



**AGENDA**  
**REGIONAL TRANSIT ADVISORY COMMITTEE**

**Thursday, April 16, 2015**  
**2:00 p.m. – 3:30 p.m.**  
**San Luis Obispo Council of Governments**  
**1114 Marsh Street**  
**San Luis Obispo, CA 93401**

Individuals wishing accessibility accommodations at this meeting under the Americans with Disabilities Act (ADA) may request such accommodations to aid hearing, visual, or mobility impairment (including Limited English Proficiency [LEP]) by contacting the RTA offices at 781-4472. Please note that 48 hours advance notice will be necessary to honor a request.

**1. CALL MEETING TO ORDER, ROLL CALL**

**2. PUBLIC COMMENTS:** This portion of the agenda is set aside for any members of the public to directly address the Regional Transit Advisory Committee on any items not on the agenda and within the jurisdiction of the Committee. Comments are limited to three minutes per speaker. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.

**3. A. INFORMATION AGENDA ITEMS:**

A-1 Executive Director's Report (Verbal)  
*Note: The SRTP Working Paper #1 is due at the end of April, but staff will provide an update on the study during the RTAC meeting*

A-2 Member Comments/ Reports from Jurisdictions (Receive)

**B. ACTION AGENDA ITEMS:**

B-1 FY15-16 Budget (Recommend)

**C. CONSENT AGENDA ITEMS:**

The following items are considered routine and non-controversial by staff and will be approved by one motion if no member of the RTAC or public wishes an item be removed. If discussion is desired by anyone, the item will be removed from the consent agenda and will be considered separately. Questions of clarification may be made by RTAC members, without the removal of the item from the Consent Agenda. Staff recommendations for each item are noted following the item.

C-1 RTAC Minutes of January 15, 2015 (Approve)

**D. ADJOURNMENT**

**Next Meeting:** July 16, 2015

# **SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY VISION STATEMENT, VISION ELEMENTS, MISSION STATEMENT AND STRATEGIC DIRECTION**

## **VISION**

The RTA of the future is an integral part of the “SLO lifestyle.” From the vineyards in North County, to the secluded beach towns on the North Coast, to multi-faceted communities in the South County, residents and visitors use public transportation rather than relying on their cars.

### **Vision Elements**

- Continue successful partnerships with jurisdictions, county, other public agencies, businesses and schools.
- Provide excellent, reliable, sustainable seamless service that is effective in getting residents and visitors where they want to travel.
- Secure reliable funding.
- Implement an Intelligent Transportation Systems (ITS) program to improve service quality and provide efficiencies.
- Develop a well-executed image-building campaign with a single face for public transportation.

## **MISSION**

The Mission of RTA is to provide safe, reliable and efficient transportation services that improve and enhance the quality of life for the citizens and visitors of San Luis Obispo County.

## **STRATEGIC DIRECTION**

- Stabilize and grow funding.
- Continue to improve service quality: On-time performance, scheduling and routing, customer amenities on our vehicles and at our bus stops, operating procedures.
- Consolidate and streamline operations to improve efficiency and effectiveness of public transportation throughout the county.
- Include public transportation as part of the lifestyle evolution needed to confront climate change.
- Reduce Vehicle Miles Traveled.
- Embrace technological improvements that will positively impact efficiency and quality of service.

## **SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY VALUES**

### **Commitment to Serve**

Provide valuable services to the public and direct our energies in strengthening our relationships with our customers and the community while maintaining responsible ethical fiscal management.

### **Leadership**

Be trustworthy, credible, confident, progressive and influential in all we do.

### **Teamwork**

Work together with trust, support and mutual cooperation and respect. Provide an environment that fosters frank and open communication. Have Fun in our daily activities and keep issues in perspective. Have pride in our accomplishments while taking on our challenges with spirit and vigor.

### **Integrity**

Promote honesty, loyalty, dignity, respect, decency, fairness, courtesy, responsibility, and character.

### **Human Development**

Provide the appropriate resources and environment for employees to be successful, motivate individuals to take initiative and to be creative in all of our efforts.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**April 15, 2015**

**STAFF REPORT**

**AGENDA ITEM:** B-1

**TOPIC:** Fiscal Year 2015-16 and 2016-17 Operating Budget, and Fiscal Year 2015-16 through 2019-20 Capital Budget

**PRESENTED BY:** Geoff Straw

**STAFF RECOMMENDATION:** Adopt Fiscal Year 2015-16 Budget as presented

**RTAC RECOMMENDATION:**

**BACKGROUND/DISCUSSION:**

We are pleased to present a balanced fiscal year 2015-16 and projected fiscal year 2016-17 operating budget. In addition, we are presenting a five-year capital program.

We appreciate the Board's support and leadership in these financially constrained times. This year presented staff with a new challenge due to declining local revenue, and increased service demands. Due to those circumstances, we will present this budget with the planned new Express trips separate from the base Routes 9 and 10 summaries should the Board determine that cuts be implemented.

Both budget presentations assume the same core levels of service miles and hours for fixed route and Runabout services that are currently being operated. It also assumes a very minimal increase in Runabout service level, which is a welcome relief in comparison to recent years when Runabout demand burgeoned. Staff will continue to monitor the Runabout service and should service demands change to beyond the scope of the budget present, a budget amendment will be presented to the Board. Also, RTA will no longer be operating Line 83 under a highly Monterey Salinas Transit-subsidized contract, which resulted in a small amount of cost savings for RTA.

The highly successful Route 14 service will continue to operate during peak academic year commute times between downtown San Luis Obispo and the main Cuesta College campus, our highest trip generators in the regional system. The North Coast Connector service is projected at very similar levels as to what was operated during the 2014-15 fiscal year, but the service type is projected to change to a deviated fixed route service. Although staff is not projecting that this change will have a significant cost savings in the fixed route service plan, it will reduce Runabout service costs.

In May of 2014 RTA adopted a reserve policy, one for cash flow purposes and one for capital projects. During FY13-14 RTA came in under the projected budget, fare revenue was higher than projected, and the fund balance increased more than original budget projections. In addition, during FY13-14 and FY14-15, RTA has replaced the vast majority of the fleet, which has resulted in a reduction in the amount of capital projects reserves needed in the ensuing years. The result of the savings and decrease in capital reserves required is that staff is projecting a strong fund balance at the beginning of FY15-16.

No Local Transit Fund (LTF) is required for local match for any of the proposed capital projects. The FY15-16 RTA operating budget is proposed at \$8,351,380 and the capital budget is proposed at \$2,553,500.

It should be noted that staff continues to present separate columns in the revenue and expense tables that depicts the consolidation of Paso Robles Express fixed route and dial-a-ride services into RTA on June 1, 2014, as well as the County transit services (SLOCAT).

In summary, RTA staff has done a tremendous job of holding the line on expenses. The major increases in this year's operating budget are costs for insurance, workers compensations, the wage adjustments programmed in the Collective Bargaining Agreement for covered employees, and our health plan. We have managed to make progress on upgrading our fleet in recent years, and the delivery of eight new forty-foot low-floor buses in March 2015 will continue to help reduce a portion vehicle maintenance costs. The recent downturn in fuel costs has resulted in welcome relief, although we do not expect fuel costs to remain static into the future.

The budget packet contains the following items:

- Our vision and mission statements
- Adopted Budget Assumptions adopted March 4, 2015
- Fiscally-constrained FY15-16 operating and capital budgets
- Fiscally-unconstrained FY16-17 operating budget
- Fiscally-unconstrained FY16-17 through FY19-20 capital budgets

Lastly, we have broken each fixed route service into weekday, Saturday and Sunday sections to better understand the financial commitment necessary to operate these distinct services should service reductions become necessary due to funding or other constraints.

### **Revised Revenue Assumptions**

LTF funds are derived from the statewide ¼ percent sales tax, while STA is derived from the sales tax on diesel fuel. Countywide LTF is projected by SLOCOG to be roughly 23% lower in FY15-16 in comparison to final FY14-15 amounts. However, STA funding is estimated to be relatively flat for RTA, noting that the FY14-15 STA amount included in the budget includes a carryover from the prior year.

We are predicating the revenue stream for the FY15-16 budget on the latest information that we have available on LTF and STA funding for the region. The LTF program is projected to have a dramatic decrease and staff is unsure of what the projection for this revenue stream should be for the coming years. Staff concurs and applauds the principles laid out in the SLOCOG staff report that any future funding formulas include incentive funding for Vehicle Miles Traveled (VMT) and regional integration of the jurisdictional operations with the regional system as part of the regional funding formula. This budget assumes no increase in fare revenue for either FY15-16 or FY16-17, although staff is evaluating fare increase options for pending LTF revenue projections for FY16-17.

### **Administration and Operations Expenses**

The overall Administration Expense for RTA core services is up just 2.64% compared to last fiscal year. This is reflective in the additional part time staff member who will conduct functional assessments of Runabout applicants and fixed route travel training for Runabout eligible riders.

On the operating side, we have maintained current service levels. The service delivery line item for RTA core services is down from what was identified in the FY14-15 budget, as we are reducing previous budget projections associated with Runabout.

As included in the budget assumptions that your Board accepted in March 2015, based on the current projected funding, an annual merit adjustment will be budgeted for non-union employees; the Collective Bargaining Agreement (CBA) identifies annual increases based upon longevity for Bus Operators, Mechanics and Utility Workers. It should be noted that RTA ratified a new CBA in February 2014, which runs through January 31, 2018. Non-CBA employees within the salary range for their position will also be eligible for a step merit increase subject to performance assessments.

Finally, due to the unrest in North Africa and the Middle East, fuel prices have continued to swing wildly over the past few years. Similar to previous years, staff budgeted fuel at a relatively high per gallon cost, but we may need to adjust it if fuel prices rise significantly during the fiscal year. Due to our limited infrastructure, we are unable to purchase fuel in bulk to realize economies of scale.

### **Ridership Gains, Overcrowding Mitigation**

This past year we saw steady ridership increases on all RTA services. Runabout ridership was up 2%, while fixed route ridership was up nearly 1%, for the first eight months of FY14-15.

Pursuant to the language in the SLOCOG Regional Transportation Plan under Transit Policies, we have the ability to periodically adjust transit service parameters with the objective to maximize transit system efficiency, effectiveness and economic feasibility. Under this section there is a provision to review the need to add trips or tandems when the peak load factor consistently exceeds 90 percent of a seated bus load. In the case of all our commute trips on Routes 9, 10 and 12, the load factors consistently range

from 100 – 130% of the seated load. Staff will work quickly once the FY15-16 budget is approved to implement planned additional express trips to address overcrowding issues on Route 9 and 10.

### **Runabout Ridership Leveling Off and New Runabout Eligibility Procedure**

Pursuant to the monthly ridership reports, Runabout ridership is now holding steady. Staff is proposing implementing a functional assessment as part of the application process to ensure that the service is being provided to those who truly need it. Staff will also be doing fixed route travel training with Runabout applicants to ensure they understand and feel comfortable and confident using fixed route services when feasible.

### **Capital Program**

The focus of our financially constrained FY15-16 capital program will be funding the procurement of over-the-road coaches, cutaway vehicles used for the North Coast Connector, and Runabout vehicles. We have also programmed the following minor capital projects:

- \$31,500 for shop equipment for our maintenance department to improve efficiencies;
- \$31,100 for facility improvements, which includes \$25,000 for planning a permanent facility in Paso Robles;
- bus stop improvements, including solar lighting;
- miscellaneous computer equipment; and
- ITS improvements to our existing fleet and new fleet, including on-board camera security systems.

It should be noted that a portion of the FY14-15 funds for the fully funded ITS improvements will need to be carried over to FY15-16 but, due to the timing of the project, staff is unsure of the exact amount that will be carried forward. The carryover will have no financial impact to local jurisdictions.

Also included is a projected five-year capital improvement program as part of the budget plan. While only the first year is financially constrained, the projects identified in the ensuing four years provide a snapshot of future capital needs and potential cost levels. It should be noted that staff has only identified replacement projects and easily identifiable on-going projects (i.e., computer needs and bus stop improvements) in the capital improvement program. With the exception of the two over the road coaches discussed above, no expansion vehicles are included. As the Board provides direction to staff regarding possible expansion vehicles and/or facilities the capital improvement program will be updated.

Staff has adjusted the pay down schedule for the existing loan for the 179 Cross Street building improvements project that began in 2006. Given the recent LTF financial constraints presented above and the revised lease agreement through 2022, staff has extended principal payments out to FY18-19. The loan would still be paid off prior to the extended lease termination date, but provided more funding for operations during tight



financial times. Staff will continue to aggressively seek outside funding to plan and develop a long-term operations/maintenance facility.

**Conclusion and Staff Recommendation**

Fiscal Year 2015-16 will be another challenging year, including financial barriers and continuing to implement a list of long-planned capital projects. We look forward to working with our customers, the Board and other stakeholders in providing the highest quality of transportation services to residents of and visitors to our community. We believe that this budget reflects the path set by your Board in previous years and, although we would like to do more, we believe that this budget provides the optimum levels of service within the confines of existing limited resources.

The Staff recommends that the Board adopt the FY15-16 budget as presented.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**April 15, 2015**

**(Originally presented March 4, 2015)**

**STAFF REPORT**

<b>AGENDA ITEM:</b>	<b>B-1</b>
<b>TOPIC:</b>	<b>Fiscal Years 2016 and 2017 Budget Assumptions</b>
<b>ACTION:</b>	<b>Approve Budget Assumptions</b>
<b>PRESENTED BY:</b>	<b>Geoff Straw</b>
<b>STAFF RECOMMENDATION:</b>	<b>Approve Budget Assumptions to enable staff to begin development of FY15-16 &amp; FY16-17 Operating Budget</b>

**BACKGROUND/DISCUSSION:**

The following report outlines staff's recommended budget assumptions for RTA's Fiscal Year 2015-16 and 2016-17 Operating Budget, and it is the first step in the development of our operating budget and operating program. It should be noted that RTA is again developing a two-year operating budget and five-year capital budget. As in past years, only the first year would be financially-constrained, while the out-years should be considered advisory. Upon the Board's guidance and approval of these assumptions, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 15<sup>th</sup> meeting prior to the final draft budget presentation to the Board in May.

**Objectives**

- Maintain service levels and hours of service that meet the demand of our customers and communities through the effective and efficient delivery of RTA Fixed Route and Runabout core services.
- Continue to monitor reserves using the adopted policy from May 2014.
- Continue to work with the SLOCOG efficiencies committee in evaluating region-wide service efficiencies.
- Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs.
- Address overcrowding on Fixed Route runs during peak travel periods.
- Address a projected slight increase in demand for Runabout service.
- Implement RTA's strategy to develop a long-term administrative, operations and maintenance facility.

## Revenue

- SLOCOG is working on State Transit Assistance (STA) funding projections for FY15-16. Once those targets are more firmly established, RTA will assume a proportional change in overall STA funding in our FY15-16 budget, and will budget the same amount for FY16-17.
- Staff is not recommending a fare program change for FY15-16, although we may have to consider changes if TDA or other funding shortfalls emerge.
- Fare revenue is projected to be \$1,225,000 (farebox and pass sales revenue only) for FY15-16 – roughly 4.2% higher than the \$1,175,000 originally projected in the second year of the current two-year operating budget.
- RTA will cease operating two weekday roundtrips on Route 83 service to Fort Hunter-Liggett on March 6, 2015. RTA operated this service under contract for Monterey-Salinas Transit since December 2010, and we budgeted \$105,080 in special events/other revenue (counted as fares) in FY14-15.
- Federal Transit Administration (FTA) Section 5307, 5311 and 5339 operating funding for FY15-16, and capital funding for FY15-16 and FY16-17 will be presented as previously presented. Should authorizations for federal transportation programs under the MAP-21 successor legislation increase or decrease for any of these programs, staff would adjust these assumptions accordingly.
- RTA was awarded a total of \$800,000 in FTA Section 5316 JARC funding for FY14-15 to support Route 10 operations and North Coast services (RTA Route 15 and related Runabout). However, it was the last award of discretionary JARC funds, which have been eliminated. Staff is reviewing service options on Route 15 that would reduce the miles operated by approximately 20%, while revenue hours would remain the same, by operating a deviated fixed route service. The real cost savings would result from the 100% reduction in Runabout services between Morro Bay and Cambria. Staff has been successful in obtaining FTA Section 5307 operating funding from the South County to offset the impact on the Route 10.
- FTA Section 5307 operating funding from the City of Santa Maria for Route 10 will be budgeted based on meetings with SBCAG and the City of Santa Maria. Staff is confident in continued funding for Route 10 operations.
- FY14-15 LTF revenue was budgeted at \$4,133,461. Once the FY15-16 targets are further refined by the County Auditor and SLOCOG, RTA will present a proportional increase/decrease in overall LTF funding in our FY15-16 budget and a similar increase/decrease in the FY16-17 budget. Should there be a budget shortfall due to the loss of funding in either fiscal year, staff would evaluate and make appropriate recommendations on a potential budget amendment or use of reserve funds.

- Staff will continue to explore new revenue resources at the federal, state, and local levels.

## **Expenses**

- Staff assumed two additional express trips on the Routes 9 and 10 in the latter part of FY14-15. For FY15-16 service levels, the total number of revenue service hours, miles and span of service for RTA Fixed Route services will be budgeted at annualized levels assumed in FY14-15. A caveat is that additional express runs might be necessary on Routes 9 and 10 to meet increasing demand and to reduce overcrowding during peak travel periods. If this additional service becomes necessary, staff would seek a budget amendment to address those service demands during the fiscal year.
- As mentioned above in the Revenue section, RTA will not operate and partially subsidize the Route 83 service to Fort Hunter-Liggett in FY15-16. In FY14-15, we budgeted \$172,310 in operating expenses for this service.
- Runabout service hours and miles are projected to require a minimal increase based on recent demand trends. This reflects a change from the past two fiscal years, which required significant Runabout service level increases due to burgeoning demand. In short, it will be less than what was previously presented during the FY14-15 budget presentation as projected for Runabout in FY15-16.
- Should staff be unable to secure adequate funding to operate core Fixed Route and Runabout service levels, a potential increase in LTF funding would be requested from the RTA jurisdictions without which a reduction of service may have to be implemented.
- Detailed miles/hours and span of service for each fixed route and Runabout will be provided with the draft budget. In addition, detailed budgets based on miles/hours and span of service will be provided separately for SLO County Services and North County Consolidated Services.
- Staff will use the 2015-17 RTA Strategic Business Plan, the 2010 Fixed Route Performance Standards, the 2012-15 RTA Service Improvement Program, as well as the findings from the 2010 Short Range Transit Plan, to evaluate potential efficiencies and with Board concurrence implement efficiencies during the course of the two fiscal years.
- Fuel consumption and price will be budgeted conservatively; diesel fuel will be budgeted at \$4.10 per gallon. Included in the fuel line item will be diesel exhaust fluid (DEF), used to lower diesel exhaust emissions on the newer Fixed Route vehicles.
- CalTIP liability premiums will be increased 10% annually.
- Workers Compensation premiums are projected to increase 18%, with the realization that workers compensation for transit services is especially challenging statewide. Staff will be working with our broker on this in an effort to obtain a better number prior to April. We continue to work with our employee committee that has evaluated work comp injuries and has initiated a proactive

program to address the number of claims and severity of the claims that we have had during the last year. It is expected that this effort will hasten the return of employees back to work following lost-time work-related injuries.

- For FY15-16 core RTA services, the number of budgeted positions will remain essentially the same as FY14-15. To ensure that only those persons truly eligible for the service are initially registered or re-registered, staff will include the additional resources of a part-time staff position to conduct functional assessments as part of the Runabout application process. This person or persons would also provide mobility training for disabled persons who are able to use Fixed Route services for some or all of their travel needs. Prior to beginning the recruitment process, RTA will complete an internal “360 review” of the organizational structure so these new functional assessment responsibilities are assigned to the appropriate position. Should revenue projections in April 2015 indicate that FY15-16 revenue is down, there will be a requisite reduction in the number of FTE’s and service levels based upon projected revenue.
- For FY15-16, the overall number of budgeted positions for the North County and SLO County services will remain the same. It should be noted that the marginal costs and revenues the services will be treated in the budget the same way as FY14-15: as separate and distinct columns.
- Staff is still closely monitoring the anticipated impacts of the Affordable Care Act on both the number of employees and the costs of per-employee healthcare costs. For budget-making purposes, staff is assuming an 8% annual increase for healthcare costs for each of the next two fiscal years.
- Based on the current projected funding, a 2% annual inflationary adjustment will be budgeted for non-union employees; the new four-year Collective Bargaining Agreement has already identified annual increases based upon longevity for Bus Operators and Mechanics. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments.
- RTA will work with SLOCOG staff and members of the Regional Efficiencies Committees to evaluate efficiencies in the provision of service throughout the county.

### **Proposed Budget Calendar**

February 11	Detailed budget assumptions and revenue forecast to Executive Committee
March 4	Obtain Board concurrence on proposed draft budget assumptions
March 4	Provide mid-year FY14-15 Budget data to Board with any recommended budget amendment.
March 31	Based on feedback from Executive Committee draft FY15-16 Budget Draft complete.

April 15 Draft FY15-16 Budget presentation to Executive Committee

April 16 Formal FY15-16 Budget presentation to RTAC

May 6 Final Board Budget presentation; Board adoption of FY15-16 Budget

**Staff Recommendation**

Approve the budget assumptions and budget calendar so that a detailed work plan and budget may be developed.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
PROPOSED OPERATING REVENUE BUDGET FOR 2015/2016**

	2013/2014 COMBINED ACTUAL	2014/2015 ADOPTED OPERATING BUDGET	2014/2015 ADOPTED SLOCAT BUDGET	2014/2015 AMENDED N. COUNTY BUDGET	2015/2016 PROPOSED OPERATING BUDGET	2015/2016 PROPOSED SLOCAT BUDGET	2015/2016 PROPOSED N. COUNTY BUDGET	2016/2017 PROJECTED OPERATING BUDGET	2016/2017 PROJECTED SLOCAT BUDGET	2016/2017 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
GENERAL RESERVES	1,404,282	1,479,337	1,478,492	-	2,357,594	1,118,930	184,523	1,332,813	675,722	197,463
1. ESTIMATED FUND BALANCE	1,404,282	1,479,337	1,478,492	-	2,357,594	1,118,930	184,523	1,332,813	675,722	197,463
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
CASH FLOW REQUIREMENTS PER TDA	1,404,282	1,295,081	1,101,746	178,685	1,332,813	719,410	197,463	1,429,075	252,982	210,600
OFFSET RESERVE FOR JARC (SECTION 5316) LOSS BEGINNING IN 15,	-	460,000	-	-	-	-	-	-	-	-
TOTAL	1,404,282	1,755,081	1,101,746	178,685	1,332,813	719,410	197,463	1,429,075	252,982	210,600
3. FUND BALANCE AVAILABLE	-	(275,745)	376,746	(178,685)	1,024,782	399,520	(12,940)	(96,263)	422,740	(13,138)
<b>NON TDA SOURCES</b>										
FARES	1,399,393	1,175,000	26,600	107,970	1,175,000	26,600	92,660	1,175,000	26,600	92,660
SCT MANAGEMENT CONTRACT	77,500	78,760	-	-	79,830	-	-	81,030	-	-
COUNTY MANAGEMENT CONTRACT	80,500	80,500	-	-	80,500	-	-	81,710	-	-
NORTH COUNTY MANAGEMENT CONTRACT	-	39,720	-	-	39,720	-	-	40,320	-	-
INTEREST	3,753	4,000	1,000	-	3,000	1,000	-	3,000	500	-
STATE TRANSIT ASSISTANCE (STA)	-	-	105,219	88,363	-	104,750	85,920	-	104,750	85,920
RURAL TRANSIT FUND (Administration)	25,000	25,000	-	-	30,000	-	-	30,000	-	-
RURAL TRANSIT FUND (Operating Funds)	203,366	197,139	-	-	200,000	-	-	464,930	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	488,459	472,500	-	-	496,130	-	-	496,130	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	519,830	612,880	-	-	626,740	-	-	524,930	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5316) - JARC	250,000	800,000	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	675,029	681,520	-	213,785	765,600	-	215,565	765,600	-	215,565
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	220,349	235,860	-	-	317,160	-	-	326,670	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	-	400,000	-	-	420,000	-	-	420,000	-	-
CUESTA CONTRIBUTION ROUTE 12	54,001	53,855	-	-	54,370	-	-	56,280	-	-
CUESTA CONTRIBUTION NORTH COUNTY	-	8,580	-	32,000	-	-	40,580	-	-	40,580
CMAQ OPERATING FUNDS	-	80,000	-	-	-	-	-	-	-	-
SPECIAL EVENTS REVENUE/OTHER	86,888	105,080	-	45,000	-	-	42,170	-	-	44,280
4. SUB TOTAL	4,084,068	5,050,394	132,819	487,118	4,288,050	132,350	476,895	4,465,600	131,850	479,005
5. TOTAL FUND BALANCE & NON TDA FUNDING	4,084,068	4,774,649	509,565	308,433	5,312,832	531,870	463,956	4,369,338	554,590	465,868

FUNDING SOURCES:

**TDA REQUIRED**

CITY OF ARROYO GRANDE	Population Based	
CITY OF ATASCADERO		
CITY OF GROVER BEACH		
CITY OF MORRO BAY		
CITY OF PASO ROBLES		
CITY OF PISMO BEACH		
CITY OF SAN LUIS OBISPO		18%
COUNTY OF SAN LUIS OBISPO		49%

TDA REQUIREMENTS BEFORE 5311 EXCHANGE  
LESS: RURAL TRANSIT FUND/5311 EXCHANGE

6. NET TDA REQUIREMENTS

7. **TOTAL FUNDING SOURCES**

8. FUNDING USES:

ADMINISTRATION  
INTEREST EXPENSE  
MANAGEMENT CONTRACTS  
SERVICE DELIVERY  
CONTINGENCY

9. **TOTAL FUNDING USES**

	2013/2014 COMBINED ACTUAL	2014/2015 ADOPTED OPERATING BUDGET	2014/2015 ADOPTED SLOCAT BUDGET	2014/2015 AMENDED N. COUNTY BUDGET	2015/2016 PROPOSED OPERATING BUDGET	2015/2016 PROPOSED SLOCAT BUDGET	2015/2016 PROPOSED N. COUNTY BUDGET	2016/2017 PROJECTED OPERATING BUDGET	2016/2017 PROJECTED SLOCAT BUDGET	2016/2017 PROJECTED N. COUNTY BUDGET
CITY OF ARROYO GRANDE	200,136	220,709	-	-	212,614	-	-	284,156	-	-
CITY OF ATASCADERO	329,610	363,983	-	-	351,719	-	-	470,069	-	-
CITY OF GROVER BEACH	152,345	167,622	-	-	161,331	-	-	215,617	-	-
CITY OF MORRO BAY	118,917	130,903	-	-	15,651	-	-	20,917	-	-
CITY OF PASO ROBLES	447,918	387,037	-	730,027	373,724	-	587,845	499,478	-	642,073
CITY OF PISMO BEACH	88,835	97,914	-	-	94,507	-	-	126,308	-	-
CITY OF SAN LUIS OBISPO	676,192	746,273	-	-	659,752	-	-	881,752	-	-
COUNTY OF SAN LUIS OBISPO	2,438,235	2,031,521	-	-	1,795,991	-	-	2,400,325	-	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	4,452,188	4,145,961	-	730,027	3,665,289	-	587,845	4,898,623	-	642,073
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(519,830)	(612,880)	-	-	(626,740)	-	-	(524,930)	-	-
6. NET TDA REQUIREMENTS	3,932,358	3,533,081	-	730,027	3,038,549	-	587,845	4,373,693	-	642,073
7. <b>TOTAL FUNDING SOURCES</b>	8,016,426	8,307,730	509,565	1,038,460	8,351,380	531,870	1,051,800	8,743,030	554,590	1,107,940
8. FUNDING USES:										
ADMINISTRATION	1,320,241	1,492,720	10,000	118,630	1,532,580	10,000	113,860	1,638,450	10,000	76,750
INTEREST EXPENSE	125,073	73,690	-	-	64,500	-	-	-	-	-
MANAGEMENT CONTRACTS	168,310	118,480	80,500	-	119,550	80,500	-	81,030	81,710	40,320
SERVICE DELIVERY	5,837,169	6,522,840	401,310	905,000	6,560,620	420,350	923,090	6,947,580	441,330	975,640
CONTINGENCY	-	100,000	17,755	14,830	74,130	21,020	14,850	75,970	21,550	15,230
9. <b>TOTAL FUNDING USES</b>	7,450,793	8,307,730	509,565	1,038,460	8,351,380	531,870	1,051,800	8,743,030	554,590	1,107,940



**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
PROPOSED CAPITAL REVENUE BUDGET FOR 2015/2016**

	2013/2014 COMBINED ACTUAL	2014/2015 AMENDED CAPITAL BUDGET	2014/2015 ADOPTED SLOCAT BUDGET	2014/2015 ADOPTED N. COUNTY BUDGET	2015/2016 PROPOSED CAPITAL BUDGET	2015/2016 PROPOSED SLOCAT BUDGET	2015/2016 PROPOSED N. COUNTY BUDGET	2016/2017 PROJECTED CAPITAL BUDGET	2016/2017 PROJECTED SLOCAT BUDGET	2016/2017 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
	844,380	589,600	109,960	-	262,954	3,476	29,172	121,908	47,164	4,172
1. ESTIMATED FUND BALANCE	844,380	589,600	109,960	-	262,954	3,476	29,172	121,908	47,164	4,172
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
	260,823	363,150	20,660	35,010	227,228	3,476	4,172	133,672	7,164	4,172
CAPITAL PROJECTS RESERVE										
TOTAL	260,823	363,150	20,660	35,010	227,228	3,476	4,172	133,672	7,164	4,172
3. FUND BALANCE AVAILABLE	583,557	226,450	89,300	(35,010)	35,726	-	25,000	(11,764)	40,000	-
<b>NON TDA SOURCES</b>										
STATE TRANSIT ASSISTANCE (STA)	670,836	636,640	-	-	561,504	-	-	561,504	-	-
PROPOSITION 1B FUNDING - SAFETY & SECURITY	-	558,030	-	-	173,970	-	-	241,300	-	-
PROPOSITION 1B FUNDING - PROPERTY PURCHASE	1,512,602	-	-	-	-	-	-	-	-	-
PROPOSITION 1B FUNDING - BUS REPLACEMENT	870,166	407,750	-	-	-	-	-	-	-	-
RURAL TRANSIT FUND (Capital)	-	491,240	-	-	229,300	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	50,000	249,000	-	-	782,200	-	-	179,650	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair	1,454,007	2,336,640	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities	-	35,000	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311f)	-	336,580	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5316) - JARC	-	400,000	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)	-	471,000	-	-	236,600	-	-	479,650	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)	400,000	51,000	-	-	534,200	-	-	280,450	160,000	-
4. SUB TOTAL	4,957,611	5,972,880	-	-	2,517,774	-	-	1,742,554	160,000	-
5. TOTAL FUND BALANCE & NON TDA FUNDING	5,541,168	6,199,330	89,300	-	2,553,500	-	25,000	1,730,790	200,000	-
6. NET TDA REQUIREMENTS	-	-	-	35,010	-	-	-	-	-	-
7. TOTAL FUNDING SOURCES	5,541,168	6,199,330	89,300	35,010	2,553,500	-	25,000	1,730,790	200,000	-
8. FUNDING USES:										
	4,432,291	5,656,200	89,300	-	2,352,900	-	25,000	1,530,190	200,000	-
CAPITAL										
LOAN PAYDOWN	1,108,877	543,130	-	-	200,600	-	-	200,600	-	-
9. TOTAL FUNDING USES	5,541,168	6,199,330	89,300	-	2,553,500	-	25,000	1,730,790	200,000	-

## SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

		<b>Actual Combined FY 2013-14</b>	<b>Adopted Operating Budget FY 2014-15</b>	<b>Proposed Operating Budget FY 2015-16</b>	<b>Projected Operating Budget FY 2016-17</b>
<b>Administration and Service Delivery Totals</b>					
<b>Administration:</b>					
Labor	operations cost	692,156	753,890	<b>789,900</b>	825,090
Labor - Administration Workers Comp	operations cost	24,796	42,830	<b>44,970</b>	51,720
Office Space Rental	operations cost	412,718	474,900	<b>489,360</b>	500,780
Property Insurance	operations cost	15,820	16,820	<b>18,500</b>	19,980
Professional Technical Services	operations cost	44,796	102,090	<b>92,970</b>	94,360
Professional Development	operations cost	14,922	25,750	<b>26,940</b>	26,940
Operating Expense	operations cost	208,234	249,000	<b>255,450</b>	268,220
Marketing and Reproduction	hourly	75,109	115,330	<b>138,400</b>	141,170
North County Management Contract	operations cost	(3,310)	(39,720)	<b>(39,720)</b>	(40,320)
County Management Contract	operations cost	(87,500)	(80,500)	<b>(80,500)</b>	(81,710)
SCT Management Contract	operations cost	(77,500)	(78,760)	<b>(79,830)</b>	(81,030)
<b>Total Administration</b>		1,320,241	1,581,630	<b>1,656,440</b>	1,725,200
<b>Service Delivery:</b>					
Labor - Operations	hourly	2,809,067	3,734,110	<b>3,865,100</b>	4,055,020
Labor - Operations Workers Comp	hourly	146,400	289,780	<b>329,620</b>	379,060
Labor - Maintenance	hourly	721,561	889,210	<b>904,210</b>	935,650
Labor - Maintenance Workers Comp	hourly	44,319	84,810	<b>95,410</b>	109,720
Fuel	miles	1,205,672	1,555,560	<b>1,502,000</b>	1,539,550
Insurance	miles	360,706	435,900	<b>483,930</b>	532,320
Special Transportation (includes Senior Vans, Lucky Bucks, etc)	n/a	75,041	134,590	<b>118,330</b>	124,180
Avila Trolley	n/a	45,331	55,000	<b>57,750</b>	59,190
Maintenance (parts, supplies, materials)	miles	372,360	555,770	<b>436,560</b>	502,040
Maintenance Contract Costs	miles	56,712	94,420	<b>111,150</b>	127,820
<b>Total Operations</b>		5,837,169	7,829,150	<b>7,904,060</b>	8,364,550
<b>Contingency</b>	hourly	23,520	132,585	<b>110,000</b>	112,750
<b>Interest Expense</b>	operations cost	125,073	73,690	<b>64,500</b>	64,500
<b>Management Contracts</b>		168,310	198,980	<b>200,050</b>	203,060
<b>TOTAL FUNDING USES</b>		7,474,313	9,816,035	<b>9,935,050</b>	10,470,060

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

<b>Capital Expenditures</b>	<b>Actual Capital Expenditures FY 2013-14</b>	<b>Amended Capital Budget FY 2014-15</b>	<b>Proposed Capital Budget FY 2015-16</b>	<b>Projected Capital Budget FY 2016-17</b>	<b>Projected Capital Budget FY 2017-18</b>	<b>Projected Capital Budget FY 2018-19</b>	<b>Projected Capital Budget FY 2019-20</b>
<b>Capital/Studies:</b>							
<b>Computer System Maintenance/Upgrades</b>	13,416	36,400	<b>37,540</b>	67,420	40,790	42,830	44,970
Miscellaneous Capital	-						
<b>Facility Improvements</b>	-	15,000	<b>31,100</b>	-	-	37,250	-
<b>Maintenance Software and Maintenance Equipment</b>	-	60,000	<b>31,500</b>	10,500	36,470	-	-
Tire Lease Buyout	34,767	-	-	-	-	-	-
Marking and Tethering Program	898	-	-	-	-	-	-
Rotary Lift/Wireless Lift	-	52,000	-	-	22,730	-	-
Specialized Maintenance Tools	12,451	52,000	-	15,000	-	15,380	16,150
Maintenance Staff Office/Desks and Office Equipment	25,854	1,800	-	-	-	-	-
<b>Radios</b>	-	-	<b>6,000</b>	-	-	-	-
<b>Vehicle ITS/Camera System</b>	-	558,030	<b>173,970</b>	176,690	-	-	-
<b>Bus Stop Improvements/Bus Stop Solar Lighting</b>	-	73,750	<b>31,500</b>	96,110	33,080	34,730	36,470
Bus Rehabilitation	-	185,000	-	126,000	-	-	-
Bus Procurement Reserve/Large Capital Repairs	9,461	81,810	-	-	-	-	-
<b>RouteMatch Dispatching Software/Call Back System</b>	-	40,000	<b>37,500</b>	-	-	-	-
Vehicles	-	-	-	-	-	-	-
<b>Support Vehicles</b>	98,669	62,500	<b>60,000</b>	-	18,000	-	-
<b>40' Coaches</b>	2,724,173	3,865,710	-	-	1,527,700	-	-
<b>Over the Road Coaches</b>	-	-	<b>1,300,000</b>	-	-	-	-
<b>Trolley replacement vehicles</b>	-	-	-	200,000	-	-	-
<b>Cutaway Vehicles</b>	-	89,300	<b>170,000</b>	-	-	-	-
<b>Runabout Vehicles</b>	-	572,200	<b>311,290</b>	163,480	148,500	630,300	-
<b>Total Capital Outlay</b>	<b>2,919,689</b>	<b>5,745,500</b>	<b>2,190,400</b>	<b>855,200</b>	<b>1,827,270</b>	<b>760,490</b>	<b>97,590</b>
<b>Loan Pay down</b>	1,108,877	543,130	<b>200,600</b>	200,600	200,600	211,670	
<b>Property Purchase/Facility Environmental Planning</b>	1,512,602		<b>187,500</b>	874,990			
<b>TOTAL FUNDING USES</b>	<b>5,541,168</b>	<b>6,288,630</b>	<b>2,578,500</b>	<b>1,930,790</b>	<b>2,027,870</b>	<b>972,160</b>	<b>97,590</b>

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

		<b>Adopted Budget FY 2014-15</b>	<b>Weekday Proposed Budget FY 2015-16</b>	<b>Saturday Proposed Budget FY 2015-16</b>	<b>Sunday Proposed Budget FY 2015-16</b>	<b>Total Proposed Budget FY 2015-16</b>	<b>Projected Budget FY 2016-17</b>
<b>Route 9</b>							
	Hours	12,620	<b>9,320</b>	<b>670</b>	<b>420</b>	<b>10,410</b>	10,660
	Miles	330,350	<b>288,370</b>	<b>20,310</b>	<b>13,060</b>	<b>321,740</b>	329,770
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		257,790	<b>234,630</b>	<b>16,730</b>	<b>10,590</b>	<b>261,950</b>	273,580
<b>Service Delivery:</b>							
Labor - Operations	hourly	570,850	<b>460,030</b>	<b>33,070</b>	<b>20,730</b>	<b>513,830</b>	538,600
Labor - Operations Workers Comp	hourly	45,310	<b>39,810</b>	<b>2,860</b>	<b>1,790</b>	<b>44,460</b>	51,090
Labor - Maintenance	hourly	148,360	<b>106,610</b>	<b>7,660</b>	<b>4,800</b>	<b>119,070</b>	123,110
Labor - Maintenance Workers Comp	hourly	13,960	<b>11,470</b>	<b>820</b>	<b>520</b>	<b>12,810</b>	14,720
Fuel	miles	278,240	<b>246,710</b>	<b>17,380</b>	<b>11,170</b>	<b>275,260</b>	282,130
Insurance	miles	79,180	<b>80,200</b>	<b>5,650</b>	<b>3,630</b>	<b>89,480</b>	98,430
Maintenance (parts, supplies, materials)	miles	100,170	<b>71,200</b>	<b>5,010</b>	<b>3,220</b>	<b>79,430</b>	91,350
Maintenance Contract Costs	miles	16,430	<b>18,440</b>	<b>1,300</b>	<b>840</b>	<b>20,580</b>	23,660
<b>Total Operations</b>		1,252,500	<b>1,034,470</b>	<b>73,750</b>	<b>46,700</b>	<b>1,154,920</b>	1,223,090
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		1,510,087	<b>492,730</b>	<b>35,420</b>	<b>22,200</b>	<b>550,350</b>	81,180
<b>Contingency</b>	hourly	19,410	<b>10,960</b>	<b>790</b>	<b>490</b>	<b>12,240</b>	12,540
<b>Interest Expense</b>	operations cost	14,300	<b>9,540</b>	<b>690</b>	<b>430</b>	<b>10,660</b>	10,650
<b>TOTAL FUNDING USES</b>		3,054,087	<b>1,782,330</b>	<b>127,380</b>	<b>80,410</b>	<b>1,990,120</b>	1,601,040
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		1,544,000	<b>1,289,600</b>	<b>91,960</b>	<b>58,210</b>	<b>1,439,770</b>	1,519,860

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

		<b>Adopted Budget FY 2014-15</b>	<b>Weekday Proposed Budget FY 2015-16</b>	<b>Saturday Proposed Budget FY 2015-16</b>	<b>Sunday Proposed Budget FY 2015-16</b>	<b>Total Proposed Budget FY 2015-16</b>	<b>Projected Budget FY 2016-17</b>
<b>Route 10</b>							
	Hours	10,670	<b>9,390</b>	<b>620</b>	<b>370</b>	<b>10,380</b>	10,640
	Miles	349,270	<b>310,800</b>	<b>20,350</b>	<b>11,860</b>	<b>343,010</b>	351,590
<b>Administration:</b>							
	<b>Total Administration (Net of Contracts)</b>	238,400	<b>243,030</b>	<b>15,990</b>	<b>9,450</b>	<b>268,470</b>	280,610
<b>Service Delivery:</b>							
	Labor - Operations	482,640	<b>463,480</b>	<b>30,600</b>	<b>18,260</b>	<b>512,340</b>	537,590
	Labor - Operations Workers Comp	38,300	<b>40,110</b>	<b>2,650</b>	<b>1,580</b>	<b>44,340</b>	50,990
	Labor - Maintenance	125,440	<b>107,410</b>	<b>7,090</b>	<b>4,230</b>	<b>118,730</b>	122,880
	Labor - Maintenance Workers Comp	11,800	<b>11,560</b>	<b>760</b>	<b>460</b>	<b>12,780</b>	14,700
	Fuel	294,170	<b>265,900</b>	<b>17,410</b>	<b>10,150</b>	<b>293,460</b>	300,800
	Insurance	83,720	<b>86,440</b>	<b>5,660</b>	<b>3,300</b>	<b>95,400</b>	104,950
	Maintenance (parts, supplies, materials)	105,900	<b>76,740</b>	<b>5,020</b>	<b>2,930</b>	<b>84,690</b>	97,400
	Maintenance Contract Costs	17,370	<b>19,870</b>	<b>1,300</b>	<b>760</b>	<b>21,930</b>	25,220
	<b>Total Operations</b>	1,159,340	<b>1,071,510</b>	<b>70,490</b>	<b>41,670</b>	<b>1,183,670</b>	1,254,530
<b>Capital/Studies:</b>							
	<b>Total Capital Outlay</b>	1,276,753	<b>496,430</b>	<b>32,780</b>	<b>19,560</b>	<b>548,770</b>	81,030
<b>Contingency</b>	hourly	16,410	<b>11,050</b>	<b>730</b>	<b>440</b>	<b>12,220</b>	12,520
<b>Interest Expense</b>	operations cost	12,090	<b>9,610</b>	<b>630</b>	<b>380</b>	<b>10,620</b>	10,630
<b>TOTAL FUNDING USES</b>		2,702,993	<b>1,831,630</b>	<b>120,620</b>	<b>71,500</b>	<b>2,023,750</b>	1,639,320
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		1,426,240	<b>1,335,200</b>	<b>87,840</b>	<b>51,940</b>	<b>1,474,980</b>	1,558,290

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

		<b>Adopted Budget FY 2014-15</b>	<b>Weekday Proposed Budget FY 2015-16</b>	<b>Saturday Proposed Budget FY 2015-16</b>	<b>Sunday Proposed Budget FY 2015-16</b>	<b>Total Proposed Budget FY 2015-16</b>	<b>Projected Budget FY 2016-17</b>
<b>Route 12, 14 and 15</b>							
	Hours	10,790	<b>9,050</b>	<b>910</b>	<b>680</b>	<b>10,640</b>	10,910
	Miles	326,540	<b>275,700</b>	<b>28,400</b>	<b>20,820</b>	<b>324,920</b>	333,040
<b>Administration:</b>							
	<b>Total Administration (Net of Contracts)</b>	233,790	<b>226,420</b>	<b>22,990</b>	<b>17,050</b>	<b>266,460</b>	278,490
<b>Service Delivery:</b>							
Labor - Operations	hourly	488,070	<b>446,700</b>	<b>44,920</b>	<b>33,560</b>	<b>525,180</b>	551,230
Labor - Operations Workers Comp	hourly	38,730	<b>38,650</b>	<b>3,890</b>	<b>2,900</b>	<b>45,440</b>	52,280
Labor - Maintenance	hourly	126,850	<b>103,520</b>	<b>10,410</b>	<b>7,780</b>	<b>121,710</b>	126,000
Labor - Maintenance Workers Comp	hourly	11,930	<b>11,140</b>	<b>1,120</b>	<b>840</b>	<b>13,100</b>	15,070
Fuel	miles	275,040	<b>235,870</b>	<b>24,300</b>	<b>17,810</b>	<b>277,980</b>	284,930
Insurance	miles	78,270	<b>76,680</b>	<b>7,900</b>	<b>5,790</b>	<b>90,370</b>	99,410
Maintenance (parts, supplies, materials)	miles	99,010	<b>68,070</b>	<b>7,010</b>	<b>5,140</b>	<b>80,220</b>	92,260
Maintenance Contract Costs	miles	16,250	<b>17,630</b>	<b>1,820</b>	<b>1,330</b>	<b>20,780</b>	23,890
	<b>Total Operations</b>	1,134,150	<b>998,260</b>	<b>101,370</b>	<b>75,150</b>	<b>1,174,780</b>	1,245,070
<b>Capital/Studies:</b>							
	<b>Total Capital Outlay</b>	1,291,112	<b>478,450</b>	<b>48,110</b>	<b>35,950</b>	<b>562,510</b>	83,080
<b>Contingency</b>	hourly	16,590	<b>10,650</b>	<b>1,070</b>	<b>800</b>	<b>12,520</b>	12,840
<b>Interest Expense</b>	operations cost	12,230	<b>9,270</b>	<b>930</b>	<b>700</b>	<b>10,900</b>	10,900
<b>TOTAL FUNDING USES</b>		2,687,872	<b>1,723,050</b>	<b>174,470</b>	<b>129,650</b>	<b>2,027,170</b>	1,630,380
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		1,396,760	<b>1,244,600</b>	<b>126,360</b>	<b>93,700</b>	<b>1,464,660</b>	1,547,300

## SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

		<b>Adopted Budget FY 2014-15</b>	<b>Total Proposed Budget FY 2015-16</b>	<b>Projected Budget FY 2016-17</b>
<b>Runabout</b>				
	Hours	30,940	<b>31,570</b>	32,360
	Miles	588,030	<b>550,760</b>	564,530
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>		579,140	<b>655,200</b>	683,740
<b>Service Delivery:</b>				
Labor - Operations	hourly	1,399,520	<b>1,558,270</b>	1,634,990
Labor - Operations Workers Comp	hourly	111,070	<b>134,840</b>	155,080
Labor - Maintenance	hourly	363,750	<b>361,130</b>	373,720
Labor - Maintenance Workers Comp	hourly	34,230	<b>38,860</b>	44,690
Fuel	miles	495,270	<b>471,200</b>	482,980
Insurance	miles	140,960	<b>153,180</b>	168,500
Maintenance (parts, supplies, materials)	miles	178,300	<b>135,990</b>	156,380
Maintenance Contract Costs	miles	29,260	<b>35,210</b>	40,500
<b>Total Operations</b>		<u>2,752,360</u>	<b><u>2,888,680</u></b>	<u>3,056,840</u>
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>		1,151,928	<b>503,770</b>	409,910
<b>Contingency</b>	hourly	47,590	<b>37,150</b>	38,070
<b>Interest Expense</b>	operations cost	35,070	<b>32,320</b>	32,320
<b>TOTAL FUNDING USES</b>		<u>4,566,088</u>	<b><u>4,117,120</u></b>	<u>4,220,880</u>
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		<u>3,414,160</u>	<b><u>3,613,350</u></b>	<u>3,810,970</u>

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

		<b>Adopted Budget FY 2014-15</b>	<b>Rt 9 Express Proposed Budget FY 2015-16</b>	<b>Rt 10 Express Proposed Budget FY 2015-16</b>	<b>Total Proposed Budget FY 2015-16</b>	<b>Projected Budget FY 2016-17</b>
<b>Additional Route 9 and 10 Express Trips</b>						
(Line 83 as well as Express Trips included in the Adopted Budget for 2014-15, Line 83 ceased in March 2015)						
	Hours	1,670	640	830	1,470	1,510
	Miles	84,640	19,800	27,470	47,270	48,460
<b>Administration:</b>						
<b>Total Administration (Net of Contracts)</b>		47,230	-	-	-	-
<b>Service Delivery:</b>						
Labor - Operations	hourly	75,540	28,950	37,540	66,490	69,760
Labor - Operations Workers Comp	hourly	6,000	2,300	2,980	5,280	6,070
Labor - Maintenance	hourly	19,630	7,520	9,760	17,280	17,880
Labor - Maintenance Workers Comp	hourly	1,840	710	920	1,630	1,870
Fuel	miles	71,290	16,680	23,140	39,820	40,820
Insurance	miles	20,290	4,750	6,580	11,330	12,460
Maintenance (parts, supplies, materials)	miles	25,660	6,000	8,330	14,330	16,480
Maintenance Contract Costs	miles	4,210	990	1,370	2,360	2,710
<b>Total Operations</b>		224,460	67,900	90,620	158,520	168,050
<b>Capital/Studies:</b>						
<b>Total Capital Outlay</b>		426,320	-	-	-	-
<b>Contingency</b>	hourly	-	-	-	-	-
<b>Interest Expense</b>	operations cost	-	-	-	-	-
<b>TOTAL FUNDING USES</b>		698,010	67,900	90,620	158,520	168,050
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		271,690	67,900	90,620	158,520	168,050



## SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

	<b>Adopted Budget FY 2014-15</b>	<b>Total Proposed Budget FY 2015-16</b>	<b>Projected Budget FY 2016-17</b>
<b>County Services</b>			
<b>Administration:</b>			
<b>Total Administration (Net of Contracts)</b>	90,500	<b>90,500</b>	91,710
<b>Service Delivery:</b>			
Labor - Operations	159,020	<b>166,970</b>	175,170
Labor - Operations Workers Comp	8,950	<b>10,740</b>	12,350
Labor - Maintenance	42,050	<b>44,150</b>	45,690
Labor - Maintenance Workers Comp	2,790	<b>3,350</b>	3,850
Fuel	37,000	<b>37,930</b>	38,880
Insurance	9,000	<b>9,900</b>	10,890
Special Transportation (includes Senior Van)	74,300	<b>76,160</b>	79,900
Avila Trolley	55,000	<b>57,750</b>	59,190
Maintenance (parts, supplies, materials)	10,810	<b>10,970</b>	12,620
Maintenance Contract Costs	2,390	<b>2,430</b>	2,790
<b>Total Operations</b>	401,310	<b>420,350</b>	441,330
<b>Capital/Studies:</b>			
<b>Total Capital Outlay</b>	89,300	-	200,000
<b>Contingency</b>	17,755	<b>21,020</b>	21,550
<b>Interest Expense</b>	-	-	-
<b>TOTAL FUNDING USES</b>	598,865	<b>531,870</b>	754,590
<b>TOTAL NON-CAPITAL EXPENDITURES</b>	509,565	<b>531,870</b>	554,590

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

		<b>Adopted Total Budget FY 2014-15</b>	<b>Proposed Route A &amp; B Budget FY 2015-16</b>	<b>Proposed Paso DAR Budget FY 2015-16</b>	<b>Proposed Cuesta Evening FY 2015-16</b>	<b>Total Proposed Budget FY 2015-16</b>	<b>Projected Budget FY 2016-17</b>
<b>North County Services</b>							
	Hours	9,290	<b>7,300</b>	<b>1,410</b>	<b>360</b>	<b>9,070</b>	9,290
	Miles	118,750	<b>96,890</b>	<b>15,520</b>	<b>**</b>	<b>112,410</b>	115,220
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		118,630	<b>96,000</b>	<b>17,860</b>	<b>-</b>	<b>113,860</b>	117,070
<b>Service Delivery:</b>							
Labor - Operations	hourly	558,480	<b>437,630</b>	<b>84,390</b>	<b>-</b>	<b>522,020</b>	547,690
Labor - Operations Workers Comp	hourly	41,430	<b>37,320</b>	<b>7,200</b>	<b>-</b>	<b>44,520</b>	51,200
Labor - Maintenance	hourly	63,120	<b>102,380</b>	<b>19,740</b>	<b>-</b>	<b>122,120</b>	126,370
Labor - Maintenance Workers Comp	hourly	8,240	<b>10,800</b>	<b>2,080</b>	<b>-</b>	<b>12,880</b>	14,820
Fuel	miles	104,560	<b>91,660</b>	<b>14,680</b>	<b>-</b>	<b>106,340</b>	109,000
Insurance	miles	24,470	<b>29,530</b>	<b>4,730</b>	<b>-</b>	<b>34,260</b>	37,680
Special Transportation	n/a	60,290	<b>-</b>	<b>-</b>	<b>42,170</b>	<b>42,170</b>	44,280
Maintenance (parts, supplies, materials)	miles	35,910	<b>26,640</b>	<b>4,270</b>	<b>-</b>	<b>30,910</b>	35,550
Maintenance Contract Costs	miles	8,500	<b>6,780</b>	<b>1,090</b>	<b>-</b>	<b>7,870</b>	9,050
<b>Total Operations</b>		905,000	<b>742,740</b>	<b>138,180</b>	<b>42,170</b>	<b>923,090</b>	975,640
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		-	<b>25,000</b>	<b>-</b>	<b>-</b>	<b>25,000</b>	-
<b>Contingency</b>	hourly	14,830	<b>12,450</b>	<b>2,400</b>	<b>-</b>	<b>14,850</b>	15,230
<b>Interest Expense</b>	operations cost	-	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	-
<b>TOTAL FUNDING USES</b>		1,038,460	<b>876,190</b>	<b>158,440</b>	<b>42,170</b>	<b>1,076,800</b>	1,107,940
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		1,038,460	<b>851,190</b>	<b>158,440</b>	<b>42,170</b>	<b>1,051,800</b>	1,107,940

\*\* This service is budgeted based on hours only

**DRAFT**  
**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**  
**REGIONAL TRANSIT ADVISORY COMMITTEE**  
**January 15, 2015**  
**MINUTES**  
**C-1**

Members Present:	Michael Seden – Hansen ( <i>Chair</i> ) Eric Greening ( <i>Vice Chair</i> ) Gamaliel Anguiano Dawn Patterson Dominique Bonino Mark Dariz Phil Moores Todd Katz	City of Paso Robles Fixed Route Representative SLO Transit ( <i>arrived late</i> ) Atascadero Transit Cal Poly Runabout/DAR Representative South County Transit (SCT) Fixed Route Alternate Rep.
Members Absent:	Janeen Burlingame John Diodati Anthony Gutierrez	Morro Bay Transit County of San Luis Obispo Cuesta College
Staff Present:	Geoff Straw Anna Mafort	RTA RTA
Guest:	John Osumi, San Luis Obispo Cindy Utter, Cal Trans District 5	

**1. Call Meeting to Order, Roll Call:**

**Mr. Michael Seden-Hansen** called the meeting to order at 2:02 p.m. Roll call was taken; a quorum was present.

**2. Public Comments:**

None

**3. Election of Officers**

**ELECTION OF OFFICERS:** Elect new RTAC Chair & Vice Chair: **Ms. Dawn Patterson** nominated **Mr. Michael Seden-Hansen** as Chair and **Mr. Eric Greening** seconded. The motion carried on a voice vote.

**Mr. Seden-Hansen** nominated **Mr. Eric Greening** as Vice Chair and **Ms. Dawn Patterson** seconded. The motion carried on a voice vote.

## **A. Information Agenda Items**

### **A1. Manager's Report (Verbal):**

**Mr. Straw** announced that RTA went out to bid on the ITS project. RTA received eight bids, which staff narrowed to three for final interviews and requested the best and final offer from them. A Notice to Proceed was awarded to a New Zealand-based company, Connexionz. Mr Straw suggested the committee look at the websites for Santa Clarita Transit and Golden Empire Transit (GET) in Bakersfield as examples of work by Connexionz. We are currently in contract negotiations. Beta testing is expected to begin in July 2015. The goal is to launch to the public in time for school in August.

RTA will have a company-wide Verbal Judo training at the Ludwick Center on Saturday, January 24. The next Employee of the Quarter luncheon will be held in conjunction with this training as virtually all employees will be present. Mr Straw invited all committee members to attend the luncheon from 11:30 a.m.-12:30 p.m.

RTA will receive eight new buses and SCT will get one more beginning in March. RTA expects to get those in service in April/May, and will use them launch new Route 9 and 10 express services. At least one of these will also service the airport area for commuters. Staff continues to look into procuring two new and up to four used Over-the-Road (OTR) coaches. We will order the new buses in the coming months.

**Mr. Straw** concluded his report.

### **A2. Member Comments/ Reports from Jurisdictions (Receive):**

**Ms. Dominique Bonino** said Cal Poly is preparing for open house on Friday, April 17. She said she would talk to RTA and SLO Transit about having a bus on hand to help students get familiar with the available public transit services.

**Mr. Phil Moores**, South County Transit, announced that planning of a new Route 26 is coming along. We expect to launch around July 1, 2015.

**Ms. Patterson** said Atascadero Dial-A-Ride received a new 25-foot Cutaway bus on January 2. We are currently preparing it for revenue service. We purchased two Garmin units and pre-programmed them with the most frequent stops in order to assist new drivers. The previous MV operations manager for Morro Bay Transit stepped down. Ms. Camille Watkins is assuming this position.

**Mr. Seden-Hansen** said Paso Robles drivers now under the RTA umbrella are currently cross-training on the larger vehicles and getting the air brake endorsement. This will give them more versatility with the fleet and operator assignments.

**Mr. Greening** is pleased with drivers. Ridership dropped during the holidays but is now starting to fill up. He expressed concern about the bus schedules for the days before and after Christmas and New Years days. Running the Sunday schedule was too draconian. He suggested running the Saturday schedule as it provides a wider span of service. **Mr. Straw** said staff is looking into this.

**Mr. Gamaliel Anguiano** said SLO Transit installed hand sanitizer on all of the buses. It is well received by riders and operators. Ridership has remained steady despite the drop in fuel costs.

### **A3. Review FY14-15 Budget Assumptions & Discuss FY15-16 Budget calendar (Receive)**

**Mr. Straw** briefly reviewed the budget calendar for Fiscal Year 2015-16. This includes the two-year operation and five year capital budgets. He asked the committee to look at last year's budget assumptions and provide any input between now and the February Executive Committee meeting. He noted the Job Access Reverse Commute (JARC) grant that funds Routes 10 and 15 will not be available next year.

The budget assumptions will mostly remain the same. There will be some adjustments for fuel costs. However, staff will be looking at making changes to route 15, such as replacing it with a route deviation service.

Runabout ridership growth has slowed. RTA won't have to add another full time driver in FY15-16 as we have in the past couple of years.

**Mr. Straw** concluded his report.

**Mr. Greening** pointed to the top bullet on page A-3-4 about Local Transit Funds (LTF) and suggested the verbiage be altered to say service cuts will be a last resort. **Mr. Straw** said this can be reworded. The committee continued to discuss concerns about the lowered LTF projections and how it may affect the budget, as well as other items on the assumptions.

### **A4. Update on Runabout Fare Increase (Verbal)**

**Mr. Straw** said the Board adopted the Runabout fare increase at the November 2014 meeting. Staff is updating the scheduling software and notices are going out to all approved riders by January 19. Notices are also going up in the buses. The change is effective Sunday, February 1. We will provide a two-week grace period for those not aware of this change.

**Mr. Katz** suggested presenting a brochure that mentions the subsidy cost per ride. **Mr. Straw** said the outreach included a letter and fact sheet explaining the associated costs for this service.

**Mr. Straw** said staff is talking about ways to track people with Runabout cards that ride free on the fixed routes. He pointed out staff also plans to hire a part-time Eligibility Coordinator, who will assess each applicant in person and help determine the functional abilities to ride fixed routes.

**Mr. Greening** noted that RTAC is the advisory board for Runabout appeals, and this may come into play when the Eligibility Coordinator becomes involved with the application process. He said he would like the committee to get training on what is expected of them

prior to serving in this capacity. **Mr. Moores** said this person will be trained and will come educate the committee.

#### **A5. RTAC's Role in Short Range Transit Plan (SRTP) Study (Verbal)**

This joint study between SLO Transit and RTA is nearing kickoff, with SRTP bidder interviews happening January 16. **Mr. Straw** presented a Project Timeline of milestones by task and estimated cost. There are three times where the RTAC committee and SLO Transit's Mass Transportation Committee (MTC) will come together to provide input on the SRTP.

**Mr. Anguiano** briefly discussed the role MTC plays and when it meets.

**Mr. Straw** said the two committees should come together for SRTP task number 3 (Transit system overviews) in July 2015, task number 6.2 (Operations plans and budget) around December 2015, and finally for task number 9 (review of draft joint plans) in May and June 2016.

**Ms. Utter** requested a copy of the working paper.

**Mr. Straw** said all versions of the working paper will be presented to the RTAC and the Board.

**Mr. Greening** inquired about the role of SSTAC, CTAC and TTAC. **Mr. Straw** said they will not be involved as it is a project of RTA and SLO Transit. However, SLOCOG is participating in the consultant selection committee. They will have some involvement throughout the process.

**Mr. Straw** said he would send to RTAC members a copy of the executive summary of the previous SRTP, along with a link to the entire 300-page document. This will help committee members get a sense of what a SRTP encompasses. He reviewed some of the high-level guidance the completed SRTP will include.

#### **B. Action Items**

**B1. None.**

#### **C. CONSENT AGENDA ITEMS:**

##### **C-1 RTAC Minutes of 10-16-14 (approve)**

**Mr. Greening** moved to approve the minutes and **Mr. Moores** seconded. The motion carried with a voice vote with no abstentions or oppositions.

**D. ADJOURNMENT:**

**Mr. Seden-Hansen** adjourned the meeting at 3:17 p.m.

Next RTAC Meeting: **April 16, 2015**

Respectfully Submitted:

Anna Mafort-Lacy  
Administrative Assistant  
San Luis Obispo Regional Transit Authority