

Regional Transit Authority

Fiscal Year 2017/2018 Budget

- Projected Fiscal Year 2018/2019 Budget
- Projected Five Year Capital Budget



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

May 3, 2017

STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2017-18 and 2018-19 Operating Budget, and Fiscal Year 2017-18 through 2021-22 Capital Budget

PRESENTED BY: Tania Arnold, CFO/Deputy Director

STAFF RECOMMENDATION: Adopt Fiscal Year 2017-18 Budget as Presented

RTAC RECOMMENDATION: Adopt

BACKGROUND/DISCUSSION:

We are pleased to present a fiscally-constrained fiscal year 2017-18 operating budget, and an advisory fiscal year 2018-19 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 continued challenge due to declines or stagnation in the various local revenue sources used to operate core RTA services. We have also experienced declining ridership on fixed route services due to lower fuel prices. However, due to increased marketing efforts, ridership has recently rebounded and staff strives for continuing that trend.

The budget presentation assumes the same core levels of service miles and hours for fixed route services that are currently being operated. The hours and miles for FY17-18 for fixed route services are now calculated using the ITS system which has resulted in the hours and miles appearing higher than prior year but no service increases are included.

Runabout hours and miles are assumed to decline slightly, as discussed in the budget assumptions adopted by the Board March 1, 2017. Staff will continue to monitor the Runabout service, and should service demands change a budget amendment will be presented to the Board for consideration.

Route 14 service will continue to operate during peak academic year travel periods between downtown San Luis Obispo and the main Cuesta College campus, our highest trip generators in the regional system. The Route 15 service will continue to operate as a deviated fixed route service to conserve limited resources.

In May of 2014 RTA adopted a reserve policy – one for cash flow purposes and one for capital projects. During prior fiscal years RTA came in under the adopted budget, 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 reserves needed in the ensuing years. The result of the savings, as well as a decrease in fuel prices, has resulted in staff is projecting a strong fund balance at the beginning of FY17-18. Staff will review this policy during the coming fiscal year to determine an appropriate reserve amount for the \$50,000 self-insured retention requirement for the new employment practices coverage provided by the Employment Risk Management Authority (ERMA). Coverage had previously been provided by CalTIP and had first dollar coverage (i.e., no “deductible”), but effective July 1, 2017 CalTIP is no longer providing that line of coverage.

No Local Transit Fund (LTF) is required for local match for any of the proposed capital projects. The FY17-18 RTA operating budget is proposed at \$9,053,510 and the capital budget is proposed at \$914,740.

It should be noted that staff continues to present separate columns in the revenue and expense tables for Paso Robles Express fixed route and dial-a-ride services, as well as for the County-funded (SLOCAT) transit services. This separation is presented so that readers can easily distinguish between core RTA services and those operated under contract for our partner agencies.

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 vehicle liability insurance, workers compensation insurance, the wage adjustments programmed and projected in the Collective Bargaining Agreement for covered employees, and costs associated with our health plan. Recent declines in fuel costs have provided a welcome financial relief despite associated ridership declines, 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,
- Budget Assumptions adopted by the Board at its March 1, 2017 meeting,
- Fiscally-constrained FY17-18 operating and capital budgets,
- Fiscally-unconstrained FY18-19 operating budget, and
- Fiscally-unconstrained FY18-19 through FY21-22 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

We are predicating the revenue stream for the FY17-18 budget on the latest information that we have available on Local Transportation Funds (LTF) and State Transit

Assistance (STA) funding for the region. SLOCOG's current countywide LTF projection is unchanged in FY17-18 in comparison to final FY16-17 amounts. The original advisory FY17-18 budget presented in May 2016 included an estimated LTF request of \$5,190,030, which has been reduced to \$4,488,250. Although it is a significant increase over recent years, the graph presented at the March 2017 Board meeting demonstrates that is similar to the trend over the past ten 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 a 5% overall fixed route fare increases for beginning in January 2018.

Administration and Operations Expenses

The overall Administration Expense for RTA core services is relatively flat compared to last fiscal year. Increases to workers compensation and professional technical services are offset by the proposed decreases in office space rental due to the move to the new North County park-out location by the end of the 2017 calendar year.

On the operating side, we have maintained current fixed route service levels, although Runabout costs are expected to decline slightly due to lower demand from Tri-Counties Regional Center clients. The proposed service delivery cost is up by roughly 6% from what was identified in the FY16-17 budget. The primary reasons for this increase are described below.

As included in the budget assumptions that your Board accepted in March 2017, 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. For budgetary planning purposes, the FY17-18 operating budget assumes increases after January 31, 2018 to be similar to those provided during the current CBA period. Non-CBA employees within the salary range for their position will be eligible for a step merit increase subject to performance evaluations. It should be noted that the California Legislature's recent minimum wage hike to \$15.00 per hour by 2021 will result in wage compression issues; RTA's current average hourly wage for Bus Operators is \$16.26 per hour, with a current starting wage rate of \$13.90.

Staff has included preliminary numbers for the CalTIP general liability and auto physical damage renewal, as well as the addition of employment practices liability coverage through ERMA. Staff will also be evaluating options for consolidating insurance coverage between RTA and SCT, which would reduce duplicative administrative charges.

Workers compensation insurance provided by CSAC Excess Insurance Authority continues to increase, with the realization that worker's compensation for transit services is especially challenging statewide as loss development trends for the state are not favorable. CSAC-EIA staff has provided a worst case estimate including their

uncertainty with regarding to moving forward with a renewal with a carrier or if they will self-insure for a portion of the primary workers compensation layer. We continue to work with our employee committee that has evaluated workplace safety and has initiated a proactive program to address the number of claims and severity of the claims. It should be noted that this FY17-18 increase is lower than we originally projected in May 2016. Staff will also investigate any cost-savings that might be accrued if the RTA and SCT payrolls were to be consolidated.

Finally, due to the unrest in North Africa and the Middle East, fuel prices have continued to swing wildly over the past few years. Staff has tried to budget fuel somewhat conservatively, but we may need to adjust it if fuel prices change significantly during the fiscal year. Due to our limited infrastructure, we are unable to purchase fuel in bulk to realize economies of scale. It should be noted that diesel-powered buses manufactured after 2009 also require the use of Diesel Exhaust Fluid (DEF) to meet emissions requirements. DEF costs more than diesel fuel, and it is used at a roughly 5% ratio DEF to diesel; its use is included in the fuel line item.

Fixed Route Ridership Patterns

The draft Short Range Transit Plan includes a number of service improvements to meet current and projected future demand for regional transit services. In particular, new mid-day express runs on Routes 9 and 10, as well as later evening services, are recommended beginning in FY17-18. However, those improvements cannot be implemented without significant new funding and will remain financially-unconstrained until or unless new operating funds can be secured.

Runabout Ridership Declining and Runabout Eligibility Procedure

Pursuant to the monthly ridership reports as of February 2017, Runabout ridership is down. In the Spring of 2016 staff implemented a functional assessment as part of the eligibility process to ensure that the service is being provided to those who truly need it. Staff will also conduct fixed route travel training with those Runabout applicants that might be capable of using fixed route services when feasible. These measures, in conjunction with the Ride-On and Tri-Counties Regional Center coordination, have resulted in declines in costly Runabout demand – which is a welcome relief in comparison to recent years when Runabout demand burgeoned.

Capital Program

The focus of our capital program will continue to be development and implementation the new bus maintenance facility. We have also programmed the following minor capital projects:

- \$34,730 for specialized maintenance equipment to improve efficiencies;
- The back end support system for the on-board camera system;
- Bus stop improvements, including solar lighting; and
- Miscellaneous computer equipment, including a server replacement.

It should be noted that a portion of the FY16-17 capital funds for fully funded projects, such as the ITS improvements, Paso park-out yard improvements, and the Elks Lane yard will need to be carried over to FY17-18. However, due to the timing of the projects and in order to provide a clear picture of what is new and what has been previously programmed, staff is recommending that the Board consider a budget amendment in September to address carryover items. 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. 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, which is the end of the current loan period. The loan would still be paid off prior to the extended lease termination date, but this delay will provide more funding for operations during these tight financial times.

Conclusion and Staff Recommendation

Fiscal Year 2017-18 will be another challenging year, including financial barriers and the need to implement long-planned facility related 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 FY17-18 budget as presented.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

May 3, 2017

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The Staff recommends that the Board adopt the FY17-18 budget as presented.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
March 1, 2017
STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2017-18 Budget Assumptions

ACTION: Approve Budget Assumptions

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Approve Budget Assumptions to Enable Staff to Begin Development of FY17-18 & FY18-19 Operating and Capital Budgets

BACKGROUND/DISCUSSION:

The following report outlines staff's recommended budget assumptions for RTA's Fiscal Year 17-18 Operating and Capital 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 12th meeting prior to the final draft budget presentation to the Board in May.

KEY ISSUES

1. STA funds used for capital projects are projected to be down approximately 20%
2. LTF used for operating purposes is projected to be flat
3. Liability costs continue to escalate, despite RTA's good safety record
4. We continue to focus on Runabout costs, which have escalated in the past 5 years
5. Fuel costs continue to remain low; this also results in declining ridership & fares
6. A fare program increase should be considered to help cover increasing costs

Mission Statement

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

Objectives and Revenue Impacts

1. Maintain service levels and hours of service that meet the standards of productivity and demand of our customers and communities through the effective and efficient delivery of RTA Fixed Route and Runabout core services.
 - SLOCOG is working on State Transit Assistance (STA) funding projections for FY17-18. Preliminary indications note that STA is down by 20%, which would reduce STA used for capital to \$410,000 in FY17-18. The original FY16-17 budget assumed \$487,000 in STA capital funds.
 - Staff is recommending a review of the fare program to address inflation since the last fare program change (cash fares increased in 2011 and the multi-ride pass prices increased in 2013). Any recommended changes would be implemented in January 2018. Fare revenue is projected to be \$1,300,000 (farebox and advertising revenue) at existing fare levels. The contribution from Cuesta College is estimated to increase slightly to \$104,000 for services to the main campus and North County campus.
 - The FY16-17 budget adopted in May 2016 included \$3,764,950 LTF operating revenues. At that same meeting, the advisory FY17-18 LTF amount was \$5,190,030. Staff is still developing estimated annual FY16-17 expenses, which impacts the carryover amount that could reasonably be identified for the FY17-18 budget.
 - Federal Transit Administration (FTA) Section 5307, 5311 and 5339 operating funding for FY17-18, and capital funding for FY17-18 and FY18-19 will be presented as previously presented in May 2016, taking into account preliminary projected revenues identified in the Fixing America's Surface Transportation (FAST) Act. Should the actual annual authorizations for federal transportation programs increase or decrease for any of these programs, staff would adjust these assumptions accordingly.
 - FTA Section 5307 operating funding from the Santa Maria Urbanized Area for Route 10 will be budgeted based on previous commitments with Santa Barbara County Association of Governments and the City of Santa Maria. Staff is confident in continued Santa Maria UZA funding for Route 10 operations.
 - Detailed miles/hours and span of service for each RTA core fixed route and Runabout will be provided with the draft budget. For context, detailed budgets based on miles/hours and span of service will also be provided separately for SLO County Services and North County Local Services.
2. Work with the SLOCOG in evaluating region-wide service efficiencies.
 - Transit agencies across the country have experienced ridership declines due to the relatively low price of fuel.

- Review the tasks and financial impacts included in the South County Transit contract for administrative, financial, marketing, maintenance and dispatch services, and evaluate efficiencies with RTA.
 - Staff will continue to explore new revenue resources at the Federal, State, and local levels.
 - RTA will work with SLOCOG staff and other transit providers to evaluate efficiencies in the provision of service throughout the county.
 - Staff will use the 2015-17 RTA Strategic Business Plan as well as the 2016 Short Range Transit Plan to evaluate potential efficiencies, and with Board concurrence, implement efficiencies.
3. Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs.
 4. Address duplicative and/or low producing Fixed Route runs due to decreasing ridership.
 - Additional express trips on the Routes 9 and 10 began in September 2015. 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 FY16-17 with revenue and cost information for duplicative and/or low producing Fixed Route runs provided for potential service reduction options. If any additional service adjustments becomes necessary, staff would seek a budget amendment to address those service demands during the fiscal year.
 - Reduce service levels around holidays to a Sunday schedule (instead of a Saturday schedule) based on usage and productivity standards.
 5. Address projected changes in demand for Runabout service.
 - As of February 1, 2017, nine (9) regular Runabout riders, who have their rides funded by Tri-Counties Regional Center, transferred from Runabout to Ride-On with no additional cost to any of the agencies involved. At this time the cost savings to Runabout is too early to estimate but staff will monitor and include in the final budget presentation.
 - Other than the change with Tri-Counties Regional Center Riders, Runabout service hours and miles are projected to remain flat based on recent demand trends. This reflects a change from prior years, with the first six months of FY16-17 mileage down 11% and hours down 19% from FY13-14. In FY13-14, the burgeoning demand would have required significant Runabout service level

increases but, with a variety of measures implemented at the Board's direction, demand has remained relatively flat since FY14-15.

- To ensure that only those persons truly eligible for Runabout service are initially registered or re-registered, staff will continue to conduct functional assessments as part of the Runabout application process. This process was added in early 2016. Staff will also provide mobility training for disabled persons who are able to use Fixed Route services for some or all of their travel needs.
 - Staff does not foresee needing to move forward with using supplemental taxicab services, but should future service expansions be required staff will revisit this option.
6. Implement RTA's strategy to develop a long-term administrative, operations and maintenance facility.

Expenses Impacts

1. Fuel consumption and price will be budgeted conservatively; diesel fuel will be budgeted at \$3.50 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.
2. Insurance Expenses:
 - CalTIP liability insurance premiums are projected to increase by up to 28%. The exact amount is not known at this time as CalTIP actuaries are still working on May 1, 2017 through April 30, 2018 rates. Estimates should be received from CalTIP in time to include in the RTA April 2017 draft budget. Although the number of RTA losses based on mileage has been lower than the pool average, the pool has experienced significant negative claims development and is working to ensure the stability of the pool and ensure equity between all members.
 - CalTIP vehicle physical damage will increase by approximately 5% due to the added asset value of new vehicles in the fleet.
 - As of July 1, 2017 CalTIP will no longer provide employment practices liability insurance coverage as part of the premiums paid for general liability coverage. RTA is working on joining the Employment Risk Management Authority (ERMA) to obtain coverage. The annual premium is estimated at \$22,000 with a \$50,000 self-insured retention.
 - Workers compensation premiums through the CSAC Excess Insurance Authority are projected to increase 20%, with the realization that workers compensation for transit services is especially challenging statewide as loss development trends for the state are not favorable. Staff will obtain a more

refined estimate in early March. We continue to work with our employee committee that has evaluated workplace safety and has initiated a proactive program to address the number of claims and severity of the claims. It should be noted that this FY17-18 increase is lower than we originally projected in May 2016.

- Property insurance will increase minimally.
- For budget-making purposes, staff is assuming an 8% annual increase for healthcare costs for each of the next two fiscal years.

3. Staffing Expenses:

- The current Collective Bargaining Agreement (CBA) expires January 31, 2018 and the FY17-18 will include significant assumptions regarding the potential fiscal impacts of a new CBA. The effects of the recent changes to the California minimum wage program – including the fact that the new \$10.50/hour minimum exceeds the current Training Wage identified in the CBA – will likely result in longer-term upward pressure on Bus Operator, Mechanic and Utility wages in the region.
- For FY17-18 core RTA services, the number of budgeted positions will remain the same as FY16-17.
- For FY17-18, 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 prior years: as separate and distinct columns.
- An annual inflationary adjustment based on the December 2015 to December 2016 Consumer Price Index (CPI) for non-union employees of 2% will be implemented. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments.

Proposed Budget Calendar

February 8	Detailed budget assumptions and revenue forecast to Executive Committee
March 1	Obtain Board concurrence on proposed draft budget assumptions
March 1	Provide mid-year FY16-17 Budget data to Board (no additional budget amendments are being requested)
March 31	Based on feedback from Executive Committee draft FY17-18 Budget Draft complete.

- April 12 Draft FY17-18 Budget presentation to Executive Committee
- April 19 Formal FY17-18 Budget presentation to RTAC
- May 3 Final Board Budget presentation; Board adoption of FY17-18 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 2017/2018**

	2015/2016 COMBINED ACTUAL	2016/2017 ADOPTED OPERATING BUDGET	2016/2017 ADOPTED SLOCAT BUDGET	2016/2017 ADOPTED N. COUNTY BUDGET	2017/2018 PROPOSED OPERATING BUDGET	2017/2018 PROPOSED SLOCAT BUDGET	2017/2018 PROPOSED N. COUNTY BUDGET	2018/2019 PROJECTED OPERATING BUDGET	2018/2019 PROJECTED SLOCAT BUDGET	2018/2019 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
GENERAL RESERVES	3,518,448	2,253,090	699,820	200,390	1,931,090	245,580	180,800	1,456,330	96,710	173,080
1. ESTIMATED FUND BALANCE	3,518,448	2,253,090	699,820	200,390	1,931,090	245,580	180,800	1,456,330	96,710	173,080
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
CASH FLOW REQUIREMENTS PER TDA	1,349,520	1,389,870	276,470	180,800	1,456,330	96,710	173,080	1,569,070	103,990	183,740
TOTAL	1,349,520	1,389,870	276,470	180,800	1,456,330	96,710	173,080	1,569,070	103,990	183,740
3. FUND BALANCE AVAILABLE	2,168,928	863,220	423,350	19,590	474,760	148,870	7,720	(112,740)	(7,280)	(10,660)
NON TDA SOURCES										
FARES	1,422,568	1,190,290	37,610	102,100	1,210,730	40,910	102,100	1,283,370	40,910	107,210
SCT MANAGEMENT CONTRACT	79,830	114,900	-	-	119,270	-	-	126,130	-	-
COUNTY MANAGEMENT CONTRACT	80,500	82,110	-	-	85,230	-	-	90,130	-	-
NORTH COUNTY MANAGEMENT CONTRACT	39,720	40,320	-	-	41,850	-	-	44,260	-	-
INTEREST	9,864	8,330	1,180	-	8,860	650	-	8,860	-	-
STATE TRANSIT ASSISTANCE (STA)	32,882	-	89,490	36,190	-	-	-	-	-	-
RURAL TRANSIT FUND (Administration)	30,000	30,000	-	-	30,000	-	-	30,000	-	-
RURAL TRANSIT FUND (Operating Funds)	200,000	300,000	-	-	300,000	-	-	300,000	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	496,130	520,940	-	-	546,990	-	-	574,340	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	626,735	524,930	-	-	498,210	-	-	503,200	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operatin	981,165	801,380	-	226,340	838,950	-	237,660	878,400	-	249,540
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	317,000	332,850	-	-	349,490	-	-	366,960	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operatin	470,000	491,000	-	-	513,050	-	-	536,200	-	-
CUESTA CONTRIBUTION ROUTE 12	54,370	60,450	-	-	68,350	-	-	76,220	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	40,580	-	-	40,580	-	-	40,580
CMAQ OPERATING FUNDS	-	-	-	-	-	-	-	-	-	-
SPECIAL EVENTS REVENUE/OTHER	43,264	-	-	-	-	-	-	-	-	-
4. SUB TOTAL	4,924,608	4,497,500	128,280	405,210	4,610,980	41,560	380,340	4,818,070	40,910	397,330
5. TOTAL FUND BALANCE & NON TDA FUNDING	7,093,536	5,360,720	551,630	424,800	5,085,740	190,430	388,060	4,705,330	33,630	386,670

FUNDING SOURCES:

TDA REQUIRED

CITY OF ARROYO GRANDE
CITY OF ATASCADERO
CITY OF GROVER BEACH
CITY OF MORRO BAY
CITY OF PASO ROBLES
CITY OF PISMO BEACH
CITY OF SAN LUIS OBISPO
COUNTY OF SAN LUIS OBISPO

Population
Based

18%
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

	2015/2016 COMBINED ACTUAL	2016/2017 ADOPTED OPERATING BUDGET	2016/2017 ADOPTED SLOCAT BUDGET	2016/2017 ADOPTED N. COUNTY BUDGET	2017/2018 PROPOSED OPERATING BUDGET	2017/2018 PROPOSED SLOCAT BUDGET	2017/2018 PROPOSED N. COUNTY BUDGET	2018/2019 PROJECTED OPERATING BUDGET	2018/2019 PROJECTED SLOCAT BUDGET	2018/2019 PROJECTED N. COUNTY BUDGET
CITY OF ARROYO GRANDE	198,830	200,014	-	-	227,062	-	-	278,908	-	-
CITY OF ATASCADERO	328,917	334,761	-	-	395,434	-	-	485,725	-	-
CITY OF GROVER BEACH	150,872	150,848	-	-	171,561	-	-	210,734	-	-
CITY OF MORRO BAY	117,871	118,025	-	-	137,305	-	-	168,656	-	-
CITY OF PASO ROBLES	952,615	350,289	-	573,630	402,080	-	560,240	493,889	-	611,500
CITY OF PISMO BEACH	88,380	88,496	-	-	104,765	-	-	128,687	-	-
CITY OF SAN LUIS OBISPO	673,290	677,691	-	-	784,476	-	-	963,599	-	-
COUNTY OF SAN LUIS OBISPO	1,832,844	1,844,826	-	-	2,135,518	353,940	-	2,623,132	546,220	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	4,343,619	3,764,950	-	573,630	4,358,200	353,940	560,240	5,353,330	546,220	611,500
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(626,735)	(524,930)	-	-	(498,210)	-	-	(503,200)	-	-
6. NET TDA REQUIREMENTS	3,716,884	3,240,020	-	573,630	3,859,990	353,940	560,240	4,850,130	546,220	611,500
7. TOTAL FUNDING SOURCES	10,810,420	8,600,740	551,630	998,430	8,945,730	544,370	948,300	9,555,460	579,850	998,170
8. FUNDING USES:										
ADMINISTRATION	1,350,714	1,550,260	10,000	77,860	1,606,590	10,000	57,340	1,679,880	10,000	56,090
INTEREST EXPENSE	42,592	44,590	-	-	30,490	-	-	22,870	-	-
MANAGEMENT CONTRACTS	200,050	114,900	82,110	40,320	119,270	85,230	41,850	126,130	90,130	44,260
SERVICE DELIVERY	6,958,863	6,810,210	437,640	865,890	7,104,410	427,750	834,980	7,635,850	456,880	882,730
CONTINGENCY	364	80,780	21,880	14,360	84,970	21,390	14,130	90,730	22,840	15,090
9. TOTAL FUNDING USES	8,552,583	8,600,740	551,630	998,430	8,945,730	544,370	948,300	9,555,460	579,850	998,170

		Actual Combined FY 2015-16	Adopted Operating Budget FY 2016-17	Proposed Operating Budget FY 2017-18	Projected Operating Budget FY 2018-19
Administration and Service Delivery Totals					
	Hours	69,399	74,430	77,750	77,750
	Miles	1,552,674	1,734,770	1,722,730	1,722,730
Administration:					
Labor	operations cost	660,486	815,700	855,390	904,610
Labor - Administration Workers Comp	operations cost	55,720	71,210	70,930	81,570
Office Space Rental	operations cost	437,933	504,790	477,880	479,030
Property Insurance	operations cost	16,127	17,420	17,240	18,960
Professional Technical Services	operations cost	50,925	79,560	99,990	105,740
Professional Development	operations cost	19,076	37,850	37,670	39,840
Operating Expense	operations cost	239,157	255,190	270,460	286,020
Marketing and Reproduction	hourly	71,340	93,730	90,720	90,720
North County Management Contract	operations cost	(39,720)	(40,320)	(41,850)	(44,260)
County Management Contract	operations cost	(80,500)	(82,110)	(85,230)	(90,130)
SCT Management Contract	operations cost	(79,830)	(114,900)	(119,270)	(126,130)
Total Administration		1,350,714	1,638,120	1,673,930	1,745,970
Service Delivery:					
Labor - Operations	hourly	3,569,509	4,100,660	4,157,720	4,396,960
Labor - Operations Workers Comp	hourly	376,970	481,790	479,910	551,900
Labor - Maintenance	hourly	863,556	947,680	971,020	1,026,890
Labor - Maintenance Workers Comp	hourly	110,324	141,000	140,450	161,520
Fuel	miles	786,228	1,164,130	1,160,530	1,209,010
Insurance (Liability, Physical Damage, Employment Practices)	miles	475,680	560,160	615,000	707,250
Special Transportation (for SLOCAT)	n/a	53,781	57,300	43,900	46,430
Avila Trolley	n/a	46,885	57,060	69,900	73,920
Maintenance (parts, supplies, materials)	miles	550,712	465,050	636,610	700,270
Maintenance Contract Costs	miles	125,218	138,910	92,100	101,310
Total Operations		6,958,863	8,113,740	8,367,140	8,975,460
Contingency	hourly	364	117,020	120,490	128,660
Interest Expense	operations cost	42,592	44,590	30,490	22,870
Management Contracts		200,050	237,330	246,350	260,520
TOTAL FUNDING USES		8,552,583	10,150,800	10,438,400	11,133,480

	Actual Capital Expenditures FY 2015-16	Amended Capital Budget FY 2016-17	Projected Capital Budget FY 2017-18	Projected Capital Budget FY 2018-19	Projected Capital Budget FY 2019-20	Projected Capital Budget FY 2020-21	Projected Capital Budget FY 2021-22
Capital Expenditures							
Capital/Studies:							
Computer System Maintenance/Upgrades	31,964	62,250	52,220	31,830	33,420	35,090	36,840
Miscellaneous Capital							
Facility Improvements	17,678	57,540	-	17,250	-	19,840	-
Maintenance Equipment		57,690	34,730	-	-	-	-
Rotary Lift/Wireless Lift		-	-	-	-	-	-
Passenger Protection 1300 buses		8,400	-	-	-	-	-
Specialized Maintenance Tools		33,500	-	34,340	36,060	-	-
Desks and Office Equipment		10,760	6,600	-	-	-	-
Radios	4,653	-	-	-	-	6,600	-
Vehicle ITS/Camera System	383,370	668,090	85,870	-	-	-	-
Bus Stop Improvements/Bus Stop Solar Lighting	111,067	277,230	34,730	36,470	38,290	40,200	42,210
Bus Rehabilitation		126,000	-	-	-	-	-
RouteMatch Dispatching Software/Call Back System		37,500	-	-	-	-	-
Vehicles							
Support Vehicles		60,000	-	18,000	-	56,700	63,000
40' Coaches		-	-	1,599,940	1,805,000	631,800	1,326,700
Trolley replacement vehicles		200,000	-	-	-	-	-
Cutaway and Dial A Ride Vehicles	244,352	-	-	-	880,700	-	-
Runabout Vehicles	406,314	163,480	-	729,300	555,200	261,300	316,600
Total Capital Outlay	1,199,398	1,762,440	214,150	2,467,130	3,348,670	1,051,530	1,785,350
Loan Pay down	200,596	200,600	200,600	211,670	-	-	-
Elks Lane Project	37,629	710,480	499,990	499,990	499,990	499,990	499,990
Paso Property Improvements	-	1,000,000	-	-	-	-	-
TOTAL FUNDING USES	1,437,623	3,673,520	914,740	3,178,790	3,848,660	1,551,520	2,285,340

		Total Adopted Budget FY 2016-17	Weekday Proposed Budget FY 2017-18	Saturday Proposed Budget FY 2017-18	Sunday Proposed Budget FY 2017-18	Total Proposed Budget FY 2017-18	Projected Budget FY 2018-19
Route 9							
	Hours	10,640	13,200	670	450	14,320	14,320
	Miles	329,760	355,260	18,950	12,540	386,750	386,750
Administration:							
Total Administration (Net of Contracts)		254,730	294,770	15,230	10,170	320,170	334,690
Service Delivery:							
Labor - Operations	hourly	550,420	661,950	33,600	22,570	718,120	759,430
Labor - Operations Workers Comp	hourly	65,150	76,400	3,880	2,600	82,880	95,320
Labor - Maintenance	hourly	126,890	154,590	7,850	5,270	167,710	177,360
Labor - Maintenance Workers Comp	hourly	18,970	22,360	1,130	760	24,250	27,900
Fuel	miles	211,320	233,560	12,460	8,240	254,260	264,890
Insurance	miles	104,430	123,870	6,610	4,370	134,850	157,820
Maintenance (parts, supplies, materials)	miles	83,640	124,680	6,650	4,400	135,730	149,300
Maintenance Contract Costs	miles	25,500	18,040	960	640	19,640	21,600
Total Operations		1,186,320	1,415,450	73,140	48,850	1,537,440	1,653,620
Capital/Studies:							
Total Capital Outlay		654,770	295,960	15,290	10,210	321,460	1,134,140
Contingency	hourly	13,330	16,120	820	550	17,490	18,670
Interest Expense	operations cost	7,360	5,780	290	200	6,270	4,710
TOTAL FUNDING USES		2,116,510	2,028,080	104,770	69,980	2,202,830	3,145,830
TOTAL NON-CAPITAL EXPENDITURES		1,461,740	1,732,120	89,480	59,770	1,881,370	2,011,690

		Total Adopted Budget FY 2016-17	Weekday Proposed Budget FY 2017-18	Saturday Proposed Budget FY 2017-18	Sunday Proposed Budget FY 2017-18	Total Proposed Budget FY 2017-18	Projected Budget FY 2018-19
Route 10							
	Hours	10,610	11,600	610	350	12,560	12,560
	Miles	351,560	363,520	19,540	11,150	394,210	394,210
Administration:							
Total Administration (Net of Contracts)		260,310	274,090	14,540	8,320	296,950	310,640
Service Delivery:							
Labor - Operations	hourly	548,860	581,710	30,590	17,550	629,850	666,100
Labor - Operations Workers Comp	hourly	64,980	67,140	3,530	2,030	72,700	83,610
Labor - Maintenance	hourly	126,520	135,860	7,140	4,100	147,100	155,560
Labor - Maintenance Workers Comp	hourly	18,920	19,650	1,030	590	21,270	24,470
Fuel	miles	225,290	239,000	12,850	7,330	259,180	270,000
Insurance	miles	111,330	126,750	6,810	3,890	137,450	160,860
Maintenance (parts, supplies, materials)	miles	89,170	127,570	6,860	3,910	138,340	152,180
Maintenance Contract Costs	miles	27,180	18,460	990	570	20,020	22,010
Total Operations		1,212,250	1,316,140	69,800	39,970	1,425,910	1,534,790
Capital/Studies:							
Total Capital Outlay		669,090	275,190	14,590	8,360	298,140	1,052,640
Contingency		hourly 13,290	14,160	740	430	15,330	16,380
Interest Expense		operations cost 7,340	5,080	270	150	5,500	4,130
TOTAL FUNDING USES		2,162,280	1,884,660	99,940	57,230	2,041,830	2,918,580
TOTAL NON-CAPITAL EXPENDITURES		1,493,190	1,609,470	85,350	48,870	1,743,690	1,865,940

		Total Adopted Budget FY 2016-17	Weekday Proposed Budget FY 2017-18	Saturday Proposed Budget FY 2017-18	Sunday Proposed Budget FY 2017-18	Total Proposed Budget FY 2017-18	Projected Budget FY 2018-19
Route 12, 14 and 15							
	Hours	10,880	10,340	980	680	12,000	12,000
	Miles	333,010	283,230	28,960	19,430	331,620	331,620
Administration:							
Total Administration (Net of Contracts)		259,320	232,350	22,640	15,510	270,500	282,810
Service Delivery:							
Labor - Operations	hourly	562,830	518,520	49,140	34,100	601,760	636,400
Labor - Operations Workers Comp	hourly	66,630	59,850	5,670	3,940	69,460	79,880
Labor - Maintenance	hourly	129,750	121,100	11,480	7,960	140,540	148,630
Labor - Maintenance Workers Comp	hourly	19,400	17,520	1,660	1,150	20,330	23,380
Fuel	miles	213,400	186,210	19,040	12,770	218,020	227,130
Insurance	miles	105,460	98,750	10,100	6,770	115,620	135,320
Maintenance (parts, supplies, materials)	miles	84,460	99,400	10,160	6,820	116,380	128,020
Maintenance Contract Costs	miles	25,750	14,380	1,470	990	16,840	18,520
Total Operations		1,207,680	1,115,730	108,720	74,500	1,298,950	1,397,280
Capital/Studies:							
Total Capital Outlay		666,560	233,290	22,730	15,580	271,600	958,330
Contingency	hourly	13,620	12,630	1,200	830	14,660	15,650
Interest Expense	operations cost	7,530	4,530	430	300	5,260	3,940
TOTAL FUNDING USES		2,154,710	1,598,530	155,720	106,720	1,860,970	2,658,010
TOTAL NON-CAPITAL EXPENDITURES		1,488,150	1,365,240	132,990	91,140	1,589,370	1,699,680

		Total Adopted Budget FY 2016-17	Total Proposed Budget FY 2017-18	Projected Budget FY 2018-19
Runabout				
	Hours	32,360	30,710	30,710
	Miles	564,530	506,180	506,180
Administration:				
Total Administration (Net of Contracts)		653,460	591,870	617,350
Service Delivery:				
Labor - Operations	hourly	1,674,010	1,540,030	1,628,640
Labor - Operations Workers Comp	hourly	198,170	177,760	204,430
Labor - Maintenance	hourly	385,910	359,670	380,360
Labor - Maintenance Workers Comp	hourly	57,720	52,020	59,820
Fuel	miles	361,760	332,790	346,690
Insurance	miles	178,780	176,490	206,550
Maintenance (parts, supplies, materials)	miles	143,190	177,640	195,400
Maintenance Contract Costs	miles	43,650	25,700	28,270
Total Operations		3,043,190	2,842,100	3,050,160
Capital/Studies:				
Total Capital Outlay		388,920	23,530	33,670
Contingency	hourly	40,530	37,500	40,040
Interest Expense	operations cost	22,370	13,460	10,090
TOTAL FUNDING USES		4,148,470	3,508,460	3,751,310
TOTAL NON-CAPITAL EXPENDITURES		3,759,550	3,484,930	3,717,640

		Adopted Budget FY 2016-17	Total Proposed Budget FY 2017-18	Projected Budget FY 2018-19
County Services				
Administration:				
	Total Administration (Net of Contracts)	92,110	95,230	100,130
Service Delivery:				
	Labor - Operations	187,150	180,430	190,810
	Labor - Operations Workers Comp	21,990	20,830	23,950
	Labor - Maintenance	43,250	42,140	44,560
	Labor - Maintenance Workers Comp	6,440	6,100	7,020
	Fuel	24,790	21,740	22,650
	Insurance	12,100	11,090	12,750
	Special Transit (Senior Vans, Incentives, etc)	57,300	43,900	46,430
	Avila Trolley	57,060	69,900	73,920
	Maintenance (parts, supplies, materials)	21,220	27,630	30,390
	Maintenance Contract Costs	6,340	4,000	4,400
	Total Operations	<u>437,640</u>	<u>427,760</u>	<u>456,880</u>
Capital/Studies:				
	Total Capital Outlay	200,000	-	-
Contingency				
		21,880	21,390	22,840
Interest Expense				
		-	-	-
TOTAL FUNDING USES		<u>751,630</u>	<u>544,380</u>	<u>579,850</u>
TOTAL NON-CAPITAL EXPENDITURES		<u>551,630</u>	<u>544,380</u>	<u>579,850</u>

		Adopted Total Budget FY 2016-17	Proposed Route A & B Budget FY 2017-18	Proposed Paso DAR Budget FY 2017-18	Total Proposed Budget FY 2017-18	Projected Budget FY 2018-19
North County Services						
	Hours	8,390	6,670	1,490	8,160	8,160
	Miles	106,070	89,370	14,600	103,970	103,970
Administration:						
	Total Administration (Net of Contracts)	118,180	81,880	17,310	99,190	100,350
Service Delivery:						
	Labor - Operations	497,190	398,510	89,020	487,530	515,580
	Labor - Operations Workers Comp	55,370	46,000	10,280	56,280	64,710
	Labor - Maintenance	119,170	93,070	20,790	113,860	120,410
	Labor - Maintenance Workers Comp	17,120	13,460	3,010	16,470	18,940
	Fuel	100,890	64,070	10,470	74,540	77,650
	Insurance	34,880	33,950	5,550	39,500	33,950
	Maintenance (parts, supplies, materials)	32,890	35,150	5,740	40,890	44,980
	Maintenance Contract Costs	8,380	5,080	830	5,910	6,510
	Total Operations	865,890	689,290	145,690	834,980	882,730
Capital/Studies:						
	Total Capital Outlay	-	-	-	-	-
Contingency						
	hourly	14,360	11,550	2,580	14,130	15,090
Interest Expense						
	operations cost	-	-	-	-	-
TOTAL FUNDING USES		998,430	782,720	165,580	948,300	998,170
TOTAL NON-CAPITAL EXPENDITURES		998,430	782,720	165,580	948,300	998,170