

Santa Barbara Metropolitan Transit District

Adopted Budget

Fiscal Year

July 1, 2013 through June 30, 2014



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Proposed: June 11, 2013

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Budget Summary

(Budget Assumes Receipt of all 5307 Federal Operating Assistance)

Service

- Base service hours are budgeted to increase by 1,412 or 0.7%.
- Ridership is projected to increase by 1.5%
- The additional service is intended to boost lines that are experiencing significant overload issues.
- Funding provided by Caltrans for the Coastal Express Limited service is anticipated to be exhausted midway through fiscal year 2013-14

Revenues

- Due to an objection filed with the U.S. Department of Labor (DOL) by Teamsters Local 186 related to the State of California's implementation of the Public Employee Pension Reform Act of 2013 (PEPRA), the federal operating assistance grant for fiscal year 2012-13 has been suspended pending DOL's review. As a result, \$4,825,078 in fiscal year 2012-13 operating assistance is in limbo, which will eventually result in a cash crisis for the District if the matter is not resolved early in fiscal year 2013-14.

- Staff estimates that TDA-LTF sales tax revenue generated in fiscal year 2012-13 will be approximately \$6,782,292. The District has been allocated \$7,135,408 in TDA-LTF sales tax revenue for fiscal year 2013-14.

Note: Transportation Development Act - Local Transportation Fund (TDA-LTF) sales tax revenue is used to balance the District's operating budget. TDA-LTF sales tax revenue not applied to either operating or capital activities is reported as Net Assets – Unrestricted.

- Passenger Fare revenue of \$7,985,819 is slightly less than the prior year estimate.

Expenses

- Annual operating expense is projected to increase by \$1,276,623 or 5.8% from the prior year estimate.
- Wages & Benefits are budgeted to increase by \$902,645 or 6% from the prior year estimate. The budget assumes a CPI increase of 2% for all wage rates and additional funding for health insurance premiums.
- Fuel/Electric Bus Power cost of \$2,400,857 reflects an \$87,323 or 4% increase versus the prior year estimate. Staff assumed an average price of \$3.30 per gallon of diesel fuel for the upcoming year. The price per gallon includes delivery expense but not taxes.

Net Assets – Unrestricted

- Staff is not recommending the use of unrestricted net assets to balance the budget in fiscal year 2013-14.¹

¹ However, the estimated unfunded OPEB liability is expected to result in the use of nearly \$500,000 in unrestricted net assets at the end of the year once the actuarially derived estimate is posted.

Operating & Capital Budgets

	Actual 2011-12	Final Estimate 2012-13	Adopted Budget 2013-14	Change from Estimate
Operating Budget				
Total Operating Revenue	\$22,248,845	\$21,881,543	\$23,158,166	6%
Sales Tax Revenue (TDA-LTF)	\$5,886,920	\$5,276,998	\$6,604,935	25%
Passenger Fares	8,136,841	8,071,422	7,985,819	-1%
Local Operating Assistance	188,231	188,952	105,680	-44%
Federal Operating Assistance	4,263,231	4,825,078	4,825,078	0%
Measure A	1,731,182	1,772,609	1,882,539	6%
Property Tax	898,591	962,796	965,000	0%
Other Sources	799,351	748,975	789,115	5%
Federal CMAQ Assistance	344,498	34,714	0	-100%
Total Operating Expense	\$22,248,845	\$21,881,543	\$23,158,166	6%
Wages & Benefits	\$15,478,491	\$15,125,587	\$16,028,232	6%
Workers Compensation	583,913	1,134,498	1,030,560	-9%
Materials/Supplies	1,063,241	1,093,368	1,151,305	5%
Services/Utilities/Misc	2,554,406	1,640,152	1,922,944	17%
Fuel/Electric Bus Power	1,994,390	2,313,534	2,400,857	4%
ADA Paratransit	574,404	574,404	624,268	9%
Farebox Recovery Ratio	36.6%	36.9%	34.5%	-7%
Capital Budget				
Total Capital Revenue	\$951,984	\$2,093,605	\$16,296,580	
(TDA-LTF) Current Year (applied to Capital)	\$0	\$0	\$0	
(TDA-STA) State Transit Assistance - Current Year	0	0	0	
(TDA-STA) State Transit Assistance - Prior Year	259,569	641,000	3,960,918	
Measure A - Capital Replacement Fund	321,882	208,711	1,932,845	
Local Capital Assistance	37,923	82,962	30,000	
Federal Capital Assistance	92,478	920,800	2,407,536	
Prop 1B - Capital Assistance Funds	240,132	240,132	7,965,281	
Total Capital Expense	\$951,984	\$2,093,605	\$16,296,580	
Land & Buildings	\$486,735	\$385,000	\$655,000	
Buses	257,613	845,800	11,032,843	
Service Vehicles	0	50,000	0	
Management Information Systems	0	15,000	40,000	
Intelligent Transportation Systems	0	0	3,320,747	
Bus Stops	51,097	172,962	451,990	
Other Capital Items	156,539	624,843	796,000	

Fund Balances & Posted Unfunded Liabilities

	Actual	Final	Adopted
	2011-12	Estimate	Budget
		2012-13	2013-14
<u>Net Assets - Unrestricted</u>			
Beginning Balance:	\$5,987,769	\$6,297,378	\$6,445,728
Net Gain/Loss from Operating Activities	1,283,609	1,148,349	530,473
*Post-Retirement Benefits - Retiree Health Care	(974,000)	(1,000,000)	(1,030,000)
Ending Balance:	\$6,297,378	\$6,445,728	\$5,946,201

Capital Account Reserves

Proposition 1B - PTMISEA

Beginning Balance:	\$5,974,314	\$5,974,314	\$6,944,383
Net Activities	\$0	\$970,069	(\$6,944,383)
Ending Balance:	\$5,974,314	\$6,944,383	\$0

Proposition 1B - Transit Security

Beginning Balance:	\$760,028	\$519,896	\$780,766
Net Activities	\$240,132	\$260,870	(\$780,766)
Ending Balance:	\$519,896	\$780,766	\$0

Measure A - Transit Capital

Beginning Balance:	\$697,633	\$697,633	\$1,260,916
Net Activities	\$0	\$563,283	(\$1,060,916)
Ending Balance:	\$697,633	\$1,260,916	\$200,000

State Transit Assistance - (TDA-STA)

Beginning Balance:	\$3,844,760	\$5,833,101	\$5,192,101
Net Activities	\$1,988,341	(\$641,000)	(\$3,960,918)
Ending Balance:	\$5,833,101	\$5,192,101	\$1,231,183

Other Post Employment-Retirement Benefits Liability (OPEB)

OPEB

Beginning Accumulated Liability:	(\$2,825,000)	(\$3,641,000)	(\$4,641,000)
Net Activities	(\$816,000)	(\$1,000,000)	(\$1,030,000)
Ending Accumulated Liability:	(\$3,641,000)	(\$4,641,000)	(\$5,671,000)

*The Post-Retirement figure represents the estimated annual unfunded liability associated with retiree health insurance commitments. Consistent with Generally Accepted Accounting Principals (GAAP) Statement No. 45, MTD books the estimated unfunded liability at the end of the fiscal year.

Ridership & Service Levels

	Actual 2011-12	Final Estimate 2012-13	Adopted Budget 2013-14
Ridership			
Regular	5,993,385	5,853,302	5,941,061
Shuttles	554,312	420,012	426,312
Express	1,383,717	1,469,411	1,491,452
Regional	16,995	39,680	40,275
Total Ridership	7,948,409	7,782,405	7,899,100
Service Miles			
Regular	1,801,878	1,748,139	1,739,114
Shuttles	91,717	81,125	80,267
Express	616,645	603,858	626,836
Regional	73,283	75,431	80,276
Total Service Miles	2,583,523	2,508,553	2,526,493
Service Hours			
Regular	158,295	155,520	155,711
Shuttles	16,422	15,052	14,788
Express	27,023	26,569	28,050
Regional	1,915	1,897	1,902
Total Service Hours	203,655	199,038	200,451
Passengers per Mile	3.1	3.1	3.1
Passengers per Hour	39.0	39.1	39.4

Executive Summary

Santa Barbara Metropolitan Transit District's (District) operating budget of \$23,158,166 for fiscal year 2013-14 is \$1,276,623 or 5.8% higher than prior year estimated expenditures. Staff is proposing a balanced operating budget that does not include the use of reserves. The proposed budget assumes the receipt of all 5307 Federal Operating Assistance. The District has prepared contingency plans related to bridge funding, which are discussed later in this document and will be conducting public meetings this summer related to the implementation of a major service cut if the aforementioned federal funds are not received.

Sales tax revenue has continued to rise at a healthy rate year-over-year since what appears to have been a bottom in fiscal year 2009-10. The enactment of a new Federal Transportation Bill (MAP-21) has resulted in a projected increase in the amount of 5307 federal operating assistance, which is due in large part to a significant increase in the amount apportioned to the Small Transit Intensive Cities (STIC) program. Unfortunately, much of the increase is offset by the exhaustion of Congestion Mitigation and Air Quality (CMAQ) funds that were available to the District in the form of 5307 operating assistance.

Well over half (\$902,645) of the increase in operating expenditures versus the prior year estimate is attributable to wages and fringe benefit costs. Staff has included a 2% cost-of-living increase to all wage rates and salaries for fiscal year 2013-14. Because drivers are subject to a six-year step increase process before they reach "Top Rate", the actual percentage increase awarded to junior drivers is higher than 2%. However, the actual amount paid per hour to the junior drivers is less than the "Top Rate" resulting in a lower cost per hour worked than that of their peers. Another factor that should be considered is that both the maintenance and finance departments had a significant number of employees out on leaves of absences during the past year.

Workers compensation costs are budgeted at \$1,030,560 in fiscal year 2013-14 versus estimated expenditures of \$1,134,498 in fiscal year 2012-13. While the budgeted figure is an improvement over the estimated amount, both represent a significant increase over fiscal year 2011-12 amount of \$583,913.

In fiscal year 2013-14, professional services, utilities and miscellaneous expenditures are expected to increase by \$282,792 versus the previous year estimate. The majority of the increase is attributable to a projected increase of \$173,000 in liability-associated costs. Liability costs in the previous year are estimated to come in at approximately \$382,000, which is significantly lower than previous year results.

Background

A year ago, the District was faced with a great deal of financial uncertainty. Below is a list of issues that were of particular concern to the District at that time:

- The chances for a new federal Transportation Bill that would not reduce the amount of public transit assistance appeared dim.
- The future of State funding was vague as prospects for new tax revenue in the November election was far from certain.
- The dissolution of State Redevelopment Agencies (RDA) had reduced the amount of subsidy the City of Santa Barbara could commit to the Downtown Waterfront Electric (DWE) and Crosstown Shuttle services.
- The District's favorable fixed-price (\$2.57 per gallon) diesel fuel contract had expired in May of 2012. The District entered into a new 6-month fixed-price (\$3.37 per gallon) contract to avoid volatility during the summer months with the hope that prices would decrease in the fall.
- The expiration (June 30, 2012) of the District's collective bargaining agreement with Teamsters Local 186 was on the horizon.

With the exception of the collective bargaining agreement, the aforementioned concerns were resolved in a manner favorable to the District.

- A new federal Transportation Bill (MAP-21) was enacted, which resulted in an increase in federal 5307 assistance to the Santa Barbara Urbanized Area (SB UZA). The majority of the increase was attributable to a 50% increase in the Small Transit Intensive Cities (STIC) program. Due to the District's strong statistical performance, the SB UZA qualifies for the maximum amount of STIC funds. The District is the Federal Transportation Administration (FTA) grantee for the SB UZA and has historically received 100% of all 5307 assistance generated by the SB UZA.
- California voters passed Proposition 30, which was championed by Governor Brown's administration as a necessity to help alleviate the chronic structural imbalance, which plagued the State's budget process for years. Prior to the November elections, the Legislature passed the Public Employee Pension Reform Act of 2013 (PEPRA), which was also advocated by the Governor's administration. As a result, State Transit Assistance received by the District is viewed as more stable than it had been in prior years.
- The District implemented a fare increase on the DWE route along with service cuts to the DWE and Crosstown Shuttle services to offset the loss of RDA funding.
- A new 1-year fixed-price (\$3.27 per gallon including delivery) diesel fuel contract with monthly options over a two-year period was implemented in December of 2012.

Additionally, sales tax revenue has continued to rise at a healthy rate. However, it is important to understand that the growth reflects increases from the historic fall initiated by the Great Recession.

Public Employee' Pension Reform Act of 2013

The District and Teamsters Local 186 have negotiated in “good faith” for over a year in an attempt to reach a reasonable accord; negotiations continue. To honor the integrity of the collective bargaining process, the District and Teamsters Local 186 representatives have carefully articulated their positions publicly pertaining to the Public Employee Pension Reform Act of 2013. (PEPRA)

Teamsters Local 186 has objected to the District’s fiscal year 2012-13 federal operating assistance grant due to the State of California’s implementation of PEPRA. Federal Transit Law, formerly identified as 13(c), requires the U.S. Department of Labor (DOL) to ensure that certain employee protections are maintained prior to certifying a federal transit grant. Teamsters Local 186 has cited perceived impacts of the State of California’s enactment of the Public Employee Pension Retirement Act of 2013 as the basis for their objection.

The DOL’s ongoing review of Teamsters Local 186 objection to the District’s annual federal operating grant has created a looming funding crisis for the District. Uncertainty and delay regarding the outcome of the DOL review places the District in a precarious financial position. The DOL has stated, “failure to negotiate a statutorily sufficient resolution to the issues in this matter may render the SBMTD ineligible for the receipt of Federal funds.” The situation is not unique to the District or Teamsters Local 186, as unions throughout the state of California have filed objections with the DOL.

Staff was instructed by the Board of Directors to attempt to put the impact of the delay and/or potential loss of Federal 5307 funding into context for the public. At the board meeting of May 14, staff presented the quarterly financial update, which focused on the federal funding issue. Staff outlined the magnitude of the impact on the District’s cash position and provided the Board with some initial recommendations. Those recommendations are discussed in detail in the “Contingency Planning” section of the Executive Summary.

In short....

At best, the Board is faced with a difficult short-term decision that if not managed well could have long-term financial consequences for the District. At stake is a great deal of public transit service to a community that has been identified by the Federal Transit Administration (FTA) as “Transit Intensive”. If transit service must be reduced, staff has estimated that the cut would likely need to be a minimum of 30%.

Impact on Cash Flow

Financial Statements - Cash Analysis

Fiscal Year	<u>Unrestricted - Net Assets</u>			+	<u>*OPEB</u>			= <u>Estimated Cash</u>
	Beg. Balance	Net Change	Ending Balance		Beg. Balance	Net Change	Ending Balance	
2012-13	\$6,297,378	(\$4,547,146)	\$1,750,232		\$3,641,000	\$1,000,000	\$4,641,000	\$6,391,232
2013-14	\$1,750,232	(\$5,542,753)	(\$3,792,521)		\$4,641,000	\$1,000,000	\$5,641,000	\$1,848,479

The table above provides the reader with a glimpse of staff’s estimate of the impact the loss of the aforementioned federal funds would have on the District’s cash flow position over the next 13-months.² If you take ending balance of the unrestricted net assets and OPEB figures listed above, you will have a rough estimate of the District’s cash position.

As the table illustrates, the District’s cash position is estimated to plummet from over \$9.9 million³ at the start of fiscal year 2012-13 to under \$2 million by the end of fiscal year 2013-14. With an operating budget of \$23 million and a capital budget of an additional \$16 million, it is clear that action to offset the loss of federal operating assistance is required.

Contingency Planning

Goal: Offset delay and/or loss of \$9.2 million in federal operating assistance.

1. The Board of Directors recently approved staff’s recommendation to reallocate Transportation Development Act – State Transit Assistance (TDA-STA) from pending bus acquisitions to operations as a precautionary step. Staff’s reasoning for the reallocation was as follows:

Federal 5307 funds in the SB UZA are flexible, meaning they can be used for operating or capital expenditures. If the federal funds are simply delayed, they can be applied to the aforementioned bus acquisitions once they are released by the DOL. In this scenario, the reallocation of TDA-STA capital funds to operating activities act as “bridge funding” that reduce the need to dip deeply into cash reserves, while ensuring that bus acquisition funding is restored.

² As of June 30, 2012, the District has posted, but not spent, \$3,641,000 in liabilities related to retiree health insurance. As such, the amount attributed to “OPEB” is available in the form of cash. The District has stated since the implementation of Government Accounting Standards Board – Statement 45 that continuing the “Pay-as-you-go” approach without a significant change to the retiree health insurance benefit will eventually result in the District reporting negative assets while retaining the cash equivalent of the posted liability.

³ Add the beginning balances of \$6,297,378 (Unrestricted Net assets) and \$3,641,000 (OPEB) and you have an approximate estimate of the District’s cash position at the start of fiscal year 2012-13. (July 2012)

2. Staff has estimated that the District will finish fiscal year 2012-13 under budget.
3. Work cooperatively with Teamsters Local 186 and the DOL to release half of the federal 5307 funds.
 - a. The District and Teamsters Local 186 have agreed, in writing, that half of the 5307 federal operating assistance is reimbursement to the District for expenditures incurred between July 1, 2012 to December 31, 2012, which was prior to the enactment of PEPRA.
4. The District should receive a new TDA-STA allocation in the fall of 2013, which could be claimed for operating activities rather than capital. Assuming the District meets statutory requirements for using TDA-STA for operating activities for a second year.

Potential Financial Offsets

FY 2012-13 TDA-STA Reallocations	\$2.8 million
FY 2012-13 Estimated Budget Surplus	\$1.1 million
CY 2012 5307 Operating Assistance Reimbursement	\$2.3 million
FY 2013-14 TDA-STA Allocation	<u>\$1.4 million</u>
Total:	\$7.6 million

Summary

Ultimately, the identified financial offsets merely buy time, without causing irreparable harm to either the District’s long-term financial standing or its infrastructure needs. Staff feels these are reasonable “short-term” actions to take under the circumstances as a means of creating needed “bridge financing” to avoid an unnecessary disruption in public transit service.

However, if federal funding is delayed long-term, or worse, the District is deemed “ineligible” for future federal funding by the DOL, it will become necessary for staff to recommend the implementation of painful service cuts and revenue-generating policy changes to permanently offset the loss of federal assistance.

Note:

Staff is currently preparing draft recommendations outlining the routes that will likely be disrupted if a service cut of 30% is implemented. Doing so will result in a considerable number of layoffs throughout the District.

Operating Budget

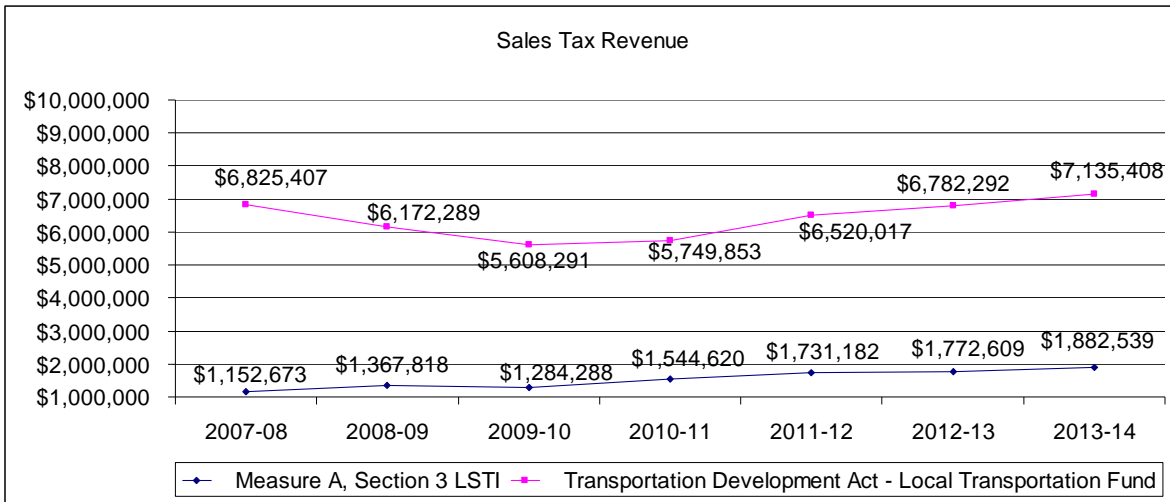
Operating Revenue

Operating revenue of \$22,681,204 is budgeted to increase by \$813,563 or 3.7% versus the prior year estimate. However, the majority of the growth is attributable to the allocation of additional sales tax revenue required to balance the operating budget.

Sales Tax Revenue Allocated to Operating Activities

	Fiscal Year		
	2011-12	2012-13	2013-14
Sales Tax Revenue - TDA-LTF	\$5,886,920	\$5,276,998	\$6,604,935

Sales tax revenue returns have exceeded growth estimates over the past 12-months, which will likely result in an “End-of-Year” allocation from SBCAG in August 2013. The “End-of-Year” allocation is not reflected in the fiscal year 2013-14 budget, as the funds have not been officially allocated to the District. Typically, the funds are accounted for during the 6-month budget revision process. The chart below provides a glimpse of where the overall funding source stands today versus prior years.

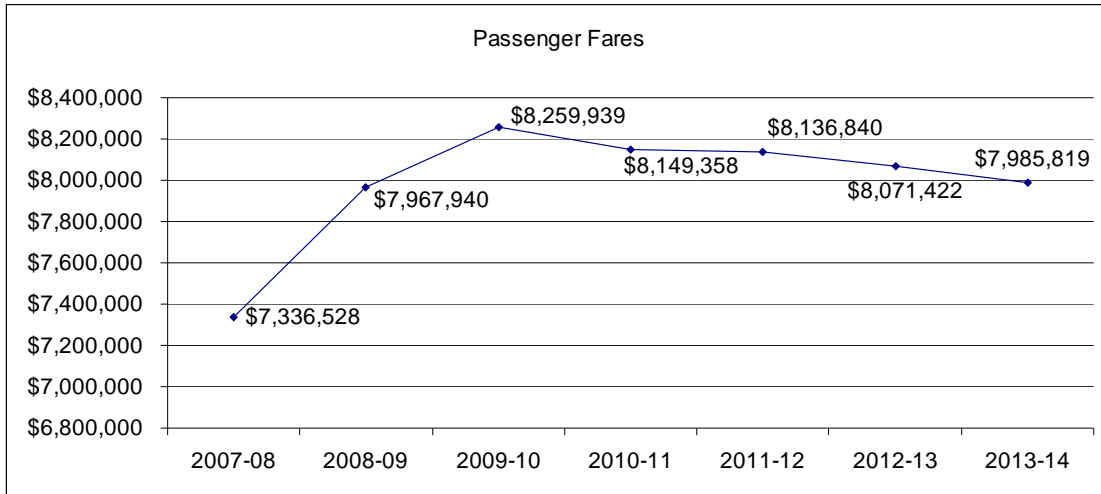


As the chart above indicates, sales tax revenue derived from TDA-LTF is estimated to be higher than what the District received in fiscal year 2007-08. TDA-LTF sales tax revenue is estimated to account for 29% of the District’s operating revenue in fiscal year 2013-14. The chart also tracks the amount of Measure A sales tax proceeds. The District became a direct recipient of Measure A sales tax proceeds in fiscal year 2010-11. The

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amounts referenced in the chart above for the previous fiscal years relate to contract public transit service provided to local communities.

The basis for the budgeted TDA-LTF and Measure A sales tax figures are based on the allocations awarded to the District by SBCAG. The growth estimates were provided by the County Auditor-Controller's office.



Passenger fare revenue of \$7,985,819 consists of cash fares, discounted passes, UCSB & SBCC student bulk pass programs and city of Santa Barbara fare buy down subsidy for the Downtown Waterfront Electric Shuttle service. The District is projecting a small ridership increase of 1.5% and that customers will continue their trend toward the use of discounted passes at a rate similar to that experienced in the prior year. Combined UCSB and SBCC revenue is estimated to remain somewhat flat. The city of Santa Barbara fare buy down subsidy decreased by \$200,000 last year due to the termination of redevelopment agency funding.

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
FINANCE				
Staff	\$ 315,143	\$ 296,026	\$ 359,786	\$ 63,760
FICA	26,630	25,445	31,721	6,276
Pension	36,641	35,023	41,465	6,442
Health	82,042	67,891	83,772	15,880
Sick Pay	7,375	9,065	6,458	(2,607)
Vacation Pay	27,701	29,077	30,770	1,693
Holiday Pay	14,280	13,628	14,429	801
Other Paid Leave	1,295	4,825	3,206	(1,619)
Unemployment Insurance	1,447	1,398	1,447	49
Financial Audit Services	67,000	50,400	74,000	23,600
Finance Subtotal	\$ 579,554	\$ 532,778	\$ 647,054	\$ 114,276
PERSONNEL				
Staff	\$ 61,652	\$ 64,865	\$ 65,023	\$ 158
FICA	5,449	5,718	5,541	(177)
Pension	7,185	7,596	7,243	(353)
Health	18,277	14,543	16,339	1,796
Sick Pay	938	1,169	1,127	(42)
Vacation Pay	5,404	5,590	5,477	(113)
Holiday Pay	2,701	2,917	2,786	(131)
Other Paid Leave	974	3,89	1,114	726
Unemployment Insurance	273	311	273	(38)
Personnel Subtotal	\$ 102,853	\$ 103,097	\$ 104,922	\$ 1,826
UTILITIES				
Telephone & Data Communications	\$ 43,105	\$ 42,619	\$ 48,000	\$ 5,381
Power, Water & Refuse	136,245	138,716	150,000	11,284
Two-Way Radios	21,226	12,262	22,380	1,011
Utilities Subtotal	\$ 200,576	\$ 193,597	\$ 220,380	\$ 26,783
OPERATING FACILITIES				
Wages & Benefits				
Staff	\$ 42,390	\$ 45,732	\$ 46,558	\$ 826
FICA	3,608	3,937	4,053	81
Pension	4,755	5,212	5,252	40
Health	9,009	7,526	9,000	1,474
Sick Pay	870	835	763	(73)
Vacation Pay	3,249	3,456	3,000	(456)
Holiday Pay	1,729	2,074	2,000	(74)
Other Paid Leave	0	0	200	200
Unemployment Insurance	273	311	273	(38)
Wages & Benefits Subtotal	\$ 65,883	\$ 69,083	\$ 71,063	\$ 1,980

Federal operating assistance had been trending slightly lower between fiscal years 2008-09 and 2011-12, which was attributable to the delay in renewal of the former federal Transportation Bill commonly referred to as SAFETEA-LU, which set federal transportation funding levels. However, in the summer of 2012, Congress passed a new 2-year Transportation Bill referred to as MAP-21.

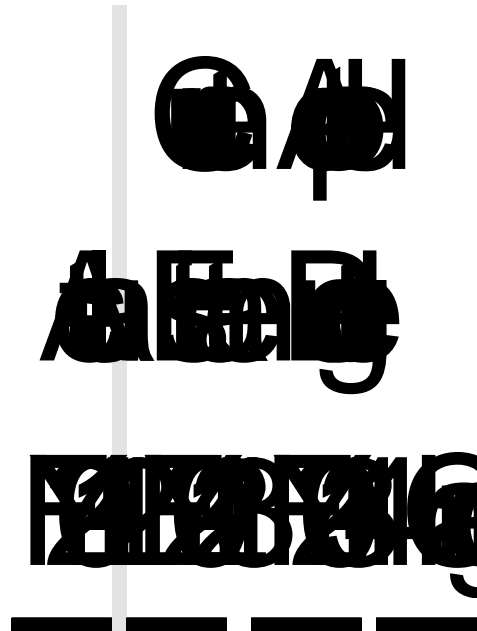
With the enactment of MAP-21, the Santa Barbara Urbanized Area (SB UZA), for which the District is the Federal Transit Administration (FTA) grantee, received an increase in its allocation. The increase in the estimated figure for fiscal year 2012-13 is largely due to a 50% increase in the Small Transit Intensive Cities (STIC) program, which accounts for approximately \$1.2 million of the \$4.8 million allocation.

The Congestion Mitigation and Air Quality (CMAQ) assistance funds pertain to limited operating assistance for specific start up routes. In fiscal year 2012-13, the three-year pilot project funds for the Isla Vista Shuttle service expired. Unfortunately, the loss of these funds offset much of the growth identified in the STIC program.

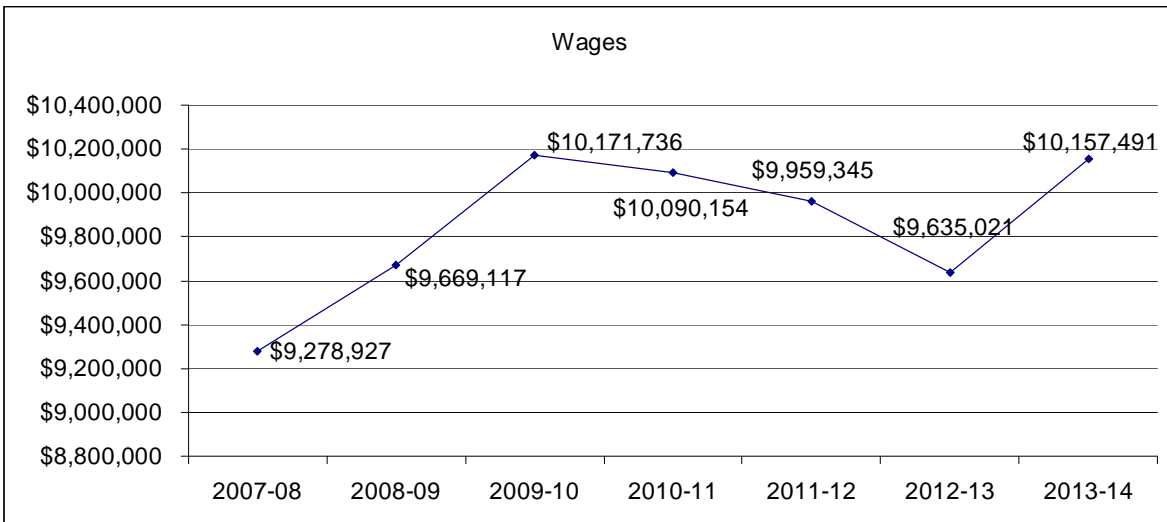
The District is currently at risk of being declared ineligible for federal assistance due to the State of California's implementation of the Public Employee Pension Reform Act of 2013 and the Teamsters objection that the new law is in conflict with federal transit employee protections. The matter is currently under review by the U.S. Department of Labor.

Property tax revenue has held firm since 2008 despite the crash in real estate price. Some of the property tax revenue that had been diverted from the District to the local redevelopment agencies has been restored.

Operating Expense



Wages & Benefits of \$16,028,232 reflect an increase of 6% versus prior year estimates. The budget includes a 2% CPI increase to all wage rates and salaries for fiscal year 2013-14. Because drivers are subject to a six-year step increase process before they reach “Top Rate”, the actual percentage increase awarded to junior drivers is higher than 2%. However, the actual amount paid per hour to the junior drivers is less than the “Top Rate” resulting in a lower cost per hour worked than that of their peers.

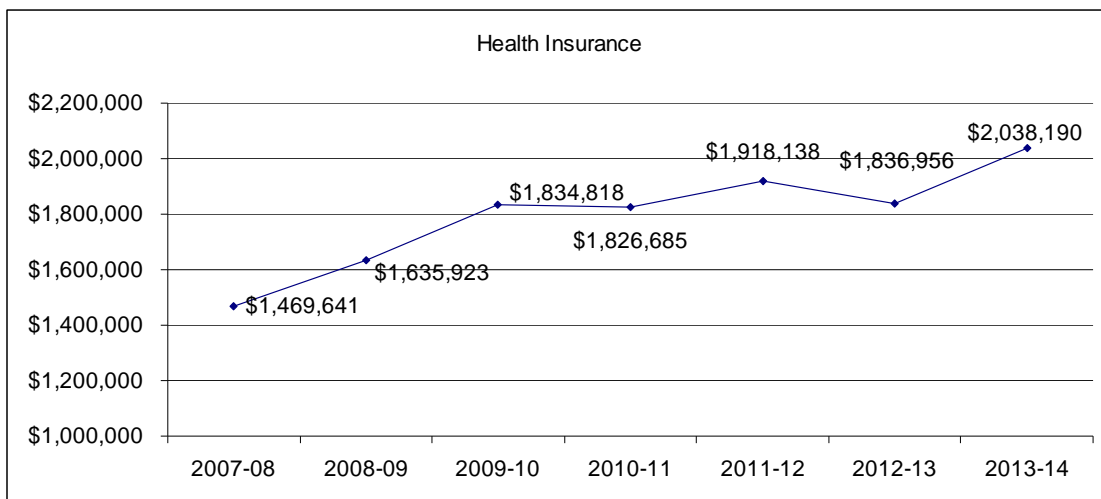


Wages paid for fiscal year 2012-13 is projected to be significantly less than the peak in 2009-10. This is due in large part to the following:

- Fiscal year 2009-10 was the peak for wages (\$10,171,736) and service hours provided (211,050); service hours for fiscal year 2013-14 are budgeted at 200,451 or 5% less than the peak.
- Between fiscal year 2007-08 and 2009-10 service hours increased from 205,206 to 211,050 or 3%.

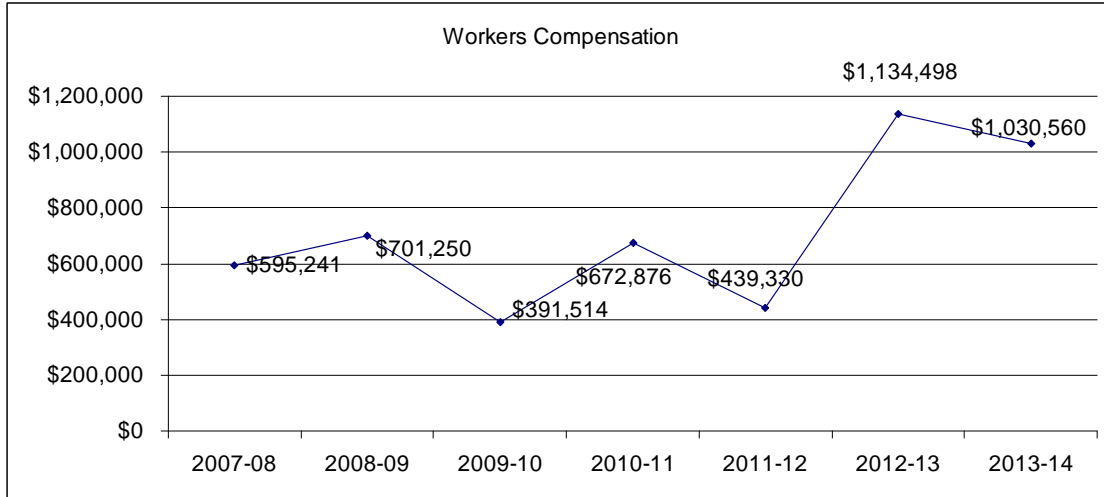
However, in fiscal year 2005-06 service hours were at 181,157. With the assistance of local jurisdictions, MTD implemented the “Enhanced Transit Services” in the following year, which increased service levels by over 10%. The impact of hiring a significant number of new drivers is demonstrated in the sharp percentage increase in wages in following years as new hires stepped up to full wage.

- Non-represented employee wages were frozen from January 2009 to January 2013. Represented employee wage rates were last increased in July of 2009. The collective bargaining agreement expired on June 30, 2012.
- Mechanic FTE reduced from 14 to 13 and leaves of absences resulted in an FTE closer to 12.
- Utility worker FTE reduced from 14 to 13 and leaves of absences resulted in an FTE closer to 12.
- A finance staff position (separation) became vacant at the end of the third quarter of fiscal year 2011-12 and was not permanently filled until recently.
- A long leave of absence in the finance department during the second half of fiscal year 2011-12 and another during the first half of fiscal year 2012-13 resulted in wages coming in lower than in previous years. Temporary contractors were used throughout the past year and half to offset the aforementioned losses.

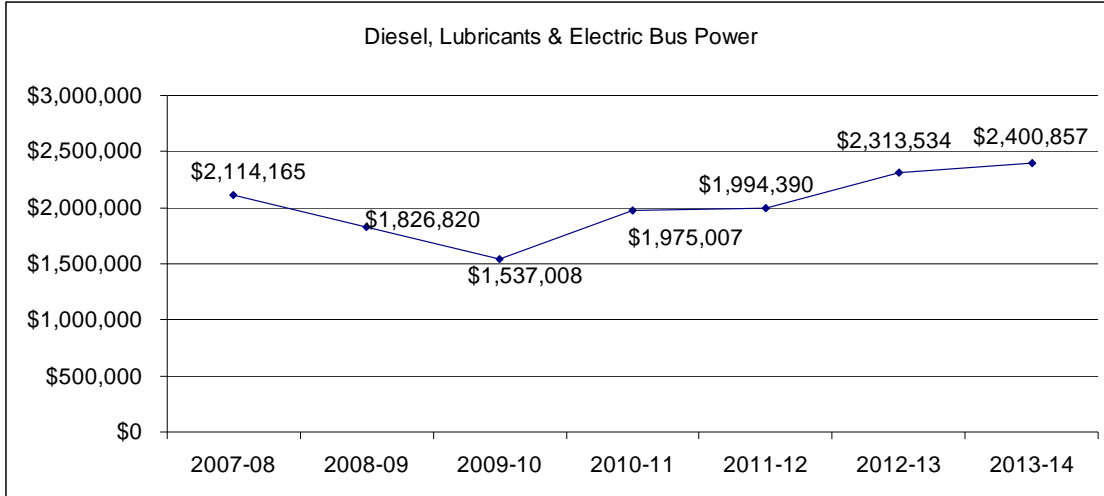


The District has continuously increased its contribution toward health insurance premiums and has budgeted for a significant increase in fiscal year 2013-14. The

illustration above highlights the District’s financial commitment to its employees and their well-being. A 10% increase in health insurance costs has been budgeted for fiscal year 2013-14. The matrix adjustment of singles, couples and families for fiscal year 2013-14 is also a factor in the higher budgeted cost per employee for health insurance.



Workers Compensation costs are expected to rise from \$439,330 in fiscal year 2011-12 to \$1,134,498 in fiscal year 2012-13. As a result, staff is conservatively estimating a small decrease in fiscal year 2013-14 to \$1,030,560.



Fuel/Electric Bus Power costs of \$2,400,857 are expected to increase by \$87,323 versus the prior year estimate. Of the budgeted amount, \$2,310,857 is attributable to diesel fuel and lubricant costs and \$90,000 is for Electric Bus Power.

The District is locked in a fixed-price per gallon, including delivery, of \$3.27 for the first five months of fiscal year 2013-14. Staff has used \$3.30 per gallon as an average price for the entire year. Staff is cautiously optimistic that a better price may be obtained prior to the conclusion of the current lock in period. The District and the Contractor have the

option to mutually agree to extend the contract monthly for additional 2-years. The price would be based on heating oil futures and a negotiated margin. The Contractor was required to provide their monthly margin for the first 12-months of the agreement, which was locked and averaged to get the \$3.27 per gallon price.

Expenses from fiscal year 2007-08 reflect the historic run up in diesel fuel prices that preceded the financial collapse in September of 2008. At that time, the District's diesel fuel price was determined by a weekly petroleum industry index. As such, the District experienced the full effect of energy price volatility.

In fiscal year 2008-09 (March 2009), the District entered into its first fixed-price diesel fuel contract at approximately \$1.88 per gallon. The benefit of which is demonstrated in the graph above as costs plummeted to \$1,537,008.

In the following years, the District has opted for the following fixed-price contracts:

June 2010 – May 2011	- \$2.46 per gallon + .09 per gallon for delivery
June 2011 – May 2012	- \$2.56 per gallon + .09 per gallon for delivery
June 2012 – November 2013	- \$3.37 per gallon + .09 per gallon for delivery
December 2012 – November 2013	- \$3.27 per gallon including delivery

Capital Budget

	Current Budget <u>FY 2012-13</u>	Estimate <u>FY 2012-13</u>	Adopted Budget <u>FY 2013-14</u>
Revenue			
Dedicated Source(s):			
<u>TDA-State Transit Assistance (TDA - STA)</u>			
Current Year - Allocation	\$1,842,361	\$0	\$0
Prior Year(s) - Allocation	<u>2,810,697</u>	<u>641,000</u>	<u>3,960,918</u>
	\$4,653,058	\$641,000	\$3,960,918
 <u>Measure A Transit Capital - Sales Tax Revenue</u>			
Current Year - Allocation	\$771,994	\$0	\$871,929
Prior Year(s) - Allocation	<u>697,633</u>	<u>208,711</u>	<u>1,060,916</u>
	\$1,469,627	\$208,711	\$1,932,845
<i>sub total:</i>	<i>\$6,122,685</i>	<i>\$849,711</i>	<i>\$5,893,763</i>
 Grants:			
<u>Proposition 1B - Bond Proceeds</u>			
PTMISEA	\$6,944,383	\$0	\$6,944,383
Transit Security - OHS	<u>796,816</u>	<u>240,132</u>	<u>1,020,898</u>
	\$7,741,199	\$240,132	\$7,965,281
 <u>Local Capital Assistance</u>			
Local Grants	\$82,962	\$82,962	\$30,000
 <u>Federal Capital - Grants</u>			
Federal Grants	<u>\$3,220,801</u>	<u>\$920,800</u>	<u>\$2,407,536</u>
<i>sub total:</i>	<i>\$11,044,962</i>	<i>\$1,243,894</i>	<i>\$10,402,817</i>
 Total Capital Revenue	 <u>\$17,167,648</u>	 <u>\$2,093,605</u>	 <u>\$16,296,580</u>
 Expense - Projects			
Buses	\$11,908,634	\$845,800	\$11,032,843
Bus Rehab	777,528	579,843	676,000
Fixed Facilities	765,000	385,000	655,000
Radios & Fareboxes	50,000	25,000	25,000
Service Vehicles	50,000	50,000	0
Bus Stops	424,952	172,962	451,990
Shop Equipment	75,000	0	75,000
Management Info Systems	40,000	15,000	40,000
Intelligent Transportation Systems	3,056,533	0	3,320,747
Office Furniture & Equipment	<u>20,000</u>	<u>20,000</u>	<u>20,000</u>
 Total Capital Projects	 <u>\$17,167,647</u>	 <u>\$2,093,605</u>	 <u>\$16,296,580</u>

The fiscal year 2013-14, the capital budget includes the rollover of the following projects:

- (17) 40' Diesel Bus Replacements
- (3) 60' Articulated Buses
- (8) 22' Electric Shuttles
- (5) 22' Electric Shuttle Conversions (Lithium Battery)
- Automated Vehicle Location & Radio System
- On Board Security Cameras
- Downtown Santa Barbara Superstops
- Olive Street Facility Improvements – Articulated Bus Canopy
- TC Remodel

Funding for all of these projects is in place and staff is optimistic that all of the projects referenced will be completed next fiscal year with the exception of the electric shuttles. The electric shuttle replacement project calls for the production of a prototype shuttle that will be undergo independent testing before a “Notice to Proceed” is issued for the remainder of the order.

New funding has been budgeted for typical engine, transmission and drive train work on the diesel and electric fleets. A new allocation of Proposition 1B – Transit Security funds in the amount of \$264,214 has been budgeted for the On Board Security Camera project per the Board of Directors direction. Staff has also budgeted \$200,000 for specific bus stop shelter installations. The city of Santa Barbara has awarded the District with Community Development Block Grant proceeds for the past few years for the installation of bus shelters. The District intends to leverage those federal funds with local capital funds to install a greater number of shelters throughout the region. Placeholder amounts have been budgeted for unexpected office, fixed facility and fare revenue collection equipment.

(See Appendix XIII & XIV for detail regarding the individual projects and the funding sources identified to pay for them.)

Major Capital Improvement Program

Major Capital Improvement Program

	Project Description	Projected Cost	Status
1	Bus Signal Priority (State/Hollister - City of SB)	In Kind	Coordination with city of SB and SBCAG in progress
2	Electric Shuttle Replacement (8 buses)	\$2,830,000	Tentative Contract Award - Pending Performance Bond
3	Downtown SB - SuperStop Project	\$313,630	Estimated Completion: December 2013
4	Articulated Bus Acquisition (3)	\$2,114,596	Contract Awarded - Pending Release of Notice to Proceed
5	Radio/AVL System	\$2,556,533	Estimated Completion: March 2014
6	Nova Bus Replacements (17 buses)	\$6,088,247	Estimated Completion: August 2013
7	Security Camera's on Buses	\$764,214	Option to AVL Project - Funded
8	Nova Bus Replacements (11 buses)	\$5,283,058	Pending Funding Opportunity
9	Photovoltaic System	TBD	Project Assessment Scheduled for 2013
10	Transit Center Remodel / Expansion	400,000	RFQ Release by Summer 2013
10	Fare Revenue Collection - Contactless Technology	TBD	Preliminary Project Assessment in Progress

Total: \$20,350,278

The Major Capital Improvement Program consists of all major capital projects regardless of its funding status. The list was developed to provide the Board of Directors with an opportunity to guide staff regarding capital priorities for any unexpected funding opportunities that may arise.

Capital Replacement Schedule (Buses/Shuttles)

Fleet Type	Qty	Projected Order Date	FY 12-13 Cost per Vehicle	Projected Cost per Vehicle	Total Cost
1991- 1994 Shuttle (1,2,10)	3	FY 12-13	358,500	358,500	\$1,075,500
1991 - 1994 Shuttle (3,4,5,6 & 22)	5	FY 12-13	358,500	358,500	1,792,500
1997 40' Nova	15	FY 12-13	452,708	466,289	6,994,339
1997 40' Nova	3	FY 12-13	750,000	772,500	2,317,500
1991 - 1994 Shuttle (8 &11)	2	FY 14-15	358,500	380,333	760,665
2001 Shuttle (12 - 21)	10	FY 14-15	358,500	380,333	3,803,327
1997 40' Nova	6	FY 14-15	452,708	480,278	2,881,668
1998 40" Nova	5	FY 14-15	452,708	480,278	2,401,390
2007 30' Gillig Coaches	3	FY 20-21	400,000	506,708	1,520,124
2004 40' Diesel	15	FY 20-21	452,708	573,477	8,602,154
2004 30' Diesel	11	FY 20-21	400,000	506,708	5,573,788
2009 29" Hybrids	3	FY 23-24	605,000	837,461	2,512,384
2001 Electric Shuttles (12 - 21)	10	FY 24-25	358,500	511,135	5,111,353
2005 40' Hybrid	8	FY 24-25	605,000	862,585	6,900,683
Electric Shuttles (1,2,3,4,5,6,8,10,11,22)	10	FY 27-28	358,500	558,531	5,585,313
2011 40' Hybrid	7	FY 27-28	605,000	605,000	4,235,000
1997 40' Nova	7	FY 27-28	452,708	452,708	3,168,956

CPI applied to vehicle cost: 3.0% Total Projected Cost: \$65,236,643

As the table above illustrates, there are a number of major projects in the works with more in the queue. It is important to remember that these are only the major projects and that routine capital acquisitions that are not included on this list also require significant staff time to process.

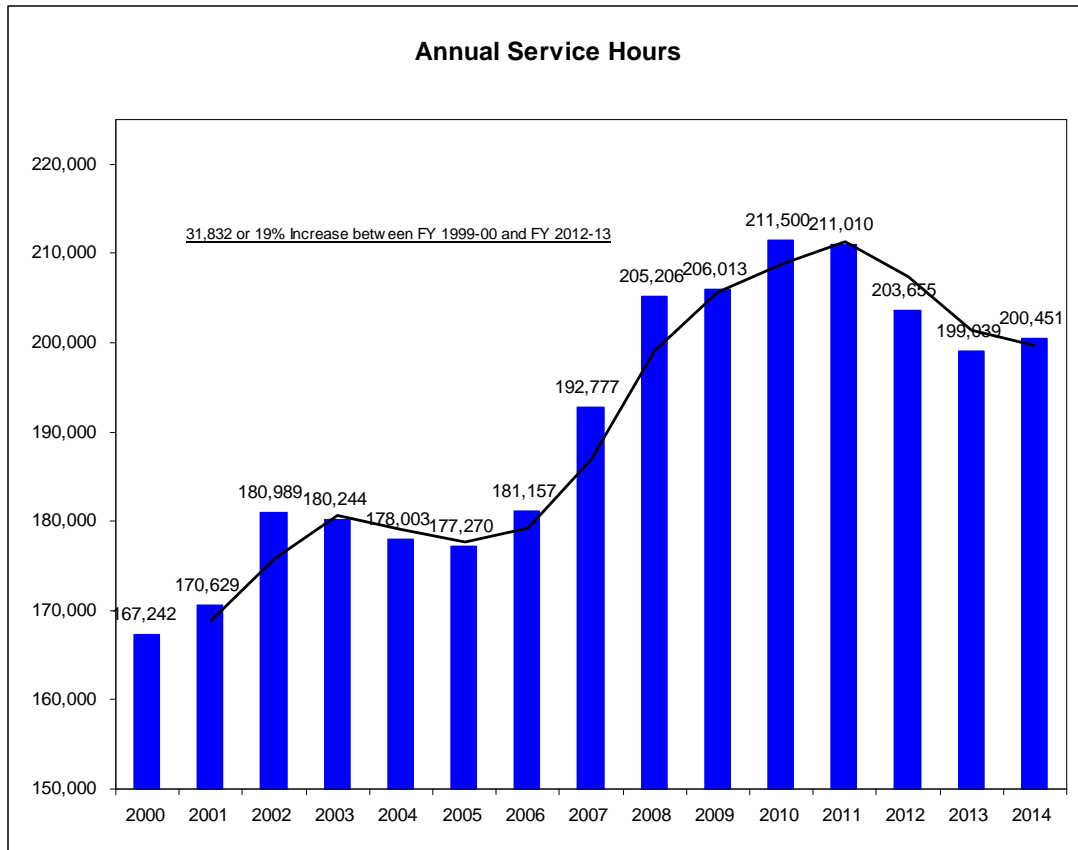
Financial Forecast

	Summary				
	Adopted Budget FY 2013-14	Projected FY 2014-15	FY 2015-16	FY 2016-17	FY 2017-18
<i>Operating Budget</i>					
<i>Revenue</i>	<u>\$23,158,166</u>	<u>\$23,976,462</u>	<u>\$24,908,552</u>	<u>\$25,803,077</u>	<u>\$26,820,710</u>
<i>Expense</i>	<u>\$23,158,166</u>	<u>\$23,976,462</u>	<u>\$24,908,552</u>	<u>\$25,803,077</u>	<u>\$26,820,710</u>
<i>Net Assets - Unrestricted</i>					
Beginning Balance:	\$6,445,727	\$5,976,200	\$5,004,594	\$3,458,264	\$1,207,755
Net of Operating Activities:	\$530,473	\$58,394	(\$485,430)	(\$1,157,782)	(\$1,750,575)
Estimated OPEB Liability:	(\$1,000,000)	(\$1,030,000)	(\$1,060,900)	(\$1,092,727)	(\$1,125,509)
Ending Balance:	\$5,976,200	\$5,004,594	\$3,458,264	\$1,207,755	(\$1,668,329)
<i>Capital Budget</i>					
<i>Revenue</i>	<u>\$16,296,580</u>	<u>\$1,079,800</u>	<u>\$1,140,290</u>	<u>\$1,172,555</u>	<u>\$1,211,682</u>
<i>Expense(1)</i>	<u>\$16,296,580</u>	<u>\$1,079,800</u>	<u>\$1,140,290</u>	<u>\$1,172,555</u>	<u>\$1,211,682</u>
<i>Net Assets - Unrestricted (Reserves)</i>					
<i>Beginning Balance</i>	\$7,445,727	\$7,976,201	\$8,034,595	\$7,549,165	\$6,391,382
Projected: Net Gain/Loss	\$530,473	\$58,394	(\$485,430)	(\$1,157,782)	(\$1,750,575)
Ending Balance	\$7,976,201	\$8,034,595	\$7,549,165	\$6,391,382	\$4,640,808

The table above forecasts the amount of unrestricted net assets needed to balance the operating budget. The forecast reflects no change in service levels or the fare structure during the period. The forecast assumes wage rate increases of 2% - 3%, health care increases ranging from 8% - 10%, and diesel fuel price increases ranging from 2% - 5%. These assumptions have been included for discussion purposes only.

The forecast indicates that a projected structural imbalance in the operating budget would occur in FY 2015-16 requiring the generation of additional revenue or a reduction in service levels. The projections are a considerable improvement over forecasted figures in recent years. As expressed earlier in this document, improved sales tax returns and additional federal operating assistance have resulted in an enhanced financial outlook for the next year or two. The outlook assumes that the U.S. Department of Labor (DOL) will certify the District's federal operating grants soon. If not, the outlook changes considerable as has been discussed at length in the Executive Summary of this document.

Service Hours & the Current Economic Cycle



As a special district with the mission to deliver public transit service, operating expense is driven largely by the amount of service provided.

The table above illustrates the amount of revenue hours provided by the District since the year 2000. During this period, a steady increase in service levels was eventually followed by a steady decline in the amount of service provided, consistent with the underlying economic cycle. The service level has typically increased once the economic cycle is complete. For the District, the impact of the Great Recession on service levels was eased by the reallocation of \$1 million in TDA-LTF sales tax revenue from capital to operating activities, very competitive fixed-price diesel fuel contracts and a wage rate freeze.

The decline in the recent economic cycle did not begin to impact service levels until 2011; the decline continued into 2013. It appears that the cycle may be turning positive in 2014 but the PEPR issue is complicating the District's ability to increase service.

Revenue Generation

Revenue Controlled by the Governing Board

Fare Policy The District fare policy includes cash fares, discounted fares and via contract terms (the UCSB and SBCC student bulk-pass programs). SBCC and UCSB contract terms link revenue paid to the District to enrollment times a flat fee charged per student. Growth in the flat fee only occurs when the Adult Cash Fare (\$1.75) increases.

Advertising Advertising revenue has increased by 24% since FY 2007-08 and a rate increase should be considered for CY 2014.

Federal Operating Assistance

FTA Federal Formula 5307 Operating Assistance is determined by the federal Transportation Bill. (MAP-21)

FTA CMAQ Santa Barbara County is no longer eligible for this source of funding as its air quality has reached the appropriate attainment level. These funds were awarded to the District many years ago for service expansion projects that have been rolled out over a long period of time. The amount was limited and only reimbursable for the first three years of the service.

Fare Buy Down & Pass Program

DWE The City supports the Downtown Waterfront Electric Shuttle (DWE) in the form of a fare buy down. In fiscal year 2012-13, the 25 cent fare on the DWE rose 50 cents to help mitigate the need for service cuts.

In FY 2007-08, the District generated over \$237,000 in revenue from the MyRide program and now receives less than \$50,000 annually. It is assumed that the majority of the revenue was not lost but rather shifted to discounted passes as downtown employees were no longer eligible for the program.

Local Assistance

LOA Local Operating Assistance made up in large part by Measure A operating assistance. The Measure A allocation to the District did not result in new funding. The amount each jurisdiction allocated to the District reflected services in existence or contractually obligated to begin in the (then) near future.

Other

Property Tax The dissolution of the local redevelopment agencies resulted in additional funding to the District as funds that had been previously redirected to local RDA's was returned. The change has resulted in approximately \$100k annually in additional property tax revenue.

Miscellaneous This funding source consists primarily of Overpass Property Lease, Interest on Investments and Sale of Assets. The Overpass Property Lease generates over \$180,000 annually to the District. Unfortunately that gain has been offset considerably by record low interest rates on the District's cash investments.

Revenue Generation Conclusion

Revenue Controlled by the Governing Board

Advertising Rates should be assessed to determine how much revenue can be generated from an increase in rates and/or policy. Management recommends that this matter be forwarded to the Finance Committee.

Federal Operating Assistance

The District should continue to work with the American Public Transportation Association (APTA) and its peers to ensure a new long-term Transportation Bill includes at a minimum status quo funding levels.

Local Assistance

Continue to work closely with the City of Santa Barbara to minimize additional funding reductions.

Other

Seek opportunities to safely maximize return of higher yields on the District's cash investments. Work with government surplus disposal companies to maximize and streamline the sale of the District's surplus assets.

Long-term Financial Concern

Post-employment Health Benefits

The District provides retiree healthcare benefits for eligible employees who meet certain eligibility requirements upon termination of employment from the District. Under the Plan, the District makes contributions towards eligible retirees and dependents' healthcare premiums. The liabilities and annual costs for the District's promises to retirees are calculated in an actuarial valuation in accordance with Governmental Accounting Standards Board (GASB) Statement 45, which was initially adopted by the District for the fiscal year ending June 30, 2009.

The District does not currently prefund contributions in a qualified irrevocable trust. The actuarial valuation assumes the District will continue pay-as-you-go funding. It is important to note that only current active and retired participants are valued in the actuarial study.

The following table outlines the annual net OPEB obligation that has been booked but not funded by the District and includes an estimate for fiscal year 2012-13.

Post-employment Health Benefits
Increase in Net OPEB Obligation

Fiscal Year	Amount	
	Booked	Ending Balance
2008-09	\$880,000	\$880,000
2009-10	\$924,000	\$1,804,000
2010-11	\$1,021,000	\$2,825,000
2011-12	\$816,000	\$3,641,000
2012-13*	\$1,000,000	\$4,641,000

*Estimated amount for fiscal year 2012-13

The Board of Directors has approved a policy change to control the growth in the actuarially accrued liability for non-union employees. Additionally, the District negotiated a change to the benefit with its represented employees during the last collective bargaining process that has also slowed the growth in the estimated benefit. Despite the aforementioned changes, the District will need to take additional steps to address the issue.

Appendices

Detailed Financial Forecast

	Adopted		Projected				
	Budget FY 2013-14	Growth Rate	FY 2014-15	Growth Rate	FY 2015-16	FY 2016-17	FY 2017-18
OPERATING REVENUE							
Passenger Fares	\$7,985,819	1.0%	\$8,065,677	1.0%	\$8,146,334	\$8,227,797	\$8,310,073
FTA Operating Assistance	4,825,078	0.0%	4,825,078	0.0%	4,825,078	4,825,078	4,825,078
Property Tax Revenue	965,000	1.0%	974,650	1.0%	984,397	994,240	1,004,183
Local Operating Assistance Measure A	105,680	-	190,000	2.0%	193,800	21,000	21,500
Non-Transportation Income	1,882,539	-	1,825,083	-	1,882,564	1,942,710	2,024,173
Sales Tax Revenue (TDA - LTF) CY	789,115	2.0%	804,898	2.0%	820,995	837,415	854,164
Net Assets - Unrestricted	6,604,935	3.0%	7,349,470	3.0%	7,569,954	7,797,053	8,030,965
	0		(58,394)		485,430	1,157,782	1,750,575
Total Operating Revenue	\$23,158,166		\$23,976,462		\$24,908,552	\$25,803,077	\$26,820,710
OPERATING EXPENSE							
Route Operations	\$13,309,860		\$13,808,923		\$14,335,270	\$14,876,456	\$15,446,909
Vehicle Maintenance (Fuel Costs)	3,543,715		3,673,018		3,809,193	3,952,726	4,104,147
Passenger Accommodations	2,310,857		2,357,074		2,474,928	2,524,427	2,650,648
General Overhead	1,474,996		1,523,883		1,575,562	1,630,258	1,688,219
	2,518,738		2,613,564		2,713,600	2,819,210	2,930,788
Total Operating Expense	\$23,158,166		\$23,976,462		\$24,908,552	\$25,803,077	\$26,820,710
Projected Reserves Required to Balance Operating Budget							
Net Assets - Unrestricted	\$530,473		\$58,394		(\$485,430)	(\$1,157,782)	(\$1,750,575)
CAPITAL REVENUE							
Measure A - Capital Replacement - CY	871,929		845,495		871,940	899,612	937,690
Measure A - Capital Replacement - PY	1,060,916		0		0	0	0
Prop 1B - PTMISEA	6,944,383		0		0	0	0
Prop 1B - OHS	1,020,898		0		0	0	0
Other Capital Assistance	30,000		0		0	0	0
State Transit Assistance (TDA - STA) - CY	0		234,305		268,350	272,943	273,992
State Transit Assistance (TDA - STA) - PY	3,960,918		0		0	0	0
Federal Capital Assistance	2,407,536		0		0	0	0
Total Capital Revenue	\$16,296,580		\$1,079,800		\$1,140,290	\$1,172,555	\$1,211,682
CAPITAL PROJECTS							
Buses	\$11,032,843		\$0		\$0	\$0	\$0
Bus Rehab	676,000	5.0%	709,800		745,290	782,555	821,682
Fixed Facilities	655,000		50,000		75,000	75,000	75,000
Fareboxes & Radios	25,000		50,000		50,000	50,000	50,000
Service Vehicles	0		65,000		65,000	60,000	60,000
Bus Stops	451,990		50,000		50,000	50,000	50,000
Shop Equipment	75,000		60,000		60,000	60,000	60,000
Management Info Systems	40,000		30,000		30,000	30,000	30,000
Intelligent Transportation Systems	3,320,747		50,000		50,000	50,000	50,000
Office Furniture & Equipment	20,000		15,000		15,000	15,000	15,000
Total Capital Projects	\$16,296,580		\$1,079,800		\$1,140,290	\$1,172,555	\$1,211,682
TOTAL OPERATING & CAPITAL	\$39,454,746		\$25,056,262		\$26,048,842	\$26,975,631	\$28,032,393
Net Assets - Unrestricted							
Beginning Balance	\$7,445,727		\$7,976,201		\$8,034,595	\$7,549,165	\$6,391,382
Projected: Net Gain/Loss from Activities	530,473		58,394		(485,430)	(1,157,782)	(1,750,575)
Ending Balance	\$7,976,201		\$8,034,595		\$7,549,165	\$6,391,382	\$4,640,808

Operating Revenue

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
<i>FAREBOX REVENUE</i>				
Cash Fares	\$2,715,874	\$2,756,982	\$2,729,412	(\$27,570)
Downtown-Waterfront Shuttle/My Ride	1,307,662	1,072,417	1,023,181	(49,236)
UCSB Contract Fares	915,358	898,417	928,330	29,913
SBCB Contract Fares	833,469	851,213	813,493	(37,720)
Amtrak Fares	886	12	0	(12)
Special Event Fares	19,227	39,490	0	(39,490)
Brooks Pass Program	14,214	12,485	0	(12,485)
Day Pass	2,048	3,404	3,404	0
Adult 10-Ride Pass	774,277	858,164	883,909	25,745
Youth 10-Ride Pass	367,851	393,444	405,247	11,803
Senior/Mobility 10-Ride Pass	104,389	103,970	105,010	1,040
Ventura CE - 10-Ride Pass	52,849	92,268	95,093	2,825
Adult 30-Day Pass	662,034	590,225	596,127	5,902
Youth 30-Day Pass	136,094	169,985	171,685	1,700
Senior/Mobility 30-Day Pass	211,113	198,150	200,132	1,982
Ventura CE - 30-Day Pass	19,496	30,796	30,796	0
<i>Subtotal</i>	<u>\$8,136,841</u>	<u>\$8,071,422</u>	<u>\$7,985,819</u>	<u>(\$85,603)</u>
<i>NON-TRANSPORTATION INCOME</i>				
Advertising on Buses	\$484,779	\$485,984	\$500,000	\$14,016
Interest on Investments	58,009	68,321	45,000	(23,321)
Overpass Lease & Misc. Revenue	256,563	194,670	244,115	49,445
<i>Subtotal</i>	<u>\$799,351</u>	<u>\$748,975</u>	<u>\$789,115</u>	<u>\$40,140</u>
<i>SUBSIDIES</i>				
TDA Sales Tax Revenue	\$5,886,920	\$6,425,347	\$6,604,935	\$179,589
(Amount applied to capital)	(0)	0	0	0
TDA Sales Tax Revenue - PY	0	0	0	0
FTA Formula Assistance	4,263,231	4,647,146	4,825,078	177,932
FTA CMAQ Operating Assistance	344,498	34,714	0	(34,714)
Property Tax Revenue	898,591	962,796	965,000	2,204
Measure A	1,731,182	1,772,609	1,882,539	109,930
LOA	188,231	188,952	105,680	(83,272)
<i>Subtotal</i>	<u>\$13,312,653</u>	<u>\$14,031,563</u>	<u>\$14,383,232</u>	<u>\$351,670</u>
<i>Total Operating Revenue</i>	<u>\$22,248,845</u>	<u>\$22,851,960</u>	<u>\$23,158,166</u>	<u>\$306,207</u>

Operating Expense

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
<i>ROUTE OPERATIONS</i>				
Drivers	\$9,401,189	\$9,254,941	\$9,794,531	\$539,590
Dispatch & Supervision	525,420	519,936	526,341	6,405
Hiring & Training	249,344	281,311	275,179	(6,132)
Risk & Safety	1,614,874	1,894,925	2,089,541	194,616
Transportation Subsidies	574,404	574,404	624,268	49,864
<i>Subtotal</i>	<u>\$12,365,231</u>	<u>\$12,525,517</u>	<u>\$13,309,860</u>	<u>\$784,343</u>
<i>VEHICLE MAINTENANCE</i>				
Mechanics	\$1,038,189	\$976,069	\$1,090,785	\$114,716
Cleaners & Fuelers	735,264	710,959	736,744	25,785
Supervision	553,193	538,276	550,824	12,548
Vehicle Consumables	2,138,281	2,464,637	2,563,030	98,393
Bus Parts & Supplies	724,009	727,204	766,661	39,457
Vendor Services	35,084	58,165	82,500	24,335
Risk & Safety	35,016	108,830	64,028	(44,802)
<i>Subtotal</i>	<u>\$5,259,036</u>	<u>\$5,584,140</u>	<u>\$5,854,572</u>	<u>\$270,432</u>
<i>PASSENGER ACCOMMODATIONS</i>				
Passenger Facilities	\$562,003	\$533,355	\$568,984	\$35,629
Transit Development	385,159	335,060	348,750	13,690
Promotion & Information	242,682	247,974	271,304	23,330
Fare Revenue Collection	291,417	264,881	285,959	21,078
<i>Subtotal</i>	<u>\$1,481,261</u>	<u>\$1,381,270</u>	<u>\$1,474,996</u>	<u>\$93,726</u>
<i>GENERAL OVERHEAD</i>				
Finance	\$579,554	\$532,778	\$647,054	\$114,275
Personnel	102,853	103,097	104,922	1,826
Utilities & Communication	200,576	193,597	220,380	26,783
Operating Facilities	266,469	269,591	275,422	5,831
District Administration	1,993,865	1,291,553	1,270,960	(20,593)
<i>Subtotal</i>	<u>\$3,143,317</u>	<u>\$2,390,616</u>	<u>\$2,518,738</u>	<u>\$128,122</u>
<i>Total Operating Cost</i>	<u>\$22,248,845</u>	<u>\$21,881,543</u>	<u>\$23,158,166</u>	<u>\$1,276,623</u>

Route Operations Budget Detail

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
DRIVERS				
Scheduled	\$5,705,682	\$5,571,391	\$5,842,807	\$271,416
Scheduled Overtime	259,318	246,293	252,512	6,219
Unscheduled Pay	209,324	133,934	134,596	662
Driver Lite Duty	0	14,624	25,002	10,378
FICA	526,675	507,623	548,061	40,439
Pension	818,495	820,178	864,848	44,669
Health	1,031,465	1,059,409	1,157,536	98,126
Sick Pay	136,339	126,164	132,593	6,428
Vacation Pay	410,899	427,746	485,347	57,601
Holiday Pay	215,705	243,766	251,344	7,578
Other Paid Leave	28,129	38,012	40,000	1,988
Unemployment Insurance	39,326	43,760	39,885	(3,875)
Uniforms	19,832	22,039	20,000	(2,039)
<i>Drivers Subtotal</i>	<u>\$9,401,189</u>	<u>\$9,254,941</u>	<u>\$9,794,531</u>	<u>\$539,590</u>
DISPATCH & SUPERVISION				
Supervisors	\$160,028	\$154,123	\$153,710	(\$413)
Staff	158,408	153,668	156,757	3,088
FICA	27,712	28,367	29,834	1,467
Pension	37,584	37,990	36,167	(1,823)
Health	75,726	66,725	68,827	2,102
Sick Pay	7,328	8,102	8,552	450
Vacation Pay	27,178	34,867	32,011	(2,857)
Holiday Pay	12,638	14,270	15,083	813
Other Paid Leave	17,311	20,101	23,876	3,775
Unemployment Insurance	1,507	1,722	1,525	(197)
<i>Dispatch & Supervision Subtotal</i>	<u>\$525,420</u>	<u>\$519,936</u>	<u>\$526,341</u>	<u>\$6,405</u>
HIRING & TRAINING				
Staff	\$34,553	\$34,611	\$35,741	\$1,131
Student Drivers	37,127	54,339	51,280	(3,059)
Existing Drivers/Supers	103,987	106,754	109,695	2,940
FICA	11,752	14,044	15,955	1,910
Pension	11,973	12,991	10,498	(2,494)
Health	16,024	15,520	12,220	(3,299)
Sick Pay	3,271	2,255	1,757	(498)
Vacation Pay	5,672	6,475	5,179	(1,296)
Holiday Pay	3,990	4,904	4,017	(887)
Other Paid Leave	2,302	800	891	91
Unemployment Insurance	438	552	546	(6)
Medical Exams & License Fees	17,448	19,598	23,000	3,402
Employment Advertising	0	216	400	184
Training, Travel & Meetings	807	8,251	4,000	(4,251)
<i>Hiring & Training Subtotal</i>	<u>\$249,344</u>	<u>\$281,311</u>	<u>\$275,179</u>	<u>(\$6,132)</u>

Santa Barbara Metropolitan Transit District Final FY 2013-14 Budget

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
<i>RISK & SAFETY</i>				
<i>Wages & Benefits</i>				
Staff	\$61,651	\$61,406	\$64,535	\$3,129
Supervisors	246,900	243,079	286,571	43,492
Driver Accident Pay	1,764	1,409	1,683	274
FICA	25,774	25,321	30,779	5,458
Pension	33,156	34,222	39,415	5,193
Health	57,539	44,423	70,104	25,681
Sick Pay	5,519	4,614	5,078	464
Vacation Pay	28,326	24,804	26,726	1,922
Holiday Pay	11,316	12,707	14,303	1,596
Other Paid Leave	2,735	3,215	3,443	228
Unemployment Insurance	1,228	1,313	1,498	185
Wages & Benefits Subtotal	<u>\$475,908</u>	<u>\$456,513</u>	<u>\$544,134</u>	<u>\$87,622</u>
<i>Public Liability</i>				
Professional Services	\$207,824	\$129,202	\$202,392	\$73,190
Insurance	241,660	242,596	238,555	(4,041)
Current Year Incident Payouts	11,892	7,176	50,000	42,824
Current Year Incident Reserves	15,291	600	50,000	49,400
Prior Years Incident Payouts	304,130	15,161	20,000	4,839
Change in Prior Years Reserves	(213,388)	(12,331)	(5,000)	7,331
Public Liability Subtotal	<u>\$567,409</u>	<u>\$382,404</u>	<u>\$555,947</u>	<u>\$173,543</u>
<i>Workers' Compensation</i>				
Professional Services	\$159,510	\$221,263	\$206,785	(\$14,479)
Insurance	51,110	56,672	59,747	3,075
Current Year Incident Payouts	64,462	44,075	150,000	105,925
Current Year Incident Reserves	182,439	255,556	150,000	(105,556)
Prior Years Incident Payouts	134,318	260,387	300,000	39,613
Change in Prior Years Reserves	(31,612)	202,885	100,000	(102,885)
Miscellaneous Risk & Safety	11,330	15,170	22,927	7,757
Workers' Compensation Subtotal	<u>\$571,557</u>	<u>\$1,056,008</u>	<u>\$989,459</u>	<u>(\$66,549)</u>
<i>Risk & Safety Subtotal</i>	<u><u>\$1,614,874</u></u>	<u><u>\$1,894,925</u></u>	<u><u>\$2,089,541</u></u>	<u><u>\$194,616</u></u>
<i>TRANSPORTATION SUBSIDIES</i>				
Dial-a-Ride (Easy Lift)	\$574,404	\$574,404	\$624,268	\$49,864
Transportation Subsidies Subtotal	<u>\$574,404</u>	<u>\$574,404</u>	<u>\$624,268</u>	<u>\$49,864</u>
TOTAL ROUTE OPERATIONS	<u><u>\$12,365,231</u></u>	<u><u>\$12,525,517</u></u>	<u><u>\$13,309,860</u></u>	<u><u>\$784,343</u></u>

Vehicle Maintenance Budget Detail

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
MECHANICS				
Mechanics	\$655,393	\$618,222	\$685,299	\$67,077
Less Mechanic Labor Capitalization	(14,957)	(25,988)	(28,877)	(2,888)
Mechanics-OT	18,471	15,646	24,989	9,344
FICA	59,573	54,697	62,935	8,237
Pension	81,891	77,189	85,013	7,824
Health	99,238	99,088	119,190	20,103
Sick Pay	19,397	18,182	19,152	970
Vacation Pay	60,097	59,293	59,607	314
Holiday Pay	27,976	29,003	32,184	3,181
Other Paid Leave	1,663	991	1,444	453
Unemployment Insurance	3,795	3,346	3,549	203
Uniforms	11,352	11,880	12,000	120
Tool Allowance	14,300	14,520	14,300	(220)
Mechanics Subtotal	<u>\$1,038,189</u>	<u>\$976,069</u>	<u>\$1,090,785</u>	<u>\$114,716</u>
CLEANERS & FUELERS				
Service Workers	\$427,812	\$416,902	\$425,077	\$8,175
FICA	35,705	35,213	36,312	1,100
Pension	70,612	68,594	70,403	1,809
Health	128,933	114,895	127,307	12,412
Sick Pay	9,375	12,486	8,987	(3,500)
Vacation Pay	31,794	31,446	30,105	(1,341)
Holiday Pay	18,062	19,396	22,771	3,375
Other Paid Leave	1,484	1,562	1,877	315
Unemployment Insurance	3,364	3,146	3,577	431
Uniforms	5,872	6,013	7,098	1,085
Medical Exams & License Fees	2,251	1,306	3,230	1,924
Cleaners & Fuelers Subtotal	<u>\$735,264</u>	<u>\$710,959</u>	<u>\$736,744</u>	<u>\$25,785</u>
SUPERVISION				
Staff	\$328,139	\$325,362	\$331,208	\$5,846
FICA	27,895	28,471	28,894	423
Pension	36,321	37,259	37,770	511
Health	106,401	95,224	97,600	2,377
Sick Pay	2,608	7,546	3,943	(3,603)
Vacation Pay	24,783	23,233	24,353	1,120
Holiday Pay	13,904	15,016	14,326	(689)
Other Paid Leave	1,081	1,618	2,865	1,248
Unemployment Insurance	1,365	1,354	1,365	11
Training, Travel & Meetings	10,696	3,194	8,500	5,306
Supervision Subtotal	<u>\$553,193</u>	<u>\$538,276</u>	<u>\$550,824</u>	<u>\$12,548</u>

Santa Barbara Metropolitan Transit District Final FY 2013-14 Budget

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
<i>VEHICLE CONSUMABLES</i>				
Fuel & Lubricants	\$1,910,249	\$2,270,316	\$2,310,857	\$40,541
Electric Vehicle Power	84,141	43,218	90,000	46,782
Tire Lease	135,475	142,415	152,173	9,758
Tire Mounting	8,416	8,688	10,000	1,312
<i>Vehicle Consumables Subtotal</i>	<u>\$2,138,281</u>	<u>\$2,464,637</u>	<u>\$2,563,030</u>	<u>\$98,393</u>
<i>VEHICLE PARTS & SUPPLIES</i>				
Bus Parts Issued	\$632,176	\$634,965	\$669,661	\$34,696
Shop Supplies	64,431	63,560	67,000	3,440
Bus Servicing Supplies	16,371	16,688	18,000	1,312
Hazmat Disposal & Compliance	11,031	11,992	12,000	8
<i>Vehicle Part & Supplies Subtotal</i>	<u>\$724,009</u>	<u>\$727,204</u>	<u>\$766,661</u>	<u>\$39,457</u>
<i>VENDOR BUS REPAIRS</i>				
Vandalism Repairs	\$31,085	\$36,288	\$45,000	\$8,712
Accident Damage Repairs	2,656	1,092	7,500	6,408
Accident Claim Collections	(20,064)	(5,526)	(5,000)	526
Other Vendor Repairs	21,407	26,311	35,000	8,689
<i>Vendor Bus Repairs Subtotal</i>	<u>\$35,084</u>	<u>\$58,165</u>	<u>\$82,500</u>	<u>\$24,335</u>
<i>RISK & SAFETY</i>				
Workers' Comp Services	\$15,580	\$8,290	\$10,883	\$2,594
Workers' Comp Insurance	2,690	3,202	3,145	(57)
Current Year Incident Payouts	12,392	19,132	20,000	868
Current Year Incident Reserves	3,155	47,434	40,000	(7,434)
Prior Years Incident Payouts	24,917	39,218	25,000	(14,218)
Change in Prior Years Reserves	(23,718)	(8,444)	(35,000)	(26,556)
<i>Risk & Safety Subtotal</i>	<u>\$35,016</u>	<u>\$108,830</u>	<u>\$64,028</u>	<u>(\$44,802)</u>
TOTAL VEHICLE MAINTENANCE	<u><u>\$5,259,036</u></u>	<u><u>\$5,584,140</u></u>	<u><u>\$5,854,572</u></u>	<u><u>\$270,432</u></u>

Passenger Accommodations Budget Detail

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
<i>PASSENGER FACILITIES</i>				
<i>Wages & Benefits</i>				
Supervisors	\$173,227	\$176,267	\$177,472	\$1,205
TC Advisors	105,258	85,150	98,475	13,325
Staff	41,056	40,916	37,520	(3,397)
FICA	27,137	25,066	26,860	1,795
Pension	28,240	24,247	25,934	1,687
Health	89,692	83,409	94,769	11,360
Sick Pay	3,058	3,977	4,070	93
Vacation Pay	20,234	18,226	17,568	(658)
Holiday Pay	10,039	11,323	13,800	2,477
Other Paid Leave	2,893	3,524	2,213	(1,311)
Unemployment Insurance	3,045	2,471	2,194	(277)
<i>Wages & Benefits Subtotal</i>	<i>\$503,879</i>	<i>\$474,575</i>	<i>\$500,875</i>	<i>\$26,300</i>
<i>Buildings & Grounds</i>				
TC Contract Maintenance	\$47,814	\$43,577	\$47,720	\$4,143
TC Repairs/Supplies	7,326	8,879	10,000	1,121
Bus Stop Repairs/Supplies	1,502	4,920	8,900	3,980
TC Property Insurance	1,482	1,404	1,489	85
<i>Buildings & Grounds Subtotal</i>	<i>\$58,124</i>	<i>\$58,780</i>	<i>\$68,108</i>	<i>\$9,329</i>
<i>Passenger Facilities Subtotal</i>	<i>\$562,003</i>	<i>\$533,355</i>	<i>\$568,984</i>	<i>\$35,629</i>
<i>TRANSIT DEVELOPMENT</i>				
Staff	\$227,420	\$194,692	\$208,666	\$13,974
FICA	20,622	18,618	18,171	(447)
Pension	27,079	21,756	23,753	1,997
Health	58,444	40,854	42,327	1,473
Sick Pay	12,842	16,501	5,560	(10,941)
Vacation Pay	23,221	29,174	13,533	(15,642)
Holiday Pay	10,035	8,967	9,824	857
Other Paid Leave	1,147	2,145	2,947	802
Unemployment Insurance	969	826	969	143
Training, Travel & Meetings	2,726	1,187	5,000	3,813
Planning Services & Supplies	654	340	18,000	17,660
<i>Transit Development Subtotal</i>	<i>\$385,159</i>	<i>\$335,060</i>	<i>\$348,750</i>	<i>\$13,690</i>

Santa Barbara Metropolitan Transit District Final FY 2013-14 Budget

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
<i>PROMOTION & INFORMATION</i>				
Wages & Benefits				
Staff	\$79,335	\$92,554	\$98,378	\$5,824
FICA	6,719	8,032	8,270	239
Pension	8,842	10,543	10,811	268
Health	13,989	13,687	15,031	1,344
Sick Pay	1,093	2,052	1,277	(775)
Vacation Pay	5,243	5,856	5,151	(705)
Holiday Pay	3,337	4,328	3,443	(885)
Other Paid Leave	628	817	861	44
Unemployment Insurance	382	432	382	(50)
Wages & Benefits Subtotal	\$119,568	\$138,302	\$143,604	\$5,303
Outside Services				
Media Ad Placement	3,122	3,340	5,000	1,660
Brochures & Publications	7,241	2,129	7,500	5,371
Promotional Giveaways	1,743	5,072	5,000	(72)
Bus/Shuttle Decorations	24,482	16	2,500	2,484
Other Promotions	1,760	1,673	5,000	3,327
Route Schedules & Information	83,992	96,665	101,700	5,035
Training, Travel & Meetings	774	779	1,000	221
Outside Services Subtotal	\$123,114	\$109,673	\$127,700	\$18,027
<i>Promotion & Information Subtotal</i>	<u>\$242,682</u>	<u>\$247,974</u>	<u>\$271,304</u>	<u>\$23,330</u>
<i>FARE REVENUE COLLECTION</i>				
Wages & Benefits				
Security Officer	\$99,898	\$91,286	\$93,402	\$2,116
FICA	9,049	8,534	8,402	(133)
Pension	11,820	10,519	10,982	463
Health	37,727	37,438	46,204	8,766
Sick Pay	2,540	4,991	3,053	(1,938)
Vacation Pay	6,189	11,478	7,211	(4,267)
Holiday Pay	4,486	4,140	4,106	(34)
Other Paid Leave	3,305	1,696	2,053	357
Unemployment Insurance	601	724	546	(178)
Wages & Benefits Subtotal	\$175,615	\$170,806	\$175,959	\$5,153
Outside Services				
Fare Processing	\$59,689	\$46,627	\$50,000	\$3,373
Farebox Parts & Repairs	14,047	19,175	30,000	10,825
Tickets, Tokens & Transfers	42,066	28,273	30,000	1,727
Outside Services Subtotal	\$115,802	\$94,075	\$110,000	\$15,925
<i>Fare Revenue Collection Subtotal</i>	<u>\$291,417</u>	<u>\$264,881</u>	<u>\$285,959</u>	<u>\$21,078</u>
<i>TOTAL PSNGR ACCOMMODATIONS</i>	<u><u>\$1,481,261</u></u>	<u><u>\$1,381,270</u></u>	<u><u>\$1,474,996</u></u>	<u><u>\$93,726</u></u>

General Overhead Budget Detail

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
FINANCE				
Staff	\$315,143	\$296,026	\$359,786	\$63,760
FICA	26,630	25,445	31,721	6,276
Pension	36,641	35,023	41,465	6,442
Health	82,042	67,891	83,772	15,880
Sick Pay	7,375	9,065	6,458	(2,607)
Vacation Pay	27,701	29,077	30,770	1,693
Holiday Pay	14,280	13,628	14,429	801
Other Paid Leave	1,295	4,825	3,206	(1,619)
Unemployment Insurance	1,447	1,398	1,447	49
Financial Audit Services	67,000	50,400	74,000	23,600
<i>Finance Subtotal</i>	<u>\$579,554</u>	<u>\$532,778</u>	<u>\$647,054</u>	<u>\$114,275</u>
PERSONNEL				
Staff	\$61,652	\$64,865	\$65,023	\$158
FICA	5,449	5,718	5,541	(177)
Pension	7,185	7,596	7,243	(353)
Health	18,277	14,543	16,339	1,796
Sick Pay	938	1,169	1,127	(42)
Vacation Pay	5,404	5,590	5,477	(113)
Holiday Pay	2,701	2,917	2,786	(131)
Other Paid Leave	974	389	1,114	726
Unemployment Insurance	273	311	273	(38)
<i>Personnel Subtotal</i>	<u>\$102,853</u>	<u>\$103,097</u>	<u>\$104,922</u>	<u>\$1,826</u>
UTILITIES				
Telephone & Data Communications	\$43,105	\$42,619	\$48,000	\$5,381
Power, Water & Refuse	136,245	138,716	150,000	11,284
Two-Way Radios	21,226	12,262	22,380	10,118
<i>Utilities Subtotal</i>	<u>\$200,576</u>	<u>\$193,597</u>	<u>\$220,380</u>	<u>\$26,783</u>
OPERATING FACILITIES				
Wages & Benefits				
Staff	\$42,390	\$45,732	\$46,558	\$826
FICA	3,608	3,937	4,018	81
Pension	4,755	5,212	5,252	40
Health	9,009	7,526	9,000	1,474
Sick Pay	870	835	763	(73)
Vacation Pay	3,249	3,456	3,000	(456)
Holiday Pay	1,729	2,074	2,000	(74)
Other Paid Leave	0	0	200	200
Unemployment Insurance	273	311	273	(38)
<i>Wages & Benefits Subtotal</i>	<u>\$65,883</u>	<u>\$69,083</u>	<u>\$71,063</u>	<u>\$1,980</u>

Santa Barbara Metropolitan Transit District Final FY 2013-14 Budget

	Actual FY 2011-12	Current Estimate FY 2012-13	Adopted Budget FY 2013-14	Change
<i>OPERATING FACILITIES (cont'd)</i>				
Service Vehicles				
Parts & Repairs	\$15,085	\$14,634	\$16,000	\$1,366
Fuel	59,572	59,609	60,000	391
Service Vehicles Subtotal	\$74,657	\$74,243	\$76,000	\$1,757
Buildings & Grounds				
Contract Maintenance	\$71,103	\$70,764	\$72,460	\$1,696
Overpass Site	0	7,500	7,500	0
B&G Repairs/Supplies	41,490	35,366	35,000	(366)
Property Insurance	13,336	12,635	13,399	764
Buildings & Grounds Subtotal	\$125,929	\$126,265	\$128,359	\$2,094
<i>Operating Facilities Subtotal</i>	<u>\$266,469</u>	<u>\$269,591</u>	<u>\$275,422</u>	<u>\$5,831</u>
<i>DISTRICT ADMINISTRATION</i>				
Wages & Benefits				
Staff	\$411,434	\$415,111	\$411,181	(\$3,930)
Bus Ad Revenue Placement	8,933	6,647	8,446	1,799
FICA	34,190	34,414	36,754	2,340
Pension	47,501	48,440	48,044	(396)
Health	93,632	76,325	77,965	1,640
Sick Pay	10,129	3,580	5,002	1,423
Vacation Pay	36,824	38,837	36,355	(2,482)
Holiday Pay	16,838	17,795	21,464	3,669
Other Paid Leave	7,535	5,290	6,439	1,149
Unemployment Insurance	2,039	1,937	1,706	(231)
Wages & Benefits Subtotal	\$669,055	\$648,374	\$653,356	\$4,982
Administrative Services				
Directors Fees	\$11,760	\$11,232	\$12,600	\$1,368
Public Officials Insurance	21,755	11,850	11,513	(337)
Legal Counsel	71,228	157,430	140,000	(17,430)
Pension Administration	(5,227)	23,088	15,000	(8,088)
Office Equipment Maintenance	109,612	107,759	120,948	13,189
Miscellaneous Services	29,801	93,929	64,098	(29,831)
Office & Computer Supplies	45,453	43,612	45,000	1,388
Dues & Subscriptions	32,478	40,699	38,000	(2,699)
Conferences, Meetings & Training	4,933	5,275	5,000	(275)
Employee Relations	11,043	15,971	15,835	(136)
Retiree Health Insurance	934,401	70,943	83,423	12,480
Mandated Fees & Permits	31,494	31,342	38,550	7,208
Bus Ad Revenue Program	2,251	0	1,500	1,500
Miscellaneous	23,828	30,049	26,136	(3,913)
Administrative Services Subtotal	\$1,324,810	\$643,178	\$617,603	(\$25,575)
<i>District Administration Subtotal</i>	<u>\$1,993,865</u>	<u>\$1,291,553</u>	<u>\$1,270,960</u>	<u>(\$20,593)</u>
<i>TOTAL GENERAL OVERHEAD</i>	<u>\$3,143,317</u>	<u>\$2,390,616</u>	<u>\$2,518,738</u>	<u>\$128,122</u>

Capital Project Detail

	Current Budget FY 2012-13	Estimate FY 2012-13	Adopted Budget FY 2013-14	New Funding Allocation	Carry-over Funding Allocation
REVENUE VEHICLE PURCHASES					
40' Diesel Buses (17) (\$403,900)	\$6,790,634	\$807,800	\$6,088,247	\$0	\$6,088,247
60' Articulated Buses (3) (\$704,866)	2,250,000	0	2,114,596	0	2,114,596
22' Shuttles (8) (\$358,500)	2,868,000	38,000	2,830,000	0	2,830,000
Subtotal	\$11,908,634	\$845,800	\$11,032,843	\$0	\$11,032,843
REVENUE VEHICLE IMPROVEMENTS					
Diesel Fleet Drivetrains	\$421,000	\$421,000	\$382,000	\$382,000	\$0
EV Drivetrain/Battery Chargers etc	60,000	60,000	60,000	60,000	0
Lithium Battery Project	296,528	98,843	234,000	36,315	197,685
Subtotal	\$777,528	\$579,843	\$676,000	\$478,315	\$197,685
OFFICE FURNITURE & EQUIPMENT					
Office Furniture Allowance	\$20,000	\$20,000	\$20,000	\$20,000	\$0
Subtotal	\$20,000	\$20,000	\$20,000	\$20,000	\$0
MANAGEMENT INFORMATION SYSTEMS					
Software Programming	\$20,000	\$0	\$20,000	\$20,000	\$0
PC Hardware/ IT Infrastructure Upgrades	20,000	15,000	20,000	20,000	0
Subtotal	\$40,000	\$15,000	\$40,000	\$40,000	\$0
INTELLIGENT TRANSPORTATION SYSTEMS					
AVL Radio System	\$2,556,533	\$0	\$2,556,533	\$0	\$2,556,533
Security Cameras on Bus	500,000	0	764,214	264,214	500,000
Subtotal	\$3,056,533	\$0	\$3,320,747	\$264,214	\$3,056,533
SERVICE VEHICLES					
Service Vehicle Replacements	\$50,000	\$50,000	\$0	\$0	\$0
Subtotal	\$50,000	\$50,000	\$0	\$0	\$0
BUS STOP EQUIPMENT					
Superstops	\$301,990	\$50,000	\$251,990	\$0	\$251,990
Bus Stop Upgrades	122,962	122,962	200,000	200,000	0
Subtotal	\$424,952	\$172,962	\$451,990	\$200,000	\$251,990
FIXED FACILITIES					
Facilities	\$185,000	\$25,000	\$225,000	\$65,000	\$160,000
Security Improvements T1	350,000	350,000	0	0	0
TC Expansion Project	200,000	0	400,000	200,000	200,000
TC Fixed Facilities	30,000	10,000	30,000	30,000	0
WIP - Calle Real Development	0	0	0	0	0
Subtotal	\$765,000	\$385,000	\$655,000	\$295,000	\$360,000
FAREBOXES & RADIOS					
Fare Collection & Radio Allowance	\$50,000	\$25,000	\$25,000	\$25,000	\$0
Subtotal	\$50,000	\$25,000	\$25,000	\$25,000	\$0
SHOP EQUIPMENT					
Shop Equipment Allowance	\$75,000	\$0	\$75,000	\$0	\$75,000
Subtotal	\$75,000	\$0	\$75,000	\$0	\$75,000
Total Capital Projects	\$17,167,647	\$2,093,605	\$16,296,580	\$1,322,529	\$14,974,051

Projected Capital Project Funding Plan

	Total Revenue	TDA-LTF CY	TDA-STA CY	TDA -STA PY	Measure A CY	Measure A PY	Prop 1B PTMISEA	Prop 1B TSC	Federal	Other
REVENUE VEHICLE PURCHASES										
40' Diesel Buses (17) (\$403,900)	6,088,247						5,995,628		92,619	
60' Articulated Buses (3) (\$704,866)	2,114,596	0		1,361,053	100,000	653,543				
22' Shuttles (8) (\$358,500)	2,830,000			919,195					1,910,805	
<i>Subtotal</i>										
REVENUE VEHICLE IMPROVEMENTS										
Diesel Fleet Drivetrains	382,000			0	382,000					
EV Drivetrain/Battery Chargers etc	60,000			0	60,000					
Lithium Battery Project	234,000			96,786	36,315	100,899				
<i>Subtotal</i>										
OFFICE FURNITURE & EQUIPMENT										
Office Furniture Allowance	20,000			0	20,000					
<i>Subtotal</i>										
MANAGEMENT INFORMATION SYSTEMS										
Software Programming	20,000				20,000					
PC Hardware/ Major Software Upgrades	20,000			0	20,000					
<i>Subtotal</i>										
INTELLIGENT TRANSPORTATION SYSTEMS										
AVL Radio System	2,556,533			1,088,710			948,755	519,068		
Security Cameras on Bus	764,214					262,384		501,830		
<i>Subtotal</i>										
SERVICE VEHICLES										
Service Vehicle Replacements	0			0						
<i>Subtotal</i>										
BUS STOP EQUIPMENT										
Superstops	251,990			13,788		34,090			204,112	
Bus Stop Upgrades	200,000			0	170,000					30,000
<i>Subtotal</i>										
FIXED FACILITIES										
Facilities	225,000			225,000						
Security Improvements T1	0				0	0		0		
TC Expansion Project	400,000			136,701	63,299				200,000	
TC Fixed Facilities	30,000			30,000						
WIP - Calle Real Development										
<i>Subtotal</i>										
FAREBOXES & RADIOS										
Fare Collection & Radio Allowance	25,000			24,685	315				0	
<i>Subtotal</i>										
SHOP EQUIPMENT										
Shop Equipment Allowance	75,000			65,000		10,000				
<i>Subtotal</i>										
TOTAL CAPITAL PROJECTS	\$16,296,580	\$0	\$0	\$3,960,918	\$871,929	\$1,060,916	\$6,944,383	\$1,020,898	\$2,407,536	\$30,000