



ACTION	TYPE OF ITEM
<input type="checkbox"/> Approved Recommendation	<input checked="" type="checkbox"/> Info/Consent
<input type="checkbox"/> Ord. No(s). _____	<input type="checkbox"/> Report
<input type="checkbox"/> Res. No(s). _____	<input type="checkbox"/> Public Hearing (Info/consent)
<input type="checkbox"/> Other _____	<input type="checkbox"/> Other _____

Prepared By: Martin R. Erickson *MRE* Agenda Item No. I-4  
 Reviewed By: City Manager *[Signature]* City Attorney *[Signature]* Finance *[Signature]* Other (Specify) \_\_\_\_\_

**DATE:** April 28, 2011

**TO:** City Council

**FROM:** Martin R. Erickson, Special Assistant to the City Manager  
City Manager's Office *[Signature]*

**SUBJECT:** Gold Coast Transit (GCT) FY 2011/12 Capital and Operating Budget

**RECOMMENDATION**

That City Council support the GCT Fiscal Year (FY) 2011/12 proposed capital and operating budget in an amount not to exceed \$4,981,910 for fixed route service, senior and disabled paratransit service, and the capital program.

**DISCUSSION**

Gold Coast Transit (GCT) is the public transit provider for western Ventura County. GCT is a Joint Powers Agency (JPA) with five members: City of Oxnard, City of Ventura, City of Ojai, City of Port Hueneme and the County of Ventura.

GCT's budget responds to a challenging environment for public transit, and maintains the successful track record of recent service improvements and ridership increases. Some of the highlights are listed below:

- The budget before City Council responds to a challenging fiscal environment, yet it also includes service enhancements in the City of Oxnard.
- GCT is working to attract more "choice" riders away from their cars and to choose transit instead of driving their automobile.
- GCT is assisting the City to meet its air-quality goals, as well as its commitment to offer "balanced" transportation options to its residents.
- GCT ACCESS paratransit service for seniors and disabled riders continues to operate efficiently and effectively with a very low rate of customer complaints.

A significant challenge for GCT and the provision of all public transit in Ventura County is the sharp reduction over the past five years in Transportation Development Act (TDA) funding, derived from the quarter cent sales tax collected statewide. Fortunately, TDA revenue projections are up for this year; yet the continued uncertainty for transit funding at the state and federal level means that the GCT budget will need to be focused on near-term service provision. This year the City of Oxnard will expend all its TDA funding on transit purposes.

In early 2010, GCT staff prepared a Transit Service Strategy and Plan for potential service improvements, some components of which are included in the FY 11/12 budget proposal. They include improving trip time and more efficient route structure for various Oxnard lines of service. GCT staff in conjunction with the City held two public meetings (one on April 14 from 4-6 pm at the Oxnard Transportation Center, and the other on April 21 from 6-8 pm at CAUSE Centro Mujer Community Room) to present the improvements and gather input. Residents who attended the meetings responded favorably to the service improvements implemented in Oxnard, particularly the Line 19 serving Via Victoria. There were also calls for additional service, as well as for improvements in on-time performance.

Additionally, GCT staff has been working closely with City Development Services staff to condition developments to be more transit oriented. This is important not only for improving transit ridership, but also for reducing automobile traffic and improving air-quality. With the recent passage of SB 375 (Steinberg), reducing greenhouse gas emissions is now State policy; and transit will play a critical role in meeting the goals set forth by this legislation. One of the changes approved to the GCT JPA in 2007 allows member agencies to allocate non-TDA funds to GCT. This provides benefits to both the member agency (the City) and to GCT. For the City, it allows TDA monies to be used for additional City transit purposes and opens up the option of conditioning future developments to pay for specified transit services. For GCT, receiving non TDA revenues will help them meet the 20% farebox requirement as it pertains only to TDA revenues. GCT is requesting \$300,000 of non-TDA funds for FY 11/12, and City staff has identified air-pollution-buy-down funding as the source for this non-TDA revenue as it must be spent on activities linked to reducing air-pollution, such as transit.

## **FINANCIAL IMPACT**

The City of Oxnard has historically funded GCT with its apportionment of Transportation Development Act (TDA) funds. Because TDA funds are intended for transit needs, staff projects adequate revenue to fund GCT at the proposed amount of \$4,981,910. City staff will incorporate \$300,000 of air-pollution-buy-down funds into the FY 11/12 TDA claim when it is submitted to City Council in November, 2011.