



<b>BOARD OF DIRECTORS REPORT</b>
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**MEETING DATE:** JUNE 3, 2025 **AGENDA ITEM #: 8**

**TYPE:** ACTION ITEM

**PREPARED BY:** DIRECTOR OF FINANCE & ADMINISTRATION NANCY TILLIE

**REVIEWED BY:** GENERAL MANAGER JERRY ESTRADA

**SUBJECT:** PRESENTATION OF DRAFT FISCAL YEAR 2025-26 OPERATING AND CAPITAL BUDGET

**RECOMMENDATION:**

Staff recommends that the Board adopt the attached draft Operating and Capital Budget for Fiscal Year 2025-26.

**DISCUSSION:**

The draft budget from March 2025 has been updated and will be presented to the Board.

**ATTACHMENT:**

- Final Draft SBMTD FY 2025-26 Operating & Capital Budget





# OPERATING & CAPITAL BUDGET

Fiscal Year 2025-26



## **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](http://www.sbmtd.gov)

Draft June 3, 2025

# OPERATING & CAPITAL BUDGET

**Santa Barbara Metropolitan Transit District**

**Fiscal Year 2025-2026**

## **Table of Contents**

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Introduction.....	1
Executive Summary.....	3
Transit Service Level .....	4
Operating Budget.....	5
Operating Revenue.....	6
Operating Expenses .....	9
Capital Budget.....	11
Capital Projects.....	11
Capital Revenue .....	12
Retirement Benefit Obligations .....	13
Pension.....	13
Other Post-Employment Benefits (OPEB).....	13
Detailed Budget Tables .....	14

## Introduction

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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 the Pandemic is now in the rear-view mirror, ridership has still not returned to Pre-pandemic levels, however levels continue to increase. The District is entering Fiscal Year (FY) 25-26 with significant Federal, State, and Local contributions into Capital projects and equipment acquisition. These important investments are being leveraged in conjunction with the 2025 Board directed Strategic Plan, to leverage the recommissioning of the Goleta Facility, known as Terminal 2, purchase additional battery electric vehicles, continue the electrification of the fleet, and provide space for the District to operate safely and efficiently in the future. The recommissioning of Terminal 2 will not only reduce route travel time and greenhouse gases, but provides a facility reticent to climatic challenges which will serve the District well during weather events.

During FY 24-25, the Board approved a Fare and Service Equity Policy. Subsequently, the District underwent a public education and outreach campaign regarding a changed Fare Structure, for the first time in over 15 years. Community Surveys and feedback were captured during presentations provided in areas the District serves. This resulted in a Fare Structure Adjustment in FY 25-26, which will impact the budget for the coming and future years.

For the third 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 adding one additional inbound peak trip for the express 24x route, the initiation of The Wave-Microtransit Service in Goleta, and temporary Downtown-Waterfront Shuttle service.

Fuel prices continue to be volatile based on world events. In 2020 the price of Biodiesel Fuel was \$1.65/gallon. In the previous fiscal year contracts for six months were obtained at the prices of \$3.41 and \$2.25 per gallon. In 2024, the District locked in a price of \$2.49/gallon from 1/1/25 through 6/30/26. As a transportation service provider, labor & fuel make up a significant portion of the Operating Expenses (5%). 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 (45%). Santa Barbara County home values have remained consistent and Property Tax Revenues have continued to increase, which represents 6.5% 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.

One variable going into the FY 25-26 are the impacts of Federal Government induced Tarriffs. Increases in parts and supplies budgets to account for possible tariff charges have been included. Some vendors have already begun tariff surcharges. Of greater concern than cost is product availability. The District maintains positive relationships with vendors and suppliers, mainly due to the positive payment histories

and purchasing processes and therefore it is felt that at minimum knowledge of the overall situation will be timely known.

The District's Drivers, Mechanics, Service, Supervisors, and Utility workers are members of the International Brotherhood of Teamsters Union, Local 186. These employees are covered on multiple Collective Bargaining Agreements that will expire on June 30, 2025. Contract negotiations are in process.

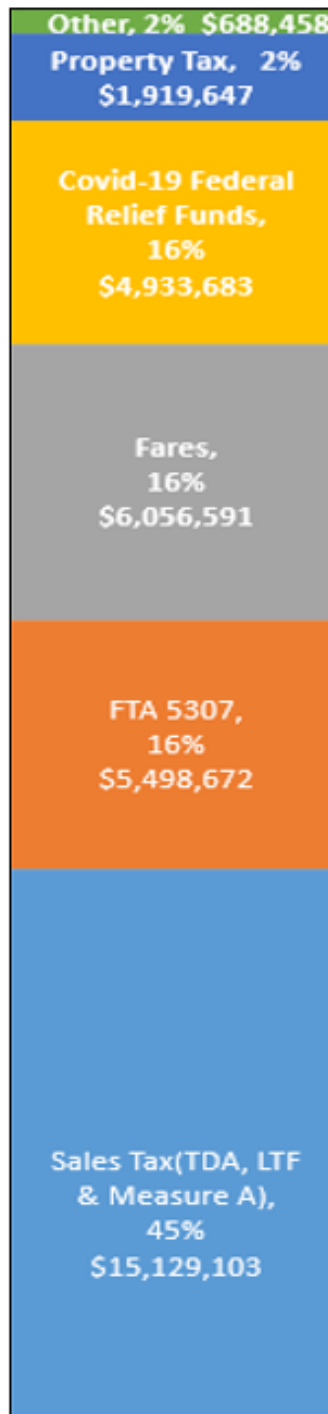
Transitioning the vehicle fleet to Zero Emissions continues to be a high priority. Included in the Capital Budget is the funding and Capital Investment necessary for the Procurement of Electric Battery Bus replacements, Haley Canopy & Facility Electrification Upgrades, as well as Terminal 2 Electrification 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 fiscal year 2027-2028. The previously mentioned Fare adjustment will help to support the District, however with rising costs a balance needs to be reached between revenues and expenses over the next few years.

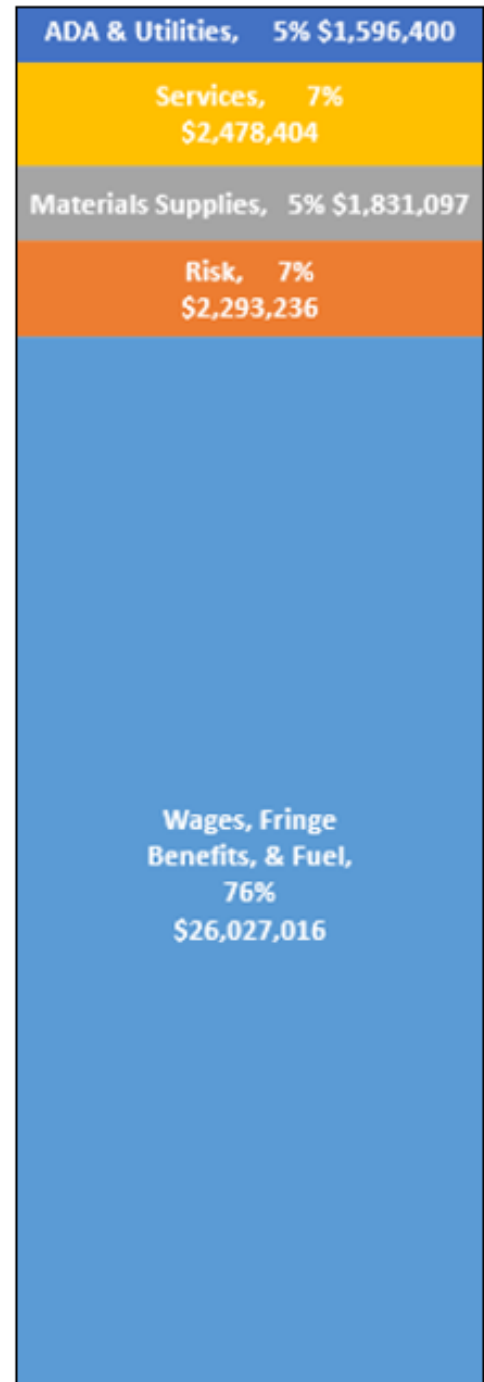
# Executive Summary

## OPERATING BUDGET FY 2025-26

### Income



### Expense

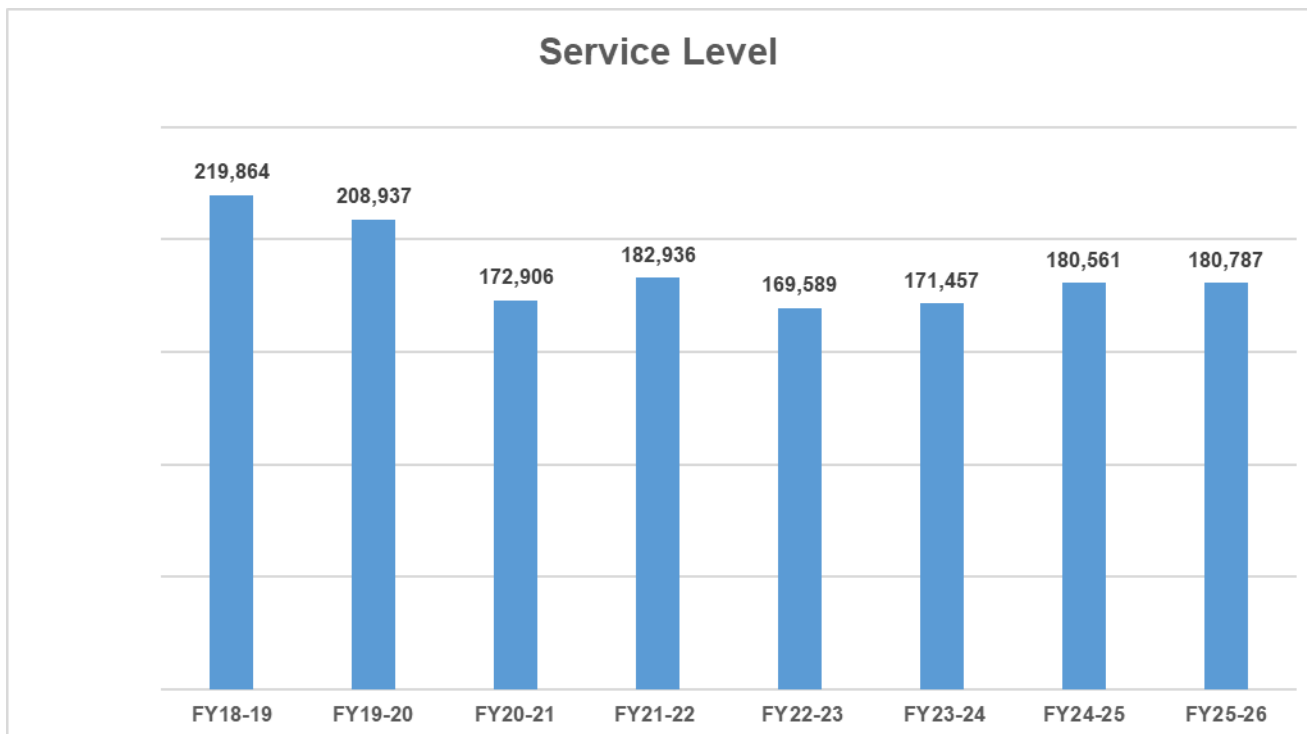


MTD’s proposed operating budget for fiscal year 2025-26 is \$34,226,154 and requires the allocation of \$4,933,683, in federal COVID-19 relief funds to balance. The supplemental federal financial aid was awarded to the district as the federal transit recipient for the Santa Barbara Urbanized Area. The 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 fiscal year 2028-29.

The \$4.8 million, in federal COVID-19 relief funds represents 17% of MTD’s operating revenue for the coming fiscal year. The amount is \$1.5M more than the estimated amount of \$3,832,467, in like funding needed to balance the current operating budget with reductions in expenses due to staff vacancies and fixed fuel contracts reduced the amount of subsidy needed to balance the financial statement in FY24-25.

As in fiscal year 2023-24, financial results for fiscal year 2024-25 reflect a number of vacant positions across departments, however much headway was made in filling positions during the year. The Human Resources and Risk Management Department is now fully staffed for the first time in at least four years. Additionally, MTD entered into a fixed-price fuel contract at \$2.49 per gallon that expires at the end of the fiscal year 2026. The proposed budget for fiscal year 2025-26 assumes that contract price. On a positive note, Sales Tax and Property Tax Revenues are surpassing the FY2024-25 Budget.

### Transit Service Level



The budgeted service level for fiscal year 2025-26 remains significantly below the pre-pandemic agency high of 219,864 revenue hours of service. During FY2023-24, the reduction continues to affect more than a dozen routes. In all, MTD estimates that it will provide 180,581 revenue hours in fiscal year 2024-25, and has budgeted an annual service level of 180,561 for fiscal year 2025-26. The increase of Service

Level hours includes one additional peak time inbound tip on Express Line 24x to better serve passengers at day's end, the Wave Microtransit on demand service in a Goleta region, and the Temporary Downtown-Waterfront Shuttle.

It is important to note that this budget assumes full employment to meet the Service Level projected. 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

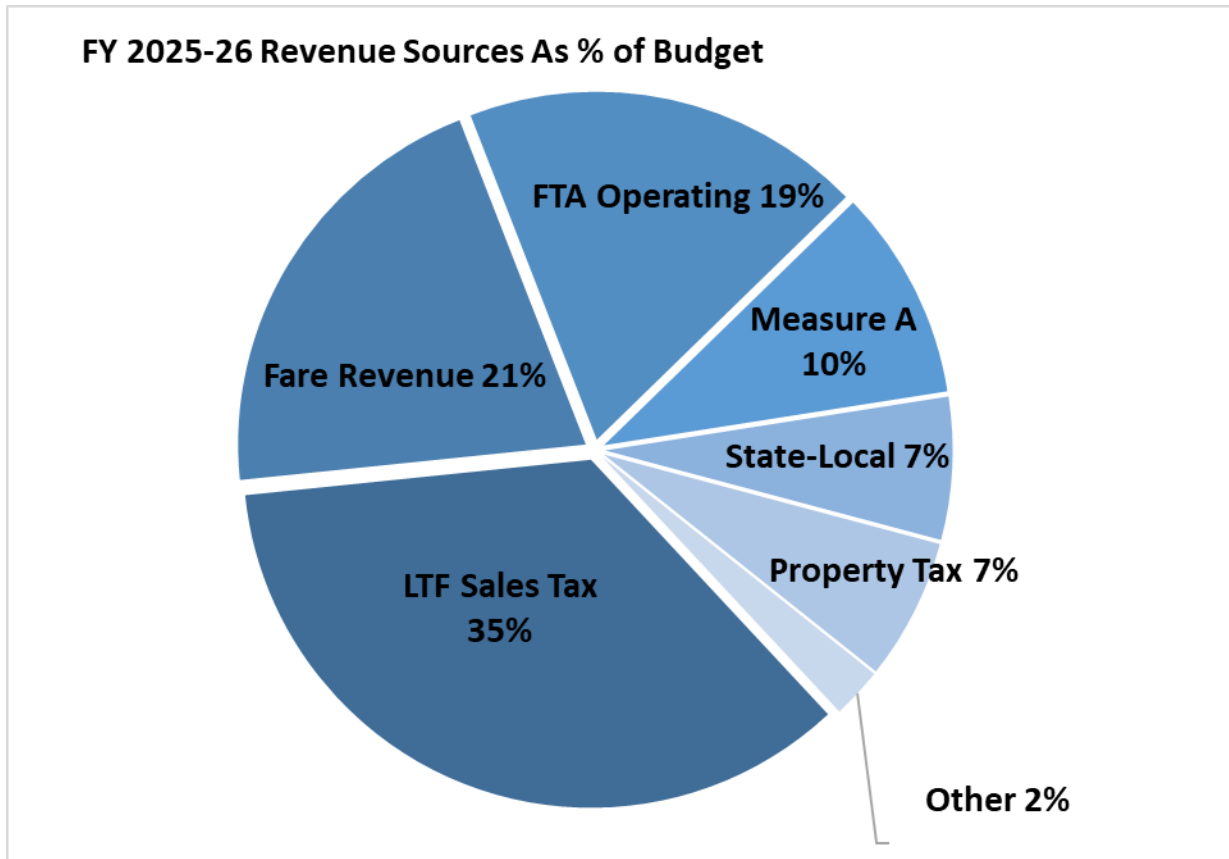
### Operating Summary FY 2025-26

	Draft	Approved		FY 2024-25		Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Budget Change Amount	%	FY 2024-25 Estimate	Amount	%
<b>OPERATING REVENUE</b>							
Fare Revenue	\$6,056,591	\$5,132,575	\$924,016	18%	\$4,871,527	\$1,185,064	24%
Sales Tax Revenue	13,193,783	13,085,145	108,638	1%	12,965,556	228,227	2%
FTA 5307 Operating Assist.	5,448,672	5,193,521	255,151	5%	5,193,521	255,151	5%
Other Federal Assistance	50,000	0	50,000	n/a	33,690	16,310	48%
State & Local Op Assist.	1,935,320	1,874,861	60,459	3%	1,325,064	610,256	46%
Property Tax Revenue	1,919,647	1,801,052	118,595	7%	1,882,007	37,640	2%
Non-Transportation Income	688,458	589,044	99,414	17%	732,701	(44,243)	-6%
<i>Total Operating Revenue</i>	<i>\$29,292,471</i>	<i>\$27,676,198</i>	<i>\$1,616,273</i>	<i>6%</i>	<i>\$27,004,066</i>	<i>\$2,288,405</i>	<i>8%</i>
<b>OPERATING EXPENSES</b>							
Route Operations	\$19,449,206	\$18,368,210	\$1,080,996	6%	\$18,222,734	\$1,226,472	7%
Vehicle Maintenance	7,171,373	7,233,535	(62,163)	-1%	6,151,330	1,020,043	17%
Passenger Accommodations	2,353,904	2,409,335	(55,431)	-2%	1,902,375	451,529	24%
General Overhead	5,251,671	5,073,934	177,736	4%	4,560,096	691,575	15%
<i>Total Operating Expense</i>	<i>\$34,226,154</i>	<i>\$33,085,015</i>	<i>\$1,141,139</i>	<i>3%</i>	<i>\$30,836,535</i>	<i>\$3,389,619</i>	<i>11%</i>
Revenue Less Expenses	(\$4,933,683)	(\$5,408,817)			(\$3,832,468)		
Federal Stimulus Funds	\$4,933,683	\$5,408,817			\$3,832,468		
Net Surplus / (Deficit)	\$0	\$0			\$0		

Overall, the FY2025-26 Operating Budget reflects an increase of 3% over the FY2024-25 Budget. The increase is being driven by escalations in labor and other costs, adjusted for normal inflation. The FY2025-26 figures assume 100% of the MTD staffing. Driver vacancies have been filled and the Human Resources and Risk Management group is currently at full staff levels. Two additional personnel are planned to be hired for assistance with the Compliance, Safety and Administrative requirements under

the regulations of being a large Urbanized Area (UZA), however from a budgetary standpoint the District is not adding additional full-time equivalencies, these positions were already budgeted. As previously stated MTD has a fixed Diesel contract for \$2.49/gallon through June 30, 2026. With increased expenses, the FY2025-26 Budget does reflect an increased amount of federal stimulus funding that will be needed during the period from that which is projected for the FY2024-25 fiscal year time.

## Operating Revenue



The FY25-26 operating revenue budget of \$29.3 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 in accordance with the Fare Adjustment which is scheduled to go into effect August 18, 2025. Adjustments were made for a transition period as well as some minor elasticity, although the District’s experience from the last Fare adjustment did not reflect any significant change in ridership. FY2025-26 Operating Budget includes the fares associated with the increase in service hours, including the Microtransit Service. The anticipated revenues also shift the Fare Revenue to 21% of the District’s total Revenues. The additional service hours cost for Microtransit and the Downtown-Waterfront Shuttle will be funded with grant programs included in State and Local Opportunity Assistance Revenues.

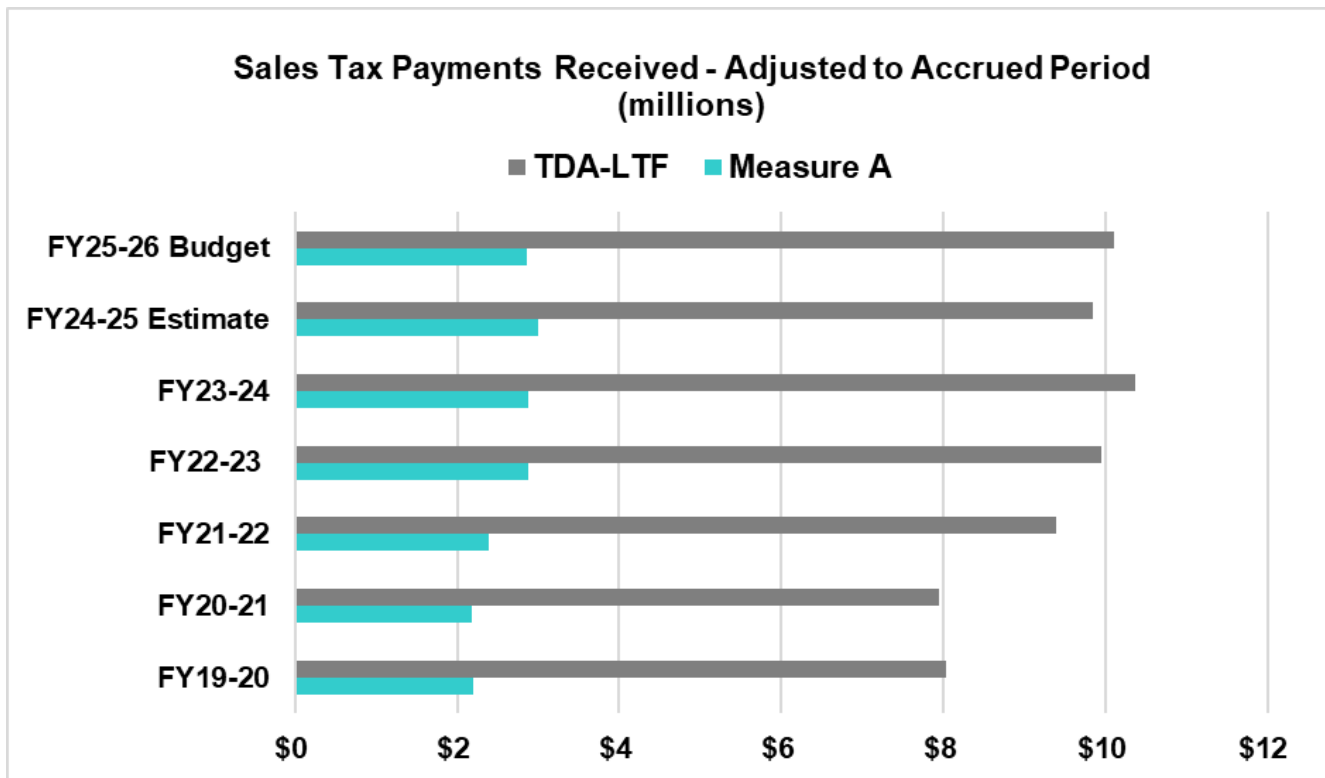
Federal operating assistance is increased from the prior year based on appropriation numbers provided. Section 5307 Federal Operating Assistance is the third-largest source of inflows, accounting for 19% of total operating revenue. FY25-26 federal 5307 operating assistance is budgeted at \$5.4M. As a 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

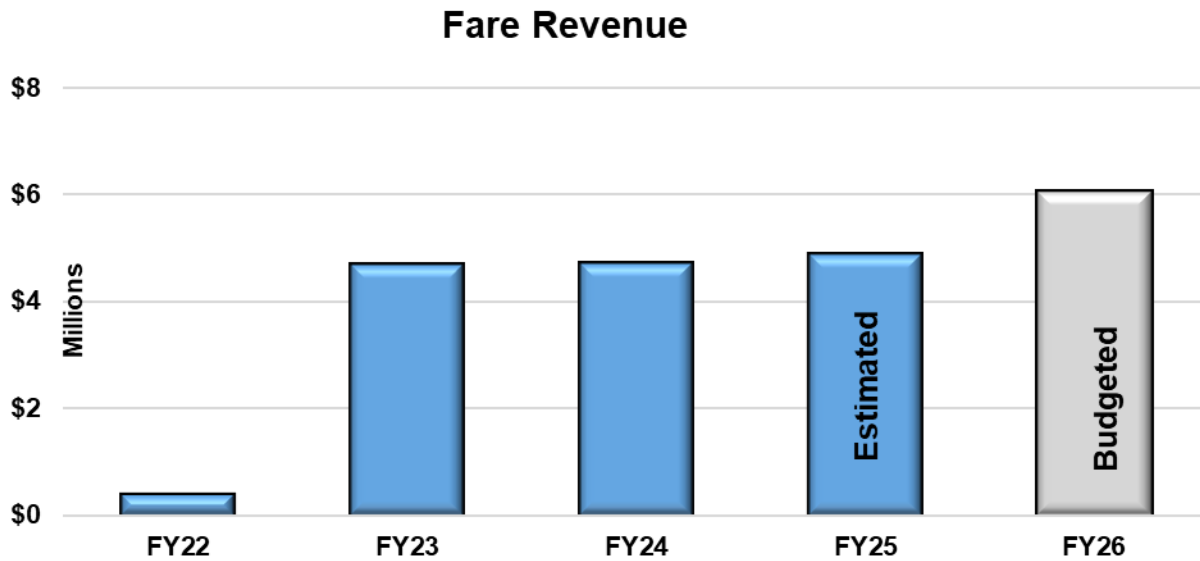
reporting and program requirements, the use of operating funds are subject to specific requirements for large UZAs:

- Continuing to operate between at no more than 75 buses in peak service permits the agency to use 75% 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 sales tax activity, accounting for 45% 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 FY25-26 LTF apportionment is \$10.3 million and the Measure A apportionment is \$2.8 million. Based on actual receipts from FY19-20 to FY25-26 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. Forecasts are these revenues are now to remain fairly flat and budgets have remained conservative.



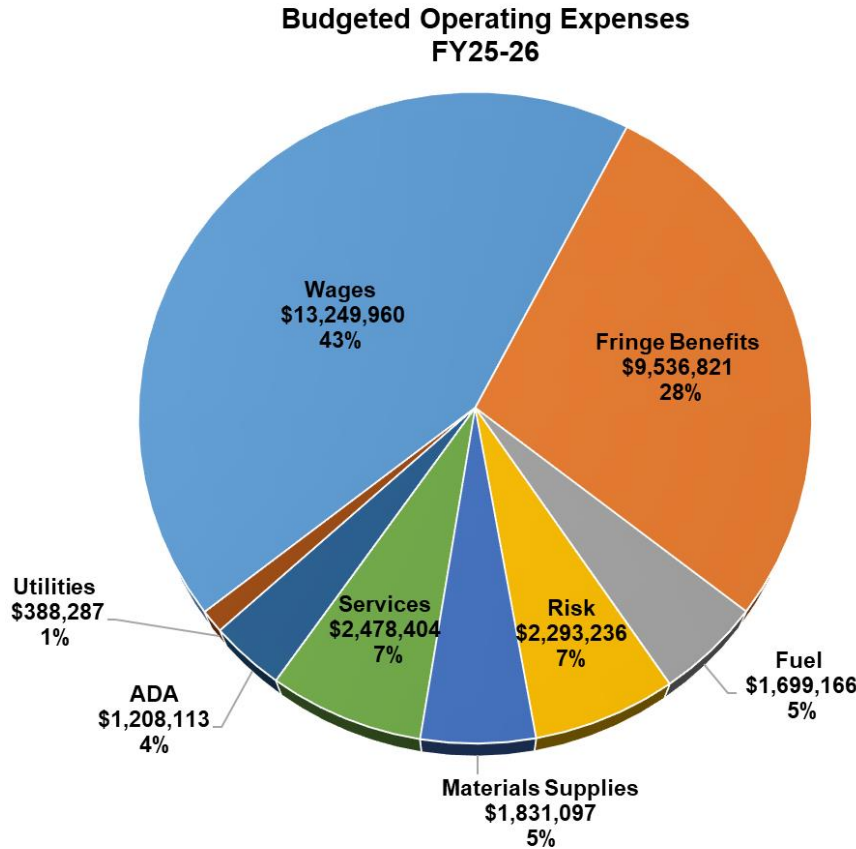


Total fare revenue is budgeted at \$6M for FY25-26, which is an 18% increase over the FY24-25 budget and 24% over the estimate for the year. The growth is budgeted for FY25-26 is directly correlated to the August 2025 Fare Adjustment. As reported the District's previous experience has not demonstrated much elasticity in the ridership subsequent to the previous fare adjustments.

Even with this fare adjustment, the District is still projecting a \$4M need for subsidy. Revenue sources will continue to be explored. The loss of Small Transit Intensive Cities (STIC) funding based on the population increase during the 2020 census resulted in an annual \$3M reduction in Federal Appropriation to MTD. The 2025 fare adjustment will barely cover 1/2 of that loss.

## Operating Expenses

Operating expenses for FY25-26 reflect a budget of \$34 million. Key assumptions include the August service increases, the assumption of full employment, and nominal inflation. The largest item factored into the budget are labor costs. Collective bargaining agreements (CBAs) with the International Brotherhood of Teamsters Union, Local 186, cover 80% of MTD's workforce falls under the CBA terms.

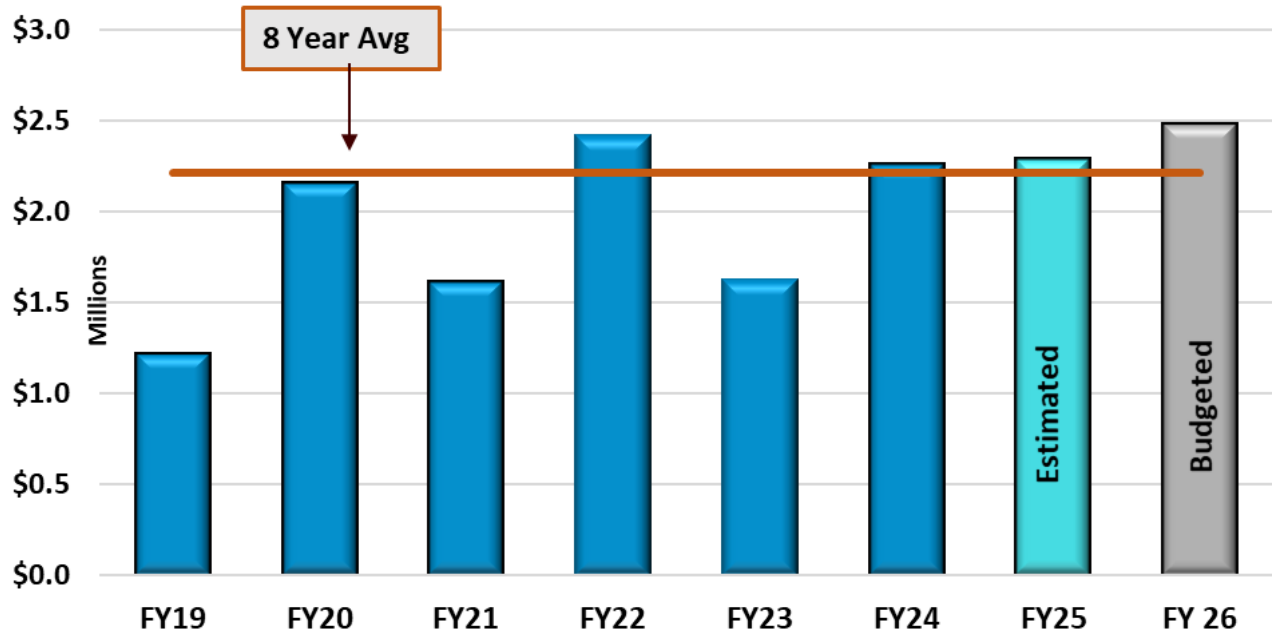


**Human Resources** – Budgeted outlays for wages and fringe benefits total 71% of expenses. The number of drivers is budgeted at 135 FTEs, increased from 131 FTEs in FY24-25. MTD drivers, supervisors, mechanics, and service workers collectively fall under the CBA. Positions have been included to meet 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 FY25-26 risk related expenses total \$2.3 million, Overall costs are increased 8% and represent 7% of MTD's total expenses. Budgeted outlays are in line with the aggregate General liability (GL) and Workers' compensation (WC) eight-year average. Lending to the increased GL costs compared to the FY24-25 estimate was an increase in the recent insurance renewal of approximately 11%. 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 FY25-26 are estimated to be

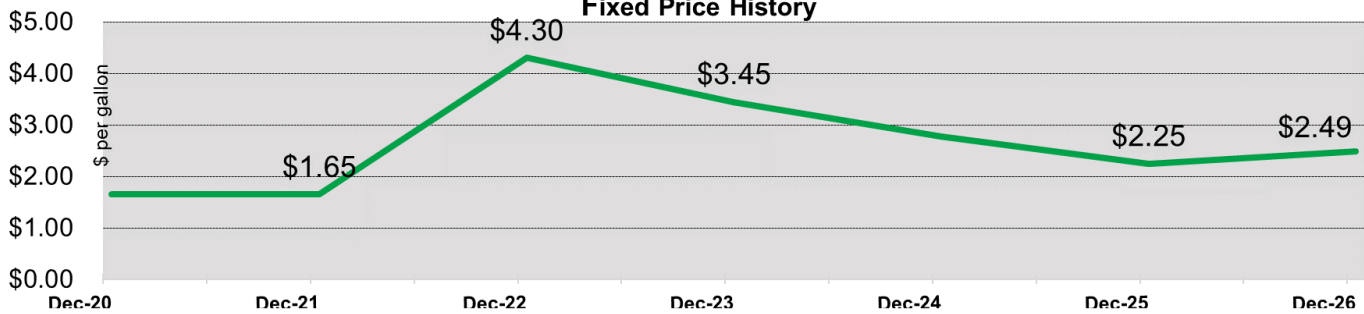
similar to the current year in the 25-26 estimate. Recent catastrophic events in California resulted in some carriers no longer providing coverage in the state and significant rate increase requests of the State Insurance Commissioner. This will be monitored for future budgetary considerations.

### Risk Related Expenses



### 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 June 2026 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, 2026. Projected pricing, based on futures is expected to return to \$2/gallon, however there continues to be volatility in the global marketplace. MTD is continuing to analyze procurement strategies.

# Capital Budget

The capital budget for FY25-26 is \$44.7 million, consisting of \$9 million in new projects and over \$35.7 million in carryover projects from FY24-25. 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)

<u>Project Category</u>	<b>FY 25-26</b>	<b>FY 24-25</b>	<b><u>Variance</u></b>	
	<b>Budget</b>	<b>Budget</b>	<b>Amt</b>	<b>%</b>
Revenue Vehicle Purchases	\$29,709	\$30,502	(\$793)	-3%
Revenue Vehicle Improvements	\$150	271	(121)	-45%
Operating Facilities	\$12,394	10,729	1,665	16%
Passenger Facilities	\$328	275	53	19%
Intelligent Transportation Systems	\$1,230	1,687	(457)	-27%
Information Systems	\$435	215	220	102%
Other Equipment	\$448	450	(2)	0%
<b>Total Capital Projects</b>	<b>\$44,694</b>	<b>\$44,128</b>	<b>\$565</b>	<b>1%</b>

## 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 Battery Electric Microtransit Vans funded by TIRCP.

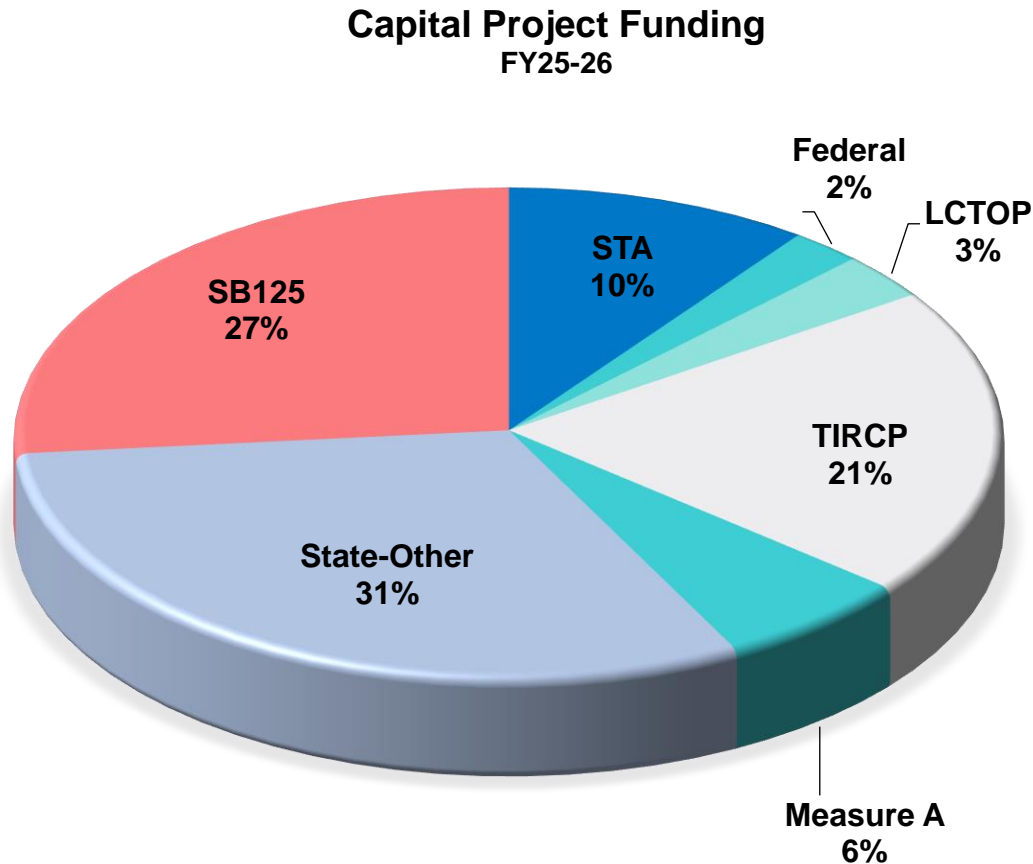
Operating & Passenger Facilities – Terminal 2 recommissioning work for Phase 2 moving towards construction and electrical infrastructure upgrades at Terminal 1 are the primary facility projects. The Terminal 2 improvements will alleviate revenue vehicle storage/electric bus charging constraints at Terminal 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 will be by the end of FY24-25. A Bus Stop Sign Replacement Project is underway. All Bus Stop Signs are expected to be replaced in FY 25-26.

Intelligent Transportation Systems/Information Systems and Other Equipment – The Automated Vehicle Locator (AVL) and Intelligent Transportation System (ITS) will continue to need upgrades. The Contactless Payment support costs are being carried over to FY25-26. The organization Information Technology Systems require Security enhancements to continue protecting the data storage system. Business Software systems are antiquated. Additionally, the District is in a position to replace all desktop computing system as the Windows 10 Operating System will no longer be supported after December 31, 2025. In advance of any security challenges, systems currently running on the Windows 10 Operating System will be replaced. As a business need for efficiency including inter-department integration for reporting and processing, a Business Software Upgrade Project is underway.

Other Equipment – Shop Equipment, Service Vehicles, and Office Equipment & Furniture that have surpassed their useful life will be replaced for safety and efficiency.

## Capital Revenue

The capital budget reflects a combination of carryover funding, new award activity, and funding requests awaiting determination. MTD capital support for FY25-26 is budgeted to stem from several federal, state, and local sources.



**Federal Funds** – The capital budget reflects 2% 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 almost \$4.5 million in STA funding and \$2.8 million in Measure A.

**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. SB 125 includes an accountability program to govern the distribution of these funds, on which there is more detail below.

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– Subsidies from the State of California to support capital needs in FY25-26 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. MTD also expects to receive Santa Barbara County Air Pollution Control District (SBAPCD) funding. 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

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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, 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 2024, the trust is valued at \$1.7 million.

# Detailed Budget Tables

## Operating Summary FY 2025-26

	Draft	Approved		FY 2024-25		Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Budget Change Amount	%	FY 2024-25 Estimate	Amount	%
<b>OPERATING REVENUE</b>							
Fare Revenue	\$6,056,591	\$5,132,575	\$924,016	18%	\$4,871,527	\$1,185,064	24%
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<b>OPERATING EXPENSES</b>							
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Passenger Accommodations	2,353,904	2,409,335	(55,431)	-2%	1,902,375	451,529	24%
General Overhead	5,251,671	5,073,934	177,736	4%	4,560,096	691,575	15%
<i>Total Operating Expense</i>	<i>\$34,226,154</i>	<i>\$33,085,015</i>	<i>\$1,141,139</i>	<i>3%</i>	<i>\$30,836,535</i>	<i>\$3,389,619</i>	<i>11%</i>
Revenue Less Expenses	(\$4,933,683)	(\$5,408,817)			(\$3,832,468)		
Federal Stimulus Funds	\$4,933,683	\$5,408,817			\$3,832,468		
Net Surplus / (Deficit)	\$0	\$0			\$0		

### Operating Revenue Detail FY 2025-26

	Draft	Approved		Budget Change		FY 2024-25	Variance	
	FY 2025-26	FY 2024-25	Amount	%	FY 2024-25	Amount	%	
	Budget	Budget			Estimate			
<i>FAREBOX REVENUE</i>								
Cash Fares & Tokens	\$2,084,080	\$1,569,732	\$514,348	33%	1,628,187	\$455,893	28%	
Wave Fares	\$0	\$0	\$0	n/a	0	0	n/a	
Adult Passes	1,087,020	848,503	238,517	28%	805,196	281,824	35%	
Youth Passes	510,831	432,510	78,321	18%	378,690	132,141	35%	
Senior Passes	253,980	184,191	69,789	38%	188,953	65,027	34%	
Mobility Passes	142,432	112,446	29,986	27%	106,567	35,865	34%	
Day Passes	3,886	4,351	(465)	-11%	3,886	0	0%	
Microtransit Fares	168,545	112,363	56,182	50%	0	168,545	n/a	
Downtown-Waterfront Shuttle	500	67,051	(66,551)	-99%	144	356	247%	
UCSB Contract Fares	1,107,883	1,105,717	2,166	0%	1,076,198	31,685	3%	
SBCC Contract Fares	685,999	685,611	388	0%	638,530	47,469	7%	
Special Event Fares & Amtra	2,200	2,200	0	0%	35,941	(33,741)	-94%	
City My Ride Program	9,235	7,900	1,335	17%	9,235	0	0%	
<i>Subtotal</i>	<i>\$6,056,591</i>	<i>\$5,132,575</i>	<i>\$924,016</i>	<i>18%</i>	<i>\$4,871,527</i>	<i>\$1,185,064</i>	<i>24%</i>	
<i>GRANTS &amp; SUBSIDIES</i>								
LTF Sales Tax Revenue	\$10,327,686	\$10,239,791	\$87,895	1%	\$10,106,379	\$221,307	2%	
FTA 5307 Operating Assist.	5,448,672	5,193,521	255,151	5%	5,193,521	255,151	5%	
Other Federal Assistance	50,000	0	50,000	n/a	33,690	16,310	48%	
Measure A Sales Tax	2,866,097	2,845,354	20,743	1%	2,859,177	6,920	0%	
Other State/Local Subsidies	1,935,320	1,874,861	60,459	3%	1,325,064	610,256	46%	
Property Tax Revenue	1,919,647	1,801,052	118,595	7%	1,882,007	37,640	2%	
<i>Subtotal</i>	<i>\$22,547,422</i>	<i>\$21,954,579</i>	<i>\$592,843</i>	<i>3%</i>	<i>\$21,399,838</i>	<i>\$1,147,584</i>	<i>5%</i>	
<i>OTHER INCOME</i>								
Advertising on Buses	\$473,458	\$397,948	\$75,510	19%	\$473,458	(\$0)	0%	
Interest on Investments	200,000	175,000	25,000	14%	250,317	(50,317)	-20%	
Other Operating Revenue	15,000	16,096	(1,096)	-7%	8,925	6,075	68%	
<i>Subtotal</i>	<i>\$688,458</i>	<i>\$589,044</i>	<i>\$99,414</i>	<i>17%</i>	<i>\$732,701</i>	<i>(\$44,243)</i>	<i>-6%</i>	
<i>Total Operating Revenue</i>	<i>\$29,292,471</i>	<i>\$27,676,198</i>	<i>\$1,616,273</i>	<i>6%</i>	<i>\$27,004,066</i>	<i>\$2,288,405</i>	<i>8%</i>	

### Operating Expense Detail FY 2025-26

	Draft	Approved		FY 2024-25		Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Budget Change Amount	%	FY 2024-25 Estimate	Amount	%
<b>ROUTE OPERATIONS</b>							
Drivers	\$13,204,284	\$12,462,366	\$741,918	6%	\$12,062,217	\$1,142,067	9%
Dispatch & Supervision	1,118,577	958,981	159,596	17%	937,709	180,868	19%
Hiring & Training	654,179	621,051	33,128	5%	918,311	(264,132)	-29%
Risk & Safety	3,264,053	3,156,293	107,760	3%	3,038,544	225,509	7%
Transportation Subsidies	1,208,113	1,169,519	38,594	3%	1,265,953	(57,840)	-5%
<b>Subtotal</b>	<b>\$19,449,206</b>	<b>\$18,368,210</b>	<b>\$1,080,996</b>	<b>6%</b>	<b>\$18,222,734</b>	<b>\$1,226,472</b>	<b>7%</b>
<b>VEHICLE MAINTENANCE</b>							
Mechanics	\$1,691,855	\$1,641,893	\$49,962	3%	\$1,402,734	\$289,121	21%
Cleaners & Fuelers	1,069,853	1,038,039	31,814	3%	749,942	319,911	43%
Supervision	1,078,908	1,192,567	(113,659)	-10%	1,009,022	69,886	7%
Vehicle Consumables	2,274,475	2,433,887	(159,412)	-7%	2,056,672	217,803	11%
Bus Parts & Supplies	814,484	705,000	109,484	16%	669,948	144,536	22%
Vendor Services	45,000	45,000	0	0%	32,022	12,978	41%
Risk & Safety	139,554	137,903	1,651	1%	207,965	(68,411)	-33%
Microtransit	57,244	39,246	17,997	46%	23,025	34,219	149%
<b>Subtotal</b>	<b>\$7,171,373</b>	<b>\$7,233,535</b>	<b>(\$62,163)</b>	<b>-1%</b>	<b>\$6,151,330</b>	<b>\$1,020,043</b>	<b>17%</b>
<b>PASSENGER ACCOMMODATIONS</b>							
Passenger Facilities	\$876,472	\$860,306	\$16,166	2%	\$788,052	\$88,420	11%
Transit Development	428,889	434,000	(5,111)	-1%	321,503	107,386	33%
Marketing & Community Rela	515,940	630,318	(114,378)	-18%	299,024	216,916	73%
Fare Revenue Collection	532,603	484,711	47,892	10%	493,797	38,806	8%
<b>Subtotal</b>	<b>\$2,353,904</b>	<b>\$2,409,335</b>	<b>(\$55,431)</b>	<b>-2%</b>	<b>\$1,902,375</b>	<b>\$451,529</b>	<b>24%</b>
<b>GENERAL OVERHEAD</b>							
Finance	\$949,139	\$913,767	\$35,372	4%	\$920,974	\$28,165	3%
Human Resources	229,032	287,518	(58,486)	-20%	394,314	(165,282)	-42%
Utilities & Communication	388,287	329,149	59,138	18%	310,401	77,886	25%
Operating Facilities	680,169	525,142	155,026	30%	442,932	237,237	54%
District Administration	3,005,044	3,018,358	(13,314)	0%	2,491,475	513,569	21%
<b>Subtotal</b>	<b>\$5,251,671</b>	<b>\$5,073,934</b>	<b>\$177,736</b>	<b>4%</b>	<b>\$4,560,096</b>	<b>\$691,575</b>	<b>15%</b>
<b>Total Operating Expenses</b>	<b>\$34,226,154</b>	<b>\$33,085,015</b>	<b>\$1,141,139</b>	<b>3%</b>	<b>\$30,836,535</b>	<b>\$3,389,619</b>	<b>11%</b>

### Route Operations Detail FY 2025-26

	Draft	Approved		FY 2024-25		Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Budget Change Amount	Budget Change %	Estimate	Amount	%
<b>DRIVERS</b>							
Scheduled	\$7,414,137	\$6,981,841	\$432,296	6%	7,032,315	\$381,822	5%
Scheduled - Wave	179,605	0	179,605	n/a	60	179,545	298585%
Scheduled Overtime	78,765	516,224	(437,459)	-85%	271,270	(192,505)	-71%
Scheduled OT - Wave	197,565	0	197,565	n/a	396	197,169	49763%
Unscheduled Pay	281,108	181,638	99,470	55%	255,134	25,974	10%
Unscheduled - Wave	0	0	0	n/a	0	0	n/a
Driver Lite Duty	1,121	1,067	54	5%	0	1,121	n/a
FICA	679,928	668,927	11,001	2%	655,706	24,222	4%
Pension	905,661	857,287	48,374	6%	778,572	127,089	16%
Health	2,320,110	2,160,756	159,354	7%	2,099,376	220,734	11%
Sick Pay	197,089	188,946	8,143	4%	175,442	21,647	12%
Vacation Pay	595,481	577,600	17,881	3%	485,836	109,645	23%
Holiday Pay	280,669	258,913	21,756	8%	251,270	29,399	12%
Other Pay	39,577	37,914	1,663	4%	37,924	1,653	4%
Unemployment Insuran	15,318	14,753	565	4%	0	15,318	n/a
Uniforms	18,150	16,500	1,650	10%	18,915	(765)	-4%
<i>Drivers Subtotal</i>	<u>\$13,204,284</u>	<u>\$12,462,366</u>	<u>\$741,918</u>	<u>6%</u>	<u>\$12,062,217</u>	<u>\$1,142,067</u>	<u>9%</u>
<b>DISPATCH &amp; SUPERVISION</b>							
Supervisors	\$341,647	\$310,916	\$30,731	10%	\$255,149	\$86,498	34%
Staff	339,748	281,822	57,926	21%	306,755	32,993	11%
FICA	59,839	52,302	7,537	14%	50,664	9,175	18%
Pension	73,697	65,046	8,651	13%	56,598	17,099	30%
Health	201,860	157,129	44,731	28%	149,145	52,715	35%
Sick Pay	14,541	12,678	1,863	15%	27,202	(12,661)	-47%
Vacation Pay	42,505	41,685	820	2%	58,839	(16,334)	-28%
Holiday Pay	28,433	23,655	4,778	20%	20,786	7,647	37%
Other Pay	15,342	12,931	2,411	19%	11,679	3,663	31%
Unemployment Insuran	965	817	148	18%	892	73	8%
<i>Dispatch &amp; Supe. Su</i>	<u>\$1,118,577</u>	<u>\$958,981</u>	<u>\$159,596</u>	<u>17%</u>	<u>\$937,709</u>	<u>\$180,868</u>	<u>19%</u>
<b>HIRING &amp; TRAINING</b>							
Staff	\$101,127	\$91,520	\$9,607	10%	\$97,097	\$4,030	4%
Student Drivers	179,564	173,988	5,576	3%	391,171	(211,607)	-54%
Existing Drivers/Supers	115,116	111,304	3,812	3%	160,620	(45,504)	-28%
FICA	33,863	32,174	1,689	5%	50,313	(16,450)	-33%
Pension	25,721	24,706	1,015	4%	30,436	(4,715)	-15%
Health	95,807	87,488	8,319	10%	96,500	(693)	-1%
Sick Pay	7,361	7,227	134	2%	11,648	(4,287)	-37%
Vacation Pay	23,031	21,420	1,611	8%	21,133	1,898	9%
Holiday Pay	12,015	11,049	966	9%	11,545	470	4%
Other Pay	4,438	4,069	369	9%	4,136	302	7%
Unemployment Insuran	536	506	30	6%	551	(15)	-3%
Medical Exams & Lice	29,100	29,100	0	0%	32,659	(3,559)	-11%
Employment Advertisin	10,000	10,000	0	0%	957	9,043	945%
Training, Travel & Meet	16,500	16,500	0	0%	9,544	6,956	73%
<i>Hiring &amp; Training Sub</i>	<u>\$654,179</u>	<u>\$621,051</u>	<u>\$33,128</u>	<u>5%</u>	<u>\$918,311</u>	<u>(\$264,132)</u>	<u>-29%</u>

### Route Operations Detail FY 2025-26

	Draft	Approved		FY 2024-25		Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Budget Change Amount	Budget Change %	FY 2024-25 Estimate	Variance Amount	Variance %
<i>RISK &amp; SAFETY (cont'd)</i>							
<u>Public Liability</u>							
Professional Services	\$200,731	\$298,210	(\$97,479)	-33%	\$113,816	\$86,915	76%
Insurance	991,417	893,078	98,339	11%	880,232	111,185	13%
Current Year Incident F	95,000	95,000	0	0%	17,752	77,248	435%
Current Year Incident F	130,000	130,000	0	0%	1,172	128,828	#####
Prior Years Incident Pa	75,000	75,000	0	0%	38,556	36,444	95%
Change in Prior Years	(75,000)	(75,000)	0	0%	229,732	(304,732)	-133%
Public Liability Subtot	\$1,417,148	\$1,416,288	\$860	0%	\$1,281,259	\$135,889	11%
<u>Workers' Compensation</u>							
Professional Services	\$311,259	\$309,331	\$1,928	1%	\$252,261	\$58,998	23%
Insurance	250,275	220,825	29,450	13%	215,187	35,088	16%
Current Year Incident F	50,000	50,000	0	0%	29,650	20,350	69%
Current Year Incident F	125,000	125,000	0	0%	90,621	34,379	38%
Prior Years Incident Pa	425,000	425,000	0	0%	239,530	185,470	77%
Change in Prior Years	(425,000)	(425,000)	0	0%	95,979	(520,979)	-543%
Miscellaneous Risk & :	68,870	53,062	15,808	30%	66,078	2,792	4%
Workers' Comp Subtot	\$805,404	\$758,218	47,186	6%	\$989,306	(\$183,902)	-19%
<i>Risk &amp; Safety Subtot</i>	<i>\$3,264,053</i>	<i>\$3,156,293</i>	<i>\$107,760</i>	<i>3%</i>	<i>\$3,038,544</i>	<i>\$225,509</i>	<i>7%</i>
<u>TRANSPORTATION SUBSIDIES</u>							
ADA Paratransit Servic	\$1,208,113	\$1,169,519	\$38,594	3%	\$1,265,953	(\$57,840)	-5%
Microtransit Van Lease	0	0	0	n/a	0	0	n/a
Pandemic-Related Los	0	0	0	n/a	0	0	n/a
Transportation Subsidi	\$1,208,113	\$1,169,519	\$38,594	3%	\$1,265,953	(\$57,840)	-5%
<i>Total Route Operations</i>	<i>\$19,072,036</i>	<i>\$18,368,210</i>	<i>\$703,826</i>	<i>4%</i>	<i>\$18,222,278</i>	<i>\$849,758</i>	<i>5%</i>

### Vehicle Maintenance Detail FY 2025-26

	Draft	Approved			FY 2024-25		Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Budget Change		Estimate	Amount		
			Amount	%			Amount	%
<b>MECHANICS</b>								
Mechanics	\$1,023,605	\$989,399	\$34,206	3%	\$854,628	\$168,977	20%	
Less Mechanic Capital Labr	(38,205)	(36,886)	(1,319)	4%	(82,514)	44,309	-54%	
Mechanics-OT	82,675	80,202	2,473	3%	59,498	23,177	39%	
FICA	94,504	91,488	3,016	3%	80,056	14,448	18%	
Pension	110,495	108,616	1,879	2%	84,321	26,174	31%	
Health	267,338	258,552	8,786	3%	254,852	12,486	5%	
Sick Pay	26,744	25,820	924	4%	35,713	(8,969)	-25%	
Vacation Pay	57,399	57,119	280	0%	58,738	(1,339)	-2%	
Holiday Pay	42,790	41,312	1,478	4%	35,439	7,351	21%	
Other Paid Leave	2,139	2,066	73	4%	2,598	(459)	-18%	
Unemployment Insurance	1,666	1,666	0	0%	1,882	(216)	-11%	
Uniforms	5,305	7,139	(1,834)	-26%	4,565	740	16%	
Tool Allowance	15,400	15,400	0	0%	12,958	2,442	19%	
<i>Mechanics Subtotal</i>	<u>\$1,691,855</u>	<u>\$1,641,893</u>	<u>\$49,962</u>	<u>3%</u>	<u>\$1,402,734</u>	<u>\$289,121</u>	<u>21%</u>	
<b>CLEANERS &amp; FUELERS</b>								
Service Workers	\$600,575	\$579,177	\$21,398	4%	\$408,405	\$192,170	47%	
FICA	52,911	51,289	1,622	3%	35,990	16,921	47%	
Pension	85,604	84,148	1,456	2%	52,666	32,938	63%	
Health	229,147	221,616	7,531	3%	181,471	47,676	26%	
Sick Pay	20,747	20,105	642	3%	10,724	10,023	93%	
Vacation Pay	43,681	45,342	(1,661)	-4%	35,875	7,806	22%	
Holiday Pay	25,021	24,246	775	3%	17,086	7,935	46%	
Other Paid Leave	1,627	1,576	51	3%	0	1,627	n/a	
Unemployment Insurance	1,456	1,456	0	0%	1,196	260	22%	
Uniforms	4,855	4,855	0	0%	2,805	2,050	73%	
Medical Exams & License f	4,229	4,229	0	0%	3,724	505	14%	
<i>Cleaners &amp; Fuelers Subto</i>	<u>\$1,069,853</u>	<u>\$1,038,039</u>	<u>\$31,814</u>	<u>3%</u>	<u>\$749,942</u>	<u>\$319,911</u>	<u>43%</u>	
<b>SUPERVISION</b>								
Staff	\$628,205	\$711,477	(\$83,272)	-12%	\$600,199	\$28,006	5%	
FICA	54,362	61,606	(7,244)	-12%	52,505	1,857	4%	
Pension	71,062	80,170	(9,108)	-11%	66,404	4,658	7%	
Health	222,775	230,279	(7,504)	-3%	180,144	42,631	24%	
Sick Pay	11,876	15,396	(3,520)	-23%	16,092	(4,216)	-26%	
Vacation Pay	39,661	38,399	1,262	3%	37,756	1,905	5%	
Holiday Pay	23,751	30,792	(7,041)	-23%	24,894	(1,143)	-5%	
Other Paid Leave	11,442	13,555	(2,113)	-16%	15,636	(4,194)	-27%	
Unemployment Insurance	774	893	(119)	-13%	890	(116)	-13%	
Training, Travel & Meetings	15,000	10,000	5,000	50%	14,501	499	3%	
<i>Supervision Subtotal</i>	<u>\$1,078,908</u>	<u>\$1,192,567</u>	<u>(\$113,659)</u>	<u>-10%</u>	<u>\$1,009,022</u>	<u>\$69,886</u>	<u>7%</u>	

### Vehicle Maintenance Detail FY 2025-26

	Draft	Approved		Budget Change		FY 2024-25 Estimate	Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Amount	%	Amount		%	
<b>VEHICLE CONSUMABLES</b>								
Bus Fuel	\$1,699,166	\$1,974,117	(\$274,951)	-14%	\$1,574,705	\$124,461	8%	
Fuel - Wave	24,200	0	24,200	n/a	0	24,200	n/a	
Oil & Lubricants	197,642	197,642	0	0%	179,351	18,291	10%	
Lubes - Wave	1,000	0	1,000	n/a	0	1,000	n/a	
Electric Vehicle Power	169,984	89,782	80,202	89%	132,945	37,039	28%	
EV Power - Wave	5,000	0	5,000	n/a	0	5,000	n/a	
Tire Lease	153,564	156,098	(2,534)	-2%	151,302	2,262	1%	
Tires - Wave	5,000	0	5,000	n/a	0	5,000	n/a	
Tire Mounting	18,919	16,248	2,671	16%	18,368	551	3%	
<i>Vehicle Consumables Subtotal</i>	<u>\$2,274,475</u>	<u>\$2,433,887</u>	<u>(\$159,412)</u>	<u>-7%</u>	<u>\$2,056,672</u>	<u>\$217,803</u>	<u>11%</u>	
<b>VEHICLE PARTS &amp; SUPPLIES</b>								
Bus Parts Issued	\$675,000	\$600,000	\$75,000	13%	\$579,460	\$95,540	16%	
Vehicle Parts - Wave	25,000	0	25,000	n/a	0	25,000	n/a	
Shop Supplies	74,484	70,000	4,484	6%	61,114	13,370	22%	
Bus Servicing Supplies	15,000	10,000	5,000	50%	14,027	973	7%	
Hazmat Disposal & Compliance	25,000	25,000	0	0%	15,347	9,653	63%	
<i>Veh. Parts &amp; Supplies Subtotal</i>	<u>\$814,484</u>	<u>\$705,000</u>	<u>\$109,484</u>	<u>16%</u>	<u>\$669,948</u>	<u>\$144,536</u>	<u>22%</u>	
<b>VENDOR BUS REPAIRS</b>								
Vandalism Repairs	\$5,000	\$5,000	\$0	0%	\$128	\$4,872	3817%	
Accident Damage Repairs	5,000	5,000	0	0%	5,667	(667)	-12%	
Accident Claim Collections	(10,000)	(10,000)	0	0%	(2,058)	(7,942)	386%	
Other Vendor Repairs	45,000	45,000	0	0%	28,286	16,714	59%	
<i>Vendor Bus Repairs Subtotal</i>	<u>\$45,000</u>	<u>\$45,000</u>	<u>\$0</u>	<u>0%</u>	<u>\$32,022</u>	<u>\$12,978</u>	<u>41%</u>	
<b>RISK &amp; SAFETY</b>								
Workers' Comp Services	\$16,382	\$16,281	\$101	1%	\$43,267	(\$26,885)	-62%	
Workers' Comp Insurance	13,172	11,622	1,550	13%	11,313	1,859	16%	
Current Year Incident Payout	10,000	10,000	0	0%	0	10,000	n/a	
Current Year Incident Reserve	25,000	25,000	0	0%	0	25,000	n/a	
Prior Years Incident Payout	50,000	50,000	0	0%	83,465	(33,465)	-40%	
Change in Prior Years Reserve	25,000	25,000	0	0%	69,921	(44,921)	-64%	
<i>Risk &amp; Safety Subtotal</i>	<u>\$139,554</u>	<u>\$137,903</u>	<u>\$1,651</u>	<u>1%</u>	<u>\$207,965</u>	<u>(\$68,411)</u>	<u>-33%</u>	
<b>MICROTRANSIT</b>								
Microtransit Services	\$38,601	\$20,604	\$17,997	87%	\$21,443	\$17,159	80%	
Microtransit Materials	18,642	18,642	0	0%	1,582	17,060	1078%	
<i>Microtransit Subtotal</i>	<u>\$57,244</u>	<u>\$39,246</u>	<u>\$17,997</u>	<u>46%</u>	<u>\$23,025</u>	<u>\$34,219</u>	<u>149%</u>	
<b>Total Vehicle Maintenance</b>	<u><b>\$7,171,373</b></u>	<u><b>\$7,233,535</b></u>	<u><b>(\$62,163)</b></u>	<u><b>-1%</b></u>	<u><b>\$6,151,330</b></u>	<u><b>\$1,020,043</b></u>	<u><b>17%</b></u>	

## Passenger Accommodations Detail FY 2025-26

	Draft	Approved		Budget Change		FY 2024-25	Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Amount	%	Estimate	Amount	%	
<b>PASSENGER FACILITIES</b>								
<u>Wages &amp; Benefits</u>								
Supervisors	\$256,495	\$268,655	(\$12,160)	-5%	\$224,465	\$32,030	14%	
TC Advisors	118,056	111,314	6,742	6%	105,052	13,004	12%	
Bus Stop Maintenance	53,880	46,178	7,702	17%	51,032	2,848	6%	
FICA	37,634	37,433	201	1%	33,823	3,811	11%	
Pension	44,172	33,639	10,533	31%	35,267	8,905	25%	
Health	150,813	150,117	696	0%	138,366	12,447	9%	
Sick Pay	15,272	15,428	(156)	-1%	9,223	6,049	66%	
Vacation Pay	23,964	23,209	755	3%	29,585	(5,621)	-19%	
Holiday Pay	17,631	17,822	(191)	-1%	13,951	3,680	26%	
Other Paid Leave	6,652	6,714	(62)	-1%	6,147	505	8%	
Unemployment Insurance	903	933	(30)	-3%	862	41	5%	
Wages & Benefits Subtotal	\$725,472	\$711,442	\$14,030	2%	\$647,773	\$77,699	12%	
<u>Buildings &amp; Grounds</u>								
TC Contract Maintenance	\$113,000	\$113,000	\$0	0%	\$107,630	\$5,370	5%	
TC Repairs/Supplies	7,500	7,500	0	0%	8,810	(1,310)	-15%	
Bus Stop Repairs/Supplies	7,000	7,000	0	0%	2,344	4,656	199%	
TC Property Insurance	23,500	21,364	2,136	10%	21,496	2,004	9%	
Buildings & Grounds Subtotal	\$151,000	\$148,864	\$2,136	1%	\$140,279	\$10,721	8%	
<i>Passenger Facilities Subtotal</i>	<u>\$876,472</u>	<u>\$860,306</u>	<u>\$16,166</u>	2%	<u>\$788,052</u>	<u>\$88,420</u>	11%	
<b>TRANSIT DEVELOPMENT</b>								
Staff	\$253,574	\$266,385	(\$12,811)	-5%	\$190,174	\$63,400	33%	
FICA	21,984	23,369	(1,385)	-6%	17,412	4,572	26%	
Pension	28,737	30,547	(1,810)	-6%	22,843	5,894	26%	
Health	80,438	69,692	10,746	15%	47,401	33,037	70%	
Sick Pay	6,632	9,399	(2,767)	-29%	8,303	(1,671)	-20%	
Vacation Pay	14,836	12,214	2,622	21%	14,405	431	3%	
Holiday Pay	8,290	11,749	(3,459)	-29%	8,166	124	2%	
Other Paid Leave	4,041	5,728	(1,687)	-29%	7,246	(3,205)	-44%	
Unemployment Insurance	357	417	(60)	-14%	354	3	1%	
Training, Travel & Meetings	8,500	3,000	5,500	183%	5,198	3,302	64%	
Planning Services & Supplies	1,500	1,500	0	0%	0	1,500	n/a	
<i>Transit Development Subtotal</i>	<u>\$428,889</u>	<u>\$434,000</u>	<u>(\$5,111)</u>	-1%	<u>\$321,503</u>	<u>\$107,386</u>	33%	
<b>MARKETING &amp; COMMUNITY RELATIONS</b>								
<u>Wages &amp; Benefits</u>								
Staff	\$189,400	\$246,164	(\$56,764)	-23%	\$109,921	\$79,479	72%	
FICA	16,053	21,330	(5,277)	-25%	10,082	5,971	59%	
Pension	20,984	27,882	(6,898)	-25%	13,410	7,574	56%	
Health	63,726	86,216	(22,490)	-26%	36,169	27,557	76%	
Sick Pay	4,446	5,644	(1,198)	-21%	3,303	1,143	35%	
Vacation Pay	8,873	15,552	(6,679)	-43%	11,592	(2,719)	-23%	
Holiday Pay	5,641	0	5,641	n/a	7,440	(1,799)	-24%	
Other Paid Leave	1,479	2,958	(1,479)	-50%	2,687	(1,208)	-45%	
Unemployment Insurance	238	417	(179)	-43%	277	(39)	-14%	
Wages & Benefits Subtotal	\$310,840	\$406,163	(\$95,323)	-23%	\$194,882	\$115,958	60%	

## Passenger Accommodations Detail FY 2025-26

	Draft	Approved		FY 2024-25		Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Budget Change Amount	Budget Change %	FY 2024-25 Estimate	Variance Amount	Variance %
<b>MARKETING &amp; COMMUNITY RELATIONS (cont'd)</b>							
<u>Outside Services</u>							
Media Ad Placement	80,000	80,000	0	0%	22,164	57,836	261%
Brochures & Publications	10,000	6,000	4,000	67%	5,754	4,246	74%
Market Research	2,500	2,500	0	0%	13,521	(11,021)	-82%
Promotional Giveaways	12,000	6,000	6,000	100%	8,837	3,163	36%
Other Promotions	47,600	47,600	0	0%	5,603	41,997	750%
Route Schedules & Information	50,000	79,055	(29,055)	-37%	46,557	3,443	7%
Training, Travel & Meetings	3,000	3,000	0	0%	1,707	1,293	76%
Outside Services Subtotal	\$205,100	\$224,155	(\$19,055)	-9%	\$104,142	\$100,958	97%
<i>Marketing &amp; Comm. Relations</i>	<u>\$515,940</u>	<u>\$630,318</u>	<u>(\$114,378)</u>	-18%	<u>\$299,024</u>	<u>\$216,916</u>	73%
<b>FARE REVENUE COLLECTION</b>							
<u>Wages &amp; Benefits</u>							
Staff	\$159,044	\$153,545	\$5,499	4%	\$187,404	(\$28,360)	-15%
FICA	14,882	14,367	515	4%	17,686	(2,804)	-16%
Pension	19,453	18,781	672	4%	23,340	(3,887)	-17%
Health	88,496	85,096	3,400	4%	75,877	12,619	17%
Sick Pay	7,098	6,853	245	4%	11,151	(4,053)	-36%
Vacation Pay	17,745	17,132	613	4%	18,384	(639)	-3%
Holiday Pay	7,098	6,853	245	4%	9,993	(2,895)	-29%
Other Paid Leave	3,549	3,426	123	4%	8,345	(4,796)	-57%
Unemployment Insurance	238	238	0	0%	269	(31)	-11%
Wages & Benefits Subtotal	\$317,603	\$306,291	\$11,312	4%	\$352,449	(\$34,846)	-10%
<u>Outside Services</u>							
Bank Processing Fees	\$100,000	\$88,420	\$11,580	13%	\$71,790	\$28,210	39%
Farebox Parts & Repairs	50,000	50,000	0	0%	28,162	21,838	78%
Tickets, Tokens & Transfers	65,000	40,000	25,000	63%	41,396	23,604	57%
Outside Services Subtotal	\$215,000	\$178,420	\$36,580	21%	\$141,348	\$73,652	52%
<i>Fare Revenue Collection Sbtl</i>	<u>\$532,603</u>	<u>\$484,711</u>	<u>\$47,892</u>	10%	<u>\$493,797</u>	<u>\$38,806</u>	8%
<b>Total Pssnger Accommodations</b>	<u>\$2,353,904</u>	<u>\$2,409,335</u>	<u>(\$55,431)</u>	-2%	<u>\$1,902,375</u>	<u>\$451,529</u>	24%

### General Overhead Detail FY 2025-26

	Draft	Approved		FY 2024-25		Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Budget Change Amount	Budget Change %	FY 2024-25 Estimate	Variance Amount	Variance %
<b>FINANCE</b>							
Staff	\$489,556	\$474,615	\$14,941	3%	\$476,100	\$13,456	3%
FICA	42,413	40,943	1,470	4%	41,270	1,143	3%
Pension	55,442	53,520	1,922	4%	54,404	1,038	2%
Health	228,324	219,557	8,767	4%	212,141	16,183	8%
Sick Pay	4,232	4,086	146	4%	5,857	(1,625)	-28%
Vacation Pay	33,116	29,943	3,173	11%	36,022	(2,906)	-8%
Holiday Pay	21,162	20,429	733	4%	20,243	919	5%
Other Paid Leave	6,349	6,129	220	4%	6,859	(510)	-7%
Unemployment Insurance	655	655	0	0%	1,357	(702)	-52%
Financial Audit Services	67,890	63,890	4,000	6%	66,720	1,170	2%
<i>Finance Subtotal</i>	<u>\$949,139</u>	<u>\$913,767</u>	<u>\$35,372</u>	<u>4%</u>	<u>\$920,974</u>	<u>\$28,165</u>	<u>3%</u>
<b>HUMAN RESOURCES</b>							
Staff	\$106,832	\$121,900	(\$15,068)	-12%	\$231,930	(\$125,098)	-54%
FICA	9,612	11,892	(2,280)	-19%	20,476	(10,864)	-53%
Pension	12,565	15,545	(2,980)	-19%	16,168	(3,603)	-22%
Health	80,906	104,157	(23,251)	-22%	88,033	(7,127)	-8%
Sick Pay	1,711	3,728	(2,017)	-54%	8,742	(7,031)	-80%
Vacation Pay	9,124	12,425	(3,301)	-27%	10,944	(1,820)	-17%
Holiday Pay	5,703	12,425	(6,722)	-54%	9,577	(3,874)	-40%
Other Paid Leave	2,281	4,970	(2,689)	-54%	7,597	(5,316)	-70%
Unemployment Insurance	298	476	(178)	-37%	849	(551)	-65%
<i>Personnel Subtotal</i>	<u>\$229,032</u>	<u>\$287,518</u>	<u>(\$58,486)</u>	<u>-20%</u>	<u>\$394,314</u>	<u>(\$165,282)</u>	<u>-42%</u>
<b>UTILITIES</b>							
Phone & Data Communications	\$105,078	\$83,986	\$21,092	25%	\$80,620	\$24,458	30%
Power, Water & Refuse	254,000	218,000	36,000	17%	203,117	50,883	25%
Two-Way Radios	29,209	27,163	2,046	8%	26,664	2,545	10%
<i>Utilities Subtotal</i>	<u>\$388,287</u>	<u>\$329,149</u>	<u>\$59,138</u>	<u>18%</u>	<u>\$310,401</u>	<u>\$77,886</u>	<u>25%</u>
<b>OPERATING FACILITIES</b>							
<u>Wages &amp; Benefits</u>							
Staff	\$68,858	\$69,129	(\$271)	0%	\$70,331	(\$1,473)	-2%
FICA	6,232	6,256	(24)	0%	6,657	(425)	-6%
Pension	8,146	8,178	(32)	0%	8,755	(609)	-7%
Health	16,712	16,063	649	4%	15,534	1,178	8%
Sick Pay	922	926	(4)	0%	3,276	(2,354)	-72%
Vacation Pay	7,685	7,715	(30)	0%	1,413	6,272	444%
Holiday Pay	3,074	3,086	(12)	0%	3,066	8	0%
Other Paid Leave	922	926	(4)	0%	2,010	(1,088)	-54%
Unemployment Insurance	119	119	0	0%	246	(127)	-52%
<i>Wages &amp; Benefits Subtotal</i>	<u>\$112,670</u>	<u>\$112,398</u>	<u>\$272</u>	<u>0%</u>	<u>\$111,287</u>	<u>\$1,383</u>	<u>1%</u>

### General Overhead Detail FY 2025-26

	Draft	Approved		FY 2024-25		Variance	
	FY 2025-26 Budget	FY 2024-25 Budget	Budget Change Amount	Budget Change %	FY 2024-25 Estimate	Variance Amount	Variance %
<i>OPERATING FACILITIES (cont'd)</i>							
<u>Service Vehicles</u>							
Parts & Repairs	\$15,000	\$15,000	\$0	0%	\$19,314	(\$4,314)	-22%
Fuel	65,000	65,000	0	0%	35,070	29,930	85%
Service Vehicles Subtotal	\$80,000	\$80,000	\$0	0%	\$54,384	\$25,616	47%
<u>Buildings &amp; Grounds</u>							
Contract Maintenance	\$121,380	\$119,000	\$2,380	2%	\$111,682	\$9,698	9%
Overpass Site Maintenance	150,500	10,000	140,500	1405%	580	149,920	25862%
B&G Repairs/Supplies	85,000	85,000	0	0%	50,744	34,257	68%
Property Insurance	130,619	118,744	11,874	10%	114,256	16,362	14%
Buildings & Grounds Subtotal	\$487,499	\$332,744	\$154,754	47%	\$277,261	\$210,238	76%
<i>Operating Facilities Subtotal</i>	<u>\$680,169</u>	<u>\$525,142</u>	<u>\$155,026</u>	30%	<u>\$442,932</u>	<u>\$237,237</u>	54%
<i>DISTRICT ADMINISTRATION</i>							
<u>Wages &amp; Benefits</u>							
Staff	\$897,460	\$950,227	(\$52,767)	-6%	\$758,867	\$138,593	18%
FICA	77,535	82,891	(5,356)	-6%	61,290	16,245	27%
Pension	122,860	129,409	(6,549)	-5%	82,114	40,746	50%
Health	241,119	257,793	(16,674)	-6%	170,290	70,829	42%
Sick Pay	12,094	13,269	(1,175)	-9%	3,928	8,166	208%
Vacation Pay	53,581	61,992	(8,411)	-14%	63,240	(9,659)	-15%
Holiday Pay	34,750	40,654	(5,904)	-15%	30,718	4,032	13%
Other Paid Leave	10,641	12,404	(1,763)	-14%	64,356	(53,715)	-83%
Unemployment Insurance	927	1,046	(119)	-11%	1,140	(213)	-19%
Wages & Benefits Subtotal	\$1,450,967	\$1,549,685	(\$98,718)	-6%	\$1,235,942	\$215,025	17%
<u>Administrative Services</u>							
Directors Fees	\$10,080	\$10,080	\$0	0%	\$6,696	\$3,384	51%
Public Officials Insurance	128,977	128,977	0	0%	115,631	13,346	12%
Legal Counsel	75,000	75,000	0	0%	23,507	51,493	219%
Pension Administration	1,000	1,000	0	0%	0	1,000	n/a
Software Licenses & Equip Mair	715,617	541,739	173,878	32%	595,309	120,308	20%
Miscellaneous Services	232,750	131,183	101,567	77%	147,806	84,944	57%
Office & Computer Supplies	72,000	60,000	12,000	20%	53,684	18,316	34%
Dues & Subscriptions	58,121	52,952	5,169	10%	52,096	6,025	12%
Conferences, Meetings, Training	25,000	20,000	5,000	25%	23,513	1,487	6%
Employee Relations	48,960	48,000	960	2%	34,414	14,546	42%
Retiree Health Insurance	96,800	89,970	6,830	8%	92,276	4,524	5%
Mandated Fees & Permits	42,272	42,272	0	0%	32,954	9,318	28%
Misc. Expenses & Losses	15,000	15,000	0	0%	15,807	(807)	-5%
Bad Debts	2,500	2,500	0	0%	0	2,500	n/a
Covid-19 Expenses	0	250,000	(250,000)	-100%	750	(750)	-100%
Interest Expense - GASB96	0	0	0	n/a	(4,040)	4,040	-100%
Subscription Amortization Exper	30,000	0	30,000	n/a	65,130	(35,130)	-54%
Admin. Services Subtotal	\$1,554,077	\$1,468,673	\$85,404	6%	\$1,255,532	\$298,545	24%
<i>District Admin. Subtotal</i>	<u>\$3,005,044</u>	<u>\$3,018,358</u>	<u>(\$13,314)</u>	0%	<u>\$2,491,475</u>	<u>\$513,569</u>	21%
<i>Total General Overhead</i>	<u>\$5,251,671</u>	<u>\$5,073,934</u>	<u>\$177,736</u>	4%	<u>\$4,560,096</u>	<u>\$691,575</u>	15%

### Capital Budget Detail

FY 2025-26

	Total FY 2025-26 Budget	=	New FY 2025-26 Projects	+	Carryover FY 2024-25 Projects	Approved FY 2024-25 Budget
<i>REVENUE VEHICLE PURCHASES</i>						
40' Electric Buses (8 TIRCP Carryover)	14,596,882		\$0		\$14,596,882	\$14,596,832
40' Electric Buses(9 FY22 carryover)	0					\$0
40' Electric Buses (8 FY24 101 Cong)	14,038,789		\$0		\$14,038,789	\$14,038,789
30' Electric Capital Lease (6)	365,008		\$365,008		\$0	\$365,008
Microtransit Vans (3)	708,306		\$0		\$708,306	\$708,306
Microtransit Vans (5)	0		\$0		\$0	\$594,863
Paratransit Vans (4) now (3)	0		\$0		\$0	\$198,285
Subtotal	\$29,708,985		\$365,008		\$29,343,977	\$30,502,083
<i>REVENUE VEHICLE IMPROVEMENTS</i>						
Fleet Renewal Campaign	\$0		\$0		\$0	\$0
COVID-19 Safety Improvements	0		\$0		\$0	\$0
3-Position Bike Racks	0		\$0		\$0	\$170,823
Ongoing Component Replacements	150,000		\$150,000		\$0	\$100,000
Subtotal	\$150,000		\$150,000		\$0	\$270,823
<i>OPERATING FACILITIES</i>						
T2 Facility Improvements - Phase I	\$0		\$0		\$0	\$4,759,666
T2 Facility Improvements - Phase II	\$5,421,816		\$5,000,000		\$421,816	\$1,177,580
T1 Facility Improvements(SGR)	\$2,300,000		\$600,000		\$1,700,000	\$1,775,000
Charge Ready Bridge-Electric Bus Infrastruc	\$0		\$0		\$0	\$500,000
T1 Shop & Haley Driveway	\$2,628,125		\$694,616		\$1,933,509	\$1,933,509
Haley Canopy & Facility Electrification Upgr	\$1,993,866		\$1,461,066		\$532,800	\$532,800
CEC Blueprint Project	\$0		\$0		\$0	\$0
Calle Real Development	\$50,000		\$50,000		\$0	\$50,000
Subtotal	\$12,393,806		\$7,805,682		\$4,588,126	\$10,728,555
<i>PASSENGER FACILITIES</i>						
Passenger Facility Improvements	\$28,000		\$28,000		\$0	\$25,000
Bus Stop Improvements	300,000		\$50,000		\$250,000	\$250,000
Subtotal	\$328,000		\$78,000		\$250,000	\$275,000
<i>INTELLIGENT TRANSPORTATION SYS.</i>						
AVL & ITS Systems	\$100,000		\$100,000		\$0	\$250,000
LYT Transit Signal Priority	\$68,000		\$50,000		\$18,000	\$250,000
Contactless Fare Payment System	1,061,747		\$0		\$1,061,747	\$1,186,747
Subtotal	\$1,229,747		\$150,000		\$1,079,747	\$1,686,747
<i>INFORMATION SYSTEMS</i>						
Business Software	\$200,000		\$150,000		\$50,000	\$50,000
IT Systems & Security	235,000		\$100,000		\$135,000	\$165,000
Subtotal	\$435,000		\$250,000		\$185,000	\$215,000
<i>OTHER EQUIPMENT</i>						
Shop Equipment	\$115,000		\$77,000		\$38,000	\$100,000
Service Vehicles	150,000		\$100,000		\$50,000	\$100,000
Office Equipment & Furniture	183,000		\$33,000		\$150,000	\$250,000
Subtotal	\$448,000		\$210,000		\$238,000	\$450,000
Total Capital Projects	\$44,693,538		\$9,008,690		\$35,684,850	\$44,128,208

