



REDWOOD COAST TRANSIT AUTHORITY

2022 Mini Short Range Transit Plan Update

Draft Final for RCTA Board Adoption

May 23, 2022

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I. Introduction & Context

The advent of the COVID-19 health crisis in March 2020 upended public transit ridership and presented unique challenges that will continue to reverberate for decades to come. The 2019 RCTA Short Range Transit Plan was produced to guide the Redwood Coast Transit Authority administrators' decision-making from June 2019 through 2023. But in March 2020, the agency was forced to quickly react to changing health directives, shelter in place orders, workforce fluctuations, new funding sources, and decreased ridership numbers. While RCTA still faces many of the same challenges outlined in the original 2019 SRTP roadmap, a number of new challenges need to be addressed, and solutions updated. RCTA has already proved its ability to adapt in real time. This SRTP Mini Update continues that effort by recalibrating the path forward with an eye toward longevity and success.

A. Purpose Of Mini SRTP Update

Administrators at RTCA had two primary financial goals before the Covid-19 pandemic arrived in March 2020. The first was the need for capital funds for new buses and facility updates. The second was the need for increased salaries for operations staff, despite no increase in yields or revenue streams. Wage increases were accomplished during the pandemic, but a budget shortfall for capital projects remains a challenge and area for growth. Surprisingly, TDA Local Transportation Funding (LTF) allocations, typically used as a large portion of operating revenue, have increased significantly over the past

Figure 1: Project Area Context



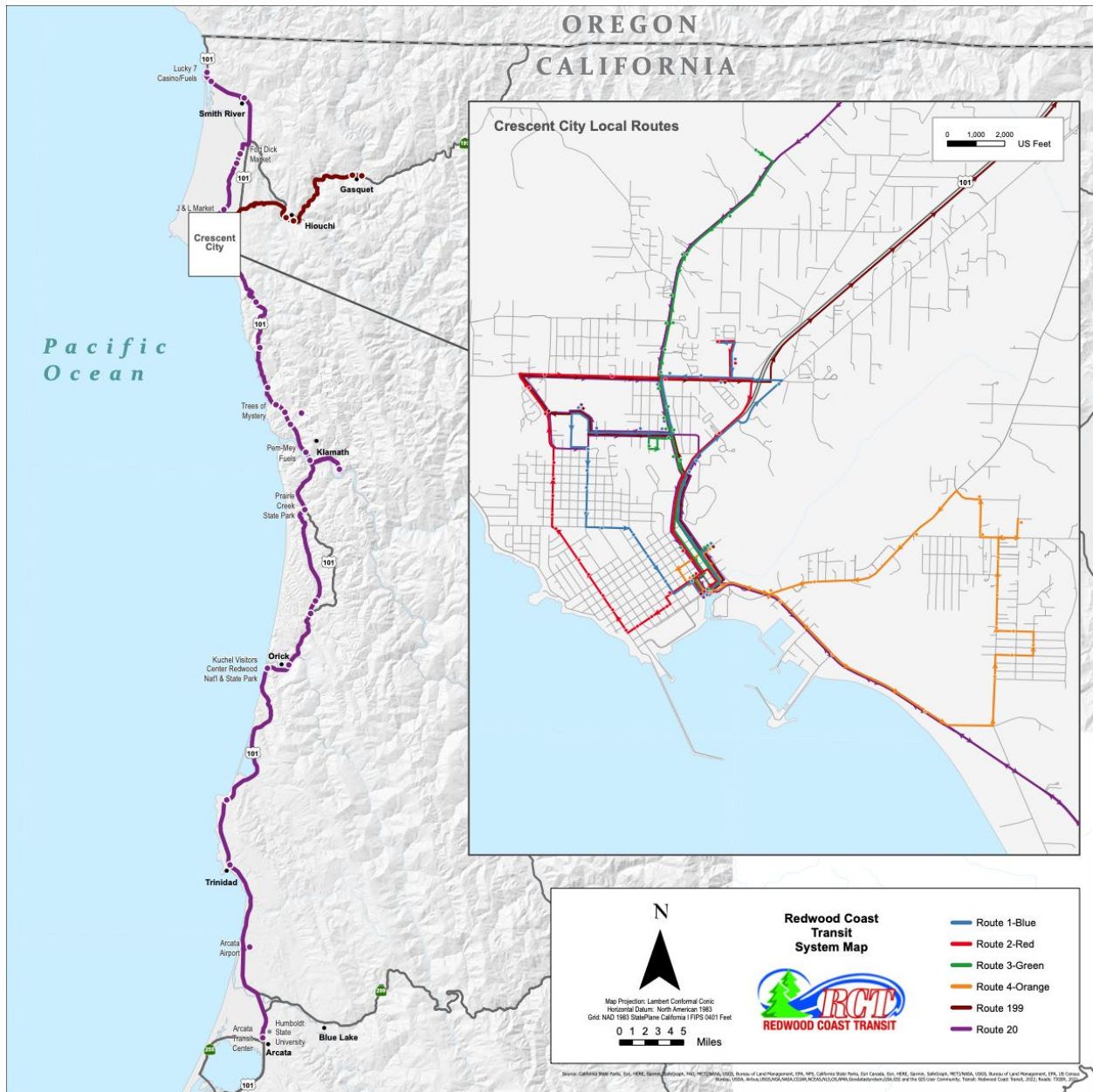
three years. In addition, RCTA has been allocated \$1.7 million dollars in CARES/CRRSAA, plus a yet unknown amount from ARP, emergency one-time pandemic relief funds to be used for operating costs. These significant increases in funding present various opportunities for RCTA to improve services, capital amenities, and funding reserves, which are explored in this report.

The purpose of this *draft* version of the Mini SRTP Update is to aid the RCTA Board in shaping the future of RCTA services over the next two years, in the interim between the larger SRTP processes. The sections include:

- Overview of the effects of the COVID-19 pandemic on RCTA's services and the agency's responses
- Key financial highlights, including increased funding, changes in costs, and the potential to leverage LTF, CARES, CRRSAA, and ARP funds
- Selected system performance trends and potential service improvements
- Coordinated Transportation Services Agency current and potential programs

Following the Board Workshop and discussion of these topics, the financial plan for FY 22/23 and FY 23/24 will be finalized based on the Board's priorities.

Figure 2: RCTA System Map



B. COVID-19 Context & RCTA's Response

RCTA's immediate response to the pandemic was multifaceted. The agency stepped up cleaning and sanitation protocols, briefly piloted a free fare program, and ultimately made service cuts to match plummeting ridership numbers and deal with staffing shortages. At the writing of this report, most of the RCTA services have been reinstated to pre-pandemic levels.

1. Increased Sanitation Measures

Cleanliness has been a top priority for RCTA throughout the pandemic and is crucial to gaining passenger trust and increasing ridership. Before the pandemic, bus drivers were cleaning their own buses at the end of their shifts or when they had time during their schedules. In February 2020, management at First Transit began staying late every night to deep clean the bus interiors. This was a crucial short-term response to the immediate onset of the pandemic but was not sustainable long term. The agency hired a commercial cleaning company, Palm Industries, to take over nightly sanitation of the fleet. Palm Industries was retained for over a year. Management decided to terminate that contract and create a new bus washer position in November 2021. This saved the agency money, and the new position had time built in to do fueling and other janitorial work in addition to its bus cleaning responsibilities.

In addition to cleaning, RCTA has invested in equipment to keep its riders and staff safe. The agency designed and installed clear barriers inside all its buses (except the MV-1) in April/May 2020 to protect drivers from the virus; these remain on the buses today. In March 2021, RCTA deployed air purification systems from United Safety & Survivability Corporation on every bus in its fleet as well as at the Williams Drive M&O Facility. These air purifiers kill 99% of viruses and bacteria in the air. In combination with nightly deep cleanings, the air purifiers have reduced microbe levels within the fleet, as confirmed by recurring lab sample testing of all buses and the M&O Center.

2. Far North Group Contactless Fares and Fare Integration Project

The Far North Transit Providers Group aims to collaborate among northern coastal California transit agencies on information sharing, and major projects that may be challenging for the smaller agencies involved on their own. The first major project of the group is to modernize fare collection and align fares among the Far North agencies. This project, led by Caltrans' Cal-ITP program, called the Fare Integration and Modernization Project (FIMP). Goals of the project include publishing the exact location and estimated arrival time of buses, enabling the contactless acceptance of credit/debit cards onboard each bus in the Far North fleets, and implementing a distance-based fare

structure for regional routes that aligns with RCTA's existing fares and the fares of other Far North Transit Providers.

A prerequisite for the FIMP project is that RCTA publish GTFS-RT (real-time) vehicle location data. RCTA's AVL-CAD system, DoubleMap, is not capable of producing GTFS-RT. RCTA will need to replace DoubleMap in the coming year. In the meantime, RCTA can produce GTFS-RT by adding Swiftly to the existing DoubleMap system and working with Trillium to integrate the GTFS-RT feeds with major transit rider apps. RCTA will publish real-time RCTA operations data on its website, Google Maps, Apple Maps, Transit App, and Moovit. RCTA must also obtain the onboard equipment necessary for contactless transactions, including credit/debit card readers, WiFi routers and the operational clearinghouse service that will process the credit/debit card transactions.

3. Hazard Pay

In April 2020, in an effort to maintain staffing amid the pandemic, the RCTA Board approved hazard pay for all its hourly First Transit employees in the form of permanent pay increases of \$2/hour. The hazard pay was instituted immediately and significantly improved morale and stopped attrition. The agency increased hazard pay to \$4/hour in September 2021. In partnership with RCTA, First Transit has worked to address the driver shortage, with employees loaned to RCTA from other First Transit properties, increasing the starting wage to \$18/hour and creating a \$500 sign-on and referral bonus (later raised to \$1,000) to help recruit drivers. The sign-on bonus has since increased to \$2000, \$2500 if the applicant already possesses a commercial driver license (CDL), and \$10,000 the applicant has a CDL and a Class B endorsement.

4. April 2020 Service Reductions

In April 2020, RCTA took the necessary step of reducing service. All Saturday services were eliminated, along with a number of less productive weekday runs. Service cutbacks included:

1. All Saturday Service
2. Last weekday hour of Crescent City local service
3. Last weekday hour of Dial-a-Ride

4. Afternoon trip of Route 199 (1 of 3 daily trips)
5. Late morning trip of Route 20 to Arcata (1 of 3 daily)
6. Last evening trips of Route 20 between Crescent City and Smith River and Crescent City and Klamath

Transit agencies typically offer robust service during the week and modified service on weekends. Up until April 2020, RCTA was running its Regional Routes at weekday service levels on Saturdays, which is highly unusual. Ridership numbers were only at about half of the weekday levels, even though the same level of service was provided. RCTA proactively reduced Saturday service on the local routes in July 2017.

This information helped management and the RCTA Board of Directors come to the decision that temporarily eliminating Saturday service was necessary to preserve funds and focus on more productive services. The cuts, which also included some low-performing weekday runs, consisted of around 33% of overall service.

RCTA was already considering service cuts to low-performing weekday routes before the pandemic arrived. These cuts were being considered as a way to recoup funds for needed capital projects and employee wage increases, in order to “right size” the operation.

The April 2020 service cuts were in line with the RCTA's pre-pandemic goals and allowed the system to function more efficiently during the pandemic while also building reserves. Cutting service was crucial to the RCTA successfully maintaining an upward trajectory through the many challenges brought on by the pandemic.

5. Dial-A-Ride

RCTA continues to offer an ADA-mandated Dial-A-Ride paratransit service and a general public Dial-A-Ride option for persons who do not qualify for paratransit under the ADA. The service area is the Crescent City area, defined by a Board-adopted map that includes some areas outside Crescent City proper. Service hours mirror that of local fixed routes. Fares are \$5.00 per trip for general public riders and youth, and \$1.75 per trip for ADA-eligible riders. Service to both

categories of DAR rider is provided using the same software and vehicles, but ADA trips receive priority. Most DAR trips run on the new low-floor MV-1 sedan and overflow trips ride on cutaway-type mini-buses, all of which are fully accessible to people with disabilities.

Lacking until 2020 was an established ADA Eligibility Determination process to evaluate riders for ADA-eligibility and ensure that proper fares are paid so that service remains available. On January 1, 2020, the ADA Eligibility Determination Program launched as a CTSa program run by RCTA. Under this program, all new prospective ADA paratransit riders fill out an eligibility application, and if needed RCTA staff conduct a follow-up telephone interview. Due to the COVID-19 shelter-in-place directives, the number of new RCTA ADA applications has slowed dramatically, with only 22 applications through June 30, 2021 (21 approved and 1 denied).

6. Partial Service Reinstatement

Allocation of CARES Act emergency funding for transit operations allowed RCTA to partially reinstate service in October 2021. Reinstated routes included:

- Saturday service (except Route 199)
- Route 300 with an expanded morning version to both Del Norte High School and Crescent Elk Middle School starting at the beginning of classes in August 2021
- Last hour of Crescent City local (and Dial-a-Ride) services on weekdays

7. Driver Shortages and Temporary Service Adjustments

An ongoing effect of the pandemic is a labor shortage across sectors. Reasons offered by economists for this nationwide labor shortage include structural issues, such as an increase in retirement rates and stagnated wages, and pandemic-specific challenges, such as fears about contracting COVID-19 and difficulty securing childcare.¹

¹ Lalljee, Jason. "3 reasons the labor shortage could be a 'structural change' in the economy, according to S&P." Business Insider. Dec 3 2021. <https://www.businessinsider.com/reasons-the-labor-shortage-is-a-structural-change-according-to-sp-2021-12>

The labor shortage has created a record number of job openings nationally, leading to a strong candidate's market. In what has been termed the Great Resignation, people are leaving their jobs in droves in search of new or better-paying opportunities or early retirement. 2021 had an average of 3.98 million resignations per month, a new high.²

Figure 3: Historical Job Openings and Labor Turnover Chart

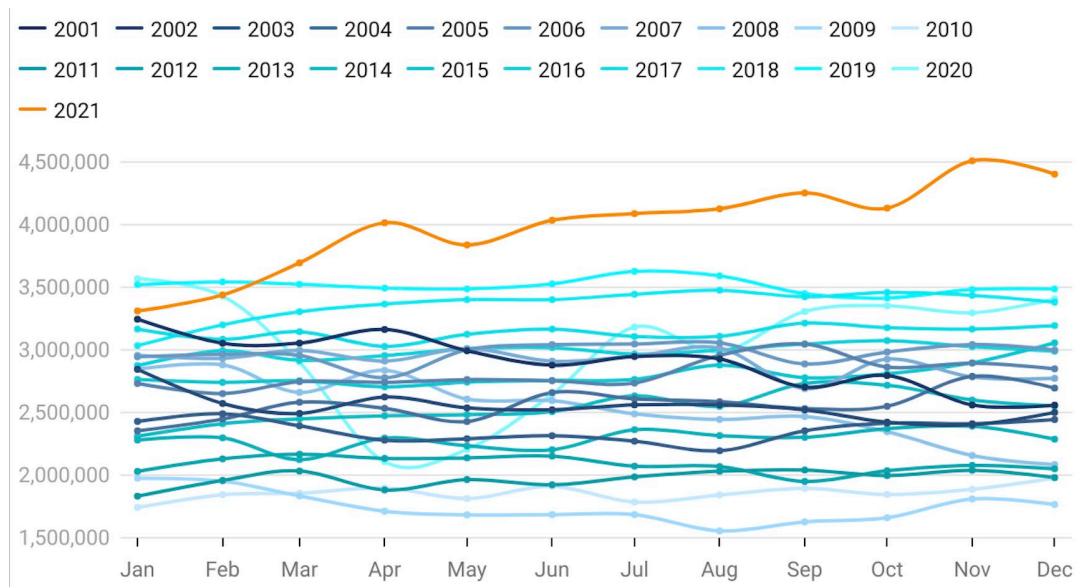


Chart: Mauro Whiteman. Data Source: U.S. Bureau of Labor Statistics, Job Openings and Labor Turnover Survey. Accessed April 1, 2022. <https://www.shrm.org/resourcesandtools/hr-topics/talent-acquisition/pages/interactive-quits-level-by-year.aspx>

The transit industry in particular has experienced major shortages of bus operators and other staff, forcing agencies throughout the country to operate at reduced levels, as drivers often call off or quit at the last minute, making service coverage challenging or impossible. Higher wages and greater flexibility from private competitors and a workforce near retirement have contributed to the shortage.³ Many agencies are also experiencing worker burnout, fears about exposure to illness and workers out sick.⁴

² "Interactive Chart: How Historic Has the Great Resignation Been?" SHRM. March 9 2022. <https://www.shrm.org/resourcesandtools/hr-topics/talent-acquisition/pages/interactive-quits-level-by-year.aspx>

³ Levin, Matt. "Transit systems struggle to find enough bus drivers." Minnesota Public Radio. January 4 2022. <https://www.marketplace.org/2022/01/04/transit-systems-struggle-find-enough-bus-drivers/>

⁴ George, Justin. "Omicron deepens bus driver shortage, frustrating passengers as transit agencies pare back service." Washington Post. January 15 2022. <https://www.washingtonpost.com/transportation/2022/01/15/covid-omicron-bus-transit/>

RCTA experienced ongoing fluctuations in the availability of operations staff prior to the pandemic, largely due the remote location of the region. RCTA has responded through a variety of significant efforts to recruit and retain operations staff through increased wages, referral bonuses, COVID-19 hazard pay, and increased safety measures. Despite these efforts, RCTA experienced a driver shortage in late 2021, which led staff to implement a reduced holiday schedule, which was then extended to May 30th, 2022, with some trips reinstated.

C. Key Demographics

This section highlights selected key demographics of the RCTA service area and some changes that occurred since the development of the 2019 SRTP. They are meant to provide supporting context for the recent challenges and opportunities faced by RCTA and its local community.

- **Population Decline:** From January 2019 to January 2020, the population of Del Norte County decreased by 0.5%. The population of Crescent City decreased by 5%.⁵ The total County population includes the declining number of “institutionalized” population of incarcerated inmates of Pelican Bay Prison, who are not generally eligible passengers of RCTA services.
- **Aging Population:** The percentage of the non-institutionalized population that is over the age of 65 has grown since 2019 in both Crescent City and Del Norte County, from 14% to 15% and from 17% to 18%, respectively. The percentage of the population in Crescent City that is over age 75 has risen from 6% to 8% since 2019; it has remained stable at the County level at 7%.⁶
- **High Rates of Disability:** The percentage of the population who report having at least one disability has decreased since 2019 in both Crescent

⁵ California Department of Finance. Demographic Research Unit. Report P-2A: Total Population Projections, California Counties, 2010-2060 (Baseline 2019 Population Projections; Vintage 2020 Release). Sacramento: California. July 2021

⁶ U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates, Table S1810

City (from 30% to 25%) and Del Norte County (from 23% to 20%). However, these percentages are still notably higher than in the State overall; a person in Del Norte County is twice as likely to have a disability compared to the statewide average (20% County vs. 11% CA).⁷

- **Older Adults with Disabilities:** Statewide, 24% of residents aged 65 to 74 report having a disability. Comparatively, 37% of this age group in Del Norte County and 42% in Crescent City report having a disability.⁸
- **High Poverty Rates:** Del Norte County and the Crescent City region within it have relatively high proportions of residents living below the Federal Poverty Thresholds (17.1% and 17.5%, respectively), compared to all of California (12.6%). Additionally, due to the higher cost of living in California, poverty status is often calculated at living below 150% or 200% of the Federal Poverty Thresholds, depending on the region within the State. Therefore, it's a reasonable assumption that much of the RCTA service area is living in poverty. An onboard survey of RCTA passengers in 2017 found that respondents had an average annual household income under \$20,000.
- **Pelican Bay Inmate and Staffing Decline:** According to the California Department of Corrections and Rehabilitation, the institutionalized population of Pelican Bay State Prison has decreased steadily, with some minor monthly fluctuations from 2,559 inmates in February 2019 to 1,916 in February 2022.⁹ The authorized number of staff positions has held relatively steady from January 2019 to December 2021. However there has been a steep increase in the latter half of 2021 in the number of staffing vacancies. Outreach to staff at Pelican Bay during development of the 2019 SRTP showed that parolees often use RCTA Route 20 at 7am to reach

⁷ U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates, Table S1810

⁸ U.S. Census Bureau, 2015-2019 American Community Survey 5-Year Estimates, Table S1810

⁹ California Department of Corrections and Rehabilitation Division of Correctional Policy Research and Internal Oversight Office of Research. <https://www.cdcr.ca.gov/research/https-www-cdcr-ca-gov-research-monthly-total-population-report-archive-2019-to-2022>

<https://www.cdcr.ca.gov/research/reports-and-statistics-pbsp/>

regional transfer points to other transit systems, but that the service hours for other Route 20 trips were not conducive for staff commutes.

II. Financial Plan Adjustments

This section provides key financial updates and updated recommendations since the adoption of the 2019 SRTP. These important considerations are meant to aid the decision-making process for the future of RCTA's services and capital assets. The detailed budget for the current fiscal year (21/22) and projected costs and revenues for the following two fiscal years (22/23 & 23/24) are in the final section of this report.

A. TDA Local Transportation Fund Increase

Transportation Development Act (TDA) Local Transportation Fund (LTF) revenues are generated from a ¼ cent of the local 8.5% sales tax. Accordingly, LTF revenues rely specifically on the amount of tax revenue collected. TDA funds can be used under Articles 4, 4.5 and 8. Under Article 4.5, up to 5% of remaining LTF funds may be used for support to community transit services for the disabled and those unable to use conventional transit services (CTSA). The amount of LTF Article 8 Funding available for RCTA is a product of what the County Auditor's office provides as an estimate of available LTF projected amounts.

RCTA's TDA LTF allocation revenues have risen substantially since FY 2018/19. Table 1 shows that between FY 20/21 and FY 21/22, the allocations rose by 18.7% equaling an increase of \$135,657. The estimated allocation for 2022/23 is an increase of \$94,440, or 9.9%.

Table 1: TDA LTF Allocation Increases FY 18/19 to FY 21/22

FY	LTF	Increase	% Increase
18/19	\$ 545,936		
19/20	\$ 643,466	\$97,530	17.9%
20/21	\$ 725,115	\$81,649	12.7%
21/22 Est.	\$ 860,772	\$135,657	18.7%
22/23 Est.	\$ 955,212	\$94,440	9.9%

Comparatively, statewide, LTF revenue rose by 5% between FY 18/19 and FY 20/21. However, peer counties, such as Humboldt, Mendocino, and Shasta each saw increases of around 20% between FY 19/20 and 20/21.¹⁰

The potential reasons for these increases were researched and explored in order to determine whether RCTA can expect the level of funding to remain stable, continue to increase, or decrease over the next couple years. Expert staff at the CA Department of Tax and Fee Administrations were conferred with and their resulting data analysis of the tax amounts by category led them to support the hypothesis that the increases are due to the Wayfair law, which was effective as of April 2019. This law “requires retailers selling tangible personal property into the state to “collect tax from the purchaser, file a return and remit the tax to the California Department of Tax and Fee Administration (CDTFA).”¹¹ The better capture of online sales seems to have counter-balanced the expected losses in tax revenue as a result of the pandemic, especially for the more remote counties.

The key takeaway from this research and analysis is that RCTA can likely depend on the current LTF allocation levels to remain stable, at the least, or continue to grow.

B. Pandemic Relief Funding - CARES/CRRSAA/ARP

The federal government included funding for transit in three of its COVID-19 emergency relief packages, including the Coronavirus Aid, Relief, and Economic Security (CARES) Act, Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) funds, and the American Rescue Plan (ARP) Act. All three Acts provide funds for eligible expenses under Sections 5307 and 5311, but only CRRSAA and ARP provide funds for eligible expenses under Section 5310 formula grants for Enhanced Mobility of Seniors and Individuals with Disabilities. Per FTA guidance, funds available under the CARES Act, CRRSAA,

¹⁰ <https://cdtfa.ca.gov/dataportal/dataset.htm?url=LRBQtrDistCountyLTFTax>

¹¹ <https://www.cdtfa.ca.gov/industry/wayfair.htm>

and ARP are available for all operating activities (net fare revenues) that occur on or after January 20, 2020.

RCTA has been allocated a combined total of \$1.7 million dollars in CARES and CRRSAA funds, plus a yet unknown amount from the ARP Act, which can be used for operating costs with no local match required. The funds are apportioned to rural areas based on 5311 and 5311(f) formulas.

Originally, the intent of the emergency funding for transit was to sustain jobs and keep service running as much as possible, plus provide for additional costs related to preventing the spread of COVID. Eligible expenses for reimbursement under the CARES act were limited to those related to the effects of the pandemic, reduced by fare revenues. After approximately a year, the Federal Transit Administration officially broadened the eligible operating expenses to include 100% of all operating costs, not only those that were COVID-related, as funds were generated, and the pandemic continued. All CARES and CRRSAA allocated funds do not have a date by which they need to be encumbered. ARP Act funds will have a “spend by” date, which is yet unknown, and so they should be encumbered by RCTA prior to the other fund allocations.

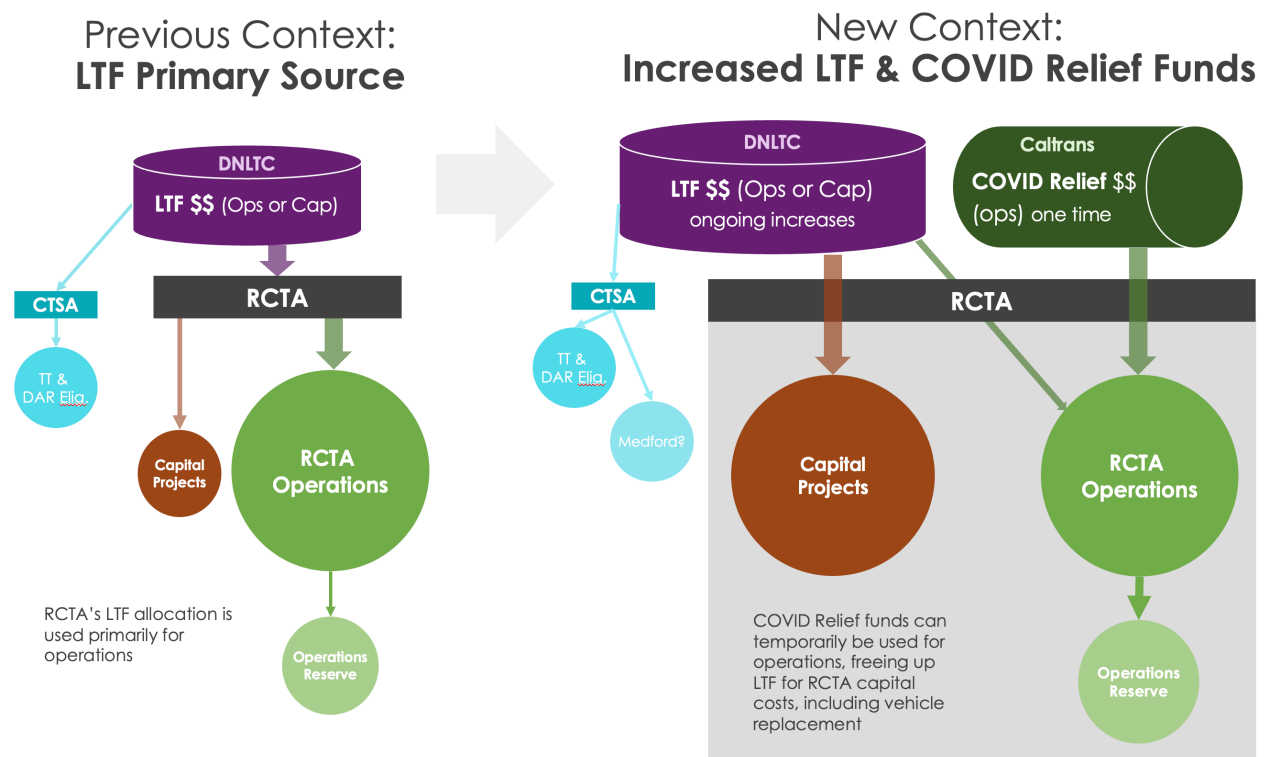
RCTA currently has three requests for reimbursement (RFRs) for CARES Act funds submitted and under review by Caltrans, totaling \$231,207. This is the process by which RCTA must request the pandemic relief funds from Caltrans. It involves submitting RFRs to Caltrans after RCTA incurs the costs. Due to the previously stricter eligibility guidance, the reimbursement requests are all for COVID-related operating expenses.

RCTA’s future use of the emergency relief funds can include a broadened array of operating expenses, most of which would have otherwise been paid for by TDA Local Transportation Funding (LTF). LTF apportionments to RCTA have increased significantly in the last few years and can be used for either operating or capital costs, as described above.

The additional emergency relief funds present an opportunity to make use of RCTA’s LTF more flexibly, including for vehicle replacements and other capital projects. Figure 4 illustrates how the increases in LTF and the one time COVID Relief funds could be utilized to increase the availability of funding for capital

projects and the operations reserve. Prior to the one-time COVID Relief funding allocations, all or most of RCTA's LTF went towards operations and building the operations reserve. Since the LTF funds can be used for operating or capital projects, the COVID Relief funds can replace the LTF funds for operations and the LTF funds can be used for capital projects. This increase in funding would also enable RCTA to reach its goal of having an operations reserve of approximately 50% of the annual operating budget, or \$750,000.

Figure 4: Infographic - LTF Increase & COVID Relief Potential Impacts



C. Operations and Maintenance Contract

A new contract for operations and maintenance with the current contractor, First Transit, was approved by the RCTA Board and went into effect on January 1st, 2022. The contract is for five years through 2026 and includes two additional option years. There are four cost categories in the Operations and Maintenance Contract:

- Variable Costs -All, except Route 20
- Variable - Route 20

- CTSA Operations
- Annual Fixed Costs

The annual variable costs are the number of vehicle revenue hours times the blended fixed route revenue hour rate in the contract. The contract is based on calendar year and so the blended variable hourly rate for each fiscal year is the average of the two calendar years. The fixed costs included in the contract cover on-site supervision, dispatch of all services, maintenance, and other services.

Table 2: Operations & Maintenance Contract Costs - Baseline by Calendar Year

Contract Year (CY=January to December)	CY22	CY23	CY24
Fixed Route Service Hour Rate	\$ 37.82	\$ 39.00	\$ 40.49
Dial A Ride Service Hour Rate	\$ 37.82	\$ 39.00	\$ 40.49
Special Service Rate for CTSA Service Hours	\$ 37.82	\$ 39.00	\$ 40.49
Monthly Fixed Fee (total cost = x 12 mo.)	\$ 62,613	\$ 66,169	\$ 68,169
Monthly Liability Insurance (total cost = x 12 mo.)	\$ 7,845	\$ 8,140	\$ 8,452
Total Annual Price¹²	\$ 1,401,159	\$ 1,464,727	\$ 1,514,379

D. Increased Fuel Costs

The average retail gas price in California was up 50% in late March 2022 from the average price at the end of March 2021, with 26% of that growth occurring since the beginning of 2022 and 22% of the growth occurring since Russia invaded Ukraine at the end of February 2022.¹³ Although gas prices

¹² The Total Annual Price assumes a baseline level of 14,693 combined fixed-route and Dial-a-Ride hours, and does not include any additional driver hours that would be incurred through any new CTSA services, not including the current ADA Eligibility and Travel Training programs, which are now included in the baseline level of service in the First Transit Contract. The First Transit bid is based on a "baseline revenue hour figure" that RCTA established in the RFP, and from which RCTA can adjust hours by up to 10% higher or lower without negotiating with First Transit, which is a range of 13,224 to 16,163 revenue hours.

¹³ "Weekly California All Grades All Formulations Retail Gasoline Prices." U.S. Energy Information Administration, U.S. Department of Energy. Accessed March 24 2022.

https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=pet&s=emm_epm0_pte_sca_dpg&f=w

began to go down¹⁴ nationally¹⁵ in the final weeks of March 2022, California's gas prices did not, with reporting from the New York Times¹⁶, CNN¹⁷ and others pointing to capacity and production issues at the refineries that supply California. Governor Newsom proposed on March 23, 2022, an \$11 billion relief package to address high gas prices that would include a \$400 rebate per vehicle and would pause the gas tax increase scheduled for July 2022.¹⁸

RCTA should plan for an ongoing increase in fuel costs due to recent and predicted trends of increasing fuel costs. RCTA's cost of fuel per service hour increased 22% from July 2021 to December 2021, from an average of \$8.23 to \$10.02 per vehicle service hour, based on fuel invoice totals. The cost of fuel per revenue mile increased from \$0.43 to \$0.48, an increase of 12%, during that same time period. These jumps predate the spike in fuel prices that began at the end of February 2022, which likely pushed the cost of fuel per service hour and per revenue mile higher. These increased fuel costs affect the cost of all RCTA routes, but the regional long distance routes, 199 and 20, are especially impacted. For example, assuming a baseline of 12,000 revenue miles for Route 20 (not including deadhead miles), the monthly difference in fuel costs between July 2021 and December 2021 would be approximately \$640.

Table 3: Fuel Costs – July 2021 & December 2021

Date	Total Fuel Cost	Total Revenue Miles	Cost Per Revenue Mile	Total Revenue Hours	Cost Per Revenue Hour
Jul. 2021	\$8,391.37	19,661	\$ 0.43	1,020	\$ 8.23
Dec. 2021	\$10,897.78	22,700	\$ 0.48	1,088	\$ 10.02
Increase			\$ 0.05		\$ 1.79

¹⁴ "National Average Gas Prices." AAA. Accessed March 24 2022. <https://gasprices.aaa.com/>

¹⁵ Weekly U.S. Regular All Formulations Retail Gasoline Prices." U.S. Energy Information Administration, U.S. Department of Energy. Accessed March 24 2022. https://www.eia.gov/dnav/pet/hist/LeafHandler.ashx?n=PET&s=EMM_EPMPR_PTE_NUS_DPG&f=W

¹⁶ Karlamangla, Soumya. "U.S. Gas Prices Are Coming Back Down, but Not in California." The New York Times. March 24 2022. <https://www.nytimes.com/2022/03/24/us/california-gas-prices.html>

¹⁷ Isidore, Chris. "Here's why gas is \$6 a gallon in California, even as prices fall elsewhere." CNN. March 24 2022. <https://www.cnn.com/2022/03/23/business/california-gas-prices-6-dollars/index.html>

¹⁸ "Governor Newsom Proposes \$11 Billion Relief Package for Californians Facing Higher Gas Prices." Office of Governor Gavin Newsom. March 23 2022. <https://www.gov.ca.gov/2022/03/23/governor-newsom-proposes-11-billion-relief-package-for-californians-facing-higher-gas-prices/>

E. Fleet Replacement & Rehabilitation

RCTA has long pursued a strategy that features pursuing federal grant funds for bus replacements, using PTMISEA (from a 2006 bond measure) as the local match. While this strategy was noble, the distribution of federal funds has not kept up with bus replacement needs for RCTA, and the PTMISEA funds are now nearly expended. RCTA applied for FTA 5339 Bus and Bus Facilities Funding, which is the main source of RCTA bus replacement funds. However, the program as managed through Caltrans is slow in distributing awarded funding. RCTA has been awarded two FTA 5339 grants, both submitted in 2019, and awarded/executed in late 2020. The State 5339 grant was \$165 with a 15% local match. This will be enough to buy one new regional route diesel bus with PTMISEA matching funds. The Federal 5339 was executed in May 2021 and features \$270k but requires a 50% local match, meaning that RCTA will have to provide \$270k in match for a total project cost of \$550k. This purchases (2) of two new replacement buses and rehabilitates two existing regional route buses.

RCTA is in the process of reaching an optimal fleet mix of:

- (5-6) 32-35' Diesel Cutaways for Regional (Route 20 and 199) Route duty
- (5-6) 26' Low-Floor Gasoline & Electric Cutaways for Local Fixed Route and DAR duty
- (2-3) Modified sedans/passenger vans for daily use in Dial-A-Ride duty (includes electric vans)

In 2020, RCTA applied for and was awarded FTA 5310 (Specialized Service for Seniors/Disabled) funds to replace two buses in its Dial-A-Ride/CC Locals fleet. RCTA was approved \$76,700 of these funds to procure one low-floor ARBOC cutaway vehicle in the procurement with Creative Bus Sales, approved by the RCTA Board on 11.22.21. The application for the second vehicle, one small EV sedan or van, was approved, yet RCTA has not ordered the EV van yet due to lack of charging infrastructure and lack of an available Altoona-tested van.

Overall, three new buses have been procured in FY 21/22, but will most likely arrive in late 2022 and effect the capital budget costs in FY 22/23. These include:

- One Large Class E Ford StarCraft Diesel Cutaway to be used for the regional routes, 20 and 199
- Two Medium Class G Low-floor Ford ARBOC to be used for the local Crescent City routes and Dial-A-Ride

A retired 2009 Ford Glaval medium bus was sold Outreach, a local nonprofit organization, to be used for mobile COVID vaccinations.

RCTA holds approximately \$243,000 in unencumbered PTMISEA funds, which are meant for transit rehabilitation, safety or modernization improvement, capital service enhancements, or bus procurements. RCTA's remaining PTMISEA funds are required to be encumbered or invested by June 30th, 2023. There are options for using these funds before this deadline, including purchasing a transit vehicle using only or mostly these PTMISEA funds. The best case scenario would be to obtain a federal grant in 2022 and use the last of these PTMISEA funds as local match. Regardless, the buses would need to be ordered by June 2023.

The RCTA fleet of 13 vehicles includes two medium cutaway vehicles which should be prioritized for replacement – a 2012 Chevy ARBOC and a 2015 Ford El Dorado.

Caltrans has encouraged that RCTA's unused LCTOP funds (approx. \$150k) be spent on electrification of the fleet and related infrastructure. Once RCTA is able to fund the construction of its electric bus yard infrastructure and obtain its first electric vehicles, LCTOP should be redirected to other needs, such as bus stops or facilities. RCTA has programmed \$150k in LCTOP to fund the construction of EV charging infrastructure at its Williams Drive bus yard. A planning study was completed using assistance from CTAA to set the stage. However, engineering (Design) is needed to calculate the desired build out capacity of the charging system, needed power upgrades, both before and after the meter, and the optimal layout of the charging stations in the yard, plus the trenching and civil improvements. RCTA will program this engineering work out of LTF in the FY 22-23 Budget. RCTA expects to electrify its local and DAR fleets (6-9 vehicles,) but due to power and range issues, does not expect to replace its regional fleet with EVs.

F. Free Fare Program for Students & Veterans

RCTA implemented a popular free bus fare program using LCTOP funds in 2019 for students of the College of the Redwoods, Humboldt State University, Del Norte High School, and veterans. Existing LCTOP program funds in the amount of approximately \$45k should sustain the program through FY 22/23. Going forward, a new source of funds will need to be utilized for the free fare program, or the program will need to be downsized given that Caltrans has indicated that remaining LCTOP funds should be used for the electric bus program and that they will not fund the same projects for more than about three consecutive years.

G. Funding Reserves

At the beginning of this section of financial highlights the significant increase in TDA LTF and the temporary influx of pandemic relief funds are explained. In addition, the following capital funding sources should be considered in the larger discussion of RCTA's spending priorities for the next two fiscal years. It should also be noted that Federal (non-emergency) funding sources 5311 & 5311 (f) have been growing slightly and are expected to continue at a modest rate.

Proposition 1B included the Public Transportation Modernization, Improvement, and Service Enhancement Account Program (PTMISEA) for transit rehabilitation, safety or modernization improvement, capital service enhancements, or expansions including bus procurements. This program is ended, but RCTA currently holds approximately \$593k in reserve, \$350k of which is encumbered as local match to federal funds for the three aforementioned transit vehicles currently being procured. The remaining \$243k PTMISEA funds are required to be encumbered or invested by June 30th, 2023. There are options for using these funds before this deadline, including purchasing a transit vehicle using only or mostly these PTMISEA funds. One advantage to this situation is that a non-federally funded vehicle could potentially be used for CTSA services.

State of Good Repair (SGR) funding was approved under SB1 and is used to repair and replace transit vehicles, infrastructure, and improve service. There is

currently \$114k in SGR funds in reserve, with an expected approximate allocation of an additional \$42k per fiscal year. RCTA has used this funding for bus stop improvements since the program's inception, but starting in FY 22/23 staff will program these funds to bus replacements going forward.

There is a current reserve of \$150k in LCTOP funds for construction and/or vehicle purchase of electric bus related costs. LCTOP is allocated based on population and percentage of local transit agency fare revenues to all transit fare revenues in the state. RCTA's LCTOP funding allocation declined to only \$28k in FY 20/21, due to the effects of the pandemic on ridership levels. This amount rebounded to an allocation of approximately \$69k in FY 21/22. The table below conservatively estimates that this allocation will remain level. Caltrans has encouraged that RCTA's unused LCTOP funds be spent on electrification of the fleet and related infrastructure. Once RCTA is able to fund the construction of its electric bus yard infrastructure and obtain its first electric vehicles, LCTOP should be redirected to other needs, such as bus stops or facilities.

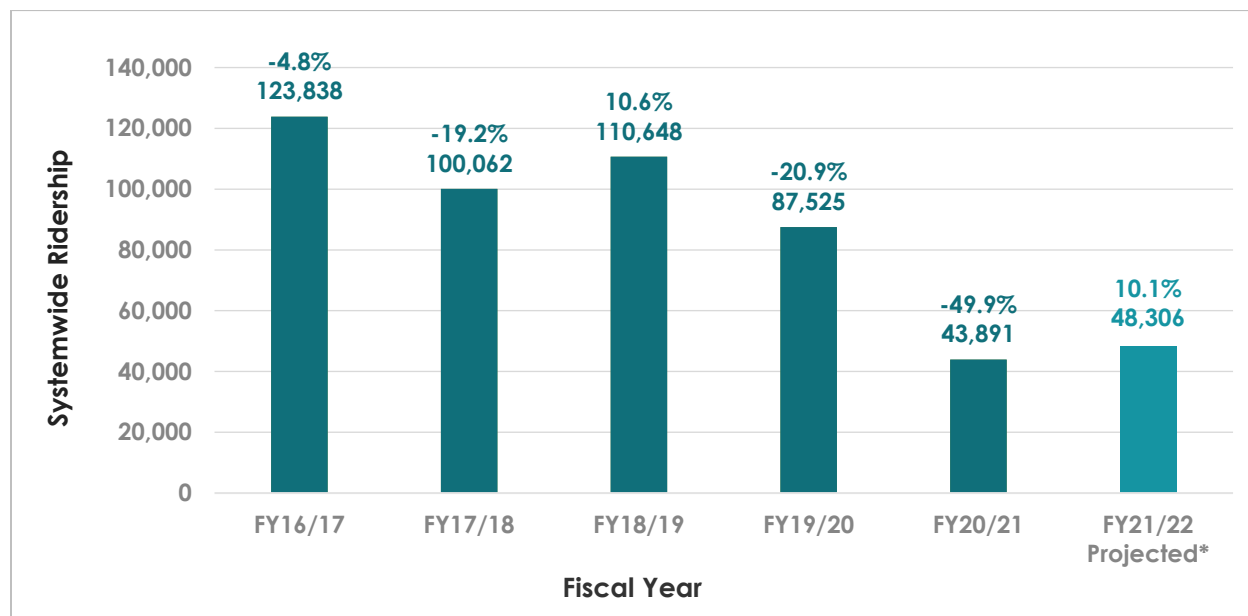
III. Service Plan

A. System Overview & Performance

The RCTA Annual Report for Fiscal Year 2020/21, presented to the Board at the January 2022 meeting, provides detailed system performance data history, including the devastating effects of the pandemic. This section identifies selected relevant highlights from the Annual Report and incorporates high-level systemwide data from the first half of FY 21/22, which are used as a basis for projection of the total fiscal year. Observations taken from these projections include:

- Systemwide ridership rebounded slightly from the previous year, at a projected 10% increase, however this may be an over projection based on the reduced winter schedule.

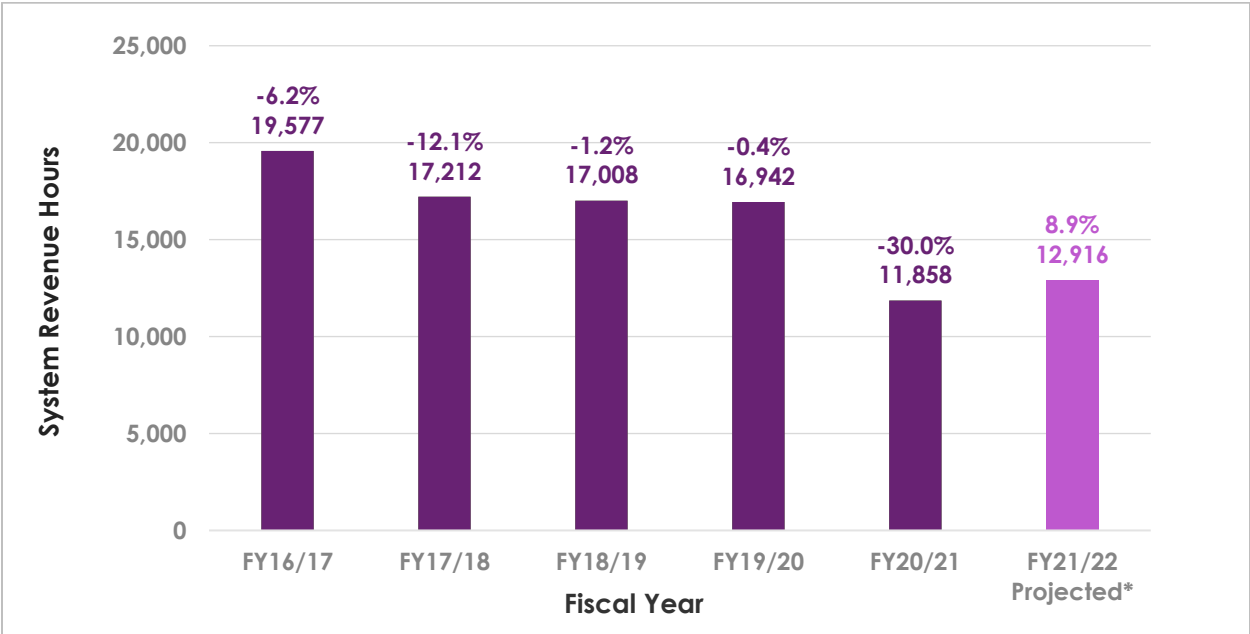
Figure 5: Systemwide Ridership



* Projection for full fiscal year based on actual ridership levels from July through December 2021.

- Systemwide revenue hours increased from the previous year. At this point in time, most of all pre-pandemic service has been reinstated.

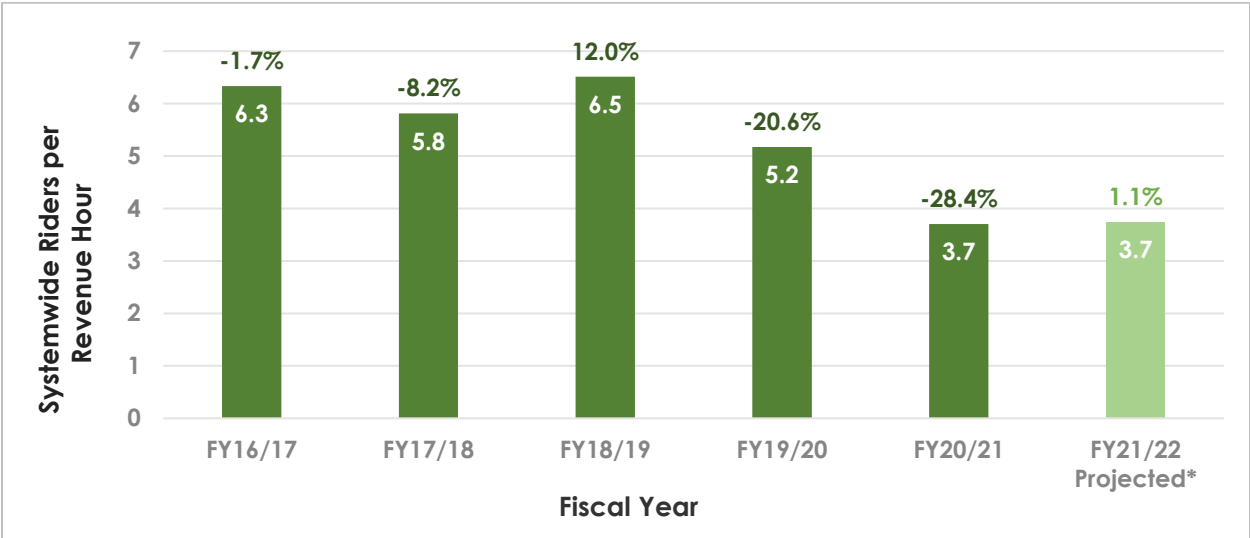
Figure 6: Systemwide Revenue Hours History



* Projection for full fiscal year based on actual ridership levels from July through December 2021.

- Systemwide riders per revenue hours may hold steady from the previous year.

Figure 7: Systemwide Riders per Revenue Hour History



* Projection for full fiscal year based on actual ridership levels from July through December 2021.

B. Potential Service Improvements

This section describes potential improvements to RCTA's fixed route service. The following table provides the approximate additional costs of each service increase. The following costs assume:

- Costs are based on the estimated amount of additional revenue service hours and revenue service miles:
 - Per the First Transit Contract, additional service costs are simply based on a set rate per revenue hour, within a range of 10% of a base number of service hours, which is 14,593 per calendar year. Changes above this range of hours are subject to higher rates per hour via contract renegotiations.
 - Service miles + 5% estimated deadhead miles
- Fuel cost per mile is based on RCTA's fuel invoice from December 2021 for FY21/22, with 5% inflation for each subsequent year
- No additional dispatch hours would be needed since the span of service would not be increased

Table 4: Potential Service Improvement Costs

	FY 21/22	FY 22/23	FY 23/24
Summer Service - Regional Routes			
Route 199 - Addl. round trip - Summer	\$ 7,862	\$ 8,149	\$ 8,489
Route 20 - Addl. round trip - Summer	\$29,925	\$ 31,034	\$ 32,335
Full Fiscal Year - Regional Routes			
Route 199 - Addl. round trip - All Year		\$ 25,488	\$ 26,488
Route 20 - Addl. round trip - All Year		\$ 97,102	\$ 100,950
Route 20 - 7pm CC to Klamath - All Year		\$ 27,689	\$ 28,707
Additional Morning Service on Local Routes			
Additional Hour of Morning - All Year		\$ 18,448	\$ 19,195

1. Seasonal Summer Service Schedule

The 2019 SRTP explored several options for encouraging increased ridership for recreational destinations since the region is home to many State and National

Park locations, which are served by RCTA regional routes 199 and 20, and are a cause of increased travel and economic activity in the summer. This potential service improvement would add a third round trip per day on RCTA's regional routes 199 and 20 during the summer season. Market research and analysis conducted to inform the 2019 SRTP made a strong case for the potential to attract more recreational riders onboard RCTA buses, especially given the location of the RCTA service area.

Increasing the number of daily round trips on routes 199 and 20 would give locals and visitors more options and thus more flexibility in their schedules for exploring the popular parks. This potential service increase would add a late afternoon round trip on route 199 to Gasquet, allowing visitors the option for longer park exploration before returning to lodgings in Crescent City.

Adding a midday trip to route 20 would enable passengers to travel between destinations midday, instead of waiting for the long interval between the current morning and evening runs.

The costs are based on an assumed span of service from Memorial Day to Labor Day, including holidays and Saturdays, but not Sundays. The cost of providing the three trips per day year round are also provided and are significantly higher.

2. Restore Early Morning Service on Local Routes

The first and last hour of service, from 7am-8am and 6pm-7pm, was cut on the four RCTA local routes in response to the pandemic. The evening hour has since been reinstated. The table above shows the marginal cost of reinstating the early morning hour of service as well. This has the potential to increase ridership among students and service workers, which are among the first groups to return to in-person attendance at school and work.

Another option for bringing back service is the evening trip leaving at 7pm from Crescent City south to Klamath Monday to Saturday that was cut due to the pandemic. The trip would serve mainly workers returning to the Klamath, offering more opportunity for employment in the later hours. The route would likely need to deadhead on the return to Crescent City.

IV. CTSA

A. Current CTSA Context

The Transportation Development Act (TDA) allows up to 5% of Local Transportation Funds (LTF) to be allocated to a Consolidated Transportation Service Agency (CTSA). The purpose of a CTSA is to provide coordination transportation services, public information about an array of transportation options, and technical assistance to community and specialized transportation providers, especially for the benefit of human service clients including people who are elderly, with disabilities, and with low income. In May 2018, the RCTA Board of Directors approved Resolution 2017-18-12, accepting the designation from the DNLTC as the County's CTSA. The general idea at the time that the Resolution was adopted was that RCTA would use the CTSA funds to develop and implement a sustainable ADA Eligibility Determination program and a complementary transit Travel Training program. These two programs are common CTSA functions across the State but are approached differently in each CTSA based on unique local situations. In Del Norte County these two programs were likely to be the most feasible among the variety of CTSA activities given the rural nature of the County, limited amount of funding, and the chosen remote part time managerial model. In addition, travel training programs work well when deployed with ADA Eligibility Determination, as the determination of both eligibility and non-eligibility is a good source of travel trainees.

1. Current Programs – ADA Eligibility Determination & Travel Training

One of the first two programs implemented under the CTSA in January 2020 is an Americans with Disabilities Act (ADA) Eligibility Determination process, lead by RCTA staff. RCTA Dial-A-Ride (DAR) includes both ADA-mandated paratransit service as a compliment to fixed-route service for people with disabilities that prevent them from using regular fixed-route transit, but also allows the general public to use DAR at a higher fare and based on availability with priority given to ADA-eligible trips.

The program was recommended and detailed in the 2019 SRTP to differentiate current and future passengers as ADA-eligible or general public. The program involves a paper application that all new prospective ADA paratransit riders fill out, which is then entered into specialized software that was built to determine ADA eligibility, followed by a telephone interview (if necessary) conducted by RCTA administration staff.

The second CTSA program, which was developed in detail and recommended for immediate implementation in the 2019 SRTP, was a Travel Training program to assist passengers, especially older adults, in learning to use the RCTA system. RCTA developed travel training materials and incorporated the program into the prior contract with First Transit.

RCTA purchased software to support both programs and hardware for printing the ID cards. However, the effects of the pandemic halted and shelter in place order halted the travel training program was halted and dramatically reduced the number of new RCTA ADA applications, with only 22 applications through June 30, 2021, with 21 approved and 1 denied.

As the pandemic wanes and people begin to travel more, both the ADA Eligibility Determination and Travel Training programs are expected to be utilized more.

B. Potential CTSA Programs

1. Service to Medford

An onboard survey of 149 RCTA passengers, conducted in 2017, found that service to Grants Pass/Medford, Oregon was 12% of respondents' most desired improvement to RCTA service. Since this survey was conducted, RCTA has heard anecdotally that the preferred location for higher level shopping and extensive medical specialty care has shifted from Eureka to Medford/Grants Pass, especially given that Oregon doesn't have sales tax. It is possible to take the Oregon DOT POINT bus system from Crescent City to Medford, but the trip can only be made one-way in a day, requires two transfers, takes 3.5 hours, and costs \$18.

Table 5: Potential New CTSA Service Costs

	FY 22/23 Projected	FY 23/24 Projected
Service to Medford		
Round Trip to Medford 1xWeek - All Year	\$ 33,768	\$ 35,046
Round Trip to Medford 2xWeek - All Year	\$ 67,535	\$ 70,093

The service assumptions are that one driver would begin picking up passengers from the Cultural Center in the morning, make a few stops along the way in Crescent City, stop in Grants Pass, then bring passengers to key medical and shopping destinations in Medford. The driver would then wait in Medford for a three to four hour window so that people could complete their activities. Then the driver would begin the trip back in reverse. The one-way distance from the Cultural Center to Medford is about 130 miles and 2.5 hours (without stops). Given the time for a small number of stops and the window for passenger activities in Medford, the round trip in one day would be about 273 miles round trip in fuel costs. Assuming 5% of deadhead miles and a slight addition for stops, equating to about 273 miles round trip in fuel costs. Implementation of this service would incur additional costs under both the First Transit operations contract based on the additional revenue hours and fuel costs under separate contract.

A feasibility study and needs assessment should need to be undertaken to first determine if there is sufficient demand to justify the service costs. The Del Norte Healthcare District is interested in partnering with RCTA and in helping to fund such a study and potentially the service itself. The study would likely cost around \$40k-\$50k total and could occur in FY 22/23. Depending on the results of the study, service to Medford could begin as early as the end of FY 22/23.

2. Mobility Management & Increased Coordination

A core purpose of CTSA is to coordinate with local community and specialized transportation providers and to provide technical assistance to these providers. This coordination enables them to present riders with a wider array of mobility options and to improve the quality and utilization of these services.

The 2019 SRTP recommended building on the Social Service Transportation Advisory Council (SSTAC) as a first step to increase coordination among local

mobility service providers. The role of the SSTAC is to represent the needs of older adults, people with disabilities, and people with low incomes regarding transit matters. The members include representatives of social service organizations, community services, the Senior Center, College of the Redwoods, the Yurok Tribe, and RCTA.

The SSTAC has historically met once a year to determine and prioritize the County's unmet transit needs that are reasonable to meet. Recently, the decision was made to meet more frequently on a quarterly basis to enable ongoing information sharing between RCTA, DNLTC and local Social Service agencies, and engagement regarding mobility to better serve shared and new customers. Additional meetings could focus on various topics, including all of the planned and potential CTSA programs described in the CTSA chapter of the 2019 SRTP. Members could share information about their successes and issues they face. In addition, the various Non-Emergency Medical Transportation providers could be invited to the SSTAC meetings on an ongoing basis in order to share information and discuss challenges and opportunities.

A second Mobility Management activity could be for RCTA to offer technical assistance to the handful of other local transportation providers, if there is a need. Technical assistance could be provided for program management and delivery, as well as obtaining funding. The level of technical assistance offered would necessarily be limited by the available staff time budget.

Many counties and jurisdictions have implemented Mobility Management Centers, some through their CTSA's. Mobility management includes many different activities, but a key component of a Mobility Management Center is the gathering and sharing of information about an array of available transportation options in the region. Many counties have done this by establishing a "One Call One Click" program, which enable customers to make one phone call or search one website to receive information about all transportation services available in the community.

As a first step, RCTA would need to gather information about the handful of other available transportation services in the region, including social service transportation and older driver safety resources. This information would need to be updated on a regular basis and would require coordination with other

service providers. This information could be included on the RCTA website and provided over the phone through the existing RCTA dispatch function.

The costs for conducting these Mobility Management activities would consist of staff time and are already included under the operations and management contracts. No additional costs would be incurred unless an outside contractor is needed to build improve on the current website or build an additional one-click website. There is also the potential to use CTSA funds to market the new services locally, which would be nominal.

C. CTSA Funding

Table 6 shows the actual and estimated maximum allocations from LTF funds for CTSA activities by fiscal year. The assumed CTSA activity costs are split amongst both the Administrative Management contract and the Operations and Maintenance (First Transit) contract.

It should be noted that the allowable allocation of 5% of LTF funds for the CTSA is a maximum amount. Any funds not claimed for new services would simply stay in the larger pot of LTF funds and then be allocated to RCTA for general services.

Table 6: CTSA Allocation FY 18/19 to FY 21/22

FY	CTSA
18/19	\$10,000
19/20	\$32,673
20/21	\$38,164
21/22 Est.	\$44,866
22/23 Est.	\$50,274

V. Financial Plan Detail

The following pages show a draft budget for the current fiscal year estimated costs and revenues (FY 21/22) and projects operating costs and revenues for fiscal years 22/23 and 23/24. The first notes column describes the assumptions for the FY21/22 estimates and the second notes column describes the assumptions for the predicted costs and revenue amounts.

	Avail. entering FY21/22	FY 21/22 Estimated	FY 22/23 Projected	FY 23/24 Projected	Assumptions FY 21/22	Assumptions - Projections
OPS INPUTS						
First Transit Rates per Revenue Hour						
		\$ 29.13				
		\$ 37.82				
			\$ 38.41	\$ 39.75		
Fuel Costs per Revenue Mile						
		\$ 0.48	\$ 0.50	\$ 0.53	Dec 2021 Fuel invoice	5% inflation
OPERATING REVENUE HOURS - BASE						
		13,687	14,693	14,693	14693, based on Joe comment & FT Contract	
Local, Regional, DAR						
		8,660	9,726	9,606	Based on actuals from 07/21-12/21	
		4,487	4,487	4,487	Based on Nov 2021 VSH - per Joe	
CTSA Ops						
		540	480	600	Calculated below	
					40/mo in FY22/23, 50/mo in FY23/24	
OPERATING REVENUE MILES - BASE						
Local, Regional, DAR						
		135,551	135,551	135,551	Based on Nov 2021 VSM - per Joe	
		152,561	152,561	152,561		
OPERATING COSTS						
OPERATING COSTS - BASELINE						
		\$ 42,500	\$ 43,775	\$ 45,088		
		\$ 1,000	\$ 1,030	\$ 1,061	From adopted budget	
		\$ 3,500	\$ 3,605	\$ 3,713	From adopted budget	
		\$ 3,000	\$ 3,090	\$ 3,183	From adopted budget	
		\$ 9,000	\$ 9,270	\$ 9,548	From adopted budget	
		\$ 5,000	\$ 5,150	\$ 5,305	From adopted budget	
		\$ 1,000	\$ 1,030	\$ 1,061	Only for audit printing	
		\$ 15,000	\$ 15,450	\$ 15,914	Direct costs	
		\$ 5,000	\$ 5,150	\$ 5,305	Direct costs	
		\$ 36,000	\$ 37,080	\$ 38,192	From adopted budget	
		\$ 98,761	\$ 101,724	\$ 104,776	Actual total contract amt, plus direct	
		\$ 75,761	\$ 78,034	\$ 80,375	Contract amt minus marketing & CTSA	
		\$ 20,000	\$ 20,600	\$ 21,218	From adopted budget	
		\$ 3,000	\$ 9,017	\$ 9,288	Lowered per actual estimated hours spent	
		\$ 1,169,846	\$ 1,432,960	\$ 1,489,553		
		\$ 289,894	\$ 373,560	\$ 381,775	Total service hours based on FT contract per Joe	
		\$ 150,216	\$ 172,361	\$ 178,352	Based on Nov 2021 rev hrs per Joe	
		\$ 18,095	\$ 18,437	\$ 23,847	\$1504 in Jul-Dec 2021 FT Bills. 40hrs/mo. for Jan-Jun 2022	
		\$ 711,642	\$ 868,602	\$ 905,580	2021 based on Nov billing file	
		\$ 32,000	\$ 20,000	\$ 45,000	Transit hub study	
		\$ 32,000		\$ 45,000	Normal SRTP 5-year update	
		\$ 20,000	\$ 20,000		CTSA Medford Feasibility Study	
		\$ 138,316	\$ 145,232	\$ 152,494		
		\$ 65,075	\$ 68,329	\$ 71,745	Based on Nov 2021 Service Miles, Dec cost/mile, +5% deadhead, x 12 months	
		\$ 73,241	\$ 76,903	\$ 80,748	Based on Nov 2021 Service Miles, Dec cost/mile, +5% deadhead, x 12 months	
TOTAL OPERATING COSTS - BASELINE						
		\$ 1,517,423	\$ 1,780,771	\$ 1,875,103		

		Avail. entering FY21/22	FY 21/22 Estimated	FY 22/23 Projected	FY 23/24 Projected	Assumptions FY 21/22	Assumptions - Projections
CAPITAL COSTS							
	Fleet		\$ -	\$ 800,000	\$ 647,094		
40620-00	Rehab two buses			\$ 100,000			
40620-00	Bus Replacement			\$ 550,000	\$ 447,094		
40620-00	Electric Bus Project - infrastructure			\$ 150,000	\$ 200,000	\$150k in LCTOP, plus need to use all PTMISEA in FY 22/23. Plus electric engineering.	Estimate for vehicle/infrastructure
	Transit Ops Facility Improvements		\$ 35,020	\$ 45,000	\$ 50,000		Estimate
40610-200	Already spent per GL 3.2.22 as of 2/28/22		\$ 23,220				Projection included in total
40620-410	Radio System Improvements		\$ 1,800				Projection included in total
	Additional facility improvements		\$ 10,000			Extra per Joe	
	Bus Stop Improvements/Passenger Amenities		\$ 38,115	\$ 106,021	\$ 42,022		
40610-500	Bus Stop Shelters and Signage		\$ 38,115	\$ 40,021	\$ 42,022	5% inflation	
40610-200	Mobile Transit Center Kiosk (eng and purchase)			\$ 66,000			
	TOTAL CAPITAL COSTS		\$ 73,135	\$ 951,021	\$ 739,116		
CAPITAL REVENUES							
	State						
CAP	Proposition 1B PTMISEA			\$ 593,000		\$350k encumbered for buses, of which \$276,852 as match in procurement 11.22.21	Must be encumbered/invested by 6.30.23 - probably use for a bus
CAP	SB-1 State of Good Repair		\$ 38,115	\$ 40,021	\$ 42,000	From GL 02.22. No expenditures in FY21/22 yet.	Expected allocation of \$42k/year - board wants to use for bus local match
CAP	Low Carbon Transit Operations Program (LCTOP)		\$ -	\$ 70,000	\$ 250,000	For Electric Bus program only	
	5339			\$ 165,920	\$ 100,000	Per agreement 01516	Estimate per conversation
	Federal						
CAP	5339			\$ 196,448	\$ 200,000		2 buses + 2 rehabs (per agreement 01465 and procurement in 11.22.21)
CAP	5310			\$ 76,700	\$ 100,000		per agreement 01220 - but only for one bus, per procurement 11.22.21
FLEX	TDA LTF		\$ 35,020		\$ 147,116		
	Total Capital Revenues		\$ 73,135	\$ 1,142,089	\$ 839,116		
CAPITAL FUND BALANCES - Year End							
	State						
CAP	Proposition 1B PTMISEA	\$ 593,000	\$ 593,000	\$ -			
CAP	SB-1 State of Good Repair	\$ 114,506	\$ 114,506	\$ 154,527	\$ 196,527		Expected allocation of \$42k/year - board wants to use for bus replacement going forward
CAP	LCTOP - Electric Bus Program	\$ 150,000	\$ 150,000	\$ 220,000	\$ 470,000	For infrastructure	For Electric Bus infrastructure
	Total Capital Reserves	\$ 857,506	\$ 857,506	\$ 374,527	\$ 666,527		