



ANNUAL OPERATING AND CAPITAL BUDGET

FISCAL YEAR 2024-2025

(SUMMARY)

BUDGET NOTES & ASSUMPTIONS :

Listed below are some notes and assumptions that were used to build the FY24-25 Budget. They are designed to supplement the numerical presentation in the "Summary" and "Detailed" Budget pages.

Line no.	Department	Note/Assumption
1	General	<p>Operating Expenses increased 29% compared to FY 2023-24. These increases are due to several factors. The increase of the maintenance and operations contractor rates (new contract), implementation of short-term service improvements recommended by the COA 5-year study, including the growth of the successful Microtransit program, increase of the fuel market prices and the high inflation which is impacting all goods and contract services, continued significant increases in insurance rates, and the expansion of the Sheriff Dept contract by adding two more officers for more safety and security to the riders, operators, and staff.</p> <p>Capital Expenses increased \$9.7M. This includes the \$12M awarded for the competitive CFI grant (Charging & Fueling Infrastructure) to fund the Barstow Charging & Fueling Infrastructure Facility. There are other significant projects supporting the Innovative Clean Transit mandate required to be completed by year 2040. Of note is 6 Hydrogen replacement buses as well as, 4 more Hydrogen expansion Buses to support the implementation of the short-term service improvements. Additionally, the maintenance shop will need a retrofit to support Hydrogen (FCEB) safety measures and equipment. SB125 funds of \$9M is being allocated to support these ZEB Transition projects. FY25 capital budget also includes \$1.8M in stacked funds for the Hesperia Transfer Hub, and 5 unleaded Paratransit replacement vehicles, 4 electric service vehicles and one replacement truck.</p>
2	Fixed Rte	<p>VVTA used \$8.5M from the Federal Funding section 5307 for operational assistance for the Fixed Route division and \$4.8M from the new SB125 Operating funds. Fixed Routes Operating Expenses Budget increased by \$5.4M compared to FY-24 Budget due to the new rates of the Maintenance & Operating contract, plus the expansion of the Sheriff contract and short-term service improvements. Capital Budget for Fixed Routes includes 4 electric service vehicles and one replacement Truck for maintenance plus GFI vault upgrades, Automated Passenger Counters (APCs) and phase 2 of upgrading the onboard modems.</p>
3	Direct Access ADA	<p>VVTA used \$1.5M of Measure I funds to support the operational assistance for the Direct Access division; ADA service in FY 2024-25 Budget increased 47% compared to other departments due unanticipated ridership recovery during the current year. The FY25 budget estimate continues the estimated recovery trends in demand for ADA services. Also, incorporated is the new Enterprise contract to support the VVTA Brokerage program that partners with local non-profits to provide alternative demand response services. Additionally, ADA must support the short-term service improvements by adjusting to the zone 1 coverage based on modifications to the fixed route network. The Capital Budget includes \$850K for 5 replacement vehicles.</p>
4	County Routes	<p>VVTA Used \$548K from the new SB125 plus \$250K from the Federal Funding Section 5311 to support the County routes. Operating Expenses increased 15% compared to FY24 Budget, for the same reasons as mentioned above.</p>

5	Barstow Division	VVTA used the Federal Funding 5311 \$466,877 plus the local funds Measure I \$259,900 and \$803K from the new SB125 operating Funds to support Barstow operating expenses. Barstow operating Budget increased \$2.5M due to same reasons mentioned above and the implementation of short-term service improvements recommended by the COA 5-year study. Barstow Capital Budget includes \$15M funded from the CFI Federal Highway Administration Grants for the Charging and Fueling Infrastructure Facilities and \$730K for the Barstow Transfer Hub.
6	Commuter (NTC)	VVTA maintaining FT. Irwin Commuter Bus Service Hours same as FY24 Budget, Operating Expenses increased 8% compared to FY24 Budget, for the same reasons as mentioned above.
7	Intercity (BV link) Route 15	VVTA used \$202K from the new SB125 Funds to support Intercity Route 15 Operating expenses. Intercity Budget increased 26% for the same reasons as mentioned above.
8	CTSA	CTSA Budget expenses increased almost 17% which is mainly due to growth in TRIP program service. VVTA will maintain and grow all other CTSA programs in FY25.
9	Micro Transit	Due to the growth of the Micro Transit program that started in FY23, Budget FY25 estimated Operating Expenses increased by 24%, due to expanding the Micro Transit service areas and the number of vans. Capital Budget includes \$190K to add one Micro Transit Vehicles funded by SB125 Capital Funds.
10	Facilities	Facilities Budget increased 17% due to the significant increase in the Insurance Market rates plus the increase in utilities electricity expense. Capital Budget FY25 includes \$1.8M in stacked funds for Hesperia Transfer HUB.
11	ZEB Transition ICT (mandates)	Capital Budget for the Zero Emission Bus ZEB Transition includes \$4.6M for 3 Regional Hydrogen ZEB class H buses replacement, plus \$1.6M Roll over funding for 3 class H FCEB '40 buses, \$6M for four (4) expansion buses for new routes and increased frequency as recommended by the COA 5-year study. The FY25 Budget for the ZEB transition also includes \$1.4M for the maintenance shop retrofit to support Hydrogen (FCEB) safety measures and equipment.
12	Administration	Administration Expenses for FY 25 increased 8% due to the high inflation which impacted the IT supplies and contract services prices plus adding 3 new positions two for the Facility and Maintenance Department and one HR Specialist as well as moving two part time positions to full time to support the growth and development of VVTA. These three positions will be in lieu of the vacated COO position. Capital Admin Budget included \$55K for the upgrade and replacement of IT computers and servers along with other IT equipment requirements, also included is the Annual CPI adjustment; and \$50K for Grant software to support grant department. Even so, the increase in Admin expenses represents only 5.2% of the total FY25 Capital and Operating Budget.
13	Vanpools	FY 2024-25 the Vanpool Budget is estimated to be lower by 5%, Vanpool Budget estimated based on the current actuals in FY24. Vanpool Marketing will continue to support the program. VVTA estimates to maintain the average of 205 vanpools in FY 2024-25.

Victor Valley Transit Authority
ANNUAL OPERATING AND CAPITAL BUDGET
FISCAL YEAR 2024-2025
SUMMARY

<u>Expense Plan</u>	<u>FY24-25</u>	<u>FY23-24</u>	<u>\$ Change</u>	<u>% Inc/Dec</u>
Operating	\$ 53,397,289	\$ 41,276,112	\$ 12,121,176	29.4%
FTA/LTF/SB125 Capital Assistance for Operating	\$ (16,930,000)	\$ (15,000,000)		
Capital	\$ 52,132,912	\$ 42,395,150	\$ 9,737,762	23.0%
Total Expense	\$ 88,600,201	\$ 68,671,262	\$ 19,928,938	29.0%

Expense Summary

OPERATING EXPENSE SUMMARY

<u>Program</u>	<u>FY 2024/25</u>	<u>FY 2023/24</u>	<u>\$ Change</u>	<u>% Inc/Dec</u>
Fixed Route	\$ 22,957,288	\$ 17,538,742	\$ 5,418,546	
Complementary Paratransit	\$ 7,484,088	\$ 5,066,855	\$ 2,417,233	
County Routes	\$ 3,319,909	\$ 2,880,379	\$ 439,530	
Intercity Routes	\$ 1,510,086	\$ 1,199,184	\$ 310,901	
Barstow Division	\$ 6,799,455	\$ 4,259,285	\$ 2,540,170	
Commuter Routes	\$ 1,050,637	\$ 970,697	\$ 79,940	
Van Pools	\$ 1,762,358	\$ 1,860,607	\$ (98,248)	
CTSA	\$ 861,225	\$ 737,947	\$ 123,278	
Micro Transit	\$ 2,201,802	\$ 1,770,069	\$ 431,732	
VVTA Yard/Facilities	\$ 846,700	\$ 732,500	\$ 114,200	
Administration	\$ 4,603,741	\$ 4,259,847	\$ 343,895	
TOTAL EXPENSES:	\$ 53,397,289	\$ 41,276,111	\$ 12,121,178	29%
FTA Operating Assistance/CARES ACT	\$ (16,930,000)	\$ (15,000,000)	\$ 2,697,424	
NET Expenses	\$ 36,467,289	\$ 26,276,111	\$ 10,191,178	

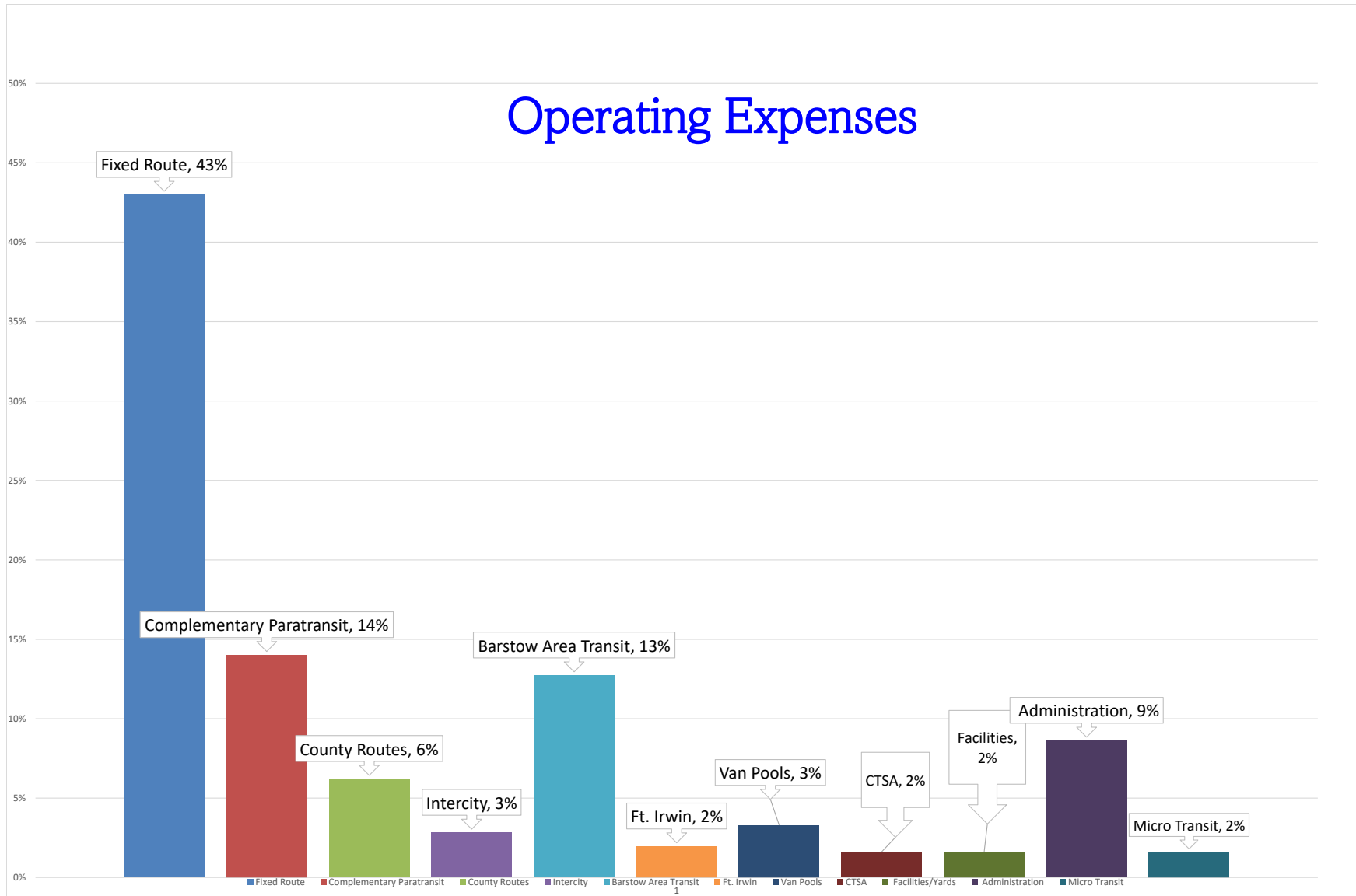
CAPITAL EXPENSE SUMMARY

<u>Program</u>	<u>FY 2024/25</u>	<u>FY 2023/24</u>	<u>\$ Change</u>	<u>% Inc/Dec</u>
Fixed Route	\$ 17,575,000	\$ 13,350,000	\$ 4,225,000	
Complementary Paratransit	\$ 850,000	\$ 1,800,000	\$ (950,000)	
County Routes	\$ -	\$ -	\$ -	
Intercity Routes	\$ -	\$ 1,000,000	\$ (1,000,000)	
Barstow Division	\$ 16,371,900	\$ 841,400	\$ 15,530,500	
Commuter Routes	\$ -	\$ -	\$ -	
Micro Transit	\$ 190,000	\$ 1,140,000	\$ -	
Facilities	\$ 3,439,550	\$ 3,299,698	\$ 139,852	
VVTA Administration	\$ 105,000	\$ 41,432	\$ 63,568	
ZEB Transition	\$ 13,601,462	\$ 20,922,620	\$ (7,321,158)	
TOTAL Capital Expense:	\$ 52,132,912	\$ 42,395,150	\$ 9,737,762	23%

COMBINED EXPENSE SUMMARY

			<u>\$ Change</u>	<u>% Inc/Dec</u>
Operating Expense	\$ 53,397,289	\$ 41,276,111	\$ 12,121,178	
Capital Expense	\$ 35,202,912	\$ 27,395,150	\$ 7,807,762	
TOTAL:	\$ 88,600,201	\$ 68,671,261	\$ 19,928,940	29%

Operating Expenses



VICTOR VALLEY TRANSIT AUTHORITY

Fiscal Year Budget 2024-2025

CAPITAL PROJECT DETAILS CHART

Program	Project Description	Section 5307	Section 5339	CMAQ	LTF	STA	SB1/SGR	LCTOP	CFI (competitive funds)	SB125	CNG credits	Project Cost
Demand Response	Paratransit Vehicle rplc (5) - Unleaded		\$680,000				\$170,000					\$850,000
Fixed Routes	FTA operating assistance (Urban) & match	\$7,750,000			\$7,750,000							\$15,500,000
	FTA Operating Assistance (Sheriff) & match	\$715,000								\$715,000		\$1,430,000
	Service Vehicles (4) - Electric						\$240,000					\$240,000
	Service Vehicle (1) - Rplc Truck for Maintenance						\$70,000					\$70,000
	GFI Vault Upgrades										\$75,000	\$75,000
	Automatic Passenger Counters					\$150,000						\$150,000
	Upgrade onboard modems (1% security project) - Phase 2	\$88,000				\$22,000						\$110,000
MicroTransit	MicroTransit Vehicles (1) - Expansion									\$190,000		\$190,000
Barstow Facilities/ Yard	Bus facility capital lease (Barstow)				\$641,900							\$641,900
	Barstow Transfer Point									\$730,000		\$730,000
	Charging and Fueling Infrastructure Facility				\$3,000,000				\$12,000,000			\$15,000,000
Hesperia Facilities/ Yard	Bus facility capital lease (Hsp)	\$1,231,640			\$307,910							\$1,539,550
	Garage and Shop Equipment		\$80,000			\$20,000						\$100,000
	Hesperia Transfer Hub (Stacked funding)	\$1,440,000			\$360,000							\$1,800,000
ZEB Transition (ICT mandates)	Regional buses rplc Class H ZEB (3)			\$3,044,000		\$298,319	\$402,666				\$830,015	\$4,575,000
	Regional buses rplc Class H FCEB (3) '40 Roll over funding (Final)	\$444,444						\$1,152,018				\$1,596,462
	Shop Hydrogen Retrofit for FCEB safety									\$1,430,000		\$1,430,000
	FCEB (4) Expansion buses									\$6,000,000		\$6,000,000
Administration	IT upgrades & rplc - computers & servers										\$55,000	\$55,000
	Grants Software				\$50,000							\$50,000
Total		\$11,669,084	\$760,000	\$3,044,000	\$12,109,810	\$490,319	\$882,666	\$1,152,018	\$12,000,000	\$9,065,000	\$960,015	\$52,132,912

VICTOR VALLEY TRANSIT AUTHORITY
CAPITAL FUNDING SOURCE SUMMARY CHART

Program	Section 5307	Section 5339	CMAQ	LTF	STA	SB1/SGR	LCTOP	CFI (competitive funds)	SB125	CNG credits	Project Cost
Direct Access		\$680,000				\$170,000					\$850,000
Fixed Route	\$8,553,000			\$7,750,000	\$172,000	\$310,000			\$715,000	\$75,000	\$17,575,000
BAT Facility & Yard				\$3,641,900				\$12,000,000	\$730,000		\$16,371,900
Microtransit									\$190,000		\$190,000
Hesperia Facilities & Yard	\$2,671,640	\$80,000		\$667,910	\$20,000						\$3,439,550
ZEB Transition	\$444,444		\$3,044,000		\$298,319	\$402,666	\$1,152,018		\$7,430,000	\$830,015	\$13,601,462
Administration				\$50,000						\$55,000	\$105,000
Total	\$11,669,084	\$760,000	\$3,044,000	\$12,109,810	\$490,319	\$882,666	\$1,152,018	\$12,000,000	\$9,065,000	\$960,015	\$52,132,912

Revenue Summary

OPERATING REVENUE SUMMARY

<u>Source</u>	<u>FY 2024/25</u>	<u>FY 2023/24</u>	<u>\$ Change</u>	<u>% Inc/Dec</u>	<u>Notes</u>
Section 5311	\$ 1,003,565	\$ 977,663	\$ 25,902		
LTF	\$ 22,968,085	\$ 20,496,548	\$ 2,471,537		
Measure I	\$ 1,960,600	\$ 1,856,400	\$ 104,200		
AB 2766	\$ 250,000	\$ 250,000	\$ -		
LCTOP	\$ 200,000	\$ 20,000	\$ 180,000		
STA (POP) Free Fares	\$ -	\$ 750,000	\$ (750,000)		
Passenger Fares	\$ 2,126,970	\$ 1,345,500	\$ 781,470		
SB 125 Operatting	\$ 6,663,069	\$ -	\$ 6,663,069		
Other (Interest/Misc.)	\$ 1,295,000	\$ 580,000	\$ 715,000		
TOTAL:	\$ 36,467,289	\$ 26,276,111	\$ 10,191,178	39%	

CAPITAL REVENUE SUMMARY

<u>Source</u>	<u>FY 2024/25</u>	<u>FY 2023/24</u>	<u>\$ Change</u>	<u>% Inc/Dec</u>	
Section 5307	\$ 11,669,084	\$ 9,301,640	\$ 2,367,444		
Section 5339	\$ 760,000	\$ 14,004,021	\$ (13,244,021)		
CMAQ demonstration	\$ 3,044,000	\$ 120,000	\$ 2,924,000		
LTF	\$ 12,109,810	\$ 16,554,334	\$ (4,444,524)		
STAF	\$ 490,319	\$ 371,842	\$ 118,477		
SB 125 Capital	\$ 9,065,000	\$ -	\$ 9,065,000		
CFI (competitive funds)	\$ 12,000,000	\$ -	\$ 12,000,000		
SGR	\$ 882,666	\$ 819,425	\$ 63,241		
LCTOP	\$ 1,152,018	\$ 1,223,888	\$ (71,870)		
CNG Credits	\$ 960,015	\$ -	\$ 960,015		Capital varies from year to year based on the Capital Assets required
TOTAL:	\$ 52,132,912	\$ 42,395,150	\$ 9,737,762	23%	

COMBINED REVENUE SUMMARY

	<u>FY 2024/25</u>	<u>FY 2023/24</u>	<u>\$ Change</u>	<u>% Inc/Dec</u>
Operating Revenue	\$ 36,467,289	\$ 26,276,111	\$ 10,191,178	
Capital Revenue	\$ 52,132,912	\$ 42,395,150	\$ 9,737,762	
TOTAL:	\$ 88,600,201	\$ 68,671,261	\$ 19,907,940	29.0%

FY25 FUNDING CHART

