



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

Wednesday, April 19, 2017

10:00 a.m. – 11:30 a.m.

**\*\*\*PLEASE NOTE THE DATE AND TIME\*\*\***

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) by contacting the RTA offices at 781-4833. Please note that 48 hours advance notice will be necessary to honor your 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)

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

**B. ACTION AGENDA ITEMS:**

B-1 Fiscal Year 2017-18 Operating and Capital Budget (Recommend)

**C. CONSENT AGENDA ITEMS:**

The following item is considered routine and non-controversial by staff and will be approved by one motion if no member of the RTAC or public wishes the 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 19, 2017 (Approve)

**D. ADJOURNMENT**

**Next Meeting: July 20, 2017 2:00 p.m.**

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**April 19, 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

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

**RTAC RECOMMENDATION:**

**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.

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 \$9,171,540 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 for the Board will contain 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 \$4,633,250. 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.

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. Although final numbers are not available for the Executive Committee meeting, they will be available for the RTA Board on May 3<sup>rd</sup>. 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**  
**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 12<sup>th</sup> 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	<b>1,931,090</b>	<b>245,580</b>	<b>180,800</b>	1,508,320	96,710	178,210
1. ESTIMATED FUND BALANCE	3,518,448	2,253,090	699,820	200,390	<b>1,931,090</b>	<b>245,580</b>	<b>180,800</b>	1,508,320	96,710	178,210
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
CASH FLOW REQUIREMENTS PER TDA	1,349,520	1,389,870	276,470	180,800	<b>1,508,320</b>	<b>96,710</b>	<b>178,210</b>	1,629,320	104,080	189,060
TOTAL	1,349,520	1,389,870	276,470	180,800	<b>1,508,320</b>	<b>96,710</b>	<b>178,210</b>	1,629,320	104,080	189,060
3. FUND BALANCE AVAILABLE	2,168,928	863,220	423,350	19,590	<b>422,770</b>	<b>148,870</b>	<b>2,590</b>	(121,000)	(7,370)	(10,850)
<b>NON TDA SOURCES</b>										
FARES	1,422,568	1,190,290	37,610	102,100	<b>1,210,730</b>	<b>40,910</b>	<b>102,100</b>	1,283,370	40,910	107,210
SCT MANAGEMENT CONTRACT	79,830	114,900	-	-	<b>119,270</b>	-	-	126,130	-	-
COUNTY MANAGEMENT CONTRACT	80,500	82,110	-	-	<b>85,230</b>	-	-	90,130	-	-
NORTH COUNTY MANAGEMENT CONTRACT	39,720	40,320	-	-	<b>41,850</b>	-	-	44,260	-	-
INTEREST	9,864	8,330	1,180	-	<b>8,860</b>	<b>650</b>	-	8,860	-	-
STATE TRANSIT ASSISTANCE (STA)	32,882	-	89,490	36,190	-	-	-	-	-	-
RURAL TRANSIT FUND (Administration)	30,000	30,000	-	-	<b>30,000</b>	-	-	30,000	-	-
RURAL TRANSIT FUND (Operating Funds)	200,000	300,000	-	-	<b>300,000</b>	-	-	300,000	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	496,130	520,940	-	-	<b>546,990</b>	-	-	574,340	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	626,735	524,930	-	-	<b>498,210</b>	-	-	498,210	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operatin	981,165	801,380	-	226,340	<b>838,950</b>	-	<b>237,660</b>	878,400	-	249,540
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	317,000	332,850	-	-	<b>349,490</b>	-	-	366,960	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operatin	470,000	491,000	-	-	<b>513,050</b>	-	-	536,200	-	-
CUESTA CONTRIBUTION ROUTE 12	54,370	60,450	-	-	<b>71,100</b>	-	-	79,480	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	40,580	-	-	<b>40,580</b>	-	-	40,580
CMAQ OPERATING FUNDS	-	-	-	-	-	-	-	-	-	-
SPECIAL EVENTS REVENUE/OTHER	43,264	-	-	-	-	-	-	-	-	-
4. SUB TOTAL	4,924,608	4,497,500	128,280	405,210	<b>4,613,730</b>	<b>41,560</b>	<b>380,340</b>	4,816,340	40,910	397,330
5. TOTAL FUND BALANCE & NON TDA FUNDING	7,093,536	5,360,720	551,630	424,800	<b>5,036,500</b>	<b>190,430</b>	<b>382,930</b>	4,695,340	33,540	386,480

B-1-12

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	-	-	241,392	-	-	292,810	-	-
CITY OF ATASCADERO	328,917	334,761	-	-	420,390	-	-	509,936	-	-
CITY OF GROVER BEACH	150,872	150,848	-	-	182,388	-	-	221,238	-	-
CITY OF MORRO BAY	117,871	118,025	-	-	145,970	-	-	177,063	-	-
CITY OF PASO ROBLES	952,615	350,289	-	573,630	427,456	-	585,960	518,507	-	632,840
CITY OF PISMO BEACH	88,380	88,496	-	-	111,377	-	-	135,101	-	-
CITY OF SAN LUIS OBISPO	673,290	677,691	-	-	833,985	-	-	1,011,631	-	-
COUNTY OF SAN LUIS OBISPO	1,832,844	1,844,826	-	-	2,270,293	353,940	-	2,753,883	546,680	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	4,343,619	3,764,950	-	573,630	4,633,250	353,940	585,960	5,620,170	546,680	632,840
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(626,735)	(524,930)	-	-	(498,210)	-	-	(498,210)	-	-
6. NET TDA REQUIREMENTS	3,716,884	3,240,020	-	573,630	4,135,040	353,940	585,960	5,121,960	546,680	632,840
7. TOTAL FUNDING SOURCES	10,810,420	8,600,740	551,630	998,430	9,171,540	544,370	968,890	9,817,300	580,220	1,019,320
8. FUNDING USES:										
ADMINISTRATION	1,350,714	1,550,260	10,000	77,860	1,619,120	10,000	57,050	1,694,500	10,000	55,550
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	7,315,110	427,750	855,520	7,880,140	457,210	904,030
CONTINGENCY	364	80,780	21,880	14,360	87,550	21,390	14,470	93,660	22,880	15,480
9. TOTAL FUNDING USES	8,552,583	8,600,740	551,630	998,430	9,171,540	544,370	968,890	9,817,300	580,220	1,019,320

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
PROPOSED CAPITAL REVENUE BUDGET FOR 2017/2018**

	2015/2016 COMBINED ACTUAL	2016/2017 AMENDED CAPITAL BUDGET	2016/2017 ADOPTED SLOCAT BUDGET	2016/2017 ADOPTED N. COUNTY BUDGET	2017/2018 PROPOSED CAPITAL BUDGET	2017/2018 PROPOSED SLOCAT BUDGET	2017/2018 PROPOSED N. COUNTY BUDGET	2018/2019 PROJECTED CAPITAL BUDGET	2018/2019 PROJECTED SLOCAT BUDGET	2018/2019 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
	525,119	499,850	48,690	4,170	<b>547,363</b>	<b>8,690</b>	<b>40,330</b>	621,400	80,280	98,210
1. ESTIMATED FUND BALANCE	525,119	499,850	48,690	4,170	<b>547,363</b>	<b>8,690</b>	<b>40,330</b>	621,400	80,280	98,210
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
	552,710	346,790	8,690	40,330	<b>598,173</b>	<b>80,280</b>	<b>98,210</b>	530,800	151,870	156,090
	552,710	346,790	8,690	40,330	<b>598,173</b>	<b>80,280</b>	<b>98,210</b>	530,800	151,870	156,090
3. FUND BALANCE AVAILABLE	(27,591)	153,060	40,000	(36,160)	<b>(50,810)</b>	<b>(71,590)</b>	<b>(57,880)</b>	90,600	(71,590)	(57,880)
<b>NON TDA SOURCES</b>										
STATE TRANSIT ASSISTANCE (STA)	752,174	486,530	-	36,160	<b>410,000</b>	<b>71,590</b>	<b>57,880</b>	410,000	71,590	57,880
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	291,300	-	-	-	-	-	-	-	-
PROPOSITION 1B FUNDING - SAFETY & SECURITY	271,262	765,240	-	-	<b>100,000</b>	-	-	-	-	-
PROPOSITION 1B FUNDING - ELKS LANE	-	-	-	-	-	-	-	-	-	-
PROPOSITION 1B FUNDING - BUS REPLACEMENT	-	-	-	-	-	-	-	330,730	-	-
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)	-	-	-	-	-	-	-	396,000	-	-
RURAL TRANSIT FUND (Capital)	-	55,990	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	115,047	229,650	-	-	<b>133,330</b>	-	-	339,970	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair	52,457	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities	44,180	96,190	-	-	-	-	-	873,210	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311f)	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)	115,047	731,410	-	-	<b>188,890</b>	-	-	398,310	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)	115,047	664,150	160,000	-	<b>133,330</b>	-	-	339,970	-	-
4. SUB TOTAL	1,465,214	3,320,460	160,000	36,160	<b>965,550</b>	<b>71,590</b>	<b>57,880</b>	3,088,190	71,590	57,880
5. TOTAL FUND BALANCE & NON TDA FUNDING	1,437,623	3,473,520	200,000	-	<b>914,740</b>	-	-	3,178,790	-	-
6. NET TDA REQUIREMENTS	-	-	-	-	-	-	-	-	-	-
7. TOTAL FUNDING SOURCES	1,437,623	3,473,520	200,000	-	<b>914,740</b>	-	-	3,178,790	-	-
8. FUNDING USES:										
	1,237,027	3,272,920	200,000	-	<b>714,140</b>	-	-	2,967,120	-	-
CAPITAL	1,237,027	3,272,920	200,000	-	<b>714,140</b>	-	-	2,967,120	-	-
LOAN PAYDOWN	200,596	200,600	-	-	<b>200,600</b>	-	-	211,670	-	-
9. TOTAL FUNDING USES	1,437,623	3,473,520	200,000	-	<b>914,740</b>	-	-	3,178,790	-	-

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		<b>Actual Combined FY 2015-16</b>	<b>Adopted Operating Budget FY 2016-17</b>	<b>Proposed Operating Budget FY 2017-18</b>	<b>Projected Operating Budget FY 2018-19</b>
<b>Administration and Service Delivery Totals</b>					
	Hours	69,399	74,430	<b>77,750</b>	77,750
	Miles	1,552,674	1,734,770	<b>1,722,730</b>	1,722,730
<b>Administration:</b>					
Labor	operations cost	660,486	815,700	<b>855,390</b>	904,610
Labor - Administration Workers Comp	operations cost	55,720	71,210	<b>83,170</b>	95,650
Office Space Rental	operations cost	437,933	504,790	<b>477,880</b>	479,030
Property Insurance	operations cost	16,127	17,420	<b>17,240</b>	18,960
Professional Technical Services	operations cost	50,925	79,560	<b>99,990</b>	105,740
Professional Development	operations cost	19,076	37,850	<b>37,670</b>	39,840
Operating Expense	operations cost	239,157	255,190	<b>270,460</b>	286,020
Marketing and Reproduction	hourly	71,340	93,730	<b>90,720</b>	90,720
North County Management Contract	operations cost	(39,720)	(40,320)	<b>(41,850)</b>	(44,260)
County Management Contract	operations cost	(80,500)	(82,110)	<b>(85,230)</b>	(90,130)
SCT Management Contract	operations cost	(79,830)	(114,900)	<b>(119,270)</b>	(126,130)
<b>Total Administration</b>		<b>1,350,714</b>	<b>1,638,120</b>	<b>1,686,170</b>	<b>1,760,050</b>
<b>Service Delivery:</b>					
Labor - Operations	hourly	3,569,509	4,100,660	<b>4,157,720</b>	4,396,960
Labor - Operations Workers Comp	hourly	376,970	481,790	<b>562,730</b>	647,140
Labor - Maintenance	hourly	863,556	947,680	<b>971,020</b>	1,026,890
Labor - Maintenance Workers Comp	hourly	110,324	141,000	<b>164,690</b>	189,390
Fuel	miles	786,228	1,164,130	<b>1,160,530</b>	1,209,010
Insurance (Liability, Physical Damage, Employment Practices)	miles	475,680	560,160	<b>739,180</b>	850,060
Special Transportation (for SLOCAT)	n/a	53,781	57,300	<b>43,900</b>	46,430
Avila Trolley	n/a	46,885	57,060	<b>69,900</b>	73,920
Maintenance (parts, supplies, materials)	miles	550,712	465,050	<b>636,610</b>	700,270
Maintenance Contract Costs	miles	125,218	138,910	<b>92,100</b>	101,310
<b>Total Operations</b>		<b>6,958,863</b>	<b>8,113,740</b>	<b>8,598,380</b>	<b>9,241,380</b>
<b>Contingency</b>	hourly	364	117,020	<b>123,410</b>	132,020
<b>Interest Expense</b>	operations cost	42,592	44,590	<b>30,490</b>	22,870
<b>Management Contracts</b>		200,050	237,330	<b>246,350</b>	260,520
<b>TOTAL FUNDING USES</b>		<b>8,552,583</b>	<b>10,150,800</b>	<b>10,684,800</b>	<b>11,416,840</b>

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	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
<b>Capital Expenditures</b>							
<b>Capital/Studies:</b>							
<b>Computer System Maintenance/Upgrades</b>	31,964	62,250	<b>52,220</b>	31,830	33,420	35,090	36,840
Miscellaneous Capital							
<b>Facility Improvements</b>	17,678	57,540	-	17,250	-	19,840	-
<b>Maintenance Equipment</b>		57,690	<b>34,730</b>	-	-	-	-
Rotary Lift/Wireless Lift		-	-	-	-	-	-
Passenger Protection 1300 buses		8,400	-	-	-	-	-
Specialized Maintenance Tools		33,500	-	34,340	36,060	-	-
<b>Desks and Office Equipment</b>		10,760	<b>6,600</b>	-	-	-	-
Radios	4,653	-	-	-	-	6,600	-
<b>Vehicle ITS/Camera System</b>	383,370	668,090	<b>85,870</b>	-	-	-	-
<b>Bus Stop Improvements/Bus Stop Solar Lighting</b>	111,067	277,230	<b>34,730</b>	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
<b>Total Capital Outlay</b>	1,199,398	1,762,440	<b>214,150</b>	2,467,130	3,348,670	1,051,530	1,785,350
<b>Loan Pay down</b>	200,596	200,600	<b>200,600</b>	211,670	-	-	-
<b>Elks Lane Project</b>	37,629	710,480	<b>499,990</b>	499,990	499,990	499,990	499,990
<b>Paso Property Improvements</b>	-	1,000,000	-	-	-	-	-
<b>TOTAL FUNDING USES</b>	1,437,623	3,673,520	<b>914,740</b>	3,178,790	3,848,660	1,551,520	2,285,340

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		<b>Total Adopted Budget FY 2016-17</b>	<b>Weekday Proposed Budget FY 2017-18</b>	<b>Saturday Proposed Budget FY 2017-18</b>	<b>Sunday Proposed Budget FY 2017-18</b>	<b>Total Proposed Budget FY 2017-18</b>	<b>Projected Budget FY 2018-19</b>
<b>Route 9</b>							
	Hours	10,640	<b>13,200</b>	<b>670</b>	<b>450</b>	<b>14,320</b>	14,320
	Miles	329,760	<b>355,260</b>	<b>18,950</b>	<b>12,540</b>	<b>386,750</b>	386,750
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		254,730	<b>297,560</b>	<b>15,380</b>	<b>10,270</b>	<b>323,210</b>	338,230
<b>Service Delivery:</b>							
Labor - Operations	hourly	550,420	<b>662,500</b>	<b>33,630</b>	<b>22,590</b>	<b>718,720</b>	760,070
Labor - Operations Workers Comp	hourly	65,150	<b>89,670</b>	<b>4,550</b>	<b>3,060</b>	<b>97,280</b>	111,870
Labor - Maintenance	hourly	126,890	<b>154,730</b>	<b>7,850</b>	<b>5,270</b>	<b>167,850</b>	177,510
Labor - Maintenance Workers Comp	hourly	18,970	<b>26,240</b>	<b>1,330</b>	<b>890</b>	<b>28,460</b>	32,740
Fuel	miles	211,320	<b>233,560</b>	<b>12,460</b>	<b>8,240</b>	<b>254,260</b>	264,890
Insurance	miles	104,430	<b>149,370</b>	<b>7,970</b>	<b>5,270</b>	<b>162,610</b>	190,300
Maintenance (parts, supplies, materials)	miles	83,640	<b>124,770</b>	<b>6,660</b>	<b>4,400</b>	<b>135,830</b>	149,420
Maintenance Contract Costs	miles	25,500	<b>18,050</b>	<b>960</b>	<b>640</b>	<b>19,650</b>	21,620
<b>Total Operations</b>		1,186,320	<b>1,458,890</b>	<b>75,410</b>	<b>50,360</b>	<b>1,584,660</b>	1,708,420
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		654,770	<b>295,840</b>	<b>15,290</b>	<b>10,210</b>	<b>321,340</b>	1,133,680
<b>Contingency</b>	hourly	13,330	<b>16,610</b>	<b>840</b>	<b>570</b>	<b>18,020</b>	19,270
<b>Interest Expense</b>	operations cost	7,360	<b>5,780</b>	<b>290</b>	<b>200</b>	<b>6,270</b>	4,710
<b>TOTAL FUNDING USES</b>		2,116,510	<b>2,074,680</b>	<b>107,210</b>	<b>71,610</b>	<b>2,253,500</b>	3,204,310
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		1,461,740	<b>1,778,840</b>	<b>91,920</b>	<b>61,400</b>	<b>1,932,160</b>	2,070,630

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		<b>Total Adopted Budget FY 2016-17</b>	<b>Weekday Proposed Budget FY 2017-18</b>	<b>Saturday Proposed Budget FY 2017-18</b>	<b>Sunday Proposed Budget FY 2017-18</b>	<b>Total Proposed Budget FY 2017-18</b>	<b>Projected Budget FY 2018-19</b>
<b>Route 10</b>							
	Hours	10,610	<b>11,600</b>	<b>610</b>	<b>350</b>	<b>12,560</b>	12,560
	Miles	351,560	<b>363,520</b>	<b>19,540</b>	<b>11,150</b>	<b>394,210</b>	394,210
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		260,310	<b>276,990</b>	<b>14,690</b>	<b>8,420</b>	<b>300,100</b>	314,290
<b>Service Delivery:</b>							
Labor - Operations	hourly	548,860	<b>582,200</b>	<b>30,620</b>	<b>17,570</b>	<b>630,390</b>	666,650
Labor - Operations Workers Comp	hourly	64,980	<b>78,800</b>	<b>4,140</b>	<b>2,380</b>	<b>85,320</b>	98,120
Labor - Maintenance	hourly	126,520	<b>135,970</b>	<b>7,150</b>	<b>4,100</b>	<b>147,220</b>	155,700
Labor - Maintenance Workers Comp	hourly	18,920	<b>23,060</b>	<b>1,210</b>	<b>700</b>	<b>24,970</b>	28,720
Fuel	miles	225,290	<b>239,000</b>	<b>12,850</b>	<b>7,330</b>	<b>259,180</b>	270,000
Insurance	miles	111,330	<b>152,840</b>	<b>8,220</b>	<b>4,690</b>	<b>165,750</b>	193,970
Maintenance (parts, supplies, materials)	miles	89,170	<b>127,680</b>	<b>6,860</b>	<b>3,920</b>	<b>138,460</b>	152,300
Maintenance Contract Costs	miles	27,180	<b>18,470</b>	<b>990</b>	<b>570</b>	<b>20,030</b>	22,030
<b>Total Operations</b>		1,212,250	<b>1,358,020</b>	<b>72,040</b>	<b>41,260</b>	<b>1,471,320</b>	1,587,490
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		669,090	<b>275,390</b>	<b>14,610</b>	<b>8,370</b>	<b>298,370</b>	1,053,430
<b>Contingency</b>	hourly	13,290	<b>14,590</b>	<b>770</b>	<b>440</b>	<b>15,800</b>	16,900
<b>Interest Expense</b>	operations cost	7,340	<b>5,080</b>	<b>270</b>	<b>150</b>	<b>5,500</b>	4,130
<b>TOTAL FUNDING USES</b>		2,162,280	<b>1,930,070</b>	<b>102,380</b>	<b>58,640</b>	<b>2,091,090</b>	2,976,240
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		1,493,190	<b>1,654,680</b>	<b>87,770</b>	<b>50,270</b>	<b>1,792,720</b>	1,922,810

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		<b>Total Adopted Budget FY 2016-17</b>	<b>Weekday Proposed Budget FY 2017-18</b>	<b>Saturday Proposed Budget FY 2017-18</b>	<b>Sunday Proposed Budget FY 2017-18</b>	<b>Total Proposed Budget FY 2017-18</b>	<b>Projected Budget FY 2018-19</b>
<b>Route 12, 14 and 15</b>							
	Hours	10,880	<b>10,340</b>	<b>980</b>	<b>680</b>	<b>12,000</b>	12,000
	Miles	333,010	<b>283,230</b>	<b>28,960</b>	<b>19,430</b>	<b>331,620</b>	331,620
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		259,320	<b>234,590</b>	<b>22,870</b>	<b>15,670</b>	<b>273,130</b>	285,850
<b>Service Delivery:</b>							
Labor - Operations	hourly	562,830	<b>518,960</b>	<b>49,190</b>	<b>34,130</b>	<b>602,280</b>	636,930
Labor - Operations Workers Comp	hourly	66,630	<b>70,240</b>	<b>6,660</b>	<b>4,620</b>	<b>81,520</b>	93,740
Labor - Maintenance	hourly	129,750	<b>121,200</b>	<b>11,490</b>	<b>7,970</b>	<b>140,660</b>	148,750
Labor - Maintenance Workers Comp	hourly	19,400	<b>20,560</b>	<b>1,950</b>	<b>1,350</b>	<b>23,860</b>	27,430
Fuel	miles	213,400	<b>186,210</b>	<b>19,040</b>	<b>12,770</b>	<b>218,020</b>	227,130
Insurance	miles	105,460	<b>119,080</b>	<b>12,180</b>	<b>8,170</b>	<b>139,430</b>	163,170
Maintenance (parts, supplies, materials)	miles	84,460	<b>99,480</b>	<b>10,170</b>	<b>6,820</b>	<b>116,470</b>	128,120
Maintenance Contract Costs	miles	25,750	<b>14,390</b>	<b>1,470</b>	<b>990</b>	<b>16,850</b>	18,540
<b>Total Operations</b>		1,207,680	<b>1,150,120</b>	<b>112,150</b>	<b>76,820</b>	<b>1,339,090</b>	1,443,810
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		666,560	<b>233,230</b>	<b>22,740</b>	<b>15,580</b>	<b>271,550</b>	958,090
<b>Contingency</b>	hourly	13,620	<b>13,010</b>	<b>1,230</b>	<b>860</b>	<b>15,100</b>	16,150
<b>Interest Expense</b>	operations cost	7,530	<b>4,530</b>	<b>430</b>	<b>300</b>	<b>5,260</b>	3,940
<b>TOTAL FUNDING USES</b>		2,154,710	<b>1,635,480</b>	<b>159,420</b>	<b>109,230</b>	<b>1,904,130</b>	2,707,840
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		1,488,150	<b>1,402,250</b>	<b>136,680</b>	<b>93,650</b>	<b>1,632,580</b>	1,749,750

		<b>Total Adopted Budget FY 2016-17</b>	<b>Total Proposed Budget FY 2017-18</b>	<b>Projected Budget FY 2018-19</b>
<b>Runabout</b>				
	Hours	32,360	<b>30,710</b>	30,710
	Miles	564,530	<b>506,180</b>	506,180
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>		653,460	<b>595,590</b>	621,740
<b>Service Delivery:</b>				
Labor - Operations	hourly	1,674,010	<b>1,541,320</b>	1,630,010
Labor - Operations Workers Comp	hourly	198,170	<b>208,610</b>	239,910
Labor - Maintenance	hourly	385,910	<b>359,970</b>	380,690
Labor - Maintenance Workers Comp	hourly	57,720	<b>61,050</b>	70,210
Fuel	miles	361,760	<b>332,790</b>	346,690
Insurance	miles	178,780	<b>212,820</b>	249,060
Maintenance (parts, supplies, materials)	miles	143,190	<b>177,780</b>	195,560
Maintenance Contract Costs	miles	43,650	<b>25,720</b>	28,290
<b>Total Operations</b>		3,043,190	<b>2,920,060</b>	3,140,420
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>		388,920	<b>23,480</b>	33,600
<b>Contingency</b>	hourly	40,530	<b>38,640</b>	41,330
<b>Interest Expense</b>	operations cost	22,370	<b>13,460</b>	10,090
<b>TOTAL FUNDING USES</b>		4,148,470	<b>3,591,230</b>	3,847,180
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		3,759,550	<b>3,567,750</b>	3,813,580

		<b>Adopted Budget FY 2016-17</b>	<b>Total Proposed Budget FY 2017-18</b>	<b>Projected Budget FY 2018-19</b>
<b>County Services</b>				
<b>Administration:</b>				
	<b>Total Administration (Net of Contracts)</b>	92,110	<b>95,230</b>	100,130
<b>Service Delivery:</b>				
	Labor - Operations	187,150	<b>177,500</b>	187,710
	Labor - Operations Workers Comp	21,990	<b>24,020</b>	27,620
	Labor - Maintenance	43,250	<b>41,450</b>	43,830
	Labor - Maintenance Workers Comp	6,440	<b>7,030</b>	8,080
	Fuel	24,790	<b>21,740</b>	22,650
	Insurance	12,100	<b>11,090</b>	12,750
	Special Transit (Senior Vans, Incentives, etc)	57,300	<b>43,900</b>	46,430
	Avila Trolley	57,060	<b>69,900</b>	73,920
	Maintenance (parts, supplies, materials)	21,220	<b>27,180</b>	29,900
	Maintenance Contract Costs	6,340	<b>3,930</b>	4,320
	<b>Total Operations</b>	<u>437,640</u>	<u><b>427,740</b></u>	<u>457,210</u>
<b>Capital/Studies:</b>				
	<b>Total Capital Outlay</b>	200,000	-	-
<b>Contingency</b>				
		21,880	<b>21,390</b>	22,880
<b>Interest Expense</b>				
	operations cost	-	-	-
<b>TOTAL FUNDING USES</b>		<u>751,630</u>	<u><b>544,360</b></u>	<u>580,220</u>
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		<u>551,630</u>	<u><b>544,360</b></u>	<u>580,220</u>

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		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
<b>North County Services</b>						
	Hours	8,390	6,670	1,490	8,160	8,160
	Miles	106,070	89,370	14,600	103,970	103,970
<b>Administration:</b>						
<b>Total Administration (Net of Contracts)</b>		118,180	81,660	17,240	98,900	99,810
<b>Service Delivery:</b>						
	Labor - Operations	497,190	398,510	89,020	487,530	515,580
	Labor - Operations Workers Comp	55,370	53,940	12,050	65,990	75,880
	Labor - Maintenance	119,170	93,070	20,790	113,860	120,410
	Labor - Maintenance Workers Comp	17,120	15,790	3,530	19,320	22,210
	Fuel	100,890	64,070	10,470	74,540	77,650
	Insurance	34,880	40,810	6,670	47,480	40,810
	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
<b>Total Operations</b>		865,890	706,420	149,100	855,520	904,030
<b>Capital/Studies:</b>						
<b>Total Capital Outlay</b>		-	-	-	-	-
<b>Contingency</b>						
	hourly	14,360	11,830	2,640	14,470	15,480
<b>Interest Expense</b>						
	operations cost	-	-	-	-	-
<b>TOTAL FUNDING USES</b>		998,430	799,910	168,980	968,890	1,019,320
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		998,430	799,910	168,980	968,890	1,019,320



SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE

January 19, 2017

DRAFT MINUTES

C-1

Members Present:

Michael Seden – Hansen ( <i>Chair</i> )	City of Paso Robles
Eric Greening ( <i>Vice Chair</i> )	Fixed Route Representative
Dawn Patterson	Atascadero Transit
Janeen Burlingame	Morro Bay Transit
Mark Dariz	Runabout/DAR Representative (arrived at 2:02 p.m.)
Phil Moores	South County Transit (SCT)
Cheryl Andrus	Cal Poly

Members Absent:

Gamaliel Anguiano	SLO Transit
Anthony Gutierrez	Cuesta College
Pam Duffield	County of San Luis Obispo
Todd Katz	Fixed Route Alternate Rep.

Staff Present:

Geoff Straw	RTA
Shelby Walker	RTA
Tania Arnold	RTA

Guest:

Eliane Wilson	SLOCOG
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**1. Call Meeting to Order, Roll Call:**

**Mr. Michael Seden-Hansen** called the meeting to order at 2:00 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: **Mr. Greening** nominated **Mr. Seden-Hansen** as Chair and **Ms. Dawn Patterson** seconded. The motion carried on a voice vote.

**Mr. Michael Seden-Hansen** nominated **Mr. Greening** as Vice Chair and **Mr. Phil Moores** seconded. The motion carried on a voice vote.

**4. Annual ADA Appeal Committee Assignment**

**Mr. Seden-Hansen** motioned that the ADA Appeal Committee remain the same with **Mr. Anguiano**, **Mr. Dariz**, and **Ms. Burlingame** volunteered to be on the Appeals Committee and **Mr. Katz** volunteered as an alternate, **Mr. Greening** seconded and the motion carried on a voice vote.

## **A. Information Items**

### **A-1 Executive Director's Report (Verbal):**

**Ms. Tania Arnold** stated that there is no update.

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

**Mr. Greening** mentioned that with the rainy weather the drivers have been tested and that he feels very safe and secure. He complimented all their safe driving. He stated that shallow shelters do not provide adequate protection from the rain. Rain gutters on the shelters may be something to look into. The shelters at the Government Center and Cuesta College are the most used and the ones that provide the least amount of coverage from the rain, the wind blows the rain into them. **Mr. Seden-Hansen** stated that RTA has been looking into different shelters that will provide more protection.

**Ms. Cheryl Andrus** stated that Cal Poly freshmen will not be able to bring cars on campus. Looking at different carpool options for students to use to get around town.

**Mr. Mark Dariz** no comment.

**Ms. Dawn Patterson** stated that the Tamale Festival will shut down roads near the transit stops. This is a rain or shine event. She said she will be going to the City Council for the award of the new Dial A Ride vehicle. She contacted **Mr. Omar McPherson** to get information about the back-up cameras RTA use, looking into installing them on their vehicles. Updating the Atascadero Dial-A-Ride brochures. She mentioned that they have been having issues with the radio frequency but have been working through it. **Mr. Seden-Hansen** asked if the road closure on Highway 41 has had any affect on the transit system. She said it has not affected the transit system.

**Ms. Janeen Burlingame** stated that she will be going to Morro Bay City Council for approval of a grant submission for a new trolley. Depending on what happens with LTF it may get delayed. Will also have to bring the contracts for a new transit vehicle to the Council since there was an update in their purchasing policy. In the process of drafting up a consultant RFP to update Short Range Transit Plan.

**Mr. Phil Moores** stated that there are two new Board members for the SCT Board and new routes are going well. **Ms. Burlingame** asked if the layover time for Route 12 has changed yet. He stated that it has not, but will let her know when the changes happen. The earliest will happen is August so it will not affect Cuesta College when they are in session. The layovers would be best done at the Government Center instead of the layover in Morro Bay. **Mr. Greening** mentioned that the timing change could affect students getting to and from class. Further discussion of the Route 12 ensued.

**Mr. Michael Seden-Hansen** stated that we are working on a new vehicle yard in the Paso Robles area. Doing the ongoing design work for the Elks Lane project. Working on getting permits for the Government Center transit area improvements.

### **A-3 Review FY16-17 Budget Assumptions & Discuss FY17-18 Budget Calendar (Receive):**

**Ms. Tania Arnold** presented the Budget Calendar for FY17-18. She stated that included with the staff report is the budget assumptions from last year. We are not looking at any increases in service currently. If fare increases were to happen it would likely take place in January 2018.

We received revised estimates on our workers' compensation, which have been seeing significant increases, and it came in lower than originally projected by about \$60,000. Looking at ways we can internally be more efficient. Fuel cost has been increasing slightly. We are still under budget but will not have much savings to carry forward, as we had been fortunate to have in the past.

She stated that she sent information to the city finance departments in regards to the approved budget and what we are requesting for LTF. Looks like will come in a little less than what was requested. Trying to be as transparent as possible and available to answer any questions. **Mr. Greening** asked when would we know what the amount of LTF that we are receiving. **Ms. Arnold** said usually it is know in March. There are a lot of questions, but she said she is always happy to answer questions and there will be lots of communication.

She continued by mentioning that there is no significant changes to the budget assumptions. Runabout ridership has leveled off, which is a welcomed relief. **Mr. Geoff Straw** has been working with Tri-Counties Regional to try and increase efficiencies and the fare revenue we receive from them.

**Ms. Arnold** concluded her report.

**Mr. Greening** asked what the Executive Committee role is in regards to the budget. **Mr. Straw** stated that it depends on what kind of hole we are in and will have to see how a lot of pieces come together. **Mr. Greening** stated that service cuts should be on redundancies instead of span of service. **Mr. Straw** said that we have been cutting closer to the bone on so we didn't have to use as much LTF but now we are paying for it. **Ms. Arnold** stated that we were at 39.6% (41.7% of the fiscal year), which is right where you want it be but very tight. **Mr. Greening** asked that if we are looking at a fare increase, would the Runabout max fare of ten dollars increase. **Mr. Straw** stated that the max fare charges is always twice as much as the day pass, if that day pass increases so will that fare charge limits. Further discussion ensued about service cuts and fare increases.

**C. Consent Agenda Items:**

C-1 RTAC Minutes of July 7, 2016 (approve)

**Mr. Moores** moved to approve the minutes and **Ms. Patterson** seconded. The motion carried on a voice vote with **Mr. Seden-Hansen** and **Ms. Andrus** abstaining.

**D. Adjournment:**

**Mr. Seden-Hansen** adjourned the meeting at 3:09 p.m.

Next RTAC Meeting: April 19, 2017 at 10:00 a.m.

Respectfully Submitted:

Shelby Walker  
Administrative Assistant  
San Luis Obispo Regional Transit Authority