

CHAPTER 4

FY 2013-2014 FINANCIAL DATA

This section reflects GCTD's financial data for FY 2012-13 and FY 2013-14. This data is derived from the District's 2014 Comprehensive Annual Financial Report (CAFR). The CAFR is in conformance with the principles and standards for financial reporting set forth by the Government Accounting Standards Board (GASB).

Operating Revenue as described below, is based on a combination of federal, state and local sources, passenger fares, advertising and other revenue. Operating Expenses are developed through GCTD's annual budget process. Projected operating revenue and expenses for GCTD's five-year planning period are presented in Chapter 7.

Table 4.1: GCTD Operating Revenue FY 2013-14 & FY 2012-13

	2014	2013	Increase (Decrease)	% Increase (Decrease)
Operating Revenues:				
Fixed Route Passenger Fares	\$ 3,386,373	\$ 2,908,016	\$ 478,327	16.4%
ACCESS Paratransit Fares	\$ 328,541	\$ 240,054	\$ 88,487	36.9%
Total Operating	\$ 3,714,914	\$ 3,148,100	\$ 566,814	18.0%
Non-operating:				
Local Assistance	\$ 9,631,812	\$ 8,976,086	\$ 655,726	7.3%
Federal Funding	\$ 4,733,271	\$ 3,855,259	\$ 878,012	22.8%
State Funding	\$ 192,000	\$ 196,076	\$ (4,076)	-2.1%
Other	\$ 259,485	\$ 466,746	\$ (207,261)	-44.4%
Total Non-operating	\$ 14,816,568	\$ 13,494,167	\$ 1,322,401	9.8%
Total Revenues	\$ 18,531,482	\$ 16,642,267	\$ 1,889,215	11.4%

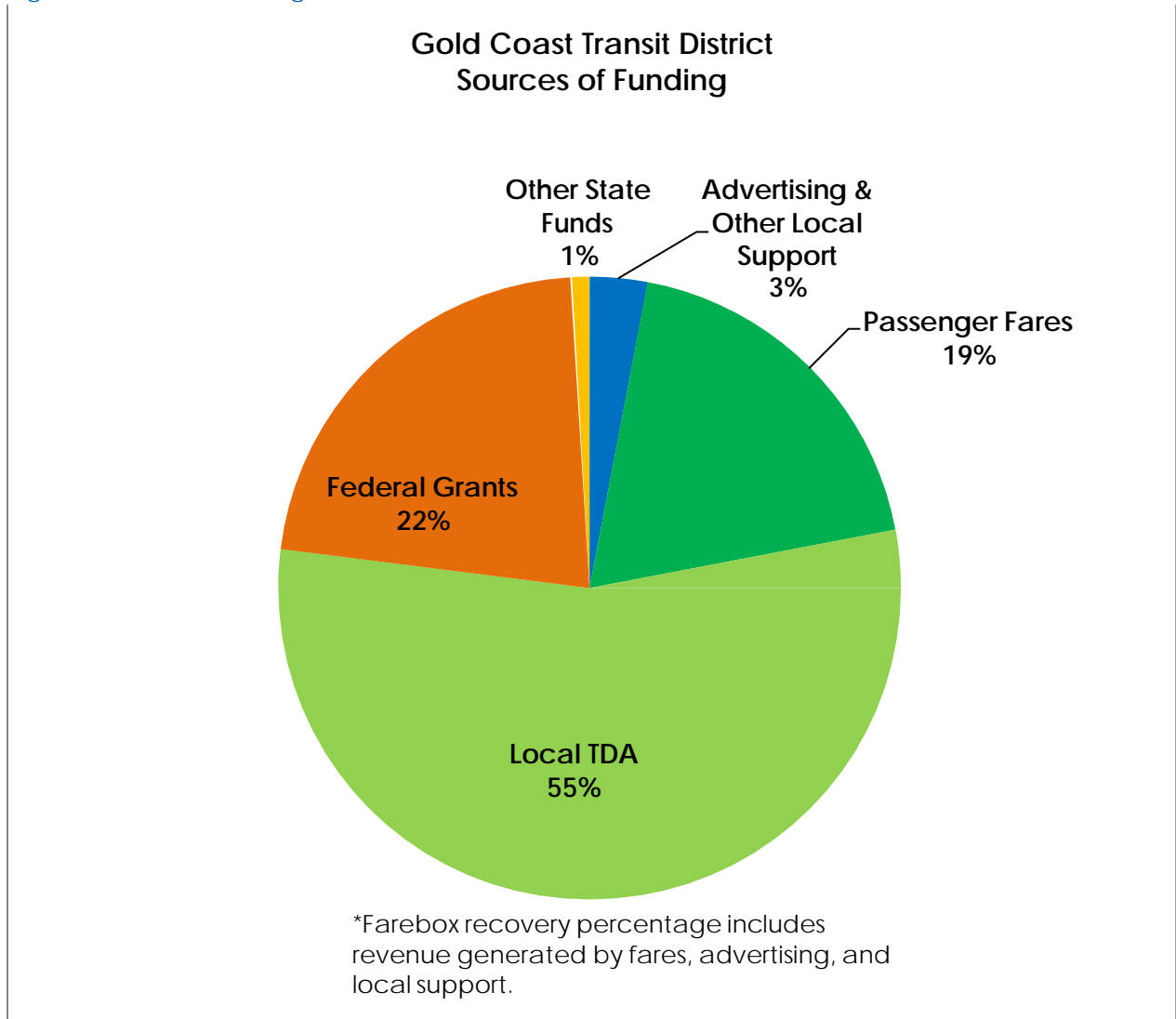
Table 4.2: GCTD Operating Expense FY 2014 & FY 2013

	2014	2013	Increase (Decrease)	% Increase (Decrease)
Operating Expenses				
Vehicle Operation	\$ 10,431,838	\$ 9,171,277	\$ 1,260,561	13.7%
Vehicle Maintenance	\$ 2,917,575	\$ 2,468,149	\$ 449,426	18.2%
Planning and Marketing	\$ 722,554	\$ 848,095	\$ (125,541)	-14.8%
Operations and administration	\$ 1,917,331	\$ 1,921,105	\$ 26,226	1.4%
Paratransit	\$ 2,512,184	\$ 2,233,641	\$ 278,543	12.5%
Operating Expen. Before Depr.	\$ 18,531,482	\$ 16,642,267	\$ 1,889,215	11.4%
Depreciation	\$ 2,519,756	\$ 2,924,100	\$ (404,344)	-13.8%
Total Operating Expenses	\$ 21,051,238	\$ 19,566,367	\$ 1,484,871	7.6%

FUNDING SOURCES

The provision of sustainable and permanent transit funding sources, along with local matching funds sufficient to provide the desired level of service, are the primary factors in ensuring that the most attainable transit service is available. The following provides an overview of GCTD's funding sources. The actual funding amounts expected to be available to GCTD from various sources over the next five years is discussed in Chapter 7.

Figure 4.1: GCTD Funding Sources



FIXED-ROUTE FARES

Passenger fares are set by the Board of Directors and changed when necessary by the Board. GCTD provides reduced fares for seniors and persons with disabilities in full compliance with the ADA.

The fare structure plays an important role in meeting the farebox recovery ratio (FBRR) required by the California Transportation Development Act (TDA). The FBRR is the percentage of an

agency's operating cost that is recovered through passenger fares. In order to continue receiving funding through TDA, GCTD is required to maintain a minimum FBRR of at least 20% for fixed-route and 10% for paratransit. Local funds as well as advertising and other revenue may be included in the FBRR calculation. An analysis provided in the CAFR indicates that in FY 2013-14 GCTD has a FBRR of 24.2% for fixed-route and 13.1% for paratransit; for a combined FBRR of 22.5%. Over the past several years GCTD has maintained a FBRR that meets TDA requirements.

It is recognized that decisions for raising fares are difficult. While generating more revenue, fare increases levy an additional burden on riders, and may even lead to a decrease in ridership. The potential effects of a fare increase must be weighed against the ability of the transit operator to maintain existing service or enhance service without additional revenue. GCTD last raised its fares in two phases: the first on January 24, 2010, and again on August 21, 2011. This Short Range Transit Plan does not recommend any additional fare increase at this time.

TRANSPORTATION DEVELOPMENT ACT (TDA)

The major portion of TDA funding is provided through the Local Transportation Fund (LTF). The majority of funds must be used primarily for transit purposes. TDA-LTF, a quarter-cent state sales tax provided by the TDA of 1971, provides the largest annual subsidy to GCTD.

FEDERAL GRANTS

Federal funds that GCTD receives for operations are discussed below.

- **FTA 5307 Urbanized Area Formula Program** - A mainstay of transit funding for transit agencies across the country is the FTA's Urbanized Area (UZA) Formula Program (Section 5307). It is GCTD's primary source of federal funding.
- **Congestion Mitigation and Air Quality (CMAQ)** - CMAQ funds are available to metropolitan areas that are not in compliance with federal air quality standards. They provide partial funds for capital needs and operating purposes (up to three years) for implementation of demonstration projects designed to mitigate ozone or carbon monoxide. Ventura County is non-compliant with air quality standards and is eligible for CMAQ funds. GCTD has previously received CMAQ funds for its Route 17 Esplanade-Oxnard College and Route 21 Victoria Avenue service projects. Most recently, GCTD has been awarded CMAQ funds for its new Route 22 Saticoy-St. John's-Nyeland Acres, linking east Ventura directly to Oxnard.
- **Jobs Access Reverse Commute (JARC)** - JARC funds were established to provide transportation to and from jobs as a means of addressing challenges faced by welfare recipients and low income persons seeking to obtain and maintain employment. JARC funds are no longer awarded, but previous funds supported implementation of GCTD Routes 19 and 20, OTC-Fifth St.-Gonzales Rd. These two routes serve Oxnard's medical and industrial facilities located west of Rose Avenue.

- **Section 5339- Bus and Bus Facilities** – This formula program was authorized under MAP-21 to provide capital funding to replace, rehabilitate, and purchase buses and related equipment, and to construct bus-related facilities.

STATE TRANSIT ASSISTANCE

In addition to LTF funding, the TDA includes State Transit Assistance (STA) funds, comprised of a portion of the sales tax on fuel. These funds are available only for transit expenses. GCTD has historically used STA funds for operating costs but it can be used for capital costs as well.

OTHER STATE TRANSIT SUBSIDY SOURCES

These subsidies are the result of fairly recent legislative activity and bond measure passage.

- **Cap-and-Trade** – California has established a market-based “cap-and-trade,” or Low-Carbon Transit Operations Program (LCTOP), to reduce greenhouse gases (GHGs) from multiple sources. Cap-and-trade sets a limit, or cap, on GHGs and minimizes the compliance costs of achieving GHG reduction. Trading creates incentives to reduce GHGs below allowable levels through investments in clean technologies. While this is a recent funding source, and GCTD receipts are expected to be minimal (under \$100,000) initially, the District expects to receive an increasingly larger annual amount from the LCTOP.
- **Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA)** – PTMISEA was created by Proposition 1B, the Highway Safety, Traffic Reduction Air Quality and Port Security Bond Act of 2006. PTMISEA projects typically do not require a local funding component. PTMISEA funds have been provided in support of GCTD’s Vehicle Annunciators, replacement buses, paratransit vehicles and the new Administration and Operations Facility.
- **Proposition 1B Security Funds** – 1% of the overall Prop 1B funds are allocated to security projects. GCTD has used these funds to purchase laptops for supervisor vehicles, the Customer Service Center security enhancements and will help fund security projects for the new Administration and Operations Facility.

MEDI-CAL MAA REIMBURSEMENT FOR PARATRANSIT

This funding is based on a Medical Administrative Activities (MAA) Claiming Plan agreement with Ventura County that allows GCTD to claim reimbursement for 50% of GO ACCESS trips provided to qualified recipients to eligible destinations.

ADVERTISING

This element consists primarily of revenue from on-vehicle advertising, a modest but important source of funding for GCTD. The largest portion of this source is for exterior advertising, rather than interior "car card" advertising. It is within the powers of the Board of Directors to set advertising rates.

CHAPTER 5

CAPITAL ASSETS

This chapter describes the capital assets of GCTD, including revenue and nonrevenue vehicles, operations facilities, passenger facilities and other assets.

VEHICLE REVENUE FLEET

GCTD operates a fleet of 56 fixed-route (35' and 40') buses, all using clean burning CNG. During peak travel periods, 47 of its 56 buses are dispatched for service. This allocation allows GCTD to maintain a spare ratio of 20 percent, in accordance with the requirements of Federal Transit Administration (FTA) Circular 90301A. The fleet inventory is provided in Appendix IV.



GCTD is required to maintain a useful life of at least 12 years for fixed-route buses, based on FTA Circular

D- Useful Life Policy. The maintenance program that enables GCTD to meet and support this requirement is also described in Appendix IV.

GCTD GO ACCESS operates a fleet of 20 cutaway buses and four smaller MV-1 vans, all using clean burning CNG. These vehicles are maintained by the GO ACCESS operator, MV Transportation.

NONREVENUE VEHICLES AND OTHER ASSETS

Staff, Relief Cars and Operational Vehicles - GCTD maintains a fleet of 21 non-revenue vehicles that are required to support ongoing operations. These include administration, supervisory and relief vehicles. GCTD has a total of 15 Honda Civics, all powered by CNG. GCTD also has three vans, two for operations supervisors and one for general purpose use, and three pick-up trucks for maintenance purposes. In addition, GCTD's Maintenance Department also has a propane powered fork lift for maintenance and yard tasks.

CNG Fueling Station - In January 1993 the Board of Directors selected CNG as the preferred fuel for replacement and expansion vehicles, beginning with the replacement vehicles procured in FY 1993-94. Funding commitments toward the purchase of CNG vehicles and support equipment included FTA Section 9 funds, Congestion Mitigation and Air Quality (CMAQ) funds, the Ventura County Clean Air Fund and funds from The Gas Company (Southern California Gas). As a result of these funding commitments, GCTD began operating its own CNG fueling station.

NEW ADMINISTRATION & OPERATIONS FACILITY

GCTD is proceeding with development of a new LEED certified facility at 1901 Auto Center Drive in Oxnard.

Site acquisition of the property is complete and GCTD has received CEQA and NEPA clearance. The new facility will provide sufficient capacity to meet GCTD's projected service expansion goals and improved operating efficiencies.

This new facility will house the District's administrative office and fixed-route operation and maintenance facility. With this new facility, GCTD has room to expand and provide more service to meet the demands of the community. Renderings of the new facility are shown below. Additional information about the new facility can be found at www.goldcoasttransit.org/news/newfacility.



PASSENGER FACILITIES

Passenger facilities such as transit centers, bus stops and the Customer Service Center are an essential part of a successful transit system. They provide the public with a point of entry into the transit system and set the stage for a positive experience with public transit. In the GCTD service area, all passenger facilities are owned and maintained by the District's member agencies. However, GCTD provides a portion of the annual TDA allocation to each member to fund the maintenance of passenger facilities.

BUS STOPS

The first interaction between the passenger and the transit system is the bus stop. Passenger accessibility, safety and security needs, as well as operational needs are all considered in the location and placement of bus stops. Transit users, including students, commuters, shoppers, and the elderly and disabled, can access the community through the extensive network of 722 bus stops in GCTD's system.

The amenities and land where these bus stops are located are owned by the jurisdiction being served. Many of these stops have been in place since GCTD's inception. To accommodate changes to these stops and incorporate new stops into its service area, GCTD and its member agencies have developed *Bus Stop Guidelines* for providing physical design specifications recommended for incorporation into local comprehensive plan policies, land use ordinances, pedestrian plans, and street design requirements. These guidelines take into consideration the operational needs of GCTD, passenger accessibility, the requirements of the ADA, other federal and state accessibility mandates and public safety.

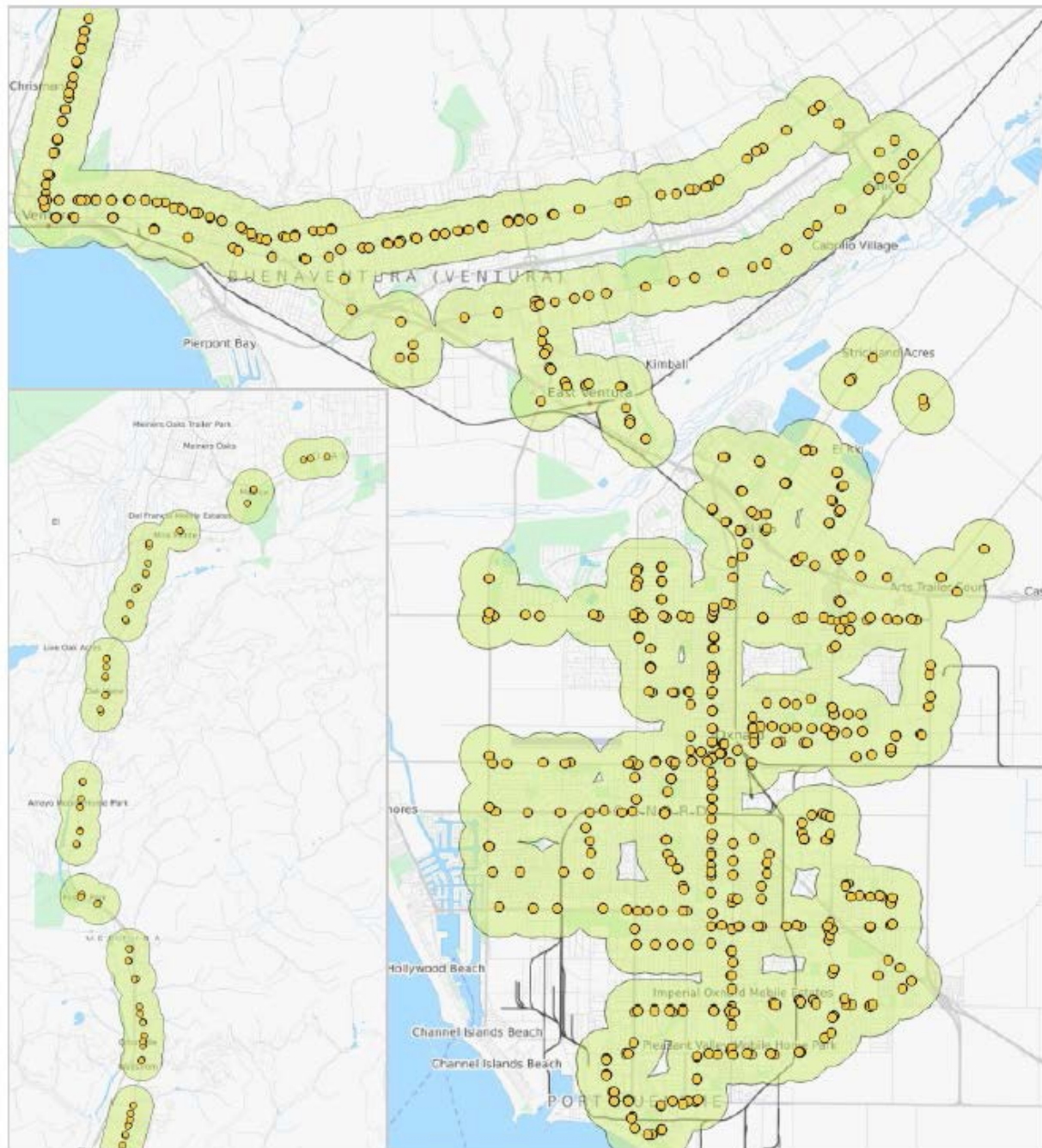
The purpose of these guidelines is to promote consistency in bus stop placement and design, encourage member agencies and developers to design clean and attractive bus stops that meet the operational requirements of GCTD's fleet, and encourage members of the community to use public transit through the provision of safe, comfortable, convenient, and consistent bus stops. The *Bus Stop Guidelines* can be found on GCTD's website at www.goldcoasttransit.org.

Looking forward, GCTD plans to update the bus stop signs with the new logo and colors, making them more visible for passengers and operators. Staff also intends to work on creating a bus stop improvement plan and develop a memorandum of understanding with our member agencies, who own the actual stops. Possible bus stop opportunities in the future are solar lighting and motion sensor or pedestrian actuated lighting at stops.

The map on the following page shows that a significant percentage of the population live within a convenient ten minute walk of a bus stop.



Figure 5.1: Bus Stop Coverage Map



Key

- Bus Stop
- 10 minute walk (2000 ft)

Population Served by transit within a 10 minute walk

Oxnard	84.0%
Ventura	65.7%
Port Hueneme	96.1%
Ojai	35.9%
Unincorporated	32.9%
Total Service Area	77.7%

Note: Meiners Oaks, Ventura Harbor, and Oxnard Beach areas are served by Ojai Trolley, Ventura Trolley, and Oxnard Harbor Dial-A-Ride respectively.

Source: US Census Bureau
 2010 Census

TRANSIT CENTERS

The following are facilities that provide connectivity between different parts of the GCTD service area and the wide range of population centers within the GCTD service area.

Oxnard Transit Center (OTC) – Downtown Oxnard



The OTC serves as a major multimodal transfer facility located on Fourth Street in Downtown Oxnard. The facility was built in 1986 and serves as a terminus for routes 1A, 1B, 2, 3, 4A, 4B, 5, 6, 8, 18, 19, 20 and the VCTC Intercity Conejo Connection route. It is a major transfer point for buses traveling to and from Ventura, south Oxnard and Port Hueneme. The GCTD Customer Service Center is also located in the OTC terminal building.

Ventura Transit Center (VTC) – Pacific View Mall

The VTC is located adjacent to the Pacific View Mall and is served by routes 6, 10, 11, 16 and 21 as well as the VCTC Intercity Coastal Express, Highway 101 and Highway 126 routes. It was built in 2002 and is the main transfer point for buses traveling to and from Oxnard, Ojai, west Ventura and east Ventura. Unlike the OTC, this facility does not currently have access to GCTD customer service assistants and the nearest location to buy passes is over a mile away, but there is potential for a customer service center or ticket vending machine here in the future.



C Street Transfer Center (CTC) – Centerpoint Mall



The CTC provides on-street transfers for buses traveling to South Oxnard, Port Hueneme, Ventura, the VTC and the OTC. It serves routes 1A, 1B, 3, 7, 8, 9, and 21 as well as VCTC Intercity CSUCI–Oxnard route. The CTC has multiple stops in both directions on C Street, directly adjacent to retail shops and medical facilities. Similar to the VTC, this facility does not have access to GCTD customer service assistants.

Wells Center – East Ventura

Wells Center is a small transfer location in east Ventura that serves as a transfer point between routes 10, 11 and 22 as well as the VCTC Intercity Highway 126 route. These routes provide service to midtown Ventura and north Oxnard. As part of the SRTP outreach process, improvements to the Wells Center were requested (please see Appendix II for more details).

CUSTOMER SERVICE CENTER (CSC)

The CSC is located in the north end of the Oxnard Transit Center. Its purpose is to provide assistance to the public regarding bus routes, service, purchasing bus passes, and the myriad of questions transit users have as they navigate public transit. The CSC is currently staffed with two bi-lingual customer service assistants and is open Monday through Friday, 7 a.m.-7 p.m.



The current design of the CSC limits its operating efficiency. To keep up with its high standard for customer service, GCTD is upgrading the CSC to increase functionality and safety. When complete, the project will include three new sales windows, replacement of obsolete electronic systems, reorganized interior space, improved security systems and reconstruction of the interior restroom to meet ADA standards. The design of this upgrade is complete and construction is expected to be completed in late 2015.