



# OPERATING & CAPITAL BUDGET

Fiscal Year 2023-24



## **Santa Barbara Metropolitan Transit District**

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## Introduction

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During the past twelve (12) months Santa Barbara Metropolitan Transit District (MTD) has successfully carried out the mission, to enhance the mobility of South Coast residents, commuters, and visitors by offering safe, appealing, equitable, environmentally responsible, and fiscally sound transit service, despite operating under the constraints of a Pandemic, which was declared over Spring 2023. A monumental Collective Bargaining Agreement for the period July 1, 2022 through June 30, 2025 was negotiated, followed by the Board of Directors commissioning and approving a Compensation Study with new salary ranges for non-represented Staff. These historic successes have improved recruitment and filling vacancies.

One year ago, driver shortages necessitated reduction in Service Hours. With Staff operations, planning and recruitment working synergistically, the Board of Directors approved a Short- Range Transportation Plan including the restatement/reconfiguration of services adding funded peak hour Express Routes for Carpinteria passengers to the Eastside of Santa Barbara and Santa Barbara City College, the restoration of frequency for Line 28(UCSB Shuttle) Service, and a Microtransit Pilot Program for specific Zones in Goleta.

While fuel prices have come down, they are still double the 2020 price of \$1.65/gallon. As a transportation service provider, labor & fuel make up the large majority of the Operating Expenses (79%). Increases in these costs have not only increased MTD's direct operating outlays but have driven the costs of other goods and services MTD must procure. Some of this has had positive results as Sales Tax has been the highest source of Revenue Income (43%) with increases of five (5%), over the past year. With rising home values Property Tax Revenues have seen an uptick, which represents 5% of the overall revenue, however the Santa Barbara South Coast Chamber of Commerce South Coast Data Dashboard, April 2023, reports a slowing down of the Median Home Selling Prices from two (2) years ago.

Even with the high cost of housing in the Santa Barbara South Coast, employment vacancies were filled this year, however many staff find it necessary to commute significant distances in order to find housing affordability. This represents a challenge experienced during January 2023 when the area received a federal and state Natural Disaster designation due to the severe rainstorms closing the Highway 101 freeway; some staff were unable to get home or back to work for 36 hours. While the quick action and planning of staff protected the organization's assets from severe damage, these natural disasters have increased insurance costs double digits, as insurers are no longer willing to write insurance in California as a result of high claims for Wildfires, Severe Weather and potential Earthquakes; the pool of available insurance companies dwindling.

The Federal Reserve Bank decisions to increase interest rates in response to controlling inflation have had a positive impact on savings interest returns and for a period of time moving forward. While the District has no outstanding loan obligations, these interest rate increases have an impact on goods and services being procured by MTD.

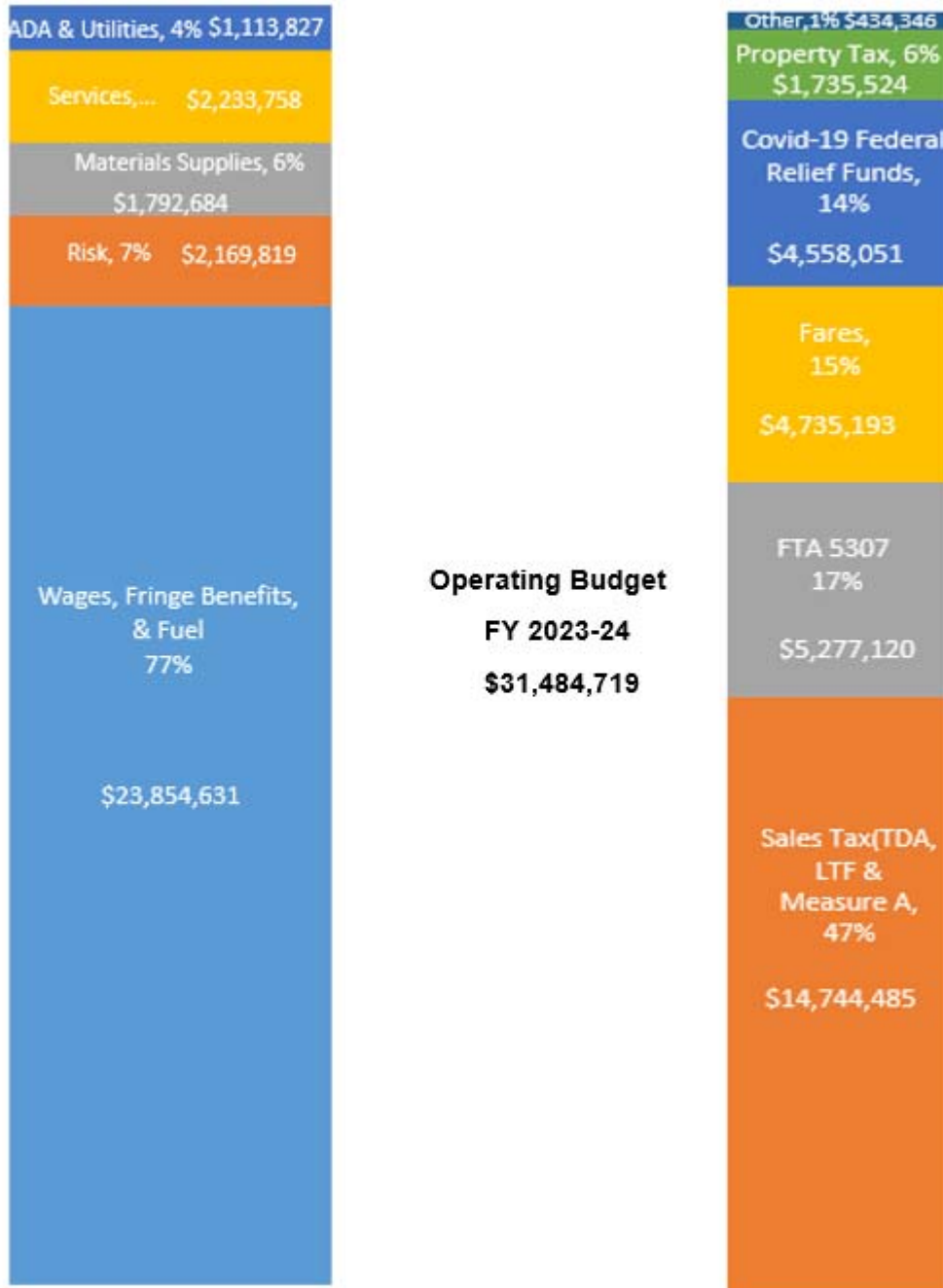
Of high priority is transitioning the vehicle fleet to Zero Emissions. The Operating Budget contains the income and expenses for the Zero Emission Bus (ZEB) Rollout Plan and the California Energy Commission (CEC) Blueprint Project. Included in the Capital Budget is the funding and Capital Investment necessary for the Procurement of Electric Battery Bus replacements, Charge Ready Bridge-Electric Bus Infrastructure and Haley Canopy & Facility Electrification Upgrades.

Completion of the 2020 Census reclassified the Santa Barbara Urbanized Area (UZA) to a Large UZA having financial impacts which will be described later in the report. With foresight MTD had planned for the impact. With Federal Stimulus funding made available during the Covid-19 Pandemic, MTD is positioned for financial stability into fiscal year 2026-2027.

# Executive Summary

The Santa Barbara Metropolitan Transit District's (MTD's) proposed operating budget for fiscal year 2023-24 is \$31,484,719 and requires the allocation of \$4,558,051 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 2027-28.

The \$4,558,501 in federal COVID-19 relief funds represents 14% of MTD's operating revenue for the coming fiscal year. The amount is a significant increase over the estimated amount of \$1,558,501 in like



funding needed to balance the current operating budget, however unexpected increases in fare, sales

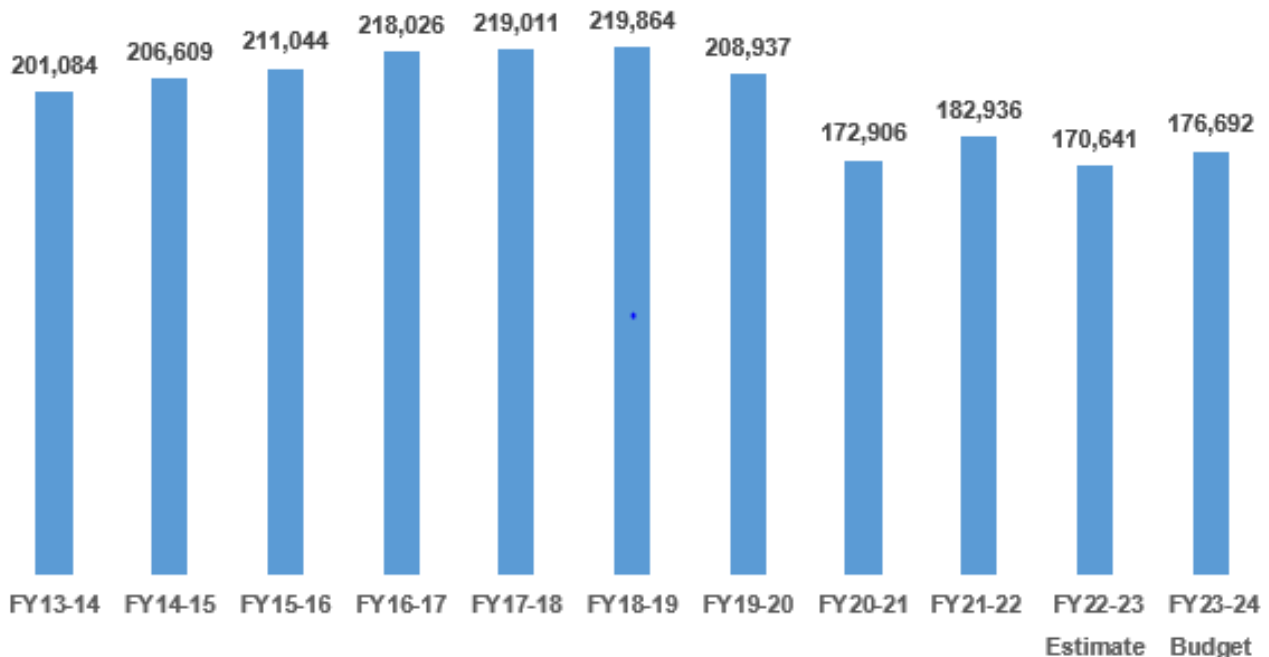
tax, and property tax revenues coupled with reductions in expenses due to staff vacancies and fixed fuel contracts reduced the amount of subsidy needed to balance the financial statement in FY22-23.

As in fiscal year 2021-22, financial results for fiscal year 2022-23 reflect a number of vacant positions across all departments, however much headway was made in filling positions during the year. Additionally, MTD entered into a fixed-price fuel contract at \$3.45 per gallon that expires at the end of calendar year 2023. The proposed budget for fiscal year 2023-24 assumes the contract price through December 31, 2023 and a projected \$3.88 per gallon for renewable diesel, which translates into an estimated \$62 thousand increase over the prior year. On a positive note, Fare, Sales Tax and Property Tax Revenues are surpassing the FY2022-23 Budget. With reductions in Service Level in the fiscal year, this demonstrates ridership is increasing.

### Transit Service Level

The budgeted service level for fiscal year 2023-24 remains significantly below the pre-pandemic agency high of 219,864 revenue hours of service. In fiscal year 2020-21, service was reduced 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 a shortage of bus operators. The reduction affected more than a dozen routes. In all, MTD estimates that it will provide 170,641 revenue hours in fiscal year 2022-23, and has budgeted an annual service level of 176,692 for fiscal year 2023-24. The increase of 5,854 Service Level hours includes the restatement/reconfiguration of services adding funded peak hour Express Routes for Carpinteria passengers to the Eastside of Santa Barbara and Santa Barbara City College, the restoration of frequency for Line 28(UCSB Shuttle) Service, and a Microtransit Pilot Program (“The Wave”) for specific Zones in Goleta subject to staffing readiness.

### Service Level



It is important to note that this budget assumes full employment and an increase in the cost of renewable diesel fuel for half of the fiscal year. The labor shortage, which is not limited to a specific profession or industry, continues to challenge MTD’s ability to deliver the high level of public transit service the agency has traditionally provided. As the supplemental financial aid is anticipated to be fully exhausted by fiscal year 27-28, it is incumbent upon management to begin preparing contingency plans within the next 12 to 24 months. Additionally, staff must remain focused on addressing retention and recruitment issues to stabilize the workforce as a foundation for the future.

# Operating Budget

## Operating Budget Summary (\$ thousands)

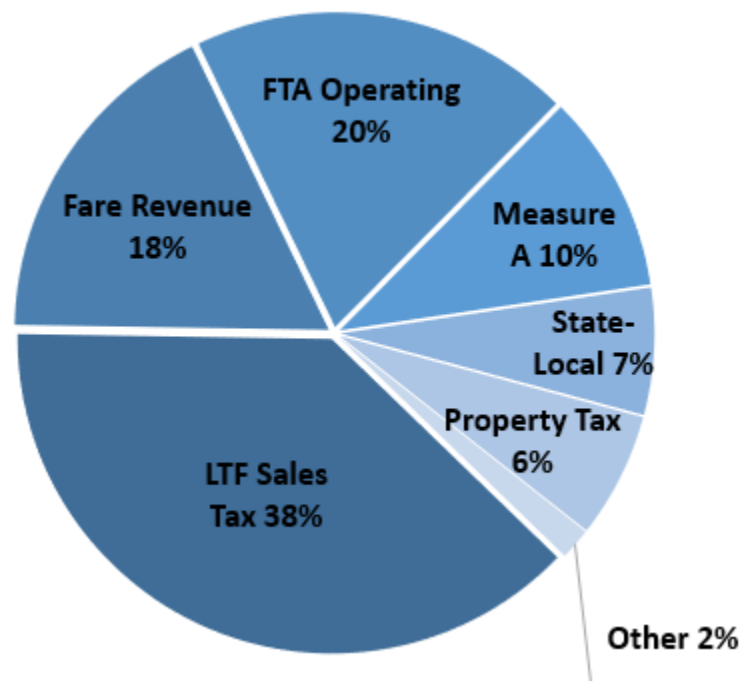
	FY 23-24	FY 22-23		FY 22-23	
	Draft	Budget	Var %	Estimate	Var %
<u>Revenues</u>					
Fare Revenue	\$4,735	\$4,438	7%	\$4,606	3%
Grants & Appropriations	21,757	20,454	6%	22,142	-2%
Other Income	434	347	25%	445	-2%
<b>Total Revenues</b>	<b>\$26,927</b>	<b>\$25,239</b>	<b>7%</b>	<b>\$27,193</b>	<b>-1%</b>
<u>Expenses</u>					
Wages & Fringe Benefits	\$21,615	\$21,151	2%	\$20,125	7%
Risk	2,170	1,710	27%	1,861	17%
Fuel	2,240	2,442	-8%	2,171	3%
Services	2,234	1,619	38%	1,702	31%
Materials & Supplies	1,793	1,718	4%	1,507	19%
Transportation Subsidies	1,114	1,061	5%	1,061	5%
Utilities	320	285	12%	299	7%
<b>Total Expenses</b>	<b>\$31,485</b>	<b>\$29,986</b>	<b>5%</b>	<b>\$28,727</b>	<b>10%</b>
Revenue Less Expenses	(\$4,558)	(\$4,747)		(\$1,534)	
Federal Stimulus Funds	\$4,558	\$4,747		\$1,534	
<b>Net Surplus / (Deficit)</b>	<b>\$0</b>	<b>\$0</b>		<b>\$0</b>	

Overall, the FY2023-24 Operating Budget reflects an increase of 5% over the FY2022-23 Budget. The increase is being driven by escalations in labor, fuel and risk related costs. The FY2023-24 figures include the Collective Bargaining Agreement increases of 4.5% which cover 80% of the MTD staffing. Expectations that fuel costs would be lower based on futures pricing has still not materialized. While prices are sharply down from a high in 2021, market volatility has kept average diesel prices in the mid to high \$3/gallon range. A “hard” insurance market has made risk mitigation strategies difficult and costly, as there are fewer insurance companies willing to underwrite policies in California due to large claims from natural disasters and the reinsurance market challenges.

The FY2023-24 Budget does reflect a lesser amount of federal stimulus funding that will be expected to be necessary during the period, however more than what is expected for the FY2022-23 fiscal year closing directly related to higher revenues and lower expenses than estimated at budget time.

## Operating Revenue

**FY 2023-24 Revenue Sources As % of Budget**



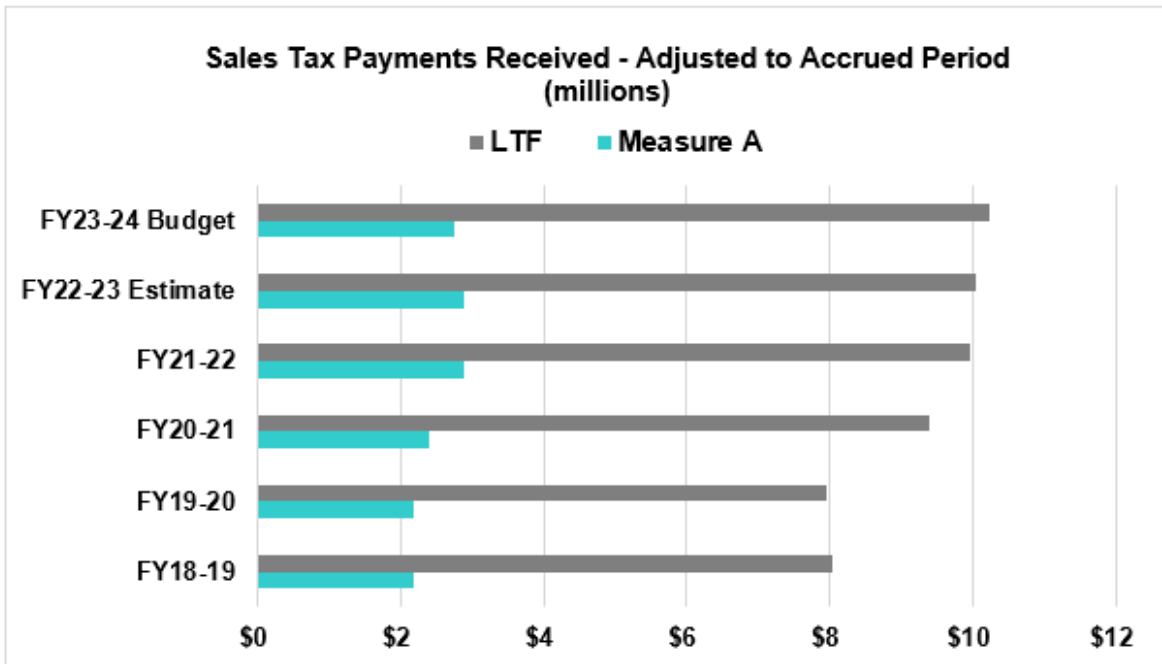
The FY23-24 operating revenue budget of \$26.9 million is comprised of several key components. Budgeted Sales Tax revenues reflect the appropriations reported in the annual TDA claim and Measure A Program of Projects. While increases have been recognized there is cautious optimism regarding any continued increases in rates for the future as also considered by the State, County and other Local Agencies in their budgeting processes. Fare Revenue has been budgeted at 3% increase over the estimate for FY2022-23 which is greater than the budget. The FY2023-24 Operating Budget includes the fares associated with the increase in service hours. The additional service hours cost will be funded with grant programs included in State and Local Opportunity Assistance Revenues.

Federal operating assistance is flat with the prior year’s estimate since MTD is awaiting apportionment information. Section 5307 Federal Operating Assistance is the second-largest source of inflows, accounting for 20% of total operating revenue. FY23-24 federal 5307 operating assistance is budgeted at \$5.3 million, equal to the FY22-23 estimate. As the urbanized area population counted by the 2020 Decennial Census demonstrated that the Santa Barbara urbanized area population exceeds 200,000, effective 10-1-2023, the Santa Barbara Urbanized Area (UZA) is now considered a “large UZA” and no longer considered a Small Intensive Transit City (STIC), therefore MTD is ineligible to receive STIC funding. MTD began planning for this potential transition a few years ago. In addition to fare discounts, operational reporting and program requirements, the use of operating funds are subject to specific requirements for large UZAs:

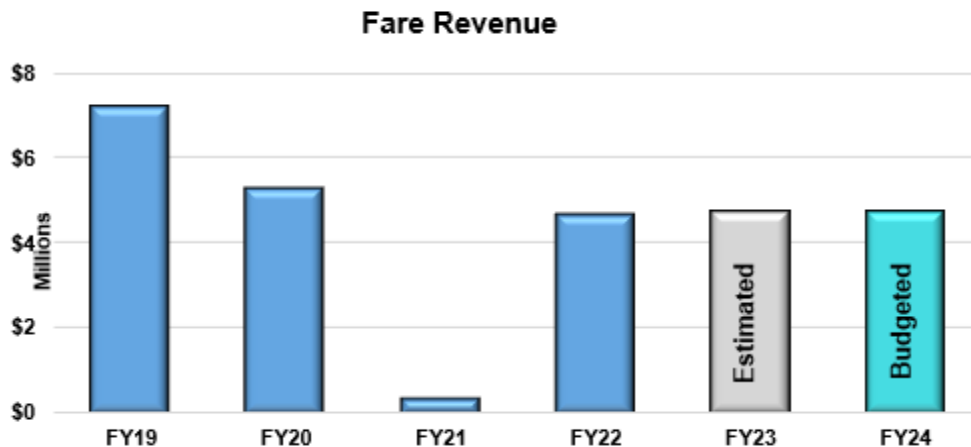
- Continuing to operate between 76 and 100 buses in peak service permits the agency to use 50% of the allocation for operating expenses.
- Ten (10) percent of the apportionment may be utilized for Americans with Disabilities (ADA) complementary paratransit service. (Contracted by MTD with Easy Lift.)
- Maintenance costs related to vehicles, equipment and facilities are eligible capital expenses.
- Lease payments for capital assets are considered eligible expenses.
- At least 1% of the allocation must be spend on public transportation security projects.
- Minimum .75% expenditure on safety related projects.

Staff anticipates that MTD can meet the requirements to utilize all Section 5307 funds budgeted.

The largest revenue source for MTD stems from sale tax activity, accounting for 38% 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 FY23-24 LTF apportionment is \$10 million and the Measure A apportionment is \$2.7 million. Based on actual receipts from FY18-19 to FY23-24 the average annual growth in LTF and Measure A was 5% and 3% respectively. Hence, these inflows have been instrumental in offsetting declining revenues in other areas. This is evident in FY22-23, as SBCAG increased the original appropriation as well as issued a FY21-22 end of the year benefit of nearly \$600 thousand.



Total fare revenue is budgeted at \$4.7M for FY23-24, which is a 7% increase over the FY22-23 budget and 3% over the estimate for the year. The growth is budgeted for FY23-24 because the service level is being increased compared to the prior year as approved by the Board of Directors for the restatement/reconfiguration of services adding funded peak hour Express Routes for Carpinteria passengers to the Eastside of Santa Barbara and Santa Barbara City College, the restoration of frequency for Line 28(UCSB Shuttle) Service, and a Microtransit Pilot Program for specific Zones in Goleta. Fare revenue of \$4.7 million is 66% of pre-pandemic levels in FY17-18, and subcategory UCSB

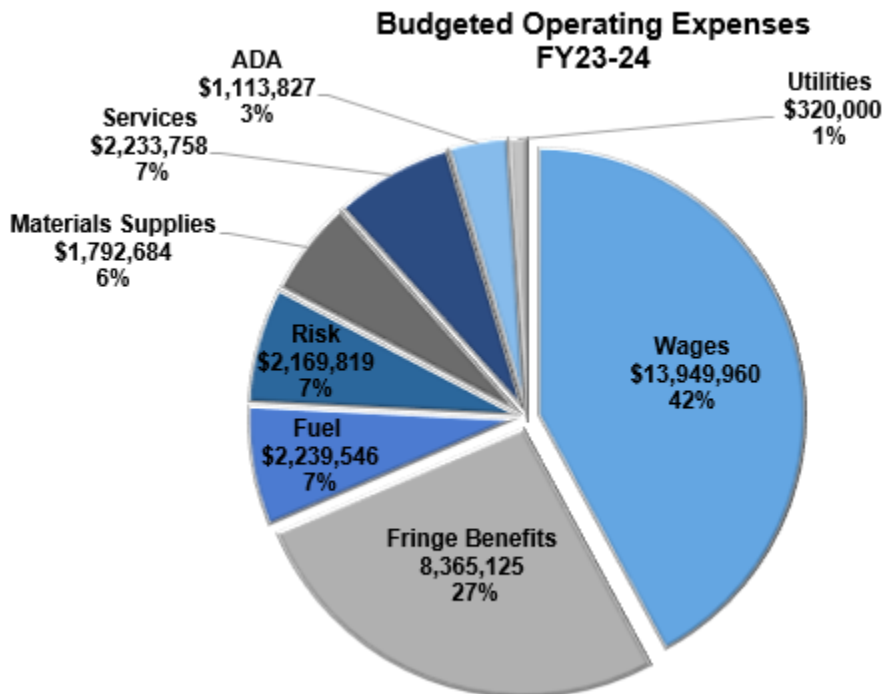




contract fares are back to pre-pandemic levels. A detailed listing of all revenue is included at the end of this report.

### Operating Expenses

Operating expenses for FY23-24 reflect a budget of \$31 million. Key assumptions include the August service increases, inflated renewable fuel costs, and assumption of full employment. The largest item factored into the budget are the collective bargaining agreements (CBAs) for the period of July 1, 2022 through June 30, 2025, with the International Brotherhood of Teamsters Union, Local 186. This was one of the highlights of accomplishments during FY22-23. Approximately 80% of MTD’s workforce falls under the CBA terms. Subsequently, the Board of Directors commissioned and approved a Compensation Study with new salary ranges for non-represented Staff.



Human Resources – Budgeted outlays for wages and fringe benefits total almost 70% of expenses. The number of drivers is budgeted at 125 FTEs, the budget reflects the reallocation of employees between departments and filling of vacant positions. These changes span across several departments. Changes

### Wages & Fringe Benefit Expenses

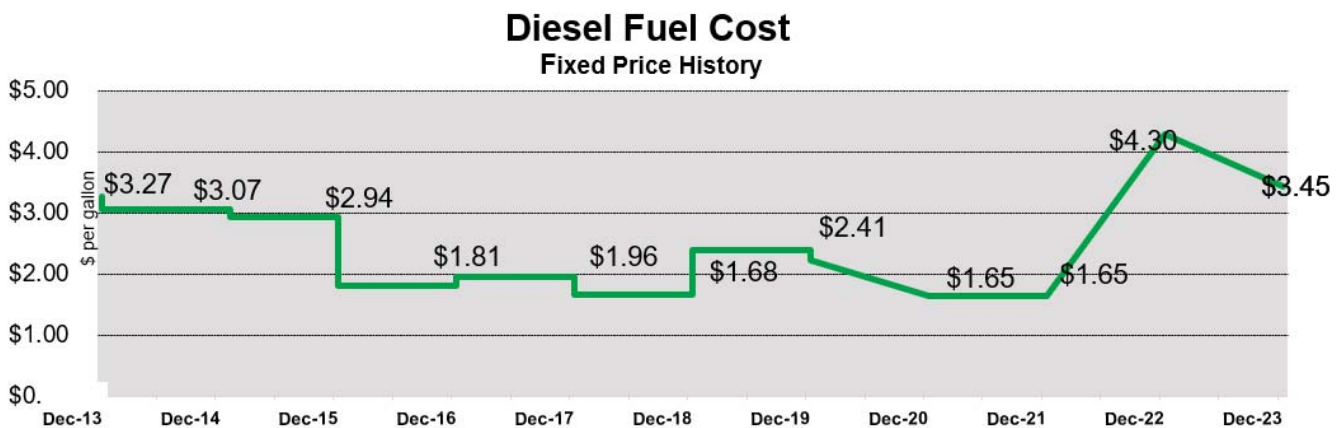


from pending CBA negotiations weigh heavily on the budget, as 80% of the budgeted FTEs are classified as union employees. MTD drivers, supervisors, mechanics, and service workers collectively fall under the CBA. MTD, like many employers, is challenged with employee retention and the ability to hire qualified 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 FY23-24 risk related expenses total \$2.1 million, 7% of total expenses. Budgeted outlays are in line with the aggregate General liability (GL) and Workers’ compensation (WC) seven-year average. Lending to the increased GL costs compared to the FY22-23 estimate was a significant increase in the recent insurance renewal. Commercial Property Insurance grew by approximately 140% compared to the prior year’s policy, and Earthquake Insurance is up 33%. These increases are due the insurance industry’s market conditions. There are currently less carriers willing to underwrite policies in the State of California due to the natural disasters including fire, flood and other storm damage claims from the past few years and competition within the admitted reinsurance market. 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 FY23-24 are estimated to be lower in the next 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. Initially MTD secured a contract for RD at the maximum price of \$1.65/gallon from November of 2020 and extended it through June 30, 2022. Global market demand outpaced supply, along with



international pressures and sanctions driving the cost of fuel up to levels not experienced since 2012. MTD secured a six-month RD contract with an effective date of July 1, 2021 through December 2022, at the price of \$4.30/gallon. That new rate of \$4.30 represented a 160% increase over the FY20-22 contract. Fortunately, MTD was able to procure enter into a one-year RD contract at the maximum price of \$3.415/gallon. Projected pricing, based on futures is expected to return to under \$2/gallon, however there continues to be volatility in the global marketplace. MTD is reviewing procurement strategies for the next 12-months from the current contract expiration date of 12/31/2023. The FY23-24 Budget contains the fixed fuel price until the contract period ends and has budgeted an amount between the current and previous contract rate for the remaining period of January 1, 2024 to June 30, 2024.

## Capital Budget

The capital budget for FY23-24 is \$47.5 million, consisting of \$13.6 million in new projects and over\$33 million in carryover projects from FY22-23. 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 23-24 Budget	Appropriations	
		New	Prior Year
Revenue Vehicle Purchases	\$31,988	\$10,802	\$21,186
Revenue Vehicle Improvements	2,394	0	2,244
Operating Facilities	8,961	1,921	7,040
Passenger Facilities	475	25	450
Intelligent Transportation Systems	1,835	400	1,435
Information Systems	1,600	150	1,450
Other Equipment	300	300	0
<b>Total Capital Projects</b>	<b>\$47,553</b>	<b>\$13,598</b>	<b>\$33,805</b>

### Capital Projects

Bus Purchases & Improvement – Bus replacement acquisitions consist of the carryover of nine 40’ New Flyer electric buses previously approved, the addition of eight more with funding from the California State Transportation Agency under the Transit and Intercity Rail Capital Program and additional buses planned contingent upon a grant award with Solutions for 101 Congested Corridors. 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. It was in full operation during FY22-23, and expected to be completed in the FY23-24.

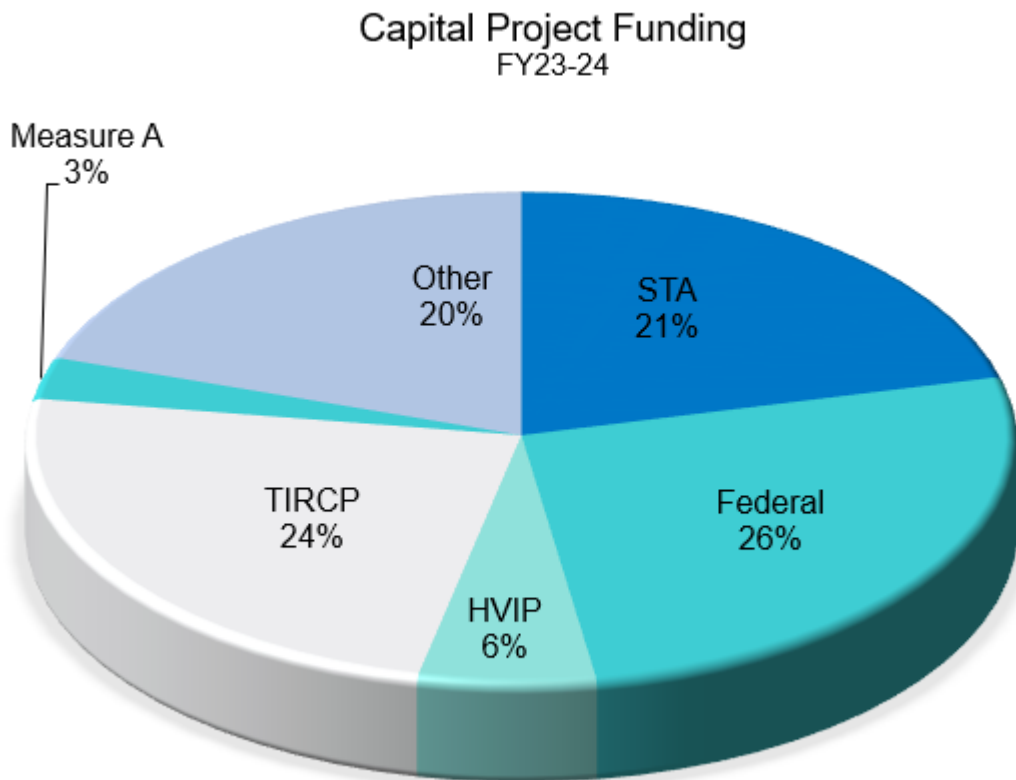
Operating & Passenger Facilities – Terminal 2 recommissioning work and electrical infrastructure upgrades at Terminal 1 are the primary facility projects. The Terminal 2 improvements will alleviate revenue vehicle storage/electric bus charging constraints at Terminal 1, ultimately accommodating thirty 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. Terminal 1 and the Administration Building are in need of Capital Repairs as the Building is aging and requires attention.

Intelligent Transportation Systems/Information Systems and Other Equipment – The Automated Vehicle Locator (AVL) and Intelligent Transportation System (ITS) need upgrades to continue meeting the General Transit Feed Specifications (GTFS) now required. The Contactless Payment installation completion is being carried over to FY23-24. The organization Information Technology Systems require Security enhancements to continue protecting the data storage system. Business Software systems are antiquated. As a business need for efficiency including inter-department integration for reporting and processing, a Business Software Upgrade Project is underway. The current Voice communication system is no longer supported and is planned to be replaced after 20 years. Two Service vehicles have surpassed their useful life and are planned to be replaced.

### 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.



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 FY23-24 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

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### 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, 2023 is in the Green Zone and is 99.1% funded.

Staff & Management – A 401(k) plan was established in 1985 for all employees not subject to the CBA. A Plan Amendment was approved in March 2023, to add the Customer Service Representatives (CSR's) to the plan. Previously, the CSR's were ineligible for participation. MTD makes an ongoing contribution on the employee's behalf. Additionally, employees are permitted to make contributions as salary deferrals. 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 FY21-22, 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 2023, the trust is valued at \$1.7 million.

# Detailed Budget Tables

## Operating Summary FY 2023-24

	Draft	Approved	Budget Change		FY 2022-23	Variance	
	FY 2023-24 Budget	FY 2022-23 Budget	Amount	%	Estimate	Amount	%
<b>OPERATING REVENUE</b>							
Fare Revenue	\$4,735,193	\$4,437,698	\$297,495	7%	\$4,605,508	\$129,685	3%
Sales Tax Revenue	12,992,655	12,798,120	194,535	2%	12,907,792	84,863	1%
FTA 5307 Operating Assist.	5,277,120	5,277,120	0	0%	5,277,120	0	0%
Other Federal Assistance	0	0	0	n/a	1,300,000	(1,300,000)	-100%
State & Local Op Assist.	1,751,830	835,423	916,407	110%	956,000	795,830	83%
Property Tax Revenue	1,735,524	1,543,632	191,892	12%	1,701,494	34,030	2%
Non-Transportation Income	434,346	347,096	87,250	25%	445,184	(10,838)	-2%
<b>Total Operating Revenue</b>	<b>\$26,926,668</b>	<b>\$25,239,089</b>	<b>\$1,687,579</b>	<b>7%</b>	<b>\$27,193,098</b>	<b>(\$266,430)</b>	<b>-1%</b>
<b>OPERATING EXPENSES</b>							
Route Operations	\$17,247,448	\$16,956,775	\$290,673	2%	\$16,632,659	\$614,789	4%
Vehicle Maintenance	6,929,029	6,943,030	(14,001)	0%	6,097,342	831,687	14%
Passenger Accommodations	2,224,188	1,856,011	368,177	20%	1,876,409	347,779	19%
General Overhead	5,084,054	4,229,820	854,234	20%	4,120,633	963,421	23%
<b>Total Operating Expense</b>	<b>\$31,484,719</b>	<b>\$29,985,636</b>	<b>\$1,499,083</b>	<b>5%</b>	<b>\$28,727,043</b>	<b>\$2,757,675</b>	<b>10%</b>
Revenue Less Expenses	(\$4,558,051)	(\$4,746,547)			(\$1,533,945)		
Federal Stimulus Funds	\$4,558,051	\$4,746,547			\$1,533,945		
<b>Net Surplus / (Deficit)</b>	<b>\$0</b>	<b>\$0</b>			<b>\$0</b>		

### Operating Revenue Detail FY 2023-24

	Draft	Approved		FY 2022-23		Variance	
	FY 2023-24 Budget	FY 2022-23 Budget	Budget Change Amount	%	FY 2022-23 Estimate	Amount	%
<b>FAREBOX REVENUE</b>							
Cash Fares & Tokens	\$1,403,512	\$1,376,367	\$27,145	2%	1,403,512	\$0	0%
Adult Passes	781,306	735,948	45,358	6%	781,306	0	0%
Youth Passes	401,532	360,308	41,224	11%	401,532	0	0%
Senior Passes	160,619	151,467	9,152	6%	160,619	0	0%
Mobility Passes	104,228	120,810	(16,582)	-14%	104,228	0	0%
Day Passes	5,780	6,273	(493)	-8%	5,780	0	0%
Microtransit Fares	112,363	0	112,363	n/a	0	112,363	n/a
Downtown-Waterfront Shuttle	0	0	0	n/a	(39)	39	-100%
UCSB Contract Fares	1,116,811	1,138,358	(21,547)	-2%	1,096,190	20,621	2%
SBCC Contract Fares	644,917	544,064	100,853	19%	648,549	(3,632)	-1%
Special Event Fares & Amtrak	2,200	1,515	685	45%	2,000	200	10%
City My Ride Program	1,925	2,588	(663)	-26%	1,831	94	5%
<i>Subtotal</i>	<b>\$4,735,193</b>	<b>\$4,437,698</b>	<b>\$297,495</b>	<b>7%</b>	<b>\$4,605,508</b>	<b>\$129,685</b>	<b>3%</b>
<b>GRANTS &amp; SUBSIDIES</b>							
LTF Sales Tax Revenue	\$10,239,791	\$10,045,256	\$194,535	2%	\$10,045,256	\$194,535	2%
FTA 5307 Operating Assist.	5,277,120	5,277,120	0	0%	5,277,120	0	0%
Other Federal Assistance	0	0	0	n/a	1,300,000	(1,300,000)	-100%
Measure A Sales Tax	2,752,864	2,752,864	0	0%	2,862,536	(109,672)	-4%
Other State/Local Subsidies	1,751,830	835,423	916,407	110%	956,000	795,830	83%
Property Tax Revenue	1,735,524	1,543,632	191,892	12%	1,701,494	34,030	2%
<i>Subtotal</i>	<b>\$21,757,129</b>	<b>\$20,454,295</b>	<b>\$1,302,834</b>	<b>6%</b>	<b>\$22,142,406</b>	<b>(\$385,277)</b>	<b>-2%</b>
<b>OTHER INCOME</b>							
Advertising on Buses	\$288,250	\$300,000	(\$11,750)	-4%	\$288,250	\$0	0%
Interest on Investments	130,000	31,000	99,000	319%	145,732	(15,732)	-11%
Other Operating Revenue	16,096	16,096	0	0%	11,202	4,894	44%
<i>Subtotal</i>	<b>\$434,346</b>	<b>\$347,096</b>	<b>\$87,250</b>	<b>25%</b>	<b>\$445,184</b>	<b>(\$10,838)</b>	<b>-2%</b>
<b>Total Operating Revenue</b>	<b>\$26,926,668</b>	<b>\$25,239,089</b>	<b>\$1,687,579</b>	<b>7%</b>	<b>\$27,193,098</b>	<b>(\$266,430)</b>	<b>-1%</b>

### Operating Expense Detail FY 2023-24

	Draft	Approved		FY 2022-23		Variance	
	FY 2023-24 Budget	FY 2022-23 Budget	Budget Change Amount	Budget Change %	Estimate	Amount	%
<b>ROUTE OPERATIONS</b>							
Drivers	\$11,779,966	\$12,168,519	(\$388,553)	-3%	\$11,707,248	\$72,718	1%
Dispatch & Supervision	883,843	689,607	194,236	28%	857,005	26,838	3%
Hiring & Training	605,706	578,943	26,763	5%	509,250	96,456	19%
Risk & Safety	2,864,106	2,458,918	405,188	16%	2,498,368	365,738	15%
Transportation Subsidies	1,113,827	1,060,788	53,039	5%	1,060,788	53,039	5%
<i>Subtotal</i>	<i>\$17,247,448</i>	<i>\$16,956,775</i>	<i>\$290,673</i>	<i>2%</i>	<i>\$16,632,659</i>	<i>\$614,789</i>	<i>4%</i>
<b>VEHICLE MAINTENANCE</b>							
Mechanics	\$1,457,770	\$1,413,300	\$44,470	3%	\$1,260,415	\$197,355	16%
Cleaners & Fuelers	908,839	874,604	34,235	4%	817,483	91,356	11%
Supervision	959,167	882,474	76,693	9%	790,956	168,211	21%
Vehicle Consumables	2,693,749	2,871,580	(177,831)	-6%	2,572,903	120,846	5%
Bus Parts & Supplies	700,000	717,000	(17,000)	-2%	584,913	115,087	20%
Vendor Services	75,000	50,000	25,000	50%	(13,115)	88,115	-672%
Risk & Safety	134,504	134,072	432	0%	83,787	50,717	61%
<i>Subtotal</i>	<i>\$6,929,029</i>	<i>\$6,943,030</i>	<i>(\$14,001)</i>	<i>0%</i>	<i>\$6,097,342</i>	<i>\$831,687</i>	<i>14%</i>
<b>PASSENGER ACCOMMODATIONS</b>							
Passenger Facilities	\$858,586	\$714,681	\$143,905	20%	\$817,147	\$41,439	5%
Transit Development	436,575	326,513	110,062	34%	295,111	141,464	48%
Marketing & Community Rela	466,399	434,751	31,648	7%	335,735	130,664	39%
Fare Revenue Collection	462,628	380,066	82,562	22%	428,416	34,212	8%
<i>Subtotal</i>	<i>\$2,224,188</i>	<i>\$1,856,011</i>	<i>\$368,177</i>	<i>20%</i>	<i>\$1,876,409</i>	<i>\$347,779</i>	<i>19%</i>
<b>GENERAL OVERHEAD</b>							
Finance	\$837,685	\$884,404	(\$46,719)	-5%	\$738,791	\$98,894	13%
Personnel	244,235	233,492	10,743	5%	160,347	83,888	52%
Utilities & Communication	320,000	285,000	35,000	12%	299,301	20,699	7%
Operating Facilities	494,524	443,072	51,452	12%	490,260	4,264	1%
District Administration	3,187,610	2,383,852	803,758	34%	2,431,934	755,676	31%
<i>Subtotal</i>	<i>\$5,084,054</i>	<i>\$4,229,820</i>	<i>\$854,234</i>	<i>20%</i>	<i>\$4,120,633</i>	<i>\$963,421</i>	<i>23%</i>
<b>Total Operating Expenses</b>	<b>\$31,484,719</b>	<b>\$29,985,636</b>	<b>\$1,499,083</b>	<b>5%</b>	<b>\$28,727,043</b>	<b>\$2,757,675</b>	<b>10%</b>



### Route Operations Detail FY 2023-24

	Draft	Approved	Budget Change		FY 2022-23	Variance	
	FY 2023-24 Budget	FY 2022-23 Budget	Amount	%	Estimate	Amount	%
<b>DRIVERS</b>							
Scheduled	\$6,614,617	\$6,879,589	(\$264,972)	-4%	6,193,430	\$421,187	7%
Scheduled Overtime	501,087	594,010	(92,923)	-16%	462,669	38,418	8%
Unscheduled Pay	175,540	240,938	(65,398)	-27%	182,860	(7,320)	-4%
Driver Lite Duty	1,000	1,000	0	0%	0	1,000	n/a
FICA	634,878	665,352	(30,474)	-5%	651,921	(17,043)	-3%
Pension	817,684	892,383	(74,699)	-8%	747,085	70,599	9%
Health	1,997,663	1,879,304	118,359	6%	1,732,429	265,234	15%
Sick Pay	178,831	172,374	6,457	4%	164,970	13,861	8%
Vacation Pay	556,778	529,641	27,137	5%	457,293	99,485	22%
Holiday Pay	235,357	245,271	(9,914)	-4%	324,671	(89,314)	-28%
Other Pay	35,843	34,586	1,257	4%	760,851	(725,008)	-95%
Unemployment Insura	14,188	17,571	(3,383)	-19%	13,440	748	6%
Uniforms	16,500	16,500	0	0%	15,629	871	6%
<i>Drivers Subtotal</i>	<u>\$11,779,966</u>	<u>\$12,168,519</u>	<u>(\$388,553)</u>	<u>-3%</u>	<u>\$11,707,248</u>	<u>\$72,718</u>	<u>1%</u>
<b>DISPATCH &amp; SUPERVISION</b>							
Supervisors	\$279,596	\$228,811	\$50,785	22%	\$300,692	(\$21,096)	-7%
Staff	276,832	201,855	74,977	37%	226,685	50,147	22%
FICA	48,680	37,858	10,822	29%	46,467	2,213	5%
Pension	59,062	46,926	12,136	26%	61,842	(2,780)	-4%
Health	138,971	109,247	29,724	27%	122,250	16,721	14%
Sick Pay	10,843	7,762	3,081	40%	11,524	(681)	-6%
Vacation Pay	38,983	33,919	5,064	15%	33,832	5,151	15%
Holiday Pay	19,041	14,027	5,014	36%	29,053	(10,012)	-34%
Other Pay	11,048	8,504	2,544	30%	23,922	(12,874)	-54%
Unemployment Insura	787	698	89	13%	740	47	6%
<i>Dispatch &amp; Supe. S</i>	<u>\$883,843</u>	<u>\$689,607</u>	<u>\$194,236</u>	<u>28%</u>	<u>\$857,005</u>	<u>\$26,838</u>	<u>3%</u>
<b>HIRING &amp; TRAINING</b>							
Staff	\$89,397	\$81,329	\$8,068	10%	\$76,988	\$12,409	16%
Student Drivers	167,264	158,873	8,391	5%	201,843	(34,579)	-17%
Existing Drivers/Supe	125,289	119,299	5,990	5%	38,502	86,787	225%
FICA	32,037	30,160	1,877	6%	18,656	13,381	72%
Pension	23,926	23,164	762	3%	18,968	4,958	26%
Health	75,981	71,829	4,152	6%	64,492	11,489	18%
Sick Pay	6,085	5,941	144	2%	9,000	(2,915)	-32%
Vacation Pay	19,655	18,359	1,296	7%	15,500	4,155	27%
Holiday Pay	8,077	7,594	483	6%	10,268	(2,191)	-21%
Other Pay	3,019	2,849	170	6%	10,682	(7,663)	-72%
Unemployment Insura	476	546	(70)	-13%	460	16	3%
Medical Exams & Lic	30,000	27,000	3,000	11%	30,040	(40)	0%
Employment Advertis	20,000	27,500	(7,500)	-27%	10,144	9,856	97%
Training, Travel & Met	4,500	4,500	0	0%	3,707	793	21%
<i>Hiring &amp; Training Su</i>	<u>\$605,706</u>	<u>\$578,943</u>	<u>\$26,763</u>	<u>5%</u>	<u>\$509,250</u>	<u>\$96,456</u>	<u>19%</u>

### Route Operations Detail FY 2023-24

	Draft FY 2023-24 Budget	Approved FY 2022-23 Budget	Budget Change		FY 2022-23 Estimate	Variance	
			Amount	%		Amount	%
<b><i>RISK &amp; SAFETY</i></b>							
<b><u>Wages &amp; Benefits</u></b>							
Staff	\$141,400	\$186,648	(\$45,248)	-24%	\$87,244	\$54,156	62%
Supervisors	366,593	358,307	8,286	2%	353,147	13,446	4%
Driver Accident Pay	2,288	2,208	80	4%	1,357	931	69%
FICA	44,398	47,637	(3,239)	-7%	39,504	4,894	12%
Pension	49,255	55,610	(6,355)	-11%	34,820	14,435	41%
Health	134,071	135,969	(1,898)	-1%	91,098	42,973	47%
Sick Pay	14,130	14,987	(857)	-6%	9,230	4,900	53%
Vacation Pay	32,849	34,647	(1,798)	-5%	34,537	(1,688)	-5%
Holiday Pay	16,058	17,912	(1,854)	-10%	19,353	(3,295)	-17%
Other Pay	7,047	7,994	(947)	-12%	19,549	(12,502)	-64%
Unemployment Insura	702	892	(190)	-21%	868	(166)	-19%
Wages & Benefits S	\$808,791	\$862,811	(\$54,020)	-6%	\$690,707	\$118,084	17%
<b><u>Public Liability</u></b>							
Professional Services	\$380,976	\$140,225	\$240,751	172%	\$347,199	\$33,777	10%
Insurance	838,753	713,515	125,238	18%	691,891	146,862	21%
Current Year Incident	75,000	50,000	25,000	50%	9,796	65,204	666%
Current Year Incident	100,000	100,000	0	0%	17,144	82,856	483%
Prior Years Incident F	50,000	150,000	(100,000)	-67%	129,244	(79,244)	-61%
Change in Prior Years	(50,000)	(150,000)	100,000	-67%	100,000	(150,000)	-150%
Public Liability Subt	\$1,394,729	\$1,003,740	\$390,989	39%	\$1,295,273	\$99,456	8%
<b><u>Workers' Compensation</u></b>							
Professional Services	\$259,961	\$258,144	\$1,817	1%	\$289,001	(\$29,040)	-10%
Insurance	205,625	199,223	6,402	3%	162,065	43,560	27%
Current Year Incident	50,000	40,000	10,000	25%	24,173	25,827	107%
Current Year Incident	125,000	75,000	50,000	67%	134,201	(9,201)	-7%
Prior Years Incident F	425,000	475,000	(50,000)	-11%	184,068	240,932	131%
Change in Prior Years	(425,000)	(475,000)	50,000	-11%	(311,101)	(113,899)	37%
Miscellaneous Risk &	20,000	20,000	0	0%	29,980	(9,980)	-33%
Workers' Comp Sub	\$660,586	\$592,367	\$68,219	12%	\$512,388	\$148,198	29%
Risk & Safety Subtc	\$2,864,106	\$2,458,918	\$405,188	16%	\$2,498,368	\$365,738	15%
<b><i>TRANSPORTATION SUBSIDIES</i></b>							
ADA Paratransit Serv	\$1,113,827	\$1,060,788	\$53,039	5%	\$1,060,788	\$53,039	5%
Microtransit Van Leas	0	0	0	n/a	0	0	n/a
Pandemic-Related Lo	0	0	0	n/a	0	0	n/a
Transportation Subs	\$1,113,827	\$1,060,788	\$53,039	5%	\$1,060,788	\$53,039	5%
<b>Total Route Operatior</b>	<b>\$17,247,448</b>	<b>\$16,956,775</b>	<b>\$290,673</b>	<b>2%</b>	<b>\$16,632,659</b>	<b>\$614,789</b>	<b>4%</b>

### Vehicle Maintenance Detail FY 2023-24

	FY 2023-24	FY 2022-23	Budget Change		FY 2022-23	Variance	
	Budget	Budget	Amount	%	Estimate	Amount	%
<b>MECHANICS</b>							
Mechanics	\$872,248	\$835,560	\$36,688	4%	\$712,016	\$160,232	23%
Less Mechanic Capital La	(35,049)	(33,550)	(1,499)	4%	(24,803)	(10,246)	41%
Mechanics-OT	76,757	73,946	2,811	4%	74,750	2,007	3%
FICA	80,986	77,599	3,387	4%	71,177	9,809	14%
Pension	100,046	101,098	(1,052)	-1%	81,988	18,058	22%
Health	230,841	226,212	4,629	2%	180,453	50,388	28%
Sick Pay	22,782	21,807	975	4%	20,507	2,275	11%
Vacation Pay	48,586	46,416	2,170	5%	43,606	4,980	11%
Holiday Pay	36,451	34,892	1,559	4%	43,989	(7,538)	-17%
Other Paid Leave	1,823	1,745	78	4%	39,006	(37,183)	-95%
Unemployment Insurance	1,547	1,775	(228)	-13%	1,643	(96)	-6%
Uniforms	6,452	11,500	(5,048)	-44%	5,083	1,369	27%
Tool Allowance	14,300	14,300	0	0%	11,000	3,300	30%
<i>Mechanics Subtotal</i>	<u>\$1,457,770</u>	<u>\$1,413,300</u>	<u>\$44,470</u>	<u>3%</u>	<u>\$1,260,415</u>	<u>\$197,355</u>	<u>16%</u>
<b>CLEANERS &amp; FUELERS</b>							
Service Workers	\$499,925	\$475,038	\$24,887	5%	\$394,675	\$105,250	27%
FICA	44,608	42,383	2,225	5%	39,321	5,287	13%
Pension	75,775	76,572	(797)	-1%	59,617	16,158	27%
Health	195,327	191,411	3,916	2%	171,541	23,786	14%
Sick Pay	17,123	16,259	864	5%	22,056	(4,933)	-22%
Vacation Pay	43,602	41,403	2,199	5%	39,191	4,411	11%
Holiday Pay	20,947	19,890	1,057	5%	22,575	(1,628)	-7%
Other Paid Leave	1,516	1,439	77	5%	59,112	(57,596)	-97%
Unemployment Insurance	1,337	1,530	(193)	-13%	1,217	120	10%
Uniforms	4,450	4,450	0	0%	3,637	813	22%
Medical Exams & License	4,229	4,229	0	0%	4,540	(311)	-7%
<i>Cleaners &amp; Fuelers Subi</i>	<u>\$908,839</u>	<u>\$874,604</u>	<u>\$34,235</u>	<u>4%</u>	<u>\$817,483</u>	<u>\$91,356</u>	<u>11%</u>
<b>SUPERVISION</b>							
Staff	\$572,418	\$533,039	\$39,379	7%	\$473,428	\$98,990	21%
FICA	49,547	45,782	3,765	8%	41,752	7,795	19%
Pension	64,408	59,486	4,922	8%	51,147	13,261	26%
Health	186,762	167,855	18,907	11%	140,894	45,868	33%
Sick Pay	11,485	10,610	875	8%	2,934	8,551	291%
Vacation Pay	33,912	27,230	6,682	25%	34,685	(773)	-2%
Holiday Pay	22,970	21,219	1,751	8%	29,476	(6,506)	-22%
Other Paid Leave	6,891	6,366	525	8%	12,866	(5,975)	-46%
Unemployment Insurance	774	887	(113)	-13%	1,549	(775)	-50%
Training, Travel & Meeting	10,000	10,000	0	0%	2,224	7,776	350%
<i>Supervision Subtotal</i>	<u>\$959,167</u>	<u>\$882,474</u>	<u>\$76,693</u>	<u>9%</u>	<u>\$790,956</u>	<u>\$168,211</u>	<u>21%</u>

## Vehicle Maintenance Detail FY 2023-24

	FY 2023-24	FY 2022-23	Budget Change		FY 2022-23	Variance	
	Budget	Budget	Amount	%	Estimate	Amount	%
<b>VEHICLE CONSUMABLES</b>							
Bus Fuel	\$2,239,546	\$2,441,761	(\$202,215)	-8%	\$2,171,436	\$68,110	3%
Oil & Lubricants	214,703	204,443	10,260	5%	185,432	29,271	16%
Electric Vehicle Power	72,560	50,000	22,560	45%	62,857	9,703	15%
Tire Lease	151,940	160,376	(8,436)	-5%	138,243	13,697	10%
Tire Mounting	15,000	15,000	0	0%	14,935	65	0%
<i>Vehicle Consumables Subtotal</i>	<u>\$2,693,749</u>	<u>\$2,871,580</u>	<u>(\$177,831)</u>	-6%	<u>\$2,572,903</u>	<u>\$120,846</u>	5%
<b>VEHICLE PARTS &amp; SUPPLIES</b>							
Bus Parts Issued	\$600,000	\$612,000	(\$12,000)	-2%	\$508,080	\$91,920	18%
Obsolete Parts Write Down	0	0	0	n/a	0	0	n/a
Shop Supplies	70,000	70,000	0	0%	58,151	11,849	20%
Bus Servicing Supplies	10,000	5,000	5,000	100%	7,729	2,271	29%
Hazmat Disposal & Compliance	20,000	30,000	(10,000)	-33%	10,953	9,047	83%
<i>Veh. Parts &amp; Supplies Subtotal</i>	<u>\$700,000</u>	<u>\$717,000</u>	<u>(\$17,000)</u>	-2%	<u>\$584,913</u>	<u>\$115,087</u>	20%
<b>VENDOR BUS REPAIRS</b>							
Vandalism Repairs	\$5,000	\$5,000	\$0	0%	\$1,112	\$3,888	350%
Accident Damage Repairs	5,000	5,000	0	0%	5,004	(4)	0%
Accident Claim Collections	(10,000)	(10,000)	0	0%	(31,592)	21,592	-68%
Other Vendor Repairs	75,000	50,000	25,000	50%	12,361	62,639	507%
<i>Vendor Bus Repairs Subtotal</i>	<u>\$75,000</u>	<u>\$50,000</u>	<u>\$25,000</u>	50%	<u>(\$13,115)</u>	<u>\$88,115</u>	-672%
<b>RISK &amp; SAFETY</b>							
Workers' Comp Services	\$13,682	\$13,587	\$95	1%	\$13,171	\$511	4%
Workers' Comp Insurance	10,822	10,485	337	3%	8,491	2,331	27%
Current Year Incident Payout	10,000	10,000	0	0%	24,799	(14,799)	-60%
Current Year Incident Reserve	25,000	25,000	0	0%	40,000	(15,000)	-38%
Prior Years Incident Payout	50,000	50,000	0	0%	7,543	42,457	563%
Change in Prior Years Reserve	25,000	25,000	0	0%	(10,216)	35,216	-345%
<i>Risk &amp; Safety Subtotal</i>	<u>\$134,504</u>	<u>\$134,072</u>	<u>\$432</u>	0%	<u>\$83,787</u>	<u>\$50,717</u>	61%
<b>Total Vehicle Maintenance</b>	<u><b>\$6,929,029</b></u>	<u><b>\$6,943,030</b></u>	<u><b>(\$14,001)</b></u>	0%	<u><b>\$6,097,342</b></u>	<u><b>\$831,687</b></u>	14%

### Passenger Accommodations Detail

FY 2023-24

	Draft	Approved		FY 2022-23		Variance	
	FY 2023-24 Budget	FY 2022-23 Budget	Budget Change Amount	%	FY 2022-23 Estimate	Amount	%
<b>PASSENGER FACILITIES</b>							
<u>Wages &amp; Benefits</u>							
Supervisors	\$223,483	\$172,757	\$50,726	29%	\$227,632	(\$4,149)	-2%
TC Advisors	145,894	135,794	10,100	7%	124,966	20,928	17%
Bus Stop Maintenance	46,403	46,754	(351)	-1%	48,113	(1,710)	-4%
FICA	36,794	31,304	5,490	18%	35,042	1,752	5%
Pension	37,660	20,644	17,016	82%	27,318	10,342	38%
Health	159,812	126,825	32,987	26%	129,826	29,986	23%
Sick Pay	16,383	12,786	3,597	28%	17,220	(837)	-5%
Vacation Pay	24,512	22,760	1,752	8%	25,262	(750)	-3%
Holiday Pay	17,510	13,319	4,191	31%	20,266	(2,756)	-14%
Other Paid Leave	6,784	5,026	1,758	35%	19,575	(12,791)	-65%
Unemployment Insurance	998	1,003	(5)	0%	1,341	(343)	-26%
Wages & Benefits Subtotal	\$716,233	\$588,972	\$127,261	22%	\$676,561	\$39,672	6%
<u>Buildings &amp; Grounds</u>							
TC Contract Maintenance	\$113,000	\$108,779	\$4,221	4%	\$111,164	\$1,836	2%
TC Repairs/Supplies	7,500	5,000	2,500	50%	10,857	(3,357)	-31%
Bus Stop Repairs/Supplies	7,000	7,000	0	0%	5,565	1,435	26%
TC Property Insurance	14,853	4,930	9,923	201%	12,999	1,854	14%
Buildings & Grounds Subtotal	\$142,353	\$125,709	\$16,644	13%	\$140,586	\$1,767	1%
<i>Passenger Facilities Subtotal</i>	<u>\$858,586</u>	<u>\$714,681</u>	<u>\$143,905</u>	20%	<u>\$817,147</u>	<u>\$41,439</u>	5%
<b>TRANSIT DEVELOPMENT</b>							
Staff	\$259,058	\$174,917	\$84,141	48%	\$153,452	\$105,606	69%
FICA	22,439	15,532	6,907	44%	13,580	8,859	65%
Pension	29,332	20,304	9,028	44%	15,206	14,126	93%
Health	70,066	51,299	18,767	37%	39,347	30,719	78%
Sick Pay	7,897	5,206	2,691	52%	6,000	1,897	32%
Vacation Pay	11,683	13,234	(1,551)	-12%	8,129	3,554	44%
Holiday Pay	9,871	6,508	3,363	52%	7,680	2,191	29%
Other Paid Leave	4,812	3,172	1,640	52%	2,128	2,684	126%
Unemployment Insurance	417	341	76	22%	400	17	4%
Training, Travel & Meetings	3,000	3,000	0	0%	3,680	(680)	-18%
Planning Services & Supplies	18,000	33,000	(15,000)	-45%	45,508	(27,508)	-60%
<i>Transit Development Subtotal</i>	<u>\$436,575</u>	<u>\$326,513</u>	<u>\$110,062</u>	34%	<u>\$295,111</u>	<u>\$141,464</u>	48%
<b>MARKETING &amp; COMMUNITY RELATIONS</b>							
<u>Wages &amp; Benefits</u>							
Staff	\$190,440	\$166,694	\$23,746	14%	\$152,088	\$38,352	25%
FICA	16,488	14,427	2,061	14%	14,387	2,101	15%
Pension	21,552	18,859	2,693	14%	13,614	7,938	58%
Health	42,036	38,030	4,006	11%	39,962	2,074	5%
Sick Pay	3,393	2,950	443	15%	14,557	(11,164)	-77%
Vacation Pay	11,927	10,460	1,467	14%	10,470	1,457	14%
Holiday Pay	6,620	5,756	864	15%	7,804	(1,184)	-15%
Other Paid Leave	3,145	2,734	411	15%	5,230	(2,085)	-40%
Unemployment Insurance	298	341	(43)	-13%	559	(261)	-47%
Wages & Benefits Subtotal	\$295,899	\$260,251	\$35,648	14%	\$258,670	\$37,229	14%

### Passenger Accommodations Detail FY 2023-24

	Draft	Approved	Budget Change		FY 2022-23	Variance	
	FY 2023-24 Budget	FY 2022-23 Budget	Amount	%	Estimate	Amount	%
<i>MARKETING &amp; COMMUNITY RELATIONS (cont'd)</i>							
<u>Outside Services</u>							
Media Ad Placement	20,000	16,000	4,000	25%	0	20,000	n/a
Brochures & Publications	6,000	8,000	(2,000)	-25%	713	5,287	741%
Market Research	2,500	2,500	0	0%	624	1,876	301%
Promotional Giveaways	6,000	5,000	1,000	20%	10,000	(4,000)	-40%
Bus/Shuttle Decorations	0	0	0	n/a	0	0	n/a
Other Promotions	68,000	75,000	(7,000)	-9%	12,251	55,749	455%
Route Schedules & Information	65,000	65,000	0	0%	52,161	12,839	25%
Training, Travel & Meetings	3,000	3,000	0	0%	1,316	1,684	128%
Outside Services Subtotal	<u>\$170,500</u>	<u>\$174,500</u>	<u>(\$4,000)</u>	<u>-2%</u>	<u>\$77,065</u>	<u>\$93,435</u>	<u>121%</u>
<i>Marketing &amp; Comm. Relations</i>	<u>\$466,399</u>	<u>\$434,751</u>	<u>\$31,648</u>	<u>7%</u>	<u>\$335,735</u>	<u>\$130,664</u>	<u>39%</u>
<i>FARE REVENUE COLLECTION</i>							
<u>Wages &amp; Benefits</u>							
Staff	\$147,639	\$141,308	\$6,331	4%	\$149,416	(\$1,777)	-1%
FICA	13,815	13,222	593	4%	13,702	113	1%
Pension	18,059	17,284	775	4%	18,046	13	0%
Health	74,350	61,960	12,390	20%	64,413	9,937	15%
Sick Pay	6,589	6,307	282	4%	3,740	2,849	76%
Vacation Pay	16,473	15,767	706	4%	16,431	42	0%
Holiday Pay	6,589	6,307	282	4%	6,305	284	5%
Other Paid Leave	3,295	3,153	142	5%	3,318	(23)	-1%
Unemployment Insurance	238	273	(35)	-13%	224	14	6%
Wages & Benefits Subtotal	<u>\$287,047</u>	<u>\$265,581</u>	<u>\$21,466</u>	<u>8%</u>	<u>\$275,595</u>	<u>\$11,452</u>	<u>4%</u>
<u>Outside Services</u>							
Bank Processing Fees	\$105,581	\$74,485	\$31,096	42%	\$65,908	\$39,673	60%
Farebox Parts & Repairs	50,000	20,000	30,000	150%	53,244	(3,244)	-6%
Tickets, Tokens & Transfers	20,000	20,000	0	0%	33,669	(13,669)	-41%
Outside Services Subtotal	<u>\$175,581</u>	<u>\$114,485</u>	<u>\$61,096</u>	<u>53%</u>	<u>\$152,821</u>	<u>\$22,760</u>	<u>15%</u>
<i>Fare Revenue Collection Sbtl</i>	<u>\$462,628</u>	<u>\$380,066</u>	<u>\$82,562</u>	<u>22%</u>	<u>\$428,416</u>	<u>\$34,212</u>	<u>8%</u>
<i>Total Pssnger Accommodation</i>	<u>\$2,224,188</u>	<u>\$1,856,011</u>	<u>\$368,177</u>	<u>20%</u>	<u>\$1,876,409</u>	<u>\$347,779</u>	<u>19%</u>

## General Overhead Detail

### FY 2023-24

	Draft	Approved		FY 2022-23	Variance		
	FY 2023-24	FY 2022-23	Budget Change		FY 2022-23	Variance	
	Budget	Budget	Amount	%	Estimate	Amount	%
<i>FINANCE</i>							
Staff	\$451,776	\$488,116	(\$36,340)	-7%	\$385,781	\$65,996	17%
FICA	38,700	41,681	(2,981)	-7%	33,326	5,374	16%
Pension	50,589	54,484	(3,895)	-7%	43,564	7,025	16%
Health	191,855	194,876	(3,021)	-2%	177,389	14,466	8%
Sick Pay	3,540	4,173	(633)	-15%	3,770	(230)	-6%
Vacation Pay	27,563	25,429	2,134	8%	24,600	2,963	12%
Holiday Pay	17,698	20,866	(3,168)	-15%	18,460	(762)	-4%
Other Paid Leave	5,309	6,260	(951)	-15%	3,028	2,281	75%
Unemployment Insurance	655	819	(164)	-20%	1,122	(467)	-42%
Financial Audit Services	50,000	47,700	2,300	5%	47,750	2,250	5%
<i>Finance Subtotal</i>	<u>\$837,685</u>	<u>\$884,404</u>	<u>(\$46,719)</u>	<u>-5%</u>	<u>\$738,791</u>	<u>\$98,894</u>	<u>13%</u>
<i>PERSONNEL</i>							
Staff	\$134,911	\$144,890	(\$9,979)	-7%	\$102,801	\$32,110	31%
FICA	12,485	12,556	(71)	-1%	8,702	3,783	43%
Pension	16,320	16,113	207	1%	4,309	12,011	279%
Health	51,754	40,354	11,400	28%	33,268	18,486	56%
Sick Pay	2,961	2,285	676	30%	4,490	(1,529)	-34%
Vacation Pay	11,510	6,288	5,222	83%	0	11,510	n/a
Holiday Pay	9,870	7,618	2,252	30%	4,015	5,855	146%
Other Paid Leave	3,948	3,047	901	30%	1,635	2,313	141%
Unemployment Insurance	476	341	135	40%	1,125	(649)	-58%
<i>Personnel Subtotal</i>	<u>\$244,235</u>	<u>\$233,492</u>	<u>\$10,743</u>	<u>5%</u>	<u>\$160,347</u>	<u>\$83,888</u>	<u>52%</u>
<i>UTILITIES</i>							
Phone & Data Communications	\$87,000	\$80,000	\$7,000	9%	\$77,439	\$9,561	12%
Power, Water & Refuse	218,000	190,000	28,000	15%	214,275	3,725	2%
Two-Way Radios	15,000	15,000	0	0%	7,588	7,412	98%
<i>Utilities Subtotal</i>	<u>\$320,000</u>	<u>\$285,000</u>	<u>\$35,000</u>	<u>12%</u>	<u>\$299,301</u>	<u>\$20,699</u>	<u>7%</u>
<i>OPERATING FACILITIES</i>							
<u>Wages &amp; Benefits</u>							
Staff	\$66,479	\$63,627	\$2,852	4%	\$67,452	(\$973)	-1%
FICA	6,016	5,758	258	4%	6,121	(105)	-2%
Pension	7,865	7,527	338	4%	8,094	(229)	-3%
Health	13,986	12,650	1,336	11%	13,116	870	7%
Sick Pay	890	852	38	4%	2,110	(1,220)	-58%
Vacation Pay	7,419	7,101	318	4%	7,472	(53)	-1%
Holiday Pay	2,968	2,840	128	5%	3,243	(275)	-8%
Other Paid Leave	890	852	38	4%	373	517	138%
Unemployment Insurance	119	137	(18)	-13%	149	(30)	-20%
<i>Wages &amp; Benefits Subtotal</i>	<u>\$106,632</u>	<u>\$101,344</u>	<u>\$5,288</u>	<u>5%</u>	<u>\$108,131</u>	<u>(\$1,499)</u>	<u>-1%</u>

## General Overhead Detail

FY 2023-24

	Draft	Approved		Budget Change		FY 2022-23	Variance	
	FY 2023-24 Budget	FY 2022-23 Budget	Amount	%	Estimate	Amount	%	
<i>OPERATING FACILITIES (cont'd)</i>								
<u>Service Vehicles</u>								
Parts & Repairs	\$15,000	\$15,000	\$0	0%	\$19,371	(\$4,371)	-23%	
Fuel	65,000	50,000	15,000	30%	60,523	4,477	7%	
Service Vehicles Subtotal	\$80,000	\$65,000	\$15,000	23%	\$79,893	\$107	0%	
<u>Buildings &amp; Grounds</u>								
Contract Maintenance	\$119,000	\$116,280	\$2,720	2%	\$115,228	\$3,772	3%	
Overpass Site Maintenance	10,000	5,000	5,000	100%	8,291	1,709	21%	
B&G Repairs/Supplies	85,000	80,000	5,000	6%	76,403	8,597	11%	
Property Insurance	93,892	75,448	18,444	24%	102,314	(8,422)	-8%	
Buildings & Grounds Subtotal	\$307,892	\$276,728	\$31,164	11%	\$302,235	\$5,656	2%	
<i>Operating Facilities Subtotal</i>	<u>\$494,524</u>	<u>\$443,072</u>	<u>\$51,452</u>	12%	<u>\$490,260</u>	<u>\$4,264</u>	1%	
<i>DISTRICT ADMINISTRATION</i>								
<u>Wages &amp; Benefits</u>								
Staff	\$856,675	\$694,820	\$161,855	23%	\$626,707	\$229,968	37%	
FICA	74,081	59,788	14,293	24%	54,323	19,758	36%	
Pension	109,231	90,725	18,506	20%	89,527	19,704	22%	
Health	187,814	165,818	21,996	13%	131,818	55,996	42%	
Sick Pay	11,917	5,941	5,976	101%	12,143	(226)	-2%	
Vacation Pay	50,485	42,168	8,317	20%	52,713	(2,228)	-4%	
Holiday Pay	33,920	29,704	4,216	14%	31,097	2,823	9%	
Other Paid Leave	10,376	8,911	1,465	16%	35,194	(24,818)	-71%	
Unemployment Insurance	927	1,058	(131)	-12%	1,257	(330)	-26%	
Wages & Benefits Subtotal	\$1,335,426	\$1,098,933	\$236,493	22%	\$1,034,779	\$300,647	29%	
<u>Administrative Services</u>								
Directors Fees	\$10,080	\$8,640	\$1,440	17%	\$10,080	\$0	0%	
Public Officials Insurance	128,977	123,894	5,083	4%	119,789	9,188	8%	
Legal Counsel	125,000	70,000	55,000	79%	80,544	44,456	55%	
Pension Administration	1,000	1,000	0	0%	0	1,000	n/a	
Software Licenses & Equip Mair	444,082	371,835	72,247	19%	465,204	(21,122)	-5%	
Miscellaneous Services	564,145	150,050	414,095	276%	221,049	343,096	155%	
Office & Computer Supplies	60,000	44,000	16,000	36%	60,532	(532)	-1%	
Dues & Subscriptions	50,000	50,000	0	0%	51,564	(1,564)	-3%	
Conferences, Meetings, Training	20,000	5,000	15,000	300%	24,355	(4,355)	-18%	
Employee Relations	55,400	30,000	25,400	85%	43,544	11,856	27%	
Retiree Health Insurance	91,000	78,000	13,000	17%	91,308	(308)	0%	
Mandated Fees & Permits	35,000	35,000	0	0%	29,156	5,844	20%	
Misc. Expenses & Losses	15,000	15,000	0	0%	8,925	6,075	68%	
Bad Debts	2,500	2,500	0	0%	0	2,500	n/a	
Covid-19 Expenses	250,000	300,000	(50,000)	-17%	191,104	58,896	31%	
Admin. Services Subtotal	\$1,852,184	\$1,284,919	\$567,265	44%	\$1,397,155	\$455,029	33%	
<i>District Admin. Subtotal</i>	<u>\$3,187,610</u>	<u>\$2,383,852</u>	<u>\$803,758</u>	34%	<u>\$2,431,934</u>	<u>\$755,676</u>	31%	
<i>Total General Overhead</i>	<u>\$5,084,054</u>	<u>\$4,229,820</u>	<u>\$854,234</u>	20%	<u>\$4,120,633</u>	<u>\$963,421</u>	23%	



### Capital Budget Detail

#### FY 2023-24

	Total FY 2023-24 Budget	=	New FY 2023-24 Projects	+	Carryover FY 2022-23 Projects	Approved FY 2022-23 Budget
<i>REVENUE VEHICLE PURCHASES</i>						
40' Electric Buses (8 TIRCP application)	12,420,964		\$908,456		\$11,512,509	\$19,240,209
40' Electric Buses(9 FY22 carryover)	9,450,330		\$0		\$9,450,330	\$0
40' Electric Buses (6 FY24 101 Cong)	8,456,363		\$8,456,363		\$0	
30' Electric Capital Lease (6)	365,008		\$365,008		\$0	\$365,008
Microtransit Vans (3)	837,681		\$837,681		\$0	0
Microtransit Vans (2)	234,820		\$234,820			
Paratransit Vans (4)	223,000		\$0		\$223,000	\$223,000
Subtotal	\$31,988,166		\$10,567,508		\$21,185,839	\$19,828,217
<i>REVENUE VEHICLE IMPROVEMENTS</i>						
Fleet Renewal Campaign	\$2,043,858		\$50,000		\$1,993,858	\$4,806,068
COVID-19 Safety Improvements	250,000		\$0		\$250,000	\$250,000
3-Position Bike Racks	0		\$0		\$0	
Ongoing Component Replacements	100,000		\$100,000		\$0	\$271,008
Subtotal	\$2,393,858		\$150,000		\$2,243,858	\$5,327,076
<i>OPERATING FACILITIES</i>						
T2 Facility Improvements - Phase I	\$4,360,565		\$213,563		\$4,147,002	\$4,361,437
T2 Facility Improvements - Phase II	\$1,015,000		\$1,015,000		\$0	
T1 Facility Improvements	\$600,000		\$600,000		\$0	\$100,000
Charge Ready Bridge-Electric Bus Infrastruc	\$746,255		\$275,163		\$471,092	\$2,100,000
Haley Canopy & Facility Electrification Upgr.	\$2,186,168		\$0		\$2,186,168	\$0
ZEB Rollout Plan	\$0		\$0		(\$1,936)	\$0
CEC Blueprint Project	\$0		(\$185,000)		\$185,000	\$1
Calle Real Development	\$52,751		\$0		\$52,751	\$150,000
Subtotal	\$8,960,739		\$1,918,726		\$7,040,077	\$6,711,438
<i>PASSENGER FACILITIES</i>						
Passenger Facility Improvements	\$25,000		\$25,000		\$0	\$28,000
Bus Stop Improvements	450,000		\$0		\$450,000	\$550,000
Subtotal	\$475,000		\$25,000		\$450,000	\$578,000
<i>INTELLIGENT TRANSPORTATION SYS.</i>						
AVL & ITS Systems	\$400,000		\$400,000		\$0	\$83,000
LYT Transit Signal Priority	\$0		\$0		\$0	\$250,000
Contactless Fare Payment System	1,435,000		\$0		\$1,435,000	\$1,585,000
Subtotal	\$1,835,000		\$400,000		\$1,435,000	\$1,918,000
<i>INFORMATION SYSTEMS</i>						
Business Software	\$1,450,000		\$0		\$1,450,000	\$1,500,000
IT Systems & Security	150,000		\$150,000		\$0	\$231,000
Subtotal	\$1,600,000		\$150,000		\$1,450,000	\$1,731,000
<i>OTHER EQUIPMENT</i>						
Shop Equipment	\$50,000		\$50,000		\$0	\$33,000
Service Vehicles	50,000		\$50,000		\$0	\$150,000
Office Equipment & Furniture	200,000		\$200,000		\$0	\$121,000
Subtotal	\$300,000		\$300,000		\$0	\$304,000
Total Capital Projects	\$47,552,763		\$13,511,233		\$33,804,774	\$36,397,731