



OPERATING & CAPITAL BUDGET

Fiscal Year 2024-25



Santa Barbara Metropolitan Transit District

550 Olive Street, Santa Barbara, CA 93101

Administration: (805) 963-3364

Schedule Information: (805) 963-3366

Website: www.sbmtd.gov

Draft June 4, 2024

OPERATING & CAPITAL BUDGET

Santa Barbara Metropolitan Transit District

Fiscal Year 2024-2025

Table of Contents

Introduction.....	1
Executive Summary.....	2
Transit Service Level	3
Operating Budget	4
Operating Revenue.....	5
Operating Expenses	7
Capital Budget	9
Capital Projects.....	10
Capital Revenue	10
Retirement Benefit Obligations	11
Pension.....	11
Other Post-Employment Benefits (OPEB).....	12
Detailed Budget Tables	13

Introduction

The mission of Santa Barbara Metropolitan Transit District (MTD) is to enhance the mobility of South Coast residents, commuters, and visitors by offering safe, appealing, equitable, environmentally responsible, and fiscally sound transit service. While still experiencing some residual effects of operating under the constraints of a Pandemic, it appears the District has turned the corner into recovery, just one year after the Pandemic was declared over.

For the second year in a row, Service Hours are projected to be increased due to the hiring of drivers and additional plans for carrying out the Board of Directors approved Short- Range Transportation Plan including the restoration of Service Hours for the Santa Barbara City College (SBCC) and University of California, Santa Barbara (UCSB) Express services between the schools, restatement/reconfiguration of the Isla Vista Shuttle Service, the launch of a Microtransit pilot program in the City of Goleta and a portion of Isla Vista, a reconfigured Downtown-Waterfront Shuttle temporarily reinstated since the Pandemic, restructuring some services for increased on-time performance.

Fuel prices continue to be volatile based on world events. In 2020 the price of Biodiesel Fuel reached a historic low of \$1.65/gallon. In the past year contracts for six months were obtained at the prices of \$3.41 and \$2.25 per gallon. As a transportation service provider, labor & fuel make up the large majority of the Operating Expenses (77%). 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 (47%). With rising home values Property Tax Revenues have continued to increase, which represents 4% of the overall revenue.

Climate has had an impact on costs and MTD has weathered multiple storms over the past few years. Contingency plans, preservation of assets and safely carrying out the mission is carefully orchestrated by the Operations, Planning, and Risk Departments. Retaining insurance coverage in the State of California can be challenging as some admitted carriers are no longer writing coverage in the state. Efforts have been undertaken to insure all assets have replacement coverage in light of the disasters faced by the District, resulting in increased insurance premiums.

The Federal Reserve Bank has continued to maintain increased interest rates in response to controlling inflation which has had a positive impact on savings interest returns and for a period of time and 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.

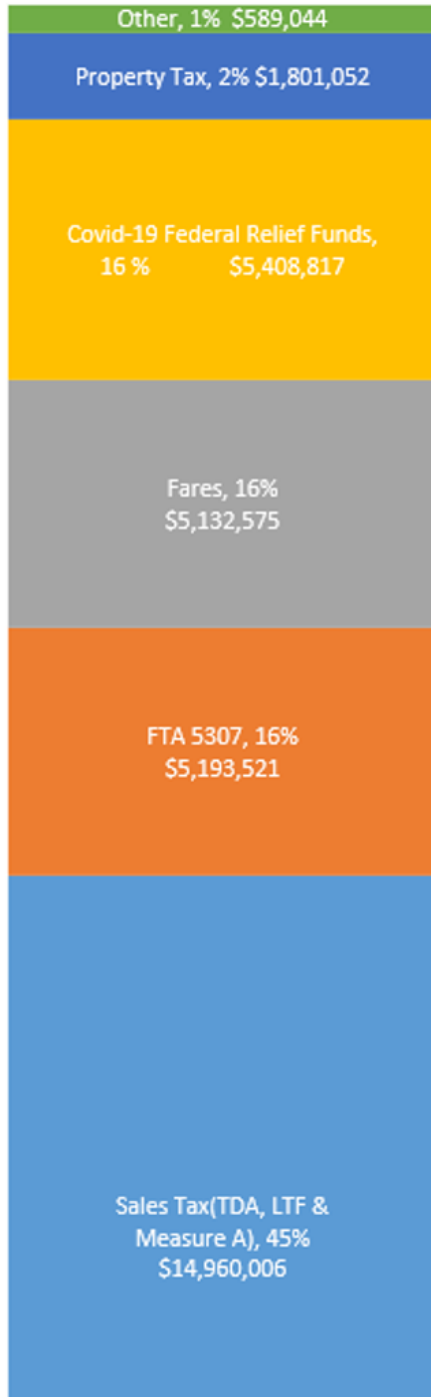
Transitioning the vehicle fleet to Zero Emissions continues to be a high priority. Included in the Capital Budget is the funding and Capital Investment necessary for the Procurement of Electric Battery Bus replacements, Charge Ready Bridge-Electric Bus Infrastructure and Haley Canopy & Facility Electrification Upgrades.

Completion of the 2020 Census reclassified the Santa Barbara Urbanized Area (UZA) to a Large UZA having financial, operational, and compliance impacts adding costs for personnel, equipment and materials. The Federal Stimulus funding made available during the Covid-19 Pandemic, positions MTD for financial stability into FY 2026-2027, however with rising costs a balance needs to be reached between fare revenues and expenses over the next few years.

Executive Summary

2024-2025 OPERATING BUDGET

INCOME



EXPENSES



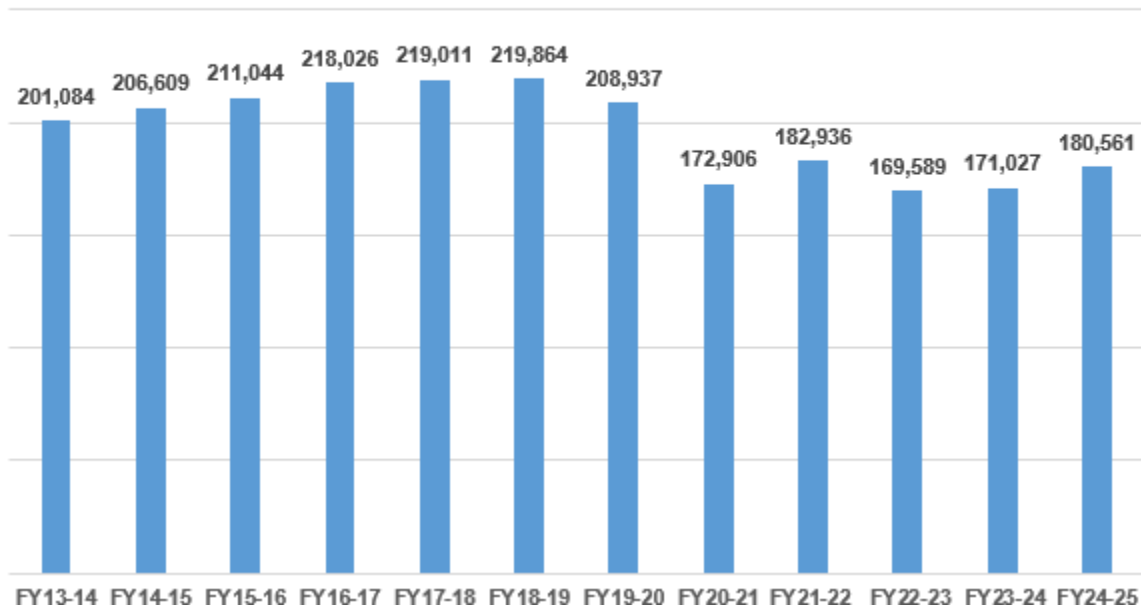
MTD’s proposed operating budget for FY 2024-25 is \$33,085,015, and requires the allocation of \$5,408,817, in federal COVID-19 relief funds to balance. The supplemental federal financial aid was awarded to the district as the federal transit recipient for the Santa Barbara Urbanized Area. The supplemental financial aid will be required to balance MTD’s operating budget for the *fifth* consecutive year. Staff estimates that the relief funds will be exhausted by FY 2027-28.

The \$5,408,817, in federal COVID-19 relief funds represents 16% of MTD’s operating revenue for the coming fiscal year. The amount is more than twice over the estimated amount of \$2,369,566, 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 FY 2023-24.

As in FY 2022-23, financial results for FY 2023-24 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 \$2.77 per gallon that expires at the end of the FY 2023-24. The proposed budget for FY 2024-25 assumes a contract price of \$2.25/gallon through December 31, 2023 and a projected \$3.88 per gallon for renewable diesel, which translates into an estimated \$262 thousand decrease over the prior year. On a positive note, Fare, Sales Tax and Property Tax Revenues are surpassing the FY 2023-24 Budget, demonstrating ridership is increasing.

Transit Service Level

Service Level



The budgeted service level for FY 2024-25 remains significantly below the pre-pandemic agency high of 219,864 revenue hours of service. During FY 2023-24, The reduction affected more than a dozen routes. In all, MTD estimates that it will provide 176,692 revenue hours in FY 2023-24, and has budgeted an annual service level of 180,561 for FY 2024-25. The increase of 3,869 Service Level hours includes the restoration of Service Hours for the Santa Barbara City College (SBCC) and University of California, Santa Barbara (UCSB) Express services between the schools, restatement/reconfiguration of the Isla Vista Shuttle Service, the launch of a Microtransit pilot program in the City of Goleta and a portion of Isla Vista, a reconfigured Downtown-Waterfront Shuttle temporarily reinstated since the Pandemic, restructuring some services for increased on-time performance.

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 FY 2027-28, 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 Summary (\$ thousands)

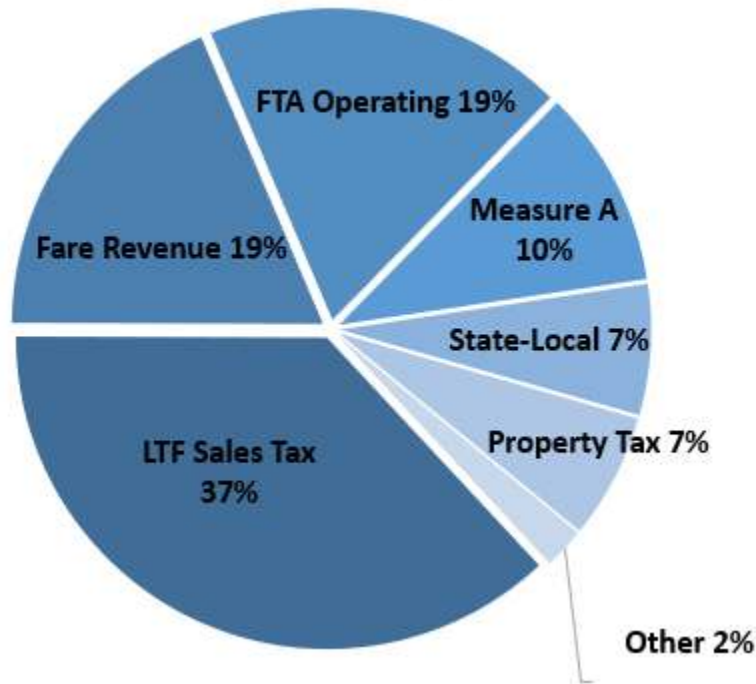
	FY 24-25 Draft	FY 23-24 Budget	Var %	FY 23-24 Estimate	Var %
Revenues					
Fare Revenue	\$5,133	\$4,735	8%	\$4,954	4%
Grants & Appropriations	21,955	21,757	1%	21,163	4%
Other Income	589	434	36%	625	-6%
Total Revenues	\$27,676	\$26,927	3%	\$26,742	3%
Expenses					
Route Operations	\$18,368	\$17,256	6%	\$16,933	8%
Vehicle Maintenance	7,234	6,929	4%	6,061	19%
Passenger Accommodation:	2,409	2,224	8%	2,006	20%
General Overhead	5,074	5,075	0%	4,111	23%
Total Expenses	\$33,085	\$31,485	5%	\$29,112	14%
Revenue Less Expenses	(\$5,409)	(\$4,558)		(\$2,370)	
Federal Stimulus Funds	\$5,409	\$4,558		\$2,370	
Net Surplus / (Deficit)	\$0	\$0		\$0	

Overall, the FY 2024-25 Operating Budget reflects an increase of 5% over the FY 2023-24 Budget. The increase is being driven by escalations in labor and risk related costs. The FY 2024-25 figures include the Collective Bargaining Agreement increases of 4% which cover 80% of the MTD staffing. Driver vacancies have been filled and the Human Resources/Risk group is currently fully staffed. Additional personnel are planned to be hired to assist with the Compliance, Safety and Administrative requirements under the regulations of being a large Urbanized Area (UZA). While fuel prices are sharply down from a high in 2021, market volatility has kept average diesel prices in the low to high \$3/gallon range. Although the District has a six-month contract for \$2.25 through December 31, 2024, the bids came in at various levels supporting an escalated budget in the latter six months of the year. Risk mitigation strategies are 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. Additionally, this year a policy review indicated that additional assets were to be schedule for replacement coverage.

The FY 2024-25 Budget does reflect an increased amount of federal stimulus funding that will be expected to be necessary during the period, however more than what is expected for the FY 2023-24 fiscal year closing directly related to lower expenses than estimated at budget time.

Operating Revenue

FY 2024-25 Revenue Sources As % of Budget



The FY 2024-25 Operating Revenue Budget of \$27.6 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 4% increase over the estimate for FY 2023-24 which is greater than the budget. The FY 2024-25 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.

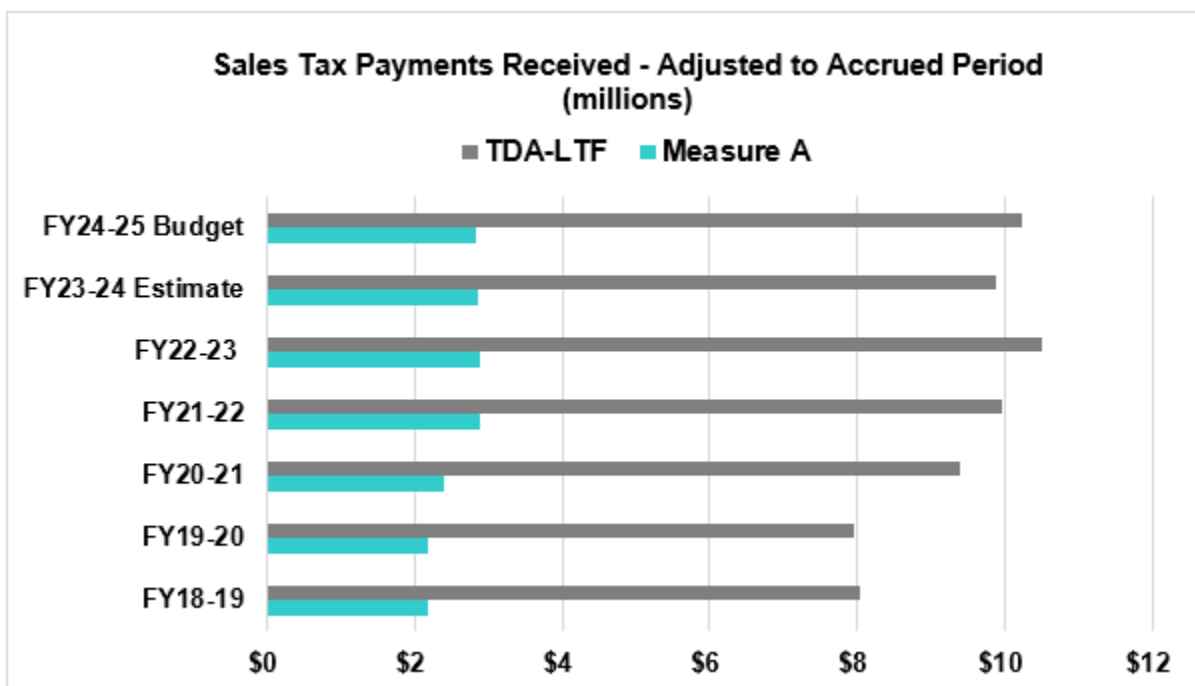
Federal operating assistance is reduced based on an allocation document received from FTA. Section 5307 Federal Operating Assistance is the second-largest source of inflows, accounting for 19% of total operating revenue. FY 2024-25 federal 5307 operating assistance is budgeted at \$5.1. As a large UZA there are specific guidelines which must be adhered to in utilizing these funds for Operations. 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.

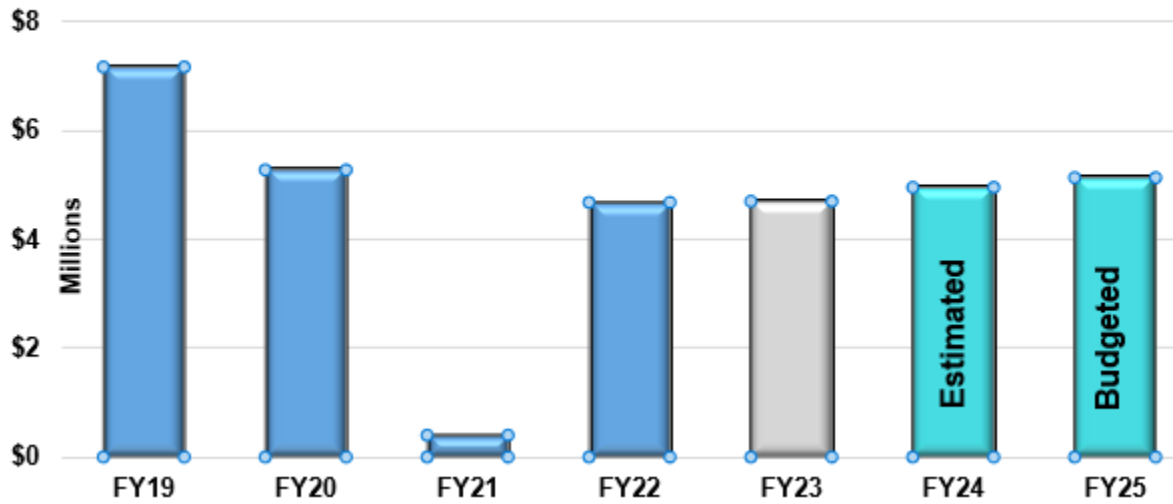
Staff anticipates that MTD can meet the requirements to utilize all Section 5307 funds budgeted.

The largest revenue source for MTD stems from sale tax activity, accounting for 47% 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 FY 2024-25 LTF apportionment is \$10 million and the Measure A apportionment is \$2.8 million. Based on actual receipts from FY 2018-19 to FY 2023-24 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 FY 2022-23, as SBCAG increased the original appropriation as well as issued a FY 2021-22 end of the year benefit of nearly \$600 thousand, and another \$453k in FY 2024-25.



Total fare revenue is budgeted at \$5.1M for FY 2024-25, which is an 8% increase over the FY 2023-24 budget and 4% over the estimate for the year. The growth is budgeted for FY 2024-25 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 restoration of Service Hours for the Santa Barbara City College (SBCC) and University of California, Santa Barbara (UCSB) Express services between the schools, restatement/reconfiguration of the Isla Vista Shuttle Service, the launch of a Microtransit pilot program in the City of Goleta and a portion of Isla Vista, a reconfigured Downtown-Waterfront Shuttle, and increases in SBCC contract fares based on enrollment. A detailed listing of all revenue is included at the end of this report.

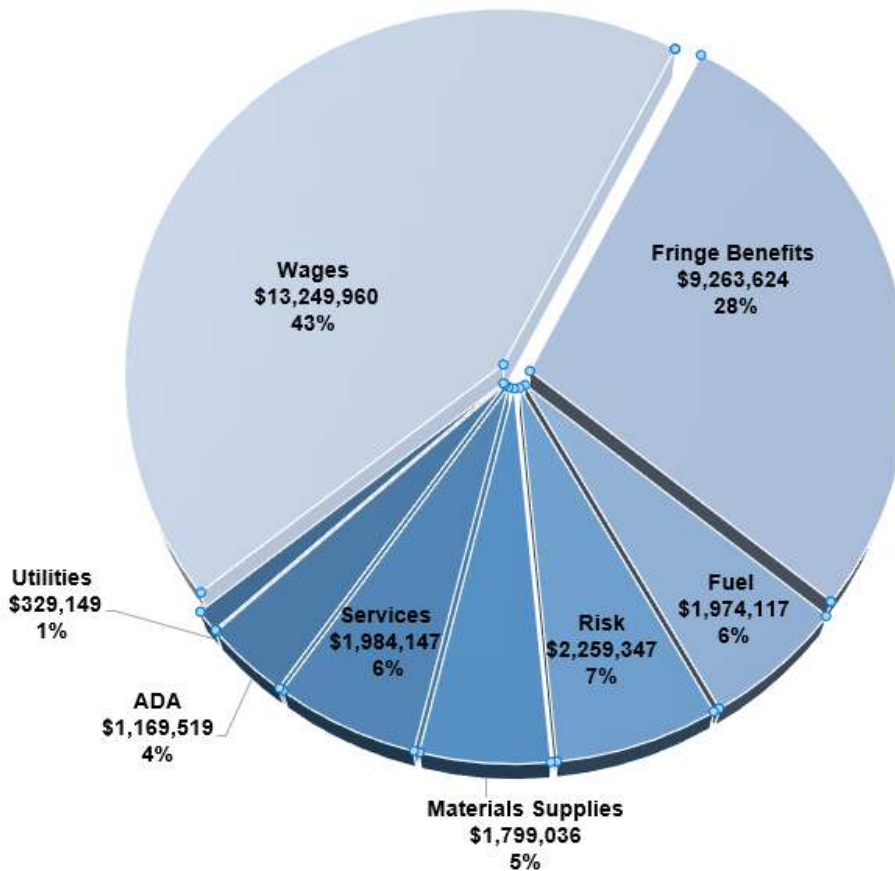
Fare Revenue



Operating Expenses

Operating expenses for FY 2024-25 reflect a budget of \$33 million. Key assumptions include the August service increases, the 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. Approximately 80% of MTD’s workforce falls under the CBA terms.

Budgeted Operating Expenses FY24-25

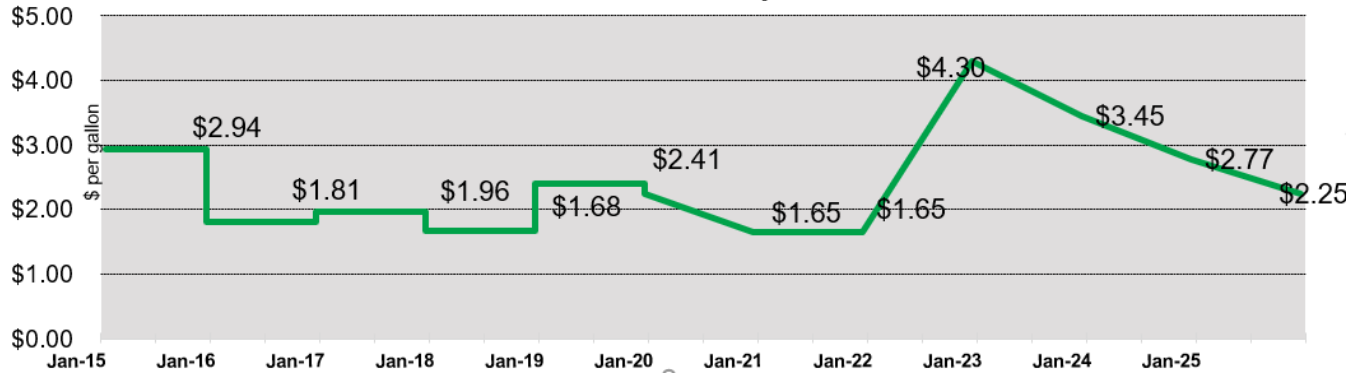


Human Resources – Budgeted outlays for wages and fringe benefits total almost 71% of expenses. The number of drivers is budgeted at 130 FTEs, increased from 125 FTEs in FY 2023-24. MTD drivers, supervisors, mechanics, and service workers collectively fall under the CBA. Positions have been included to meet compliance requirements under the Large UZA classification to include Administration, Operations and Safety. 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 FY 2024-25 risk related expenses total \$2.3 million, 8% 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 FY 2023-24 estimate was an increase in the recent insurance renewal of approximately 7%. Commercial Property Insurance grew by due to the scheduling of assets for replacement coverage. Earthquake Insurance is up 5%, however there were assets added to the schedule for replacement. 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 in FY 2023-24 are estimated to be lower in the next year’s estimate.



Diesel Fuel Cost Fixed Price History



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 has been able to secure fixed price contracts from July 2021 through December 2024 that have been favorable to purchasing off the wholesale rack price and provide for cost planning. The Diesel Fuel Cost chart above depicts those rates through December 31, 2024. 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 continuing to analyze procurement strategies for the next 12-months from the current contract expiration date of 12/31/2024. The FY 2024-25 Budget contains the fixed fuel price until the contract period ends and has budgeted an amount between the current and high bid contract rate for the remaining period of January 1, 2025 to June 30, 2025.

Capital Budget

The capital budget for FY 2024-25 is \$43.9 million, consisting of \$11.7 million in new projects and over \$32 million in carryover projects from FY 2023-24. 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 24-25	FY 23-24	Variance	
	Budget	Budget	Amt	%
Revenue Vehicle Purchases	\$30,502	\$31,988	(\$1,486)	-5%
Revenue Vehicle Improvements	\$100	2,394	(2,294)	-96%
Operating Facilities	\$10,729	8,961	1,768	20%
Passenger Facilities	\$275	475	(200)	-42%
Intelligent Transportation Systems	\$1,687	1,835	(148)	-8%
Information Systems	\$215	1,600	(1,385)	-87%
Other Equipment	\$450	300	150	50%
Total Capital Projects	\$43,957	\$47,553	(\$3,595)	-8%

Capital Projects

Bus Purchases & Improvement – Bus replacement acquisitions consist of the carryover of eight 40’ electric buses previously approved, with funding from the California State Transportation Agency under the Transit and Intercity Rail Capital Program and eight (8) additional buses planned contingent upon a grant award with Solutions for 101 Congested Corridors. The budget also includes the three of the four replacement paratransit vans for use by Easy Lift; one was purchased this year, as well as Microtransit Vans for the District.

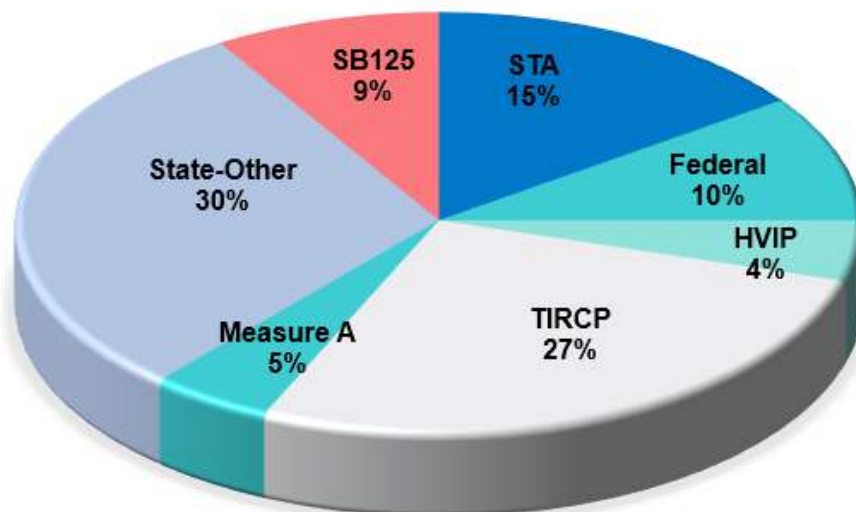
Operating & Passenger Facilities – Terminal 2 recommissioning work and electrical infrastructure upgrades at Terminal 1 are the primary facility projects. The Terminal 2 improvements will alleviate revenue vehicle storage/electric bus charging constraints at Terminal 1, ultimately accommodating thirty 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. The Terminal 2, Phase I Construction is expected to be completed in the FY 2024-25.

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 support costs are being carried over to FY 2024-25. 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.

Capital Revenue

The capital budget reflects a combination of carryover funding, new award activity, and funding requests awaiting determination. MTD capital support for FY 2024-25 is budgeted to stem from several federal, state, and local sources.

**Capital Project Funding
FY24-25**



Federal Funds – The capital budget reflects 10% of acquisitions being federally funded. The funding consists of 5339(a), 5339(b), and 5307 programs. All of the funding has already been secured.

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 \$6 million in STA funding and \$1.9 million in Measure A.

State – Subsidies from the State of California to support capital needs in FY24-25 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. These funds have already apportioned.

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) and the Santa Barbara County Air Pollution Control District (APCD). HVIP would provide \$138,000 per vehicle for fourteen buses.

Senate Bill 125 - SB 125 (Chapter 54, Statutes of 2023) guides the distribution of \$4 billion in General Fund through the Transit and Intercity Rail Capital Program on a population-based formula to regional transportation planning agencies, which will have the flexibility to use the money to fund transit operations or capital improvements. The transportation budget trailer bill also establishes the \$1.1 billion Zero-Emission Transit Capital Program to be allocated to regional transportation planning agencies on a population-based formula and another formula based on revenues to fund zero-emission transit equipment and operations.

In addition, SB 125 establishes a Transit Transformation Task Force led by the California State Transportation Agency to develop policy recommendations to grow transit ridership, improve the transit experience and address long-term operational needs. SB125 Funds will be utilized for Bus Purchases and Facilities Improvements.

State-Other - The Solutions for Congested Corridors Program (SCCP) is a statewide, competitive program that provides funding to achieve a balanced set of transportation, environmental, and community access improvements to reduce congestion throughout the state. The program was created by the Road Repair and Accountability Act of 2017 (SB 1). Funds allocated through the SCCP will be utilized to purchase eight (8) Low Floor 40” Electric Buses.

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, 2024 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 2024-25

	Draft	Approved	Budget Change		FY 2023-24	Variance	
	FY 2024-25 Budget	FY 2023-24 Budget	Amount	%	Estimate	Amount	%
OPERATING REVENUE							
Fare Revenue	\$5,132,575	\$4,735,193	\$397,382	8%	\$4,954,478	\$178,097	4%
Sales Tax Revenue	13,085,145	12,992,655	92,490	1%	12,726,565	358,580	3%
FTA 5307 Operating Assist.	5,193,521	5,277,120	(83,599)	-2%	5,277,120	(83,599)	-2%
Other Federal Assistance	0	0	0	n/a	174,373	(174,373)	-100%
State & Local Op Assist.	1,874,861	1,751,830	123,031	7%	1,219,160	655,701	54%
Property Tax Revenue	1,801,052	1,735,524	65,528	4%	1,765,737	35,315	2%
Non-Transportation Income	589,044	434,346	154,698	36%	624,910	(35,866)	-6%
<i>Total Operating Revenue</i>	<i>\$27,676,198</i>	<i>\$26,926,668</i>	<i>\$749,530</i>	<i>3%</i>	<i>\$26,742,344</i>	<i>\$933,854</i>	<i>3%</i>
OPERATING EXPENSES							
Route Operations	\$18,368,210	\$17,256,448	\$1,111,762	6%	\$16,933,480	\$1,434,730	8%
Vehicle Maintenance	7,233,535	6,929,029	304,506	4%	6,061,324	1,172,212	19%
Passenger Accommodations	2,409,335	2,224,188	185,147	8%	2,005,955	403,380	20%
General Overhead	5,073,934	5,075,054	(1,119)	0%	4,111,151	962,784	23%
<i>Total Operating Expense</i>	<i>\$33,085,015</i>	<i>\$31,484,719</i>	<i>\$1,600,296</i>	<i>5%</i>	<i>\$29,111,910</i>	<i>\$3,973,105</i>	<i>14%</i>
Revenue Less Expenses	(\$5,408,817)	(\$4,558,051)			(\$2,369,566)		
Federal Stimulus Funds	\$5,408,817	\$4,558,051			\$2,369,566		
Net Surplus / (Deficit)	\$0	\$0			\$0		

Operating Revenue Detail FY 2024-25

	Draft	Approved		FY 2023-24		Variance	
	FY 2024-25 Budget	FY 2023-24 Budget	Budget Change Amount	%	FY 2023-24 Estimate	Amount	%
FAREBOX REVENUE							
Cash Fares & Tokens	\$1,569,732	\$1,403,512	\$166,220	12%	1,569,732	\$0	0%
Adult Passes	848,503	781,306	67,197	9%	848,503	0	0%
Youth Passes	432,510	401,532	30,978	8%	432,510	0	0%
Senior Passes	184,191	160,619	23,572	15%	184,191	0	0%
Mobility Passes	112,446	104,228	8,218	8%	112,446	0	0%
Day Passes	4,351	5,780	(1,429)	-25%	4,351	0	0%
Microtransit Fares	112,363	112,363	0	0%	0	112,363	n/a
Downtown-Waterfront Shutt	67,051	0	67,051	n/a	0	67,051	n/a
UCSB Contract Fares	1,105,717	1,116,811	(11,094)	-1%	1,105,756	(39)	0%
SBCB Contract Fares	685,611	644,917	40,694	6%	686,470	(859)	0%
Special Event Fares & Amtr	2,200	2,200	0	0%	2,819	(619)	-22%
City My Ride Program	7,900	1,925	5,975	310%	7,700	200	3%
<i>Subtotal</i>	<i>\$5,132,575</i>	<i>\$4,735,193</i>	<i>\$397,382</i>	<i>8%</i>	<i>\$4,954,478</i>	<i>\$178,097</i>	<i>4%</i>
GRANTS & SUBSIDIES							
LTF Sales Tax Revenue	\$10,239,791	\$10,239,791	\$0	0%	\$9,876,565	\$363,226	4%
FTA 5307 Operating Assist.	5,193,521	5,277,120	(83,599)	-2%	5,277,120	(83,599)	-2%
Other Federal Assistance	0	0	0	n/a	174,373	(174,373)	-100%
Measure A Sales Tax	2,845,354	2,752,864	92,490	3%	2,850,000	(4,646)	0%
Other State/Local Subsidie:	1,874,861	1,751,830	123,031	7%	1,219,160	655,701	54%
Property Tax Revenue	1,801,052	1,735,524	65,528	4%	1,765,737	35,315	2%
<i>Subtotal</i>	<i>\$21,954,579</i>	<i>\$21,757,129</i>	<i>\$197,450</i>	<i>1%</i>	<i>\$21,162,956</i>	<i>\$791,623</i>	<i>4%</i>
OTHER INCOME							
Advertising on Buses	\$397,948	\$288,250	\$109,698	38%	\$397,948	(\$0)	0%
Interest on Investments	175,000	130,000	45,000	35%	209,411	(34,411)	-16%
Other Operating Revenue	16,096	16,096	0	0%	17,551	(1,455)	-8%
<i>Subtotal</i>	<i>\$589,044</i>	<i>\$434,346</i>	<i>\$154,698</i>	<i>36%</i>	<i>\$624,910</i>	<i>(\$35,866)</i>	<i>-6%</i>
Total Operating Revenue	\$27,676,198	\$26,926,668	\$749,530	3%	\$26,742,344	\$933,854	3%

Operating Revenue Detail

FY 2024-25

	Draft	Approved		FY 2023-24		FY 2023-24 Estimate	Varianc Amount
	FY 2024-25 Budget	FY 2023-24 Budget	Budget Change				
			Amount	%			
<i>FAREBOX REVENUE</i>							
Cash Fares & Tokens	\$1,569,732	\$1,403,512	\$166,220	12%	1,569,732	\$0	
Adult Passes	848,503	781,306	67,197	9%	848,503	0	
Youth Passes	432,510	401,532	30,978	8%	432,510	0	
Senior Passes	184,191	160,619	23,572	15%	184,191	0	
Mobility Passes	112,446	104,228	8,218	8%	112,446	0	
Day Passes	4,351	5,780	(1,429)	-25%	4,351	0	
Microtransit Fares	112,363	112,363	0	0%	0	112,363	
Downtown-Waterfront Shutt	67,051	0	67,051	n/a	0	67,051	
UCSB Contract Fares	1,105,717	1,116,811	(11,094)	-1%	1,105,756	(39)	
SBCC Contract Fares	685,611	644,917	40,694	6%	686,470	(859)	
Special Event Fares & Amtr	2,200	2,200	0	0%	2,819	(619)	
City My Ride Program	7,900	1,925	5,975	310%	7,700	200	
<i>Subtotal</i>	<i>\$5,132,575</i>	<i>\$4,735,193</i>	<i>\$397,382</i>	<i>8%</i>	<i>\$4,954,478</i>	<i>\$178,097</i>	
<i>GRANTS & SUBSIDIES</i>							
LTF Sales Tax Revenue	\$10,239,791	\$10,239,791	\$0	0%	\$9,876,565	\$363,226	
FTA 5307 Operating Assist.	5,193,521	5,277,120	(83,599)	-2%	5,277,120	(83,599)	
Other Federal Assistance	0	0	0	n/a	174,373	(174,373)	
Measure A Sales Tax	2,845,354	2,752,864	92,490	3%	2,850,000	(4,646)	
Other State/Local Subsidie:	1,874,861	1,751,830	123,031	7%	1,219,160	655,701	
Property Tax Revenue	1,801,052	1,735,524	65,528	4%	1,765,737	35,315	
<i>Subtotal</i>	<i>\$21,954,579</i>	<i>\$21,757,129</i>	<i>\$197,450</i>	<i>1%</i>	<i>\$21,162,956</i>	<i>\$791,623</i>	
<i>OTHER INCOME</i>							
Advertising on Buses	\$397,948	\$288,250	\$109,698	38%	\$397,948	(\$0)	
Interest on Investments	175,000	130,000	45,000	35%	209,411	(34,411)	
Other Operating Revenue	16,096	16,096	0	0%	17,551	(1,455)	
<i>Subtotal</i>	<i>\$589,044</i>	<i>\$434,346</i>	<i>\$154,698</i>	<i>36%</i>	<i>\$624,910</i>	<i>(\$35,866)</i>	
Total Operating Revenue	\$27,676,198	\$26,926,668	\$749,530	3%	\$26,742,344	\$933,854	

Operating Expense Detail FY 2024-25

	Draft	Approved		FY 2023-24		Variance	
	FY 2024-25 Budget	FY 2023-24 Budget	Budget Change Amount	%	FY 2023-24 Estimate	Amount	%
ROUTE OPERATIONS							
Drivers	\$12,462,366	\$11,779,966	\$682,400	6%	\$11,702,043	\$760,323	6%
Dispatch & Supervision	958,981	883,843	75,138	9%	843,302	115,679	14%
Hiring & Training	621,051	614,706	6,345	1%	703,291	(82,240)	-12%
Risk & Safety	3,156,293	2,864,106	292,187	10%	2,571,016	585,277	23%
Transportation Subsidies	1,169,519	1,113,827	55,692	5%	1,113,827	55,692	5%
<i>Subtotal</i>	<i>\$18,368,210</i>	<i>\$17,256,448</i>	<i>\$1,111,762</i>	<i>6%</i>	<i>\$16,933,480</i>	<i>\$1,434,730</i>	<i>8%</i>
VEHICLE MAINTENANCE							
Mechanics	\$1,641,893	\$1,457,770	\$184,123	13%	\$1,196,690	\$445,203	37%
Cleaners & Fuelers	1,038,039	908,839	129,200	14%	730,420	307,619	42%
Supervision	1,192,567	959,167	233,400	24%	930,674	261,893	28%
Vehicle Consumables	2,433,887	2,693,749	(259,862)	-10%	2,433,763	124	0%
Bus Parts & Supplies	705,000	700,000	5,000	1%	622,944	82,056	13%
Vendor Services	45,000	75,000	(30,000)	-40%	31,809	13,191	41%
Risk & Safety	137,903	134,504	3,399	3%	108,015	29,888	28%
Microtransit	39,246	0	39,246	n/a	7,009	32,238	460%
<i>Subtotal</i>	<i>\$7,233,535</i>	<i>\$6,929,029</i>	<i>\$304,506</i>	<i>4%</i>	<i>\$6,061,324</i>	<i>\$1,172,212</i>	<i>19%</i>
PASSENGER ACCOMMODATIONS							
Passenger Facilities	\$860,306	\$858,586	\$1,720	0%	\$818,204	\$42,102	5%
Transit Development	434,000	436,575	(2,575)	-1%	273,023	160,977	59%
Marketing & Community Rel	630,318	466,399	163,919	35%	419,539	210,779	50%
Fare Revenue Collection	484,711	462,628	22,083	5%	495,189	(10,478)	-2%
<i>Subtotal</i>	<i>\$2,409,335</i>	<i>\$2,224,188</i>	<i>\$185,147</i>	<i>8%</i>	<i>\$2,005,955</i>	<i>\$403,380</i>	<i>20%</i>
GENERAL OVERHEAD							
Finance	\$913,767	\$837,685	\$76,082	9%	\$853,381	\$60,386	7%
Human Resources	287,518	244,235	43,283	18%	262,134	25,384	10%
Utilities & Communication	329,149	320,000	9,149	3%	311,996	17,153	5%
Operating Facilities	525,142	494,524	30,619	6%	461,074	64,068	14%
District Administration	3,018,358	3,178,610	(160,252)	-5%	2,222,566	795,792	36%
<i>Subtotal</i>	<i>\$5,073,934</i>	<i>\$5,075,054</i>	<i>(\$1,119)</i>	<i>0%</i>	<i>\$4,111,151</i>	<i>\$962,784</i>	<i>23%</i>
Total Operating Expenses	\$33,085,015	\$31,484,719	\$1,600,296	5%	\$29,111,910	\$3,973,105	14%

Route Operations Detail FY 2024-25

	Draft	Approved		FY 2023-24		Variance	
	FY 2024-25 Budget	FY 2023-24 Budget	Budget Change Amount	%	FY 2023-24 Estimate	Amount	%
DRIVERS							
Scheduled	\$6,981,841	\$6,614,617	\$367,224	6%	6,665,067	\$316,774	5%
Scheduled Overtime	516,224	501,087	15,137	3%	468,062	48,162	10%
Unscheduled Pay	181,638	175,540	6,098	3%	173,508	8,130	5%
Driver Lite Duty	1,067	1,000	67	7%	0	1,067	n/a
FICA	668,927	634,878	34,049	5%	648,325	20,602	3%
Pension	857,287	817,684	39,603	5%	806,431	50,856	6%
Health	2,160,756	1,997,663	163,093	8%	1,900,007	260,749	14%
Sick Pay	188,946	178,831	10,115	6%	140,564	48,382	34%
Vacation Pay	577,600	556,778	20,822	4%	548,614	28,986	5%
Holiday Pay	258,913	235,357	23,556	10%	239,772	19,141	8%
Other Pay	37,914	35,843	2,071	6%	72,010	(34,096)	-47%
Unemployment Insura	14,753	14,188	565	4%	18,480	(3,727)	-20%
Uniforms	16,500	16,500	0	0%	21,203	(4,703)	-22%
<i>Drivers Subtotal</i>	<u>\$12,462,366</u>	<u>\$11,779,966</u>	<u>\$682,400</u>	6%	<u>\$11,702,043</u>	<u>\$760,323</u>	6%
DISPATCH & SUPERVISION							
Supervisors	\$310,916	\$279,596	\$31,320	11%	\$247,917	\$62,999	25%
Staff	281,822	276,832	4,990	2%	279,851	1,971	1%
FICA	52,302	48,680	3,622	7%	46,185	6,117	13%
Pension	65,046	59,062	5,984	10%	56,664	8,382	15%
Health	157,129	138,971	18,158	13%	116,454	40,675	35%
Sick Pay	12,678	10,843	1,835	17%	11,013	1,665	15%
Vacation Pay	41,685	38,983	2,702	7%	57,833	(16,148)	-28%
Holiday Pay	23,655	19,041	4,614	24%	20,771	2,884	14%
Other Pay	12,931	11,048	1,883	17%	5,744	7,187	125%
Unemployment Insura	817	787	30	4%	871	(54)	-6%
<i>Dispatch & Supe. St</i>	<u>\$958,981</u>	<u>\$883,843</u>	<u>\$75,138</u>	9%	<u>\$843,302</u>	<u>\$115,679</u>	14%
HIRING & TRAINING							
Staff	\$91,520	\$89,397	\$2,123	2%	\$80,181	\$11,339	14%
Student Drivers	173,988	167,264	6,724	4%	363,419	(189,431)	-52%
Existing Drivers/Supe	111,304	125,289	(13,985)	-11%	46,919	64,385	137%
FICA	32,174	32,037	137	0%	26,990	5,184	19%
Pension	24,706	23,926	780	3%	24,138	568	2%
Health	87,488	75,981	11,507	15%	80,736	6,752	8%
Sick Pay	7,227	6,085	1,142	19%	6,148	1,079	18%
Vacation Pay	21,420	19,655	1,765	9%	18,843	2,577	14%
Holiday Pay	11,049	8,077	2,972	37%	9,306	1,743	19%
Other Pay	4,069	3,019	1,050	35%	2,949	1,120	38%
Unemployment Insura	506	476	30	6%	445	61	14%
Medical Exams & Lice	29,100	30,000	(900)	-3%	36,520	(7,420)	-20%
Employment Advertisi	10,000	20,000	(10,000)	-50%	667	9,333	1399%
Training, Travel & Me	16,500	13,500	3,000	22%	6,030	10,470	174%
<i>Hiring & Training St</i>	<u>\$621,051</u>	<u>\$614,706</u>	<u>\$6,345</u>	1%	<u>\$703,291</u>	<u>(\$82,240)</u>	-12%

Route Operations Detail FY 2024-25

	Draft	Approved		FY 2023-24		Variance	
	FY 2024-25 Budget	FY 2023-24 Budget	Budget Change Amount	%	FY 2023-24 Estimate	Amount	%
RISK & SAFETY							
<u>Wages & Benefits</u>							
Staff	\$220,458	\$141,400	\$79,058	56%	\$69,335	\$151,123	218%
Supervisors	401,396	366,593	34,803	9%	444,151	(42,755)	-10%
Driver Accident Pay	2,420	2,288	132	6%	1,476	944	64%
FICA	54,539	44,398	10,141	23%	45,134	9,405	21%
Pension	60,831	49,255	11,576	24%	42,665	18,166	43%
Health	152,637	134,071	18,566	14%	104,727	47,910	46%
Sick Pay	18,401	14,130	4,271	30%	5,180	13,221	255%
Vacation Pay	35,457	32,849	2,608	8%	36,579	(1,122)	-3%
Holiday Pay	23,918	16,058	7,860	49%	16,669	7,249	43%
Other Pay	10,879	7,047	3,832	54%	4,957	5,922	119%
Unemployment Insura	851	702	149	21%	1,016	(165)	-16%
Wages & Benefits S	\$981,787	\$808,791	\$172,996	21%	\$771,890	\$209,897	27%
<u>Public Liability</u>							
Professional Services	\$298,210	\$380,976	(\$82,766)	-22%	\$259,255	\$38,955	15%
Insurance	893,078	838,753	54,325	6%	813,336	79,742	10%
Current Year Incident	95,000	75,000	20,000	27%	20,661	74,339	360%
Current Year Incident	130,000	100,000	30,000	30%	78,369	51,631	66%
Prior Years Incident P	75,000	50,000	25,000	50%	102,259	(27,259)	-27%
Change in Prior Years	(75,000)	(50,000)	(25,000)	50%	(63,335)	(11,665)	18%
Public Liability Subto	\$1,416,288	\$1,394,729	\$21,559	2%	\$1,210,545	\$205,743	17%
<u>Workers' Compensation</u>							
Professional Services	\$309,331	\$259,961	\$49,370	19%	\$271,152	\$38,179	14%
Insurance	220,825	205,625	15,200	7%	228,398	(7,573)	-3%
Current Year Incident	50,000	50,000	0	0%	31,792	18,208	57%
Current Year Incident	125,000	125,000	0	0%	102,311	22,689	22%
Prior Years Incident P	425,000	425,000	0	0%	787,563	(362,563)	-46%
Change in Prior Years	(425,000)	(425,000)	0	0%	(879,336)	454,336	-52%
Miscellaneous Risk &	53,062	20,000	33,062	165%	46,702	6,360	14%
Workers' Comp Subt	\$758,218	\$660,586	\$97,632	15%	\$588,581	\$169,637	29%
Risk & Safety Subtot	\$3,156,293	\$2,864,106	\$292,187	10%	\$2,571,016	\$585,277	23%
TRANSPORTATION SUBSIDIES							
ADA Paratransit Serv	\$1,169,519	\$1,113,827	\$55,692	5%	\$1,113,827	\$55,692	5%
Pandemic-Related Los	0	0	0	n/a	0	0	n/a
Transportation Subs	\$1,169,519	\$1,113,827	\$55,692	5%	\$1,113,827	\$55,692	5%
Total Route Operation	\$18,368,210	\$17,256,448	\$1,111,762	6%	\$16,933,480	\$1,434,730	8%

Vehicle Maintenance Detail FY 2024-25

	Draft	Approved		FY 2023-24		Variance	
	FY 2024-25 Budget	FY 2023-24 Budget	Budget Change Amount	%	FY 2023-24 Estimate	Amount	%
MECHANICS							
Mechanics	\$989,399	\$872,248	\$117,151	13%	\$732,642	\$256,757	35%
Less Mechanic Capital Lab	(36,886)	(35,049)	(1,837)	5%	(64,897)	28,011	-43%
Mechanics-OT	80,202	76,757	3,445	4%	83,366	(3,164)	-4%
FICA	91,488	80,986	10,502	13%	69,099	22,389	32%
Pension	108,616	100,046	8,570	9%	79,697	28,919	36%
Health	258,552	230,841	27,711	12%	196,137	62,415	32%
Sick Pay	25,820	22,782	3,038	13%	12,775	13,045	102%
Vacation Pay	57,119	48,586	8,533	18%	40,587	16,532	41%
Holiday Pay	41,312	36,451	4,861	13%	28,950	12,362	43%
Other Paid Leave	2,066	1,823	243	13%	3,057	(991)	-32%
Unemployment Insurance	1,666	1,547	119	8%	1,697	(31)	-2%
Uniforms	7,139	6,452	687	11%	5,680	1,459	26%
Tool Allowance	15,400	14,300	1,100	8%	7,901	7,499	95%
<i>Mechanics Subtotal</i>	<u>\$1,641,893</u>	<u>\$1,457,770</u>	<u>\$184,123</u>	13%	<u>\$1,196,690</u>	<u>\$445,203</u>	37%
CLEANERS & FUELERS							
Service Workers	\$579,177	\$499,925	\$79,252	16%	\$401,678	\$177,499	44%
FICA	51,289	44,608	6,681	15%	34,723	16,566	48%
Pension	84,148	75,775	8,373	11%	58,911	25,237	43%
Health	221,616	195,327	26,289	13%	174,771	46,845	27%
Sick Pay	20,105	17,123	2,982	17%	7,377	12,728	173%
Vacation Pay	45,342	43,602	1,740	4%	27,288	18,054	66%
Holiday Pay	24,246	20,947	3,299	16%	17,068	7,178	42%
Other Paid Leave	1,576	1,516	60	4%	1,725	(149)	-9%
Unemployment Insurance	1,456	1,337	119	9%	1,344	112	8%
Uniforms	4,855	4,450	405	9%	2,938	1,917	65%
Medical Exams & License f	4,229	4,229	0	0%	2,596	1,633	63%
<i>Cleaners & Fuelers Subto</i>	<u>\$1,038,039</u>	<u>\$908,839</u>	<u>\$129,200</u>	14%	<u>\$730,420</u>	<u>\$307,619</u>	42%
SUPERVISION							
Staff	\$711,477	\$572,418	\$139,059	24%	\$565,597	\$145,880	26%
FICA	61,606	49,547	12,059	24%	50,537	11,069	22%
Pension	80,170	64,408	15,762	24%	58,650	21,520	37%
Health	230,279	186,762	43,517	23%	158,571	71,708	45%
Sick Pay	15,396	11,485	3,911	34%	11,630	3,766	32%
Vacation Pay	38,399	33,912	4,487	13%	47,766	(9,367)	-20%
Holiday Pay	30,792	22,970	7,822	34%	23,922	6,870	29%
Other Paid Leave	13,555	6,891	6,664	97%	5,876	7,679	131%
Unemployment Insurance	893	774	119	15%	1,119	(226)	-20%
Training, Travel & Meetings	10,000	10,000	0	0%	7,007	2,993	43%
<i>Supervision Subtotal</i>	<u>\$1,192,567</u>	<u>\$959,167</u>	<u>\$233,400</u>	24%	<u>\$930,674</u>	<u>\$261,893</u>	28%

Vehicle Maintenance Detail FY 2024-25

	Draft	Approved		FY 2023-24		Variance	
	FY 2024-25	FY 2023-24	Budget Change	FY 2023-24	FY 2023-24	Variance	
	Budget	Budget	Amount %	Estimate	Amount		%
VEHICLE CONSUMABLES							
Bus Fuel	\$1,974,117	\$2,239,546	(\$265,429) -12%	\$2,007,494	(\$33,377)		-2%
Oil & Lubricants	197,642	214,703	(17,061) -8%	194,349	3,293		2%
Electric Vehicle Power	89,782	72,560	17,222 24%	70,529	19,253		27%
Tire Lease	156,098	151,940	4,158 3%	145,616	10,482		7%
Tire Mounting	16,248	15,000	1,248 8%	15,775	473		3%
<i>Vehicle Consumables Subtotal</i>	<u>\$2,433,887</u>	<u>\$2,693,749</u>	<u>(\$259,862) -10%</u>	<u>\$2,433,763</u>	<u>\$124</u>		<u>0%</u>
VEHICLE PARTS & SUPPLIES							
Bus Parts Issued	\$600,000	\$600,000	\$0 0%	\$532,067	\$67,933		13%
Obsolete Parts Write Down	0	0	0 n/a	0	0		n/a
Shop Supplies	70,000	70,000	0 0%	56,875	13,125		23%
Bus Servicing Supplies	10,000	10,000	0 0%	9,112	888		10%
Hazmat Disposal & Compliance	25,000	20,000	5,000 25%	24,890	110		0%
<i>Veh. Parts & Supplies Subtotal</i>	<u>\$705,000</u>	<u>\$700,000</u>	<u>\$5,000 1%</u>	<u>\$622,944</u>	<u>\$82,056</u>		<u>13%</u>
VENDOR BUS REPAIRS							
Vandalism Repairs	\$5,000	\$5,000	\$0 0%	\$556	\$4,444		799%
Accident Damage Repairs	5,000	5,000	0 0%	6,465	(1,465)		-23%
Accident Claim Collections	(10,000)	(10,000)	0 0%	0	(10,000)		n/a
Other Vendor Repairs	45,000	75,000	(30,000) -40%	24,787	20,213		82%
<i>Vendor Bus Repairs Subtotal</i>	<u>\$45,000</u>	<u>\$75,000</u>	<u>(\$30,000) -40%</u>	<u>\$31,809</u>	<u>\$13,191</u>		<u>41%</u>
RISK & SAFETY							
Workers' Comp Services	\$16,281	\$13,682	\$2,599 19%	\$15,303	\$978		6%
Workers' Comp Insurance	11,622	10,822	800 7%	12,014	(392)		-3%
Current Year Incident Payout	10,000	10,000	0 0%	4,083	5,917		145%
Current Year Incident Reserve	25,000	25,000	0 0%	0	25,000		n/a
Prior Years Incident Payout	50,000	50,000	0 0%	8,123	41,877		516%
Change in Prior Years Reserve	25,000	25,000	0 0%	68,492	(43,492)		-63%
<i>Risk & Safety Subtotal</i>	<u>\$137,903</u>	<u>\$134,504</u>	<u>\$3,399 3%</u>	<u>\$108,015</u>	<u>\$29,888</u>		<u>28%</u>
MICROTRANSIT							
Microtransit Services	\$20,604	\$0	\$20,604 n/a	\$794	\$19,810		2494%
Microtransit Materials	18,642	0	18,642 n/a	6,215	12,428		200%
<i>Microtransit Subtotal</i>	<u>\$39,246</u>	<u>\$0</u>	<u>\$39,246 n/a</u>	<u>\$7,009</u>	<u>\$32,238</u>		<u>460%</u>
Total Vehicle Maintenance	<u>\$7,233,535</u>	<u>\$6,929,029</u>	<u>\$304,506 4%</u>	<u>\$6,061,324</u>	<u>\$1,172,212</u>		<u>19%</u>

Passenger Accommodations Detail

FY 2024-25

	Draft	Approved		FY 2023-24		Variance	
	FY 2024-25 Budget	FY 2023-24 Budget	Budget Change Amount	%	FY 2023-24 Estimate	Amount	%
PASSENGER FACILITIES							
<u>Wages & Benefits</u>							
Supervisors	\$268,655	\$223,483	\$45,172	20%	\$236,942	\$31,713	13%
TC Advisors	111,314	145,894	(34,580)	-24%	105,016	6,298	6%
Bus Stop Maintenance	46,178	46,403	(225)	0%	51,569	(5,391)	-10%
FICA	37,433	36,794	639	2%	33,533	3,900	12%
Pension	33,639	37,660	(4,021)	-11%	41,420	(7,781)	-19%
Health	150,117	159,812	(9,695)	-6%	145,762	4,355	3%
Sick Pay	15,428	16,383	(955)	-6%	6,487	8,941	138%
Vacation Pay	23,209	24,512	(1,303)	-5%	26,913	(3,704)	-14%
Holiday Pay	17,822	17,510	312	2%	14,419	3,403	24%
Other Paid Leave	6,714	6,784	(70)	-1%	6,776	(62)	-1%
Unemployment Insurance	933	998	(65)	-7%	1,020	(87)	-8%
Wages & Benefits Subtotal	\$711,442	\$716,233	(\$4,791)	-1%	\$669,856	\$41,586	6%
<u>Buildings & Grounds</u>							
TC Contract Maintenance	\$113,000	\$113,000	\$0	0%	\$113,878	(\$878)	-1%
TC Repairs/Supplies	7,500	7,500	0	0%	15,329	(7,829)	-51%
Bus Stop Repairs/Supplies	7,000	7,000	0	0%	2,580	4,420	171%
TC Property Insurance	21,364	14,853	6,511	44%	16,562	4,802	29%
Buildings & Grounds Subtotal	\$148,864	\$142,353	\$6,511	5%	\$148,348	\$516	0%
<i>Passenger Facilities Subtotal</i>	<i>\$860,306</i>	<i>\$858,586</i>	<i>\$1,720</i>	<i>0%</i>	<i>\$818,204</i>	<i>\$42,102</i>	<i>5%</i>
TRANSIT DEVELOPMENT							
Staff	\$266,385	\$259,058	\$7,327	3%	\$165,013	\$101,372	61%
FICA	23,369	22,439	930	4%	15,944	7,425	47%
Pension	30,547	29,332	1,215	4%	15,073	15,474	103%
Health	69,692	70,066	(374)	-1%	30,660	39,032	127%
Sick Pay	9,399	7,897	1,502	19%	17,108	(7,709)	-45%
Vacation Pay	12,214	11,683	531	5%	13,976	(1,762)	-13%
Holiday Pay	11,749	9,871	1,878	19%	6,334	5,415	85%
Other Paid Leave	5,728	4,812	916	19%	5,134	594	12%
Unemployment Insurance	417	417	0	0%	523	(106)	-20%
Training, Travel & Meetings	3,000	3,000	0	0%	3,259	(259)	-8%
Planning Services & Supplies	1,500	18,000	(16,500)	-92%	0	1,500	n/a
<i>Transit Development Subtotal</i>	<i>\$434,000</i>	<i>\$436,575</i>	<i>(\$2,575)</i>	<i>-1%</i>	<i>\$273,023</i>	<i>\$160,977</i>	<i>59%</i>
MARKETING & COMMUNITY RELATIONS							
<u>Wages & Benefits</u>							
Staff	\$246,164	\$190,440	\$55,724	29%	\$164,660	\$81,504	49%
FICA	21,330	16,488	4,842	29%	15,666	5,664	36%
Pension	27,882	21,552	6,330	29%	17,006	10,876	64%
Health	86,216	42,036	44,180	105%	42,828	43,388	101%
Sick Pay	5,644	3,393	2,251	66%	14,149	(8,505)	-60%
Vacation Pay	15,552	11,927	3,625	30%	18,447	(2,895)	-16%
Holiday Pay	0	6,620	(6,620)	-100%	5,102	(5,102)	-100%
Other Paid Leave	2,958	3,145	(187)	-6%	3,700	(742)	-20%
Unemployment Insurance	417	298	119	40%	613	(196)	-32%
Wages & Benefits Subtotal	\$406,163	\$295,899	\$110,264	37%	\$282,170	\$123,993	44%

Passenger Accommodations Detail

FY 2024-25

	Draft	Approved	Budget Change		FY 2023-24	Variance	
	FY 2024-25 Budget	FY 2023-24 Budget	Amount	%	Estimate	Amount	%
<i>MARKETING & COMMUNITY RELATIONS (cont'd)</i>							
<u>Outside Services</u>							
Media Ad Placement	80,000	20,000	60,000	300%	20,000	60,000	300%
Brochures & Publications	6,000	6,000	0	0%	5,000	1,000	20%
Market Research	2,500	2,500	0	0%	3,700	(1,200)	-32%
Promotional Giveaways	6,000	6,000	0	0%	6,000	0	0%
Bus/Shuttle Decorations	0	0	0	n/a	0	0	n/a
Other Promotions	47,600	68,000	(20,400)	-30%	21,367	26,233	123%
Route Schedules & Information	79,055	65,000	14,055	22%	78,761	294	0%
Training, Travel & Meetings	3,000	3,000	0	0%	2,540	460	18%
Outside Services Subtotal	<u>\$224,155</u>	<u>\$170,500</u>	<u>\$53,655</u>	<u>31%</u>	<u>\$137,369</u>	<u>\$86,786</u>	<u>63%</u>
Marketing & Comm. Relation:	<u>\$630,318</u>	<u>\$466,399</u>	<u>\$163,919</u>	<u>35%</u>	<u>\$419,539</u>	<u>\$210,779</u>	<u>50%</u>
<i>FARE REVENUE COLLECTION</i>							
<u>Wages & Benefits</u>							
Staff	\$153,545	\$147,639	\$5,906	4%	\$178,031	(\$24,486)	-14%
FICA	14,367	13,815	552	4%	16,655	(2,288)	-14%
Pension	18,781	18,059	722	4%	21,888	(3,107)	-14%
Health	85,096	74,350	10,746	14%	68,458	16,638	24%
Sick Pay	6,853	6,589	264	4%	4,991	1,862	37%
Vacation Pay	17,132	16,473	659	4%	20,566	(3,434)	-17%
Holiday Pay	6,853	6,589	264	4%	6,546	307	5%
Other Paid Leave	3,426	3,295	131	4%	2,071	1,355	65%
Unemployment Insurance	238	238	0	0%	299	(61)	-20%
Wages & Benefits Subtotal	<u>\$306,291</u>	<u>\$287,047</u>	<u>\$19,244</u>	<u>7%</u>	<u>\$319,505</u>	<u>(\$13,214)</u>	<u>-4%</u>
<u>Outside Services</u>							
Bank Processing Fees	\$88,420	\$105,581	(\$17,161)	-16%	\$86,509	\$1,911	2%
Farebox Parts & Repairs	50,000	50,000	0	0%	45,780	4,220	9%
Tickets, Tokens & Transfers	40,000	20,000	20,000	100%	43,394	(3,394)	-8%
Outside Services Subtotal	<u>\$178,420</u>	<u>\$175,581</u>	<u>\$2,839</u>	<u>2%</u>	<u>\$175,683</u>	<u>\$2,737</u>	<u>2%</u>
Fare Revenue Collection Sbtl	<u>\$484,711</u>	<u>\$462,628</u>	<u>\$22,083</u>	<u>5%</u>	<u>\$495,189</u>	<u>(\$10,478)</u>	<u>-2%</u>
Total Pssnger Accommodation	<u>\$2,409,335</u>	<u>\$2,224,188</u>	<u>\$185,147</u>	<u>8%</u>	<u>\$2,005,955</u>	<u>\$403,380</u>	<u>20%</u>

**General Overhead Detail
FY 2024-25**

	Draft	Approved		FY 2023-24		Variance	
	FY 2024-25 Budget	FY 2023-24 Budget	Budget Change		FY 2023-24 Estimate	Amount	%
			Amount	%			
<i>FINANCE</i>							
Staff	\$474,615	\$451,776	\$22,839	5%	\$466,273	\$8,342	2%
FICA	40,943	38,700	2,243	6%	40,458	485	1%
Pension	53,520	50,589	2,931	6%	49,635	3,885	8%
Health	219,557	191,855	27,702	14%	191,213	28,344	15%
Sick Pay	4,086	3,540	546	15%	9,154	(5,068)	-55%
Vacation Pay	29,943	27,563	2,380	9%	24,208	5,735	24%
Holiday Pay	20,429	17,698	2,731	15%	19,457	972	5%
Other Paid Leave	6,129	5,309	820	15%	8,835	(2,706)	-31%
Unemployment Insurance	655	655	0	0%	828	(173)	-21%
Financial Audit Services	63,890	50,000	13,890	28%	43,320	20,570	47%
<i>Finance Subtotal</i>	<u>\$913,767</u>	<u>\$837,685</u>	<u>\$76,082</u>	<u>9%</u>	<u>\$853,381</u>	<u>\$60,386</u>	<u>7%</u>
<i>HUMAN RESOURCES</i>							
Staff	\$121,900	\$134,911	(\$13,011)	-10%	\$155,782	(\$33,882)	-22%
FICA	11,892	12,485	(593)	-5%	13,737	(1,845)	-13%
Pension	15,545	16,320	(775)	-5%	11,890	3,655	31%
Health	104,157	51,754	52,403	####	56,454	47,703	84%
Sick Pay	3,728	2,961	767	26%	3,693	35	1%
Vacation Pay	12,425	11,510	915	8%	7,877	4,548	58%
Holiday Pay	12,425	9,870	2,555	26%	6,985	5,440	78%
Other Paid Leave	4,970	3,948	1,022	26%	5,194	(224)	-4%
Unemployment Insurance	476	476	0	0%	521	(45)	-9%
<i>Personnel Subtotal</i>	<u>\$287,518</u>	<u>\$244,235</u>	<u>\$43,283</u>	<u>18%</u>	<u>\$262,134</u>	<u>\$25,384</u>	<u>10%</u>
<i>UTILITIES</i>							
Phone & Data Communication	\$83,986	\$87,000	(\$3,014)	-3%	\$69,170	\$14,816	21%
Power, Water & Refuse	218,000	218,000	0	0%	218,555	(555)	0%
Two-Way Radios	27,163	15,000	12,163	81%	24,271	2,892	12%
<i>Utilities Subtotal</i>	<u>\$329,149</u>	<u>\$320,000</u>	<u>\$9,149</u>	<u>3%</u>	<u>\$311,996</u>	<u>\$17,153</u>	<u>5%</u>

General Overhead Detail FY 2024-25

	Draft	Approved		FY 2023-24		FY 2023-24	
	FY 2024-25	FY 2023-24	Budget Change		Estimate	Variance	
	Budget	Budget	Amount	%		Amount	%
OPERATING FACILITIES (cont'd)							
<u>Service Vehicles</u>							
Parts & Repairs	\$15,000	\$15,000	\$0	0%	\$6,930	\$8,070	116%
Fuel	65,000	65,000	0	0%	48,634	16,366	34%
Service Vehicles Subtotal	\$80,000	\$80,000	\$0	0%	\$55,565	\$24,435	44%
<u>Buildings & Grounds</u>							
Contract Maintenance	\$119,000	\$119,000	\$0	0%	\$130,093	(\$11,093)	-9%
Overpass Site Maintenance	10,000	10,000	0	0%	7,611	2,389	31%
B&G Repairs/Supplies	85,000	85,000	0	0%	65,410	19,590	30%
Property Insurance	118,744	93,892	24,853	26%	87,767	30,978	35%
Buildings & Grounds Subtotal	\$332,744	\$307,892	\$24,853	8%	\$290,880	\$41,864	14%
<i>Operating Facilities Subtotal</i>	<u>\$525,142</u>	<u>\$494,524</u>	<u>\$30,619</u>	6%	<u>\$461,074</u>	<u>\$64,068</u>	14%
DISTRICT ADMINISTRATION							
<u>Wages & Benefits</u>							
Staff	\$950,227	\$856,675	\$93,552	11%	\$732,567	\$217,660	30%
Bus Ad Revenue Placement	0	0	0	n/a	0	0	n/a
FICA	82,891	74,081	8,810	12%	55,766	27,125	49%
Pension	129,409	109,231	20,178	18%	102,980	26,429	26%
Health	257,793	187,814	69,979	37%	136,232	121,561	89%
Sick Pay	13,269	11,917	1,352	11%	6,965	6,304	91%
Vacation Pay	61,992	50,485	11,507	23%	45,004	16,988	38%
Holiday Pay	40,654	33,920	6,734	20%	28,357	12,297	43%
Other Paid Leave	12,404	10,376	2,028	20%	31,109	(18,705)	-60%
Unemployment Insurance	1,046	927	119	13%	832	214	26%
Wages & Benefits Subtotal	\$1,549,685	\$1,335,426	\$214,259	16%	\$1,139,811	\$409,874	36%
<u>Administrative Services</u>							
Directors Fees	\$10,080	\$10,080	\$0	0%	\$6,640	\$3,440	52%
Public Officials Insurance	128,977	128,977	0	0%	120,553	8,424	7%
Legal Counsel	75,000	125,000	(50,000)	-40%	13,329	61,671	463%
Pension Administration	1,000	1,000	0	0%	1,077	(77)	-7%
Software Licenses & Equip Ma	541,739	444,082	97,657	22%	465,681	76,058	16%
Miscellaneous Services	131,183	564,145	(432,962)	-77%	126,292	4,891	4%
Office & Computer Supplies	60,000	60,000	0	0%	30,878	29,122	94%
Dues & Subscriptions	52,952	50,000	2,952	6%	55,009	(2,057)	-4%
Conferences, Meetings, Trainir	20,000	20,000	0	0%	25,732	(5,732)	-22%
Employee Relations	48,000	46,400	1,600	3%	47,189	811	2%
Retiree Health Insurance	89,970	91,000	(1,030)	-1%	85,973	3,997	5%
Mandated Fees & Permits	42,272	35,000	7,272	21%	33,387	8,885	27%
Bus Ad Revenue Program	0	0	0	n/a	0	0	n/a
Misc. Expenses & Losses	15,000	15,000	0	0%	9,194	5,806	63%
Bad Debts	2,500	2,500	0	0%	0	2,500	n/a
Covid-19 Expenses	250,000	250,000	0	0%	4,044	245,956	6082%
Interest Expense - GASB96	0	0	0	n/a	(903)	903	-100%
Subscription Amortization Expe	0	0	0	n/a	58,677	(58,677)	-100%
Admin. Services Subtotal	\$1,468,673	\$1,843,184	(\$374,511)	-20%	\$1,082,754	\$385,919	36%
<i>District Admin. Subtotal</i>	<u>\$3,018,358</u>	<u>\$3,178,610</u>	<u>(\$160,252)</u>	-5%	<u>\$2,222,566</u>	<u>\$795,792</u>	36%
Total General Overhead	<u>\$5,073,934</u>	<u>\$5,075,054</u>	<u>(\$1,119)</u>	0%	<u>\$4,111,151</u>	<u>\$962,784</u>	23%
			0				

	Total FY 2024-25 Budget	=	New FY 2024-25 Projects	+	Carryover FY 2023-24 Projects	Approved FY 2023-24 Budget
REVENUE VEHICLE PURCHASES						
40' Electric Buses (8 TIRCP application)	14,596,832		\$2,292,583		\$12,304,249	\$12,420,964
40' Electric Buses(9 FY22 carryover)	0					\$9,450,330
40' Electric Buses (8 FY24 101 Cong)	14,038,789		\$5,582,426		\$8,456,363	\$8,456,363
30' Electric Capital Lease (6)	365,008		\$365,008		\$0	\$365,008
Microtransit Vans (3)	708,306		\$0		\$708,306	\$837,681
Microtransit Vans (5)	594,863		\$360,043		\$234,820	\$234,820
Paratransit Vans (4) now (3)	198,285		\$0		\$198,285	\$223,000
Subtotal	\$30,502,083		\$8,240,017		\$21,902,023	\$31,988,166
REVENUE VEHICLE IMPROVEMENTS						
Fleet Renewal Campaign	\$0		\$0		\$0	\$2,043,858
COVID-19 Safety Improvements	0		\$0		\$0	\$250,000
3-Position Bike Racks	0		\$0		\$0	\$0
Ongoing Component Replacements	100,000		\$100,000		\$0	\$100,000
Subtotal	\$100,000		\$100,000		\$0	\$2,393,858
OPERATING FACILITIES						
T2 Facility Improvements - Phase I	\$4,759,666		\$612,664		\$4,147,002	\$4,360,565
T2 Facility Improvements - Phase II	\$1,177,580		\$162,580		\$1,015,000	\$1,015,000
T1 Facility Improvements(SGR)	\$1,775,000		\$1,175,000		\$600,000	\$600,000
Charge Ready Bridge-Electric Bus Infrastr	\$500,000		\$28,908		\$471,092	\$746,255
Facility Upgrades Upgrade-Electric Bus Inf	\$1,933,509		\$250,141		\$1,683,368	\$2,186,168
Haley Canopy & Facility Electrification Upgi	\$532,800		\$502,800		\$30,000	\$0
CEC Blueprint Project	\$0		\$0		\$0	\$0
Calle Real Development	\$50,000		\$50,000		\$0	\$52,751
Subtotal	\$10,728,555		\$2,782,093		\$7,946,462	\$8,960,739
PASSENGER FACILITIES						
Passenger Facility Improvements	\$25,000		\$25,000		\$0	\$25,000
Bus Stop Improvements	250,000		\$50,000		\$200,000	\$450,000
Subtotal	\$275,000		\$75,000		\$200,000	\$475,000
INTELLIGENT TRANSPORTATION SYS.						
AVL & ITS Systems	\$250,000		\$0		\$250,000	\$400,000
LYT Transit Signal Priority	\$250,000		\$0		\$250,000	\$0
Contactless Fare Payment System	1,186,747		\$0		\$1,186,747	\$1,435,000
Subtotal	\$1,686,747		\$0		\$1,686,747	\$1,835,000
INFORMATION SYSTEMS						
Business Software	\$50,000		\$50,000		\$0	\$1,450,000
IT Systems & Security	165,000		\$165,000		\$0	\$150,000
Subtotal	\$215,000		\$215,000		\$0	\$1,600,000
OTHER EQUIPMENT						
Shop Equipment	\$100,000		\$100,000		\$0	\$50,000
Service Vehicles	100,000		\$100,000		\$0	\$50,000
Office Equipment & Furniture	250,000		\$250,000		\$0	\$200,000
Subtotal	\$450,000		\$450,000		\$0	\$300,000
Total Capital Projects	\$43,957,385		\$11,862,110		\$31,735,232	\$47,552,763