



OPERATING & CAPITAL BUDGET

Fiscal Year 2022-23



Santa Barbara Metropolitan Transit District

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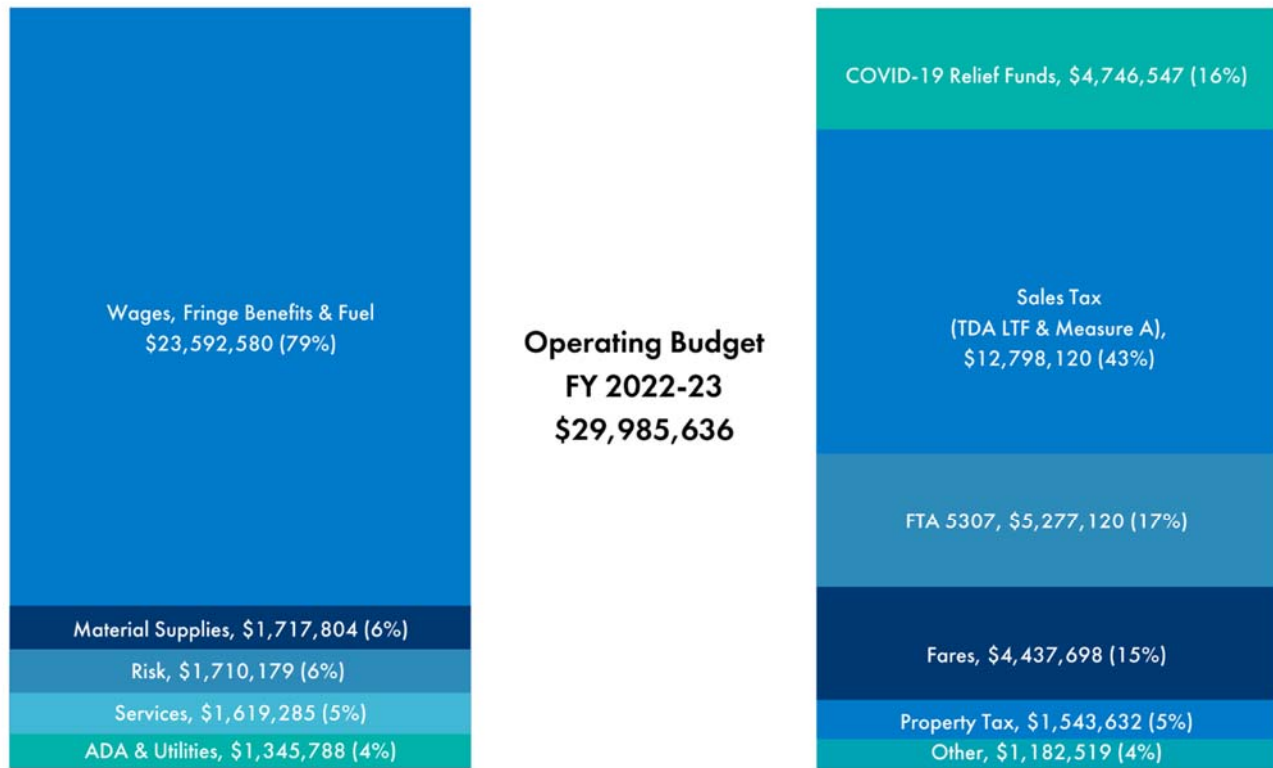
Fiscal Year 2022-23

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Executive Summary

The Santa Barbara Metropolitan Transit District’s (MTD’s) proposed operating budget for fiscal year 2022-23 is \$29,985,636 requiring the allocation of \$4,746,547 in federal COVID-19 relief funds to balance. The supplemental federal financial aid was awarded to the district as the federal transit recipient for the Santa Barbara Urbanized Area. The supplemental financial aid will be required to balance MTD’s operating budget for the fourth consecutive year. Staff estimates that the relief funds will be exhausted by fiscal year 2026-27.



The \$4,746,547 in federal COVID-19 relief funds represents 16% of MTD’s operating revenue for the coming fiscal year. The amount is a significant increase over the estimated amount of \$632,866 in like funding needed to balance the current operating budget, but in line with the amount required in fiscal year 2020-21 of the pandemic.

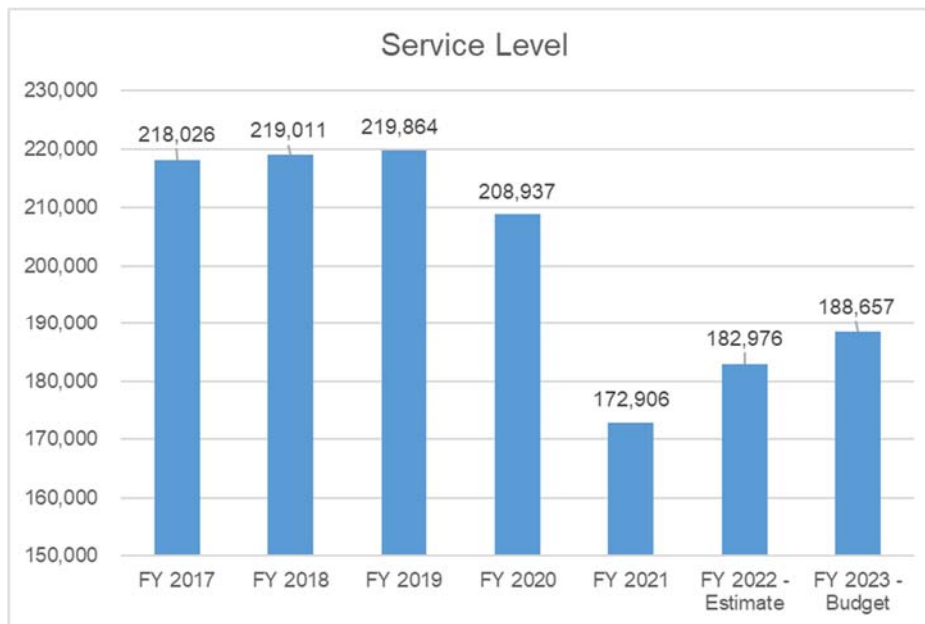
	Actual	Estimate	Budget
	FY 2019-20	FY 2020-21	FY 2021-22
	\$1,283,229	\$5,775,604	\$632,865
			\$4,746,547

The financial estimate for fiscal year 2021-22 includes some positive revenue results that exceed budget expectations. Passenger fares are projected to surpass staff’s conservative budget estimate for the year by \$1,934,725. General fares account for nearly \$1.6 million of the increase, while UCSB and SBCC contract fares are expected to make up the difference. This is good news as it confirms that ridership is returning at a solid pace despite reduced service levels. Additionally, sales tax revenue topped the 2021-22 budget by \$2,357,939. MTD does not have detailed sales tax information to explain the sharp increase in estimated returns for fiscal year 2021-22. However, as inflation continues to increase the cost of goods, it is reasonable to expect sales tax receipts to grow substantially as well. When inflationary pressures subside, staff anticipates that sales tax revenue growth will slow significantly from the current year rate.

Operating expense for fiscal year 2021-22 is expected to come in approximately \$1.6 million below budget. This is due to service levels remaining below budgeted expectations due to the shortage of bus operators. Additionally, the overall labor shortage has affected MTD at all levels and contributes to the estimated financial results for the year.

Transit Service Level

The budgeted service level for fiscal year 2022-23 remains significantly below the pre-pandemic agency high of 219,864 revenue hours of service. In fiscal year 2020-21, service was reduced by nearly 47,000 revenue hours, or 21%, during the first full year of the pandemic. With the August service change of 2021, MTD restored service primarily to educational institutions as schools began to return to on-campus learning. Unfortunately, MTD was forced to temporarily reduce service in April 2022 due to the aforementioned bus operator shortage. The reduction affected more than a dozen routes. In all, MTD estimates that it will provide 182,976 revenue hours in fiscal year 2021-22, and has budgeted an annual service level of 188,657 for fiscal year 2022-23.



In conclusion, it is important to note that this budget assumes full employment for the entirety of the fiscal year and a significant increase in the cost of renewable diesel fuel. The proposed budget for fiscal year 2022-23 assumes a price of \$3.82 per gallon for renewable diesel, which translates into an estimated \$1.2 million increase over the prior year¹. As the supplemental financial aid is forecasted to be fully exhausted by fiscal year 2026-27, management should begin preparing contingency plans within the next 18 to 24 months for the eventual expiration of these funds.

Nevertheless, it is important that we not lose sight of the intended purpose of the COVID Relief funds, which are meant to ensure the reliable and efficient delivery of public transit service. As such, addressing the labor shortage issue by stabilizing the workforce in a financially responsible way is the immediate challenge for MTD. Doing so, in a way that enhances retention and recruitment of employees, while also ensuring that the agency can deliver a sustainable level of service is our primary objective.

¹ MTD’s 18-month fixed price contract for renewable diesel at a cost of \$1.65 a gallon expires on June 30, 2022.

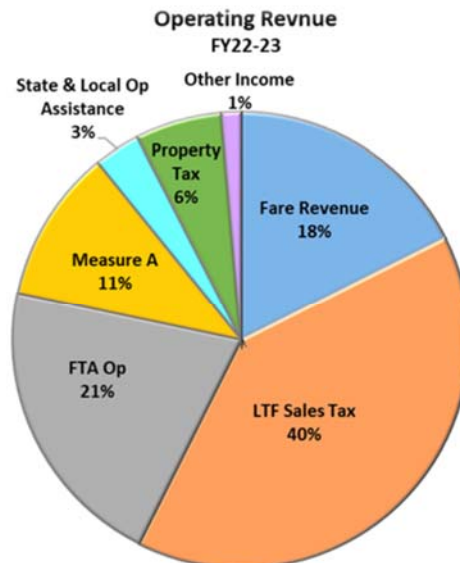
Operating Budget

Operating Budget Summary (\$ thousands)

	FY 22-23 Draft	FY 21-22 Budget	Var %	FY 21-22 Estimate	Var %
<i>Revenues</i>					
Fare Revenue	\$4,438	\$2,503	77%	\$4,438	0%
Grants & Subsidies	20,454	18,954	8%	21,107	-3%
Other Income	347	423	-18%	350	-1%
Total Revenues	\$25,239	\$21,881	15%	\$25,895	-3%
<i>Expenses</i>					
Wages & Fringe Benefits	\$21,151	\$20,042	6%	\$19,031	11%
Risk	1,710	2,165	-21%	1,360	26%
Fuel	2,442	1,181	107%	1,234	98%
Services	1,619	1,498	8%	1,603	1%
Materials & Supplies	1,718	1,633	5%	1,631	5%
Transportation Subsidies	1,061	1,376	-23%	1,410	-25%
Utilities	285	271	5%	260	10%
Total Expenses	\$29,986	\$28,166	6%	\$26,528	13%
Revenue Less Expenses	(\$4,747)	(\$6,286)		(\$633)	
Federal Stimulus Funds	\$4,747	\$6,286		\$633	
Net Surplus / (Deficit)	\$0	\$0		\$0	

Operating Revenue

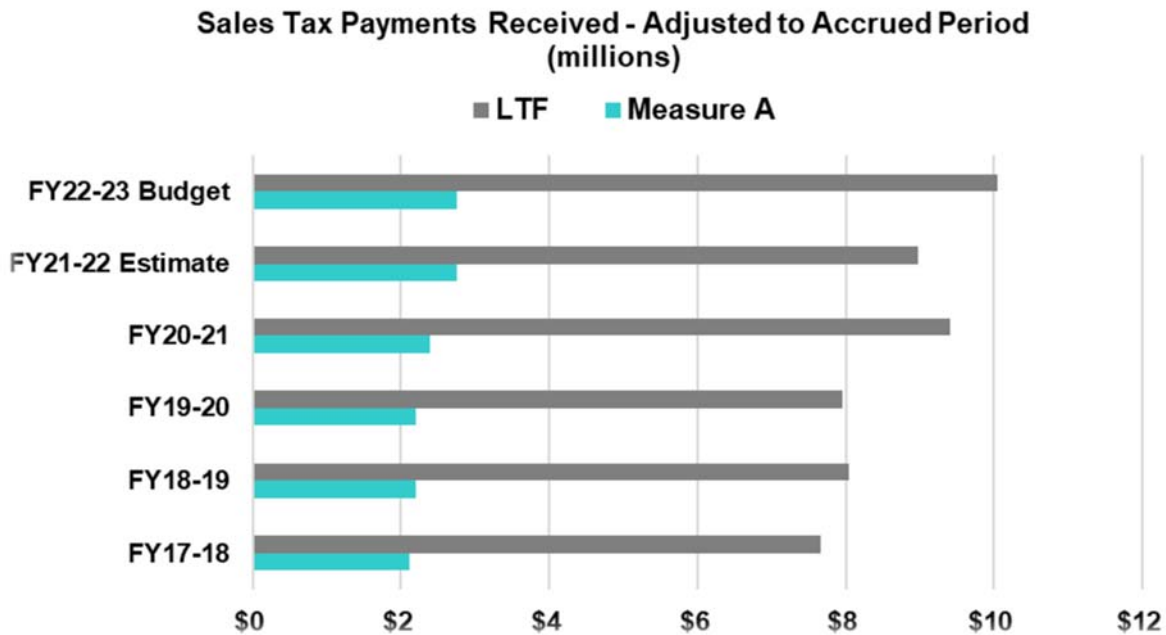
The FY22-23 operating revenue budget of \$25.2 million is comprised of several key components. Budgeted Sales Tax revenues reflect the appropriations reported in the annual TDA claim and Measure A Program of Projects. Federal operating assistance is flat with the prior year's estimate since MTD is awaiting apportionment information. As a result of the lower service level reflected in this budget, fare revenue is projected to be static with the FY21-22 estimate. A \$400,000 reduction in Local Operating



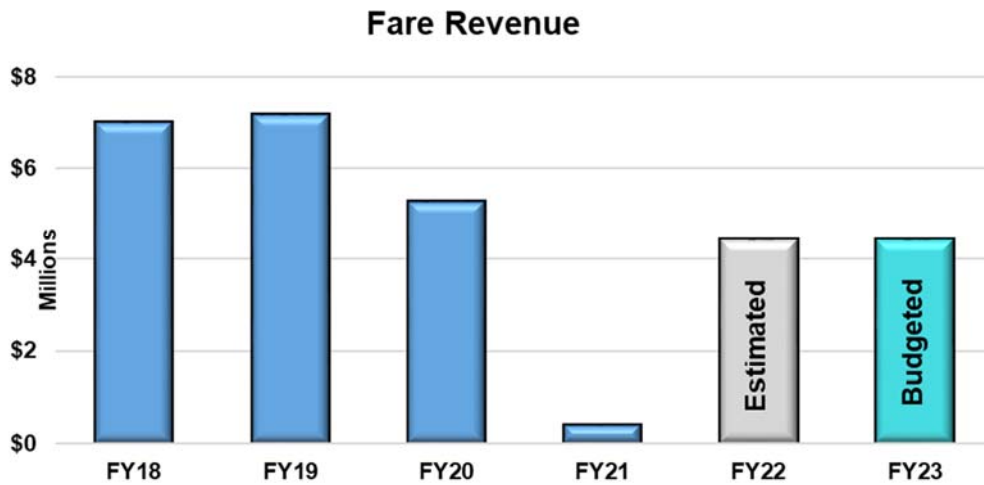
Assistance revenue was incorporated because billable hours decreased with the service level reduction associated with Lines 12x/24x/28.

Section 5307 Federal Operating Assistance is the second-largest source of inflows, accounting for 21% of total operating revenue. FY22-23 federal 5307 operating assistance is budgeted at \$5.3 million, equal to the FY21-22 estimate. As noted in prior financial updates, the Infrastructure Investment and Jobs Act, commonly called the Bipartisan Infrastructure Law, included a significant increase in total nationwide funding for the Section 5307 program. Currently, because the Santa Barbara urbanized area is considered a small-urbanized area, MTD annually receives additional Section 5307 funding through the Small Transit Intensive Cities (STIC) portion of the program. When the estimated STIC funding is included, MTD’s FY22-23 Section 5307 funding is estimated to total approximately \$8.6 million. However, once the urbanized area populations counted by the 2020 Decennial Census are released, it is likely that the Santa Barbara urbanized area population will exceed 200,000 persons, and MTD will no longer be eligible for STIC funds. Thus, only the base Section 5307 funds are allocated to operating revenues and the STIC funds are scheduled to be utilized as capital funding for the T2 Recommissioning project.

The largest revenue source for MTD stems from sale tax activity, accounting for 40% of operating revenue. MTD is apportioned 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. The FY22-23 LTF apportionment is \$10 million and the Measure A apportionment is almost \$3 million. Based on actual receipts from FY17-18 to FY20-21 the average annual growth in LTF and Measure A was 5% and 4% respectively. Hence, these inflows have been instrumental in offsetting declining revenues in other areas. This is evident in FY21-22 estimates, as SBCAG increased the original appropriation as well as issued a FY20-21 end of the year benefit of nearly \$1 million.



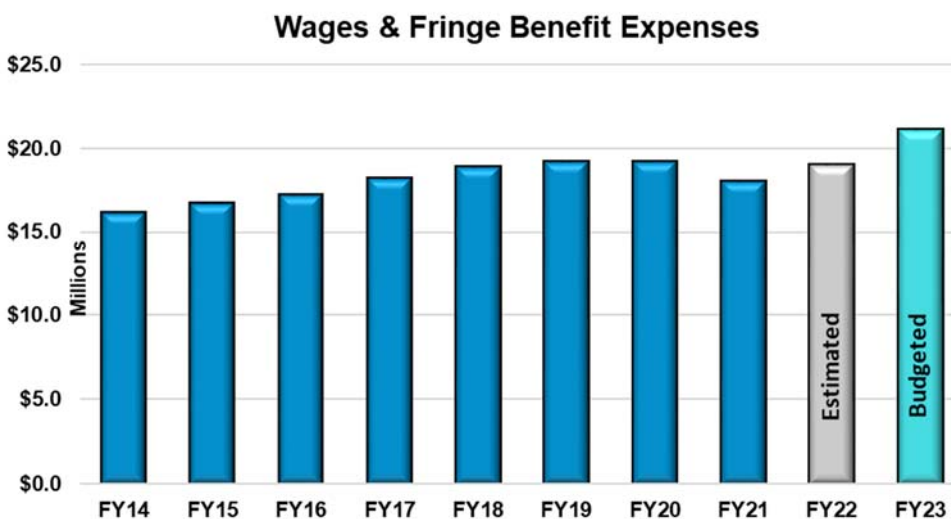
Total fare revenue is budgeted at \$4.4M for FY22-23, flat with the FY21-22 estimate. Zero growth is budgeted for FY22-23 because the service level was reduced compared to the prior year and it is uncertain how service levels may change in the upcoming months due to employment levels. Nonetheless, it is worth noting that fare revenue of \$4.4 million is 60% of pre-pandemic levels and subcategory UCSB contract fares is back to pre-pandemic levels. A detailed listing of all revenue is included at the end of this report.



Operating Expenses

Operating expenses for FY22-23 reflect a budget of \$30 million. Key assumptions include the April temporary service reduction, inflated renewable fuel costs, and assumption of full employment. Another item factored into the budget is a placeholder for wage and fringe benefit changes since MTD is currently in labor negotiations with the International Brotherhood of Teamsters Union, Local 186. The existing collective bargaining agreement (CBA) expires June 30, 2022. Approximately 80% of MTD’s workforce falls under the CBA terms.

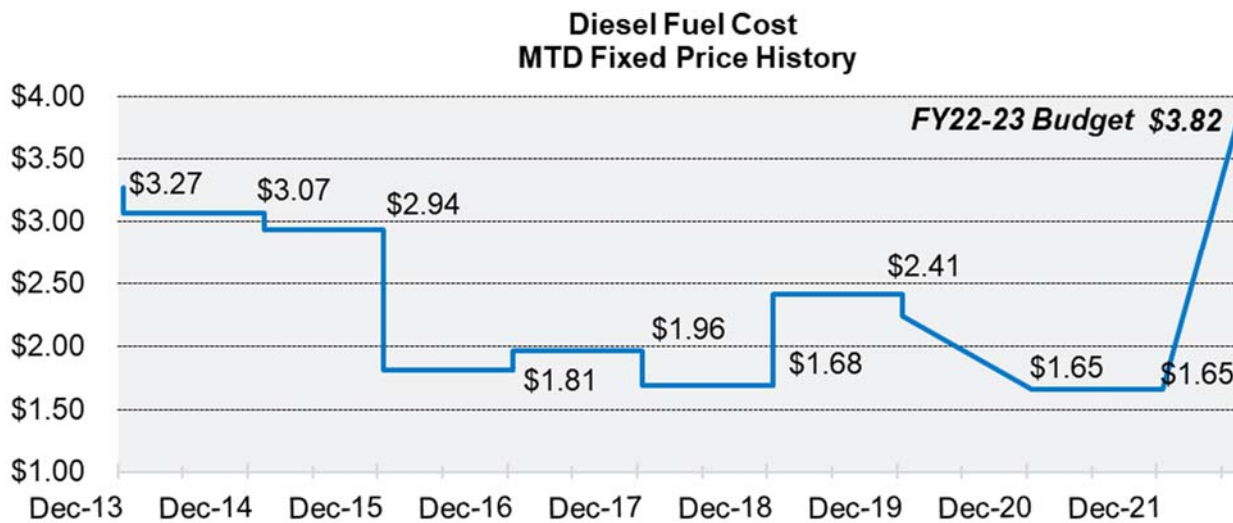
Human Resources – Budgeted outlays for wages and fringe benefits total just above 70% of expenses. Aside from increasing the number of drivers to 135 FTEs, the budget reflects the reallocation of employees between departments and filling of vacant positions. These changes span across several departments. Changes from pending CBA negotiations will weigh heavily on the budget, as more than three quarters of the budgeted FTEs are classified as union employees. MTD drivers, supervisors, mechanics, and service workers collectively fall under the CBA. MTD, like many employers, is challenged with employee retention and the ability to hire qualified employees in both union and non-union classifications. Nonetheless, the budget reflects full employment, as doing so allows the onboarding process to occur in a timely manner.



Risk Related Expenses – The budget for FY22-23 risk related expenses total \$1.7 million, 6% of total expenses. Budgeted outlays are in line with the aggregate General liability (GL) and Workers’ compensation (WC) five year average. Lending to the increased GL costs compared to the FY21-22 estimate was an uptick in the recent insurance renewal. It grew by approximately 30% compared to the prior year’s policy, due to MTD’s claim experience and the insurance industry’s market conditions. GL costs for the past five years revealed an upward trend, while a downward trend was noted for WC costs for the same period. WC claim resolutions anticipated in FY22-23 are primarily attributable to the increase over the prior year’s estimate.



Revenue Vehicle Fuel – In 2018, the California Air Resources Board adopted the Innovative Clean Transit regulation. As a result of this regulation, MTD switched from petroleum diesel to renewable diesel (RD) in 2019. MTD is in the procurement process to secure a one-year RD contract with an effective date of July 1, 2022. In preparation for this, MTD’s General Manager was provided advance authority to enter into a fixed price contract with a maximum gross price of \$3.82 per gallon. No such contract has been executed as of yet, but the significantly higher rate was budgeted as a placeholder. The new rate of \$3.82 represents a 132% increase over the FY21-22 contract, which expires on June 30, 2022. The inflated pricing on the commodity is due to current market conditions of global limited supply coupled with high demand. Since prices are inflated, MTD is not seeking a multi-year contract. The graph below depicts the contracted fixed price per gallon history and illustrates the sharp increase for the FY22-23 budget if MTD does secure a contract at the \$3.82 rate.



Capital Budget

The capital budget for FY22-23 is \$36.4 million, consisting of \$15.6 million in new projects and just under \$21 million in carryover projects from FY21-22. The majority of the projects are related to revenue vehicles and facilities. Some projects in the capital budget are awaiting funding approvals. A detailed capital project listing, including the prior year capital budget, is included at the end of this report.

Capital Projects Summary

(thousands)

Project Category	FY 22-23 Budget	Appropriations	
		New	Prior Year
Revenue Vehicle Purchases	\$19,828	\$9,815	\$10,013
Revenue Vehicle Improvements	5,327	2,180	3,147
Operating Facilities	6,711	2,758	3,953
Passenger Facilities	578	178	400
Intelligent Transportation Systems	1,918	333	1,585
Information Systems	1,731	231	1,500
Other Equipment	304	154	150
Total Capital Projects	\$36,398	\$15,650	\$20,748

Capital Projects

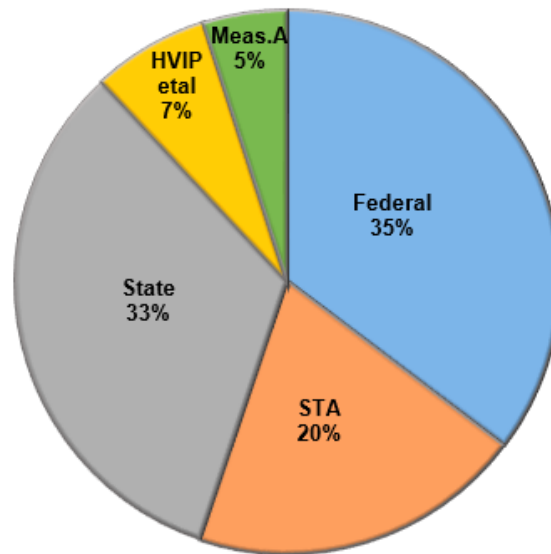
Bus Purchases & Improvement – Bus replacement acquisitions consist of the carryover of nine 40’ New Flyer electric buses previously approved and the addition of eight more. The budget also includes the four replacement paratransit vans for use by Easy Lift. The fleet renewal campaign approved in FY20-21 comprises the majority of the revenue vehicle improvements budget. The project is ongoing from FY21-22. As it will be in full operation during FY22-23, most of the first-year budget allocation is being brought forward into the new year.

Operating & Passenger Facilities – Terminal 2 recommissioning work and electrical infrastructure upgrades at Terminal 1 are the primary facility projects. The Terminal 2 improvements will alleviate revenue vehicle storage/electric bus charging constraints at Terminal 1, ultimately accommodating thirty electric buses. Terminal 1 improvements center around electric vehicle infrastructure, including 14 new charge stations associated with the Southern California Edison (SCE) Charge Ready project. Additional improvements include the conversion of ten existing 208V charge ports to 480V for battery-electric bus charging equipment and future EV fleet expansion.

Capital Revenue

The capital budget reflects a combination of carryover funding, new award activity, and funding requests awaiting determination. MTD capital support for FY22-23 is budgeted to stem from several federal, state, and local sources.

Capital Funding Sources FY22-23



Federal Funds – The capital budget reflects 35% of acquisitions being federally funded. The funding consists of 5339(a), 5339(b), and 5307 programs. In the event MTD is not awarded federal funding as requested, then associated capital projects will be removed from the budget.

State Transit Assistance & Measure A – California’s State Transit Assistance (STA) fund and Measure A appropriations continue to provide a reliable and flexible source of capital revenue each year. Diesel fuel sales tax receipts are the basis for STA funds. Measure A funds are derived from locally-generated sales tax receipts. MTD is estimated to receive over \$2 million in STA funding and \$1.3 million in Measure A.

State – Subsidies from the State of California to support capital needs in FY22-23 encompass several sources. Two are supported from the Cap-and-Trade program, 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. If MTD is not awarded discretionary funds, then applicable projects may be removed from the budget.

HVIP, VMT & APCD Funding – MTD also expects to receive funding in the form of credits to offset a portion of the cost of zero emission bus acquisitions. The sources are 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 fourteen buses, VMT \$180,000 for each of three buses, and APCD \$65,000 for one bus.

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 Western Conference of Teamsters Pension Plan for the year beginning January 1, 2022 is in the Green Zone and is 98.1% funded.

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 for these employees.

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 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 was \$3.2 million. In FY16-17 MTD created a trust under the California Employers Benefit Trust, which is managed by CalPERS. As of March 2022, the trust is valued at \$1.9 million.

Detailed Budget Tables

Operating Summary FY 2022-23

	Draft	Approved		FY 2021-22		Variance	
	FY 2022-23 Budget	FY 2021-22 Budget	Budget Change Amount	%	FY 2021-22 Estimate	Amount	%
OPERATING REVENUE							
Fare Revenue	\$4,437,698	\$2,502,973	\$1,934,725	77%	\$4,437,698	\$0	0%
Sales Tax Revenue	12,798,120	10,440,181	2,357,939	23%	12,648,571	149,549	1%
FTA 5307 Operating Assist.	5,277,120	5,812,679	(535,559)	-9%	5,277,120	0	0%
Other Federal Assistance	0	0	0	n/a	400,000	(400,000)	-100%
State & Local Op Assist.	835,423	1,257,918	(422,495)	-34%	1,268,224	(432,801)	-34%
Property Tax Revenue	1,543,632	1,443,664	99,968	7%	1,513,365	30,267	2%
Non-Transportation Income	347,096	423,096	(76,000)	-18%	350,116	(3,020)	-1%
<i>Total Operating Revenue</i>	<u>\$25,239,089</u>	<u>\$21,880,511</u>	<u>\$3,358,578</u>	<u>15%</u>	<u>\$25,895,094</u>	<u>(\$656,005)</u>	<u>-3%</u>
OPERATING EXPENSES							
Route Operations	\$16,956,775	\$16,822,210	\$134,565	1%	\$15,848,804	\$1,107,971	7%
Vehicle Maintenance	6,943,030	5,557,107	1,385,923	25%	5,278,433	1,664,597	32%
Passenger Accommodations	1,856,011	1,820,945	35,066	2%	1,676,625	179,386	11%
General Overhead	4,229,820	3,966,045	263,775	7%	3,724,097	505,722	14%
<i>Total Operating Expense</i>	<u>\$29,985,636</u>	<u>\$28,166,307</u>	<u>\$1,819,329</u>	<u>6%</u>	<u>\$26,527,959</u>	<u>\$3,457,676</u>	<u>13%</u>
Revenue Less Expenses	(\$4,746,547)	(\$6,285,796)			(\$632,866)		
Federal Stimulus Funds	\$4,746,547	\$6,285,796			\$632,866		
Net Surplus / (Deficit)	<u>\$0</u>	<u>\$0</u>			<u>\$0</u>		

Operating Revenue Detail FY 2022-23

	Draft	Approved			FY 2021-22 Estimate	Variance	
	FY 2022-23 Budget	FY 2021-22 Budget	<u>Budget Change</u>			Amount	%
			Amount	%			
FAREBOX REVENUE							
Cash Fares & Tokens	\$1,376,367	\$572,269	\$804,098	141%	1,376,367	\$0	0%
Adult Passes	735,948	330,056	405,892	123%	735,948	0	0%
Youth Passes	360,308	162,659	197,649	122%	360,308	0	0%
Senior Passes	151,467	64,015	87,452	137%	151,467	0	0%
Mobility Passes	120,810	42,664	78,146	183%	120,810	0	0%
Day Passes	6,273	1,418	4,855	342%	6,273	0	0%
Microtransit Fares	0	0	0	n/a	0	0	n/a
Downtown-Waterfront Shuttle	0	0	0	n/a	0	0	n/a
UCSB Contract Fares	1,138,358	876,138	262,220	30%	1,138,358	0	0%
SBCC Contract Fares	544,064	433,754	110,310	25%	544,064	0	0%
Special Event Fares & Amtrak	1,515	10,000	(8,485)	-85%	1,515	0	0%
City My Ride Program	2,588	10,000	(7,412)	-74%	2,588	0	0%
<i>Subtotal</i>	<u>\$4,437,698</u>	<u>\$2,502,973</u>	<u>\$1,934,725</u>	<u>77%</u>	<u>\$4,437,698</u>	<u>\$0</u>	<u>0%</u>
GRANTS & SUBSIDIES							
LTF Sales Tax Revenue	\$10,045,256	\$8,190,872	\$1,854,384	23%	\$9,898,000	\$147,256	1%
FTA 5307 Operating Assist.	5,277,120	5,812,679	(535,559)	-9%	5,277,120	0	0%
Other Federal Assistance	0	0	0	n/a	400,000	(400,000)	-100%
Measure A Sales Tax	2,752,864	2,249,309	503,555	22%	2,750,571	2,293	0%
Other State/Local Subsidies	835,423	1,257,918	(422,495)	-34%	1,268,224	(432,801)	-34%
Property Tax Revenue	1,543,632	1,443,664	99,968	7%	1,513,365	30,267	2%
<i>Subtotal</i>	<u>\$20,454,295</u>	<u>\$18,954,442</u>	<u>\$1,499,853</u>	<u>8%</u>	<u>\$21,107,280</u>	<u>(\$652,985)</u>	<u>-3%</u>
OTHER INCOME							
Advertising on Buses	\$300,000	\$350,000	(\$50,000)	-14%	\$300,000	\$0	0%
Interest on Investments	31,000	37,000	(6,000)	-16%	30,000	1,000	3%
Other Operating Revenue	16,096	36,096	(20,000)	-55%	20,116	(4,020)	-20%
<i>Subtotal</i>	<u>\$347,096</u>	<u>\$423,096</u>	<u>(\$76,000)</u>	<u>-18%</u>	<u>\$350,116</u>	<u>(\$3,020)</u>	<u>-1%</u>
Total Operating Revenue	<u>\$25,239,089</u>	<u>\$21,880,511</u>	<u>\$3,358,578</u>	<u>15%</u>	<u>\$25,895,094</u>	<u>(\$656,005)</u>	<u>-3%</u>

Operating Expense Detail FY 2022-23

	Draft	Approved		Budget Change		FY 2021-22	Variance	
	FY 2022-23 Budget	FY 2021-22 Budget	Amount	%	Estimate	Amount	%	
ROUTE OPERATIONS								
Drivers	\$12,168,519	\$11,412,412	\$756,107	7%	\$11,114,708	\$1,053,811	9%	
Dispatch & Supervision	689,607	847,859	(158,252)	-19%	866,357	(176,750)	-20%	
Hiring & Training	578,943	455,804	123,139	27%	407,969	170,974	42%	
Risk & Safety	2,458,918	2,729,861	(270,943)	-10%	2,049,495	409,423	20%	
Transportation Subsidies	1,060,788	1,376,274	(315,486)	-23%	1,410,275	(349,487)	-25%	
<i>Subtotal</i>	<u>\$16,956,775</u>	<u>\$16,822,210</u>	<u>\$134,565</u>	<u>1%</u>	<u>\$15,848,804</u>	<u>\$1,107,971</u>	<u>7%</u>	
VEHICLE MAINTENANCE								
Mechanics	\$1,413,300	\$1,370,021	\$43,279	3%	\$1,125,476	\$287,824	26%	
Cleaners & Fuelers	874,604	856,299	18,305	2%	793,810	80,794	10%	
Supervision	882,474	874,211	8,263	1%	900,577	(18,103)	-2%	
Vehicle Consumables	2,871,580	1,547,532	1,324,048	86%	1,625,942	1,245,638	77%	
Bus Parts & Supplies	717,000	713,300	3,700	1%	711,600	5,400	1%	
Vendor Services	50,000	60,000	(10,000)	-17%	121,073	(71,073)	-59%	
Risk & Safety	134,072	135,744	(1,672)	-1%	(44)	134,116	-302518%	
<i>Subtotal</i>	<u>\$6,943,030</u>	<u>\$5,557,107</u>	<u>\$1,385,923</u>	<u>25%</u>	<u>\$5,278,433</u>	<u>\$1,664,597</u>	<u>32%</u>	
PASSENGER ACCOMMODATIONS								
Passenger Facilities	\$714,681	\$658,974	\$55,707	8%	\$662,980	\$51,701	8%	
Transit Development	326,513	403,695	(77,182)	-19%	381,113	(54,600)	-14%	
Marketing & Community Rela	434,751	444,302	(9,551)	-2%	276,096	158,655	57%	
Fare Revenue Collection	380,066	313,974	66,092	21%	356,436	23,630	7%	
<i>Subtotal</i>	<u>\$1,856,011</u>	<u>\$1,820,945</u>	<u>\$35,066</u>	<u>2%</u>	<u>\$1,676,625</u>	<u>\$179,386</u>	<u>11%</u>	
GENERAL OVERHEAD								
Finance	\$884,404	\$721,324	\$163,080	23%	\$461,005	\$423,399	92%	
Personnel	233,492	210,448	23,044	11%	143,837	89,655	62%	
Utilities & Communication	285,000	270,590	14,410	5%	259,825	25,175	10%	
Operating Facilities	443,072	436,018	7,054	2%	426,780	16,292	4%	
District Administration	2,383,852	2,327,665	56,187	2%	2,432,651	(48,799)	-2%	
<i>Subtotal</i>	<u>\$4,229,820</u>	<u>\$3,966,045</u>	<u>\$263,775</u>	<u>7%</u>	<u>\$3,724,097</u>	<u>\$505,722</u>	<u>14%</u>	
Total Operating Expenses	<u>\$29,985,636</u>	<u>\$28,166,307</u>	<u>\$1,819,329</u>	<u>6%</u>	<u>\$26,527,959</u>	<u>\$3,457,676</u>	<u>13%</u>	

Route Operations Detail FY 2022-23

	Draft	Approved			FY 2021-22 Estimate	Variance	
	FY 2022-23 Budget	FY 2021-22 Budget	Budget Change			Amount	%
			Amount	%		Amount	%
DRIVERS							
Scheduled	\$6,879,589	\$6,242,408	\$637,181	10%	\$6,270,575	\$609,014	10%
Scheduled Overtime	594,010	324,724	269,286	83%	537,271	56,739	11%
Unscheduled Pay	240,938	115,214	125,724	109%	222,441	18,497	8%
Driver Lite Duty	1,000	1,000	0	0%	0	1,000	n/a
Paid Absences	981,872	1,008,101	(26,229)	-3%	948,404	33,468	4%
Health Benefits	1,879,304	2,069,996	(190,692)	-9%	1,683,001	196,303	12%
Pension Contributions	892,383	1,019,284	(126,901)	-12%	819,095	73,288	9%
Payroll Taxes	682,923	611,685	71,238	12%	620,282	62,641	10%
Uniforms	16,500	20,000	(3,500)	-18%	13,640	2,860	21%
<i>Drivers Subtotal</i>	<i>\$12,168,519</i>	<i>\$11,412,412</i>	<i>\$756,107</i>	<i>7%</i>	<i>\$11,114,708</i>	<i>\$1,053,811</i>	<i>9%</i>
DISPATCH & SUPERVISION							
Supervisors	\$228,811	\$245,920	(\$17,109)	-7%	\$264,555	(\$35,744)	-14%
Staff	201,855	241,253	(39,398)	-16%	250,259	(48,404)	-19%
Paid Absences	64,212	124,966	(60,754)	-49%	131,357	(67,145)	-51%
Health Benefits	109,247	130,283	(21,036)	-16%	109,827	(580)	-1%
Pension Contributions	46,926	57,605	(10,679)	-19%	61,655	(14,729)	-24%
Payroll Taxes	38,556	47,832	(9,276)	-19%	48,705	(10,149)	-21%
<i>Dispatch & Supe. Subtotal</i>	<i>\$689,607</i>	<i>\$847,859</i>	<i>(\$158,252)</i>	<i>-19%</i>	<i>\$866,357</i>	<i>(\$176,750)</i>	<i>-20%</i>
HIRING & TRAINING							
Staff	\$81,329	\$67,432	13,897	21%	\$72,268	9,061	13%
Student Drivers	158,873	159,820	(947)	-1%	105,804	53,069	50%
Existing Drivers/Supers	119,299	68,418	50,881	74%	51,836	67,463	130%
Paid Absences	34,743	24,566	10,177	41%	27,844	6,899	25%
Health Benefits	71,829	50,516	21,313	42%	51,875	19,954	38%
Pension Contributions	23,164	15,606	7,558	48%	17,929	5,235	29%
Payroll Taxes	30,706	24,446	6,260	26%	17,932	12,774	71%
Medical Exams & License Fees	27,000	30,000	(3,000)	-10%	22,637	4,363	19%
Employment Advertising	27,500	10,000	17,500	175%	30,468	(2,968)	-10%
Training, Travel & Meetings	4,500	5,000	(500)	-10%	9,376	(4,876)	-52%
<i>Hiring & Training Subtotal</i>	<i>\$578,943</i>	<i>\$455,804</i>	<i>\$123,139</i>	<i>27%</i>	<i>\$407,969</i>	<i>\$170,974</i>	<i>42%</i>
RISK & SAFETY							
<u>Wages & Benefits</u>							
Staff	\$186,648	\$101,009	\$85,639	85%	\$100,816	\$85,832	85%
Contract Employment	0	0	0	n/a	0	0	n/a
Supervisors	358,307	313,240	45,067	14%	326,035	32,272	10%
Driver Accident Pay	2,208	1,974	234	12%	716	1,492	208%
Paid Absences	75,540	64,311	11,229	17%	64,090	11,450	18%
Health Benefits	135,969	120,006	15,963	13%	105,865	30,104	28%
Pension Contributions	55,610	42,680	12,930	30%	35,377	20,233	57%
Payroll Taxes	48,529	37,629	10,900	29%	36,997	11,532	31%
<i>Wages & Benefits Subtotal</i>	<i>\$862,811</i>	<i>\$680,849</i>	<i>\$181,962</i>	<i>27%</i>	<i>\$669,896</i>	<i>\$192,915</i>	<i>29%</i>

Route Operations Detail FY 2022-23

	Draft	Approved			FY 2021-22 Estimate	Variance	
	FY 2022-23 Budget	FY 2021-22 Budget	Budget Change			Amount	%
			Amount	%		Amount	%
<i>RISK & SAFETY (cont'd)</i>							
<u>Public Liability</u>							
Professional Services	\$140,225	\$169,886	(\$29,661)	-17%	\$200,000	(\$59,775)	-30%
Insurance	713,515	539,995	173,520	32%	540,000	173,515	32%
Current Year Incident Payouts	50,000	50,000	0	0%	4,000	46,000	1150%
Current Year Incident Reserves	100,000	100,000	0	0%	47,000	53,000	113%
Prior Years Incident Payouts	150,000	150,000	0	0%	70,000	80,000	114%
Change in Prior Years Reserves	(150,000)	(120,000)	(30,000)	25%	85,000	(235,000)	-276%
Public Liability Subtotal	\$1,003,740	\$889,881	\$113,859	13%	\$946,000	\$57,740	6%
<u>Workers' Compensation</u>							
Professional Services	\$258,144	\$303,881	(\$45,737)	-15%	\$224,000	\$34,144	15%
Insurance	199,223	185,250	13,973	8%	172,000	27,223	16%
Current Year Incident Payouts	40,000	50,000	(10,000)	-20%	32,000	8,000	25%
Current Year Incident Reserves	75,000	400,000	(325,000)	-81%	70,600	4,400	6%
Prior Years Incident Payouts	475,000	500,000	(25,000)	-5%	250,000	225,000	90%
Change in Prior Years Reserves	(475,000)	(300,000)	(175,000)	58%	(335,000)	(140,000)	42%
Miscellaneous Risk & Safety	20,000	20,000	0	0%	20,000	0	0%
Workers' Comp Subtotal	\$592,367	\$1,159,131	(566,764)	-49%	\$433,600	\$158,767	37%
<i>Risk & Safety Subtotal</i>	<u>\$2,458,918</u>	<u>\$2,729,861</u>	<u>(\$270,943)</u>	<u>-10%</u>	<u>\$2,049,495</u>	<u>\$409,423</u>	<u>20%</u>
<u>TRANSPORTATION SUBSIDIES</u>							
ADA Paratransit Service	\$1,060,788	\$1,010,274	\$50,514	5%	\$1,010,275	\$50,513	5%
Microtransit Van Lease	0	0	0	n/a	0	0	n/a
Pandemic-Related Loss Relief	0	366,000	(366,000)	-100%	400,000	(400,000)	-100%
Transportation Subsidies Sbti	\$1,060,788	\$1,376,274	(\$315,486)	-23%	\$1,410,275	(\$349,487)	-25%
<i>Total Route Operations</i>	<u>\$16,956,775</u>	<u>\$16,822,210</u>	<u>\$134,565</u>	<u>1%</u>	<u>\$15,848,804</u>	<u>\$1,107,971</u>	<u>7%</u>

Vehicle Maintenance Detail

FY 2022-23

	FY 2022-23	FY 2021-22	Budget Change		FY 2021-22	Variance	
	Budget	Budget	Amount	%	Estimate	Amount	%
<i>MECHANICS</i>							
Mechanics	\$835,560	\$794,972	\$40,588	5%	\$661,417	\$174,143	26%
Less Mechanic Capital Labor	(33,550)	(32,132)	(1,418)	4%	(26,357)	(7,193)	27%
Mechanics-OT	73,946	71,288	2,658	4%	76,303	(2,357)	-3%
FICA	77,599	74,490	3,109	4%	63,341	14,258	23%
Pension	101,098	98,153	2,945	3%	76,427	24,671	32%
Health	226,212	221,481	4,731	2%	158,980	67,232	42%
Sick Pay	21,807	27,152	(5,345)	-20%	24,317	(2,510)	-10%
Vacation Pay	46,416	45,226	1,190	3%	44,335	2,081	5%
Holiday Pay	34,892	33,418	1,474	4%	25,602	9,290	36%
Other Paid Leave	1,745	1,671	74	4%	1,115	630	57%
Unemployment Insurance	1,775	2,002	(227)	-11%	1,725	50	3%
Uniforms	11,500	18,000	(6,500)	-36%	9,472	2,028	21%
Tool Allowance	14,300	14,300	0	0%	8,800	5,500	63%
<i>Mechanics Subtotal</i>	<u>\$1,413,300</u>	<u>\$1,370,021</u>	<u>\$43,279</u>	3%	<u>\$1,125,476</u>	<u>\$287,824</u>	26%
<i>CLEANERS & FUELERS</i>							
Service Workers	\$475,038	\$480,785	(\$5,747)	-1%	\$431,917	\$43,121	10%
FICA	42,383	41,324	1,059	3%	37,447	4,936	13%
Pension	76,572	75,794	778	1%	64,407	12,165	19%
Health	191,411	187,407	4,004	2%	177,207	14,204	8%
Sick Pay	16,259	12,569	3,690	29%	15,559	700	5%
Vacation Pay	41,403	24,836	16,567	67%	38,024	3,379	9%
Holiday Pay	19,890	19,713	177	1%	16,656	3,234	19%
Other Paid Leave	1,439	2,285	(846)	-37%	1,097	342	31%
Unemployment Insurance	1,530	1,722	(192)	-11%	1,648	(118)	-7%
Uniforms	4,450	6,864	(2,414)	-35%	3,399	1,051	31%
Medical Exams & License Fee	4,229	3,000	1,229	41%	6,451	(2,222)	-34%
<i>Cleaners & Fuelers Subtotal</i>	<u>\$874,604</u>	<u>\$856,299</u>	<u>\$18,305</u>	2%	<u>\$793,810</u>	<u>\$80,794</u>	10%
<i>SUPERVISION</i>							
Staff	\$533,039	\$528,182	\$4,857	1%	\$497,997	\$35,042	7%
FICA	45,782	46,048	(266)	-1%	50,551	(4,769)	-9%
Pension	59,486	59,834	(348)	-1%	63,506	(4,020)	-6%
Health	167,855	155,381	12,474	8%	133,983	33,872	25%
Sick Pay	10,610	11,749	(1,139)	-10%	44,029	(33,419)	-76%
Vacation Pay	27,230	33,966	(6,736)	-20%	65,294	(38,064)	-58%
Holiday Pay	21,219	23,370	(2,151)	-9%	22,646	(1,427)	-6%
Other Paid Leave	6,366	4,674	1,692	36%	9,601	(3,235)	-34%
Unemployment Insurance	887	1,007	(120)	-12%	948	(61)	-6%
Training, Travel & Meetings	10,000	10,000	0	0%	12,021	(2,021)	-17%
<i>Supervision Subtotal</i>	<u>\$882,474</u>	<u>\$874,211</u>	<u>\$8,263</u>	1%	<u>\$900,577</u>	<u>(\$18,103)</u>	-2%

Vehicle Maintenance Detail

FY 2022-23

	FY 2022-23	FY 2021-22	Budget Change		FY 2021-22	Variance	
	Budget	Budget	Amount	%	Estimate	Amount	%
<i>VEHICLE CONSUMABLES</i>							
Bus Fuel	\$2,441,761	\$1,181,463	\$1,260,298	107%	\$1,234,148	\$1,207,613	98%
Oil & Lubricants	204,443	136,622	67,821	50%	178,589	25,854	14%
Electric Vehicle Power	50,000	65,000	(15,000)	-23%	45,340	4,660	10%
Tire Lease	160,376	152,447	7,929	5%	153,517	6,859	4%
Tire Mounting	15,000	12,000	3,000	25%	14,347	653	5%
<i>Vehicle Consumables Subtotal</i>	<u>\$2,871,580</u>	<u>\$1,547,532</u>	<u>\$1,324,048</u>	86%	<u>\$1,625,942</u>	<u>\$1,245,638</u>	77%
<i>VEHICLE PARTS & SUPPLIES</i>							
Bus Parts Issued	\$612,000	\$600,000	\$12,000	2%	\$589,891	\$22,109	4%
Shop Supplies	70,000	77,250	(7,250)	-9%	66,460	3,540	5%
Bus Servicing Supplies	5,000	15,450	(10,450)	-68%	1,240	3,760	303%
Hazmat Disposal & Compliance	30,000	20,600	9,400	46%	54,009	(24,009)	-44%
<i>Veh. Parts & Supplies Subtotal</i>	<u>\$717,000</u>	<u>\$713,300</u>	<u>\$3,700</u>	1%	<u>\$711,600</u>	<u>\$5,400</u>	1%
<i>VENDOR BUS REPAIRS</i>							
Vandalism Repairs	\$5,000	\$5,000	\$0	0%	\$1,025	\$3,975	388%
Accident Damage Repairs	5,000	5,000	0	0%	5,537	(537)	-10%
Accident Claim Collections	(10,000)	(10,000)	0	0%	71,200	(81,200)	-114%
Other Vendor Repairs	50,000	60,000	(10,000)	-17%	43,311	6,689	15%
<i>Vendor Bus Repairs Subtotal</i>	<u>\$50,000</u>	<u>\$60,000</u>	<u>(\$10,000)</u>	-17%	<u>\$121,073</u>	<u>(\$71,073)</u>	-59%
<i>RISK & SAFETY</i>							
Workers' Comp Services	\$13,587	\$15,994	(\$2,407)	-15%	\$15,180	(\$1,593)	-10%
Workers' Comp Insurance	10,485	9,750	735	8%	9,000	1,485	16%
Current Year Incident Payouts	10,000	10,000	0	0%	200	9,800	4908%
Current Year Incident Reserves	25,000	25,000	0	0%	6,050	18,950	313%
Prior Years Incident Payouts	50,000	50,000	0	0%	2,350	47,650	2028%
Change in Prior Years Reserve	25,000	25,000	0	0%	(32,825)	57,825	-176%
<i>Risk & Safety Subtotal</i>	<u>\$134,072</u>	<u>\$135,744</u>	<u>(\$1,672)</u>	-1%	<u>(\$44)</u>	<u>\$134,116</u>	-302518%
<i>Total Vehicle Maintenance</i>	<u>\$6,943,030</u>	<u>\$5,557,107</u>	<u>\$1,385,923</u>	25%	<u>\$5,278,433</u>	<u>\$1,664,597</u>	32%

Passenger Accommodations Detail FY 2022-23

	Draft	Approved			FY 2021-22	Variance	
	FY 2022-23	FY 2021-22	Budget Change			FY 2021-22	Amount
	Budget	Budget	Amount	%	Estimate	Amount	%
PASSENGER FACILITIES							
<u>Wages & Benefits</u>							
Supervisors	\$172,757	\$164,530	\$8,227	5%	\$184,256	(\$11,499)	-6%
TC Advisors	135,794	121,653	14,141	12%	106,020	29,774	28%
Staff	46,754	45,909	845	2%	43,107	3,647	8%
Paid Absences	53,891	43,884	10,007	23%	51,926	1,965	4%
Health Benefits	126,825	125,205	1,620	1%	116,156	10,669	9%
Pension Contributions	20,644	20,005	639	3%	21,472	(828)	-4%
Payroll Taxes	32,307	29,894	2,413	8%	29,488	2,819	10%
Wages & Benefits Subtotal	\$588,972	\$551,080	\$37,892	7%	\$552,424	\$36,548	7%
<u>Buildings & Grounds</u>							
TC Contract Maintenance	\$108,779	\$80,819	\$27,960	35%	\$96,273	\$12,506	13%
TC Repairs/Supplies	5,000	5,000	0	0%	4,988	12	0%
Bus Stop Repairs/Supplies	7,000	5,000	2,000	40%	4,600	2,400	52%
TC Property Insurance	4,930	17,075	(12,145)	-71%	4,695	235	5%
Buildings & Grounds Subtotal	\$125,709	\$107,894	\$17,815	17%	\$110,556	\$15,153	14%
Passenger Facilities Subtotal	\$714,681	\$658,974	\$55,707	8%	\$662,980	\$51,701	8%
TRANSIT DEVELOPMENT							
Staff	\$174,917	\$171,935	\$2,982	2%	\$170,764	\$4,153	2%
Paid Absences	28,120	23,728	4,392	19%	31,107	(2,987)	-10%
Health Benefits	51,299	50,113	1,186	2%	50,811	488	1%
Pension Contributions	20,304	19,566	738	4%	20,603	(299)	-1%
Payroll Taxes	15,873	15,353	520	3%	15,956	(83)	-1%
Training, Travel & Meetings	3,000	3,000	0	0%	2,429	571	23%
Planning Services & Supplies	33,000	120,000	(87,000)	-73%	89,443	(56,443)	-63%
Transit Development Subtotal	\$326,513	\$403,695	(\$77,182)	-19%	\$381,113	(\$54,600)	-14%
MARKETING & COMMUNITY RELATIONS							
<u>Wages & Benefits</u>							
Staff	\$166,694	\$159,347	\$7,347	5%	\$135,065	\$31,629	23%
Paid Absences	21,900	21,348	552	3%	18,637	3,263	18%
Health Benefits	38,030	57,804	(19,774)	-34%	35,749	2,281	6%
Pension Contributions	18,859	15,095	3,764	25%	12,276	6,583	54%
Payroll Taxes	14,768	14,208	560	4%	12,278	2,490	20%
Wages & Benefits Subtotal	260,251	267,802	(7,551)	-3%	214,006	46,245	22%
<u>Outside Services</u>							
Media Ad Placement	\$16,000	16,000	\$0	0%	\$0	\$16,000	n/a
Brochures & Publications	8,000	10,000	(2,000)	-20%	511	7,489	1467%
Market Research	2,500	2,500	0	0%	512	1,988	388%
Promotional Giveaways	5,000	5,000	0	0%	0	5,000	n/a
Bus/Shuttle Decorations	0	0	0	n/a	0	0	n/a
Other Promotions	75,000	75,000	0	0%	18,667	56,333	302%
Route Schedules & Information	65,000	65,000	0	0%	41,827	23,173	55%
Training, Travel & Meetings	3,000	3,000	0	0%	573	2,427	423%
Outside Services Subtotal	\$174,500	\$176,500	(\$2,000)	-1%	\$62,089	\$112,411	181%
Marketing & Comm. Relations	\$434,751	\$444,302	(\$9,551)	-2%	\$276,096	\$158,655	57%

Passenger Accommodations Detail FY 2022-23

	Draft	Approved			FY 2021-22	Variance	
	FY 2022-23	FY 2021-22	Budget Change			FY 2021-22	Amount
	Budget	Budget	Amount	%	Estimate		
FARE REVENUE COLLECTION							
<u>Wages & Benefits</u>							
Staff	\$141,308	\$122,361	\$18,947	15%	\$128,647	\$12,661	10%
Paid Absences	31,534	27,306	4,228	15%	30,323	1,211	4%
Health Benefits	61,960	65,783	(3,823)	-6%	61,831	129	0%
Pension Contributions	17,284	14,967	2,317	15%	16,045	1,239	8%
Payroll Taxes	13,495	11,757	1,738	15%	12,401	1,094	9%
Wages & Benefits Subtotal	\$265,581	\$242,174	\$23,407	10%	\$249,247	\$16,334	7%
<u>Outside Services</u>							
Fare Processing	\$74,485	\$51,800	\$22,685	44%	\$69,325	\$5,160	7%
Farebox Parts & Repairs	20,000	15,000	5,000	33%	24,437	(4,437)	-18%
Tickets, Tokens & Transfers	20,000	5,000	15,000	300%	13,427	6,573	49%
Outside Services Subtotal	\$114,485	\$71,800	\$42,685	59%	\$107,189	\$7,296	7%
Fare Revenue Collection Sbtl	\$380,066	\$313,974	\$66,092	21%	\$356,436	\$23,630	7%
Total Pssnger Accommodations	\$1,856,011	\$1,820,945	\$35,066	2%	\$1,676,625	\$179,386	11%

General Overhead Detail

FY 2022-23

	Draft	Approved			FY 2021-22	Variance	
	FY 2022-23	FY 2021-22	Budget Change			Estimate	Amount
	Budget	Budget	Amount	%			
FINANCE							
Staff	\$488,116	\$400,403	87,713	22%	\$247,180	\$240,936	97%
Paid Absences	56,728	50,504	6,224	12%	30,911	25,817	84%
Health Benefits	194,876	154,862	40,014	26%	88,611	106,265	120%
Pension Contributions	54,484	36,091	18,393	51%	28,019	26,465	94%
Payroll Taxes	42,500	35,264	7,236	21%	21,643	20,857	96%
Financial Audit Services	47,700	44,200	3,500	8%	44,640	3,060	7%
<i>Finance Subtotal</i>	<u>\$884,404</u>	<u>\$721,324</u>	<u>\$163,080</u>	23%	<u>\$461,005</u>	<u>\$423,399</u>	92%
PERSONNEL							
Staff	\$144,890	\$134,370	\$10,520	8%	\$111,960	\$32,930	29%
Paid Absences	19,238	15,985	3,253	20%	10,958	8,280	76%
Health Benefits	40,354	33,247	7,107	21%	3,473	36,881	1062%
Pension Contributions	16,113	15,036	1,077	7%	7,649	8,464	111%
Payroll Taxes	12,897	11,810	1,087	9%	9,796	3,101	32%
<i>Personnel Subtotal</i>	<u>\$233,492</u>	<u>\$210,448</u>	<u>\$23,044</u>	11%	<u>\$143,837</u>	<u>\$89,655</u>	62%
UTILITIES							
Phone & Data Communications	\$80,000	\$95,000	(\$15,000)	-16%	\$72,961	\$7,039	10%
Power, Water & Refuse	190,000	160,590	29,410	18%	174,561	15,439	9%
Two-Way Radios	15,000	15,000	0	0%	12,303	2,697	22%
<i>Utilities Subtotal</i>	<u>\$285,000</u>	<u>\$270,590</u>	<u>\$14,410</u>	5%	<u>\$259,825</u>	<u>\$25,175</u>	10%
OPERATING FACILITIES							
<u>Wages & Benefits</u>							
Staff	\$63,627	\$61,651	\$1,976	3%	\$61,996	\$1,631	3%
Paid Absences	11,645	9,511	2,134	22%	11,384	261	2%
Health Benefits	12,650	12,356	294	2%	11,889	761	6%
Pension Contributions	7,527	7,116	411	6%	7,393	134	2%
Payroll Taxes	5,895	5,598	297	5%	5,734	161	3%
<i>Wages & Benefits Subtotal</i>	<u>\$101,344</u>	<u>\$96,232</u>	<u>\$5,112</u>	5%	<u>\$98,397</u>	<u>\$2,947</u>	3%
<u>Service Vehicles</u>							
Parts & Repairs	\$15,000	\$15,000	\$0	0%	\$16,267	(\$1,267)	-8%
Fuel	50,000	38,400	11,600	30%	44,475	5,525	12%
<i>Service Vehicles Subtotal</i>	<u>\$65,000</u>	<u>\$53,400</u>	<u>\$11,600</u>	22%	<u>\$60,741</u>	<u>\$4,259</u>	7%
<u>Buildings & Grounds</u>							
Contract Maintenance	\$116,280	\$107,680	\$8,600	8%	\$99,063	\$17,217	17%
Overpass Site Maintenance	5,000	20,000	(15,000)	-75%	6,137	(1,137)	-19%
B&G Repairs/Supplies	80,000	80,000	0	0%	89,879	(9,879)	-11%
Property Insurance	75,448	78,706	(3,258)	-4%	72,563	2,885	4%
<i>Buildings & Grounds Subtotal</i>	<u>\$276,728</u>	<u>\$286,386</u>	<u>(\$9,658)</u>	-3%	<u>\$267,641</u>	<u>\$9,086</u>	3%
<i>Operating Facilities Subtotal</i>	<u>\$443,072</u>	<u>\$436,018</u>	<u>\$7,054</u>	2%	<u>\$426,780</u>	<u>\$16,292</u>	4%

General Overhead Detail

FY 2022-23

	Draft	Approved		FY 2021-22		Variance	
	FY 2022-23 Budget	FY 2021-22 Budget	Budget Change Amount	Budget Change %	FY 2021-22 Estimate	Amount	%
<i>DISTRICT ADMINISTRATION</i>							
<i>Wages & Benefits</i>							
Staff	\$694,820	\$635,870	\$58,950	9%	\$675,728	\$19,092	3%
Paid Absences	86,724	191,060	(104,336)	-55%	187,964	(101,240)	-54%
Health Benefits	165,818	215,934	(50,116)	-23%	175,847	(10,029)	-6%
Pension Contributions	90,725	96,931	(6,206)	-6%	98,047	(7,322)	-7%
Payroll Taxes	60,846	67,383	(6,537)	-10%	61,740	(894)	-1%
Wages & Benefits Subtotal	\$1,098,933	\$1,207,178	(\$108,245)	-9%	\$1,199,326	(\$100,393)	-8%
<i>Administrative Services</i>							
Directors Fees	\$8,640	\$10,800	(\$2,160)	-20%	\$10,800	(\$2,160)	-20%
Public Officials Insurance	123,894	106,687	17,207	16%	70,139	53,755	77%
Legal Counsel	70,000	80,000	(10,000)	-13%	100,000	(30,000)	-30%
Pension Administration	1,000	3,000	(2,000)	-67%	4,000	(3,000)	-75%
Software Licenses & Equip Maint	371,835	250,000	121,835	49%	200,000	171,835	86%
Miscellaneous Services	150,050	100,000	50,050	50%	333,093	(183,043)	-55%
Office & Computer Supplies	44,000	35,000	9,000	26%	55,000	(11,000)	-20%
Dues & Subscriptions	50,000	55,000	(5,000)	-9%	53,448	(3,448)	-6%
Conferences, Meetings, Training	5,000	5,000	0	0%	5,445	(445)	-8%
Employee Relations	30,000	30,000	0	0%	28,500	1,500	5%
Retiree Health Insurance	78,000	70,000	8,000	11%	70,000	8,000	11%
Mandated Fees & Permits	35,000	35,000	0	0%	35,867	(867)	-2%
Misc. Expenses & Losses	15,000	30,000	(15,000)	-50%	12,745	2,255	18%
Bad Debts	2,500	10,000	(7,500)	-75%	0	2,500	n/a
Covid-19 Expenses	300,000	300,000	0	0%	275,000	25,000	9%
Admin. Services Subtotal	\$1,284,919	\$1,120,487	\$164,432	15%	\$1,254,037	\$30,882	2%
<i>District Admin. Subtotal</i>	<i>\$2,383,852</i>	<i>\$2,327,665</i>	<i>\$56,187</i>	<i>2%</i>	<i>\$2,453,363</i>	<i>(\$69,511)</i>	<i>-3%</i>
<i>Total General Overhead</i>	<i>\$4,229,820</i>	<i>\$3,966,045</i>	<i>\$263,775</i>	<i>7%</i>	<i>\$3,744,809</i>	<i>\$485,010</i>	<i>13%</i>

Capital Budget Detail FY 2022-23

	Total FY 2022-23 Budget	=	New FY 2022-23 Projects	+	Carryover FY 2021-22 Projects	Approved FY 2021-22 Budget
<i>REVENUE VEHICLE PURCHASES</i>						
40' Electric Buses (8 TIRCP application)	19,240,209		\$9,450,380		\$9,789,829	\$11,594,002
35' Electric Buses	0		0		0	3,119,726
30' Electric Capital Lease (6)	365,008		365,008		0	380,000
Microtransit Vans (3)	0		0		0	654,000
Paratransit Vans (4)	223,000		0		223,000	223,000
Subtotal	<u>\$19,828,217</u>		<u>\$9,815,388</u>		<u>\$10,012,829</u>	<u>\$15,970,728</u>
<i>REVENUE VEHICLE IMPROVEMENTS</i>						
Fleet Renewal Campaign	\$4,806,068		\$1,658,790		\$3,147,278	\$3,646,000
COVID-19 Safety Improvements	250,000		250,000		0	0
Ongoing Component Replacements	271,008		271,008		0	125,000
Subtotal	<u>\$5,327,076</u>		<u>\$2,179,798</u>		<u>\$3,147,278</u>	<u>\$3,771,000</u>
<i>OPERATING FACILITIES</i>						
T2 Facility Improvements	\$4,361,437		\$1,441,437		\$2,920,000	\$3,170,000
T1 Facility Improvements	100,000		100,000		0	208,000
Electric Bus Infrastructure	2,100,000		1,117,000		983,000	1,775,000
Calle Real Development	150,000		100,000		50,000	150,000
Subtotal	<u>\$6,711,437</u>		<u>\$2,758,437</u>		<u>\$3,953,000</u>	<u>\$5,303,000</u>
<i>PASSENGER FACILITIES</i>						
Passenger Facility Improvements	\$28,000		\$28,000		\$0	\$25,000
Bus Stop Improvements	550,000		150,000		400,000	400,000
Subtotal	<u>\$578,000</u>		<u>\$178,000</u>		<u>\$400,000</u>	<u>\$425,000</u>
<i>INTELLIGENT TRANSPORTATION SYS.</i>						
AVL & ITS Systems	\$83,000		\$83,000		\$0	\$79,000
LYT Transit Signal Priority	\$250,000		\$250,000		\$0	\$0
Contactless Fare Payment System	1,585,000		0		1,585,000	1,600,000
Subtotal	<u>\$1,918,000</u>		<u>\$333,000</u>		<u>\$1,585,000</u>	<u>\$1,679,000</u>
<i>INFORMATION SYSTEMS</i>						
Business Software	\$1,500,000		\$0		\$1,500,000	\$1,500,000
IT Systems & Security	231,000		231,000		0	210,000
Subtotal	<u>\$1,731,000</u>		<u>\$231,000</u>		<u>\$1,500,000</u>	<u>\$1,710,000</u>
<i>OTHER EQUIPMENT</i>						
Shop Equipment	\$33,000		\$33,000		\$0	\$29,000
Service Vehicles	150,000		0		150,000	150,000
Office Equipment & Furniture	121,000		121,000		0	110,000
Subtotal	<u>\$304,000</u>		<u>\$154,000</u>		<u>\$150,000</u>	<u>\$289,000</u>
Total Capital Projects	<u><u>\$36,397,730</u></u>		<u><u>\$15,649,623</u></u>		<u><u>\$20,748,107</u></u>	<u><u>\$29,147,728</u></u>