



OPERATING & CAPITAL BUDGET

Fiscal Year 2021-22



Santa Barbara Metropolitan Transit District

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Executive Summary

The financial outlook for the Santa Barbara Metropolitan Transit District continues to be strongly impacted by the COVID-19 pandemic although conditions have improved considerably from a year ago. At that time, shelter-in-place orders and school closures were in effect and Covid-19 cases and deaths were rising exponentially. Transit service was cut back in response to the large drop in demand while fare collection was suspended and bus capacity limited for public safety. Going into the new fiscal year, all of these adverse conditions have been reversed to varying degrees bringing cause for optimism. At the forefront are the widespread vaccinations of the population resulting in a large reduction in active cases.

From a budget perspective, the biggest implication is the restart of fare collection after more than a year of suspension. Sales tax subsidies, a significant source of operating revenue, also remain strong after only a short decline in late FY19-20. Despite the improved environment, the 2021-2022 fiscal year (FY21-22) that begins July 1 is still expected to experience a large operating deficit before taking into account federal relief funding. The District’s financial imbalance is anticipated to lessen as circumstances edge toward the pre-pandemic environment although what that new “normal” will be for MTD in terms of service demand and the ability to fund public transit remains unclear. Fortunately, the federal subsidies will allow time to adjust to these evolving conditions that are difficult to predict with confidence.

Operating Summary					
(\$ thousands)					
	FY 21-22	FY 20-21		FY 19-20	
	Draft	Budget	Var %	Actual	Var %
<i><u>Revenues</u></i>					
Fare Revenue	\$2,503	\$168	1390%	\$5,276	-53%
Grants & Subsidies	18,954	17,507	8%	19,209	-1%
Other Income	423	399	6%	1,517	-72%
	<u>\$21,881</u>	<u>\$18,074</u>	21%	<u>\$26,002</u>	-16%
<i><u>Expenses</u></i>					
Route Operations	\$16,822	\$15,740	7%	\$16,676	1%
Vehicle Maintenance	5,557	5,103	9%	5,761	-4%
Passenger Accommodations	1,821	1,640	11%	1,501	21%
General Overhead	3,966	3,619	10%	3,373	18%
	<u>\$28,166</u>	<u>\$26,103</u>	8%	<u>\$27,311</u>	3%
Revenue Less Expenses	(\$6,286)	(\$8,028)		(\$1,309)	
Federal Relief Funds	\$6,286	\$8,028		\$1,309	
Net Surplus / (Deficit)	<u>\$0</u>	<u>\$0</u>		<u>\$0</u>	

A number of routes remain suspended as we enter the new year. Some of this is demand driven but a shortage of drivers effectively serves as a limit to the level of transit services at this time. Bus passenger capacity remains limited to meet physical distancing requirements. With the improving health outlook and safety measures put in place by the District, the initially stringent passenger capacity limits have been eased to nearly 50% of the maximum seated load. As part of safety measures, MTD buses are now equipped with driver area enclosures to reduce the risk of driver exposure to Covid-19. Facilities, buses and service vehicles also continue to be disinfected at least daily.

Federal Relief Funds

Since the onset of the Covid-19 coronavirus in early 2020, the federal government has passed three funding bills to provide financial assistance to the country, with public transit being a recipient of relief funds from each of the three acts. In order of enactment, these are the Coronavirus Aid, Relief, and Economic Security (CARES) Act, the Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA), and the American Rescue Plan Act of 2021 (ARPA). For public transit, these funds are limited to covering operating and capital expenses incurred and revenues lost as a result of the pandemic. The monies are meant to provide financial assistance for multiple years going into the latter part of this decade. The District has been allocated a combined \$36.7 million. The funds provide support for all South

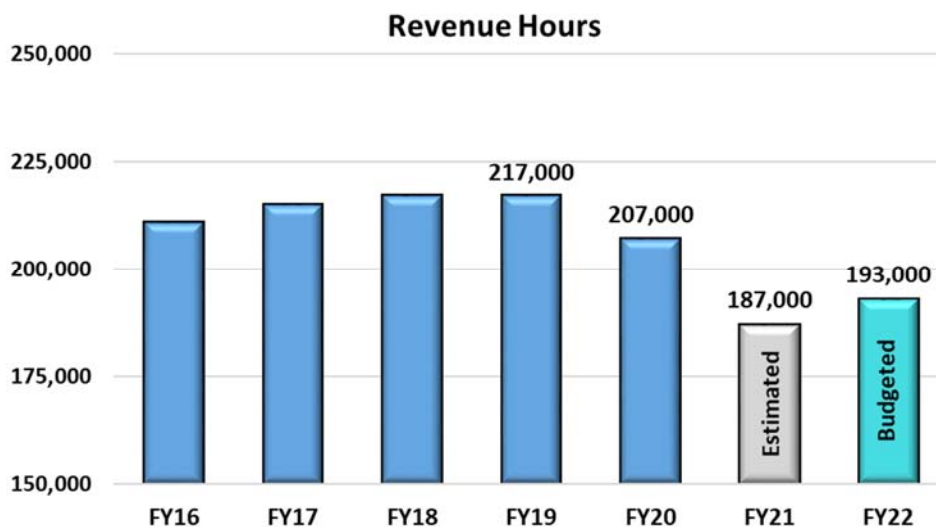
Coast public transit operations and will include allocations to Easy Lift for paratransit services and SBCAG for the Clean Air Express. With the greater pandemic-related outlays and losses in these early years, projections show the consumption of \$20 million in relief by the end of FY21-22.

Transit Service Level

With continuing uncertainty from the pandemic, service is being restored in a gradual manner in FY21-22. While likely subject to adjustment during the year, the budget is based on the provision of 193,000 annual revenue hours. In the present budget, Lines 15x and 28 will operate at reduced levels while the Line 10, Seaside and Crosstown shuttles, and first-last mile commuter service will remain suspended. Affecting their return will be a number of factors including ridership, capacity limits, bus operator availability, fleet availability, and K-12, SBCC and UCSB plans to return students to campus. In April 2020, the service level was reduced by 15% in response to the effects of the coronavirus. While the initial FY20-21 budget anticipated the return of most services by midyear, the prolonged severity of the pandemic combined with the continued driver shortage prevented this. As a result, the FY20-21 budget revision lowered the initial 200,000 service hours down to 187,000. Thus, the FY21-22 service level will represent a 5% increase from the prior year.

Service Level Analysis (Revenue Hours)

Service Description	Hours
Pre-Pandemic Level (FY18-19)	216,915
Suspensions & Adjustments	(24,027)
FY21-22 Budgeted Level	192,888
Pre-Pandemic Level Change	-11%



Operating Budget

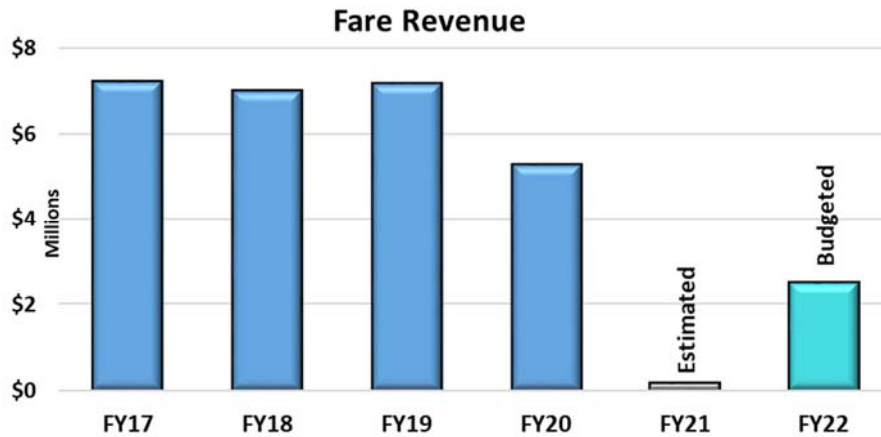
Operating Revenue

The operating revenue budget of \$21.9 million is a 21% increase from FY20/21. The collection of fares and restart of subsidized routes accounts for nearly all of the revenue growth. Yet, total income remains depressed nearly \$5 million from FY18/19, the last year unaffected by the pandemic. Not surprisingly, the currently reduced fare revenue represents most of the difference. This variance is expected to narrow considerably in the next two years. These and other District income sources are reviewed below. A detailed breakdown of revenue is included on page 10.

Fare Revenue – The collection of fares restarted on May 10, 2021, ending nearly 14 months without this vital source of operating revenue. However, with the reduced service level, continued physical distancing, and lower ridership, fares are projected to remain well below pre-pandemic levels in FY21-22. An estimated \$2 million in farebox receipts are included in the budget, which compares to annual passenger fares exceeding \$7 million before the onset of Covid-19. There is a high degree of uncertainty in this

projection with the multiple variables, including the service level. The budget revision will provide an opportunity to make adjustments as new information and trends become available.

Cash and pass fares are expected to grow throughout the year as more passengers return to mass transit use. While likely conservative, income from cash fares and pass sales are projected at 30% of previous heights. UCSB and SBCC contract fares are based on enrollment estimates provided from the schools. For UCSB, fall quarter is budgeted at two-thirds of pre-pandemic levels increasing to 100% by spring quarter. SBCC enrollment will start at 40% rising to 75% in the second semester. The suspension of the contract for the Downtown-Waterfront Shuttle service, which previously had provided nearly \$1 million in fare subsidies from the City of Santa Barbara, will remain in place.



Sales Tax Revenue – Sale tax revenue is projected to grow 2% in the coming year. The revenue figures come from state estimates provided to MTD for preparation of the annual TDA claim and Measure A Program of Projects. Thus, the state projects continued economic growth in FY21-22 with no sight of a slowdown or recession in the near term. As previously reported and incorporated in this year’s budget revision, sales tax revenue quickly recovered last summer following the sharp drop at the outset of the pandemic in the spring of 2020. This was counter to the initial gloomy budget projections for FY20-21 and helped mitigate the reduced revenue from delaying the midyear restart in fare collection. The District receives operating sale tax revenue through two sources: the Local Transportation Fund (LTF), based on the ¼ percent of general statewide sales tax dedicated to public transit; and Measure A, the voter-approved ½ percent increase in the countywide sales tax rate to meet local transportation needs.

Federal Assistance – The five-year Fixing America’s Surface Transportation Act (FAST Act) authorized federal spending on highways and public transportation for the five years ended in FY19-20. A one-year FAST Act extension was included in the 2021 Continuing Appropriations Act. As we enter FY21-22, there has been no replacement surface transportation reauthorization act. The Biden Administration’s recently released infrastructure plan currently incorporates federal transportation. With the uncertainty regarding funding levels, MTD’s federal formula operating assistance for FY21-22 is budgeted to remain unchanged from the prior year figure at \$5.8 million.¹

With the results of the decennial census not finalized, it remains unknown if the federally defined South County Urbanized Area population will exceed 200,000. The relevance is the potential loss of up to a third of the District’s current formula assistance if the area is reclassified as a large urbanized area. There are several avenues to potentially avoid the reclassification or loss of funds, but it remains a real threat to MTD’s future operating revenue.

State & Local Operating Assistance – The majority of state and local operating assistance is from UCSB for the Line 28 and expanded service hours on Lines 12x/24x. The latter service continued unabated over the last year and will do so into the new year. The Line 28, suspended since March, 2020, will begin service again this September. Initially at least, it will run at a reduced level from the past. Subsidies of \$1.2 million will be provided for operation of the services. The “first-last mile” buses connecting with the

¹ This is prior to the application of the federal relief funding used to cover pandemic-related expenses and revenue losses.

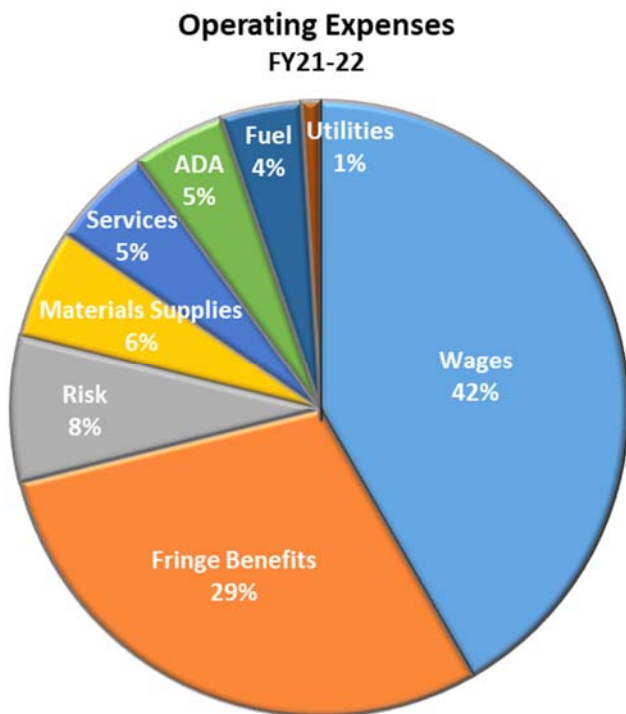
Amtrak commuter trains in Santa Barbara and Goleta were similarly suspended and are not currently in the FY21-22 budget. Funded by SBCAG, the demand for the service will be reassessed later this year.

Property Tax Revenue –The economic effects of the pandemic have had little bearing on property tax receipts in FY20-21. Through April, revenue growth is in line with the annual “Prop 13” 2% increase, as budgeted. The recent escalation in real estate prices will increase taxes slowly as the higher assessed valuations only occur on real property transfers. How the recently passed Proposition 19, the Home Protection for Seniors, Severely Disabled, Families, and Victims of Wildfire or Natural Disasters Act, will influence District receipts is not yet known, although an increase is expected. Until more information is available, the annual 2% increase in such revenue to \$1.4 million is being budgeted.

Other Income – Income from advertisements on buses is the predominant source of Other Income. With the business slowdown and uncertainty from the health pandemic in addition to fewer buses on the road, such revenue has suffered in the last year. Estimated ad revenue of \$300,000 in the year coming to a close will be down 25% from FY19-20. The situation has improved, and the expectation is for \$350,000 in sales in FY21-22. With interest rates still down over 75% since late 2019, earnings from working capital and reserves are expected to be limited to \$37,000 next year. With the recent threat of inflation, there is the potential for growth in interest earnings.

Operating Expenses

The operating budget for FY21-22 is \$28.2 million. With the greater service level and scheduled wage and fringe benefit growth, operating expenses are 8% more than budgeted in FY20-21. Budgeting for full employment and the restored marketing budget also contributed to the budget growth. Fluctuation in risk costs and fuel expenditures also continue to be an important factor. More challenging is accounting for the varying fiscal effects of the pandemic on many District outlays, limiting the value of comparisons.



Human Resources – As a service provider, over 70% of District costs are for the wages and benefits of its employee workforce. Teamsters Local 186 represents MTD drivers, supervisors, mechanics, and service workers and account for eight out of ten MTD employees. Thus, the collective bargaining agreement (CBA) with the Teamsters determines a large part of the operating budget. The CBA includes a 2.5% increase in wages and 5% for health benefits for FY21-22. The current agreement covers a three-year period that expires at the end of FY21-22 indicating that negotiation of a new CBA will ensue in the coming months. Following are additional matters that affect MTD’s workforce.

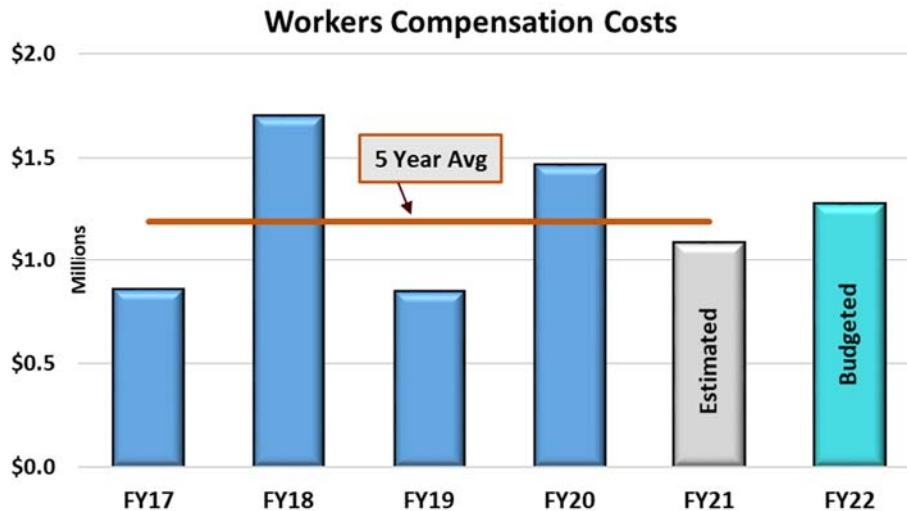
As previously discussed, MTD is looking to hire more than 20 drivers in the coming year. This particularly large need stems from a ...decrease in drivers due to attrition, a disruption in the employment market from the pandemic, and a de facto hiring freeze from the DMV’s suspension of driver’s license testing. With MTD now certified to perform the testing and improvements in the local health environment, the hiring process has restarted.

Nonetheless, the long-term challenge remains in finding interested, qualified candidates with the high cost of housing in Santa Barbara.

The budgeted mechanic and service worker positions remain unchanged from FY20-21. The driver hiring difficulties exist for filling mechanic positions as well. Presently, three mechanics are being sought. In the past year, the reduced service level and mechanic overtime have enabled continued adherence to scheduled maintenance. Increased training in recent years has also led to improved productivity. With the continued need for extensive disinfection of the transit fleet, an increase in scheduled service worker

hours will remain in place.² A number of staffing changes have taken place during the year or are imminent. These are driven in large part to prepare for the retirement of key management positions in FY21-22 and other retirements on the horizon of long-term staff members with a long history of company knowledge and experience.

Workers Compensation – Workers compensation (WC) claim costs and reserve estimates are based on a five-year average of such expenses. This methodology accounts for the year-to-year variability in such costs where a few claims can have a considerable effect on expenditures. It also factors in adjustments based on the annual actuarial study of WC claims that can also vary sizably. The study estimates future claim costs for incurred but not yet reported injuries. The FY21-22 budget of \$1.3 million will be somewhat above the five-year average of total WC expense due to last year’s decision to reduce the District’s self-insurance coverage, thus increasing insurance premiums.



Revenue Vehicle Fuel – While bus miles will grow from FY20-21, the cost of renewable diesel (RD) fuel will come down 5% to \$1.2 million next year. As anticipated a year ago, MTD was able to lock into a considerably lower cost per gallon due to the steep drop in the price of oil in the first half of calendar 2020. Given the timing of fuel contracts, FY20-21 will reap the benefit of the \$1.65 price for seven months of the year, whereas FY21-22 is locked in at that 26% lower price for the full year. While not a fossil fuel product, RD pricing in California closely tracked the cost of ultra-low sulfur diesel (ULSD) a year ago. The CARB Innovative Clean Transit regulation that mandates a zero-emission fleet by 2040 also now requires the use of RD for all new public transit diesel fuel contracts. This will increase the demand for RD in California which, unless RD production capacity grows, will likely lead to higher future prices.

Capital Budget

The capital budget for FY21-22 is \$29.1 million and consists of \$19.7 million in new projects and \$9.4 million in carryover projects from FY20-21. The majority of the projects are revenue vehicle related including bus replacements and refurbishments. As in recent years, a large part of the vehicle acquisitions are dependent upon federal discretionary awards. A more detailed capital project listing, including the prior year capital budget, is included on page 20.

Capital Projects

Bus Purchases & Improvement – Bus replacement acquisitions consist of the carryover of the four 40’ New Flyer electric buses approved in FY20-21, six additional 40’ zero-emission buses, and three 35’ ZEBs – with the latter two projects subject to the discretionary funding awards. Also part of the budget is the carryover of the battery-electric microtransit vans and the addition of four replacement paratransit vans for use by Easy Lift. The fleet renewal campaign approved in FY20-21 comprises the majority of

² The District has also increased the current level of janitorial services to assist with nightly fleet and facilities disinfecting.

the bus improvement budget. With the project getting started late in FY20-21, most of the first year budget allocation is being brought forward into the new year.

Capital Projects by Category
(\$ thousands)

	FY 21-22 Budget	Appropriations	
		New	Prior Year
<u>Operating & Passenger Facilities</u> – Revenue Vehicle Purchases	\$15,971	\$10,537	\$5,434
Revenue Vehicle Improvements	3,771	2,596	1,175
Operating Facilities	5,303	2,508	2,795
Passenger Facilities	425	425	0
Intelligent Transportation Systems	1,679	1,679	0
Information Systems	1,710	1,710	0
Service Vehicles & Other Equip	289	289	0
Total Capital Projects	\$29,148	\$19,744	\$9,404

Facility improvements at Terminal 1 are concentrated on electric vehicle infrastructure including the 14 new charge stations associated with the SCE Charge Ready project. Also, ten existing 208V charge ports will be converted to 480V, the current standard being used for battery-electric bus charging equipment, for future EV fleet expansion. In addition to completing the preliminary Terminal 2 recommissioning work, planning and design for future improvements to the site to accommodate 30 electric buses will get under way as well. A contract for preliminary architectural and engineering work for Terminal 2 was recently awarded.

Intelligent Transportation Systems – Planned for FY21-22 is the implementation of a contactless fare payment system, which will lessen the spread of Covid-19 or other viruses via physical contact. Another goal is to reduce the volume of cash fare payments, which are hand processed by MTD employees each day. The \$1.5 million budget allowance for the system will be paid for with Cares Act funds.

Information Systems – The main element of the information systems budget is the replacement of MTD’s accounting software system, which was a customized application that has served MTD for more than 20 years. A contemporary system that integrates accounting, human resource, procurement and reporting functionalities will be implemented. With five years of use, upgrades of most Clever Devices IT hardware, data, and network systems, including improved security, are also scheduled.

Service Vehicles & Other – With the recent replacement of the driver relief vehicle fleet with the Chevrolet Bolts, the emphasis in FY21-22 will be on service and maintenance vehicles. Needs are currently being assessed to develop the replacement priorities with the goal of employing zero or low emission vehicles. The balance of the capital budget is made up of allowances for various needs such as minor facility repairs and improvements; and new or replacement equipment for shop, bus stop, and office needs.

Capital Revenue

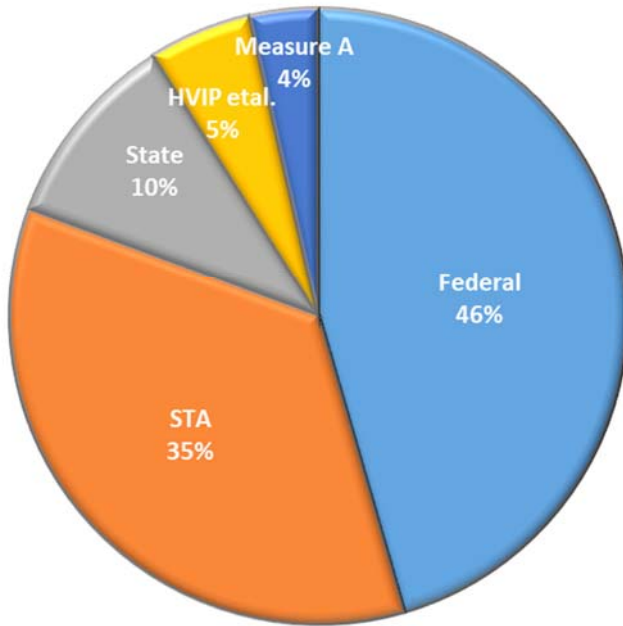
The capital budget includes previous funding encumbrances from projects carried forward as well as new capital revenue commitments for the \$29 million for new capital assets. MTD capital support for FY21-22 will derive from several federal, state, and local sources.

Federal Funds – The capital budget includes \$13 million in federal funds, with about half of the amount being reliant upon a discretionary grant and a Congressional earmark³ for the new buses. If not forthcoming, the projects will be removed from the budget. Other federal support is from the FTA 5339(a) Buses and Bus Facilities Formula Program and the allocation of \$1.5 million in relief funds for capital purposes.

State Transit Assistance – California’s State Transit Assistance (STA) fund continues to provide a reliable and flexible source of capital revenue each year. Since the enactment of SB1 several years ago, the annual allocation had been approaching \$3 million. Given its dependence upon diesel fuel sales tax, FY21-22 STA funding – based on FY20-21 tax receipts – is expected to experience a several hundred

³ Earmarking allows lawmakers to direct federal agencies to spend specific amounts on projects in their home states or districts. In 2011, Congress had imposed a moratorium on the congressionally directed spending items following several cases of fraud and corruption. But some lawmakers on both sides of the aisle believe that the absence of earmarks has contributed to gridlock and exacerbated partisan divisions. The money for earmarks will be capped at 1% of discretionary spending.

**Capital Funding Sources
FY21-22**



thousand dollar decline due the sharp drop in oil prices in the early part of the year. This is expected to be short-lived with more recent increase in fuel costs as well as improved economic activity.

State – Subsidies from the State of California to support capital needs in FY21-22 encompass several sources. Two are supported from the Cap-and-Trade program and include the Low Carbon Transit Operations Program (LCTOP) and the Transit and Intercity Rail Capital Program (TIRCP). Also included is the State of Good Repair (SGR) program funded by SB1. The District will make use of these sources as part of the local share for the federally-funded EV acquisitions and the EV charging facilities.

Measure A Capital Program – In FY21-22, Measure A will provide just over \$1 million in capital revenue based upon the most recent Measure A Program of Projects. This amount is up 11% from the prior year, which was revised lower than originally estimated as a result of the spring 2020 decline in local economic activity. The sales tax revenue will be used for

various projects—either as full funding or the local share—including EV charging facilities, low-emission service vehicles, paratransit vans and bus stop improvements.

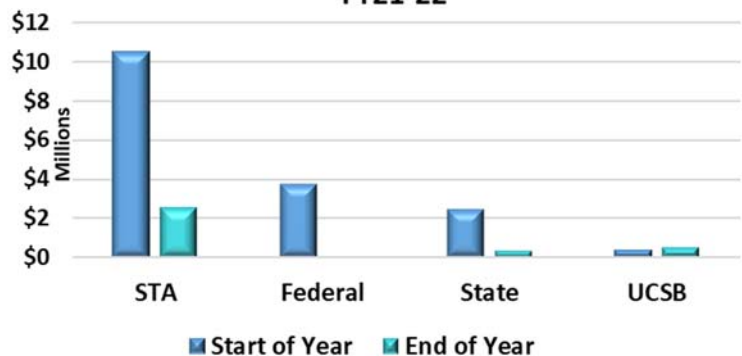
HVIP, VMT & APCD Funding – MTD has or will be applying for funding in the form of credits to offset a portion of the cost of zero emission bus acquisitions. These would be from the state’s Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), the Volkswagen Mitigation Trust (VMT), and the Santa Barbara County Air Pollution Control District (APCD). HVIP would provide \$138,000 per vehicle for seven of the buses, VMT \$180,000 for each of three buses, and the APCD \$65,000 for one bus.

Capital Fund Balances

With current funding commitments for capital projects, unencumbered capital funds at the end of FY21-22 will be \$3.4 million, with the majority comprised of STA funds. Many projects in the capital budget with committed funds will not be completed during the year and, as a result, the actual unspent funding balance at the end of FY21-22 will be higher than the unencumbered balance.

The majority of the capital funding allocations are held in trust by other governmental entities with the funds allocated to the District on a reimbursement basis. The adjacent chart shows the beginning and ending capital funding balances by source.

**Unencumbered Fund Balances
FY21-22**



Retirement Benefit Obligations

Pension

Represented Employees – MTD contributes to the Western Conference of Teamsters Pension Trust for employees covered by the collective bargaining agreement (CBA). The contribution is subject to the terms of the CBA. It is a defined benefit plan with payments to retirees based on a formula set by the

Pension Trust. The 2019 Teamsters actuarial certification of the multi-employer plan indicates that the trust is 92% funded, considered exemplary (the 2021 actuarial certification is not yet available).

Staff & Management – A 401(k) plan was established in 1985 for all employees not subject to the CBA. MTD makes an ongoing contribution on the employee's behalf in addition to providing for employee contributions. As a fully-funded defined contribution plan, there is no unfunded retirement benefit liability.

Other Post-Employment Benefits (OPEB)

The District provides post-employment health benefits (OPEB) up to a maximum of \$285 per month for eligible employees. The monthly benefit is in the form of a reimbursement to retirees for their personal health insurance premiums. Eligibility for the benefit requires that an employee be at least 65 years of age at the time of retirement and have worked a minimum of 20 years at MTD. The benefit also has hire date requirement limiting future MTD's future OPEB liability.

Government accounting standards require measuring the present value of unfunded future OPEB obligations and recording it as a liability. At the end of FY20-21, the actuarial-based liability will be \$3.2 million. This is a \$465,000 increase from the prior year, which is due to the steep decline in interest rates over the past year. The effect of the drop is the use of a lower discount rate to determine the current value of the future liability in addition to depressing anticipated earnings from the trust funds set aside to pay future retiree health benefits.

With \$1.6 million in trust funds, including earnings, the unfunded (net) OPEB liability will be \$1.6 million at year end. The benefit liability will be 51% funded, which compares to the 59% coverage in the previous year. Nonetheless, coverage of over half of the liability is not common among governmental agencies and considered a best practice. The prefunding is held in the California Employers Benefit Trust, which is managed by CalPERS.

Detailed Budget Tables

Operating Summary FY 2021-22

	Draft	Approved			FY 2020-21	Budget Change	
	FY 2021-22 Budget	FY 2020-21 Budget	Budget Change Amount	%	Estimate	Amount	%
OPERATING REVENUE							
Fare Revenue	\$2,502,973	\$167,929	\$2,335,044	1390%	\$167,929	\$2,335,044	1390%
Sales Tax Revenue	10,440,181	10,179,200	260,981	3%	10,277,460	162,721	2%
FTA Operating Assistance	5,812,679	5,812,679	0	0%	5,812,679	0	0%
State & Local Op Assistance	1,257,918	100,039	1,157,879	1157%	382,057	875,861	229%
Property Tax Revenue	1,443,664	1,415,357	28,307	2%	1,415,357	28,307	2%
Non-Transportation Income	423,096	399,083	24,013	6%	372,630	50,466	14%
<i>Total Operating Revenue</i>	<u>\$21,880,511</u>	<u>\$18,074,287</u>	<u>\$3,806,224</u>	<u>21%</u>	<u>\$18,428,112</u>	<u>\$3,452,399</u>	<u>19%</u>
OPERATING EXPENSES							
Route Operations	\$16,822,210	\$15,740,258	\$1,081,952	7%	\$15,554,087	\$1,268,123	8%
Vehicle Maintenance	5,557,107	5,103,043	454,064	9%	5,125,815	431,292	8%
Passenger Accommodations	1,820,945	1,640,056	180,889	11%	1,432,242	388,703	27%
General Overhead	3,966,045	3,619,392	346,653	10%	3,469,262	496,783	14%
<i>Total Operating Expense</i>	<u>\$28,166,307</u>	<u>\$26,102,749</u>	<u>\$2,063,558</u>	<u>8%</u>	<u>\$25,581,405</u>	<u>\$2,584,902</u>	<u>10%</u>
Revenue Less Expenses	(\$6,285,796)	(\$8,028,462)			<u>(\$7,153,293)</u>		
Federal Stimulus Funds	\$6,285,796	\$8,028,462					
Net Surplus / (Deficit)	<u>\$0</u>	<u>\$0</u>					

Operating Revenue Detail

FY 2021-22

	Draft	Approved			FY 2020-21 Estimate	Budget Change	
	FY 2021-22 Budget	FY 2020-21 Budget	Budget Change			Amount	%
			Amount	%		Amount	%
<i>FAREBOX REVENUE</i>							
Cash Fares & Tokens	\$572,269	\$79,482	\$492,787	620%	\$79,482	\$492,787	620%
Adult Passes	330,056	45,841	284,215	620%	45,841	284,215	620%
Youth Passes	162,659	22,592	140,067	620%	22,592	140,067	620%
Senior Passes	64,015	8,891	55,124	620%	8,891	55,124	620%
Mobility Passes	42,664	5,926	36,738	620%	5,926	36,738	620%
Day Passes	1,418	197	1,221	620%	197	1,221	620%
Microtransit Fares	0	0	0	n/a	0	0	n/a
UCSB Contract Fares	876,138	0	876,138	n/a	0	876,138	n/a
SBCC Contract Fares	433,754	0	433,754	n/a	0	433,754	n/a
Special Event Fares & Amtrak	10,000	2,500	7,500	300%	2,500	7,500	300%
City My Ride Program	10,000	2,500	7,500	300%	2,500	7,500	300%
<i>Subtotal</i>	<u>\$2,502,973</u>	<u>\$167,929</u>	<u>\$2,335,044</u>	<u>1390%</u>	<u>\$167,929</u>	<u>\$2,335,044</u>	<u>1390%</u>
<i>GRANTS & SUBSIDIES</i>							
LTF Sales Tax Revenue	\$8,190,872	\$7,977,460	\$213,412	3%	\$7,977,460	\$213,412	3%
FTA Operating Assistance	5,812,679	5,812,679	0	0%	5,812,679	0	0%
Measure A Sales Tax	2,249,309	2,201,740	47,569	2%	2,300,000	(50,691)	-2%
Other State/Local Subsidies	1,257,918	100,039	1,157,879	1157%	382,057	875,861	229%
Property Tax Revenue	1,443,664	1,415,357	28,307	2%	1,415,357	28,307	2%
<i>Subtotal</i>	<u>\$18,954,442</u>	<u>\$17,507,275</u>	<u>\$1,447,167</u>	<u>8%</u>	<u>\$17,887,553</u>	<u>\$1,066,889</u>	<u>6%</u>
<i>OTHER INCOME</i>							
Advertising on Buses	\$350,000	\$300,000	\$50,000	17%	\$300,000	\$50,000	17%
Interest on Investments	37,000	64,083	(27,083)	-42%	57,530	(20,530)	-36%
Other Operating Revenue	36,096	35,000	1,096	3%	15,100	20,996	139%
<i>Subtotal</i>	<u>\$423,096</u>	<u>\$399,083</u>	<u>\$24,013</u>	<u>6%</u>	<u>\$372,630</u>	<u>\$50,466</u>	<u>14%</u>
<i>Total Operating Revenue</i>	<u>\$21,880,511</u>	<u>\$18,074,287</u>	<u>\$3,806,224</u>	<u>21%</u>	<u>\$18,428,112</u>	<u>\$3,452,399</u>	<u>19%</u>

Operating Expense Detail FY 2021-22

	Draft	Approved			FY 2020-21 Estimate	Budget Change	
	FY 2021-22 Budget	FY 2020-21 Budget	Budget Change Amount	%		Amount	%
ROUTE OPERATIONS							
Drivers	\$11,412,412	\$10,662,456	\$749,956	7%	\$10,429,234	\$983,178	9%
Dispatch & Supervision	847,859	680,818	167,041	25%	713,529	134,330	19%
Hiring & Training	455,804	376,195	79,609	21%	327,272	128,532	39%
Risk & Safety	2,729,861	2,653,229	76,632	3%	2,716,493	13,368	0%
Transportation Subsidies	1,376,274	1,367,560	8,714	1%	1,367,560	8,714	1%
<i>Subtotal</i>	<u>\$16,822,210</u>	<u>\$15,740,258</u>	<u>\$1,081,952</u>	<u>7%</u>	<u>\$15,554,087</u>	<u>\$1,268,123</u>	<u>8%</u>
VEHICLE MAINTENANCE							
Mechanics	\$1,370,021	\$1,119,276	\$250,745	22%	\$1,126,149	\$243,872	22%
Cleaners & Fuelers	856,299	775,192	81,107	10%	747,200	109,099	15%
Supervision	874,211	740,089	134,122	18%	766,798	107,413	14%
Vehicle Consumables	1,547,532	1,579,562	(32,030)	-2%	1,576,754	(29,222)	-2%
Bus Parts & Supplies	713,300	700,400	12,900	2%	769,730	(56,430)	-7%
Vendor Services	60,000	55,000	5,000	9%	57,902	2,098	4%
Risk & Safety	135,744	133,524	2,220	2%	81,282	54,462	67%
<i>Subtotal</i>	<u>\$5,557,107</u>	<u>\$5,103,043</u>	<u>\$454,064</u>	<u>9%</u>	<u>\$5,125,815</u>	<u>\$431,292</u>	<u>8%</u>
PASSENGER ACCOMMODATIONS							
Passenger Facilities	\$658,974	\$645,338	\$13,636	2%	\$600,997	\$57,977	10%
Transit Development	403,695	489,111	(85,416)	-17%	367,898	35,797	10%
Marketing & Community Relations	444,302	210,627	233,675	111%	183,528	260,774	142%
Fare Revenue Collection	313,974	294,980	18,994	6%	279,819	34,155	12%
<i>Subtotal</i>	<u>\$1,820,945</u>	<u>\$1,640,056</u>	<u>\$180,889</u>	<u>11%</u>	<u>\$1,432,242</u>	<u>\$388,703</u>	<u>27%</u>
GENERAL OVERHEAD							
Finance	\$721,324	\$535,114	\$186,210	35%	\$539,695	\$181,629	34%
Personnel	210,448	224,743	(14,295)	-6%	182,813	27,635	15%
Utilities & Communication	270,590	264,600	5,990	2%	268,057	2,533	1%
Operating Facilities	436,018	424,917	11,101	3%	395,995	40,023	10%
District Administration	2,327,665	2,170,018	157,647	7%	2,082,701	244,964	12%
<i>Subtotal</i>	<u>\$3,966,045</u>	<u>\$3,619,392</u>	<u>\$346,653</u>	<u>10%</u>	<u>\$3,469,262</u>	<u>\$496,783</u>	<u>14%</u>
Total Operating Expenses	<u>\$28,166,307</u>	<u>\$26,102,749</u>	<u>\$2,063,558</u>	<u>8%</u>	<u>\$25,581,405</u>	<u>\$2,584,902</u>	<u>10%</u>

Route Operations Detail FY 2021-22

	Draft	Approved			FY 2020-21 Estimate	Budget Change	
	FY 2021-22 Budget	FY 2020-21 Budget	Amount	%		Amount	%
DRIVERS							
Scheduled	\$6,242,408	\$5,839,999	\$402,409	7%	\$5,841,709	\$400,699	7%
Scheduled Overtime	324,724	381,421	(56,697)	-15%	299,368	25,356	8%
Unscheduled Pay	115,214	161,711	(46,497)	-29%	92,297	22,917	25%
Driver Lite Duty	1,000	4,152	(3,152)	-76%	0	1,000	n/a
Paid Absences	1,008,101	930,400	77,701	8%	930,982	77,119	8%
Health Benefits	2,069,996	1,865,123	204,873	11%	1,852,654	217,342	12%
Pension Contributions	1,019,284	877,239	142,045	16%	832,387	186,897	22%
Payroll Taxes	611,685	586,911	24,774	4%	567,416	44,269	8%
Uniforms	20,000	15,500	4,500	29%	12,420	7,580	61%
<i>Drivers Subtotal</i>	<i>\$11,412,412</i>	<i>\$10,662,456</i>	<i>\$749,956</i>	<i>7%</i>	<i>\$10,429,234</i>	<i>\$983,178</i>	<i>9%</i>
DISPATCH & SUPERVISION							
Supervisors	\$245,920	\$235,660	\$10,260	4%	\$255,709	(\$9,789)	-4%
Staff	241,253	184,621	56,632	31%	196,014	45,239	23%
Paid Absences	124,966	77,630	47,336	61%	77,023	47,943	62%
Health Benefits	130,283	108,568	21,715	20%	99,426	30,857	31%
Pension Contributions	57,605	35,295	22,310	63%	46,074	11,531	25%
Payroll Taxes	47,832	39,044	8,788	23%	39,282	8,550	22%
<i>Dispatch & Supe. Subtotal</i>	<i>\$847,859</i>	<i>\$680,818</i>	<i>\$167,041</i>	<i>25%</i>	<i>\$713,529</i>	<i>\$134,330</i>	<i>19%</i>
HIRING & TRAINING							
Staff	\$67,432	\$39,245	28,187	72%	\$38,979	28,453	73%
Student Drivers	159,820	155,930	3,890	2%	144,261	15,559	11%
Existing Drivers/Supers	68,418	66,853	1,565	2%	28,664	39,754	139%
Paid Absences	24,566	14,016	10,550	75%	17,493	7,073	40%
Health Benefits	50,516	30,470	20,046	66%	35,988	14,528	40%
Pension Contributions	15,606	11,476	4,130	36%	12,780	2,826	22%
Payroll Taxes	24,446	21,205	3,241	15%	12,974	11,472	88%
Medical Exams & License Fees	30,000	22,000	8,000	36%	24,664	5,336	22%
Employment Advertising	10,000	10,000	0	0%	8,031	1,969	25%
Training, Travel & Meetings	5,000	5,000	0	0%	3,437	1,563	45%
<i>Hiring & Training Subtotal</i>	<i>\$455,804</i>	<i>\$376,195</i>	<i>\$79,609</i>	<i>21%</i>	<i>\$327,272</i>	<i>\$128,532</i>	<i>39%</i>
RISK & SAFETY							
<u>Wages & Benefits</u>							
Staff	\$101,009	\$159,079	(\$58,070)	-37%	\$161,130	(\$60,121)	-37%
Supervisors	313,240	310,732	2,508	1%	311,672	1,568	1%
Driver Accident Pay	1,974	1,938	36	2%	850	1,124	132%
Paid Absences	64,311	68,773	(4,462)	-6%	80,555	(16,244)	-20%
Health Benefits	120,006	123,372	(3,366)	-3%	114,723	5,283	5%
Pension Contributions	42,680	48,544	(5,864)	-12%	45,644	(2,964)	-6%
Payroll Taxes	37,629	42,437	(4,808)	-11%	42,065	(4,436)	-11%
<i>Wages & Benefits Subtotal</i>	<i>\$680,849</i>	<i>\$754,875</i>	<i>(\$74,026)</i>	<i>-10%</i>	<i>\$756,639</i>	<i>(\$75,790)</i>	<i>-10%</i>

Route Operations Detail FY 2021-22

	Draft	Approved		FY 2020-21		Budget Change	
	FY 2021-22 Budget	FY 2020-21 Budget	Budget Change Amount	Budget Change %	FY 2020-21 Estimate	Budget Change Amount	Budget Change %
<i>RISK & SAFETY (cont'd)</i>							
<u>Public Liability</u>							
Professional Services	\$169,886	\$164,823	\$5,063	3%	\$133,962	\$35,924	27%
Insurance	539,995	416,574	123,421	30%	430,000	109,995	26%
Current Year Incident Payouts	50,000	50,000	0	0%	0	50,000	n/a
Current Year Incident Reserves	100,000	100,000	0	0%	125,000	(25,000)	-20%
Prior Years Incident Payouts	150,000	25,000	125,000	500%	250,000	(100,000)	-40%
Change in Prior Years Reserves	(120,000)	(25,000)	(95,000)	380%	0	(120,000)	n/a
Public Liability Subtotal	\$889,881	\$731,397	\$158,484	22%	\$938,962	(\$49,081)	-5%
<u>Workers' Compensation</u>							
Professional Services	\$303,881	\$303,040	\$841	0%	\$269,362	\$34,519	13%
Insurance	185,250	143,917	41,333	29%	165,623	19,627	12%
Current Year Incident Payouts	50,000	50,000	0	0%	21,347	28,653	134%
Current Year Incident Reserves	400,000	250,000	150,000	60%	52,273	347,727	665%
Prior Years Incident Payouts	500,000	400,000	100,000	25%	497,897	2,103	0%
Change in Prior Years Reserves	(300,000)	0	(300,000)	n/a	0	(300,000)	n/a
Miscellaneous Risk & Safety	20,000	20,000	0	0%	14,390	5,610	39%
Workers' Comp Subtotal	\$1,159,131	\$1,166,957	(7,826)	-1%	\$1,020,892	\$138,239	14%
<i>Risk & Safety Subtotal</i>	<u>\$2,729,861</u>	<u>\$2,653,229</u>	<u>\$76,632</u>	<u>3%</u>	<u>\$2,716,493</u>	<u>\$13,368</u>	<u>0%</u>
<u>TRANSPORTATION SUBSIDIES</u>							
ADA Paratransit Service	\$1,010,274	\$1,001,560	\$8,714	1%	\$1,001,560	\$8,714	1%
Pandemic-Related Loss Relief	366,000	366,000	0	0%	366,000	0	0%
<i>Transportation Subsidies Sbtl</i>	<u>\$1,376,274</u>	<u>\$1,367,560</u>	<u>\$8,714</u>	<u>1%</u>	<u>\$1,367,560</u>	<u>\$8,714</u>	<u>1%</u>
<i>Total Route Operations</i>	<u>\$16,822,210</u>	<u>\$15,740,258</u>	<u>\$1,081,952</u>	<u>7%</u>	<u>\$15,554,087</u>	<u>\$1,268,123</u>	<u>8%</u>

Vehicle Maintenance Detail

FY 2021-22

	Draft	Approved			FY 2020-21 Estimate	Budget Change	
	FY 2021-22 Budget	FY 2020-21 Budget	Budget Change Amount %			Amount	%
MECHANICS							
Mechanics	\$794,972	\$652,443	\$142,529	22%	\$611,986	\$182,986	30%
Less Mechanic Capital Labor	(32,132)	(31,165)	(967)	3%	(33,197)	1,065	-3%
Mechanics-OT	71,288	57,788	13,500	23%	91,712	(20,424)	-22%
Paid Absences	107,467	87,930	19,537	22%	114,129	(6,662)	-6%
Health Benefits	221,481	178,431	43,050	24%	174,658	46,823	27%
Pension Contributions	98,153	80,765	17,388	22%	72,547	25,606	35%
Payroll Taxes	76,492	62,984	13,508	21%	63,908	12,584	20%
Uniforms	18,000	18,000	0	0%	17,206	794	5%
Tool Allowance	14,300	12,100	2,200	18%	13,200	1,100	8%
<i>Mechanics Subtotal</i>	<u>\$1,370,021</u>	<u>\$1,119,276</u>	<u>\$250,745</u>	<u>22%</u>	<u>\$1,126,149</u>	<u>\$243,872</u>	<u>22%</u>
CLEANERS & FUELERS							
Service Workers	\$480,785	\$430,371	\$50,414	12%	\$401,667	\$79,118	20%
Paid Absences	59,403	72,378	(12,975)	-18%	63,644	(4,241)	-7%
Health Benefits	187,407	158,155	29,252	18%	176,137	11,270	6%
Pension Contributions	75,794	64,810	10,984	17%	57,139	18,655	33%
Payroll Taxes	43,046	40,238	2,808	7%	36,578	6,468	18%
Uniforms	6,864	6,240	624	10%	7,399	(535)	-7%
Medical Exams & License Fees	3,000	3,000	0	0%	4,635	(1,635)	-35%
<i>Cleaners & Fuelers Subtotal</i>	<u>\$856,299</u>	<u>\$775,192</u>	<u>\$81,107</u>	<u>10%</u>	<u>\$747,200</u>	<u>\$109,099</u>	<u>15%</u>
SUPERVISION							
Staff	\$528,182	\$451,142	\$77,040	17%	\$462,691	\$65,491	14%
Paid Absences	73,759	63,929	9,830	15%	81,674	(7,915)	-10%
Health Benefits	155,381	123,411	31,970	26%	123,562	31,819	26%
Pension Contributions	59,834	51,147	8,687	17%	54,467	5,367	10%
Payroll Taxes	47,055	40,460	6,595	16%	42,737	4,318	10%
Training, Travel & Meetings	10,000	10,000	0	0%	1,666	8,334	500%
<i>Supervision Subtotal</i>	<u>\$874,211</u>	<u>\$740,089</u>	<u>\$134,122</u>	<u>18%</u>	<u>\$766,798</u>	<u>\$107,413</u>	<u>14%</u>
VEHICLE CONSUMABLES							
Bus Fuel	\$1,181,463	\$1,242,565	(\$61,102)	-5%	\$1,257,615	(\$76,152)	-6%
Oil & Lubricants	136,622	128,779	7,843	6%	154,295	(17,673)	-11%
Electric Vehicle Power	65,000	60,000	5,000	8%	28,851	36,149	125%
Tire Lease	152,447	139,098	13,349	10%	123,179	29,268	24%
Tire Mounting	12,000	9,120	2,880	32%	12,814	(814)	-6%
<i>Vehicle Consumables Subtotal</i>	<u>\$1,547,532</u>	<u>\$1,579,562</u>	<u>(\$32,030)</u>	<u>-2%</u>	<u>\$1,576,754</u>	<u>(\$29,222)</u>	<u>-2%</u>
VEHICLE PARTS & SUPPLIES							
Bus Parts Issued	\$600,000	\$587,100	\$12,900	2%	\$664,410	(\$64,410)	-10%
Shop Supplies	77,250	77,250	0	0%	85,588	(8,338)	-10%
Bus Servicing Supplies	15,450	15,450	0	0%	6,636	8,814	133%
Hazmat Disposal & Compliance	20,600	20,600	0	0%	13,097	7,503	57%
<i>Veh. Parts & Supplies Subtotal</i>	<u>\$713,300</u>	<u>\$700,400</u>	<u>\$12,900</u>	<u>2%</u>	<u>\$769,730</u>	<u>(\$56,430)</u>	<u>-7%</u>

**Vehicle Maintenance Detail
FY 2021-22**

	Draft	Approved			FY 2020-21 Estimate	Budget Change	
	FY 2021-22 Budget	FY 2020-21 Budget	Budget Change Amount %			FY 2020-21 Estimate	Budget Change Amount %
<i>VENDOR BUS REPAIRS</i>							
Vandalism Repairs	\$5,000	\$5,000	\$0	0%	\$1,505	\$3,495	232%
Accident Damage Repairs	5,000	5,000	0	0%	566	4,434	784%
Accident Claim Collections	(10,000)	(15,000)	5,000	-33%	(1,649)	(8,351)	506%
Other Vendor Repairs	60,000	60,000	0	0%	57,481	2,519	4%
<i>Vendor Bus Repairs Subtotal</i>	<u>\$60,000</u>	<u>\$55,000</u>	<u>\$5,000</u>	<u>9%</u>	<u>\$57,902</u>	<u>\$2,098</u>	<u>4%</u>
<i>RISK & SAFETY</i>							
Workers' Comp Services	\$15,994	\$15,949	\$45	0%	\$17,537	(\$1,543)	-9%
Workers' Comp Insurance	9,750	7,575	2,175	29%	8,717	1,033	12%
Current Year Incident Payouts	10,000	10,000	0	0%	0	10,000	n/a
Current Year Incident Reserve	25,000	25,000	0	0%	0	25,000	n/a
Prior Years Incident Payouts	50,000	50,000	0	0%	14,252	35,748	251%
Change in Prior Years Reserves	25,000	25,000	0	0%	40,777	(15,777)	-39%
<i>Risk & Safety Subtotal</i>	<u>\$135,744</u>	<u>\$133,524</u>	<u>\$2,220</u>	<u>2%</u>	<u>\$81,282</u>	<u>\$54,462</u>	<u>67%</u>
<i>Total Vehicle Maintenance</i>	<u>\$5,557,107</u>	<u>\$5,103,043</u>	<u>\$454,064</u>	<u>9%</u>	<u>\$5,125,815</u>	<u>\$431,292</u>	<u>8%</u>

Passenger Accommodations Detail

FY 2021-22

	Draft	Approved			FY 2020-21 Estimate	Budget Change	
	FY 2021-22 Budget	FY 2020-21 Budget	Budget Change Amount	%		Amount	%
PASSENGER FACILITIES							
<u>Wages & Benefits</u>							
Supervisors	\$164,530	\$160,249	\$4,281	3%	\$148,851	\$15,679	11%
TC Advisors	121,653	114,599	7,054	6%	102,164	19,489	19%
Staff	45,909	41,532	4,377	11%	46,311	(402)	-1%
Paid Absences	43,884	35,760	8,124	23%	43,126	758	2%
Health Benefits	125,205	115,769	9,436	8%	108,080	17,125	16%
Pension Contributions	20,005	27,470	(7,465)	-27%	19,101	904	5%
Payroll Taxes	29,894	28,225	1,669	6%	27,335	2,559	9%
Wages & Benefits Subtotal	\$551,080	\$523,604	\$27,476	5%	\$494,967	\$56,113	11%
<u>Buildings & Grounds</u>							
TC Contract Maintenance	\$80,819	\$98,200	(\$17,381)	-18%	\$80,098	\$721	1%
TC Repairs/Supplies	5,000	5,000	0	0%	8,200	(3,200)	-39%
Bus Stop Repairs/Supplies	5,000	5,000	0	0%	4,553	447	10%
TC Property Insurance	17,075	13,534	3,541	26%	13,179	3,896	30%
Buildings & Grounds Subtotal	\$107,894	\$121,734	(\$13,840)	-11%	\$106,030	\$1,864	2%
Passenger Facilities Subtotal	\$658,974	\$645,338	\$13,636	2%	\$600,997	\$57,977	10%
TRANSIT DEVELOPMENT							
Staff	\$171,935	\$226,187	(\$54,252)	-24%	\$216,489	(\$44,554)	-21%
Paid Absences	23,728	29,631	(5,903)	-20%	34,900	(11,172)	-32%
Health Benefits	50,113	66,528	(16,415)	-25%	72,370	(22,257)	-31%
Pension Contributions	19,566	25,582	(6,016)	-24%	24,147	(4,581)	-19%
Payroll Taxes	15,353	20,183	(4,830)	-24%	19,742	(4,389)	-22%
Training, Travel & Meetings	3,000	3,000	0	0%	250	2,750	1098%
Planning Services & Supplies	120,000	118,000	2,000	2%	0	120,000	n/a
Transit Development Subtotal	\$403,695	\$489,111	(\$85,416)	-17%	\$367,898	\$35,797	10%
MARKETING & COMMUNITY RELATIONS							
<u>Wages & Benefits</u>							
Staff	\$159,347	\$68,609	\$90,738	132%	\$72,041	\$87,306	121%
Paid Absences	21,348	16,137	5,211	32%	13,761	7,587	55%
Health Benefits	57,804	21,981	35,823	163%	21,938	35,866	163%
Pension Contributions	15,095	8,243	6,852	83%	9,631	5,464	57%
Payroll Taxes	14,208	6,657	7,551	113%	6,834	7,374	108%
Wages & Benefits Subtotal	267,802	121,627	146,175	120%	124,205	143,597	116%
<u>Outside Services</u>							
Media Ad Placement	\$16,000	5,000	\$11,000	220%	\$0	\$16,000	n/a
Brochures & Publications	10,000	5,000	5,000	100%	198	9,802	4962%
Market Research	2,500	2,500	0	0%	552	1,948	353%
Promotional Giveaways	5,000	5,000	0	0%	0	5,000	n/a
Bus/Shuttle Decorations	0	1,500	(1,500)	-100%	0	0	n/a
Other Promotions	75,000	25,000	50,000	200%	16,421	58,579	357%
Route Schedules & Information	65,000	42,000	23,000	55%	42,152	22,848	54%
Training, Travel & Meetings	3,000	3,000	0	0%	0	3,000	n/a
Outside Services Subtotal	\$176,500	\$89,000	\$87,500	98%	\$59,322	\$117,178	198%
Marketing & Comm. Relations	\$444,302	\$210,627	\$233,675	111%	\$183,528	\$260,774	142%

Passenger Accommodations Detail FY 2021-22

	Draft	Approved			FY 2020-21 Estimate	Budget Change	
	FY 2021-22 Budget	FY 2020-21 Budget	Budget Change Amount	%		Amount	%
FARE REVENUE COLLECTION							
<u>Wages & Benefits</u>							
Staff	\$122,361	\$121,132	\$1,229	1%	\$114,611	\$7,750	7%
Paid Absences	27,306	25,391	1,915	8%	31,411	(4,105)	-13%
Health Benefits	65,783	58,446	7,337	13%	58,599	7,184	12%
Pension Contributions	14,967	14,652	315	2%	14,760	207	1%
Payroll Taxes	11,757	11,559	198	2%	11,483	274	2%
Wages & Benefits Subtotal	\$242,174	\$231,180	\$10,994	5%	\$230,864	\$11,310	5%
<u>Outside Services</u>							
Fare Processing	\$51,800	\$43,800	\$8,000	18%	\$41,234	\$10,566	26%
Farebox Parts & Repairs	15,000	15,000	0	0%	7,722	7,278	94%
Tickets, Tokens & Transfers	5,000	5,000	0	0%	0	5,000	n/a
Outside Services Subtotal	\$71,800	\$63,800	\$8,000	13%	\$48,955	\$22,845	47%
Fare Revenue Collection Sbtl	\$313,974	\$294,980	\$18,994	6%	\$279,819	\$34,155	12%
Total Pssnger Accommodations	\$1,820,945	\$1,640,056	\$180,889	11%	\$1,432,242	\$388,703	27%

General Overhead Detail

FY 2021-22

	Draft	Approved			FY 2020-21	Budget Change		
	FY 2021-22	FY 2020-21	Budget	Amount		%	Estimate	Amount
FINANCE								
Staff	\$400,403	\$297,602	102,801	35%	\$297,146	\$103,257	35%	
Paid Absences	50,504	37,120	13,384	36%	42,670	7,834	18%	
Health Benefits	154,862	93,501	61,361	66%	93,365	61,497	66%	
Pension Contributions	36,091	33,472	2,619	8%	35,388	703	2%	
Payroll Taxes	35,264	26,219	9,045	34%	26,586	8,678	33%	
Financial Audit Services	44,200	47,200	(3,000)	-6%	44,540	(340)	-1%	
<i>Finance Subtotal</i>	<i>\$721,324</i>	<i>\$535,114</i>	<i>\$186,210</i>	<i>35%</i>	<i>\$539,695</i>	<i>\$181,629</i>	<i>34%</i>	
PERSONNEL								
Staff	\$134,370	\$138,521	(\$4,151)	-3%	\$122,923	\$11,447	9%	
Paid Absences	15,985	18,637	(2,652)	-14%	15,753	232	1%	
Health Benefits	33,247	45,455	(12,208)	-27%	23,622	9,625	41%	
Pension Contributions	15,036	9,669	5,367	56%	9,452	5,584	59%	
Payroll Taxes	11,810	12,461	(651)	-5%	11,064	746	7%	
<i>Personnel Subtotal</i>	<i>\$210,448</i>	<i>\$224,743</i>	<i>(\$14,295)</i>	<i>-6%</i>	<i>\$182,813</i>	<i>\$27,635</i>	<i>15%</i>	
UTILITIES								
Phone & Data Communications	\$95,000	\$89,600	\$5,400	6%	\$94,724	\$276	0%	
Power, Water & Refuse	160,590	160,000	590	0%	151,399	9,191	6%	
Two-Way Radios	15,000	15,000	0	0%	21,934	(6,934)	-32%	
<i>Utilities Subtotal</i>	<i>\$270,590</i>	<i>\$264,600</i>	<i>\$5,990</i>	<i>2%</i>	<i>\$268,057</i>	<i>\$2,533</i>	<i>1%</i>	
OPERATING FACILITIES								
<u>Wages & Benefits</u>								
Staff	\$61,651	\$61,512	\$139	0%	\$62,479	(\$828)	-1%	
Paid Absences	9,511	7,923	1,588	20%	10,421	(910)	-9%	
Health Benefits	12,356	10,952	1,404	13%	10,963	1,393	13%	
Pension Contributions	7,116	6,943	173	2%	7,307	(191)	-3%	
Payroll Taxes	5,598	5,487	111	2%	5,689	(91)	-2%	
<i>Wages & Benefits Subtotal</i>	<i>\$96,232</i>	<i>\$92,817</i>	<i>\$3,415</i>	<i>4%</i>	<i>\$96,860</i>	<i>(\$628)</i>	<i>-1%</i>	
<u>Service Vehicles</u>								
Parts & Repairs	\$15,000	\$15,000	\$0	0%	\$24,066	(\$9,066)	-38%	
Fuel	38,400	40,000	(1,600)	-4%	39,282	(882)	-2%	
<i>Service Vehicles Subtotal</i>	<i>\$53,400</i>	<i>\$55,000</i>	<i>(\$1,600)</i>	<i>-3%</i>	<i>\$63,348</i>	<i>(\$9,948)</i>	<i>-16%</i>	
<u>Buildings & Grounds</u>								
Contract Maintenance	\$107,680	\$107,680	\$0	0%	\$95,600	\$12,080	13%	
Overpass Site Maintenance	20,000	10,000	10,000	100%	8,648	11,352	131%	
B&G Repairs/Supplies	80,000	100,000	(20,000)	-20%	78,746	1,254	2%	
Property Insurance	78,706	59,420	19,286	32%	52,793	25,913	49%	
<i>Buildings & Grounds Subtotal</i>	<i>\$286,386</i>	<i>\$277,100</i>	<i>\$9,286</i>	<i>3%</i>	<i>\$235,787</i>	<i>\$50,599</i>	<i>21%</i>	
<i>Operating Facilities Subtotal</i>	<i>\$436,018</i>	<i>\$424,917</i>	<i>\$11,101</i>	<i>3%</i>	<i>\$395,995</i>	<i>\$40,023</i>	<i>10%</i>	

General Overhead Detail FY 2021-22

	Draft	Approved			FY 2020-21 Estimate	Budget Change	
	FY 2021-22 Budget	FY 2020-21 Budget	Budget Change Amount	%		Amount	%
<i>DISTRICT ADMINISTRATION</i>							
<u>Wages & Benefits</u>							
Staff	\$635,870	\$651,679	(\$15,809)	-2%	\$671,029	(\$35,159)	-5%
Paid Absences	191,060	118,032	73,028	62%	113,706	77,354	68%
Health Benefits	215,934	181,809	34,125	19%	192,520	23,414	12%
Pension Contributions	96,931	91,431	5,500	6%	93,900	3,031	3%
Payroll Taxes	67,383	60,222	7,161	12%	56,672	10,711	19%
Wages & Benefits Subtotal	\$1,207,178	\$1,103,173	\$104,005	9%	\$1,127,827	\$79,351	7%
<u>Administrative Services</u>							
Directors Fees	\$10,800	\$10,000	\$800	8%	\$10,800	\$0	0%
Public Officials Insurance	106,687	88,845	17,842	20%	70,139	36,548	52%
Legal Counsel	80,000	75,000	5,000	7%	100,000	(20,000)	-20%
Pension Administration	3,000	3,000	0	0%	4,000	(1,000)	-25%
Software Licenses & Equip Maint	250,000	215,000	35,000	16%	200,000	50,000	25%
Miscellaneous Services	100,000	100,000	0	0%	333,093	(233,093)	-70%
Office & Computer Supplies	35,000	35,000	0	0%	55,000	(20,000)	-36%
Dues & Subscriptions	55,000	55,000	0	0%	53,448	1,552	3%
Conferences, Meetings, Training	5,000	5,000	0	0%	1,500	3,500	233%
Employee Relations	30,000	30,000	0	0%	23,474	6,526	28%
Retiree Health Insurance	70,000	70,000	0	0%	66,613	3,387	5%
Mandated Fees & Permits	35,000	40,000	(5,000)	-13%	29,548	5,452	18%
Misc. Expenses & Losses	30,000	30,000	0	0%	9,176	20,824	227%
Bad Debts	10,000	10,000	0	0%	0	10,000	n/a
Covid-19 Expenses	300,000	300,000	0	0%	325,975	0	0%
Admin. Services Subtotal	\$1,120,487	\$1,066,845	\$53,642	5%	\$1,282,766	(\$136,304)	-11%
District Admin. Subtotal	\$2,327,665	\$2,170,018	\$157,647	7%	\$2,410,593	(\$56,953)	-2%
Total General Overhead	\$3,966,045	\$3,619,392	\$346,653	10%	\$3,797,153	\$194,866	5%

Capital Budget Detail

FY 2021-22

	Total FY 21-22 Budget	=	New FY 21-22 Projects	+	Carryover FY 20-21 Projects	Approved FY 20-21 Budget
<i>REVENUE VEHICLE PURCHASES</i>						
40' Electric Buses	\$11,594,000		\$6,814,000		\$4,780,000	\$4,780,000
30' Electric Buses	0		0		0	175,000
35' Electric Buses	3,119,726		3,119,726		0	0
30' Electric Capital Lease (6)	380,000		380,000		0	380,000
Microtransit Vans	654,000		0		654,000	654,000
Paratransit Vans (4)	223,000		223,000		0	0
Subtotal	<u>\$15,970,726</u>		<u>\$10,536,726</u>		<u>\$5,434,000</u>	<u>\$5,989,000</u>
<i>REVENUE VEHICLE IMPROVEMENTS</i>						
Fleet Renewal Campaign	\$3,646,000		\$2,471,000		\$1,175,000	\$1,725,000
COVID-19 Safety Improvements	0		0		0	700,000
Ongoing Component Replacements	125,000		125,000		0	150,000
Subtotal	<u>\$3,771,000</u>		<u>\$2,596,000</u>		<u>\$1,175,000</u>	<u>\$2,575,000</u>
<i>OPERATING FACILITIES</i>						
T2 Facility Improvements	\$3,170,000		\$1,700,000		\$1,470,000	\$1,500,000
T1 Facility Improvements	208,000		208,000		0	50,000
Electric Bus Infrastructure	1,775,000		450,000		1,325,000	1,400,000
Facilities Master/Other Plans	0		0		0	35,000
Calle Real Development	150,000		150,000		0	150,000
Subtotal	<u>\$5,303,000</u>		<u>\$2,508,000</u>		<u>\$2,795,000</u>	<u>\$3,135,000</u>
<i>PASSENGER FACILITIES</i>						
Passenger Facility Improvements	\$25,000		\$25,000		\$0	\$735,000
Bus Stop Improvements	400,000		400,000		0	250,000
Subtotal	<u>\$425,000</u>		<u>\$425,000</u>		<u>\$0</u>	<u>\$985,000</u>
<i>INTELLIGENT TRANSPORTATION SYS.</i>						
AVL & ITS Systems	\$79,000		\$79,000		\$0	\$75,000
Contactless Fare Payment System	1,600,000		1,600,000		0	50,000
Subtotal	<u>\$1,679,000</u>		<u>\$1,679,000</u>		<u>\$0</u>	<u>\$125,000</u>
<i>INFORMATION SYSTEMS</i>						
Business Software	\$1,500,000		\$1,500,000		\$0	\$50,000
IT Systems & Security	210,000		210,000		0	100,000
Subtotal	<u>\$1,710,000</u>		<u>\$1,710,000</u>		<u>\$0</u>	<u>\$150,000</u>
<i>OTHER EQUIPMENT</i>						
Shop Equipment	\$29,000		\$29,000		\$0	\$25,000
Service Vehicles	150,000		150,000		0	154,000
Office Equipment & Furniture	110,000		110,000		0	10,000
Subtotal	<u>\$289,000</u>		<u>\$289,000</u>		<u>\$0</u>	<u>\$189,000</u>
Total Capital Projects	<u>\$29,147,726</u>		<u>\$19,743,726</u>		<u>\$9,404,000</u>	<u>\$13,148,000</u>