

## 2021 Budget

EMERY GO-ROUND	2021	
Revenue	Anticipated Revenue	Notes/Assumptions
<b>PBID Revenue</b>		
PBID Revenue	4,178,547	Per 2020-2021 Assesment roll provided by NBS. See note 7.
District Related Costs	(95,535)	1.7% of assessment to County Assessor + \$24,500 to City for legal and administration fees.
Estimated Uncollectable Assessments		
<b>Net PBID</b>	<b>4,083,012</b>	
<b>Non-PBID Revenue</b>		
City of Emeryville - General Benefit Contribution	556,368	12.29% of Total Budget, excluding capital expense for bus yard construction.
City of Emeryville - Emery Go Round Bus Yard (CIP)	-	\$1 Million in funding was received in 2020. Funding was used to establish the escrow account for Construction.
ETMA Billed Revenue	109,578	
BGTMA Revenue	20,000	
Misc. Revenue (Charter services, interest income, etc.)	3,500	
<b>Subtotal Non-PBID Revenues</b>	<b>689,446</b>	
<b>Total Revenue</b>	<b>4,772,458</b>	

	2021	
Expenditures	Proposed Expenditures	Notes/Assumptions
<b>Direct Costs</b>		
Bus Leases/Purchases	500,000	See note 1.
Bus Maintenance	315,000	See note 2.
Operations Contract	2,400,000	See note 6.
Fuel	300,000	
Communications	60,000	Annual fees for RTTS, APCs and driver radios.
Miscellaneous Operating Costs	15,000	Bus Stop Signs, Wayfinding Signs, Route Guides, etc.
<b>Subtotal Direct Costs</b>	<b>3,590,000</b>	
<b>Indirect Costs</b>		
Professional Services	515,000	See note 3.
Occupancy (Bus Yard, Site Expenses)	350,000	See note 4.
Site Development - Long Term Bus Yard	1,200,000	See note 5.
Membership & Public Outreach Materials	25,000	
Pilot Projects and Research		
TMA Insurance	22,000	Commercial, Directors & Officers and Special Form Property Coverage.
Conferences, Meetings, Office Expenses	25,000	Shuttle Operations workshop, office expenses and equipment.
<b>Subtotal Indirect Costs</b>	<b>2,137,000</b>	
<b>Total TMA Operating Budget/Expenses</b>	<b>5,727,000</b>	
<b>TOTAL BUDGET/EXPENSES</b>	<b>5,727,000</b>	
<b>Estimated Shortfall</b>	<b>(954,542)</b>	

Cash Balance Summary (2020-2021)		
Carryover Cash Balance (as of Jan 1, 2020)	\$	3,181,063
2020 Estimated Shortfall	\$	(1,100,000)
Projected Cash Balance on Dec 31, 2020	\$	2,081,063
<b>2021 Projected Shortfall</b>	<b>\$</b>	<b>(954,542)</b>
Total Projected Cash Balance on Dec 31, 2021	\$	1,126,521

Note: Minimum Operating Reserve is 15% of Operating Expenses (\$680k for 2021).

## **2021 Budget - Notes/Assumptions**

1. Recommendation is for the ETMA continue to maintain an annual budget of \$500,000 to continue building reserves for future capital equipment purchases. Actual annual lease costs for 2021 will be approximately \$350,000, which includes financing and acquisition of 2 replacement vehicles in 2021. The remaining balance of \$150,000 will be applied to the ETMA cash reserve for future capital equipment purchases, or possible local funding match for ZEV grants.
2. Bus Maintenance budget is estimated using actual cost trends from Q1-Q3 in 2020, plus an increase in maintenance rates anticipated in the updated contractor pricing.
3. Assume consistent overall level of effort for Agency Management, Accounting/Bookkeeping, Website Maintenance and Legal Services. Agency Management team will continue to assign work appropriately to ensure cost effectiveness.
4. Assume current lease is extended through June 2021 and new lease rates will take effect in July 2021. Included additional budget for a secondary site lease for potential vehicle overflow.
5. The majority of construction costs will be paid into escrow account in December 2020. 2021 budget includes cost for construction oversight, project management, office trailer acquisition and the overall project contingency.
6. Assume the current level of service will continue through the winter then will increase 30-40% in the spring. Also assumes rate increases for shuttle operations in new contract pricing.
7. Assessment billed by NBS for 2020-2021 were less than anticipated. Total PBID revenue increased by only 1.08%.