget; making use of that underrun, eliminating one budgeted but presently unfilled staff position and incorporating modest reductions in discretionary spending allows for a no-growth budget excluding two line items. The budget does reflect a significant increase in insurance and claims expense associated with a spike in liability claims at GCTD's liability indemnity pool, and continued growth in demand for GCTD ACCESS paratransit services.

GCTD's Local Transportation Fund (LTF) funding, the District's primary funding source, is estimated at \$14.98 million, a 0.8% decrease from the FY16-17 allocation approved in June 2016. The current estimate for GCTD's FY17-18 Federal 5307/5339 formula funding is \$4.8 million, a 11% increase from the FY16-17 allocation of \$4.3 million. GCTD also continues to make use of a Congestion Mitigation Air Quality (CMAQ) grant funding for the Route 22 - Wells Center demonstration project (new route) that will provide \$600,000 in FY 2017-18.

The District will no longer have an important revenue stream after Congress failed to extend the Alternative Fuel Excise Tax Credit that expired on December 31, 2016. GCTD had been receiving the credit for its use of compressed natural gas as a fuel since 2007, and recently was receiving \$120,000 to \$125,000 each quarter. In 2014 GCTD implemented a program generating and selling both Low Carbon Fuel Standard (LCFS) credits (State of California) and Renewable Identification Number (RIN) credits (U.S. EPA) from its use of natural gas to fuel the fleet. Revenue from these programs has exceeded initial expectations; GCTD should receive close to \$350,000 in FY 2016-17 and is projecting \$353,500 for FY 2017-18.

### GOLD COAST TRANSIT DISTRICT

GCTD has since 2013 received revenue claimed by Ventura County Public Health (VCPH) under the Medi-Cal Administrative Activities (MAA) program to partially reimburse GCTD for providing Medi-Cal eligible trips on the GCTD ACCESS service. The District is budgeting \$195,000 for MAA Revenue in FY 2017-18. The District's advertising sales revenue has been flat at \$150,000 annually last year and again this year, but activity has increased recently and a modest rebound to \$160,000 is projected for FY 2017-18.

In March 2017 GCTD for the first time entered the long-term debt market, issuing 30-year Certificates of Participation (COPs) to raise \$22,000,000 required to complete funding to construct the new GCTD Operations and Administration Facility in North Oxnard. The operating budget does not include a separate debt service budget that requires first-year interest payments totaling \$875,561, with annual principal and interest payments averaging \$1.384 million commencing in FY 2018-19.

GCTD will meet its FY 2017-18 operating and debt service expenses using a combination of current year and prior year revenues. It was anticipated in long-term projections that the initial period of long-term debt would require the use of some prior year revenue. The use of LTF revenues carried over from prior year budget underruns and Federal grant funds from prior years has been an integral part of GCTD's budget process for many years. In FY 2015-16 GCTD budgeted \$1,107,000 for anticipated bond payments; when the project was delayed the Board approved transferring those funds to GCTD's Capital Reserve. In FY 2016-17 GCTD budgeted \$1,125,000 for anticipated bond payments; those funds will be carried into FY 2017-18, in effect prefunding the first year of bond payments.

A summary of the sources and uses of revenue for the proposed FY2017-18 operating budget follows as Attachment "C" to this report.

The GCTD Technical Advisory Committee (TAC) met on April 19, 2017 and reviewed GCTD's proposed operating budget. The Board's Fiscal Policy Committee also met on April 19, 2017 to review the proposed operating budget. A summary of the proposed FY2017-18 operating budget follows as Attachment "A" to this report.

**It is recommended that the Board of Directors receive, discuss and advise staff regarding the presentation on GCTD's proposed budget for FY 2017-18.**

## **II. BACKGROUND**

Following is a discussion of the premises for each of the major components of GCTD's proposed FY 2017-18 operating budget.

### **Revenue**

The GCTD FY 2017-18 operating revenue of \$24,036,600 consists of \$14,968,600 (62%) in Local Transportation Funds, or LTF, \$4,514,800 (19%) in federal grant funds, \$3,312,700 (14%) in fare receipts, \$353,500 (1.5%) from the sale of District-generated

State and Federal energy credits, \$352,000 (1.5%) in deferred local funds, \$160,000 (.7%) in advertising sales, \$195,000 (.8%) in Medi-Cal trip reimbursement funds, \$159,000 (.7%) in State Transit Assistance funds, and \$21,000 in other revenues. The following premises were used in establishing this budget:

- LTF funds will be at the levels published by VCTC in February 2017, and will be supplemented with LTF carried over from FY 2015-16 per GCTD's long-established process.
- GCTD's allocation of FY 2017-18 Federal formula transit funding will be at the levels published by VCTC in April 2017.
- GCTD's STA allocation will be funded by VCTC in accordance with the most recent State Controller's estimate
- GCTD's will calculate its farebox recovery ratio (FBRR) in accordance with TDA statutes (Sections 99268.17 and 99268.19 of the Public Utilities Code) as amended by Senate Bill No. 508 on October 09, 2015. The budget estimate for GCTD's FBRR for Fixed Route will be 20% (requirement is minimum 20%) and for Paratransit will be 14.6% (requirement is minimum 10%)

### Local Transportation Funds

GCTD receives the full amount of LTF allocated based on its members' population share. For FY 2017-18, the most current estimate (from February 2017) is that GCTD's share will be \$14,979,129.

GCTD members may request from GCTD funding for their recurring transit-related activities not to exceed 10% above the members' baseline based on funding for such activities starting in FY 2014-15, adjusted by the annual CPI. The total adjusted baseline for FY17-18 is \$2,539,252. GCTD members have submitted to GCTD requests for \$2,046,387 in LTF funding for their recurring transit-related activities; each member will receive their request less amounts not expended in FY15-16 (a total of \$269,446).

Members also may submit requests for funding for transit-related capital projects. GCTD received \$270,334 in net capital requests for FY17-18. The requested capital projects are: \$150,000 from Ventura County for Bus Stop Upgrades, \$34,295 from Ventura County to provide local match for a Federal CMAQ grant to construct bus stops for GCTD's Route 22, \$60,000 from the City of Ventura for a pressure washer truck to clean the Ventura Transit Center (VTC) and bus stops, and \$26,039 from the City of Port Hueneme for bus stop amenities. Staff recommends funding all requests.

Previously-funded projects in the process of being completed are: \$268,889 for the City of Oxnard for a Bus Stop Capital Improvement Program, \$150,000 for Ventura County for Bus Stop Upgrades, \$150,000 for the City of Ventura to Remodel the VTC Bathrooms, \$75,000 to the city of Port Hueneme for a new Bus Stop at Ventura Road

and Bard Road, \$75,000 to the City of Ojai for a Trolley Wash Pad and Collection System and a Vehicle Storage Area Sound Wall.

Funding these programs, net of carryover from members' prior year funding, leaves GCTD with \$12,931,854 in FY 2017-18 LTF for its use.

The LTF Allocation follows as Attachment "B" to this report.

### FTA Grant Funding

GCTD's FY 2017-18 Federal transit funding is authorized by the Fixing America's Surface Transportation (FAST) Act legislation signed into law on December 4, 2015. The FY 2017-18 Estimated Program of Projects (POP) Revenue from Ventura County's Federal Transit Administration (FTA) apportionment as reviewed by VCTC at the April TRANSCOM meeting showed GCTD's allocation for FY 2017-18 is \$4,779,623, an 11% increase from the prior year allocation of \$4,302,170. Within that allocation, \$4,268,837 allocated in FY16-17, \$3,679,623 is programmed into the Operating Budget and \$1,100,000 is programmed into the Debt Service Budget.

In addition, GCTD will be allocating to its FY2017-18 Operating Budget \$600,000 in route-specific Federal CMAQ grant funds for the Wells Center-Nyeland Acres Route (Route 22).

### Passenger Fares

Fixed Route passenger fares for the current fiscal year are projecting approximately 10% under budget as a result of lower passenger boardings (8% below projections) and slightly reduced (3%) fare revenue per boarding. Boardings year-to-date are 5.4% lower than in FY 2015-16, however the budget anticipated a modest increase.

A modest rebound in fixed route ridership and passenger fare revenues is projected for FY 2017-18, although not quite back to the FY 2015-16 level. Budget premises are 3,780,000 passenger boardings and \$3,050,500 in fare revenue.

For paratransit service, for the second consecutive year ridership and fare revenue were expected to sharply increase in FY 2016-17 and again in FY 2016-17 that increase is being realized. Boardings of 97,000, a 6.6% increase, were projected for FY 2016-17, and actual boardings are currently tracking to exceed that projection. Budget premises for FY 2017-18 are 106,600 passenger boardings and \$262,200 in fare revenue.

### Other Revenue

GCTD's State Transit Assistance budget for FY 2017-18 is \$159,000, reflecting the current estimate from the State Controller's Office (SCO). Two current legislative actions have the potential to impact GCTD's STA allocation. The first, AB 1113, would revise and recast the provisions governing the STA program, and would likely increase GCTD's allocation. This bill is still in committee, but appears to have broad support.

SB 1 has passed both legislative houses and is awaiting the Governor's signature. SB 1 raises gas taxes and vehicle registration fees to generate funds for road repairs and transit, and would provide, among other transit funding improvements, increase the amount allocated to STA. These amounts are not known at this time and are not included in this budget.

The District's advertising sales revenue has not rebounded from the loss of our largest account in FY 2015-16. FY 2016-17 advertising revenue is tracking at \$150,000, however the trend is positive and the FY 2017-18 budget is \$160,000. The program to receive funding through VCPH to partially reimburse GCTD for providing Medi-Cal eligible trips on the GCTD ACCESS service is in its fifth year and is now well established. The District is budgeting \$195,000 in reimbursements for FY 2017-18. Revenue from GCTD's program to generate and sell State LCFS credits and Federal RIN credits from its use of natural gas to fuel the fleet has exceeded initial expectations. Current year revenue is tracking to realize the FY 2016-17 budget of \$354,200, and the FY 2017-18 budget is \$353,500.

Since 2007 the District has claimed the Federal Alternative Fuel Excise Tax Credit of \$.50 per gasoline gallon equivalent (GGE) of CNG it dispenses into its own vehicles. GCTD was realizing \$120,000 to \$125,000 each quarter from this credit, however the credit expired in December 2016 and to this point has not been renewed. This line item is not budgeted in FY 2017-18.

## **Expense**

### Service

GCTD's FY2017-18 operating budget is based on the provision of 202,351 revenue service hours (RSH), a decrease of 0.6% from the FY 2016-17 premise of 203,488 RSH, and 2,175,715 revenue service miles (RSM), a decrease of 0.8% from the FY 2016-17 premise of 2,192,544 RSM.

Minor schedule revisions were made to improve overall system efficiency, frequency on routes and on-time performance as well as reducing travel time for passengers in some cases. Additionally, a small number of trips with very low ridership were eliminated, namely late-night trips.

### Labor and Benefit Costs

Labor and benefits in the FY 2017-18 budget are projected to be essentially flat as compared to the FY 2016-17 budget. This is the result of several factors; final workers' compensation insurance (WCI) costs for FY2016-17 were substantially lower than budgeted because we did not receive final numbers until after the budget was approved, one additional staff position was approved for the FY 2016-17 budget but was not filled and has been excluded from the FY 2017-18 budget, and in some departments the FY 2016-17 budget overestimated our actual costs for certain wage and benefit items.

Factors impacting the FY 2017-18 budget include a 3% wage increase effective July 2017 as negotiated in existing union agreements and budgeted across the agency. This is the final contractual increase on GCTD's existing MOUs with Service Employees International Union, which expire on October 31, 2017.

For retirement costs, CalPERS made a fundamental change to how they charge agencies for pension costs. In the past both the Employer Normal Cost (current year pension cost) and Employer Payment of Unfunded Liability (past years' unfunded pension cost) were charged as a percentage of current payroll. Starting in FY 2017-18, the Employer Payment of Unfunded Liability is being charged as a fixed amount. In the long-term this will likely increase GCTD's costs, but for FY 2017-18 these costs are somewhat lower than expected.

GCTD's WCI budget for FY2016-17 was \$1,132,400, which was based on a preliminary proposal from GCTD's WCI pool, the California State Association of Counties Excess Insurance Authority (CSAC-EIA). As discussed above, the final cost for FY 2016-17 was substantially lower than the preliminary proposal, just over \$936,000. This year's budget of \$1,019,800 includes an increase from this year's cost as well as a factor to reduce the budget from the preliminary estimate.

### Insurance

GCTD's FY 2017-18 budget includes modest increases across most insurance lines, with significant increases to the liability insurance program.

For liability insurance GCTD belongs to the California Transit Indemnity Pool (CalTIP), a 34-member Joint Powers Authority formed in 1987 for the purpose of creating a self-funded insurance pool. Public sector insurance pools allow members to take advantage of being part of a much larger entity to obtain better coverage, rates and stability and remain protected from the vagaries of the commercial insurance market.

CalTIP self-insures all claims against pool members up to \$1.25 million (in FY 2016-17), with excess and reinsurance covering claims in excess of that amount. GCTD carries coverage up to \$25 million. Being in CalTIP also afforded GCTD the opportunity to carry liability insurance with a zero self-insured retention (SIR, like a deductible), with any excess contributions being returned to GCTD in the form of a "retrospective adjustment" (like a dividend) in a future year. The past few years have been increasingly challenging for CalTIP, with the pool experiencing numerous large claims. This has significantly increased members' rates and reduced the likelihood of retrospective adjustments in the near-term.

To keep costs down, CalTIP has increased its SIR to \$1.5 million and GCTD has increased its SIR to \$25,000. This has allowed GCTD's liability insurance budget line item to drop from \$801,000 in FY 2016-17 to \$720,000 in FY 2017-18. This does require the District to establish a claims expense budget for costs under the SIR. GCTD's claims expense budget for FY 2017-18 is \$230,000. The total of these two line items is slightly less than our liability costs would have been under the previous deductible.

The commercial liability insurance market has entered a difficult period, and it is likely that CalTIP membership remains GCTD's best option going forward.

### Paratransit Service

Last year GCTD anticipated a 6.9% increase in Paratransit ACCESS service demand for FY 2016-17. The actual year-to-year increase has been close to 11%, resulting in costs trending 4% over budget. It is anticipated that demand in FY 2017-18 will increase but at a more moderate rate. Cost increases for contracted service will be moderated by exercising the final option of a long-term service contract. The FY 2017-18 budget for contracted paratransit service is \$3,083,200, a 12% increase from the FY 2016-17 budget.

### Fuel

GCTD's FY 2017-18 fuel budget reflects a 0.4% increase from the FY 2016-17 budget, as the District continue to take advantage of the historic low commodity price for natural gas as well as the 4% discount from the published market rate GCTD receives as part of its third-party fuel purchase contract. To build in a level of conservatism, pricing used in this budget is at a higher level than is currently being paid, however these are the lowest published prices since June 2016. In 2016 Southern California Gas sharply increased their regulated transmission fees – the price they charge to deliver gas. In 2017 the price dropped back close to the previous level. GCTD's FY2017-18 budget for fuel/lubricants is \$785,100, of which \$743,600 is for CNG vehicle fueling.

### Debt Service

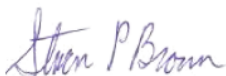
In March 2017 GCTD issued 30-year Certificates of Participation (COPs) to raise \$22,000,000 required to complete funding to construct the new GCTD Operations and Administration Facility in North Oxnard. The District realized capital funding in the amount of \$22,012,934 for the Project Fund and \$1,385,750 for the Reserve Fund.

The operating budget does not include a separate non-operating debt service budget that in FY 2017-18 requires first-year interest payments totaling \$875,561, with annual principal and interest payments averaging \$1.384 million commencing in FY 2018-19.

## III. RECOMMENDATIONS

**It is recommended that the Board of Directors receive, discuss and advise staff regarding the presentation on GCTD's proposed budget for FY 2017-18.**

Concurrence:



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Steven P. Brown  
General Manager

## Attachment "A"

**Gold Coast Transit**  
**Operating Budget Summary**  
**July 1, 2017 to June 30, 2018**

<u>Operating Revenues</u>	<u>FY15-16</u> <u>Budget</u>	<u>FY15-16</u> <u>Actuals</u>	<u>FY16-17</u> <u>Budget</u>	<u>Proposed</u> <u>Budget</u> <u>FY17-18</u>	<u>% +/-</u> <u>FY18 vs.</u> <u>FY17</u>
Passenger Fares-Fixed Route	\$3,285,400	\$3,068,465	\$3,209,400	\$3,050,500	(5.0%)
Passenger Fares-Paratransit	\$213,500	\$255,046	\$242,500	\$262,200	+8.1%
Interest	\$12,000	\$14,997	\$13,000	\$20,000	+53.8%
Advertising Income	\$245,000	\$153,164	\$180,000	\$160,000	(11.1%)
Energy Credit Revenue	\$121,200	\$292,366	\$354,200	\$353,500	N/A
Alternative Fuel Excise Tax Credit	\$0	\$743,034	\$251,000	\$0	N/A
Other	\$1,000	\$53,548	\$1,000	\$1,000	+0.0%
Operating Assistance-State	\$210,000	\$184,928	\$150,000	\$159,000	+6.0%
Operating Assistance-Local (LTF)	\$12,682,800	\$10,601,709	\$14,790,710	\$14,968,600	+1.2%
Other Local/State Assistance	\$0	\$23,045	\$0	\$0	N/A
Demo Project - Victoria Route	\$500,000	\$589,384	\$0	\$0	N/A
Demo Project - Wells Center/Nyeland Acres	\$684,000	\$435,689	\$560,000	\$600,000	N/A
JARC Funding For Route 20	\$133,400	\$133,400	\$0	\$0	N/A
Operating Assistance-Federal	\$1,050,000	\$1,050,000	\$1,050,000	\$1,050,000	+0.0%
Preventive Maintenance-Federal	\$1,632,700	\$1,632,700	\$1,607,177	\$1,719,989	+7.0%
Paratransit Assistance-Federal	\$840,000	\$840,000	\$896,613	\$944,811	+5.4%
Planning Assistance-Federal	\$200,000	\$200,000	\$200,000	\$200,000	+0.0%
Medi-Cal Reimbursement / Paratransit	\$120,000	\$46,258	\$125,000	\$195,000	+56.0%
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Other Fed Grants and Reimbursements	<u>\$0</u>	<u>\$49,547</u>	<u>\$0</u>	<u>\$0</u>	<u>N/A</u>
<b>TOTAL</b>	<b><u>\$22,096,000</u></b>	<b><u>\$20,367,279</u></b>	<b><u>\$23,630,600</u></b>	<b><u>\$24,036,600</u></b>	<b>+1.7%</b>
<u>Operating Expenses</u>	<u>FY15-16</u> <u>Budget</u>	<u>FY15-16</u> <u>Actuals</u>	<u>FY16-17</u> <u>Budget</u>	<u>Proposed</u> <u>Budget</u> <u>FY17-18</u>	<u>% +/-</u> <u>FY18 vs.</u> <u>FY17</u>
<b><u>FUNCTIONAL CATEGORIES</u></b>					
Employee Support	15,704,200	14,559,161	16,763,700	16,778,900	+0.1%
Service/Supplies - Operational	5,254,100	4,872,630	5,435,000	5,691,300	+4.7%
Service/Supplies - Support	<u>1,137,700</u>	<u>1,116,090</u>	<u>1,431,900</u>	<u>1,566,400</u>	+9.4%
<b>TOTAL</b>	<b><u>\$22,096,000</u></b>	<b><u>\$20,547,881</u></b>	<b><u>\$23,630,600</u></b>	<b><u>\$24,036,600</u></b>	<b>+1.7%</b>
<b><u>DEPARTMENT CATEGORIES</u></b>					
Fixed Route	11,895,000	11,135,177	12,527,600	12,561,300	+0.3%
Paratransit	2,924,600	2,847,427	3,074,400	3,388,400	+10.2%
Maintenance	3,479,600	3,135,045	3,638,300	3,629,500	(0.2%)
Administration	2,713,400	2,512,072	3,184,900	3,401,400	+6.8%
Planning and Marketing	<u>1,083,400</u>	<u>918,160</u>	<u>1,205,400</u>	<u>1,056,000</u>	(12.4%)
<b>TOTAL</b>	<b><u>\$22,096,000</u></b>	<b><u>\$20,547,881</u></b>	<b><u>\$23,630,600</u></b>	<b><u>\$24,036,600</u></b>	<b>+1.7%</b>
Total Fixed Route	\$19,171,400	\$17,700,454	\$20,556,200	\$20,648,200	+0.4%
Total Paratransit	\$2,924,600	\$2,847,427	\$3,074,400	\$3,388,400	+10.2%
Farebox Recovery Ratio	<u>19%</u>	<u>21%</u>	<u>19%</u>	<u>19.3%</u>	
FRR Fixed Route	<u>20%</u>	<u>23%</u>	<u>20%</u>	<u>20.0%</u>	
FRR Paratransit	<u>10%</u>	<u>13%</u>	<u>11%</u>	<u>14.6%</u>	



## Attachment "A"

**Gold Coast Transit**  
**Operating Budget Summary**  
**July 1, 2017 to June 30, 2018**

	<u>FY15-16</u>	<u>FY15-16</u>	<u>FY16-17</u>	<u>Proposed</u>	<u>% +/-</u>
	<u>Budget</u>	<u>Actuals</u>	<u>Budget</u>	<u>Budget</u>	<u>FY18 vs.</u>
				<u>FY17-18</u>	<u>FY17</u>
<b><u>Employee Support</u></b>					
Salaries	10,509,400	10,387,051	11,192,900	11,271,200	+0.7%
Health Benefits	1,806,000	1,683,040	1,843,200	1,851,800	+0.5%
WCI	911,600	908,835	1,132,400	1,019,800	(9.9%)
Retirement	1,935,800	1,105,983	1,973,000	1,973,700	+0.0%
Other Benefits	247,700	240,239	285,300	282,400	(1.0%)
Uniforms	77,400	60,271	79,400	81,400	+2.5%
Medical Exams	44,800	45,272	45,500	45,900	+0.9%
Safety & Training	102,500	88,377	127,000	117,500	(7.5%)
Employee Events	0	0	0	46,200	N/A
Contract Support	<u>69,000</u>	<u>40,093</u>	<u>85,000</u>	<u>89,000</u>	<u>+4.7%</u>
<b>TOTAL</b>	<b><u>\$15,704,200</u></b>	<b><u>\$14,559,161</u></b>	<b><u>\$16,763,700</u></b>	<b><u>\$16,778,900</u></b>	<b>+0.1%</b>
<b><u>Service/Supplies - Operational</u></b>					
Fuel/Lubricants	839,400	716,829	781,700	785,100	+0.4%
Tires	175,000	112,894	175,000	155,000	(11.4%)
Repair Parts	662,000	637,426	668,000	662,000	(0.9%)
CNG Fuel Station	100,000	58,738	90,000	100,000	+11.1%
Paratransit Service Contract	2,625,500	2,539,728	2,748,300	3,083,200	+12.2%
Contract Repair	270,000	355,167	335,400	327,500	(2.4%)
Contract Services	191,000	136,435	218,300	189,500	(13.2%)
Supplies	153,800	175,887	173,100	168,300	(2.8%)
Tickets/Schedules	86,000	69,747	71,000	70,000	(1.4%)
Marketing	130,600	49,056	146,800	112,000	(23.7%)
Interest Expense	3,000	4,767	5,000	6,000	+20.0%
OTC Facilities	11,600	15,507	15,000	14,000	(6.7%)
Maintenance Agreements	6,200	7,835	7,400	18,700	+152.7%
Warranty Recovery	0	0	0	0	+0.0%
<b>TOTAL</b>	<b><u>\$5,254,100</u></b>	<b><u>\$4,880,015</u></b>	<b><u>\$5,435,000</u></b>	<b><u>\$5,691,300</u></b>	<b>+4.7%</b>
<b><u>Service/Supplies - Support</u></b>					
Telephones/Utilities	192,600	186,209	209,400	198,000	(5.4%)
Insurance	582,600	628,360	867,800	1,022,600	+17.8%
Contract Services	70,000	49,951	51,000	63,000	+23.5%
Supplies	95,000	110,958	112,000	124,200	+10.9%
Legal	72,000	27,764	57,000	55,000	(3.5%)
Audit	40,000	31,250	32,000	32,000	+0.0%
Officers & Directors	40,000	45,397	55,000	24,500	(55.5%)
Dues	<u>45,500</u>	<u>36,203</u>	<u>47,700</u>	<u>47,100</u>	<u>(1.3%)</u>
<b>TOTAL</b>	<b><u>\$1,137,700</u></b>	<b><u>\$1,116,090</u></b>	<b><u>\$1,431,900</u></b>	<b><u>\$1,566,400</u></b>	<b>+9.4%</b>
<b>GRAND TOTAL</b>	<b><u>\$22,096,000</u></b>	<b><u>\$20,555,267</u></b>	<b><u>\$23,630,600</u></b>	<b><u>\$24,036,600</u></b>	<b>+1.7%</b>

**Gold Coast Transit**  
**Operating Budget Summary**  
**July 1, 2017 to June 30, 2018**

<b><u>FIXED ROUTE</u></b>	<b><u>FY15-16</u></b>	<b><u>FY15-16</u></b>	<b><u>FY16-17</u></b>	<b><u>Proposed</u></b>	<b><u>% +/-</u></b>
	<b><u>Budget</u></b>	<b><u>Actuals</u></b>	<b><u>Budget</u></b>	<b><u>Budget</u></b>	<b><u>FY18 vs.</u></b>
				<b><u>FY17-18</u></b>	<b><u>FY17</u></b>
<b><u>Employees</u></b>					
Salaries	7,227,400	7,306,962	7,652,800	7,763,900	+1.5%
Health Benefits	1,358,400	1,281,034	1,405,500	1,387,900	(1.3%)
WCI	794,500	792,090	994,500	896,000	(9.9%)
Retirement	1,326,000	737,057	1,317,800	1,365,200	+3.6%
Other Benefits	147,100	137,974	163,700	166,300	+1.6%
Uniforms	56,500	46,677	57,000	53,000	(7.0%)
Medical Exams	37,000	37,948	37,000	37,000	+0.0%
Safety & Training	22,500	15,802	22,500	22,500	+0.0%
<b><u>Service/Supplies - Operational</u></b>					
Fuel/Lube	709,700	581,179	647,100	655,100	+1.2%
Tires	95,000	64,854	100,000	80,000	(20.0%)
Supplies	6,500	22,214	7,800	7,800	+0.0%
Maintenance Agreements	6,200	7,835	7,400	18,700	+152.7%
<b><u>Service/Supplies - Support</u></b>					
Telephones/Utilities	<u>108,200</u>	<u>103,551</u>	<u>114,500</u>	<u>107,900</u>	(5.8%)
<b>TOTAL</b>	<b><u>\$11,895,000</u></b>	<b><u>\$11,135,177</u></b>	<b><u>\$12,527,600</u></b>	<b><u>\$12,561,300</u></b>	<b>+0.3%</b>

<b><u>MAINTENANCE</u></b>	<b><u>FY15-16</u></b>	<b><u>FY15-16</u></b>	<b><u>FY16-17</u></b>	<b><u>Proposed</u></b>	<b><u>% +/-</u></b>
	<b><u>Budget</u></b>	<b><u>Actuals</u></b>	<b><u>Budget</u></b>	<b><u>Budget</u></b>	<b><u>FY18 vs.</u></b>
				<b><u>FY17-18</u></b>	<b><u>FY17</u></b>
<b><u>Employees</u></b>					
Salaries	1,410,900	1,247,400	1,487,600	1,459,000	(1.9%)
Health Benefits	216,400	181,157	210,800	202,800	(3.8%)
WCI	108,700	108,370	126,400	114,700	(9.3%)
Retirement	256,200	147,063	258,400	249,000	(3.6%)
Other Benefits	41,600	39,161	44,200	50,200	+13.6%
Uniforms	19,000	10,017	20,500	26,500	+29.3%
Medical Exams	6,200	5,508	6,900	7,300	+5.8%
Safety & Training	16,000	12,398	18,000	29,000	+61.1%
Contract Support	10,000	17,393	10,000	22,000	+120.0%
<b><u>Service/Supplies - Operational</u></b>					
Fuel/Lubricants	23,000	27,059	30,000	31,000	+3.3%
Tires	80,000	48,040	75,000	75,000	+0.0%
Repair Parts	662,000	637,426	668,000	662,000	(0.9%)
CNG Fuel Station	100,000	58,738	90,000	100,000	+11.1%
Contract Repair	270,000	355,167	335,400	327,500	(2.4%)
Supplies	141,800	153,251	154,300	157,500	+2.1%
Warranty Recovery	0	-7,386	0	0	+0.0%
<b><u>Service/Supplies - Support</u></b>					
Telephones/Utilities	47,800	44,331	51,800	53,000	+2.3%
Contract Services	<u>70,000</u>	<u>49,951</u>	<u>51,000</u>	<u>63,000</u>	+23.5%
<b>TOTAL</b>	<b><u>\$3,479,600</u></b>	<b><u>\$3,135,045</u></b>	<b><u>\$3,638,300</u></b>	<b><u>\$3,629,500</u></b>	<b>(0.2%)</b>

**Gold Coast Transit**  
**Operating Budget Summary**  
**July 1, 2017 to June 30, 2018**

<u>ADMINISTRATION</u>	<u>FY15-16</u> <u>Budget</u>	<u>FY15-16</u> <u>Actuals</u>	<u>FY16-17</u> <u>Budget</u>	<u>Proposed</u> <u>Budget</u> <u>FY17-18</u>	<u>% +/-</u> <u>FY18 vs.</u> <u>FY17</u>
<u>Employees</u>					
Salaries	1,168,700	1,189,406	1,312,000	1,402,600	+6.9%
Health Benefits	138,500	128,094	129,700	155,600	+20.0%
WCI	5,100	5,085	7,000	5,200	(25.7%)
Retirement	234,300	144,577	260,500	234,300	(10.1%)
Other Benefits	45,100	47,317	55,500	53,400	(3.8%)
Uniforms	900	551	900	900	N/A
Medical Exams	1,000	897	1,000	1,000	+0.0%
Safety & Training	51,000	42,824	66,500	45,000	(32.3%)
Employee Events	0	0	0	46,200	N/A
Contract Support	59,000	22,700	75,000	67,000	(10.7%)
<u>Service/Supplies - Support</u>					
Telephones/Utilities	26,500	29,072	31,500	32,000	+1.6%
Insurance	582,600	628,360	867,800	1,022,600	+17.8%
Contract Services	106,700	36,159	85,300	64,300	(24.6%)
Supplies	93,500	91,651	95,500	106,700	+11.7%
Legal	72,000	27,764	57,000	55,000	(3.5%)
Interest Expense	3,000	4,767	5,000	6,000	N/M
Audit	40,000	31,250	32,000	32,000	+0.0%
Officers & Directors	40,000	45,397	55,000	24,500	(55.5%)
Dues	45,500	36,203	47,700	47,100	(1.3%)
<b>Total</b>	<b><u>\$2,713,400</u></b>	<b><u>\$2,512,072</u></b>	<b><u>\$3,184,900</u></b>	<b><u>\$3,401,400</u></b>	<b>+6.8%</b>
<u>PARATRANSIT / PLANNING AND MARKETING</u>					
<u>PARATRANSIT / PLANNING AND MARKETING</u>	<u>FY15-16</u> <u>Budget</u>	<u>FY15-16</u> <u>Actuals</u>	<u>FY16-17</u> <u>Budget</u>	<u>Proposed</u> <u>Budget</u> <u>FY17-18</u>	<u>% +/-</u> <u>FY18 vs.</u> <u>FY17</u>
<u>Employees</u>					
Salaries	702,400	643,282	740,500	645,700	(12.8%)
Health Benefits	92,700	92,755	97,200	105,500	+8.5%
WCI	3,300	3,290	4,500	3,900	(13.3%)
Retirement	119,300	77,287	136,300	125,200	(8.1%)
Other Benefits	13,900	15,788	21,900	12,500	(42.9%)
Uniforms	1,000	3,026	1,000	1,000	N/A
Medical Exams	600	919	600	600	+0.0%
Safety & Training	13,000	17,353	20,000	21,000	+5.0%
<u>Service/Supplies - Operational</u>					
Paratransit Service Contract	2,625,500	2,539,728	2,748,300	3,083,200	+12.2%
Fuel/Lubricants	106,700	108,591	104,600	99,000	(5.4%)
Tickets/Schedules	86,000	69,747	71,000	70,000	(1.4%)
Marketing	125,600	48,166	139,300	104,500	(25.0%)
Contracts	46,000	69,749	62,700	54,000	(13.9%)
OTC Facilities	11,600	15,507	15,000	14,000	(6.7%)
<u>Service/Supplies - Support</u>					
Telephones/Utilities	10,100	9,254	11,600	5,100	(56.0%)
Supplies	7,000	19,729	27,500	20,500	(25.5%)
Contract Services	<u>38,300</u>	<u>30,526</u>	<u>70,300</u>	<u>71,200</u>	+1.3%
<b>TOTAL</b>	<b><u>\$4,003,000</u></b>	<b><u>\$3,764,697</u></b>	<b><u>\$4,272,300</u></b>	<b><u>\$4,436,900</u></b>	<b>+3.9%</b>
<b>PARATRANSIT</b>	<b><u>\$2,924,600</u></b>	<b><u>\$2,847,427</u></b>	<b><u>\$3,074,400</u></b>	<b><u>\$3,388,400</u></b>	<b>+10.2%</b>
<b>PLANNING AND MARKETING</b>	<b><u>\$1,083,400</u></b>	<b><u>\$918,160</u></b>	<b><u>\$1,205,400</u></b>	<b><u>\$1,056,000</u></b>	<b>(12.4%)</b>

## Attachment "B"

<b>TDA - LTF REVENUE PROJECTIONS</b>	<b>TOTAL</b>	<b>OJAI</b>	<b>OXNARD</b>	<b>PORT HUENEME</b>	<b>VENTURA</b>	<b>VENTURA COUNTY</b>	
<b>February 2017-18 Prelim. LTF Allocation</b> (Subject to Final VCTC Adoption)	<b>\$14,979,129</b>	<b>\$252,217</b>	<b>\$6,982,531</b>	<b>\$765,796</b>	<b>\$3,661,902</b>	<b>\$3,316,683</b>	
<b>FUNDING REQUESTS FOR RECURRING TRANSIT REQUIREMENTS</b>							
Ojai Trolley Operations & Maintenance	Ojai	\$182,000	\$182,000				
OTC Operation & Maintenance / Transit Services	Oxnard	\$467,758	\$467,758				
VTC Operation & Maintenance	Ventura	\$200,129			\$200,129		
Recurring Bus Stop Maintenance	Oxnard/P.H.	\$62,500	\$52,500	\$10,000			
County Transit Services Management & Oversight	Ventura County	\$170,000				\$170,000	
Transit Service - Heritage Valley	Ventura County	\$250,000				\$250,000	
Transit Service - Oak Park D-A-R	Ventura County	\$0				\$0	
Transit Service - Ojai Trolley	Ventura County	\$232,000				\$232,000	
Transit Service - T.O. D-A-R / Unincorporated Area	Ventura County	\$110,000				\$110,000	
Transit Service - ECTA D-A-R	Ventura County	\$22,000				\$22,000	
Transit Service - Kanan Road Shuttle	Ventura County	\$350,000				\$350,000	
<b>TOTAL - RECURRING TRANSIT REQUIREMENTS</b>		<b>\$2,046,387</b>	<b>\$182,000</b>	<b>\$520,258</b>	<b>\$10,000</b>	<b>\$200,129</b>	<b>\$1,134,000</b>
Less: Credit for FY 2015-16 Operating Carryover		(\$269,446)	\$0	\$0	(\$14,610)	(\$103,896)	(\$150,940)
Net LTF Funding for FY 2017-18 Recurring Transit Requirements		<b>\$1,776,941</b>	<b>\$182,000</b>	<b>\$520,258</b>	<b>(\$4,610)</b>	<b>\$96,233</b>	<b>\$983,060</b>
<b>FY 2017-18 FUNDING BASELINE</b>							
		\$2,539,252	\$113,309	\$520,769	\$57,284	\$260,384	\$1,587,506
<b>Amount Requested Under/(Above) Baseline</b>							
		\$492,865	(\$68,691)	\$511	\$47,284	\$60,255	\$453,506
<b>REQUESTED MEMBER CAPITAL IMPROVEMENT PROJECTS</b>							
Pressure Washer Truck	Ventura	\$60,000				\$60,000	
Bus Stop Upgrades	Ventura County	\$150,000				\$150,000	
Route 22 Bus Stops	Ventura County	\$34,295				\$34,295	
Bus Stop Amenities	Port Hueneme	\$26,039			\$26,039		
Prior Year Capital Funding Return	Oxnard	(\$268,889)		(\$268,889)			
Bus Stop Capital Improvement Program	Oxnard	\$268,889		\$268,889			
<b>TOTAL CAPITAL IMPROVEMENTS</b>		<b>\$270,334</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,039</b>	<b>\$60,000</b>	<b>\$184,295</b>
Less: Credit for FY 2014-15 Capital Carryover		\$0	\$0	\$0	\$0	\$0	\$0
Net LTF Funding for FY 2017-18 Capital Improvement Projects		<b>\$270,334</b>	<b>\$0</b>	<b>\$0</b>	<b>\$26,039</b>	<b>\$60,000</b>	<b>\$184,295</b>
<b>TOTAL NET MEMBER FUNDING REQUIREMENTS</b>		<b>\$2,047,275</b>	<b>\$182,000</b>	<b>\$520,258</b>	<b>\$21,429</b>	<b>\$156,233</b>	<b>\$1,167,355</b>
<b>Available LTF Funding for GCTD</b>		<b>\$12,931,854</b>					

May 3, 2017

(Dollars in Thousands)

**FY2017-18 Revenue Sources**

<b>FY2017-18 LTF Revenue</b>	<b>\$14,979</b>
<b>FY2017-18 Federal Revenue</b>	<b>\$5,380</b>
<b>FY2017-18 State Transit Assistance</b>	<b>\$159</b>
<b>Passenger Fares</b>	<b>\$3,313</b>
<b>Other Local Revenue</b>	<b>\$729</b>
<b>FY15-16 LTF Revenue Carryover</b>	<b>\$2,446</b>
<b>FY2016-17 Federal Revenue</b>	<b>\$1,830</b>
<b>Deferred Local (Non-TDA) Revenue</b>	<b>\$425</b>
<b>FY 16-17 Funds Budgeted for COP Payments</b>	<b><u>\$1,125</u></b>
<b>Total Revenue Sources</b>	<b>\$30,386</b>

**FY2017-18 Revenue Uses**

<b>Operating Budget</b>	<b>\$24,037</b>
<b>FY17-18 COP Interest Payments</b>	<b>\$876</b>
<b>Member Recurring Transit Requirements</b>	<b>\$1,777</b>
<b>Member Capital Improvements</b>	<b><u>\$270</u></b>
<b>Total FY2017-18 Revenue Uses</b>	<b>\$26,959</b>

<b>Revenue Carried Over to FY 2018-19</b>	<b>\$3,426</b>
<b>Current Year Revenue Surplus/(Deficit)</b>	<b>(\$2,399)</b>