253 Elks Lane
San Luis Obispo, CA 93401
(805) 541-2228 Fax (805) 781-1291
www.slorta.org

# RTA BOARD AGENDA

**Wednesday, November 4, 2026 at 9:00 AM**
**BOARD OF SUPERVISORS' CHAMBERS**
**COUNTY GOVERNMENT CENTER**
**1055 Monterey Street, San Luis Obispo, California 93401**

The *AGENDA* is available/posted at: http://www.slorta.org

**President: Carla Wixom** — **Vice President: Heather Moreno**

Board Members:

John Peschong (First District – SLO County)
Bruce Gibson (Second District – SLO County)
Dawn Ortiz-Legg (Third District – SLO County)
Jimmy Paulding (Fourth District – SLO County)
Heather Moreno (Fifth District – SLO County)
Aileen Loe (Arroyo Grande)
Heather Newsom (Atascadero)
Kassi Dee (Grover Beach)
Carla Wixom (Morro Bay)
Fred Strong (Paso Robles)
Ed Waage (Pismo Beach)
Erica Stewart (San Luis Obispo)

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 (805)541-2228 x4833. Please note that 48 hours advance notice will be necessary to honor a request.

RTA, de acuerdo con la Ley de Estadounidenses con Discapacidades (ADA), acomodará a las personasque requieran una modificación de la adaptación para participar en esta reunión. RTA también secompromete a ayudar a las personas con dominio limitado del inglés a acceder a los servicios públicosesenciales de la agencia y a la información pública en español. Para solicitar una adaptación, por favor llame al (805)541-2228 x4833. Requerimos al menos 48 horas de anticipación para proporcionar adaptaciones razonables.

## CALL MEETING TO ORDER, ROLL CALL

**PUBLIC COMMENT**: The Board reserves this portion of the agenda for members of the public to address the San Luis Obispo Regional Transit Authority Board on any items not on the agenda and within the jurisdiction of the Board. Comments are limited to three minutes per speaker. The Board 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.

## EMPLOYEE RECOGNITION

- Employee of the Quarter

## BOARD MEMBER RECOGNITION

- Heather Newsom
- Ed Waage

## A. CONSENT AGENDA:

A-1 Executive Committee Meeting Minutes of August 12, 2026 and Draft Executive Committee Meeting Minutes of October 14, 2026 (Information)

A-2 RTA Board Meeting Minutes of September 2, 2026 (Approve)
A-3 Draft RTAC Minutes of October 15, 2026 (Information)
A-4 Revisions to Parts Clerk Job Description (Approve)
A-5 Annual Fiscal and Compliance Audit and Annual Single Audit (Accept)
A-6 Procure Three Medium-Duty Cutaway Fixed-Route Buses (Authorize)
A-7 Authorize Agreement for Janitorial Cleaning Services (Approve)
A-8 Authorize Agreement for Landscape Maintenance Service (Approve)
A-9 Authorize Agreement for Electrical Maintenance & Repairs (Approve)
A-10 Authorize Agreement for Bulk Oils & Lubricants (Approve)
A-11 Procurement of Digital Real-Time Information System Signage (Authorize)
A-12 Draft SCTC Meeting Minutes of October 22, 2026 (Information)

**B. INFORMATION AGENDA:**

B-1 Executive Director's Report (Receive)
B-2 Projected Use of LTF for Transit Purposes (Receive)
B-3 Update on Strategic Planning Procurement (Receive)

**C. ACTION AGENDA:**

C-1 Fiscal Year 2026-27 Operating and Capital Budget Amendment #1 (Approve)
C-2 PUBLIC HEARING: Service Changes for South County Transit Services (Approve)

**D. CLOSED SESSION: None**

**BOARD MEMBER COMMENTS**

The next regularly scheduled RTA Board meeting is scheduled for January 6, 2027

# San Luis Obispo Regional Transit Authority

## Executive Committee Meeting

Draft Minutes 8/12/2026

A-1

| | |
|---|---|
| Members Present: | Carla Wixom, City of Morro Bay, **President**<br>Heather Moreno, District 5 Supervisor, **Vice-President**<br>Jimmy Paulding, District 4 Supervisor, **Past President** |
| Members Absent: | None |
| Staff Present: | Geoff Straw, RTA Executive Director<br>Tania Arnold, RTA Deputy Director/CFO<br>Anthony Kalvans, RTA Administrative Assistant<br>Jenna Morton, RTA Counsel |
| Public Present: | Pete Rodgers, SLOCOG Executive Director<br>Eric Greening |

1. **Call to Order and Roll Call: President Carla Wixom** called the meeting to order at 10:01 a.m. Roll call was taken and a quorum was present.

2. **Public Comment:**
   **Mr. Eric Greening** expressed concern that training buses on route ahead of regular buses could confuse riders.

3. **Closed Session**: None

4. **Consent Items**
   A-1 Executive Committee Meeting Minutes of April 8, 2026 (Approve)

   Public Comment:
   There was no public comment given.

   **Ms. Heather Moreno** motioned to approve the consent items, seconded by **Ms. Wixom**. There was unanimous consensus of those present.

| BOARD MEMBER | YES | NO | ABSENT |
|---|---|---|---|
| HEATHER MORENO | X | | |
| JIMMY PAULDING | X | | |
| CARLA WIXOM | X | | |

5. **Information Items:**

B-1 Executive Director's Report (Verbal, Receive)

**Mr. Geoff Straw** gave an update on recent events at the RTA. He specifically noted that the RTA is making progress on training new bus operators and noted that all training buses have head signs designating that they are a training bus. In addition, he gave an update on the new Ecolane system and its focus on increasing efficiency by linking trips for Runabout customers.

**Mr. Straw** reported that the RTA will be creating a mutual aid agreement to allow SLO Transit's battery electric bus fleet to use RTA's electric chargers.

**Mr. Straw** reported that the California Association of Joint Powers Authorities (CA JPA) and PRISM asked for the RTA to send in a letter of support regarding tort reform.

**Ms. Tania Arnold** mentioned that the RTA recently had a CHP vehicle inspection that found no issues with RTA vehicles. She also mentioned that the RTA completed its Federal Triennial Review, which found zero deficiencies.

**The executive committee** supported putting the tort reform letter on the agenda.

Public Comment:

**Mr. Greening** said that he supports Ecolane linking trips. He also said that he supports the RTA sending in a letter in support of tort reform.

B-2 Review & Advise on Strategic Planning Services Scope of Services (Receive)

**Mr. Straw** introduced the item and noted that the RTA's Strategic Plan has not been updated since 2018. In addition, he also said that the RTA plans to bring in a consultant to help facilitate the plan.

**Ms. Moreno** asked what the timeline is for the strategic plan. **Mr. Straw** said that the timeline would be sometime in 2027.

**Mr. Paulding** encouraged the RTA to keep costs low when it comes to the strategic plan.

Public Comment:

**Mr. Greening** inquired about Brown Act rules for the strategic plan.

6. **Action Items:**

There were no action items for the executive committee to consider.

7. **Review of Draft September 2, 2026, Draft RTA Board Agenda:**

**Mr. Straw** presented the draft agenda and said that the RTA is looking to add items related to the SLO Transit mutual aid agreement and the tort reform letter.

**Ms. Moreno** asked about the timeline of the agenda. **Ms. Arnold** said that the RTA plans to have the agenda out around the 24th.

Public Comment:
**Mr. Greening** said he was happy with the service that RTA provides.

**Ms. Heather Moreno** motioned to approve, seconded by **Ms. Wixom**. There was unanimous consensus of those present.

| BOARD MEMBER | YES | NO | ABSENT |
|---|---|---|---|
| HEATHER MORENO | X | | |
| JIMMY PAULDING | X | | |
| CARLA WIXOM | X | | |

8. **Executive Committee Member Comments and Adjournment**
   The meeting was adjourned at 10:34 AM.

Next RTA Executive Committee Meeting: **October 14, 2026**

Respectfully Submitted,

_____
Anthony Kalvans
Administrative Assistant

Acknowledged by,

_____
Carla Wixom
RTA Board President 2026

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# San Luis Obispo Regional Transit Authority

Executive Committee Meeting

Draft Minutes 10/14/2026

A-1

| | |
|---|---|
| Members Present: | Heather Moreno, District 5 Supervisor, **Vice-President**<br>Jimmy Paulding, District 4 Supervisor, **Past President** |
| Members Absent: | Carla Wixom, City of Morro Bay, **President** |
| Staff Present: | Geoff Straw, RTA Executive Director<br>Tania Arnold, RTA Deputy Director/CFO<br>Anthony Kalvans, RTA Administrative Assistant<br>Jenna Morton, RTA Counsel |
| Public Present: | Pete Rodgers, SLOCOG Executive Director |

1. **Call to Order and Roll Call: Vice President Heather Moreno** called the meeting to order at 10:00 a.m. Roll call was taken and a quorum was present.

2. **Public Comment:**
   There was no public comment given.

3. **Closed Session**: None

4. **Consent Items**
   A-1 Executive Committee Meeting Minutes of August 12, 2026 (Approve)

   Public Comment:
   There was no public comment given.

   **Mr. Jimmy Paulding** motioned to approve the consent items, seconded by **Ms. Moreno**. There was unanimous consensus of those present.

| BOARD MEMBER | YES | NO | ABSENT |
|---|---|---|---|
| HEATHER MORENO | X | | |
| JIMMY PAULDING | X | | |
| CARLA WIXOM | | | X |

5. **Information Items:**

B-1 Executive Director's Report (Verbal, Receive)

**Mr. Geoff Straw** gave an update on recent events at the RTA. He specifically noted that the RTA is fully staffed for the first time since the pandemic and that the RTA continues to make progress on electrification. **Mr. Straw** highlighted major advances in electrification including the addition of four more battery electric buses, progress on the photovoltaic system, and preparing the Paso Robles Yard for electrification.

Public Comment:

There was no public comment given.

B-2 Projected Use of LTF for Transit Purposes (Receive)

**Ms. Tania Arnold** introduced the item and noted that Local Transportation Funds (LTF) are based on sales tax revenue and funds remaining after funding transit can be used to help cover road costs. She presented a table showing the LTF funding projection and explained that she was concerned about the existing funding formula breaking.

**Ms. Moreno** asked if the RTA has been having conversations with the cities about the issue, noting how some cities depend on LTF to cover their road costs. **Ms. Arnold** affirmed that the RTA has been reaching out to the cities about this issue.

**Mr. Paulding** asked the RTA to continue talking with the city managers about the LTF situation.

Public Comment:

**Mr. Pete Rodgers** said that the RTA does a good job of managing LTF funding and San Luis Obispo County is also going above and beyond its fair share.

6. **Action Items:**

C-1 Fiscal Year 2026-27 Operating and Capital Budget Amendment #1 (Approve)

**Ms. Arnold** introduced the item and noted that State Transit Assistance (STA) funding is up and that the RTA plans to use the additional STA funding to reduce the need for LTF funding. In addition, she noted that all listed capital projects are carryover and that no additional funding is needed at this time.

**Ms. Moreno** motioned to approve the consent items, seconded by **Mr. Paulding**. There was unanimous consensus of those present.

| BOARD MEMBER | YES | NO | ABSENT |
|---|---|---|---|
| HEATHER MORENO | X | | |
| JIMMY PAULDING | X | | |
| CARLA WIXOM | | | X |

7. **Review of Draft November 4, 2026, Draft RTA Board Agenda:**

**Mr. Straw** presented the draft agenda for the committee to review.

Public Comment:
There was no public comment given.

**The RTA Executive Committee** gave consensus to send the draft agenda to the full board.

8. **Executive Committee Member Comments and Adjournment**
   The meeting was adjourned at 10:33 AM.

Next RTA Executive Committee Meeting: **December 9, 2026**

Respectfully Submitted,

_____
Anthony Kalvans
Administrative Assistant

Acknowledged by,

_____
Heather Moreno
RTA Board Vice President 2026

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# DRAFT
# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
# BOARD MEETING MINUTES OF SEPTEMBER 2, 2026
# A-2

**BOARD MEMBERS PRESENT:**
KASSI DEE, CITY OF GROVER BEACH
AILEEN LOE, CITY OF ARROYO GRANDE
HEATHER MORENO, FIFTH DISTRICT, COUNTY OF SAN LUIS OBISPO (Vice President)
HEATHER NEWSOM, CITY OF ATASCADERO
JIMMY PAULDING, FOURTH DISTRICT, COUNTY OF SAN LUIS OBISPO (Past President)
ERICA A. STEWART, CITY OF SAN LUIS OBISPO
ED WAAGE, CITY OF PISMO BEACH
CARLA WIXOM, CITY OF MORRO BAY (President)

**BOARD MEMBERS ABSENT:**
BRUCE GIBSON, SECOND DISTRICT, COUNTY OF SAN LUIS OBISPO
DAWN ORTIZ-LEGG, THIRD DISTRICT, COUNTY OF SAN LUIS OBISPO
JOHN PESCHONG, FIRST DISTRICT, COUNTY OF SAN LUIS OBISPO
FRED STRONG, CITY OF PASO ROBLES

**STAFF PRESENT:**
GEOFF STRAW, EXECUTIVE DIRECTOR
TANIA ARNOLD, DEPUTY DIRECTOR/CFO
JENNA MORTON, SAN LUIS OBISPO COUNTY COUNSEL
OMAR MCPHERSON, OPERATIONS MANAGER
ANDY WYLY, MAITENANCE AND FACILITIES MANAGER
MARY GARDNER, MARKETING AND COMMUNITY RELATIONS MANAGER
ANTHONY KALVANS, ADMINISTRATIVE ASSISTANT
TRACEY JOHNSON, BUS OPERATOR
DIANNE WILLIAMS, BUS OPERATOR
SUZY SISNEROS, BUS OPERATOR
KEVIN REEDER, BUS OPERATOR
PETE RODGERS, SLOCOG EXECUTIVE DIRECTOR

**CALL MEETING TO ORDER, ROLL CALL: President Carla Wixom** called the meeting to order at 9:01 AM. Roll call was taken, and a quorum was present.

**PUBLIC COMMENT:**
**Mr. Eric Greening** said he continues to be happy with the service and gave a shoutout to bus operators Tracey and Dianne for their experience and safety in getting him to his destinations. He also raised awareness about how slippery the roads can be after the first major rain.

**EMPLOYEE RECOGNITION:**
**Mr. Omar McPherson** announced that bus operator **Mr. Kevin Reeder** was the RTA's Employee of the Quarter and thanked Mr. Reeder for his service. **Mr. Reeder** thanked everyone for the opportunity to work for the RTA. **Mr. Straw** added that **Mr. Reeder** has been repeatedly nominated by riders and his peers.

**Mr. Straw** introduced several employees for their longevity with the RTA. He recognized **Ms. Tania Arnold** for her 20 years of service to the RTA. He highlighted that she is the glue that keeps the organization together and was instrumental in getting the RTA to be the first rural agency to receive a TIFIA Loan. **Ms. Arnold** thanked everyone for their recognition and appreciation for the teamwork at the RTA. She also appreciated the Board handling the tough decisions that came before it during her tenure, such as bringing bus service in-house.

**Mr. McPherson** expressed his deep appreciation for all that **Ms. Arnold** has done for the RTA.

**Mr. McPherson** recognized bus operator **Ms. Dianne Williams** for her 15 years of service with the RTA. He specifically thanked **Ms. Williams** for the deep knowledge she brings to the organization.

**Mr. McPherson** recognized bus operator **Ms. Suzy Sisneros** for her 15 years of service with the RTA. He specifically noted that **Ms. Sisneros** only planned to stay a short time and thanked her for staying to support the organization.

**Mr. McPherson** recognized bus operator **Ms. Tracey Johnson** for her 15 years of service with the RTA. He specifically thanked her for her contributions to the union.

Public Comment:
**Mr. Pierre Remillard** thanked the board for recognizing his daughter **Ms. Arnold** and how proud not only he, but Tania's mother is of her hard work and dedication to the RTA.

**A. CONSENT AGENDA:**

- A-1 RTA Board Meeting Minutes of May 6, 2026 (Approve)
- A-2 Draft RTAC Minutes of July 16, 2026 (Information)
- A-3 Paso Robles Park-Out Facility Lease Extension (Approve)
- A-4 New SLOCPT Rate for July 2027 Implementation (Approve)
- A-5 FTA Transit Asset Management Plan Update (Receive)
- A-6 Strategic Business Plan Update (Approve)
- A-7 Public Transportation Agency Safety Plan Update (Approve)
- A-8 Policy for Bilingual Premium Pay (Approve)
- A-9 Transfer of Four Decommissioned Wheelchair Accessible Vans (Approve)
- A-10 Amended SDRMA Health Benefits Memorandum of Understanding (Approve)
- A-11 Electric Bus Recharging Agreement (Approve)
- A-12 Support for Tort Reform Efforts (Approve)
- A-13 Authorize FTA Section 5339(b) Grant Application (Approve)
- A-14 SCTC Public Hearing on October 22, 2026 (Authorize)
- A-15 Procure Strategic Planning Services (Authorize)

Public Comment:
**Mr. Greening** commented on item A-13 and said he supports the purchase of new diesel vehicles and hopes that solid state electric battery buses will be around the corner.

**Mr. Straw** acknowledged that item A-13 is to seek federal discretionary funding and does not expect to get the fully requested amount due to the limited amount of funding available.

**Board Member Erica A. Stewart** made a motion to approve consent agenda item A-1 through A-15 and **Board Member Ed Waage** seconded the motion. The motion passed unanimously of those present via roll call vote.

| BOARD MEMBER | YES | NO | ABSENT |
|---|---|---|---|
| KASSI DEE | X | | |
| BRUCE GIBSON | | | X |
| AILEEN LOE | X | | |
| HEATHER MORENO (Vice President) | X | | |
| HEATHER NEWSOM | X | | |
| DAWN ORTIZ-LEGG | | | X |
| JIMMY PAULDING (Past President) | X | | |
| JOHN PESCHONG | | | X |
| ERICA A. STEWART | X | | |
| FRED STRONG | | | X |
| ED WAAGE | X | | |
| CARLA WIXOM (President) | X | | |

**B. INFORMATION AGENDA:**

B-1 Executive Director's Report (Receive)

**Mr. Straw** presented a slide show highlighting major RTA updates. He touched on there being no open bids for bus operators when the current class of trainees has completed training, efforts to boost ridership, Ecolane roll out, the photovoltaic project, the recent CHP Terminal Inspection, and FTA Triennial Review. Significantly, the RTA's Route 10 surpassed pre-COVID ridership levels, and both the CHP Terminal Inspection and FTA Triennial Review came back with no deficiencies reported.

**Board Member Erica A. Stewart** thanked the RTA for working with SLO Transit and asked about the RTA's new photovoltaic system and bus chargers. **Mr. Straw** noted that the RTA's chargers are fully functional and that the RTA is offering its chargers to SLO Transit as a component of mutual aid.

Public Comment:

There was no public comment received regarding this item.

B-2 Fare Change Implementation and Contactless Fare System (Receive)

**Mr. Straw** gave a brief history of the Tap2Ride and fare change implementation. He noted that the number of reported taps has increased month over month, with July 2026 reporting roughly 2,400 taps. He also noted that the RTA is doing marketing and outreach regarding the Tap2Ride program.

There was no Board comment given regarding this item.

Public Comment:
**Mr. Greening** said he has personally seen an increase in the portion of riders using the Tap2Ride system and asked that the marketing outreach consider those who do not utilize cell phones when tapping their credit cards onboard the buses.

B-3 Discount Fare Eligibility Enforcement (Receive)
**Mr. Straw** noted that the RTA is scheduling outreach opportunities across the county and helping register discount eligible riders on the Cal-ITP benefits portal and for discount fare eligibility cards. He noted that the RTA has a target of January 18, 2027, for enforcement as it will coincide with the New Cuesta College spring schedule.

There was no Board comment given regarding this item.

Public Comment:
**Mr. Greening** said he supports the item and asked that the enforcement date be moved so it does not coincide with MLK Day. **Mr. Straw** said that Mr. Greening raised a valid point and will consider options.

**C. ACTION AGENDA:**
There were no action agenda items for the board to consider.

**D. CLOSED SESSION ITEMS:**
There were no items for closed session.

**E. BOARD MEMBER COMMENTS:**
There were no board member comments

The meeting was adjourned at 9:57 AM.

Next regularly scheduled RTA Board meeting is **November 4, 2026.**

Respectfully Submitted,

_____
Anthony Kalvans, Administrative Assistant

Acknowledged by,

_____
Carla Wixom, RTA President 2026

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
REGIONAL TRANSIT ADVISORY COMMITTEE
October 15, 2026
**DRAFT** MINUTES
C-1

| **Members Present:** | |
|---|---|
| Janeen Burlingame | City of Morro Bay |
| Mark Dariz | Paratransit/Demand Response Representative |
| Katie Franco | County of San Luis Obispo |
| Alex Fuchs *(Chair)* | City of San Luis Obispo |
| Eric Greening | FixedRoute User Representative |
| Todd Katz | FixedRoute User Alternate |
| Omar McPherson *(Vice Chair)* | FixedRoute Service in South County |
| Lance Okuno | SLOCOG |
| Darcy Price | City of Atascadero |
| Julia Wallerce | Cal Poly |

| **Members Absent:** | |
|---|---|
| Mason Cleek | Cuesta College |
| Ryan Cornell | City of Paso Robles |

| **Staff Present:** | |
|---|---|
| Geoff Straw | RTA |
| Tania Arnold | RTA |
| Anthony Kalvans | RTA |

1. **CALL MEETING TO ORDER, ROLL CALL: Chair Alex Fuchs** called the meeting to order at 2:00 p.m. Roll call was taken, and a quorum was established.

2. **PUBLIC COMMENTS:**
   There was no public comment given.

3. A. INFORMATION AGENDA ITEMS:

A-1 Executive Director's Report (Verbal, Receive)

**Mr. Geoff Straw** gave an update on recent events at the RTA. He specifically noted that the RTA is fully staffed for the first time since the pandemic and that the RTA continues to make progress on electrification.

**Mr. Straw** highlighted major advances in electrification including the addition of four more battery electric buses, progress on the photovoltaic system, and preparing the Paso Robles Yard for electrification.

**Ms. Katie Franco** asked about the total battery electric bus fleet. **Mr. Straw** said that there are currently seven battery electric buses in the fleet, and the four new ones will be in service shortly.

A discussion ensued about the wrapping on the new battery electric buses.

**Mr. Eric Greening** raised a point about energy usage of the electric buses during winter and efforts to keep the cabin heated. **Mr. Straw** acknowledged that it would take more energy from the buses, but that the costs are still lower than the per mile price of diesel buses.

**Mr. Lance Okuno** asked about tire durability. **Mr. Straw** said that the original tires only lasted about 17,000 miles before needing to be replaced, but that the new ones are now lasting roughly 40,000 miles.

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

**Mr. Okuno** mentioned phase two of the Mariposa Pass is being implemented, and that they are looking to add an additional 250 new users to the program. A discussion ensued about maintaining the program long term.

**Mr. Greening** said that he likes riding in the battery electric buses on the Cuesta Grade noting its smoother ride when compared to traditional diesel buses. He also raised awareness about upcoming rain making the roads slippery.

**Ms. Janeen Burlingame** noted that Morro Bay has a new public works director and the city is working with the RTA on the haunted trolley program for Halloween.

**Ms. Darcy Price** announced the upcoming Fall Festival and Colony Days Parade in Atascadero. **Mr. Greening** raised his concerns about route detours during the events and wanted to ensure accessibility for downtown bus riders.

**Ms. Franco** mentioned that the county public works department has a new interim director and that the department is getting ready for storm season.

**Mr. Fuchs** noted that SLO Transit has been facing multiple route detours due to road construction. In addition, he noted that MV transportation is the new contractor, and that tripper service has been restored. He also mentioned a 50% growth in Tap2Ride users over last month.

**Mr. Todd Katz** said that he wanted to ensure RTAC meetings are accessible to the public. Discussion ensued on whether physical or remote access to meetings would be the best way to achieve that.

**Mr. Omar McPherson** mentioned that the RTA's current detours are on the website and discussed the ridership statistics for the Atascadero Dial-A-Ride, noting that 90% of all Dial-A-Ride trips are entirely within Zone 1. He also mentioned that the South County Transit Committee will consider service changes to South County fixed-routes with Routes 27 and 28 having direct connections to Route 10. Discussion ensued regarding Route 10 and construction on Highway 101.

**Ms. Julia Wallerce** introduced herself as the new Senior Director of Transportation and Parking Services at Cal Poly. She mentioned that she is working with the City of San Luis Obispo on a bikeshare program to increase mobility. A discussion ensued regarding circulation in the proposed west campus area. **Ms. Wallerce** mentioned that the current priority is improving circulation in the core campus.

A-3 LTF Funding Need Projections (Receive)

**Ms. Tania Arnold** introduced the item and noted that Local Transportation Funds (LTF) are based on sales tax revenue and funds remaining after funding transit can be used to help cover road costs. She presented a table showing the LTF funding projection and explained that she was concerned about the existing funding formula breaking. **Mr. Straw** mentioned that this document is for planning purposes only.

**Ms. Arnold** mentioned that LTF funding formula for Morro Bay is being impacted by the replacement of a trolley. Discussion ensued on trolley service in Morro Bay.

B. ACTION AGENDA ITEMS:

B-1 Fiscal Year 2026-27 Operating and Capital Budget Amendment #1 (Recommend)

**Ms. Arnold** introduced the item and noted that State Transit Assistance (STA) funding is up and that the RTA plans to use the additional STA funding to reduce the need for LTF funding in FY27-28. In addition, she noted that all listed capital projects are carried over and that no additional funding is needed at this time.

**Mr. Fuchs** asked for clarification on the difference between purchase order year and calendar year. **Ms. Arnold** explained that it is about timing on when items are moving forward versus when the funds are committed.

**Mr. Greening** made a motion to approve action item B-1; **Mr. Mark Dariz** seconded the motion. A roll call vote was taken, and the motion was approved by unanimous consent of those present.

C. CONSENT AGENDA ITEMS:

C-1 RTAC Minutes of July 16, 2026 (Approve)

**Mr. Greening** noted that it is the Ludwick Center not Ludwig Center.

**Mr. Greening** made a motion to approve the consent agenda with the suggested correction. **Mr. Dariz** seconded the motion. The motion was approved by unanimous consent of those present.

D. ADJOURNMENT AND COMMITTEE COMMENTS:

**Mr. Fuchs** adjourned the meeting at 3:24 p.m.

**Next Regular Meeting: January 21, 2027**
**Future Regular Meeting Dates: April 8, 2027; July 15, 2027; October 21, 2027**

Respectfully Submitted,

_____
Anthony Kalvans
Administrative Assistant

Acknowledged by,

_____
Alex Fuchs
RTAC Chairperson

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **A-4** |
| **TOPIC:** | **Revisions to Parts Clerk Job Description** |
| **PRESENTED BY:** | **Tania Arnold, Deputy Director/CFO** |
| **STAFF RECOMMENDATION:** | **Authorize Revisions to the Parts Clerk Job Description** |

**BACKGROUND/DISCUSSION:**
In May 2022 the Board approved the addition of the Parts Clerk classification, which was noted as a high-priority recommendation in the June 2020 Triennial Performance Audit. Additionally, with the completion of the new Bus Maintenance Facility, staff evaluated how to optimally manage parts in the new shop. After evaluating existing staff resources, including current staff vacancies, the addition of a Parts Clerk was authorized by the RTA Board. The position did not increase the full-time equivalents due to a reduction in the number of Utility employees.

In October, the incumbent Parts Clerk announced his retirement effective in December 2026. Staff evaluated the job description to ensure it still meets the needs of the organization. Staff met with Teamsters Local 986 officials to discuss the implications of the revisions and the Union noted they have no issue with the proposed modifications. We wish to use the revised job description for the recruitment, which is anticipated to start in early November 2026.

A clean version of the proposals is included in the agenda, in addition to the version that notes the proposed changes.

**Staff Recommendation for the Board:**
Authorize the revisions to the Parts Clerk job description.

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**San Luis Obispo Regional Transit Authority**
**Job Description**

**JOB TITLE**: Parts Clerk
**DEPARTMENT:** Maintenance
**REPORTS TO:** Facilities Assistant Manager
**FLSA STATUS**: Non-exempt
**EFFECTIVE DATE:** November 2026

## JOB SUMMARY

Under direction of the Facilities Assistant Manager, a Parts Clark performs skilled maintenance and clerical support duties related to requisitioning, receiving, inspecting, identifying, researching, stocking and issuing a variety of parts, equipment, tools, materials and supplies including highly specialized items for vehicle maintenance and repairs, facilities maintenance and repairs, and custodial activities; assists departments in identifying the correct items to be purchased; performs daily checks and balances as well as weekly group inventories; performs general office work; and performs related duties as assigned.

## DISTINGUISHING CHARACTERISTICS

The Parts Clerk performs tasks of various difficulty that requires a moderate knowledge of heavy and light duty vehicles, storekeeping, and purchasing methods as well as related departmental policies, practices, and procedures.

## SUPERVISION EXERCISED

Employees in this classification do not exercise supervision over others.

## ESSENTIAL DUTIES AND RESPONSIBILITIES

- Requisitions, receives, inspects, stocks, and issues a variety of materials and supplies requested by multiple departments, including specialized parts, equipment, and tools for vehicle maintenance and repairs, facilities maintenance and repairs, and custodial activities.
- Assists in identifying and purchasing of parts and supplies from catalogs, parts manuals, internet, and other sources; places orders for parts with vendors online, over the phone, or by submitting purchases requisitions according to policies; issues items to departments.
- Purchases over $2,000 require supervisor approval and purchases over $5,000 require approval from the Maintenance and Facilities Manager

- Receives, inspects, and stocks deliveries of items ordered by departments and compares items against invoices to confirms completeness of delivery; delivers items to ordering departments; uses forklift to load/unload larger deliveries, handle and transport hazardous materials, and deliver larger items.
- Performs regular inspections of parts room, tire room,wash rack, and lubrication room and other locations as required; maintains an accurate inventory count and keeps records using a computerized inventory system and software; places regular order to stock and restock items that are frequently requested.
- Monitors accumulates metal, hazardous waste and other items and notifies supervisor and/or management of the need for disposal and assists in the process.
- Packages and ships items needing return, repair or warranty work.
- Maintains the parts room in a clean and orderly fashion.
- Assists in vendor selection and monitors vendor performance.
- Performs data entry to update and maintain information in digital files; compiles and prepares data for statistical and accounting reports; may create spreadsheets and other tools to track information.
- Creates and types up correspondence and other documentation.
- Answers phones, greet visitors, and provides information to employees and the public.
- Operates standard office equipment; utilizes computer software in performing job tasks.
- Performs related work as required.
-
- Maintain Leased and Capped Tire inventory to adequate levels
- Assist in various administrative duties as needed

**MINIMUM QUALIFICATIONS**

*Any combination of experience and education that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:*

**Education, Training, and Experience:**

- High school diploma or general education degree (GED); or one to three months related experience and/or training; or equivalent combination of education and experience.

**LICENSES and/or CERTIFICATIONS**

- A valid Class C California Driver's License is required at the time of appointment and throughout employment.
- A satisfactory driving record
- Forklift license within 6 month of date of hire, agency provided training

**REQUIRED KNOWLEDGE & ABILITIES**

- Standard equipment, parts, tools, and supplies required for maintaining and appropriately storing:
    - Light and heavy duty vehicle systems.
    - Wide variety of non-vehicular equipment and facilities department needs.
    - Custodial work as well as other general operational needs of a transit agency.
- Standard shop safety practices and safety operate RTA equipment and vehicles.
- Principles and methods of maintaining standard inventory of high demands.
- Methods of determining the availability and best price for equipment, parts, tools, and supplies.
- Standard processes pertaining to purchasing and related data maintenance.
- Office practices, procedures, and equipment.
- Intermediate methods of:
    - Maintaining information in digital and hard copy files.
    - Researching, gathering, organizing, and reporting data.
    - Prioritizing, planning, and organizing all other work.
    - Time management skills and techniques.
    - Customer service skills and techniques, including telephone etiquette and skills.
- Learn and effectively apply the RTA's policies and procedures
- Maintain attention to detail in a work environment of frequent interruptions.
- Understand and follow guidelines for safe handling of toxic and/or caustic chemicals and other hazardous materials.
- Establish and maintain effective working relationships with those contacted in the performance of required duties.
- Perform essential functions of the job without causing harm to self or others.
- Recognize and detect equipment malfunctions.
- Demonstrate the correct use of standard hand tools for facility maintenance.
- Understand and effectively follow written and oral instructions.

**REQUIRED COMPUTER SKILLS**

- Basic literacy with personal computers and Windows applications.
- The effective use of modern office equipment, personal computers, and standard business software.

**PHYSICAL AND MENTAL REQUIREMENTS**

The essential functions of this job are performed in both a shop environment and outside in various weather conditions, including extreme heat and cold. Work is performed on ladders, around moving vehicles, equipment and machinery with moving parts, under wet and slippery conditions and, occasionally, with hands in water. Incumbents are exposed on a daily basis to a

dry atmosphere, intermittent loud noise and vibrations, dust, silica, fumes, smoke, gases, grease, oils, electrical energy, and toxic and/or caustic chemicals.

On a daily basis, the essential functions of the job require employees to climb ladders, stoop, kneel, crouch, stand, and walk and occasionally to crawl into confined spaces; to extend arms and use upper extremities, finger dexterity and hand strength to reach, pick, pinch and grasp tools and controls and/or to feel the attributes of objects; to lift, and occasionally carry objects weighing up to 50 pounds; to push and pull objects weighing up to 150 pounds; to hear and talk to receive and communicate instructions and other information; to rotate neck left and right and bend neck forward and backward; to bend and twist torso; to read and see objects clearly within one foot to arms length, and occasionally to twenty feet, requiring a full field of vision and good depth perception with the ability to adjust focus and distinguish basic colors and shades of color; and to operate vehicles and equipment requiring the use of both feet and hands.

**San Luis Obispo Regional Transit Authority**
**Job Description**

**JOB TITLE**: Parts Clerk
**DEPARTMENT:** Maintenance
**REPORTS TO:** ~~Manager, Maintenance and Facilities~~(Facilities Assistant Manager)
**FLSA STATUS**: Non-exempt
**EFFECTIVE DATE:** November 2026

## JOB SUMMARY

Under direction of the Facilities Assistant Manager, a Parts Clark performs skilled maintenance and clerical support duties related to requisitioning, receiving, inspecting, identifying, researching, stocking and issuing a variety of parts, equipment, tools, materials and supplies including highly specialized items for vehicle maintenance and repairs, facilities maintenance and repairs, and custodial activities; assists departments in identifying the correct items to be purchased; performs daily checks and balances as well as weekly group inventories; performs general office work; and performs related duties as assigned.

## DISTINGUISHING CHARACTERISTICS

The Parts Clerk performs tasks of various difficulty that requires a moderate knowledge of heavy and light duty vehicles, storekeeping, and purchasing methods as well as related departmental policies, practices, and procedures.

## SUPERVISION EXERCISED

Employees in this classification do not exercise supervision over others.

## ESSENTIAL DUTIES AND RESPONSIBILITIES

- Requisitions, receives, inspects, stocks, and issues a variety of materials and supplies requested by multiple departments, including specialized parts, equipment, and tools for vehicle maintenance and repairs, facilities maintenance and repairs, and custodial activities.
- Assists in identifying and purchasing of parts and supplies from catalogs, parts manuals, internet, and other sources; places orders for parts with vendors online, over the phone, or by submitting purchases requisitions according to policies; issues items to departments.
- Purchases over $2,000 require supervisor approval and purchases over $5,000 require approval from the Maintenance and Facilities Manager

- Receives, inspects, and stocks deliveries of items ordered by departments and compares items against invoices to confirms completeness of delivery; delivers items to ordering departments; uses forklift to load/unload larger deliveries, handle and transport hazardous materials, and deliver larger items.
- Performs regular inspections of parts room, tire room,wash rack, and lubrication room and other locations as required; maintains an accurate inventory count and keeps records using a computerized inventory system and software; places regular order to stock and restock items that are frequently requested.
- Monitors accumulates metal, hazardous waste and other items and notifies supervisor and/or management of the need for disposal and assists in the process.
- Packages and ships items needing return, repair or warranty work.
- Maintains the parts room in a clean and orderly fashion.
- Assists in vendor selection and monitors vendor performance.
- Performs data entry to update and maintain information in digital files; compiles and prepares data for statistical and accounting reports; may create spreadsheets and other tools to track information.
- Creates and types up correspondence and other documentation.
- Answers phones, greet visitors, and provides information to employees and the public.
- Operates standard office equipment; utilizes computer software in performing job tasks.
- Performs related work as required.
- 
- Maintain Leased and Capped Tire inventory to adequate levels
- Assist in various administrative duties as needed

**MINIMUM QUALIFICATIONS**

*Any combination of experience and education that would likely provide the required knowledge and abilities is qualifying. A typical way to obtain the knowledge and abilities would be:*

**Education, Training, and Experience:**

- High school diploma or general education degree (GED); or one to three months related experience and/or training; or equivalent combination of education and experience.

**LICENSES and/or CERTIFICATIONS**

- A valid Class C California Driver's License is required at the time of appointment and throughout employment.
- A satisfactory driving record
- Forklift license within 6 month of date of hire, agency provided training

**REQUIRED KNOWLEDGE & ABILITIES**

- Standard equipment, parts, tools, and supplies required for maintaining and appropriately storing:
    - Light and heavy duty vehicle systems.
    - Wide variety of non-vehicular equipment and facilities department needs.
    - Custodial work as well as other general operational needs of a transit agency.
- Standard shop safety practices and safety operate RTA equipment and vehicles.
- Principles and methods of maintaining standard inventory of high demands.
- Methods of determining the availability and best price for equipment, parts, tools, and supplies.
- Standard processes pertaining to purchasing and related data maintenance.
- Office practices, procedures, and equipment.
- Intermediate methods of:
    - Maintaining information in digital and hard copy files.
    - Researching, gathering, organizing, and reporting data.
    - Prioritizing, planning, and organizing all other work.
    - Time management skills and techniques.
    - Customer service skills and techniques, including telephone etiquette and skills.
- Learn and effectively apply the RTA's policies and procedures
- Maintain attention to detail in a work environment of frequent interruptions.
- Understand and follow guidelines for safe handling of toxic and/or caustic chemicals and other hazardous materials.
- Establish and maintain effective working relationships with those contacted in the performance of required duties.
- Perform essential functions of the job without causing harm to self or others.
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- Demonstrate the correct use of standard hand tools for facility maintenance.
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**REQUIRED COMPUTER SKILLS**

- Basic literacy with personal computers and Windows applications.
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**PHYSICAL AND MENTAL REQUIREMENTS**

The essential functions of this job are performed in both a shop environment and outside in various weather conditions, including extreme heat and cold. Work is performed on ladders, around moving vehicles, equipment and machinery with moving parts, under wet and slippery conditions and, occasionally, with hands in water. Incumbents are exposed on a daily basis to a

dry atmosphere, intermittent loud noise and vibrations, dust, silica, fumes, smoke, gases, grease, oils, electrical energy, and toxic and/or caustic chemicals.

On a daily basis, the essential functions of the job require employees to climb ladders, stoop, kneel, crouch, stand, and walk and occasionally to crawl into confined spaces; to extend arms and use upper extremities, finger dexterity and hand strength to reach, pick, pinch and grasp tools and controls and/or to feel the attributes of objects; to lift, and occasionally carry objects weighing up to 50 pounds; to push and pull objects weighing up to 150 pounds; to hear and talk to receive and communicate instructions and other information; to rotate neck left and right and bend neck forward and backward; to bend and twist torso; to read and see objects clearly within one foot to arms length, and occasionally to twenty feet, requiring a full field of vision and good depth perception with the ability to adjust focus and distinguish basic colors and shades of color; and to operate vehicles and equipment requiring the use of both feet and hands.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **A-5** |
| **TOPIC:** | **Annual Fiscal & Compliance Audit** |
| **PRESENTED BY:** | **Tania Arnold, Deputy Director/CFO** |
| **STAFF RECOMMENDATION:** | **Review and Accept the FY2025-26 Annual Fiscal and Compliance Audit Report** |

**BACKGROUND/DISCUSSION:**
The Transportation Development Act (TDA) requires an *Annual Fiscal and Compliance Audit* of each TDA recipient. The attached *Annual Fiscal and Compliance Audit* report was completed for the RTA by Brown Armstrong Accountancy Corporation. In addition, based on the amount of Federal funds awarded to the RTA last fiscal year, we are required to complete a *Single Audit*. Although the field work for the *Single Audit* report was also completed by Brown Armstrong Accountancy Corporation, they are unable to complete the report due to the delay in publishing the 2026 Compliance Supplement by the United States Office of Management and Budget. Traditionally the *Annual Fiscal and Compliance Audit* is provided to the Board at the same time as the *Single Audit*, but with the unknown timeline of when the audit firm will be able to finalize the latter, staff did not want to delay the release of the financial results. Once completed, we will bring the *Single Audit* report to the Board for review and acceptance.

As noted in the budget amendment included in this agenda (Agenda Item C-1), there is an adjustment related to GASB 68 again this year: the operating expenses used to calculate the farebox recovery ratio is now also net of the GASB 68 adjustment, in addition to depreciation. This is included in Note 7 on page 22 of the financial statements which can be found on the RTA website https://www.slorta.org/wordpress/wp-content/uploads/RTA-FY2526-Financial-Statements.pdf. This resulted in a favorable increase to the farebox recovery ratio.

Starting in FY2023-24, the adjustments included Federal Transit Administration Section 5307 operating grant revenue as part of operating revenue for the farebox recovery ratio calculation in accordance with AB 149. This has resulted in the RTA meeting the TDA farebox recovery ratio requirement.

Of particular interest to Board members is the Independent Auditor's Report at the beginning of the *Annual Fiscal and Compliance Audit* report, which provides summary findings of the audit team. In short, the auditors found our financial statements to fairly present the financial position of the RTA, and that we expressed our financial position and cash flows in accordance with generally accepted accounting principles.

**Staff Recommendation**
Review and accept the Fiscal Year 2025-26 Annual Fiscal and Compliance Audit report.

**SAN LUIS OBISPO**
**REGIONAL TRANSIT AUTHORITY**

**BASIC FINANCIAL STATEMENTS**
**WITH**
**INDEPENDENT AUDITOR'S REPORT**

**JUNE 30, 2026 AND 2025**

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**JUNE 30, 2026 AND 2025**

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**FINANCIAL SECTION**

# INDEPENDENT AUDITOR'S REPORT

Board of Directors
San Luis Obispo Regional Transit Authority
San Luis Obispo, California

## Report on the Audit of the Financial Statements

### *Opinions*

We have audited the accompanying financial statements of the San Luis Obispo Regional Transit Authority (the Authority) as of and for the fiscal years ended June 30, 2026 and 2025, and the related notes to the basic financial statements, which collectively comprise the Authority's basic financial statements as listed in the table of contents.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Authority, as of June 30, 2026 and 2025, and the changes in financial position and cash flows thereof for the fiscal years then ended in accordance with accounting principles generally accepted in the United States of America.

### *Basis for Opinions*

We conducted our audits in accordance with auditing standards generally accepted in the United States of America and the standards applicable to financial audits contained in *Government Auditing Standards*, issued by the Comptroller General of the United States. Our responsibilities under those standards are further described in the Auditor's Responsibilities for the Audit of the Financial Statements section of our report. We are required to be independent of the Authority and to meet our other ethical responsibilities, in accordance with the relevant ethical requirements relating to our audits. We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

### *Emphasis of Matter – Change in Accounting Principle*

As discussed in Note 2 to the financial statements, in fiscal year 2025-26, the Authority adopted the provisions of Governmental Accounting Standards Board Statement No. 103, *Financial Reporting Model Improvements*. The implementation of this statement resulted in changes to the presentation of the Authority's financial statements and the reclassification of certain prior-year amounts to conform to the current-year presentation. Our opinions are not modified with respect to this matter.

### *Responsibilities of Management for the Financial Statements*

Management is responsible for the preparation and fair presentation of the financial statements in accordance with accounting principles generally accepted in the United States of America, and for the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.



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REGISTERED with the Public Company Accounting Oversight Board and MEMBER of the American Institute of Certified Public Accountants

In preparing the financial statements, management is required to evaluate whether there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for twelve months beyond the financial statement date, including any currently known information that may raise substantial doubt shortly thereafter.

***Auditor's Responsibilities for the Audit of the Financial Statements***

Our objectives are to obtain reasonable assurance about whether the financial statements as a whole are free from material misstatement, whether due to fraud or error, and to issue an auditor's report that includes our opinions. Reasonable assurance is a high level of assurance but is not absolute assurance and therefore is not a guarantee that an audit conducted in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards* will always detect a material misstatement when it exists. The risk of not detecting a material misstatement resulting from fraud is higher than for one resulting from error, as fraud may involve collusion, forgery, intentional omissions, misrepresentations, or the override of internal control. Misstatements are considered material if there is a substantial likelihood that, individually or in the aggregate, they would influence the judgment made by a reasonable user based on the financial statements.

In performing an audit in accordance with auditing standards generally accepted in the United States of America and *Government Auditing Standards*, we:

- Exercise professional judgment and maintain professional skepticism throughout the audit.
- Identify and assess the risks of material misstatement of the financial statements, whether due to fraud or error, and design and perform audit procedures responsive to those risks. Such procedures include examining, on a test basis, evidence regarding the amounts and disclosures in the financial statements.
- Obtain an understanding of internal control relevant to the audit in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the Authority's internal control. Accordingly, no such opinion is expressed.
- Evaluate the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluate the overall presentation of the financial statements.
- Conclude whether, in our judgment, there are conditions or events, considered in the aggregate, that raise substantial doubt about the Authority's ability to continue as a going concern for a reasonable period of time.

We are required to communicate with those charged with governance regarding, among other matters, the planned scope and timing of the audit, significant audit findings, and certain internal control-related matters that we identified during the audit.

***Required Supplementary Information***

Accounting principles generally accepted in the United States of America require that the schedule of proportionate share of the net pension liability and the schedule of pension contributions, as listed in the table of contents, be presented to supplement the basic financial statements. Such information is the responsibility of management and, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audits of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

Management has omitted management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements. Such missing information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion on the basic financial statements is not affected by this missing information.

***Supplementary Information***

Our audits were conducted for the purpose of forming opinions on the financial statements that collectively comprise the Authority's basic financial statements. The accompanying schedule of expenses – budget and actual is presented for purposes of additional analysis and is not a required part of the basic financial statements. Such information is the responsibility of management and was derived from and relates directly to the underlying accounting and other records used to prepare the basic financial statements. The information has been subjected to the auditing procedures applied in the audits of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the schedule of expenses – budget and actual is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

**Other Reporting Required by *Government Auditing Standards***

In accordance with *Government Auditing Standards*, we have also issued our report dated October 21, 2026, on our consideration of the Authority's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is solely to describe the scope of our testing of internal control over financial reporting and compliance and the results of that testing, and not to provide an opinion on the effectiveness of the Authority's internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering the Authority's internal control over financial reporting and compliance.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION

Brown Armstrong
Accountancy Corporation

Bakersfield, California
October 21, 2026

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**STATEMENTS OF NET POSITION**
**JUNE 30, 2026 AND 2025**

| | 2026 | 2025 |
|---|---|---|
| **ASSETS** | | |
| Current Assets: | | |
| Cash and investments | $ 7,883,625 | $ 8,241,464 |
| Accounts receivable | 286,022 | 79,409 |
| Deposits | - | 2,000 |
| Intergovernmental receivables | 5,362,129 | 4,818,239 |
| Prepaid items | 338,548 | 358,451 |
| Inventory | 461,792 | 415,783 |
| Total Current Assets | 14,332,116 | 13,915,346 |
| Noncurrent Assets: | | |
| Restricted - cash | 346,614 | 346,614 |
| Total Restricted Assets | 346,614 | 346,614 |
| Capital Assets: | | |
| Nondepreciable | | |
| Land | 1,512,602 | 1,512,602 |
| Depreciable | | |
| Buildings and improvements | 27,703,292 | 26,590,154 |
| Vehicles and equipment | 33,949,117 | 25,429,534 |
| Less accumulated depreciation | (25,198,868) | (21,509,284) |
| Depreciable assets, net | 36,453,541 | 30,510,404 |
| Right-to-use leased assets, net | 76,887 | 89,870 |
| Total Net Capital Assets | 38,043,030 | 32,112,876 |
| Total Noncurrent Assets | 38,389,644 | 32,459,490 |
| **Total Assets** | 52,721,760 | 46,374,836 |
| **DEFERRED OUTFLOWS OF RESOURCES** | | |
| Deferred pension | 955,884 | 1,600,862 |
| **Total Deferred Outflows of Resources** | 955,884 | 1,600,862 |

The notes to the basic financial statements are an integral part of this statement.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**STATEMENTS OF NET POSITION (Continued)**
**JUNE 30, 2026 AND 2025**

| | 2026 | 2025 |
|---|---|---|
| **LIABILITIES** | | |
| Current Liabilities: | | |
| Accounts payable | 469,784 | 509,785 |
| Accrued payroll | 669,874 | 548,024 |
| Unearned revenue | 6,004,106 | 6,277,255 |
| Unearned revenue - State of Good Repair | 1,519,588 | 1,274,275 |
| Compensated absences | 101,245 | 86,842 |
| Lease liability | 47,600 | 49,886 |
| Pension plan exit liability | - | 176,205 |
| Total other post-employment benefits (OPEB) liability | 3,072 | 3,072 |
| Loan payable | 349,257 | 346,829 |
| Total Current Liabilities | 9,164,526 | 9,272,173 |
| Noncurrent Liabilities: | | |
| Compensated absences | 303,733 | 260,525 |
| Total OPEB liability | 6,389 | 9,461 |
| Net pension liability | 5,119,633 | 5,511,489 |
| Lease liability | 18,072 | 29,167 |
| Loan payable | 11,264,824 | 11,614,081 |
| Total Noncurrent Liabilities | 16,712,651 | 17,424,723 |
| **Total Liabilities** | 25,877,177 | 26,696,896 |
| **DEFERRED INFLOWS OF RESOURCES** | | |
| Deferred pension | 183,786 | 65,810 |
| **Total Deferred Inflows of Resources** | 183,786 | 65,810 |
| **NET POSITION** | | |
| Net investment in capital assets | 26,363,277 | 20,072,913 |
| Restricted for debt service | 346,614 | 346,614 |
| Unrestricted | 906,790 | 793,465 |
| **Total Net Position** | $ 27,616,681 | $ 21,212,992 |

The notes to the basic financial statements are an integral part of this statement.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**STATEMENTS OF REVENUES, EXPENSES, AND CHANGES IN NET POSITION**
**FOR THE FISCAL YEARS ENDED JUNE 30, 2026 AND 2025**

| | 2026 | 2025 |
|---|---|---|
| **OPERATING REVENUES:** | | |
| Passenger fares | $ 1,009,825 | $ 1,119,585 |
| Other operating revenue | 110,570 | 388,807 |
| Total Operating Revenues | 1,120,395 | 1,508,392 |
| **OPERATING EXPENSES:** | | |
| Transit operating expenses | 14,441,019 | 14,098,698 |
| Administration and financial services | 2,853,151 | 2,298,774 |
| Depreciation and amortization | 3,813,999 | 3,444,792 |
| Total Operating Expenses | 21,108,169 | 19,842,264 |
| Operating Loss | (19,987,774) | (18,333,872) |
| **NONCAPITAL SUBSIDIES:** | | |
| Transportation Development Act funds | 10,975,879 | 9,853,872 |
| Federal and State grants | 5,674,788 | 5,129,585 |
| Total Noncapital Subsidies | 16,650,667 | 14,983,457 |
| Operating Loss and Noncapital Subsidies | (3,337,107) | (3,350,415) |
| **OTHER NONOPERATING REVENUES AND EXPENSES:** | | |
| Federal capital grants | 5,311,486 | 571,909 |
| State capital grants | 3,274,394 | 145,600 |
| Local capital grants | 550,000 | 135,378 |
| Planning | (151,019) | (92,668) |
| Interest income | 234,641 | 219,108 |
| Gain (Loss) on disposal of capital assets | 33,253 | (12,579) |
| Interest expense | (83,726) | (94,380) |
| Total Other Nonoperating Revenues and Expenses | 9,169,029 | 872,368 |
| Income (Loss) Before Unusual or Infrequent Items | 5,831,922 | (2,478,047) |
| **UNUSUAL OR INFREQUENT ITEMS:** | | |
| Transfer of operations from the Cities of Morro Bay and Atascadero | 571,767 | - |
| Increase (Decrease) in Net Position | 6,403,689 | (2,478,047) |
| Net Position, Beginning of Fiscal Year | 21,212,992 | 23,691,039 |
| Net Position, End of Fiscal Year | $ 27,616,681 | $ 21,212,992 |

The notes to the basic financial statements are an integral part of this statement.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**STATEMENTS OF CASH FLOWS**
**FOR THE FISCAL YEARS ENDED JUNE 30, 2026 AND 2025**

| | 2026 | 2025 |
|---|---|---|
| **CASH FLOWS FROM OPERATING ACTIVITIES:** | | |
| Receipts from customers | $ 1,002,954 | $ 2,311,005 |
| Payments to employees | (10,536,355) | (9,937,538) |
| Payments to suppliers | (6,450,640) | (5,723,302) |
| Net Cash Used by Operating Activities | (15,984,041) | (13,349,835) |
| **CASH FLOWS FROM NONCAPITAL FINANCING ACTIVITIES:** | | |
| Grants received | 16,533,659 | 14,673,491 |
| Net Cash Provided by Noncapital Financing Activities | 16,533,659 | 14,673,491 |
| **CASH FLOWS FROM CAPITAL AND RELATED FINANCING ACTIVITIES:** | | |
| Principal paid - loan payable | (346,829) | (350,255) |
| Principal paid - lease payment | (49,887) | (49,922) |
| Interest expense | (83,726) | (94,380) |
| Capital grants received | 8,591,990 | 852,887 |
| Acquisition and construction of capital assets | (9,135,880) | (852,887) |
| Proceeds from the sale of capital assets | 33,253 | 5,563 |
| Planning | (151,019) | (92,668) |
| Net Cash Used by Capital and Related Financing Activities | (1,142,098) | (581,662) |
| **CASH FLOWS FROM INVESTING ACTIVITIES:** | | |
| Interest income | 234,641 | 219,108 |
| Net Cash Provided by Investing Activities | 234,641 | 219,108 |
| Net (Decrease) Increase in Cash and Cash Equivalents | (357,839) | 961,102 |
| Cash and Cash Equivalents, Beginning of Fiscal Year | 8,588,078 | 7,626,976 |
| Cash and Cash Equivalents, End of Fiscal Year | $ 8,230,239 | $ 8,588,078 |

The notes to the basic financial statements are an integral part of this statement.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**STATEMENTS OF CASH FLOWS (Continued)**
**FOR THE FISCAL YEARS ENDED JUNE 30, 2026 AND 2025**

| | 2026 | 2025 |
|---|---|---|
| **RECONCILIATION OF OPERATING LOSS TO NET CASH USED BY OPERATING ACTIVITIES** | | |
| Operating loss | $ (19,987,774) | $ (18,333,872) |
| Adjustments to reconcile operating loss to net cash used by operating activities | | |
| Depreciation and amortization expense | 3,813,999 | 3,444,792 |
| Change in operating assets, deferred outflows of resources, liabilities, and deferred inflows of resources: | | |
| Accounts receivable | (206,613) | (44,991) |
| Prepaid items | 19,903 | (36,861) |
| Inventory | (46,009) | (68,456) |
| Deposits | 2,000 | - |
| Deferred outflows of resources | 644,978 | 505,790 |
| Accounts payable | (40,001) | (128,150) |
| Accrued payroll | 121,850 | 73,273 |
| Unearned revenue | 89,172 | 847,604 |
| Total OPEB liability | (3,072) | (3,072) |
| Net pension liability | (391,856) | 614,137 |
| Pension plan exit liability | (176,205) | (172,378) |
| Compensated absences | 57,611 | (16,259) |
| Deferred inflows of resources | 117,976 | (31,392) |
| Net Cash Used by Operating Activities | $ (15,984,041) | $ (13,349,835) |
| Reconciliation of Cash and Cash Equivalents per Statements of Cash Flows to the Statements of Net Position: | | |
| Cash and investments | $ 7,883,625 | $ 8,241,464 |
| Restricted - cash | 346,614 | 346,614 |
| Cash and Cash Equivalents per Statement of Cash Flows | $ 8,230,239 | $ 8,588,078 |
| Noncash Investing, Capital, and Financing Activities | | |
| Acquisition of leases | $ 36,506 | $ 36,533 |
| Capital assets acquired through transfer of operations | 571,767 | - |
| | $ 608,273 | $ 36,533 |

The notes to the basic financial statements are an integral part of this statement.

## NOTE 1 – REPORTING ENTITY

San Luis Obispo Regional Transit Authority (the Authority) is a Joint Powers Authority created by a joint powers agreement among the Cities of San Luis Obispo, Morro Bay, Atascadero, Arroyo Grande, El Paso de Robles, Grover Beach, and Pismo Beach and the County of San Luis Obispo (the County).

The purpose of the Authority is to operate a fixed-route public transportation system linking San Luis Obispo to the outlying communities of Morro Bay, Los Osos, Arroyo Grande, El Paso de Robles, Grover Beach, Pismo Beach, Atascadero, Cambria, San Simeon, Nipomo, Santa Maria, Templeton, Santa Margarita, and San Miguel, along with Cuesta College and California Men's Colony. The Authority also owns, operates, and administers a countywide public demand responsive transportation system that is fully accessible for disabled riders. On August 1, 2009, the Authority began in-house vehicle operations and maintenance. Prior to August 1, 2009, a private transportation company provided these services.

During fiscal year 2025-26, the Authority consolidated the local public transit services previously operated by the Cities of Morro Bay and Atascadero into the Authority's operations. Effective July 1, 2025, the Authority assumed responsibility for the City of Morro Bay's and the City of Atascadero's local public transit services.

The Authority is governed by a Board of Directors composed of twelve members representing each of the seven cities, in addition to the five members of the County Board of Supervisors.

## NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accounting policies of the Authority are in conformity with accounting principles generally accepted in the United States of America applicable to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing accounting and financial reporting principles. The following is a summary of the significant accounting policies:

### A. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

The basic financial statements are prepared using the economic resources measurement focus and the accrual basis of accounting. Accordingly, all assets, deferred outflows of resources, liabilities, and deferred inflows of resources (whether current or noncurrent) are included on the Statement of Net Position. The Statement of Revenues, Expenses, and Changes in Net Position presents increases (revenues) and decreases (expenses) in total net position. Under the accrual basis of accounting, revenues are recognized in the period in which they are earned while expenses are recognized in the period in which the liability is incurred.

The Authority distinguishes operating revenues and expenses from nonoperating revenues and expenses in accordance with GASB Statement No. 103. Operating revenues and expenses generally result from providing transportation services and other activities that constitute the Authority's principal ongoing operations. Principal operating revenues include passenger fares. Operating expenses include the costs of providing transportation services, including general and administrative expenses and depreciation and amortization of capital assets. Nonoperating revenues and expenses include subsidies received and provided, investment income, interest expense, and other revenues and expenses that do not meet the definition of operating revenues and expenses. Noncapital subsidies are presented separately from other nonoperating revenues and expenses.

**NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

B. Revenue Recognition

The Authority's primary sources of revenues include passenger fares, State Transit Assistance funds, and Local Transportation Fund/Transportation Development Act (TDA) allocations made to the participating members, but assigned by the members to the Authority for its sole use. The San Luis Obispo Council of Governments administers the State Transit Assistance and TDA funds, approves claims for such funds submitted by the Authority, and makes payments to the Authority based upon such claims.

Generally, amounts due from other governments are recorded as revenues when earned. However, when the expenditure of funds is the prime factor for determining eligibility for grants, revenue is accrued when the related expenditures have been made on an approved grant. The Authority recognizes as revenues the amounts allocated and approved to it by the San Luis Obispo Council of Governments.

C. Cash and Cash Equivalents

For purposes of the Statement of Cash Flows, cash and cash equivalents include restricted and unrestricted cash and amounts held in the County investment pool.

D. Accounts Receivable

The Authority did not experience any significant bad debt losses; accordingly, no provision has been made for doubtful accounts, and accounts receivable are shown at full value.

E. Inventory

Inventories are valued at the lower of cost or market. Cost is determined using the first-in, first-out method.

F. Capital Assets

Capital assets purchased by the Authority are recorded at cost. Contributed or donated capital assets are recorded at fair value when acquired. Capital assets are defined by the Authority as assets with initial, individual costs of more than $1,000 and estimated useful lives in excess of two years.

G. Depreciation/Amortization

Capital assets purchased by the Authority are depreciated/amortized over their estimated useful lives (ranging from 3–15 years) under the straight-line method of depreciation/amortization.

H. Compensated Absences

Accumulated unpaid employee vacation leave benefits are recognized as liabilities of the Authority. Vacation benefits accumulate and are payable to employees upon termination. Sick leave benefits accumulate but are not eligible for cash payment. The Authority recognizes liabilities for compensated absences in accordance with GASB Statement No. 101 when the applicable recognition criteria are met.

I. Net Position

In the Statement of Net Position, net position is classified in the following categories:

Net Investment in Capital Assets – This amount consists of capital assets net of accumulated depreciation/amortization and reduced by outstanding debt that is attributed to the acquisition, construction, or improvement of the assets.

**NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

I. Net Position (Continued)

Restricted Net Position – This amount is restricted by external creditors, grantors, contributors, or laws or regulations of other governments.

Unrestricted Net Position – This amount is all net position that does not meet the definition of "net investment in capital assets" or "restricted net position."

When both restricted and unrestricted resources are available for use, the Authority's policy is to use restricted resources first, followed by unrestricted resources as needed.

J. Use of Estimates

The preparation of financial statements in conformity with accounting principles generally accepted in the United States of America requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues and expenses during the reporting period. Actual results could differ from those estimates.

K. Pensions

For purposes of measuring the net pension liability and deferred outflows/inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Authority's pension plan with the San Luis Obispo County Pension Trust (the Trust) and additions to/deductions from the plan's fiduciary net position have been determined on the same basis as they are reported by the Trust. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms. Investments are reported at fair value.

L. Deferred Outflows and Inflows of Resources

Pursuant to GASB Statement No. 63, *Financial Reporting of Deferred Outflows of Resources, Deferred Inflows of Resources, and Net Position*, and GASB Statement No. 65, *Items Previously Reported as Assets and Liabilities,* the Authority recognizes deferred outflows and inflows of resources.

In addition to assets, the Statement of Net Position will sometimes report a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense) until then.

In addition to liabilities, the Statement of Net Position will sometimes report a separate section for deferred inflows of resources. A deferred inflow of resources is defined as an acquisition of net position by the Authority that is applicable to a future reporting period and so will not be recognized as an inflow of resources (revenue) until that time.

M. Reclassification

Certain prior fiscal year amounts have been reclassified to conform to the current fiscal year financial statements presentation.

**NOTE 2 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES** (Continued)

N. New Accounting Pronouncements – Implemented

**GASB Statement No. 103 –** *Financial Reporting Model Improvements.* This statement establishes revised requirements for the classification and presentation of operating and nonoperating revenues and expenses for proprietary funds, including the separate presentation of noncapital subsidies. Implementation of this statement resulted in changes to the presentation of the Authority's Statement of Revenues, Expenses, and Changes in Net Position. Certain fiscal year 2024-25 amounts have been reclassified to conform to the fiscal year 2025-26 presentation. These reclassifications had no effect on the previously reported change in net position or total net position.

**GASB Statement No. 104 –** *Disclosure of Certain Capital Assets*. This statement establishes additional disclosure requirements for certain capital assets, including lease assets, intangible right-to-use assets, subscription assets, and capital assets held for sale. Implementation of this statement had no effect on the Authority's financial statements or related disclosures.

O. Future Accounting Pronouncements

The GASB Statement listed below will be implemented in future financial statements:

**GASB Statement No. 105 –** *Subsequent Events*. The requirements of this statement are effective for fiscal years beginning after June 15, 2026, and all reporting periods thereafter. This statement establishes accounting and financial reporting requirements for subsequent events, including the period during which subsequent events should be evaluated and the recognition and disclosure of subsequent events. The Authority will implement GASB Statement No. 105 when and where applicable.

**NOTE 3 – CASH AND INVESTMENTS**

The Authority's cash and investments as of June 30, 2026 and 2025, are classified in the Statement of Net Position as follows:

| | 2026 | 2025 |
|---|---|---|
| Cash and investments | $ 7,883,625 | $ 8,241,464 |
| Restricted - cash | 346,614 | 346,614 |
| Total Cash and Investments | $ 8,230,239 | $ 8,588,078 |

As of June 30, 2026 and 2025, the Authority had the following cash and investments on hand:

| | 2026 | 2025 |
|---|---|---|
| Cash on hand and in banks | $ 1,716,860 | $ 1,433,116 |
| Investments | 6,166,765 | 6,808,348 |
| Restricted - cash | 346,614 | 346,614 |
| Total Cash and Investments | $ 8,230,239 | $ 8,588,078 |

Restricted – Cash

Restricted – cash of $346,614 and $346,614 as of June 30, 2026 and 2025, respectively, represents amounts held by the collateral agent in connection with the Authority's Transportation Infrastructure Finance and Innovation Act (TIFIA) loan and is restricted for purposes specified in the TIFIA loan agreement.

**NOTE 3 – CASH AND INVESTMENTS** (Continued)

Investments Authorized by the California Government Code and the Authority's Investment Policy

The table below identifies the investment types that are authorized for the Authority by the California Government Code (or the Authority's investment policy, where more restrictive). The table also identifies certain provisions of the California Government Code (or the Authority's investment policy, where more restrictive) that address interest rate risk, credit risk, and concentration of credit risk.

| Authorized Investment Type | Maximum Maturity | Maximum Percentage of Portfolio | Maximum Investment in One Issuer |
|---|---|---|---|
| U.S. Treasury Obligations | 5 years | None | None |
| U.S. Agency Securities | 5 years | 10% | 5% |
| Bankers' Acceptances | 180 days | 40% | 30% |
| Commercial Paper | 270 days | 25% | 10% |
| Negotiable Certificates of Deposit | 5 years | 30% | None |
| Repurchase Agreements | 1 year | None | None |
| Reverse Repurchase Agreements | 92 days | 20% of base value | None |
| Medium-Term Notes | 5 years | 30% | None |
| Mutual Funds | N/A | 20% | 10% |
| Money Market Mutual Funds | N/A | 20% | 10% |
| Mortgage Pass-Through Securities | 5 years | 20% | None |
| Local Agency Investment Fund (LAIF) | N/A | None | None |
| County Investment Pool | N/A | None | None |

Disclosures Relating to Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. Generally, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates.

Information about the sensitivity of the fair values of the Authority's investments (including investments held by bond trustees) to market interest rate fluctuations is provided by the following table that shows the distribution of the Authority's investments by maturity:

| 2026 | | Remaining Maturity | | | |
|---|---|---|---|---|---|
| Investment Type | Carrying Amount | 12 Months or Less | 13-24 Months | 25-60 Months | More than 60 Months |
| San Luis Obispo County Investment Pool | $ 6,166,765 | $ 6,166,765 | $ - | $ - | $ - |
| Total | $ 6,166,765 | $ 6,166,765 | $ - | $ - | $ - |

| 2025 | | Remaining Maturity | | | |
|---|---|---|---|---|---|
| Investment Type | Carrying Amount | 12 Months or Less | 13-24 Months | 25-60 Months | More than 60 Months |
| San Luis Obispo County Investment Pool | $ 6,808,348 | $ 6,808,348 | $ - | $ - | $ - |
| Total | $ 6,808,348 | $ 6,808,348 | $ - | $ - | $ - |

**NOTE 3 – CASH AND INVESTMENTS** (Continued)

Disclosures Relating to Credit Risk

Generally, credit risk is the risk that an issuer of an investment will not fulfill its obligation to the holder of the investment. This is measured by the assignment of a rating by a nationally recognized statistical rating organization. Presented below is the minimum rating required by (where applicable) the California Government Code, the Authority's investment policy, or debt agreements, and the actual rating as of fiscal year-end for each investment type.

| 2026 | | | | Rating as of Fiscal Year-End | | |
|---|---|---|---|---|---|---|
| Investment Type | Carrying Amount | Minimum Legal Rating | Exempt from Disclosure | AAA | AA | Not Rated |
| San Luis Obispo County Investment Pool | $ 6,166,765 | N/A | $ - | $ - | $ - | $ 6,166,765 |
| Total | $ 6,166,765 | | $ - | $ - | $ - | $ 6,166,765 |

| 2025 | | | | Rating as of Fiscal Year-End | | |
|---|---|---|---|---|---|---|
| Investment Type | Carrying Amount | Minimum Legal Rating | Exempt from Disclosure | AAA | AA | Not Rated |
| San Luis Obispo County Investment Pool | $ 6,808,348 | N/A | $ - | $ - | $ - | $ 6,808,348 |
| Total | $ 6,808,348 | | $ - | $ - | $ - | $ 6,808,348 |

Concentration of Credit Risk

The Authority's investment policy does not impose limitations on investments in any one issuer beyond those established by the California Government Code. The maximum investment in any one issuer presented in the table above reflects the applicable limitations established by the California Government Code.

Custodial Credit Risk

Custodial credit risk for deposits is the risk that, in the event of the failure of a depository financial institution, the Authority will not be able to recover its deposits or will not be able to recover collateral securities that are in the possession of an outside party. The custodial credit risk for investments is the risk that, in the event of the failure of the counterparty (e.g., broker-dealer) to a transaction, a government will not be able to recover the value of its investment or collateral securities that are in the possession of another party. The California Government Code and the Authority's investment policy do not contain legal or policy requirements that would limit the exposure to custodial credit risk for deposits, other than the following provision for deposits: The California Government Code requires that a financial institution secure deposits made by state or local governmental units by pledging securities in an undivided collateral pool held by a depository regulated under state law (unless so waived by the governmental unit). The fair value of the pledged securities in the collateral pool must equal at least 110% of the total amount deposited by the public agencies. California law also allows financial institutions to secure the Authority's deposits by pledging first trust deed mortgage notes having a value of 150% of the secured public deposits.

The Authority may waive collateral requirements for deposits that are fully insured up to $250,000 by the Federal Deposit Insurance Corporation (FDIC). The balances in excess of the FDIC insurance amounted to $1,129,277 and $852,778 at June 30, 2026 and 2025, respectively.

**NOTE 3 – CASH AND INVESTMENTS** (Continued)

Fair Value Measurements

The Authority categorizes its fair value measurements within the fair value hierarchy established by accounting principles generally accepted in the United States of America. These principles recognize a three-tiered fair value hierarchy, as follows:

- Level 1: Investments reflect prices quoted in active markets;
- Level 2: Investments reflect prices that are based on a similar observable asset either directly or indirectly, which may include inputs in markets that are not considered to be active; and
- Level 3: Investments reflect prices based upon unobservable sources.

The Authority's investments in the County investment pool are measured at amortized cost and are not valued under Level 1, 2, or 3. The pool is not registered as an investment company with the Securities and Exchange Commission (SEC) nor is it an SEC Rule 2a-7-like pool.

**NOTE 4 – CAPITAL ASSETS**

Capital assets activity for the fiscal years ended June 30, 2026 and 2025, was as follows:

| | Balance July 1, 2025 | Increases | Decreases | Balance June 30, 2026 |
|---|---|---|---|---|
| Capital Assets Not Being Depreciated: | | | | |
| Land | $ 1,512,602 | $ - | $ - | $ 1,512,602 |
| Total Capital Assets Not Being Depreciated | 1,512,602 | - | - | 1,512,602 |
| Capital Assets Being Depreciated: | | | | |
| Buildings and improvements | 26,590,154 | 1,113,138 | - | 27,703,292 |
| Vehicles and equipment | 25,429,534 | 8,594,509 | (74,926) | 33,949,117 |
| Total Capital Assets Being Depreciated | 52,019,688 | 9,707,647 | (74,926) | 61,652,409 |
| Less Accumulated Depreciation For: | | | | |
| Buildings, improvements, vehicles, and equipment | 21,509,284 | 3,764,510 | (74,926) | 25,198,868 |
| Total Accumulated Depreciation | 21,509,284 | 3,764,510 | (74,926) | 25,198,868 |
| Total Capital Assets Being Depreciated, Net | 30,510,404 | 5,943,137 | - | 36,453,541 |
| Right-to-Use Leased Assets | | | | |
| Building and Corp Yard | 278,686 | 36,506 | - | 315,192 |
| Accumulated Amortization | 188,816 | 49,489 | - | 238,305 |
| Total Right-to-Use Leased Assets, Net | 89,870 | (12,983) | - | 76,887 |
| Capital Assets, Net | $ 32,112,876 | $ 5,930,154 | $ - | $ 38,043,030 |

**NOTE 4 – CAPITAL ASSETS** (Continued)

| | Balance July 1, 2024 | Increases | Decreases | Balance June 30, 2025 |
|---|---|---|---|---|
| Capital Assets Not Being Depreciated: | | | | |
| Land | $ 1,512,602 | $ - | $ - | $ 1,512,602 |
| Total Capital Assets Not Being Depreciated | 1,512,602 | - | - | 1,512,602 |
| Capital Assets Being Depreciated: | | | | |
| Buildings and improvements | 26,404,329 | 185,825 | - | 26,590,154 |
| Vehicles and equipment | 26,904,867 | 667,062 | (2,142,395) | 25,429,534 |
| Total Capital Assets Being Depreciated | 53,309,196 | 852,887 | (2,142,395) | 52,019,688 |
| Less Accumulated Depreciation For: | | | | |
| Buildings, improvements, vehicles, and equipment | 20,238,237 | 3,395,300 | (2,124,253) | 21,509,284 |
| Total Accumulated Depreciation | 20,238,237 | 3,395,300 | (2,124,253) | 21,509,284 |
| Total Capital Assets Being Depreciated, Net | 33,070,959 | (2,542,413) | (18,142) | 30,510,404 |
| Right-to-Use Leased Assets | | | | |
| Building and Corp Yard | 242,153 | 36,533 | - | 278,686 |
| Accumulated Amortization | 139,324 | 49,492 | - | 188,816 |
| Total Right-to-Use Leased Assets, Net | 102,829 | (12,959) | - | 89,870 |
| Capital Assets, Net | $ 34,686,390 | $ (2,555,372) | $ (18,142) | $ 32,112,876 |

Depreciation and amortization expense for the fiscal years ended June 30, 2026 and 2025, was $3,813,999 and $3,444,792, respectively.

During fiscal year 2025-26, the Authority consolidated local transit services previously operated by the Cities of Morro Bay and Atascadero. In connection with the consolidations, ownership of certain vehicles and equipment was transferred to the Authority. The capital assets received from the cities are included in additions in the capital asset activity presented above.

**NOTE 5 – UNEARNED REVENUE**

The Authority has the following types of unearned revenues:

| | 2026 | 2025 |
|---|---|---|
| Local Transportation Fund (LTF) | $ 5,400,934 | $ 5,768,830 |
| The Authority received an advance from developers for construction of bus stops as a condition imposed by the County Board of Supervisors. These funds are unearned until the bus stops have been constructed. | 85,551 | 85,551 |
| The Authority distributes universal bus passes to Social Services and the general public as part of a "Welfare to Work Program." These funds are unearned revenue until they are tendered or redeemed. | 414,319 | 356,631 |
| State Transit Assistance (STA) Senate Bill 1 (SB1) State of Good Repair funding | 1,519,588 | 1,274,275 |
| TDA Article 4.5 Funds | 56,227 | 21,000 |
| Federal Transit Administration (FTA) proceeds carried forward to future procurement | 47,075 | 45,243 |
| Total Unearned Revenues | $ 7,523,694 | $ 7,551,530 |

**NOTE 6 – OPERATING SUBSIDIES FROM LOCAL TRANSPORTATION AND STATE TRANSIT ASSISTANCE FUNDS**

The Authority was allocated the following funds from the Local Transportation Fund (LTF) and State Transit Assistance (STA) Fund for the fiscal years ended June 30, 2026 and 2025:

| Allocation Assigned By/Claimant | Article/Section | Amount 2026 | Amount 2025 |
|---|---|---|---|
| Local Transportation Fund (LTF): | | | |
| City of Arroyo Grande | 4/99260(a) | $ 756,013 | $ 625,386 |
| City of San Luis Obispo | 4/99260(a) | 1,144,927 | 1,237,660 |
| County of San Luis Obispo | 4/99260(a) | 3,338,677 | 3,811,173 |
| City of Grover Beach | 4/99260(a) | 525,982 | 436,363 |
| City of Morro Bay | 4/99260(a) | 458,461 | 212,715 |
| City of Atascadero | 4/99260(a) | 723,892 | 626,157 |
| City of El Paso de Robles | 4/99260(a) | 989,023 | 850,697 |
| City of Pismo Beach | 4/99260(a) | 330,668 | 275,090 |
| Total LTF | | 8,267,643 | 8,075,241 |
| State Transit Assistance (STA) Fund: | | | |
| Regional Transit Authority | 6.5/99313 | 1,852,764 | 1,850,436 |
| Regional Transit Authority | 6.5/99314 | 138,526 | 154,095 |
| Total STA Fund | | 1,991,290 | 2,004,531 |
| Subtotal | | 10,258,933 | 10,079,772 |
| Add: Prior Unearned Revenues Being Recognized | | 6,117,880 | 5,542,930 |
| Less: Current fiscal year unearned revenues | | (5,400,934) | (5,768,830) |
| Total TDA Allocation | | $ 10,975,879 | $ 9,853,872 |

Transit system operating subsidies are earned by the Authority to the extent that it has incurred eligible operating expenses. Eligible expenses compared to the subsidies received and accrued were as follows:

| | 2026 | 2025 |
|---|---|---|
| Operating and interest expenses | $ 21,191,895 | $ 19,936,644 |
| Add: | | |
| Capital purchases with LTF and STA funds | 393,166 | 124,558 |
| Less: | | |
| Depreciation and amortization | (3,813,999) | (3,444,792) |
| Fare revenues | (1,009,825) | (1,119,585) |
| Special events and other revenues | (110,570) | (388,807) |
| Federal and State operating grants | (5,674,788) | (5,129,585) |
| Maximum Total Allocation Amount | 10,975,879 | 9,978,433 |
| TDA allocations received and accrued | 10,258,933 | 10,079,772 |
| Change in TDA transit allocations in unearned revenues | 716,946 | (101,339) |
| Allocation over/(under) maximum | $ - | $ - |

## NOTE 7 – FARE REVENUE RATIO

The Authority had fare revenue ratios for the fiscal years ended June 30, 2026 and 2025, computed as follows:

| 2026 | Fixed Route | Runabout | Paso Express | Paso Dial A Ride |
|---|---|---|---|---|
| Operating fare revenues | $ 587,536 | $ 110,530 | $ 163,634 | $ 4,604 |
| Other local support - federal grants | 2,480,999 | 1,295,059 | 314,687 | 48,913 |
| (a) Net operating revenues | 3,068,535 | 1,405,589 | 478,321 | 53,517 |
| (b) Operating expenses, net of depreciation and pension expense (GASB Statement No. 68 adjustment) | 7,686,471 | 3,841,832 | 1,139,595 | 177,131 |
| (c) Fare revenue ratio [(a)/(b)] | 39.9% | 36.6% | 42.0% | 30.2% |
| Minimum ratio required | 15.5% | N/A | 15.0% | N/A |
| Under minimum ratio requirement | N/A | N/A | N/A | N/A |

| | Nipomo | Cambria Trolley | Avila Trolley | SoCo Transit |
|---|---|---|---|---|
| Operating fare revenues | $ 16,674 | $ - | $ 8,320 | $ 92,392 |
| Other local support - federal grants | - | - | 38,820 | 998,080 |
| (a) Net operating revenues | 16,674 | - | 47,140 | 1,090,472 |
| (b) Operating expenses, net of depreciation and pension expense (GASB Statement No. 68 adjustment) | 542,308 | 12,451 | 79,563 | 2,615,581 |
| (c) Fare revenue ratio [(a)/(b)] | 3.1% | 0.0% | 59.2% | 41.7% |
| Minimum ratio required | N/A | N/A | 15.0% | 15.0% |
| Under minimum ratio requirement | N/A | N/A | N/A | N/A |

| | Other | Morro Bay | Morro Bay Trolley | Atascadero Dial A Ride |
|---|---|---|---|---|
| Operating fare revenues | $ 570 | $ 9,374 | $ 3,250 | $ 12,941 |
| Other local support - federal grants | - | - | - | 223,200 |
| (a) Net operating revenues | 570 | 9,374 | 3,250 | 236,141 |
| (b) Operating expenses, net of depreciation and pension expense (GASB Statement No. 68 adjustment) | 72,366 | 464,065 | 66,826 | 401,088 |
| (c) Fare revenue ratio [(a)/(b)] | 0.8% | 2.0% | 4.9% | 58.9% |
| Minimum ratio required | N/A | N/A | N/A | 15.0% |
| Under minimum ratio requirement | N/A | N/A | N/A | N/A |

**NOTE 7 – FARE REVENUE RATIO** (Continued)

| 2025 | Fixed Route | Runabout | Paso Express | Paso Dial A Ride |
|---|---|---|---|---|
| Operating fare revenues | $ 704,469 | $ 116,656 | $ 158,765 | $ 5,024 |
| Other local support - federal grants | 1,924,118 | 998,882 | 297,028 | 59,472 |
| (a) Net operating revenues | 2,628,587 | 1,115,538 | 455,793 | 64,496 |
| (b) Operating expenses, net of depreciation and pension expense (GASB Statement No. 68 adjustment) | 7,620,207 | 3,981,631 | 811,362 | 162,455 |
| (c) Fare revenue ratio [(a)/(b)] | 34.5% | 28.0% | 56.2% | 39.7% |
| Minimum ratio required | 15.8% | N/A | 15.0% | N/A |
| Under minimum ratio requirement | N/A | N/A | N/A | N/A |

| | Nipomo | Cambria Trolley | Avila Trolley | SoCo Transit |
|---|---|---|---|---|
| Operating fare revenues | $ 13,968 | $ 66 | $ 9,017 | $ 110,422 |
| Other local support - federal grants | - | - | 35,540 | 944,460 |
| (a) Net operating revenues | 13,968 | 66 | 44,557 | 1,054,882 |
| (b) Operating expenses, net of depreciation and pension expense (GASB Statement No. 68 adjustment) | 529,299 | 8,681 | 72,143 | 2,185,075 |
| (c) Fare revenue ratio [(a)/(b)] | 2.6% | 0.8% | 61.8% | 48.3% |
| Minimum ratio required | N/A | N/A | 15.0% | 15.0% |
| Under minimum ratio requirement | N/A | N/A | N/A | N/A |

| | Other | Morro Bay | Morro Bay Trolley | Atascadero Dial A Ride |
|---|---|---|---|---|
| Operating fare revenues | $ 333 | $ 254 | $ 373 | $ 238 |
| Other local support - federal grants | - | - | - | - |
| (a) Net operating revenues | 333 | 254 | 373 | 238 |
| (b) Operating expenses, net of depreciation and pension expense (GASB Statement No. 68 adjustment) | 50,567 | 38,250 | 14,232 | 7,411 |
| (c) Fare revenue ratio [(a)/(b)] | 0.7% | 0.7% | 2.6% | 3.2% |
| Minimum ratio required | N/A | N/A | N/A | 15.0% |
| Under minimum ratio requirement | N/A | N/A | N/A | N/A |

## NOTE 8 – LONG-TERM LIABILITIES

| | Balance July 1, 2025 | Increases | Decreases | Balance at June 30, 2026 Total | Current | Long-Term |
|---|---|---|---|---|---|---|
| Transportation Infrastructure Finance and Innovation Act (TIFIA) loan | $ 11,960,910 | $ - | $ (346,829) | $ 11,614,081 | $ 349,257 | $ 11,264,824 |
| Leases | 79,053 | 36,506 | (49,887) | 65,672 | 47,600 | 18,072 |
| Compensated absences | 347,367 | 568,426 | (510,815) | 404,978 | 101,245 | 303,733 |
| Total OPEB liability | 12,533 | - | (3,072) | 9,461 | 3,072 | 6,389 |
| Net pension liability | 5,511,489 | - | (391,856) | 5,119,633 | - | 5,119,633 |
| Pension plan exit liability | 176,205 | - | (176,205) | - | - | - |
| Total long-term liabilities | $ 18,087,557 | $ 604,932 | $ (1,478,664) | $ 17,213,825 | $ 501,174 | $ 16,712,651 |

| | Balance July 1, 2024 | Increases | Decreases | Balance at June 30, 2025 Total | Current | Long-Term |
|---|---|---|---|---|---|---|
| Pacific Western Bank | $ 350,255 | $ - | $ (350,255) | $ - | $ - | $ - |
| Transportation Infrastructure Finance and Innovation Act (TIFIA) loan | 11,960,910 | - | - | 11,960,910 | 346,829 | 11,614,081 |
| Leases | 92,442 | 36,533 | (49,922) | 79,053 | 49,886 | 29,167 |
| Compensated absences | 363,626 | 478,216 | (494,475) | 347,367 | 86,842 | 260,525 |
| Total OPEB liability | 15,605 | - | (3,072) | 12,533 | 3,072 | 9,461 |
| Net pension liability | 4,897,352 | 614,137 | - | 5,511,489 | - | 5,511,489 |
| Pension plan exit liability | 348,583 | - | (172,378) | 176,205 | 176,205 | - |
| Total long-term liabilities | $ 18,028,773 | $ 1,128,886 | $ (1,070,102) | $ 18,087,557 | $ 662,834 | $ 17,424,723 |

On September 3, 2020, the Authority entered into a loan agreement with the U.S. Department of Transportation under the Transportation Infrastructure Finance and Innovation Act (TIFIA) program. The TIFIA loan is a direct borrowing with an authorized principal amount not to exceed $13,080,000, to be used to pay a portion of eligible project costs. The Authority has drawn a total of $11,960,910 under the loan agreement, with no additional amounts drawn during the fiscal year ended June 30, 2026. The loan bears an interest rate of 0.7%. The maturity date is July 1, 2056.

The TIFIA loan is secured by a senior lien on the Authority's farebox revenues and certain project accounts, including the TIFIA Debt Service and Debt Service Reserve Sub-Accounts. LTF allocations serve as the primary source of repayment but are not legally pledged as security for the loan. During the fiscal year ended June 30, 2026, all principal and interest payments were funded through LTF allocations, and no farebox revenues were used for debt service. The pledge of farebox revenues remains in effect until the loan obligations are satisfied. There were no changes to the pledged revenue arrangements during the fiscal year. The Authority has drawn $11,960,910 of the $13,080,000 authorized loan amount, and the remaining $1,119,090 is no longer available for disbursement.

At June 30, 2026, future minimum payments were as follows:

| Fiscal Year Ended June 30, | Principal | Interest |
|---|---|---|
| 2027 | $ 349,257 | $ 81,298 |
| 2028 | 351,702 | 78,853 |
| 2029 | 354,164 | 76,392 |
| 2030 | 356,643 | 73,912 |
| 2031 | 359,139 | 71,417 |
| 2032-2036 | 1,833,759 | 319,017 |
| 2037-2041 | 1,898,847 | 253,933 |
| 2042-2046 | 1,966,242 | 186,535 |
| 2047-2051 | 2,036,031 | 116,746 |
| 2052-2056 | 2,108,297 | 44,480 |
| | $ 11,614,081 | $ 1,302,583 |

**NOTE 8 – LONG-TERM LIABILITIES** (Continued)

On July 21, 2020, the Authority entered into a loan agreement with Pacific Western Bank for a principal amount not to exceed $1,020,000 to be used to pay a portion of eligible project costs. The loan bears an interest rate of 3.0%. The loan was paid off as of June 30, 2025.

On July 1, 2021, the Authority entered into a 42-month lease as lessee for the use of a portion of the County's premises. An initial lease liability was recorded in the amount of $127,808. On May 8, 2024, the lease was extended to December 31, 2025, and on August 21, 2025, the lease was extended to December 31, 2026. On May 20, 2026, the lease was extended to December 31, 2027. As of June 30, 2026 and 2025, the value of the lease liability was $54,591 and $54,631, respectively. The Authority is required to make monthly fixed payments of $3,580 through December 31, 2025, $3,723 through December 31, 2026, and $3,872 through December 31, 2027. The lease has an interest rate of 4%. The right-to-use leased asset useful life was 78 months as of the contract commencement. The value of the right-to-use leased asset as of June 30, 2026 and 2025, was $237,404 and $200,898, respectively, and accumulated amortization was $173,480 and $136,956, respectively. Refer to Note 4 of the financial statements.

At June 30, 2026, future minimum lease payments were as follows:

| Fiscal Year Ended June 30, | Principal | Interest |
|---|---|---|
| 2027 | $ 36,519 | $ 9,052 |
| 2028 | 18,072 | 5,161 |
| | $ 54,591 | $ 14,213 |

On April 1, 2021, the Authority entered into a 120-month lease as lessee for the use of a portion of the County's Corp Yard totaling approximately 1.5 acres of real property. An initial lease liability was recorded in the amount of $77,788. As of June 30, 2026 and 2025, the value of the lease liability was $11,081 and $24,422, respectively. The Authority is required to make monthly fixed payments of $1,320 through March 31, 2026, and $1,373 through April 30, 2027. The lease has an interest rate of 4%. The right-to-use leased asset useful life was 72 months as of the contract commencement. The value of the right-to-use leased asset as of June 30, 2026 and 2025, was $77,788, and accumulated amortization was $64,825 and $51,860, respectively. Refer to Note 4 of the financial statements.

At June 30, 2026, future minimum lease payments were as follows:

| Fiscal Year Ended June 30, | Principal | Interest |
|---|---|---|
| 2027 | $ 11,081 | $ 2,699 |
| | $ 11,081 | $ 2,699 |

**NOTE 9 – PENSION PLAN**

A. General Information about the Pension Plan

*Plan Description*

The Authority contributes to the San Luis Obispo County Employees Retirement Plan (the Plan), which is a cost-sharing multiple-employer defined benefit pension plan consisting of six employers: the County of San Luis Obispo (the Employer), the Superior Court in San Luis Obispo County, the San Luis Obispo Air Pollution Control District, the San Luis Obispo County Pension Trust, the San Luis Obispo Local Agency Formation Commission, and the Authority. The Plan exists, operates, and is constituted under the authority of Article XVI, Section 17 of the California Constitution and Sections 53215 et seq. of the California Government Code.

**NOTE 9 – PENSION PLAN** (Continued)

A. General Information about the Pension Plan (Continued)

*Plan Description* (Continued)

Pursuant to the foregoing California Government Code provisions, the County Board of Supervisors established the San Luis Obispo County Pension Trust (the Trust) by the adoption of Chapter 2.56 of the San Luis Obispo County Code. Following the adoption of Chapter 2.56 of the County Code, the Board of Supervisors adopted the By-Laws of the Trust. The Plan is part of those By-Laws. The County Board of Supervisors has the sole authority to amend the Plan's provisions. Participation in the Plan is mandatory for all regular employees. Participants are currently broken into three tiers depending on date of hire:

| | |
|---|---|
| Tier 1 | Tier 1 generally includes members hired before January 1, 2011. As of December 31, 2025, there were no active Authority-employed members in Tier 1. |
| Tier 2 | Tier 2 generally includes members hired on or after January 1, 2011, but before January 1, 2013. Tier 2 only applies to members hired after the date each bargaining unit adopted Tier 2. Members hired in a bargaining unit that did not adopt Tier 2 are considered Tier 1 members. As of December 31, 2025, there were 4 active Authority-employed members in Tier 2. |
| Tier 3 | Tier 3 includes all members hired on or after January 1, 2013. As of December 31, 2025, there were 8 active Authority-employed members in Tier 3. |

The Trust and the Plan are both administered by the San Luis Obispo County Pension Trust Board of Trustees. Separate stand-alone financial statements are issued for the Plan and are available at the County Auditor-Controller-Treasurer-Tax Collector's office.

The Plan's financial statements are prepared on the accrual basis of accounting. All assets are invested and held pursuant to, and in accordance with, the Investment Policy of the Plan. Plan member contributions are recognized in the period in which the contributions are due. Employer contributions are recognized when due pursuant to formal commitments and statutory or contractual requirements. Benefits and refunds are recognized when due and payable in accordance with the terms of the Plan.

Plan investments are reported at fair value. Short-term investments are reported at cost, which approximates fair value. All other securities are valued at the last reported market price at current exchange rates.

*Benefit Provisions*

Members terminating employment before accruing five years of Trust service credit forfeit the right to receive retirement benefits unless they establish reciprocity with another public agency within the prescribed time period. Non-vested members who terminate service are required to withdraw their accumulated contributions plus accrued interest. The employer contributions forfeited by non-vested members are absorbed back into the pension trust fund. Members who terminate after earning five years of Trust service credit may leave their contributions on deposit and upon reaching age eligibility elect to take a retirement. Differences between expected and actual experience for vested or non-vested benefits may result in an increase or decrease to pension expense and net pension liability.

Plan participants, upon vesting and attaining the minimum retirement age, are entitled to annual retirement benefits as defined in the Plan document. The applicable retirement formula, minimum retirement age, compensation base, post-retirement cost-of-living adjustment (COLA), COLA adjustment carry over, and final compensation maximum may differ depending upon the Plan provisions in effect at the member's date of hire, the member's classification, the member's age, and the member's bargaining unit. Participants receive their accumulated plan benefits as a life annuity

**NOTE 9 – PENSION PLAN** (Continued)

A. General Information about the Pension Plan (Continued)

*Benefit Provisions* (Continued)

payable monthly upon retirement. In the event of total and permanent disability, participants, upon satisfaction of membership service requirements and other applicable provisions of the Plan, receive disability benefits as defined in the Plan document. The Plan also provides a death benefit of $1,000 paid to a beneficiary or estate if a member dies after retirement.

For members within Tier 1, final average salary is the average monthly salary based on the highest twelve consecutive months of earnings and may include a compensation pickup for various management bargaining units. For members with Tier 2 or Tier 3 benefits, final average salary is the average monthly salary based on the highest thirty-six consecutive months of earnings with no pickup.

The retirement benefit for Tier 1, Tier 2, and Tier 3 members includes post-retirement cost of living adjustments (COLAs) based upon the Consumer Price Index. Tier 1 member COLAs are limited to a maximum of 3% annually. For Tier 2 and Tier 3 members, COLAs are limited to a maximum of 2% annually. There is no minimum COLA requirement, and COLAs must be approved by the Board of Trustees annually.

*Contributions*

Plan members are required by statute to contribute to the pension plan. Members' contribution rates are formulated based on age at date of entry and the actuarially calculated future benefits. The Authority is required by statute to contribute the remaining amounts necessary to finance the estimated benefits accrued to its members.

The Authority's member and employer contribution rates for each tier are as follows:

| Plan | Employer Contribution Rates | Employee Contribution Rates |
|---|---|---|
| Miscellaneous Tier 1 | 0.00% | 0.00% |
| Miscellaneous Tier 2 | 35.97% | 11.79% - 18.56% |
| Miscellaneous Tier 3 | 35.48% - 39.48% | 6.17% - 17.92% |

Contributions to the pension plan from the Authority were $498,441 and $461,675 for the fiscal years ended June 30, 2026 and 2025, respectively.

The Plan establishes the basic obligations for employer and member contributions and benefits to and of the retirement system. The actual employer and member contribution rates in effect each fiscal year are based on recommendations made by an independent actuary that are approved by the Board of Trustees and adopted by the County Board of Supervisors.

B. Pension Liability, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions

At June 30, 2026 and 2025, the Authority reported a liability of $5,119,633 and $5,511,489, respectively, for its proportionate share of the net pension liability of the Plan. The net pension liability was measured as of December 31, 2025 and 2024.

**NOTE 9 – PENSION PLAN** (Continued)

B. Pension Liability, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

The total pension liability used to calculate the net pension liability was determined by actuarial valuations as of January 1, 2025 and 2024. The actuarial assumptions used in the January 1, 2025 and 2024 valuations were based on the results of an actuarial experience study for the period January 1, 2017, through December 31, 2023. Measurements as of December 31, 2025 and 2024, are based on the fair value of assets as of those dates and the total pension liability as of the valuation dates of January 1, 2025 and 2024, respectively. The actuarial assumptions were rolled forward to the Plan's fiscal year-ends of December 31, 2025 and 2024. There were no significant events between the January 1, 2025 and 2024 valuation dates and the December 31, 2025 and 2024 measurement dates for the Plan's GASB Statement No. 67 valuation.

The Authority's proportion of the net pension liability was based on the projection of the Authority's long-term share of contributions to the pension plan relative to the projected contributions of all pension plan participants, actuarially determined. The Authority's proportionate share of the net pension liability for the Plan as of June 30, 2026 and 2025 (measurement dates December 31, 2025 and 2024) was as follows:

| | |
|---|---|
| Proportion - December 31, 2024 | 0.51020% |
| Proportion - December 31, 2025 | 0.51220% |
| Change - Increase (Decrease) | 0.00200% |
| Proportion - December 31, 2023 | 0.48770% |
| Proportion - December 31, 2024 | 0.51020% |
| Change - Increase (Decrease) | 0.02250% |

For the fiscal years ended June 30, 2026 and 2025, the Authority recognized pension expense of $814,018 and $877,578, respectively. Pension expense represents the change in the net pension liability during the measurement period, adjusted for actual contributions and the deferred recognition of changes in investment gain/loss, actuarial gain/loss, actuarial assumptions or method, and plan benefits.

At June 30, 2026 and 2025, the Authority reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

| June 30, 2026 | Deferred Outflows of Resources | Deferred Inflows of Resources |
|---|---|---|
| Authority contributions subsequent to measurement date | $ 322,235 | $ - |
| Differences between actual and expected experience | 272,340 | 149,367 |
| Changes in assumptions | 242,204 | - |
| Net difference between projected and actual earnings on plan investments | - | - |
| Adjustment due to differences in proportions | 119,105 | 34,419 |
| Differences in actual contributions and proportionate share of contributions | - | - |
| Total | $ 955,884 | $ 183,786 |

**NOTE 9 – PENSION PLAN** (Continued)

B. Pension Liability, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

| June 30, 2025 | Deferred Outflows of Resources | Deferred Inflows of Resources |
|---|---|---|
| Authority contributions subsequent to measurement date | $ 288,514 | $ - |
| Differences between actual and expected experience | 342,157 | - |
| Changes in assumptions | 411,197 | - |
| Net difference between projected and actual earnings on plan investments | 336,673 | - |
| Adjustment due to differences in proportions | 222,321 | 65,810 |
| Differences in actual contributions and proportionate share of contributions | - | - |
| Total | $ 1,600,862 | $ 65,810 |

Deferred outflows of resources and deferred inflows of resources above represent the unamortized portion of changes to net pension liability to be recognized in future periods in a systematic and rational manner.

$322,235 will be recognized as a reduction of the net pension liability in the fiscal year ending June 30, 2027, and $288,514 was recognized as a reduction of the net pension liability in the fiscal year ended June 30, 2026, respectively.

Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pensions will be recognized in pension expense as follows:

| Fiscal Year Ended June 30, | Amount |
|---|---|
| 2027 | $ 404,566 |
| 2028 | 35,878 |
| 2029 | 15,167 |
| 2030 | (5,748) |
| | $ 449,863 |

**NOTE 9 – PENSION PLAN** (Continued)

B. Pension Liability, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

*Actuarial Assumptions*

The total pension liability in the January 1, 2025 actuarial valuation was determined using the following actuarial assumptions:

| | |
|---|---|
| Valuation Date | January 1, 2025 |
| Measurement Date | December 31, 2025 |
| Actuarial Assumptions: | |
| Discount Rate | 6.75% |
| Inflation | 2.50% |
| Projected Salary Increase | 3.00%, plus merit component based on years of service ranging from 0.00% to 5.75% |
| Investment Rate of Return | 6.75%, net of pension plan investment expense, including inflation |
| COLA Increases | Tier 1 members with COLA banks are assumed to receive an additional 0.25% COLA for a total of 3.00% per year (2.75% plus 0.25% from the COLA banks) until their COLA banks are exhausted, then 2.75% thereafter. 2.0% for Tier 2 and Tier 3 members. |

*Discount Rate*

The discount rate used to measure the total pension liability was 6.75%. The projection of cash flows used to determine the discount rate assumed that Plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on those assumptions, the Plan's fiduciary net position was projected to be available to make all projected future benefit payments of current Plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage, adjusted for expected inflation.

**NOTE 9 – PENSION PLAN** (Continued)

B. Pension Liability, Pension Expense, and Deferred Outflows/Inflows of Resources Related to Pensions (Continued)

*Discount Rate* (Continued)

The target allocation and best estimates of real rates of return for each major asset class are summarized in the following table:

| Asset Class | New Strategic Allocation | Weighted Average Long-Term Expected Real Rate of Return |
|---|---|---|
| Cash Equivalents/Short Duration Government | 10.00% | 4.02% |
| Equities - Public Market | 30.00% | 6.23% |
| Real Assets | 15.00% | 8.27% |
| Private Markets | 30.00% | 8.18% |
| U.S. Treasury - Long Duration/TIPS | 15.00% | 4.15% |
| Total | 100.00% | |

The following represents the Authority's proportionate share of the net pension liability calculated using the discount rate of 6.75 percent, as well as what the Authority's proportionate share of the net pension liability would be if it were calculated using a discount rate that is 1-percentage point lower (5.75%) or 1-percentage point higher (7.75%) than the current rate:

| December 31, 2025 | 1% Decrease 5.75% | Discount Rate 6.75% | 1% Increase 7.75% |
|---|---|---|---|
| Authority's proportionate share of the net pension liability | $ 7,192,658 | $ 5,119,633 | $ 3,421,037 |

| December 31, 2024 | 1% Decrease 5.75% | Discount Rate 6.75% | 1% Increase 7.75% |
|---|---|---|---|
| Authority's proportionate share of the net pension liability | $ 7,514,791 | $ 5,511,489 | $ 3,870,733 |

**NOTE 10 – INSURANCE**

The Authority is exposed to various risks of loss related to torts; theft, damage to, or destruction of an asset; and errors or omissions. The Authority maintains comprehensive general liability insurance, including automobile coverage, with limits of $25 million for buses, vans, equipment, and facilities. The Authority also purchases commercial Special Liability Insurance and Special Authority Property Insurance with limits of $25 million per occurrence and $100 million annual aggregate. There were no changes in insurance coverage levels during the fiscal years ended June 30, 2026 and 2025. Settled claims have not exceeded the Authority's insurance coverage in any fiscal year.

## NOTE 11 – PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT, AND SERVICE ENHANCEMENT ACCOUNT

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006, approved by the voters as Proposition 1B in November 2006, included a program of funding in the amount of $4 billion to be deposited in the Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA). Of this amount, $3.6 billion in the PTMISEA was made available to project sponsors in California for allocation to eligible public transportation projects for rehabilitation, safety, or modernization improvements; capital service enhancements or expansions; new capital projects; bus rapid transit improvements; or rolling stock procurement, rehabilitation, expansion, or replacement.

PTMISEA eligibility is based on STA allocations to each project sponsor during fiscal years 2004-05 through 2015-16. The related funds were made available during fiscal year 2016-17. Qualifying expenditures must be encumbered within three years from the date of allocation and expended within three years from the date of the encumbrance.

During the fiscal years ended June 30, 2026 and 2025, the Authority did not receive PTMISEA allocations. Interest earned for the fiscal years ended June 30, 2026 and 2025, was $0 and $263, respectively. The Authority had qualifying expenditures of $0 and $14,780 for the fiscal years ended June 30, 2026 and 2025, respectively.

## NOTE 12 – SENATE BILL 1 – STATE OF GOOD REPAIR

The Road Repair and Accountability Act of 2017, Senate Bill 1 (SB1) (Chapter 5, Statutes of 2017), signed by the Governor on April 28, 2017, includes a program that will provide additional revenues for transit infrastructure repair and service improvements. This investment in public transit will be referred to as the State of Good Repair (SGR) program. This program provides funding of approximately $105 million annually to the STA Account. These funds are to be made available for eligible transit maintenance, rehabilitation, and capital projects.

This program demonstrates California's commitment to clean, sustainable transportation, and the role that public transit plays in that vision. While SB1 addresses a variety of transportation needs, this program has a specific goal of keeping transit systems in a state of good repair, including the purchase of new transit vehicles, and maintenance and rehabilitation of transit facilities and vehicles. These new investments will lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants.

During the fiscal years ended June 30, 2026 and 2025, the Authority received $523,083 and $514,406, respectively, in SB1 SGR funding. Expenditures for eligible SGR projects totaled $826,565 and $1,558, respectively, during those fiscal years. SGR funding is recognized as revenue when applicable eligibility requirements are met. Amounts received for which eligibility requirements have not been satisfied are reported as unearned revenue. At June 30, 2026 and 2025, unearned SGR funding totaled $1,519,588 and $1,274,275, respectively, as disclosed in Note 5.

## NOTE 13 – CONTINGENT LIABILITY FOR PENSION PLAN EXIT

The Authority had contracted with the California Public Employees' Retirement System (CalPERS) since 1994, and administrative, management, and confidential employees were offered participation in the CalPERS defined benefit retirement program. To reduce potential future financial obligations, the Authority's Board of Directors adopted a Resolution of Intention to terminate the Authority's contract with CalPERS on January 9, 2019. Staff subsequently investigated the cost to terminate the contract and an ad hoc committee appointed by the Board of Directors determined that joining the San Luis Obispo County Employees Retirement Plan provides an equivalent retirement program for employees previously enrolled in CalPERS.

**NOTE 13 – CONTINGENT LIABILITY FOR PENSION PLAN EXIT** (Continued)

Payments made for the pension plan exit were $176,205 and $172,378 during the fiscal years ended June 30, 2026 and 2025, respectively. The remaining pension plan exit liability was $0 and $176,205 as of June 30, 2026 and 2025, respectively.

**NOTE 14 – UNUSUAL OR INFREQUENT ITEMS**

During fiscal year 2025-26, the Authority assumed responsibility for local public transit services previously operated by the Cities of Morro Bay and Atascadero. In connection with the consolidation of these transit services into the Authority's operations, the cities transferred certain vehicles and equipment to the Authority. The Authority recognized capital assets totaling $571,767 related to these transfers as of June 30, 2026.

The transfer of these capital assets is reported as an unusual or infrequent item because the transactions resulted from the one-time consolidation of the cities' transit operations into the Authority and are not expected to recur as part of the Authority's ongoing operations. The transactions were within management's control, as the Authority entered into agreements with the cities to assume the transit services and accept the related assets.

**NOTE 15 – SUBSEQUENT EVENTS**

Subsequent events have been evaluated through October 21, 2026, the date these financial statements were available to be issued.

**REQUIRED SUPPLEMENTARY INFORMATION**

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**SCHEDULE OF PROPORTIONATE SHARE OF THE NET PENSION LIABILITY**
**FOR THE LAST TEN FISCAL YEARS ENDED JUNE 30, 2026**

The following table provides required supplementary information regarding the Authority's Pension Plan.

| | 2026 | 2025 | 2024 | 2023 | 2022 |
|---|---|---|---|---|---|
| Proportion of the net pension liability | 0.51220% | 0.51020% | 0.48770% | 0.48980% | 0.51100% |
| Proportionate share of the net pension liability | $ 5,119,633 | $ 5,511,489 | $ 4,897,352 | $ 4,841,422 | $ 3,272,997 |
| Covered payroll | $ 1,379,502 | $ 1,296,823 | $ 1,179,231 | $ 1,160,540 | $ 980,914 |
| Proportionate share of the net pension liability as a percentage of covered payroll | 371.12% | 425.00% | 415.30% | 417.17% | 333.67% |
| Plan's total pension liability | $ 2,994,466,348 | $ 2,885,216,023 | $ 2,712,658,050 | $ 2,583,068,273 | $ 2,390,539,528 |
| Plan's fiduciary net position | $ 1,994,949,481 | $ 1,804,957,416 | $ 1,708,463,155 | $ 1,594,492,075 | $ 1,749,962,789 |
| Plan's fiduciary net position as a percentage of the total pension liability | 66.62% | 62.56% | 62.98% | 61.73% | 73.20% |

| | 2021 | 2020 | 2019 | 2018 | 2017 |
|---|---|---|---|---|---|
| Proportion of the net pension liability | 0.45130% | 0.00637% | 0.00621% | 0.00633% | 0.00629% |
| Proportionate share of the net pension liability | $ 3,072,225 | $ 653,046 | $ 598,258 | $ 628,213 | $ 543,863 |
| Covered payroll | $ 540,683 | $ 925,276 | $ 1,030,066 | $ 832,784 | $ 822,150 |
| Proportionate share of the net pension liability as a percentage of covered payroll | 605.34% | 70.58% | 58.08% | 75.44% | 66.15% |
| Plan's total pension liability | $ 2,247,011,774 | $ 2,105,592,650 | $ 2,026,092,000 | $ 1,905,246,000 | $ 1,828,710,000 |
| Plan's fiduciary net position | $ 1,566,326,195 | $ 1,439,004,203 | $ 1,271,620,000 | $ 1,340,471,000 | $ 1,181,243,000 |
| Plan's fiduciary net position as a percentage of the total pension liability | 69.71% | 68.34% | 62.76% | 70.36% | 64.59% |

**Changes in Assumptions**

There were no changes in 2025 or 2026.

In 2024, inflation was changed from 2.25 percent to 2.50 percent.

There were no changes in 2023.

In 2022, the discount rate was changed from 6.88 percent to 6.75 percent.

In 2021, the discount rate was changed from 7.15 percent to 6.88 percent and inflation was changed from 2.50 percent to 2.25 percent.

There were no changes in 2019 or 2020.

In 2018, inflation was changed from 2.75 percent to 2.50 percent and individual salary increases and overall payroll growth were reduced from 3.00 percent to 2.75 percent.

In 2017, the discount rate was changed from 7.65 percent to 7.15 percent.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**SCHEDULE OF PENSION CONTRIBUTIONS**
**FOR THE LAST TEN FISCAL YEARS ENDED JUNE 30, 2026**

| | 2026 | 2025 | 2024 | 2023 | 2022 |
|---|---|---|---|---|---|
| Contractually required contribution (actuarially determined) | $ 498,441 | $ 461,675 | $ 409,249 | $ 353,079 | $ 312,585 |
| Contribution in relation to the actuarially determined contribution | (498,441) | (461,675) | (409,249) | (353,079) | (312,585) |
| Contribution deficiency (excess) | $ - | $ - | $ - | $ - | $ - |
| Covered payroll | $ 1,444,942 | $ 1,379,502 | $ 1,296,823 | $ 1,179,231 | $ 1,160,540 |
| Contributions as a percentage of covered payroll | 34.50% | 33.47% | 31.56% | 29.94% | 26.93% |

| | 2021 | 2020 | 2019 | 2018 | 2017 |
|---|---|---|---|---|---|
| Contractually required contribution (actuarially determined) | $ 245,132 | $ 81,697 | $ 121,671 | $ 120,722 | $ 108,461 |
| Contribution in relation to the actuarially determined contribution | (245,132) | (81,697) | (121,671) | (120,722) | (108,461) |
| Contribution deficiency (excess) | $ - | $ - | $ - | $ - | $ - |
| Covered payroll | $ 980,914 | $ 540,683 | $ 925,276 | $ 1,030,066 | $ 832,784 |
| Contributions as a percentage of covered payroll | 24.99% | 15.11% | 13.15% | 11.72% | 13.02% |

**Notes to Schedule**

| | |
|---|---|
| Valuation Date | January 1, 2025 |
| Measurement Date | December 31, 2025 |
| Actuarial Assumptions: | |
| Discount Rate | 6.75% |
| Inflation | 2.50% |
| Projected Salary Increase | 3.00%, plus merit component based on years of service ranging from 0.00% to 5.75% |
| Investment Rate of Return | 6.75%, net of pension plan investment expense, including inflation |
| COLA Increases | Tier 1 members with COLA banks are assumed to receive an additional 0.25% COLA for a total of 3.00% per year (2.75% plus 0.25% from the COLA banks) until their COLA banks are exhausted, then 2.75% thereafter. 2.0% for Tier 2 and Tier 3 members. |

**Changes Affecting Trends**

There were no significant changes in benefit terms during the current fiscal year. The actuarial assumptions used for financial reporting were updated based on the results of an actuarial experience study for the period January 1, 2017, through December 31, 2023.

**SUPPLEMENTARY INFORMATION**

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**SCHEDULE OF EXPENSES – BUDGET AND ACTUAL**
**FOR THE FISCAL YEAR ENDED JUNE 30, 2026**

| | Adopted Budget | Actual | Variance with Budget |
|---|---|---|---|
| **Administration:** | | | |
| Labor | $ 1,539,550 | $ 1,494,937 | $ 44,613 |
| Labor - Administration Workers' Comp | 52,720 | 42,169 | 10,551 |
| Office Space Rental | 59,670 | 9,291 | 50,379 |
| Property Insurance | 323,370 | 273,393 | 49,977 |
| Professional Technical Services | 458,710 | 354,724 | 103,986 |
| Professional Development | 93,290 | 34,960 | 58,330 |
| Operating Expense | 368,030 | 491,948 | (123,918) |
| Marketing and Reproduction | 164,730 | 102,241 | 62,489 |
| **Total Administration** | 3,060,070 | 2,803,663 | 256,407 |
| **Service Delivery:** | | | |
| Labor - Operations - Bus Operators | 6,531,680 | 5,704,001 | 827,679 |
| Labor - Operations - Training Staff | 443,360 | 402,884 | 40,476 |
| Labor - Operations - Operations Supervisors/Schedulers | 1,595,710 | 1,612,571 | (16,861) |
| Labor - Operations - Ops Mgt./Oversight | 506,310 | 468,164 | 38,146 |
| Labor - Operations Workers' Comp | 399,810 | 319,792 | 80,018 |
| Labor - Maintenance | 2,055,710 | 1,990,956 | 64,754 |
| Labor - Maintenance Workers' Comp | 109,470 | 87,561 | 21,909 |
| Fuel | 1,629,970 | 1,528,247 | 101,723 |
| Insurance | 1,191,000 | 1,094,173 | 96,827 |
| Special Transportation (for SLOCAT and Paso) | 32,070 | 26,549 | 5,521 |
| Maintenance (Parts, Supplies, Materials) | 961,580 | 677,803 | 283,777 |
| Maintenance Contract Costs | 149,840 | 204,606 | (54,766) |
| **Total Service Delivery** | 15,606,510 | 14,117,307 | 1,489,203 |
| **Capital/Studies:** | | | |
| Computer System Maintenance/Upgrades | 504,040 | 241,792 | 262,248 |
| Miscellaneous Capital | | | |
| Maintenance Equipment | 188,650 | 80,170 | 108,480 |
| Vehicle ITS/Camera System | - | 6,662 | (6,662) |
| Bus Stop Improvements | 147,000 | 111,254 | 35,746 |
| Large Capital Repairs | 586,820 | 724,232 | (137,412) |
| Vehicles | | | |
| Support Vehicles | 353,010 | 218,065 | 134,945 |
| Fixed Route Vehicles | 13,843,000 | 6,232,693 | 7,610,307 |
| Trolley Vehicles | 251,150 | - | 251,150 |
| Cutaway and Dial A Ride Vehicles | 586,970 | 470,996 | 115,974 |
| Runabout Vehicles | 1,140,100 | - | 1,140,100 |
| **Total Capital/Studies** | 17,600,740 | 8,085,864 | 9,514,876 |

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**SCHEDULE OF EXPENSES – BUDGET AND ACTUAL (Continued)**
**FOR THE FISCAL YEAR ENDED JUNE 30, 2026**

| | Adopted Budget | Actual | Variance with Budget |
|---|---|---|---|
| Contingency | 224,000 | - | 224,000 |
| Pension Plan Exit Liability | 178,310 | 178,308 | 2 |
| Loan Repayments | 458,060 | 430,555 | 27,505 |
| Short-Range Transit Plan and Planning | 67,100 | 67,072 | 28 |
| Regional Contactless Fare Payment System | 388,000 | 68,372 | 319,628 |
| Regional Contactless Charging | 2,266,000 | 16,861 | 2,249,139 |
| Regional Bus Charging Projects | 4,000,000 | 964,272 | 3,035,728 |
| Master Planning and Implementation - Offsite Fast Charging | 2,000,000 | 84,457 | 1,915,543 |
| **TOTAL FUNDING USES** | $ 45,848,790 | $ 26,816,731 | $ 19,032,059 |
| **TOTAL EXPENSES, BUDGETARY BASIS** | | $ 26,816,731 | |
| **ADD:** | | | |
| **DEPRECIATION AND AMORTIZATION** | | 3,813,999 | |
| **GASB STATEMENT NO. 68 ADJUSTMENT** | | 371,098 | |
| **LESS:** | | | |
| **LOAN INTEREST PAYMENTS** | | (83,726) | |
| **LOAN PRINCIPAL REPAYMENT** | | (346,829) | |
| **PENSION PLAN EXIT LIABILITY PRINCIPAL PAYMENTS** | | (176,205) | |
| **CAPITALIZED AND PLANNING EXPENSES** | | (9,286,899) | |
| **TOTAL OPERATING EXPENSES PER FINANCIAL STATEMENTS** | | $ 21,108,169 | |

Board of Directors
San Luis Obispo Regional Transit Authority
San Luis Obispo, California

We have audited the financial statements of the San Luis Obispo Regional Transit Authority (the Authority) for the fiscal year ended June 30, 2026. Professional standards require that we provide you with information about our responsibilities under auditing standards generally accepted in the United States of America, *Government Auditing Standards,* and the Uniform Guidance, as well as certain information related to the planned scope and timing of our audit. We have communicated such information in our letter to you dated May 29, 2026. Professional standards also require that we communicate to you the following information related to our audit.

## Significant Audit Matters

*Qualitative Aspects of Accounting Practices*
Management is responsible for the selection and use of appropriate accounting policies. The significant accounting policies used by the Authority are described in Note 2 to the financial statements. During the fiscal year ended June 30, 2026, the Authority implemented Governmental Accounting Standards Board (GASB) Statement No. 103 – *Financial Reporting Model Improvements* and GASB Statement No. 104 – *Disclosure of Certain Capital Assets.* We noted no transactions entered into by the Authority during the fiscal year for which there is a lack of authoritative guidance or consensus. All significant transactions have been recognized in the financial statements in the proper period.

Accounting estimates are an integral part of the financial statements prepared by management and are based on management's knowledge and experience about past and current events and assumptions about future events. Certain accounting estimates are particularly sensitive because of their significance to the financial statements and because of the possibility that future events affecting them may differ significantly from those expected. The most sensitive estimates affecting the Authority's financial statements were:

Management's estimate of the useful lives of capital assets for purposes of calculating annual depreciation expense. We evaluated the key factors and assumptions used to develop the estimate of the useful lives of capital assets in determining that it is reasonable in relation to the financial statements taken as a whole.

Management's estimates of its net pension liability, and related deferred inflows of resources and deferred outflows of resources, are based on actuarial valuations that involve estimates of the value of reported amounts and assumptions about the probability of occurrence of events far into the future. We evaluated the key factors and assumptions used to develop the estimates of the net pension liability, and related deferred inflows of resources and deferred outflows of resources, in determining that they are reasonable in relation to the financial statements taken as a whole.

Management's estimates in determining its lease liability and right-to-use leased asset. We evaluated the key factors and assumptions used to develop these estimates in determining that they are reasonable in relation to the financial statements taken as a whole.

Certain financial statement disclosures are particularly sensitive because of their significance to financial statement users. The most sensitive disclosures affecting the financial statements were:

The disclosures of capital assets and depreciation, lease liability and right-to-use leased asset, and pension in Notes 4, 8, and 9 to the financial statements, respectively.

The financial statement disclosures are neutral, consistent, and clear.

*Difficulties Encountered in Performing the Audit*
We encountered no significant difficulties in dealing with management in performing and completing our audit.

*Corrected and Uncorrected Misstatements*
Professional standards require us to accumulate all known and likely misstatements identified during the audit, other than those that are clearly trivial, and communicate them to the appropriate level of management. There were no such misstatements.

*Disagreements with Management*
For purposes of this letter, a disagreement with management is a financial accounting, reporting, or auditing matter, whether or not resolved to our satisfaction, that could be significant to the financial statements or the auditor's report. We are pleased to report that no such disagreements arose during the course of our audit.

*Management Representations*
We have requested certain representations from management that are included in the management representation letter dated October 21, 2026.

*Management Consultations with Other Independent Accountants*
In some cases, management may decide to consult with other accountants about auditing and accounting matters, similar to obtaining a "second opinion" on certain situations. If a consultation involves application of an accounting principle to the Authority's financial statements or a determination of the type of auditor's opinion that may be expressed on those statements, our professional standards require the consulting accountant to check with us to determine that the consultant has all the relevant facts. To our knowledge, there were no such consultations with other accountants.

*Other Audit Findings or Issues*
We generally discuss a variety of matters, including the application of accounting principles and auditing standards, with management each year prior to retention as the Authority's auditors. However, these discussions occurred in the normal course of our professional relationship and our responses were not a condition to our retention.

**Other Matters**

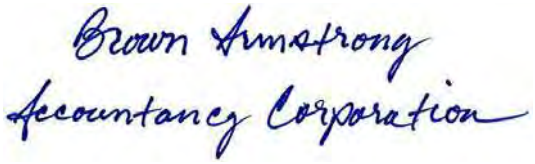
We applied certain limited procedures to the Schedule of Proportionate Share of the Net Pension Liability and Schedule of Pension Contributions, which are required supplementary information (RSI) that supplement the basic financial statements. Our procedures consisted of inquiries of management regarding the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We did not audit the RSI and do not express an opinion or provide any assurance on the RSI.

We were engaged to report on the Schedule of Expenses – Budget and Actual, which accompanies the financial statements but is not RSI. With respect to this supplementary information, we made certain inquiries of management and evaluated the form, content, and methods of preparing the information to determine that the information complies with accounting principles generally accepted in the United States of America, the method of preparing it has not changed from the prior period, and the information is appropriate and complete in relation to our audit of the financial statements. We compared and reconciled the supplementary information to the underlying accounting records used to prepare the financial statements or to the financial statements themselves.

**Restriction on Use**

This information is intended solely for the information and use of the Board of Directors and management of the Authority and is not intended to be, and should not be, used by anyone other than these specified parties.

BROWN ARMSTRONG
ACCOUNTANCY CORPORATION




Bakersfield, California
October 21, 2026

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **A-6** |
| **TOPIC:** | **Procure Three Medium-Duty Cutaway Fixed-Route Buses** |
| **PRESENTED BY:** | **Geoff Straw, Executive Director** |
| **STAFF RECOMMENDATION:** | **Authorize Executive Director to: 1) Issue a Purchase Order with Model 1 Commercial Vehicles for Three Ford E450 Medium-Duty Cutaway Vehicles and 2) Declare Vehicles Surplus, Authorizing the Executive Director to Dispose of the Vehicle Remains Through Auction Services or Salvage** |

**BACKGROUND/DISCUSSION:**
The RTA has secured **$2,421,208** in grant funds to replace three model year 2013 heavy-duty diesel powered low-floor 40-foot buses. This budgeted amount includes $1,769,700 of FFY2025 Federal Transit Administration (FTA) Section 5307 formula funds, $185,808 of FY25/26 Rural Transit Fund, and $465,700 of FY26/27 State of Good Repair funds.

FTA guidelines state that heavy-duty buses are eligible for replacement after 12 years or 500,000 miles. By these criteria, the vehicles shown in the table below have surpassed their FTA useful life both in years and in miles.

| ID# | Mileage | Make | Model | Seating | Year | VIN | License |
|---|---|---|---|---|---|---|---|
| 1301 | 616,685 | Gillig | Low-Floor | 32+2 WC | 2013 | 15GGD2714D1182291 | 1328726 |
| 1302 | 564,469 | Gillig | Low-Floor | 32+2 WC | 2013 | 15GGD2716D1182292 | 1328738 |
| 1304 | 626,997 | Gillig | Low-Floor | 32+2 WC | 2013 | 15GGD271XD1182294 | 1328740 |

**Mileage as of 10/26/2026*

Quotes for this procurement were originally solicited through the California Association for Coordinated Transportation (CalACT) Vehicle Purchasing Cooperative Agreement (Contract No. 23-01) for heavy-duty transit buses. However, the price quoted is significantly higher than originally anticipated and would have resulted in a budget shortfall of $420,000 above our available funds.

As part of the RTA's ongoing fleet replacement plan review, the high cost of replacement heavy-duty diesel buses and the need for smaller buses in South County

prompted staff to re-evaluate the vehicle mix. The 2020 *South County Short-Range Transit Plan* recommended replacing the existing heavy-duty diesel-powered buses with gasoline-powered medium-duty cutaway vehicles; this recommendation was carried over into the 2026 *RTA Short-Range Transit Plan*. Given the high capital and operational costs of heavy-duty diesel buses, this transition presents an ideal opportunity to optimize and right-size the fleet. By transitioning to smaller, 27-foot gasoline-powered cutaway vehicles, the RTA can more efficiently and cost-effectively meet the specific service demands of the South County region. This transition will allow the RTA to maintain reliable service while significantly lowering the upfront vehicle acquisition costs, on-going fuel costs, and on-going maintenance expenses.

Staff has requested a price quote from Model 1 Commercial Vehicles under the CalACT Vehicle Cooperative Purchasing Agreement No. 26-01 for Class C Medium-Duty Cutaways vehicles. These vehicles provide seating for 18 ambulatory passengers plus 2 wheelchair positions, and will have an FTA useful life of 7 years or 200,000 miles.

Because the price quotation is anticipated to be well within the overall available project budget, staff recommends awarding a purchase order to Model 1 Commercial Vehicles through the CalACT vehicle cooperative purchasing agreement. No additional funding will be needed to support this purchase. This pricing will include digital on-board surveillance systems, GFI fareboxes, contactless payment, destination signs, radios, air purification, driver barrier protection and bike racks. Manufacturing and delivery of the vehicles is expected to take approximately 12-14 months following the issuance of the purchase order.

**Declaration of Surplus**
Staff has determined that the RTA would have no practical, efficient or appropriate use for the aged-out diesel buses, nor will it have such use for these vehicles in the near future. Due to the advanced age and mileage, the above vehicles are regularly experiencing mechanical failures and the higher-cost repairs do not make it economically prudent to keep these vehicles as part of the active or contingency fleet.

The RTA Purchasing Policy requires staff to determine if surplus vehicles or equipment have a per-unit fair market value greater than $10,000 at the time of disposal. Should the vehicles have a value greater than $10,000 and were originally purchased using FTA funds, the RTA is required to return any remaining federal interest back to the FTA. Based on discussions with used bus vendors, these vehicles have a fair market value of less than $10,000 each. Staff recommends that once the replacement vehicles are delivered and placed into revenue service, the surplus vehicles be disposed of through an existing contract with JJ Kane Auctions or salvaged, depending on anticipated net proceeds on a vehicle by vehicle basis.

**Staff Recommendation**
Authorize Executive Director to: 1) Issue a purchase order with Model 1 Commercial Vehicles for the purchase of three Ford E450 cutaway vehicles, and 2) Declare vehicles

surplus, authorizing the Executive Director to dispose of the vehicle remains through auction services or salvage.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **A-7** |
| **TOPIC:** | **Janitorial Cleaning Services** |
| **PRESENTED BY:** | **Geoff Straw, Executive Director** |
| **STAFF RECOMMENDATION:** | **Authorize the Executive Director to Award the Contract for Janitorial Cleaning Services to Big Green Cleaning Company for a 3-year Price Not to Exceed $154,036.** |

**BACKGROUND/DISCUSSION:**
At its May 6, 2026 meeting, the RTA Board of Directors authorized the RTA Executive Director to solicit proposals from qualified firms to provide a range of third-party services, including janitorial cleaning services.

Following the Board's approval, staff solicited proposals from qualified contractors to provide Janitorial Cleaning Services (RFP #2026-03) for all three operating facility locations in San Luis Obispo, Arroyo Grande and Paso Robles through an online RFP/Bidding process (PlanetBids) linked on the RTA's website at http://www.slorta.org/about-rta/request-for-proposals/. The project scope of work included the number and size of the buildings to be maintained under this service contract as well as the services the RTA is requesting to be done on a weekly, monthly, quarterly or semi-annual basis and special assignments. Five potential bidders were in attendance at an optional sites walk-through held on August 11, 2026. Proposals were due on September 14, 2026 and the RTA received three proposals.

The RTA's evaluation team determined responsiveness of each proposal to the RTA's expressed needs, and then assigned a point score according to the grading schedule below:

1. Responsiveness to RFP (20 pts). Overall quality and completeness of the proposal.

2. Technical (20 pts). Proposer's understanding of requirements. Proposer's compliance with applicable laws, regulations, policies and guidelines governing contracts performed by the Proposer. Quality, performance and effectiveness of the solution, goods and/or services to be provided by the Proposer; Ability to ensure hygiene and minimize waste.

3. Management Plan (10 pts). Proposer's ability to perform the work within the time specified, proximity to RTA locations, designated contact person(s) and availability during project. Qualifications of key personnel.

4. Past Performance (5 pts). Proposer's experience, including the experience of staff to be assigned to the project, the engagements of similar scope and complexity; Proposer's prior record of performance with the RTA or others in similar venues.

5. References (5 pts). At least three references, to include recent experience, contract sizes, duration of the relationship.

6. Service Cost (40 pts). The RTA shall use the cost as a criteria in selecting the most qualified proposal and the RTA is, therefore, not required to accept the lowest bid if the other criteria is not met. Points are tallied using Cost Formula Methods.

All three proposals were ranked based upon the total points earned. Proposals must receive a minimum passing score of 70 points to be ranked. The proposal submitted by Rich & Famous, Inc. (dba Big Green Cleaning Company) was the highest scoring proposal, earning 84 points. The Big Green Cleaning Company provided a bid within the available budget, provided evidence of federal government grant registration, ensured adequate personnel trained in proper cleaning and janitorial methods and techniques will be employed to properly and satisfactorily maintain the facilities during the scheduled times indicated.

| PROPOSER | DETERMINATION | SCORE / RANK (100 pts) | COST (Yr 1) 2027 | COST (Yr 2) 2028 | COST (Yr 3) 2029 |
|---|---|---|---|---|---|
| Big Green Cleaning Company | Responsive | 84 / 1 | $49,806 | $51,324 | $52,906 |
| Jan Pro Central Coast | Responsive | 79 / 2 | $77,568 | $79,985 | $82,292 |
| EcoBrite Services | Responsive | 59 / DNP | -- | -- | -- |

All bid results and follow-up submittal documents are posted on the RTA website.

It is staff's recommendation that the RTA award a three-year contract beginning in January 2027, with two one-year extension options, for a potential maximum contract term of five years. Staff is asking that the Board authorize the Executive Director to award the contract to Big Green Cleaning Company, as the highest-scoring responsive and responsible bidder, for the three-year contract price of $154,036. The draft form of the Agreement was published as part of the RFP process. The final Agreement will be updated with the pricing identified herein and include a copy of the successful bidder's

proposal, and will be reviewed by RTA Counsel prior to execution by the Executive Director.

**Staff Recommendation**
Authorize the Executive Director to award the contract for Janitorial Cleaning Services to Big Green Cleaning Company for a 3-year price not to exceed $154,036.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **A-8** |
| **TOPIC:** | **Landscape Maintenance Services** |
| **PRESENTED BY:** | **Geoff Straw, Executive Director** |
| **STAFF RECOMMENDATION:** | **Authorize the Executive Director to award the contract for Landscape Maintenance Services to EMTS, Inc. of Clovis, California, for a 3-year Price Not to Exceed $110,900.** |

**BACKGROUND/DISCUSSION:**
At its May 6, 2026 meeting, the RTA Board of Directors authorized the RTA Executive Director to solicit proposals from qualified firms to provide a range of third-party services, including landscape maintenance.

Following the Board's approval, staff solicited proposals from qualified contractors to provide Landscape Maintenance Services (RFP #2026-02) for the Bus Maintenance Facility (BMF), Paso Yard and the South County Yard (Arroyo Grande), as well as providing minimal landscape services at select RTA bus stop locations throughout the county as needed. The online RFP/Bidding process was conducted online, through PlanetBids, as linked on the RTA's website at http://www.slorta.org/about-rta/request-for-proposals/. The landscape maintenance project scope of work included all labor, materials, tools, equipment, transportation, hauling, dumping, fertilizers, insecticides, chemicals and incidentals necessary to perform landscape maintenance work as directed by the RTA. The landscape maintenance work also included maintenance of the two bioswales, controlling plant, disease and pests, irrigation material, maintaining and repairing irrigation systems; removing trash and debris; and other maintenance required to maintain the work sites in a safe attractive and useable condition.

Ninety-nine landscape maintenance vendors were notified about this bis opportunity electronically through PlanetBids. Eight prospective bidders registered in PlanetBids and two attended the mandatory site visit that was held at the BMF and the Paso Yard on August 12, 2026. Prospective bidders were encouraged to submit questions, through PlanetBids, by August 21, 2026. These questions, along with the RTA responses, were made public through PlanetBids so that registered proposers could observe all questions and the answers. The RTA received one qualified proposal from Elite Maintenance and Tree Service (dba EMTS, Inc.) by the September 14, 2026 deadline. RTA staff contacted the other eligible prospective bidder who attended the mandatory site visit, but did not submit a bid, to determine the reason. The prospective bidder responded that they simply failed to meet the timeline.

Staff have also reached out to the other prospective bidders that did not attend the mandatory site visit to determine the reason and did not receive any responses.

An evaluation team comprised of five RTA staff persons from the maintenance, operations and administration departments evaluated EMTS' proposal on the criteria below for a total of 100 possible points. The evaluation team determined responsiveness of the proposal to the RTA's expressed needs and then assigned a point score according to the following grading schedule below:

1. Responsiveness to RFP (20 pts). Overall quality and completeness of the proposal.

2. Technical (20 pts). Proposer's understanding of requirements. Proposer's compliance with applicable laws, regulations, policies & guidelines governing contracts performed by the Proposer. Quality, performance and effectiveness of the solution, goods and/or services to be provided by the Proposer.

3. Management Plan (10 pts). Proposer's ability to perform the work within the time specified, proximity to RTA locations, designated contact person(s) and availability during project. Qualifications of key personnel.

4. Past Performance (5 pts). Proposer's experience, including the experience of staff to be assigned to the project, the engagements of similar scope and complexity; Proposer's prior record of performance with the RTA or others in similar venues.

5. References (5 pts). At least three references, to include recent experience, contract sizes, duration of the relationship.

6. Service Cost (40 pts). The RTA shall use the cost as a criteria in selecting the most qualified proposal and the RTA is, therefore, not required to accept the lowest bid if the other criteria is not met. Points are tallied using Cost Formula Methods.

Proposals must receive a minimum passing score of 70 points to be considered for award. EMTS, Inc. proposals earned a passing score of 81 out of 100 points. EMTS, Inc. provided a bid within the available budget, provided evidence of federal government grant registration, ensured adequate personnel training and certifications required to perform these services.

| PROPOSER | DETERMINATION | SCORE / RANK (100 pts) | COST (Yr 1) 2027 | COST (Yr 2) 2028 | COST (Yr 3) 2029 |
|---|---|---|---|---|---|
| EMTS, Inc. | Responsive | 81 / 1 | $35,884 | $36,954 | $38,062 |

All bid results and follow-up submittal documents are posted on the RTA website.

It is staff's recommendation that the RTA award a three-year contract beginning in January 2027, with two one-year extension options, for a potential maximum contract term of five years. Staff is asking that the Board authorize the Executive Director to award the contract to EMTS, Inc., as the highest-scoring responsive and responsible bidder, for the three-year contract price of $110,900. The draft form of the Agreement was published as part of the RFP process. The final Agreement will be updated with the pricing identified herein and include a copy of the successful bidder's proposal, and will be reviewed by RTA Counsel prior to execution by the Executive Director.

**Staff Recommendation**
Authorize the Executive Director to award the contract for Landscape Maintenance Services to EMTS, Inc. of Clovis, California, for a 3-year Price Not to Exceed $110,900.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **A-9** |
| **TOPIC:** | **Electrical Maintenance & Lighting Repair Services** |
| **PRESENTED BY:** | **Geoff Straw, Executive Director** |
| **STAFF RECOMMENDATION:** | **Authorize the Executive Director to Award the Contract for Electrical Maintenance and Lighting Repairs to Smith Mechanical-Electric-Plumbing for a 3-year Price Not to Exceed $120,236.** |

**BACKGROUND/DISCUSSION:**
At its May 6, 2026 meeting, the RTA Board of Directors authorized the RTA Executive Director to solicit proposals from qualified firms to provide a range of third-party services, including electrical maintenance & lighting repair services.

Following the Board's approval, staff solicited proposals through an online RFP/Bidding process (PlanetBids) linked on the RTA's website at http://www.slorta.org/about-rta/request-for-proposals/. The RTA was seeking qualified contractors to provide routine electrical system maintenance and lighting repair services (RFP#2026-05) at three operating locations; the Bus Maintenance Facility (BMF) in San Luis Obispo, the Paso Yard and the South County Yard in Arroyo Grande. The project scope of work also included semi-annual inspection and lighting maintenance services for 350 RTA bus stops located throughout the county, semi-annual cleaning of the BMF canopy solar panels and special assignments as needed. Ten prospective bidders registered in PlanetBids. Proposals were due on September 14, 2026 and the RTA received three qualified proposals.

The RTA's evaluation team determined responsiveness of the proposal to the RTA's expressed needs and then assigned a point score according to the following grading schedule:

1. Responsiveness to RFP (20 pts). Overall quality and completeness of the proposal.

2. Technical (20 pts). Proposer's understanding of requirements. Proposer's compliance with applicable laws, regulations, policies & guidelines governing contracts performed by the Proposer. Quality, performance and effectiveness of the solution, goods and/or services to be provided by the Proposer.

3. Management Plan (10 pts). Proposer's ability to perform the work within the time specified, proximity to RTA locations, designated contact person(s) and availability during project. Qualifications of key personnel.

4. Past Performance (5 pts). Proposer's experience, including the experience of staff to be assigned to the project, the engagements of similar scope and complexity; Proposer's prior record of performance with the RTA or others in similar venues.

5. References (5 pts). At least three references, to include recent experience, contract sizes, duration of the relationship.

6. Service Cost (40 pts). The RTA shall use the cost as a criteria in selecting the most qualified proposal and the RTA is, therefore, not required to accept the lowest bid if the other criteria is not met. Points are tallied using Cost Formula Methods.

All three proposals were ranked based upon the total points earned. Proposals must receive a minimum passing score of 70 points to be ranked. Two of the proposals did not receive a passing score and were therefore eliminated from the process. The proposal submitted by Smith Mechanical-Electric-Plumbing (MEP) was the highest scoring proposal earning 73 points. The successful proposer provided a bid within the available budget, provided evidence of federal government grant registration, ensured adequate personnel training and certifications required to perform the electrical maintenance and lighting repairs as desired.

| PROPOSER | DETERMINATION | SCORE / RANK (100 pts) | COST (Yr 1) 2027 | COST (Yr 2) 2028 | COST (Yr 3) 2029 |
|---|---|---|---|---|---|
| Smith Mechanical-Electric-Plumbing (MEP) | Responsive | 73 / 1 | $38,900 | $40,067 | $41,269 |
| Green Line Electric | Responsive | 52 / DNP | -- | -- | -- |
| Quad-Team Technical Services, Inc. | Responsive | 41 / DNP | -- | -- | -- |

Upon request, the RTA offers a debriefing opportunity to unsuccessful bidders in this competitive selection process. On October 6, 2026, staff debriefed Quad Team Technical Services, Inc. regarding the strength of their proposal and areas of improvement.

All bid results and follow-up submittal documents are posted on the RTA website.

It is staff's recommendation that the RTA award a three-year contract beginning in January 2027, with two one-year extension options, for a potential maximum contract term of five years. Staff is asking that the Board authorize the Executive Director to award the contract to MEP, as the highest-scoring responsive and responsible bidder, for the three-year contract price of $120,236. The draft form of the Agreement was published as part of the RFP process. The final Agreement will be updated with the pricing identified herein and include a copy of the successful bidder's proposal, and will be reviewed by RTA Counsel prior to execution by the Executive Director.

**Staff Recommendation**
Authorize the Executive Director to award the contract for Electrical Maintenance & Lighting Repair Services to Smith Mechanical-Electric-Plumbing for a 3-year price not to exceed $120,236.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **A-10** |
| **TOPIC:** | **Bulk Oils and Lubricants Services** |
| **PRESENTED BY:** | **Geoff Straw, Executive Director** |
| **STAFF RECOMMENDATION:** | **Authorize the Executive Director to Award the Contract for Bulk Oils and Lubricants Services to JB Dewar for a 3-year Price Not to Exceed $142,252.** |

**BACKGROUND/DISCUSSION:**
At its May 6, 2026 meeting, the RTA Board of Directors authorized the RTA Executive Director to solicit proposals from qualified firms to provide a range of third-party services, including bulk oils & lubricants.

Following the Board's approval, staff solicited proposals from qualified contractors to provide Bulk Oils and Lubricants Services (RFP #2026-01) for the Bus Maintenance Facility (BMF) through an online RFP/Bidding process (PlanetBids) linked on the RTA's website at http://www.slorta.org/about-rta/request-for-proposals/. The project scope of work includes the purchase and delivery of bulk oils, grease, coolant and other vehicle lubricants for the engines, transmissions, and hydraulic systems used in our revenue and non-revenue vehicles. Each proposer was required to include in its proposal a fluid sampling protocol that will allow extended fluid replacement schedules that also meets major component manufacturers' warranty requirements.

Six prospective bidders registered in PlanetBids. Prospective bidders were encouraged to submit questions, through PlanetBids, by August 21, 2026. These questions, along with the RTA responses, were made public through PlanetBids so that registered proposers could observe all questions and the answers. The RTA received one qualified proposal from JB Dewar by the September 14, 2026 deadline, that included a 3-year estimated cost proposal of $142,252.

The RTA staff contacted the five registered prospective bidders that did not submit bids to determine why no proposals were submitted, and two responded. One prospective bidder responded that the RTA scope of work was too small. Two other prospectives bidders cited their unwillingness to commit to pricing given the current market volatility of petroleum products.

An evaluation team comprised of five RTA staff persons from maintenance, operations and administration departments evaluated the proposal on the metrics below for a total of 100 possible points. The evaluation team determined responsiveness of the proposal

to the RTA's expressed needs and then assigned a point score according to the following grading schedule below:

1. Responsiveness to RFP (20 pts). Overall quality and completeness of the proposal.

2. Technical (20 pts). Proposer's understanding of requirements. Proposer's compliance with applicable laws, regulations, policies & guidelines governing contracts performed by the Proposer. Quality, performance and effectiveness of the solution, goods and/or services to be provided by the Proposer.

3. Management Plan (10 pts). Proposer's ability to perform the work within the time specified, proximity to RTA locations, designated contact person(s) and availability during project. Qualifications of key personnel.

4. Past Performance (5 pts). Proposer's experience, including the experience of staff to be assigned to the project, the engagements of similar scope and complexity; Proposer's prior record of performance with the RTA or others in similar venues.

5. References (5 pts). At least three references, to include recent experience, contract sizes, duration of the relationship.

6. Service Cost (40 pts). The RTA shall use the cost as a criteria in selecting the most qualified proposal and the RTA is, therefore, not required to accept the lowest bid if the other criteria is not met. Points are tallied using Cost Formula Methods.

Proposals must receive a minimum passing score of 70 points to be considered for award. JB Dewar's proposals earned a passing score of 76 out of 100 points. JB Dewar provided a bid within the available budget, provided evidence of federal government grant registration, ensured adequate personnel training and certifications required to perform these services.

| PROPOSER | DETERMINATION | SCORE / RANK (100 pts) | COST (Yr 1) 2027 | COST (Yr 2) 2028 | COST (Yr 3) 2029 |
|---|---|---|---|---|---|
| JB Dewar | Responsive | 76 / 1 | $42,997 | $47,237 | $52, 019 |

All bid results and follow-up submittal documents are posted on the RTA website.

It is staff's recommendation that the RTA award a three-year contract beginning in January 2027, with two one-year extension options, for a potential maximum contract term of five years. The RTA is aware of the market volatility for petroleum products and that pricing could be impacted by factors outside of the proposer's control. Staff

recommends reviewing the Bulk Oils and Lubricants contract pricing annually and may consider a contract amendment to adjust the annual pricing should circumstances arise beyond the proposer's reasonable control, the RTA finds that these circumstances are not unique to proposer and that similar impacts are being felt in the industry nationwide.

Staff is asking that the Board authorize the Executive Director to award the contract to JB Dewar, as the highest-scoring responsive and responsible bidder, for the three-year contract price of $142,252. The draft form of the Agreement was published as part of the RFP process. The final Agreement will be updated with the pricing identified herein and include a copy of the successful bidder's proposal, and will be reviewed by RTA Counsel prior to execution by the Executive Director.

**Staff Recommendation**
Authorize the Executive Director to award the contract for Bulk Oils and Lubricant Services to JB Dewar for a 3-year price not to exceed $142,252.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2024**
**STAFF REPORT**

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|---|---|
| **AGENDA ITEM:** | **A-11** |
| **TOPIC:** | **Procurement of Digital Real-Time Information System Signage** |
| **PRESENTED BY:** | **Geoff Straw, Executive Director** |
| **STAFF RECOMMENDATION:** | **Authorize the Executive Director to Issue a Purchase Order in the Amount of $79,985.63 to Urban Solar Corp for Seven Vandal-Resistant E-paper Digital RTIS Signs, Mounting Hardware & Software Licensing.** |

**BACKGROUND/DISCUSSION:**
At its September 4, 2024 meeting, RTA staff presented to the Board a comprehensive Bus Stop Improvement Plan that identified and prioritized various fixed-route bus stop improvements designed to enhance the rider experience. In June 2025, the RTA fixed-route transit system expanded with the consolidation of Morro Bay Transit. Currently, the RTA serves 353 bus stops and 5 passenger transfer centers throughout the county.




In effort to boost rider experience by delivering real-time information, improving safety and modernizing existing shelters, staff recommends purchasing seven vandal-resistant digital displays for installation at RTA transfer centers and transit stops with the greatest ridership. The 13” e-paper digital displays are fully battery-powered, eliminating the need for grid trenching, and can easily be mounted to existing infrastructure without requiring complicated retrofits. The e-paper displays will improve connectivity with real-time updates by utilizing 4G/5G LTE to support open data standards like General Transit Feed Specification (GTFS), which allow public transit agencies to publish their schedule, route, stop, and fare information in a consistent and standardized digital format. To extend the life of the e-paper digital displays, they will be installed inside vandal-

resistant metal enclosures with shatter-resistant polycarbonate screen protectors. In addition to the equipment, this procurement includes software licenses, server access, software updates, cellular data and back-office content management access for 3 years.

Approximately $63,988 of existing Federal Transit Authority (FTA) Section 5307 formula grant program funds allocated for bus stop and transit center improvements and $15,997.63 of required local match State Transit Assistance funds will be used to fully support this procurement. No additional funding is needed as a result of this request. Staff recommend purchasing the e-paper digital displays from Urban Solar Corp through the Sourcewell Cooperative Purchasing agreement to streamline the procurement, reduce costs, and ensure compliance with RTA Purchasing Policies and all applicable FTA procurement requirements.

**Staff Recommendation**
Authorize the Executive Director to issue a purchase order to Urban Solar Corp in the amount of $79,985.63 for the procurement of seven vandal-resistant e-paper digital display transit signs, mounting hardware and related software licensing.

# SOUTH COUNTY TRANSIT COMMITTEE

**MINUTES OF OCTOBER 22, 2026**

**C-1**

| | | |
|---|---|---|
| **Members Present:** | Kassi Dee | City of Grover Beach (Chairperson) |
| | Aileen Loe | City of Arroyo Grande (Vice-Chairperson) |
| | Dawn Ortiz-Legg | County Supervisor, District 3 |
| | Ed Waage | City of Pismo Beach |
| **Members Absent:** | None | |
| **Staff Present:** | Geoff Straw | Executive Director |
| | Tania Arnold | Deputy Director and CFO |
| | Omar McPherson | Operations Manager |
| | Mary Gardner | Marketing Manager |
| | Anthony Kalvans | Administrative Assistant |

**CALL TO ORDER AND ROLL CALL:** The South County Transit Committee (SCTC) meeting was called to order at 10:03 am. Roll call was taken. A quorum was present.

**A. ACTION AGENDA**

A-1 PUBLIC HEARING: Service Changes for South County (Approve)

**Mr. Geoff Straw** presented a timeline of major changes to the south county routes and an overview of the current situation. He noted that the RTA now utilizes cutaway buses on Routes 27 and 28, was realigned onto Atlantic City Avenue, and now provides tripper service for Arroyo Grande High School. **Mr. Straw** then noted that due to redevelopment of Ramona Gardens Park, there is an opportunity to improve the routes further as they currently do not connect well with Regional Route 10.

**Mr. Straw** then presented a map of the proposed new alignment for Routes 27 and 28, explained how it would work, and detailed the benefits of the new service including reduced travel times and better regional connectivity with Route 10.

**Mr. Straw** went over the proposed alternatives for Routes 27 and 28 as identified in the Short-Range Transit Plan and underscored that the alternatives did not address the regional connectivity issue or would break existing local transfers.

**MEMBER COMMENTS:**

**Mr. Ed Waage** asked if the RTA could work with the Pismo Outlet Mall to layover buses in between runs. **Mr. Straw** said that the RTA is talking with them and that such a plan has short-term merit, but for long term he would like to have all six buses parked at the stop itself.

**Ms. Dawn Ortiz-Legg** asked whether the bus layover location would affect costs. **Mr. Straw** said that avoiding the loop back to James Way between runs could reduce the anticipated new costs by 20%.

**Ms. Aileen Loe** asked how many transfer points the proposed routing would include and whether it would reduce service at Halcyon Park and Ride. **Mr. Straw** clarified that the proposed change would not affect service at Halcyon.

**Mr. Waage** expressed his preference for the most optimum solution to improve the bus network. **Mr. Straw** concurred and noted that that was the goal with this new realignment.

**Ms. Kassi Dee** asked how riders would be informed about the proposed stop at 10th and Grand and the closure of the Ramona Gardens Transit Center. **Mr. Straw** suggested surveying riders to determine whether they support a stop at 10th and Grand. **Ms. Mary Gardner** added that signs, A-frames, and social media would be used to communicate the changes and assist riders.

**Ms. Ortiz Legg** asked how soon the RTA can make these changes. **Mr. Straw** said that the RTA will need time to train drivers, notify riders, and print new schedules.

**Ms. Dee** expressed enthusiasm for the proposed changes and supported delaying the stop at 10th and Grand until riders could be surveyed. **Mr. Straw** clarified that the RTA coordinates with the city, which is responsible for installing bus stops. **Mr. Omar McPherson** explained that the stop was proposed solely because the Ramona Gardens Transit Center would close.

**PUBLIC COMMENT:**
**Mr. Matt Bronson** mentioned that the RTA has previously brought items directly to the city council and can do that for this item as well.

**Ms. Dee** made a motion to adopt the staff recommendation for action agenda A-1 and to hold off on the 10th St stop until more information is gathered. **Ms. Ortiz Legg** seconded the motion. The motion passed unanimously of those present via roll call vote:

| Member | Yes | No | Absent |
|---|---|---|---|
| KASSI DEE | X | | |
| AILEEN LOE | X | | |
| DAWN ORTIZ-LEGG | X | | |
| ED WAAGE | X | | |

**B. INFORMATION AGENDA**

B-1 Projected Use of LTF for Transit Purposes (Receive and File)

**Ms. Tania Arnold** introduced the item and noted that Local Transportation Funds (LTF) are based on sales tax revenue and funds remaining after funding transit can be used to help cover road costs. She presented a table showing the LTF funding projection and explained that she was concerned about the

existing funding formula breaking. She stressed that her position was to ensure everyone was on the same page regarding projected funding formulas

**MEMBER COMMENTS:**
There were no member comments received regarding this item.

**PUBLIC COMMENT:**
There was no public comment received regarding this item.

**C. CONSENT AGENDA**

C-1 South County Transit Committee Minutes of April 30, 2026 (Approve)

C-2 FY26-27 Operating and Capital Budget Amendment #1 (Receive and File)

**MEMBER COMMENTS:**
There were no member comments received regarding this item.

**PUBLIC COMMENT:**
There was no public comment received regarding this item.

**Mr. Waage** made a motion to approve the staff recommendation for consent agenda item C-1 and C-2, and **Ms. Loe** seconded the motion. The motion passed unanimously of those present via roll call vote:

| Member | Yes | No | Absent |
|---|---|---|---|
| KASSI DEE | X | | |
| AILEEN LOE | X | | |
| DAWN ORTIZ-LEGG | X | | |
| ED WAAGE | X | | |

**D. MEMBER COMMENTS**

**Mr. Waage** announced that this would be his final SCTC meeting and appreciated being able to work with everyone. **Ms. Dee** thanked Mr. Waage for everything he does for the South County on the regional level. **Ms. Ortiz Legg** appreciated Mr. Waage's focus on making things more efficient.

**Ms. Dee** thanked the RTA for its work in supporting its riders.

**E. ADJOURNMENT**

The meeting was adjourned at 10:45 am.

Respectfully Submitted,

_____

Anthony Kalvans
Administrative Assistant

Acknowledged by,

_____

Kassi Dee
SCTC Board Chairperson 2026

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **B-1** |
| **TOPIC:** | **Executive Director's Report** |
| **PRESENTED BY:** | **Geoff Straw, Executive Director** |
| **STAFF RECOMMENDATION:** | **Receive and File** |

**BACKGROUND/DISCUSSION:**

**Employee Recognition:**
We will recognize the Employee of the Quarter (EOQ) and others for Outstanding Achievement awards at the beginning of the Board meeting.



Bus Operator Jason Namla was selected by his peers as the EOQ. He is pictured at right, "modeling" for a recent RTA recruitment ad campaign. Jason has worked at the RTA since September 2014, and his current bid is Route 9 SLO-Paso Robles. He received several nominations from both his riders and from fellow employees. During a recent police action that shut down US101 for several hours – which severely impacted traffic in and around Paso Robles – Jason remained calm, informative and professional while navigating detours and assisting passengers.

In addition, Bus Operator Will Pompe and Utility employee Chris Ladue were nominated by fellow employees for Outstanding Achievement Awards. Notably, due the US101 closure mentioned above, Will was stuck in traffic trying to get to work – so he parked his personal car and walked to the bus yard so that he could start his route on time. Also, Chris was on-duty during the Bus Roadeo (discussed below), and he worked diligently to keep the spectator area clean and safe for employees and their family members.

**Operations:**
Since the previous Board meeting in September, seven Bus Operators (Jamie, Adrian, Dillon, Ann, Jason, Daniel S., Eric) completed training and began operating in revenue service. Two Bus Operators (Abigale, Bryan) successfully completed their training and should be operating in revenue service by early November. One Bus Operator candidate will be beginning training in late October. With these new employees, I am pleased to announce that – for the first time since the pandemic – we are fully staffed in

the Bus Operator classification. We need to acknowledge the great work of our team – Mary Garner created social media campaigns to attract applicants, Shelby Walker ferried candidates through the hiring process, and new Safety and Training Manager Luke Houston who revised the training process to be more flexible to better address the individual prior experience levels of trainees and their needs.

On October 11th, we conducted our Bus Roadeo. The annual event was partially sponsored by Model-1 and Teamsters Local 986, and we were supported again this year by a large crew of Cal Poly students who volunteered as judges. A great time was had by all, and the weather was perfect. Below are a few pictures from the event. Ten RTA employees threw their hat into the ring, and the top three winners are:

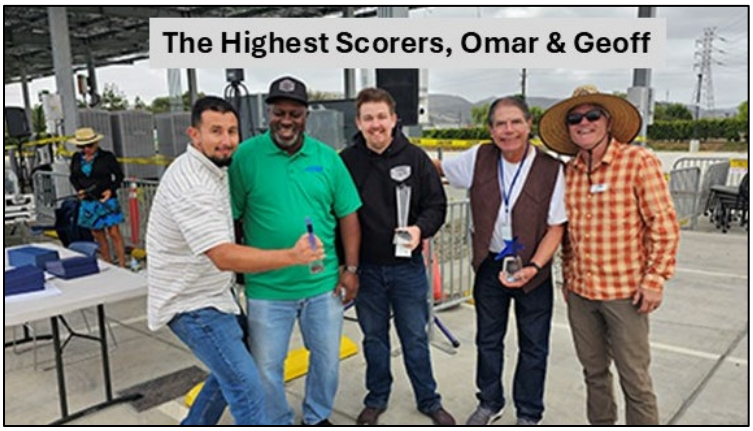
- First Place: Bus Operator Derrick Stewart
- First Runner-Up: Mechanic Luis Trejo
- Second Runner-Up: Salvador Briviesca



Bus entering the Serpentine


The Competitors


Cal Poly Volunteer Judges


The Highest Scorers, Omar & Geoff

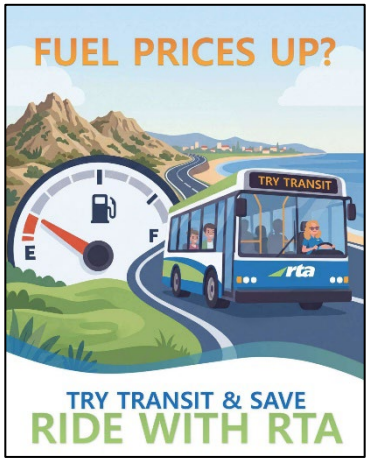
**Marketing & Communications:**
Since we last reported at the September RTA Board meeting, our primary focus has been managing public information and responding to rider inquiries on the *Tap2Ride* system and on the new simpler cash fare program. Below are some other marketing and communications campaigns we have launched:



- Continued replacement of faded bus stop signs throughout the service area using grant funds.

- We completed the field work for the bi-annual rider and employee survey. I will report results at the January Board meeting. At right is a passenger who appears happy to fill out a survey form.

- We worked with local officials to refine new route alignments for South County Routes 27 & 28 and for Morro Bay Transit. If adopted by the Board as part of Agenda Item C-2, we will finalize new communication materials and start to promote to riders.




- We continued to refine the new ridership boosting ad campaign reported in September. We are using social media outlets, including new Google Search and YouTube ads. Please like and share when you see our ads – like the one the left – on the platform(s) you use!

**Maintenance & Facilities:**
We took delivery of four new GILLIG battery-electric buses in early October, and we expect to place them into revenue service in early November once all the passenger information and other advanced technology systems are fully commissioned. This brings our fleet of BEBs to eleven, representing roughly one-third of our heavy-duty fleet. Under Federal Transit Administration rules, we have 6 months from the date of delivery to determine if the vehicles being replaced (model year 2013 diesel-powered GILLIG buses) will be placed into our contingency fleet or salvaged/sold through our locally adopted procedures. As a reminder, the RTA Contingency Fleet Plan was approved by the RTA Board at its May 2026 meeting. We will bring staff's

recommended action regarding these four model year 2013 buses to the Board at its March 2027 meeting.

The warranty repairs on our fleet of two model year 2023 BEBs and five model year 2025 BEBs that were discussed in prior Board meetings were successfully completed in late August and early September. During September, we operated 34,730 miles using our seven BEBs and 66,690 miles using our fleet of heavy-duty diesel-powered buses – equating to roughly one-third BEB miles. This was beneficial, since diesel fuel prices have soared over the past eight months. When solely looking at "fuel" costs (gallons of diesel or kilowatts of electricity), we paid $0.39 per mile for BEBs and $1.32 per mile for diesel-powered buses. Had we operated exclusively diesel-powered buses in September, our fuel costs would have been almost $33,000 higher. Based on our projections and the existing recharging infrastructure at our SLO bus yard, we will be able to reliably operate nine BEBs daily, which would flip our daily ratio from one-third BEB miles today to two-thirds BEB in the coming weeks. Once the Paso Robles bus park-out yard is electrified, we will be able to schedule all eleven BEBs into revenue service.



Our Photovoltaic System contractor (Electricraft) is scheduled to complete installation of all components by the end of October. The system includes 544 Silfab 530-watt PV panels (equating to 288.3 kW), inverters, all cabling and related equipment. It also includes a smart switch that isolates critical functions (dispatch, server room, emergency lighting, etc.) so we can continue to operate in a power outage using the planned future Phase 2 battery energy storage system or a County OES-provided generator in case of an extended outage. The smart switch will also power one of the six inverters that could directly power the critical loads using solar power during outages. The picture above shows the panels installed on the canopy and the contractor's crew finishing up the connections to the inverters in the utility yard. However, we were recently informed by City officials that we need to install additional safety systems that will shut down solar power in the event of a flood. If this can be quickly resolved, we expect the PV system to be ready for testing in November and possibly in-service by the end of the calendar year.

Note that the RTA Board authorized solicitation of bids at its May 6, 2026 meeting for five third-party services contracts, and Agenda Items A-7 through A-10 provide the positive results of those procurement efforts. However, we were not able to successfully procure the Uniform Rental and Laundry Services requested under RFP #2026-04. We have reissued an RFP and bids are due at the end of November. We expect to seek

authorization to award for those services at our January 2027 meeting. The current uniform rental and laundry services contract expires March 31, 2027.

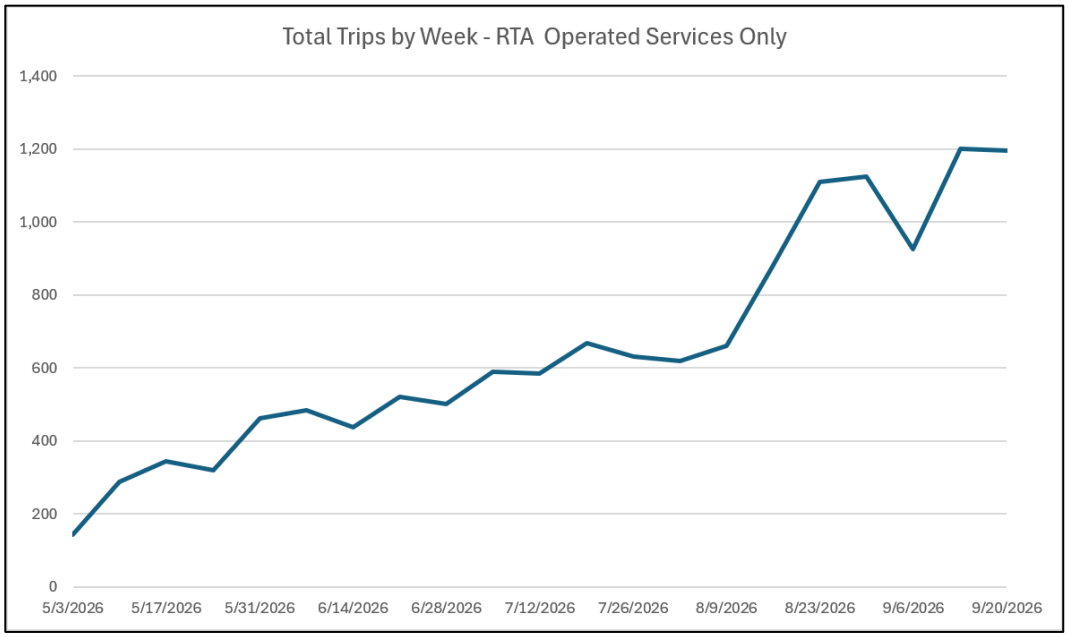
**Finance and Administration:**
On September 21st, the RTA hosted officials at our Bus Maintenance Facility as part of a transportation symposium and bus tour, which was sponsored by SLOCOG and the California Transportation Commission. RTA Deputy Director/CFO Tania Arnold presented on behalf of our agency, as shown below.

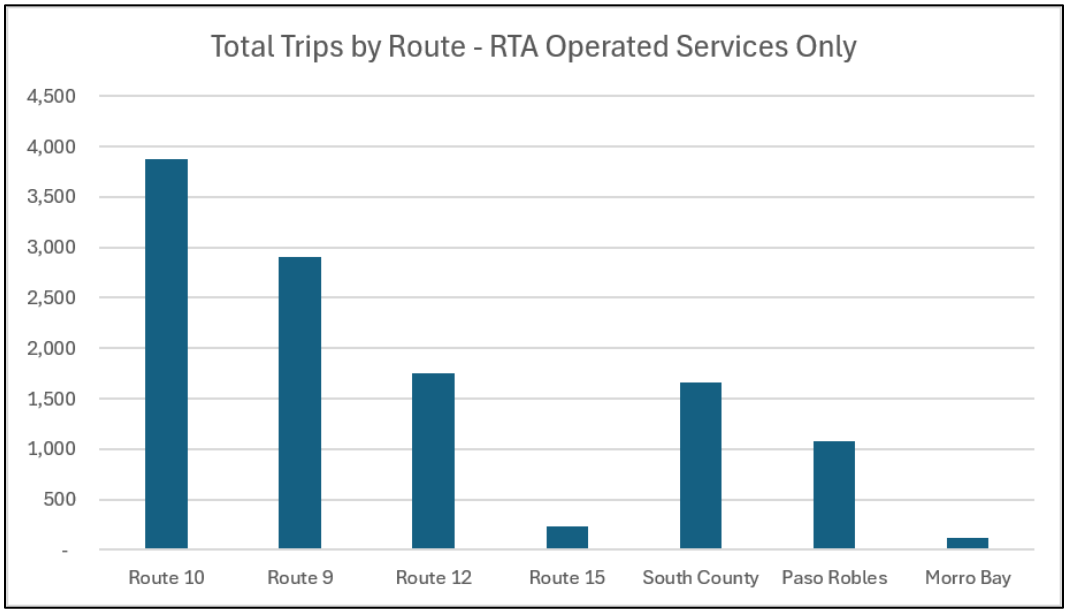


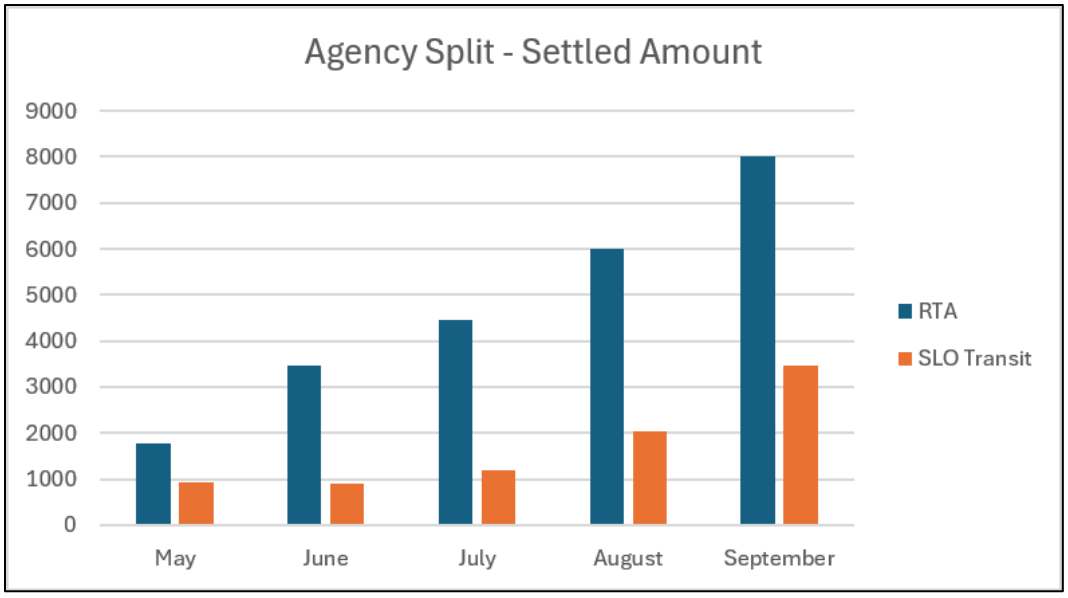


We continue to work with the vendor (Kuba) to resolve problems the passenger-facing on bus unit is having when some riders choose to use the Token Transit QR code instead of a chip-enabled card or smartphone. It is important for us to resolve this QR code issue, since it is a convenient way for parents to electronically send payment to their child's smartphone. In addition, both Cuesta College and Cal Poly officials have shared with us their intended future implementation of QR codes that could be used by their students, staff and faculty on RTA and/or SLO Transit buses.

Passenger use of the *Tap2Ride* system continues to grow. The line graph below shows weekly boardings since we implemented *Tap2Ride* in May 2027, while the bar chart below it shows the breakdown by RTA-operated fixed-route. The final bar chart shows the breakdown between RTA-operated routes and SLO Transit routes.


Total Trips by Week - RTA Operated Services Only
1,400
1,200
1,000
800
600
400
200
0
5/3/2026
5/17/2026
5/31/2026
6/14/2026
6/28/2026
7/12/2026
7/26/2026
8/9/2026
8/23/2026
9/6/2026
9/20/2026


Total Trips by Route - RTA Operated Services Only
4,500
4,000
3,500
3,000
2,500
2,000
1,500
1,000
500
-
Route 10
Route 9
Route 12
Route 15
South County
Paso Robles
Morro Bay




A summary of our unaudited operating results for the first three months of FY26-27 is provided below. Graphs showing ridership trends are provided at the end of this report.

- Year-end RTA core fixed-route annual ridership totaled 128,651, which is a 4.2% increase compared to FY24-25 (123,522). Overall, Route 9 SLO-Paso is up 4.0%, Route 10 SLO-Santa Maria is up 7.4%, Route 12 SLO-Morro Bay-Los Osos is down 0.7%, and Route 15 Morro Bay–San Simeon is up 16.9% compared to the same period last year. The increase in fuel costs since February 2026 when the war in Iran began might be contributing to these increases in passenger-boardings, and the US101 construction along the Shell Beach Straits might have contributed to the continuing increases experienced on Route 10.

- When looking at non-core local fixed-route services operated by the RTA, the double-digit percentage increases in Paso Express ridership over the past few years appears to be abating – ridership in the first three months was only up 1.1%. so far in FY26-27 (34,882 vs. 34,502).

- Year to date South County ridership is up 2.4% in FY26-27 (43,745 vs. 42,720), which is a departure from prior years when ridership had been declining year over year since FY23-24 – likely due to significant construction related detours in and around Grover Beach.

- Runabout ridership totaled 4,680 in the first three months in FY26-27, which is a 25.8% decline compared to the first three months in FY25-26 (6,307). As noted in prior Board meetings, we implemented a new computer aided dispatch program in July 2026. The Ecolane system promised better scheduling efficiencies, including increased shared-rides. So far, the results on the supply side are encouraging – the number of revenue hours is significantly lower (2,948 vs. 5,344, or a reduction of roughly 45%) while revenue miles are down roughly 25%. Note in the graphs described below how Runabout's productivity is

considerably better for Runabout since we implemented the new Ecolane system.

- Trends over the past five years for ridership and productivity, which is defined as the average number of passenger-boardings per service hour, are shown in graphs at the end of this report. The graphs illustrate growing ridership year over year for all RTA core fixed-route services, especially in September when fuel prices reached record highs. Thankfully from a staffing/financial perspective ridership continues to remain relatively low on Runabout services. We will keep a close eye on Runabout ridership, which does not follow the same relatively predictive seasonal patterns experienced on the fixed-routes.

The tables at the end of this report depict unaudited financial and operating results for the first three months of FY26-27. Some important takeaways include:

- In terms of overall non-capital expenses, we expended 22.2% of the annual Administration budget and 22.1% of the annual Operations annual budget through 25% of the budget year. Overall, non-capital expenses were at 21.9%. No surprisingly, the Fuel line-item is higher than budgeted (32% through 25% of the year). As noted earlier in this report, as we operate a greater proportion of our miles using battery-electric vehicles, we can reduce our overall Fuel expense.
- Not surprisingly, the farebox recovery ratio (FRR) for core RTA fixed-route services continues to suffer due to lower ridership compared to pre-pandemic periods at only 6.5%. Runabout's FRR remains low at 3.9%. The results will remain below our standards until such time that recent high inflation abates and/or ridership fully recovers.
- The subsidy per passenger-trip on RTA core fixed-route services was $15.78, while the Runabout result was $134.95.

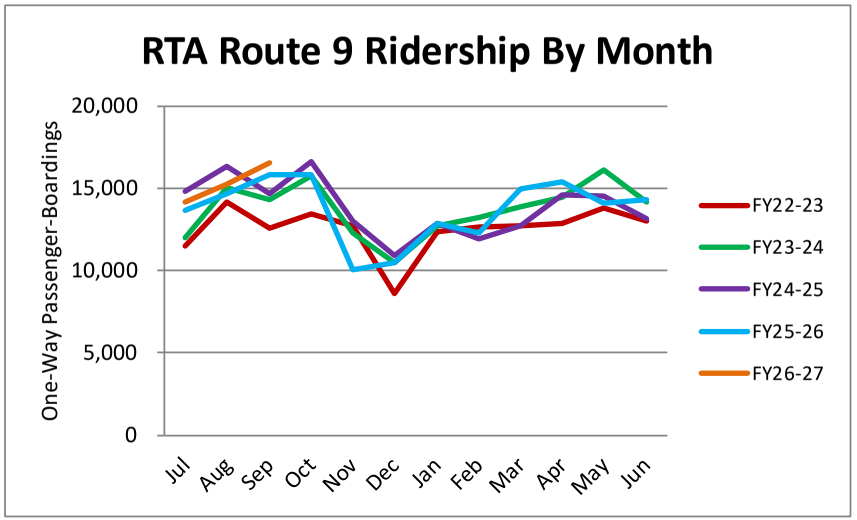
**STAFF RECOMMENDATION**
Receive and file.

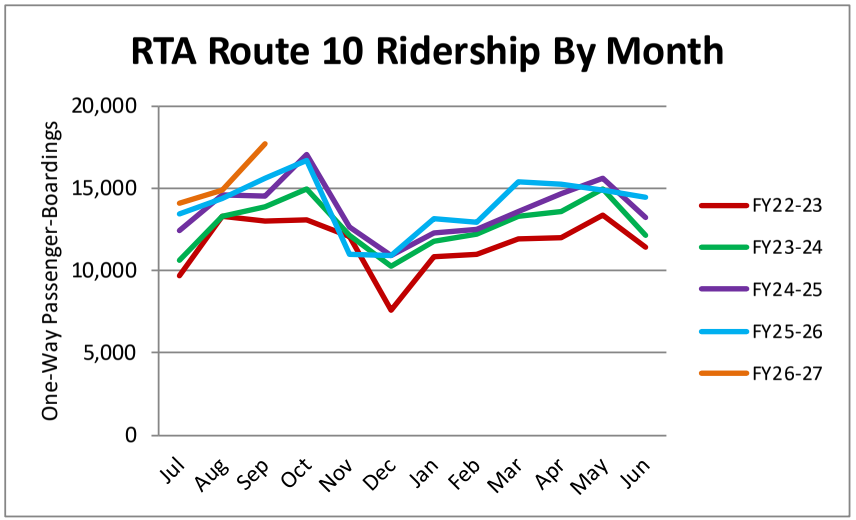
# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
## YEAR TO DATE THRU SEPTEMBER 30, 2026
## CURRENT FISCAL YEAR - 2026/2027

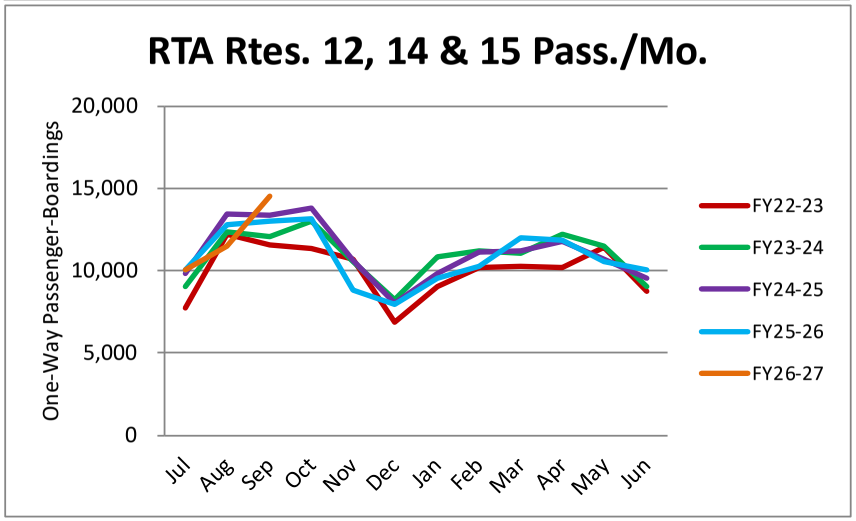
| | RT 9 P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O. | RT 10 S.M., NIPOMO, A.G., S.L.O. | RT 12 MORRO BAY, CUESTA, SAN LUIS | RT 14 CUESTA, SAN LUIS TRIPPER | RT 15 SAN SIM., CAMBRIA, CAYUCOS, M.B. | TOTAL RTA CORE SERVICES | RUNABOUT | SERVICES PROVIDED FOR THE CITY OF PASO ROBLES | SERVICES PROVIDED FOR SOUTH COUNTY | SERVICES PROVIDED FOR THE COUNTY OF SLO | SERVICES PROVIDED FOR THE CITY OF MORRO BAY | SERVICES PROVIDED FOR THE CITY OF ATASCADERO | SYSTEM TOTAL |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **REVENUES:** | | | | | | | | | | | | | |
| FARES | $ 52,381 | $ 56,224 | $ 28,421 | $ 297 | $ 4,469 | $ 141,792 | $ 25,679 | $ 39,129 | $ 25,032 | $ 7,831 | $ 4,195 | $ 4,027 | $ 247,683 |
| **TOTAL ROUTE REVENUES** | $ 52,381 | $ 56,224 | $ 28,421 | $ 297 | $ 4,469 | $ 141,792 | $ 25,679 | $ 39,129 | $ 25,032 | $ 7,831 | $ 4,195 | $ 4,027 | $ 247,683 |
| **EXPENDITURES:** | | | | | | | | | | | | | |
| ADMINISTRATION | $ 121,952 | $ 109,846 | $ 73,340 | $ 545 | $ 36,735 | $ 342,419 | $ 105,570 | $ 54,015 | $ 118,721 | $ 25,000 | $ 29,130 | $ 12,185 | $ 687,039 |
| MARKETING | - | - | - | - | - | - | - | - | - | - | - | - | - |
| OPERATIONS/CONTINGENCY | 500,205 | 467,239 | 297,828 | 2,409 | 156,775 | 1,424,455 | 445,363 | 245,537 | 541,436 | 114,274 | 135,085 | 55,915 | 2,962,065 |
| FUEL | 87,497 | 88,616 | 50,301 | 495 | 29,983 | 256,893 | 67,510 | 26,256 | 56,940 | 11,103 | 12,443 | 5,439 | 436,584 |
| INSURANCE | 50,491 | 51,136 | 29,026 | 286 | 17,299 | 148,238 | 38,815 | 15,140 | 32,855 | 6,457 | 7,174 | 3,139 | 251,818 |
| **TOTAL EXPENDITURES** | $ 760,145 | $ 716,837 | $ 450,495 | $ 3,735 | $ 240,792 | $ 2,172,005 | $ 657,257 | $ 340,948 | $ 749,951 | $ 156,834 | $ 183,833 | $ 76,678 | $ 4,337,506 |
| **FAREBOX RATIO** | 6.9% | 7.8% | 6.3% | 8.0% | 1.9% | 6.5% | 3.9% | 11.5% | 3.3% | 5.0% | 2.3% | 5.3% | 5.7% |
| **SERVICE MILES** | 81,296.5 | 82,339.5 | 46,733.7 | 460.5 | 27,836.1 | 238,666.3 | 59,032.3 | 24,372.3 | 52,880.5 | 10,392.0 | 11,539.3 | 5,052.8 | 401,935.6 |
| **SERVICE HOURS** | 3,410.8 | 3,073.7 | 2,054.9 | 15.2 | 1,025.9 | 9,580.4 | 2,948.1 | 1,937.9 | 4,280.4 | 919.0 | 1,097.5 | 449.2 | 21,212.6 |
| **RIDERSHIP (Automatic Counters)** | 45,955 | 46,665 | 32,509 | 113 | 3,409 | 128,651 | 4,680 | 35,290 | 43,746 | 4,644 | 5,594 | 1,308 | 223,913 |
| **RIDERS PER MILE** | 0.57 | 0.57 | 0.70 | 0.25 | 0.12 | 0.54 | 0.08 | 1.45 | 0.83 | 0.45 | 0.48 | 0.26 | 0.56 |
| **RIDERS PER HOUR** | 13.5 | 15.2 | 15.8 | 7.4 | 3.3 | 13.4 | 1.6 | 18.2 | 10.2 | 5.1 | 5.1 | 2.9 | 10.6 |
| **COST PER PASSENGER** | $ 16.54 | $ 15.36 | $ 13.86 | $ 33.05 | $ 70.63 | $ 16.88 | $ 140.44 | $ 9.66 | $ 17.14 | $ 33.77 | $ 32.86 | $ 58.62 | $ 19.37 |
| **SUBSIDY PER PASSENGER** | $ 15.40 | $ 14.16 | $ 12.98 | $ 30.42 | $ 69.32 | $ 15.78 | $ 134.95 | $ 8.55 | $ 16.57 | $ 32.09 | $ 32.11 | $ 55.54 | $ 18.27 |

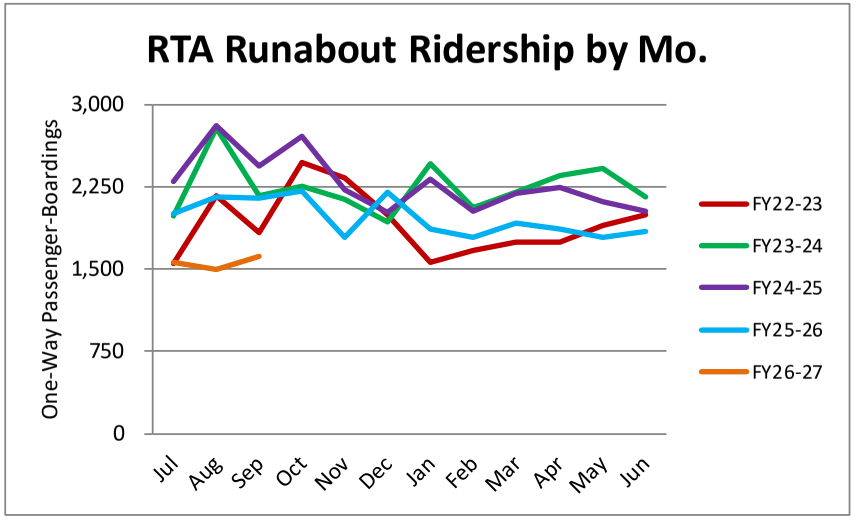
# RTA FY25-26 Budget vs. Actual Expenses (unaudited)

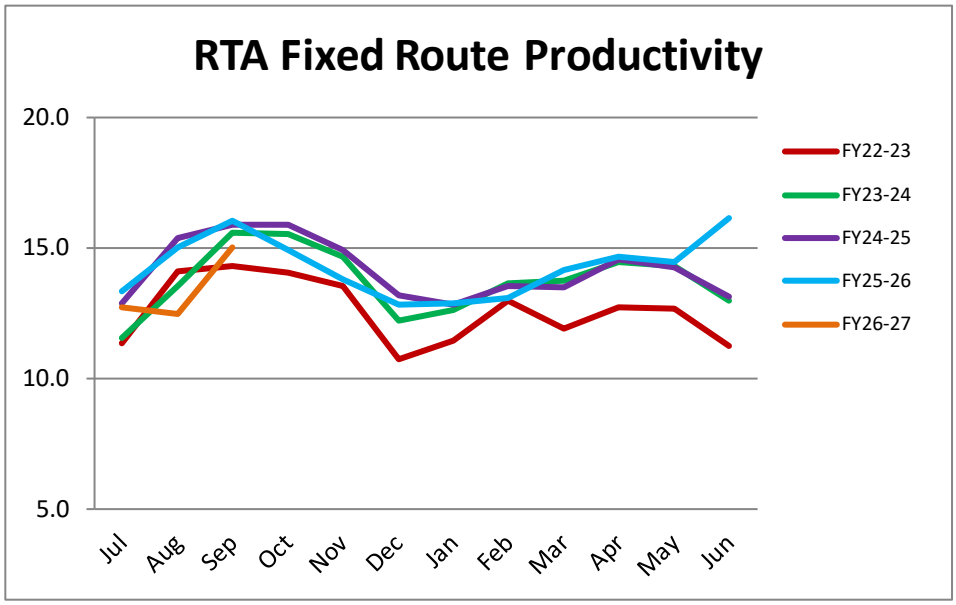
| | | Adopted Budget FY 2026-27 | Year to Date FY 2026-27 | Percent of Total Budget FY 2026-27 |
|---|---|---|---|---|
| | Hours | **88,310** | 20,558 | 23.3% |
| | Miles | **1,680,910** | 395,001 | 23.5% |
| **Administration:** | | | | |
| Labor | operations cost | **1,555,520** | 345,671 | 22.2% |
| Labor - Administration Workers Comp | operations cost | **58,630** | 13,558 | 23.1% |
| Office Space Rental | operations cost | **61,740** | 15,069 | 24.4% |
| Property Insurance | operations cost | **313,030** | 66,479 | 21.2% |
| Professional Technical Services | operations cost | **408,450** | 93,571 | 22.9% |
| Professional Development | operations cost | **97,080** | 18,126 | 18.7% |
| Operating Expense | operations cost | **344,010** | 86,710 | 25.2% |
| Marketing and Reproduction | hourly | **163,750** | 25,942 | 15.8% |
| **Total Administration** | | **3,002,210** | 665,125 | 22.2% |
| | | | | |
| **Service Delivery:** | | | | |
| Labor - Operations - Bus Operators | hourly | **7,274,820** | 1,511,964 | 20.8% |
| Labor - Operations - Training Staff | hourly | **443,990** | 103,136 | 23.2% |
| Labor - Operations - Operations Supervisors/Schedulers | hourly | **1,705,920** | 412,477 | 24.2% |
| Labor - Operations - Ops Mgt./Oversight | hourly | **545,130** | 111,058 | 20.4% |
| Labor - Operations Workers Comp | hourly | **444,630** | 102,820 | 23.1% |
| Labor - Maintenance | miles | **2,275,990** | 467,983 | 20.6% |
| Labor - Maintenance Workers Comp | miles | **121,740** | 28,152 | 23.1% |
| Fuel | miles | **1,362,210** | 436,584 | 32.0% |
| Insurance | miles | **1,202,140** | 251,817 | 20.9% |
| Special Transportation (for SLOCAT) | n/a | **29,990** | 7,605 | 25.4% |
| Maintenance (parts, supplies, materials) | miles | **971,380** | 178,792 | 18.4% |
| Maintenance Contract Costs | miles | **152,790** | 46,051 | 30.1% |
| **Total Operations** | | **16,530,730** | 3,658,439 | 22.1% |
| | | | | |
| **Capital/Studies:** | | | | |
| Computer System Maintenance/Upgrades | | **117,150** | - | 0.0% |
| Miscellaneous Capital | | | | |
| Maintenance Equipment | | **50,400** | - | 0.0% |
| Vehicle ITS/Camera System | | **-** | - | - |
| Bus Stop Improvements | | **109,700** | 24,434 | 22.3% |
| Large Capital Repairs | | **-** | - | - |
| Vehicles | | | | |
| Support Vehicles | | **76,900** | - | 0.0% |
| Fixed Route Vehicles | | **2,212,100** | 34,303 | 1.6% |
| Trolley Vehicles | | **-** | - | - |
| Cutaway and Dial A Ride Vehicles | | **350,300** | 630,877 | 180.1% |
| Runabout Vehicles | | **-** | - | 0.0% |
| **Total Capital Outlay** | | **2,916,550** | 689,615 | 23.6% |
| | | | | |
| **Contingency** | hourly | **234,400** | - | 0.0% |
| | | | | |
| **Loan Repayments** | | **458,060** | - | 0.0% |
| | | | | |
| **Elks Lane Projects** | | **-** | 7,147 | - |
| | | | | |
| **Regional Contactless Fare Payment System** | | **-** | 101,176 | - |
| | | | | |
| **Regional Contactless Charging** | | **-** | - | - |
| | | | | |
| **Regional Bus Charging Projects** | | **-** | - | - |
| | | | | |
| **Master Planning & Implementation - Offsite fast charging** | | **-** | - | - |
| | | | | |
| **TOTAL FUNDING USES** | | **23,141,950** | 5,121,502 | 22.1% |
| | | | | |
| **TOTAL NON-CAPITAL EXPENDITURES** | | **19,767,340** | 4,323,565 | 21.9% |

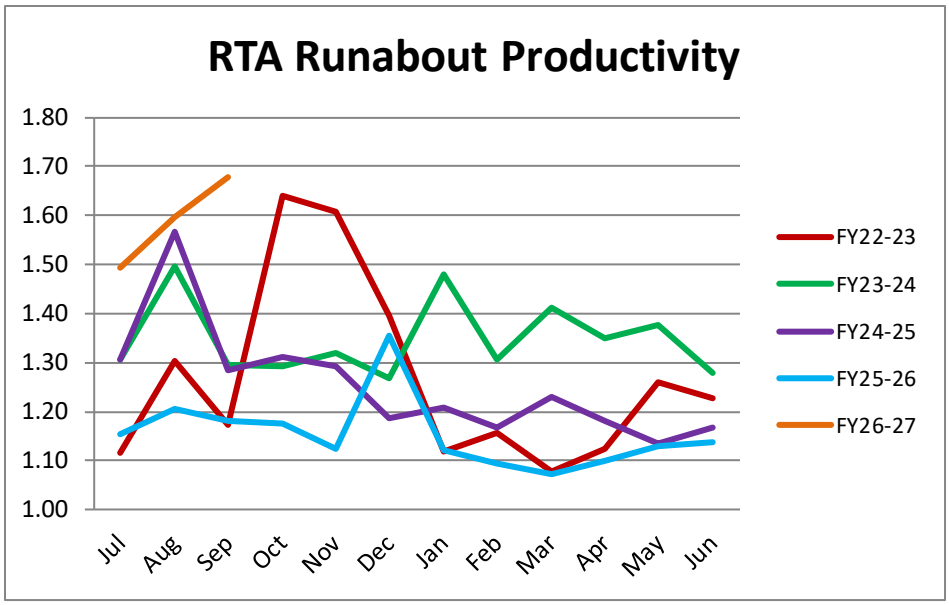

RTA Route 9 Ridership By Month
One-Way Passenger-Boardings
20,000
15,000
10,000
5,000
0
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
FY22-23
FY23-24
FY24-25
FY25-26
FY26-27


RTA Route 10 Ridership By Month
One-Way Passenger-Boardings
20,000
15,000
10,000
5,000
0
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
FY22-23
FY23-24
FY24-25
FY25-26
FY26-27


RTA Rtes. 12, 14 & 15 Pass./Mo.
One-Way Passenger-Boardings
20,000
15,000
10,000
5,000
0
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
FY22-23
FY23-24
FY24-25
FY25-26
FY26-27


RTA Runabout Ridership by Mo.
One-Way Passenger-Boardings
3,000
2,250
1,500
750
0
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
FY22-23
FY23-24
FY24-25
FY25-26
FY26-27


RTA Fixed Route Productivity
20.0
15.0
10.0
5.0
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
FY22-23
FY23-24
FY24-25
FY25-26
FY26-27


RTA Runabout Productivity
1.80
1.70
1.60
1.50
1.40
1.30
1.20
1.10
1.00
Jul
Aug
Sep
Oct
Nov
Dec
Jan
Feb
Mar
Apr
May
Jun
FY22-23
FY23-24
FY24-25
FY25-26
FY26-27

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **B-2** |
| **TOPIC:** | **Projected Use of LTF for Transit Purposes** |
| **PRESENTED BY:** | **Tania Arnold, Deputy Director/CFO** |
| **STAFF RECOMMENDATION:** | **Receive and File** |
| **EXECUTIVE COMMITTEE & RTAC & SCTC RECOMMENDATION:** | **Present the Projected Use of LTF for Transit Purposes to the Board as Information** |

**BACKGROUND/DISCUSSION:**
The Fiscal Year 2026-27 RTA operating and capital budget was adopted on May 6, 2026. The budget report included fiscally constrained projections for FY26-27, as well as advisory projections for FY27-28 based on a range of stated assumptions. One key item in the budget is the use of Local Transportation Funds (LTF). LTF is derived from a ¼ cent sales tax collected statewide and are used by public transit agencies in SLO County primarily for transit operating purposes. As part of the budget development process, RTA staff continues to maximize all other transit funding sources first before determining our annual LTF claim that we submit to the San Luis Obispo Council of Governments.

Over the past few years, as operating and capital cost increases have risen more precipitously in comparison to LTF revenue levels, RTA staff has alerted the Board that the long-standing regional TDA funding formula is approaching a breaking-point – particularly for those municipalities that separately fund local public transit within their jurisdictional boundaries. In short, at least four of the eight RTA jurisdictions are projected to experience a transit-related need for LTF that will equal or exceed revenues in the next two years.

The SLOCOG Board discussed the LTF funding formula issue at its February 5, 2025 meeting under Agenda Item C-2 (see attached). The staff report included three possible alternative LTF Distribution Procedures, which were examined in more detail as part of the on-going regional Long-Range Transit Plan study.

The RTA Joint Powers Agreement, Article III Financial Provisions Section 1 Budget provides the framework that staff uses in preparing the annual budget. There are several provisions in that section, which are summarized below:

1. The approval of the Overall Annual Budget shall be in accordance with those procedures prescribed by the Joint Powers Agreement of SLOCOG.

2. No member Agency shall be required to expend any of its general fund monies to support the operations of the RTA.

3. Each member agency shall make an annual contribution to the RTA in accordance with the adopted budget.

4. Any formula may be amended upon approval of all jurisdictions affected by that formula and ratified by the RTA.

5. All population percentages utilized shall be those annually adopted by SLOCOG for allocating Transportation Development Act Funds.

As alluded above, RTA staff annually develops a two-year operating budget and five-year capital budget with these provisos in mind. The RTA Board acknowledges that the first year of the operating and capital budgets are financially constrained, and outyears are presented for advisory purposes based on the assumptions stated in the budget report.

The table below provides a summary of net LTF apportionments over the past several years for each jurisdiction. Remember that TDA law prioritizes the use of LTF in our county as follows:

1. TDA Administration by SLOCOG,
2. Planning & Programming by SLOCOG,
3. Pedestrian and Bicycle as allocated to each jurisdiction by population,
4. Community Transit Services Agencies, which include Ride-On and the RTA,
5. Transit, and
6. Streets/roads.

These LTF apportionments are adopted annually by the SLOCOG Board at its June Board meeting. For the purposes of this discussion, RTA staff assumed a 1.2% increase in LTF revenues to the region, based on the assumptions included in the RTA Short Range Transit Plan, for FY27/28 and FY28/29 in the tables below.

| Jurisdiction | LTF by Jurisdiction after Bikeway/Pedestrian funding | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | FY20/21 | FY21/22 | FY22/23 | FY23/24 | FY24/25 | FY25/26 | FY26/27 | FY27/28 | FY28/29 |
| Arroyo Grande | 656,191 | 889,752 | 1,239,867 | 1,141,119 | 1,056,586 | 975,520 | 1,090,559 | 1,103,913 | 1,117,427 |
| Atascadero | 1,116,106 | 1,512,030 | 2,092,200 | 1,901,241 | 1,781,205 | 1,646,818 | 1,834,891 | 1,857,359 | 1,880,096 |
| Grover Beach | 496,768 | 664,736 | 927,199 | 792,620 | 735,011 | 678,660 | 755,718 | 764,972 | 774,336 |
| Morro Bay | 383,195 | 512,511 | 714,822 | 652,834 | 605,786 | 557,926 | 633,510 | 641,267 | 649,118 |
| Paso Robles | 1,146,903 | 1,570,586 | 2,194,610 | 1,944,655 | 1,809,618 | 1,680,903 | 1,891,337 | 1,914,496 | 1,937,933 |
| Pismo Beach | 302,437 | 409,436 | 572,649 | 497,828 | 463,735 | 426,638 | 475,194 | 481,013 | 486,901 |
| San Luis Obispo | 2,030,024 | 2,672,979 | 3,864,246 | 3,512,306 | 3,337,916 | 3,128,215 | 3,567,302 | 3,610,983 | 3,655,188 |
| SLO County | 4,161,031 | 5,715,603 | 7,546,626 | 7,067,839 | 6,624,106 | 6,050,281 | 6,760,611 | 6,843,393 | 6,927,169 |
| **Total** | **10,292,655** | **13,947,633** | **19,152,219** | **17,510,442** | **16,413,963** | **15,144,961** | **17,009,122** | **17,217,395** | **17,428,168** |

As shown, net LTF revenue levels increased significantly year over year in the first three years from $10.3M to $19.2M. However, the apportionments declined in the ensuing three years back down to $15.4M, with a rebound in FY26/27 to $17M.

The table below presents the amount of LTF remaining after each jurisdiction makes its contributions for RTA core services and for local transit services operated by the RTA on their behalf. As shown, four jurisdictions will allocate LTF for transit purposes in future years that nearly equal or even exceed projected LTF apportionments based on: 1) the current TDA funding formula, 2) LTF revenues increased by 1.2% to the region, and 3) a conservative FY28/29 3.5% inflation rate for RTA operating costs. Those affected cities are Arroyo Grande, Grover Beach, Morro Bay, and Pismo Beach. In particular, the City of Morro Bay will exceed its expected LTF apportionment in FY27/28 and FY28/29.

| Jurisdiction | LTF for Other Purposes including Local Streets & Roads by Jurisdiction after RTA Contribution | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| | FY20/21 | FY21/22 | FY22/23 | FY23/24 | FY24/25 | FY25/26 | FY26/27 | FY27/28 | FY28/29 |
| Arroyo Grande | 447,961 | 653,702 | 565,513 | 397,945 | 388,116 | 172,590 | 87,715 | 129,547 | 109,823 |
| Atascadero | 761,931 | 1,202,523 | 1,485,668 | 1,131,703 | 1,060,931 | 844,682 | 1,139,846 | 1,050,131 | 916,075 |
| Grover Beach | 339,128 | 488,383 | 423,157 | 276,412 | 268,722 | 120,085 | 58,070 | 87,136 | 73,378 |
| Morro Bay | 261,595 | 397,025 | 509,219 | 388,595 | 346,089 | 72,624 | 133,192 | -41,168 | -61,862 |
| Paso Robles | 782,955 | 1,016,122 | 1,056,063 | 671,364 | 885,499 | 611,861 | 488,376 | 499,596 | 475,002 |
| Pismo Beach | 206,464 | 300,813 | 261,790 | 173,608 | 169,849 | 75,498 | 36,628 | 54,901 | 46,254 |
| San Luis Obispo | 1,286,416 | 2,084,383 | 2,647,859 | 1,953,244 | 1,957,532 | 1,827,786 | 2,163,753 | 2,015,547 | 2,006,797 |
| SLO County | 1,751,603 | 3,725,892 | 3,649,718 | 2,499,150 | 2,424,407 | 2,288,293 | 2,473,596 | 1,944,096 | 1,864,252 |
| **Total** | **5,838,053** | **9,868,843** | **10,598,987** | **7,492,021** | **7,501,145** | **6,013,419** | **6,581,176** | **5,739,785** | **5,429,719** |

It should be noted that the table above does not present the amount of LTF the City of San Luis Obispo claims for its local fixed-route services. The table only shows the net available to the City after making its RTA contribution. Based on transit service expansions identified in the City's 2025 Short-Range Transit Plan and the higher than originally anticipated rates/fees for its operations contractor, RTA staff anticipates the City will need more LTF for its own local fixed-route services than will be available when those SRTP expanded services are implemented.

Additionally, RTA staff originally identified a trolley replacement for the City of Morro Bay in FY27/28, which would have created an additional shortfall of LTF funding. For that reason, it was not included in the table above. The original intent was to include it so that we could seek outside grant funding and a purchase order could be issued by the end of 2028, when the Innovative Clean Transit fleet rule would allow a gasoline vehicle purchase; if after January 1, 2029 it would have to be an expensive zero-emission trolley. Staff will seek an exemption from the California Air Resources Board for this replacement trolley, which based on current trolley lead times will need to be ordered in FY29-30 for delivery in FY31-32.

**Staff Recommendation for Executive Committee on October 14th:**
Recommend staff provide the projected use of LTF for transit purposes as an information item at the November 4, 2026 Board meeting.

**Staff Recommendation to RTAC on October 15th:**
Recommend staff provide the projected use of LTF for transit purposes as an information item at the November 4, 2026 Board meeting.

**Staff Recommendation to SCTC on October 22nd:**
Recommend staff provide the projected use of LTF for transit purposes as an information item at the November 4, 2026 Board meeting.

**Staff Recommendation:**
Receive and file the projected use of LTF for transit purposes.

# SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

APPROVED (under Consent Agenda) - RECEIVED INFORMATION

| | | |
|---|---|---|
| **MEETING DATE:** | **FEBRUARY 5, 2025** | **ITEM C-2** |
| **SUBJECT:** | **Transportation Development Act (TDA) Funding Formula** | |
| **STAFF CONTACT:** | **Ivana Rodriguez, Lance Okuno** | |


## SUMMARY

The purpose of this staff report is to provide details on the formula used to fund the San Luis Obispo Regional Transit Authority's (RTA's) operations with each jurisdiction's Transportation Development Act (TDA) funds and present alternative TDA funding distribution methods. This is an information only item.


## RECOMMENDATION

APPROVED (under Consent Agenda) - RECEIVED INFORMATION

**Staff:** Receive information

**SSTAC:** Received information
**TTAC:** Received information
**CTAC:** Received information

## BACKGROUND

The California Transportation Development Act (TDA) was enacted by the State Legislature in 1971 to make funds available for transit, pedestrian way and bikeway projects, transportation planning, ridesharing, and street and road improvements. Funds for the TDA come from two funding sources: the Local Transportation Fund (LTF) and the State Transit Assistance (STA). LTF is derived from a quarter cent (1/4) of the state sales tax and STA comes from the sales taxes on diesel fuel. These funds are allocated annually by the San Luis Obispo Council of Governments (SLOCOG) to eligible claimants under the two funding programs. LTF funds provide off-the-top funding for planning/administration. The remaining LTF is apportioned according to population for discretionary use on public transit, street/road improvements and bikeway/pedestrian facilities. STA funds are restricted for public transit purposes.

Since 1995, the seven cities and the County have financially supported the Regional Transit Authority's (RTA's) operations with their TDA dollars through the following formula:

- 49% of the costs of regional transit to the County
- 18% to the City of SLO
- Remaining balance split between the cities of Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, and Pismo Beach based on their populations as shown in **Table 1.**

**Table 1: FY 23/24 LTF Allocation per Population Distribution**

| | Population | CA Dept. of Finance 2023 Pop. % | **LTF 2023/24** |
|---|---|---|---|
| *ARROYO GRANDE* | 17,922 | 6.44% | $1,163,683 |
| *ATASCADERO* | 30,206 | 10.85% | $1,938,835 |
| *GROVER BEACH* | 12,467 | 4.48% | $808,293 |
| *MORRO BAY* | 10,275 | 3.69% | $665,743 |
| *PASO ROBLES* | 30,692 | 11.03% | $1,983,108 |
| *PISMO BEACH* | 7,865 | 2.83% | $507,672 |
| *SAN LUIS OBISPO* | 56,589 | 20.33% | $3,581,757 |
| *SLO COUNTY* | 112,332 | 40.36% | $7,207,595 |
| **Total Apportioned** | **278,348** | 100.00% | $17,856,687 |

At the time this formula was created, the County's jurisdictional population made up 43% of SLO County's total population, and the City of SLO's population made up 19% of SLO County's total population. All cities benefitted from the County paying a higher share than their population share. As of 2023, the County's jurisdictional population was 40% of the County's total population, and the City of SLO's population was 20% of SLO County's total population. All cities continue to benefit from the County paying a higher share towards the RTA's operations than their population share.

Prior to the use of this formula, each route in the RTA system had its own funding formula arrangement, sharing costs among the jurisdictions served by that particular route. Having multiple funding formulas created several problems:

1. There was no clear mechanism for funding any route revisions or service expansion. Each change in service required separate negotiation.
2. The funding ratios were not based on any measurable or trackable standard, and they were not directly tied to ridership or units of service provided.
3. The funding formulas did not encourage good route design.
4. Jurisdictions that wanted to fund local services as well as regional transit were faced with reductions in their local services to meet their obligations to the Joint Powers Agreement.

At the time that the current formula was created it was suggested that the RTA develop a "minimum level of service," which would become the backbone of the regional fixed route system. This "minimum level of service," is now referred to as the RTA's "core services," which include intercity fixed-routes along the US-101 and SR-1 corridors, and regional Americans with Disabilities Act complementary paratransit services, as described in the RTA's Joint Powers Agreement (JPA). RTA core services were defined in a 2020 amendment to the JPA with the consolidation of South County Transit. Despite the addition of housing developments in underserved areas of the county, the establishment of new large employment sites, and the growth of the San Luis Obispo County Regional Airport, the RTA's "core services" definition has not been updated since the consolidation of South County Transit.

In conclusion, jurisdictions continue to fund the RTA's operations with TDA dollars through the following formula:

- 49% of the costs of regional transit to the County
- 18% to the City of SLO
- Remaining balance split between the cities of Arroyo Grande, Grover Beach, Morro Bay, Paso Robles, and Pismo Beach based on their populations.

Section 1. Budget of the RTA's JPA states that any formula may be amended upon approval of all jurisdictions affected by that formula and ratified by the RTA.

According to Section 6. Boundaries and Service Levels of the RTA's JPA, any additional services beyond what is recommended in the Regional Transportation Plan or what is mandated by the Unmet Transit Needs Hearing (PUC Section 99401.5) would require unanimous approval by affected jurisdictions, with costs for the extra service to be distributed on the basis of formula developed by the RTA Board members representing the affected jurisdictions.

In consideration of language within the RTA's JPA for additional service level changes, SLOCOG staff will work to broaden the transit section and recommendations within the upcoming 2027 Regional Transportation Plan (RTP) where information is lacking, or changes are appropriate. The ongoing Short Range Transit Plan (SRTP) for San Luis Obispo City Transit and the RTA service alternative recommendations will be included in this update.

Under state Transportation Development Act (TDA) rules, the Unmet Transit Needs process must occur annually and provides interested individuals the opportunity to testify on any transit deficiencies they experience or view as being an "unmet transit need." They can submit requests by e-mail, mail, fax, phone, social media, survey, or public testimony. Staff evaluate each request to determine whether it meets the criteria as an unmet transit need and is reasonable to meet. These definitions are adopted by the SLOCOG

Board annually, and if any requests meet the criteria SLOCOG staff will amend TDA allocations which includes the condition that any jurisdiction found to have an "unmet transit need, reasonable to meet," must implement that transit service or have an implementation plan before receiving any TDA funds for streets and road improvements. Refer to item F-1 FY 2025/2026 Unmet Transit Needs and Bicycle and Pedestrian Improvements Public Hearings in the February 5, 2025 Board agenda for the most recent update to the Unmet Transit Needs study this year. In the past decade, there have been no requests that have met all criteria and been mandated for implementation through the Unmet Transit Needs study. However, specific requests such as regional transit service to 825 Buckley Road (2019-2020 Unmet Transit Needs Report) and expanding SLO Transit service by running B-routes on weekends (24-25UnmetTransitNeeds_REPORT) have sufficiently met criteria for an "unmet transit need." The request for regional transit service to 825 Buckley Road was determined to be not "reasonable to meet" due to projected low ridership and farebox recovery, but staff recommended that this request be revisited in the future when the Avila Ranch development project and Buckley Road extension to South Higuera Street were completed. In the interim, SLO Regional Rideshare staff conducted and continues to conduct employer outreach to assist with trip reduction plans, vanpool programs, and seeks input through employee surveys. Similar to other requests within the 2024-2025 Unmet Transit Needs study, the request to run SLO Transit B-routes on weekends was not mandated due to existing plans for implementation and a lack of resources. This request was forwarded to SLO Transit and has been analyzed as a service recommendation in their upcoming SRTP which the 2027 RTP will cite.

**DISCUSSION**

It has been previously mentioned that "the formula may break" due to the cost of the services desired by the community and recommended in the Short Range Transit Plans being more money than the TDA funds can provide. TDA funds generally account for 50% of operating and 15% of vehicle replacement project costs. The SLOCOG Board requested staff to provide an update on how the TDA formula is currently allocated and what options for modifying the formula could look like.

STA funds are allocated by SLOCOG according to the adopted regional criteria based of:

- Vehicle Miles Travel Reduced
- Service Population
- Degree of Regional Integration
- Special Projects

SLOCOG apportions revenues from the LTF Fund according to the priorities outlined in the Public Utilities Code (PUC 99233). Below is a summary of LTF funding distributions in order of allocation based on priority.

**Table 2: LTF Funding Distribution**

| PRIORITY | PURPOSE | ARTICLE, PUC SECTION | ELIGIBLE CLAIMANTS | AMOUNT AVAILABLE |
|---|---|---|---|---|
| 1 | TDA Administration | Article 3, PUC 99233.1 | SLOCOG, as the RTPA | As necessary, approved in the annual OWP |
| 2 | Planning & Programming | Article 3, PUC 99233.2 | SLOCOG, as the RTPA | As necessary, approved in the annual OWP |
| 3 | Pedestrian and Bicycle | Article 3, PUC 99233.3 | 7 Cities and SLO County | 2% of remaining funds |
| 4 | Community Transit Services Agencies (CTSA) | Article 4.5, PUC 99233.7 | CTSA(s) | Up to 5% of remaining funds |
| 5 | Transportation purposes, Other, Streets and Roads (determined by claimant) | Article 4, Article 8 | 7 Cities and SLO County | Balance of funds based on population |

After funds have been apportioned based on priorities one through four, the claimants' total amount of TDA available will be adjusted to account for LTF contributions required to be made to the RTA. RTA applies the formula (49% SLO County, 18% City of San Luis Obispo) and the rest by relative population. It should be noted that the RTA has the authority to collect more during this phase of allocation but typically does not in order to preserve some discretionary funding for jurisdictions. The remaining amount is then left for each jurisdiction to allocate to either transit service or streets and roads.

**Alternative TDA Funding Distribution Methods**

The current policy for LTF apportionment from the TDA Statutes and California Code of Regulations states:

> *Generally, revenues from the county's LTF must be apportioned, by population, to areas within the county. For a county without a transit district, apportionments are made for the incorporated area of each city and for the county's unincorporated area.*

Since there is no transit district, apportionments are made for incorporated areas and the county's unincorporated area by population. Alternative options to change the funding distribution method could include establishing new transit cost sharing procedures allowable in the Public Utilities Code (PUC), forming a transit district, or approving adjusting the TDA allocation to RTA.

1. Establishing New Transit Cost Sharing Procedures

Regional Transportation Planning Agencies (RTPAs) are allowed to form apportionment procedures best suited for their needs and in accordance with the Public Utilities Code. Other RTPAs have statutes that detail their apportionment procedures if differing from the standard. For example, in lieu of allocating LTF revenues based on a population formula, the Stanislaus Council of Governments (StanCOG) adheres to Statute PUC 99233.11 in establishing the transit cost sharing formula that allocates LTF funding according to where the transit need is the greatest prior to the population allocation. Transit cost sharing is intended to maximize the effectiveness of LTF revenues by allowing these funds to be pooled together and transit costs to be paid off the top. Once transit costs have been determined, the remaining LTF is made available to the jurisdictions for other eligible transportation purposes, such as streets and roads based on a specified formula. By creating a statute that changes the order of the funding distribution, RTA and SLO Transit would be able to use the funding that is available *before* any money is allocated based on population. The amount leftover after transit operators allocated based on transit needs would then be distributed to the jurisdictions based on population. This could result in lower funding available for streets and road maintenance for the remaining jurisdictions, but ensures the amount needed for transit service is sufficient.

Current LTF Funding Distribution

- Priority 1-4 allocated based on Table 2
- Priority 5 Population Distribution to Jurisdictions
- RTA allocates portions of jurisdictions LTF for core services
- Jurisdictions allocate discretionary LTF to transit or streets and roads

Example LTF Funding Distribution

- Priority 1-4 allocated based on Table 2
- RTA and SLO Transit allocate funding to transit service
- Priority 5 Remaining funding is distributed by population to Jurisdictions
- Jurisdictions allocate discretionary LTF to transit or streets and roads

2. Transit District

Another approach is to form a Transit District organized pursuant to state law and designated in the enabling legislation as a transit district. Transit Districts generally encompass a specific geographic area and receive priority in the allocation of TDA funds. However, this approach entails significant administrative effort, potentially yielding similar TDA apportionment outcomes to the existing RTA structure, which already possesses the authority to collect additional LTF but has not exercised it. While both transit districts and transit agencies can access TDA funding, their organizational differences influence how they operate and manage those funds.

3. RTA Board approves more LTF Funding Apportioned

Currently, after initial funds have been apportioned, claimant allocations are modified to account for the LTF contributions made to the RTA. RTA has procedurally only taken from each jurisdiction the baseline amount to maintain “core services” (see page C-2-2). In order to increase service or work towards their capital plan the RTA would need to take more than this baseline amount. Under the public utility code, RTA has the authority to do this, but before making this type of policy change, if taking more than customary, it would be beneficial to have Board approval. Even if this change is made, the “formula breaking” could result in a funding deficit within each jurisdiction beyond allocation from the population formula. As mentioned previously, a possible solution would be to amend the TDA funding distribution procedure within the public utility code which StanCOG has completed to allocate transit funding first before the population distribution.

**Table 3: Alternative LTF Funding Distribution**

| | Alternative LTF Funding Distribution Procedure | Main Change | Benefits | Constraints | Feasibility of Implementing |
|---|---|---|---|---|---|
| 1 | Establishing New Transit Cost Sharing Procedures | Transit allocation from each jurisdiction is taken before the funding is distributed by a population formula instead of the transit allocation being taken with the sum of each jurisdiction's population formula | Ensure more funding is available for transit even if funding needs for a jurisdiction were greater than their population distribution | Less funding would ultimately be available for each jurisdiction for local streets and roads | **Medium** Modifications to the existing transit policy would need to take place with final approval from the SLOCOG Board |
| 2 | Transit District | Forming a transit district requires a ballot measure and formally establishes a transit district with a governing board | Transit Districts have authority to prioritize TDA funds for transit and potentially levy taxes to supplement TDA funds | Less funding would ultimately be available for each jurisdiction for local streets and roads | **Difficult** The formation of a transit district necessitates significant effort and would require a comprehensive restructuring of the existing transit governance framework. |
| 3 | RTA Board approves more LTF Funding Apportioned | Board takes action to prioritize more funding for transit. Transit allocation order remains the same. | This would take the least amount of administrative work to prioritize funding for transit services | Less funding would ultimately be available for each jurisdiction for local streets and roads | **Medium** RTA already has authority to allocate more LTF funds from each jurisdiction. Board approval to ensure on the agreeance that less funding would be available for streets and roads would be requested to make sure everyone is on the same page about that decision |

In summary, increased investment in transit services through LTF will require a corresponding reduction in discretionary LTF available to individual jurisdictions. In Fiscal Year 2024/2025 the amount of discretionary LTF dollars spent on streets and road maintenance was approximately five million dollars. Without a replacement funding source, it is unlikely to have consensus on amending the TDA funding distribution method. However, there are existing resources that could act as replacement funding sources such as general sales tax revenue within jurisdictions and Senate Bill 1 (SB1) funding. It is important to note that if a region-wide sales tax is approved in the future that could fund streets and road maintenance, amending one of the above options becomes more feasible if no other replacement sources of funding are utilized.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **B-3** |
| **TOPIC:** | **Update on Strategic Planning Procurement** |
| **PRESENTED BY:** | **Geoff Straw, Executive Director** |
| **STAFF RECOMMENDATION:** | **Receive and File this Update** |

**BACKGROUND/DISCUSSION:**
As authorized at the September 2026 RTA Board of Directors meeting (Agenda Item A-15), RTA staff has begun the procurement process to contract with a third-party consultant to assist our agency in developing an update to the *2018-20 RTA Strategic Business Plan* (SBP).

Using our adopted procurement policy and procedures, staff will publish the procurement package on the PlanetBids website on November 2nd. We will also provide a link on the RTA website at https://www.slorta.org/about-rta/request-for-proposals/. Proposals will be due on November 20th, with interviews preliminarily scheduled for December 1st (if needed). We will ask two partner agency staff members to serve on the selection committee so that we can get a broader perspective than merely using our internal staff.

The scope of work identifies a half-day Visioning Session, which will be conducted as a public meeting. All members of the RTA Board and the Regional Transit Advisory Committee will be invited. The Visioning Session will be followed by a Strategic Priorities meeting with the Study Steering Committee that will also be open to the public. The scope of work includes opportunities for involvement by stakeholders in our community, as well as senior managers at each jurisdiction. Many of the study products will help inform the Board's Executive Director recruiting strategies and documentation, as well as guide overall succession planning.

Attached is the scope of work. Since the project's budget is within my budgetary authority, I will execute the underlying agreement and report back to the RTA Board in January 2027, including a schedule (likely five to six months to complete the study) that I will negotiate with the successful bidder.

**Staff Recommendation**
Receive and file this update.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **C-1** |
| **TOPIC:** | **Fiscal Year 2026-27 Operating and Capital Budget Amendment #1** |
| **PRESENTED BY:** | **Tania Arnold, Deputy Director/CFO** |
| **STAFF RECOMMENDATION:** | **Adopt Budget Amendment #1 as Presented** |
| **EXECUTIVE COMMITTEE & RTAC RECOMMENDATION:** | **Bring the Fiscal Year 2026-27 Budget Amendment #1 as Presented to the Board for Approval** |

**BACKGROUND/DISCUSSION:**
The Fiscal Year 2026-27 RTA operating and capital budget was adopted on May 6, 2026 and was based on a range of assumptions, including pending delivery/completion dates for FY25-26 capital projects. Staff is now bringing back capital items that are being carried over from FY25-26 to FY26-27. Staff is also making one adjustment to operating revenue, but this adjustment results in no overall revenue impact. Please note, none of these adjustments require additional/new funds.

Additionally, as noted at the October 7, 2026 San Luis Obispo Council of Governments (SLOCOG) meeting, an increase to the State Transit Assistance (STA) allocated to the region totaling approximately $538,650 resulted in an increase in funding available for the RTA and the transit services the RTA operates on behalf of consolidated jurisdictions. The total change for RTA core service is just over $220,000. Staff has included this in the budget amendment, including increasing the projection for FY27-28, with all additional STA funds for FY26-27 being rolled forward into FY27-28. In light of potential future funding challenges, including with possible farebox ratio penalties, staff is carrying over the additional STA funds to FY27-28 to minimize the impact of possible future funding declines.

The proposed changes in this budget amendment are highlighted in yellow in the ensuing pages.

The budgets for the Cities of Morro Bay and Atascadero have an additional adjustment for the close out transfer of their transit funds to the RTA.

Similar to prior years, as part of the reconciliation process to determine fund balances at the start of FY26-27, the amounts have been adjusted by the Governmental Accounting Standards Board (GASB) Statement 68, which is used to improve the accounting and

financial reporting by state and local governments for pensions. This adjustment is completed with the assistance of our annual financial and compliance auditor as part of the financial statements but does not impact the current level of funding for the agency and is noted in the changes included below. One additional adjustment was related to GASB 68: in the RTA financial statements the operating expenses used to calculate the farebox recovery ratio is now also net of the GASB 68 adjustment, in addition to depreciation. One final adjustment that began with the FY23-24 financial statements was to the farebox recovery ratio related to the addition of "Other Local Support – Federal Grants" to the net operating revenue in accordance with CA Public Utility Code § 99268.19.

**Changes in Operating Revenue for FY26-27 for RTA (see page C-1-5):**

- Update the **OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS** line-item to $220,060
- Update **STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1** by $220,060 to $886,060

**Changes in Capital Revenue for FY26-27 for RTA (see page C-1-6):**

- The **BEGINNING CAPITAL PROJECTS RESERVE** line-item has been increased from $1,031,550 to $1,240,850, which is as a result of STA from FY25-26 that was allocated to projects but was not completed of $209,300
- Changes in **NON-TDA SOURCES** includes:
    - **STATE OF GOOD REPAIR (SGR)** funds of $838,410 (from $0 to $838,410):
        - Part of the local match for four electric buses, and
        - Local match for photovoltaic/battery energy storage systems projects and electric vehicle servicing equipment projects.
    - **SB125** for Tap2Ride fare program of $290,540 (from $0 to $290,540)
    - **RURAL TRANSIT FUND** of $673,420 (from $120,450 to $793,870):
        - Part of the local match for four electric buses, and
        - Part of the local match for demand response vehicles.
    - Carryover **FEDERAL TRANSIT ADMINISTRATION (FTA)(Section 5307)** funds for:
        - Photovoltaic/battery energy storage systems projects and electric vehicle servicing equipment projects of $529,430,
        - **Fixed Route Electric** vehicles of $1,478,210,
        - **Demand Response Non-Electric** vehicle of $1,521,240,
        - **Support Vehicles** of $25,690 (from $41,880 to $67,570), and
        - **Dispatch Software Upgrade** of $137,710.
    - Carryover **FEDERAL TRANSIT ADMINISTRATION (FTA)(Section 5339)** funds for:
        - **Fixed Route Electric** vehicles of $1,325,120.

**Changes in Capital Expenditures (in total) (see page C-1-7):**

- Carryover balance of **Computer System Maintenance/Upgrades** of $250,000 (from $117,150 to $367,150),
- Carryover balance for **Support Vehicles** of $46,630 (from $76,900 to $123,530),

- Carryover balance for **Fixed Route Vehicles** (four battery electric buses) of $5,839,940 (from $2,212,100 to $8,052,040)
- Carryover balance for **Trolley Vehicles** (Avila Trolley) replacement of $285,400 (entire amount carried forward adjust for full purchase price),
- Carryover balance for **Demand Response Vehicles** of $1,823,250 (from $350,300 to $2,173,550),
- Carryover balance for **Regional Contactless Fare Payment System** (Tap2Ride) of $319,630 (from $0),
- Carryover balance for **Regional Facility Projects** (PV/BESS and EVSE) of $951,520 (from $0), and
- Carryover balance for **Master Planning & Implementation – Offsite fast charging** (bus charging electrification study) of $138,770 (from $0).

These amendments do **not** require any additional LTF funds for FY26-27. The capital planning pages for vehicle replacements are attached for reference.

**Staff Recommendation for Executive Committee on October 14th:**
Recommend staff provide Budget Amendment #1 to the Board for approval at the November 4, 2026 Board meeting.

**Staff Recommendation to RTAC on October 15th:**
Recommend staff provide Budget Amendment #1 to the Board for approval at the November 4, 2026 Board meeting.

**Staff Recommendation to SCTC on October 22nd:**
Received and filed the Fiscal Year 2026-27 Budget Amendment #1.

**Staff Recommendation:**
Adopt Budget Amendment #1 as presented.

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# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
# OPERATING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Combined Actual | 2025/26 Amended Combined Budget | 2025/26 Amended RTA Core Budget | 2026/27 Adopted Combined Budget | 2026/27 Amended Combined Budget | 2026/27 Adopted RTA Core Budget | 2026/27 Amended RTA Core Budget | 2027/28 Projected Combined Budget | 2027/28 Projected RTA Core Budget |
|---|---|---|---|---|---|---|---|---|---|---|
| FUNDING SOURCES: | | | | | | | | | | |
| GENERAL RESERVES | | 4,874,169 | 5,726,480 | 3,501,760 | **4,022,130** | **4,242,930** | **2,597,610** | **2,597,610** | 4,568,420 | 2,811,920 |
| 1. ESTIMATED FUND BALANCE | | 4,874,169 | 5,726,480 | 3,501,760 | **4,022,130** | **4,242,930** | **2,597,610** | **2,597,610** | 4,568,420 | |
| 2. LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | | | | | | | |
| CASH FLOW REQUIREMENTS PER TDA | | 3,462,130 | 3,462,130 | 2,337,610 | **3,773,560** | **3,773,560** | **2,591,860** | **2,591,860** | 4,034,260 | 2,801,890 |
| OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS | | 560,000 | 200,000 | - | **35,410** | **794,860** | **-** | **220,060** | 128,720 | - |
| | TOTAL | 4,022,130 | 3,662,130 | 2,337,610 | **3,808,970** | **4,568,420** | **2,591,860** | **2,811,920** | 4,162,980 | 2,801,890 |
| 3. FUND BALANCE AVAILABLE | | 852,039 | 2,064,350 | 1,164,150 | **213,160** | **(325,490)** | **5,750** | **(214,310)** | 405,440 | 10,030 |
| **NON TDA SOURCES** | | | | | | | | | | |
| FARES | | 966,145 | 1,148,820 | 849,760 | **968,710** | **968,710** | **704,190** | **704,190** | 978,390 | 711,230 |
| INTEREST | | 234,641 | 135,000 | 135,000 | **230,440** | **230,440** | **230,440** | **230,440** | 230,440 | 230,440 |
| STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1 | | 1,598,122 | 1,561,990 | 494,440 | **1,629,280** | **2,167,930** | **666,000** | **886,060** | 1,505,390 | 376,100 |
| RURAL TRANSIT FUND (Including Administration) | | 30,000 | 285,410 | 285,410 | **-** | **-** | **-** | **-** | - | - |
| FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo | | 850,500 | 850,500 | 850,500 | **867,600** | **867,600** | **867,600** | **867,600** | 885,040 | 885,040 |
| FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating | | 800,258 | 800,000 | 800,000 | **802,260** | **802,260** | **712,460** | **712,460** | 804,260 | 708,300 |
| FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating | | 1,742,500 | 1,742,500 | 1,155,700 | **2,294,000** | **2,294,000** | **1,695,500** | **1,695,500** | 2,329,500 | 1,719,060 |
| FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating | | 2,006,500 | 2,006,500 | 969,600 | **2,353,960** | **2,353,960** | **1,224,260** | **1,224,260** | 2,391,910 | 1,244,050 |
| CUESTA CONTRIBUTION FOR ROUTE 12 AND 14 | | 113,670 | 113,670 | 113,670 | **121,330** | **121,330** | **121,330** | **121,330** | 129,620 | 129,620 |
| CUESTA CONTRIBUTION NORTH COUNTY | | 40,580 | 40,580 | - | **40,580** | **40,580** | **-** | **-** | 40,580 | - |
| SPECIAL EVENTS REVENUE/OTHER | | - | 454,990 | 377,390 | **305,970** | **305,970** | **190,000** | **190,000** | 305,970 | 190,000 |
| | | | | | | | | | | - |
| 4. | SUB TOTAL | 8,382,917 | 9,139,960 | 6,031,470 | **9,614,130** | **10,152,780** | **6,411,780** | **6,631,840** | 9,601,100 | 6,193,840 |
| 5. TOTAL FUND BALANCE & NON TDA FUNDING | | 9,234,955 | 11,204,310 | 7,195,620 | **9,827,290** | **9,827,290** | **6,417,530** | **6,417,530** | 10,006,540 | 6,203,870 |
| **TDA REQUIRED** | | | | | | | | | | |
| CITY OF ARROYO GRANDE | | 774,778 | 774,778 | 361,707 | **978,122** | **978,122** | **387,112** | **387,112** | 949,648 | 453,583 |
| CITY OF ATASCADERO | | 754,623 | 754,623 | 610,453 | **653,329** | **653,329** | **653,329** | **653,329** | 765,511 | 765,511 |
| CITY OF GROVER BEACH | | 538,989 | 538,989 | 251,629 | **680,449** | **680,449** | **269,302** | **269,302** | 660,640 | 315,544 |
| CITY OF MORRO BAY | | 469,201 | 469,201 | 206,871 | **486,181** | **486,181** | **221,401** | **221,401** | 673,278 | 259,418 |
| CITY OF PASO ROBLES | | 1,020,544 | 1,020,544 | 623,114 | **1,360,380** | **1,360,380** | **666,880** | **666,880** | 1,372,318 | 781,388 |
| CITY OF PISMO BEACH | | 338,828 | 338,828 | 158,183 | **427,755** | **427,755** | **169,293** | **169,293** | 415,302 | 198,362 |
| CITY OF SAN LUIS OBISPO | | 1,206,522 | 1,206,522 | 1,206,522 | **1,291,264** | **1,291,264** | **1,291,264** | **1,291,264** | 1,512,985 | 1,512,985 |
| COUNTY OF SAN LUIS OBISPO | | 3,561,094 | 3,561,094 | 3,284,421 | **4,062,569** | **4,062,569** | **3,515,108** | **3,515,108** | 4,674,848 | 4,118,680 |
| | | | | | | | | | | - |
| TDA REQUIREMENTS BEFORE 5311 EXCHANGE | | 8,664,580 | 8,664,580 | 6,702,900 | **9,940,050** | **9,940,050** | **7,173,690** | **7,173,690** | 11,024,530 | 8,405,470 |
| LESS: RURAL TRANSIT FUND/5311 EXCHANGE | | (800,258) | (800,000) | (800,000) | **-** | **-** | **-** | **-** | - | - |
| 6. NET TDA REQUIREMENTS | | 7,864,322 | 7,864,580 | 5,902,900 | **9,940,050** | **9,940,050** | **7,173,690** | **7,173,690** | 11,024,530 | 8,405,470 |
| 7. **TOTAL FUNDING SOURCES** | | 17,099,277 | 19,068,890 | 13,098,520 | **19,767,340** | **19,767,340** | **13,591,220** | **13,591,220** | 21,031,070 | 14,609,340 |
| 8. FUNDING USES: | | | | | | | | | | |
| ADMINISTRATION | | 2,803,662 | 3,060,070 | 2,085,030 | **3,002,210** | **3,002,210** | **2,055,460** | **2,055,460** | 3,190,110 | 2,206,180 |
| PERS BUYOUT | | 178,308 | 178,310 | 178,310 | **-** | **-** | **-** | **-** | - | - |
| SERVICE DELIVERY | | 14,117,306 | 15,606,510 | 10,691,260 | **16,530,730** | **16,530,730** | **11,382,940** | **11,382,940** | 17,591,590 | 12,238,410 |
| CONTINGENCY | | - | 224,000 | 143,920 | **234,400** | **234,400** | **152,820** | **152,820** | 249,370 | 164,750 |
| 9. **TOTAL FUNDING USES** | | 17,099,277 | 19,068,890 | 13,098,520 | **19,767,340** | **19,767,340** | **13,591,220** | **13,591,220** | 21,031,070 | 14,609,340 |

Population Based
18%
49%

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# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
# CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Combined Acutal Capital Expense | 2025/26 Amendment #1 Combined Capital Budget | 2025/26 Adopted RTA Core Capital Budget | 2026/27 Adopted Combined Capital Budget | 2026/27 Amended Combined Capital Budget | 2026/27 Adopted RTA Core Capital Budget | 2026/27 Amended RTA Core Capital Budget | 2027/28 Projected Combined Capital Budget | 2027/2028 Revised Projected Combined Capital Budget |
|---|---|---|---|---|---|---|---|---|---|---|
| FUNDING SOURCES: | | | | | | | | | | |
| BEGINNING CAPITAL PROJECTS RESERVE | | 1,556,815 | 1,590,170 | 1,187,950 | **1,384,910** | **1,683,300** | **1,031,550** | **1,240,850** | 1,113,830 | 1,113,830 |
| 1. ESTIMATED FUND BALANCE | | 1,556,815 | 1,590,170 | 1,187,950 | **1,384,910** | **1,683,300** | **1,031,550** | **1,240,850** | 1,113,830 | 1,113,830 |
| 2. LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | | | | | | | |
| CAPITAL PROJECTS RESERVE | | 1,447,258 | 1,384,910 | 1,031,550 | **1,113,830** | **1,113,830** | **788,170** | **788,170** | 1,343,050 | 1,343,050 |
| | TOTAL | 1,447,258 | 1,384,910 | 1,031,550 | **1,113,830** | **1,113,830** | **788,170** | **788,170** | 1,343,050 | 1,343,050 |
| 3. FUND BALANCE AVAILABLE | | 109,557 | 205,260 | 156,400 | **271,080** | **569,470** | **243,380** | **452,680** | (229,220) | (229,220) |
| **NON TDA SOURCES** | | | | | | | | | | |
| STATE TRANSIT ASSISTANCE (STA) | | 393,168 | 442,280 | 294,740 | **174,560** | **174,560** | **36,850** | **36,850** | 652,520 | 554,550 |
| LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) | | - | - | - | - | - | - | - | - | - |
| STATE OF GOOD REPAIR (SGR) | | 335,591 | 618,280 | 407,570 | **37,000** | **1,101,290** | - | **838,410** | 465,700 | 465,700 |
| SB125 | | | - | - | - | - | - | - | - | - |
| Infrastucture (including fare program) | | 652,831 | 8,654,010 | 6,462,090 | - | **458,400** | - | **290,540** | 166,600 | 166,600 |
| Fixed Route Electric | | - | 1,220,000 | 804,230 | - | - | - | - | 1,197,400 | 1,197,400 |
| RURAL TRANSIT FUND (Capital) | | 1,706,749 | 2,425,690 | 1,455,200 | **185,810** | **1,166,370** | **120,450** | **793,870** | - | - |
| FEDERAL TRANSIT ADM (FTA) (Section 5307) | | 183,903 | - | - | - | **529,430** | - | **529,430** | - | - |
| Fixed Route Electric | | - | 2,280,400 | 1,503,250 | - | **2,280,400** | - | **1,478,210** | 1,281,600 | 3,126,900 |
| Fixed Route Non-Electric | | - | - | - | **1,769,700** | **1,769,700** | **1,147,160** | **1,147,160** | 1,863,100 | 1,242,070 |
| Demand Response Electric | | 200,923 | - | - | - | - | - | - | - | 270,640 |
| Demand Response Non-Electric | | - | 646,810 | 451,500 | **140,400** | **1,674,240** | - | **1,521,240** | 208,300 | - |
| ADA Minivans | | - | 517,700 | 517,700 | **148,200** | **148,200** | - | - | - | - |
| Support Vehicles | | 174,449 | 280,120 | 268,380 | **61,600** | **98,900** | **41,880** | **67,570** | 30,300 | 30,300 |
| Trolley | | - | 200,920 | - | - | **228,300** | - | - | 280,000 | 280,000 |
| Planning | | - | - | - | - | - | - | - | - | - |
| Bus Stop Improvements | | 88,999 | 123,230 | 83,150 | **87,800** | **87,800** | **55,790** | **55,790** | 89,200 | 89,200 |
| Dispatch Software Upgrade | | 56,997 | 200,000 | 200,000 | - | **200,000** | - | **137,710** | - | - |
| Vehicle Maintenance Equipment | | 69,459 | 150,900 | 138,390 | **40,400** | **40,400** | **27,840** | **27,840** | 41,000 | 41,000 |
| FEDERAL TRANSIT ADM (FTA) (Section 5339) | | 512 | - | - | - | - | - | - | - | - |
| Vehicle Engine Rehab | | 570,583 | 469,460 | 269,470 | - | - | - | - | - | - |
| Fixed Route Electric | | 3,965,661 | 6,615,210 | 4,360,790 | - | **2,044,240** | - | **1,325,120** | 427,200 | 509,600 |
| Fixed Route Non-Electric | | - | - | - | - | - | - | - | 994,030 | 538,700 |
| Dial-A-Ride Vehicle Replacement | | - | - | - | - | - | - | - | - | - |
| OTHER | | 750,000 | 1,271,570 | 818,730 | - | - | - | - | - | - |
| 4. | SUB TOTAL | 9,149,825 | 26,116,580 | 18,035,190 | **2,645,470** | **12,002,230** | **1,429,970** | **8,249,740** | 8,512,660 | 8,512,660 |
| 5. TOTAL FUND BALANCE & NON TDA FUNDING | | 9,259,382 | 26,321,840 | 18,191,590 | **2,916,550** | **12,571,700** | **1,673,350** | **8,702,420** | 8,283,440 | 8,283,440 |
| **TDA REQUIRED** | | | | | | | | | | |
| CITY OF ARROYO GRANDE | Population Based | 24,718 | 24,718 | 24,718 | **24,718** | **24,718** | **24,718** | **24,718** | 24,718 | 24,718 |
| CITY OF ATASCADERO | | 41,717 | 41,717 | 41,717 | **41,717** | **41,717** | **41,717** | **41,717** | 41,717 | 41,717 |
| CITY OF GROVER BEACH | | 17,196 | 17,196 | 17,196 | **17,196** | **17,196** | **17,196** | **17,196** | 17,196 | 17,196 |
| CITY OF MORRO BAY | | 14,137 | 14,137 | 14,137 | **14,137** | **14,137** | **14,137** | **14,137** | 329,667 | 329,667 |
| CITY OF PASO ROBLES | | 42,582 | 42,582 | 42,582 | **42,582** | **42,582** | **42,582** | **42,582** | 42,582 | 42,582 |
| CITY OF PISMO BEACH | | 10,810 | 10,810 | 10,810 | **10,810** | **10,810** | **10,810** | **10,810** | 10,810 | 10,810 |
| CITY OF SAN LUIS OBISPO | 18% | 82,451 | 82,451 | 82,451 | **82,451** | **82,451** | **82,451** | **82,451** | 82,451 | 82,451 |
| COUNTY OF SAN LUIS OBISPO | 49% | 224,449 | 224,449 | 224,449 | **224,449** | **224,449** | **224,449** | **224,449** | 224,449 | 224,449 |
| 6. TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT | | 458,060 | 458,060 | 458,060 | **458,060** | **458,060** | **458,060** | **458,060** | 773,590 | 773,590 |
| 7. **TOTAL FUNDING SOURCES** | | 9,717,453 | 26,779,900 | 18,649,650 | **3,374,610** | **13,029,760** | **2,131,410** | **9,160,480** | 9,057,030 | 9,057,029 |
| 8. FUNDING USES: | | | | | | | | | | |
| CAPITAL | | 8,085,863 | 17,600,740 | 11,729,500 | **2,916,550** | **11,161,770** | **1,673,350** | **7,460,350** | 9,074,870 | 8,598,970 |
| LOAN PAYMENTS | | 430,555 | 458,060 | 458,060 | **458,060** | **458,060** | **458,060** | **458,060** | 458,060 | 458,060 |
| SHORT RANGE TRANSIT PLAN | | 67,072 | 67,100 | - | - | - | - | - | - | - |
| REGIONAL CONTACTLESS FARE PAYMENT SYSTEM | | 68,372 | 388,000 | 255,650 | - | **319,630** | - | **202,580** | - | - |
| REGIONAL CONTACTLESS CHARGING | | 16,861 | 2,266,000 | 2,096,120 | - | - | - | - | - | - |
| REGIONAL BUS CHARGING PROJECTS | | 964,271 | 4,000,000 | 2,740,220 | - | **951,530** | - | **951,530** | - | - |
| MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING | | 84,459 | 2,000,000 | 1,370,100 | - | **138,770** | - | **87,960** | - | - |
| 9. **TOTAL FUNDING USES** | | 9,717,453 | 26,779,900 | 18,649,650 | **3,374,610** | **13,029,760** | **2,131,410** | **9,160,480** | 9,532,930 | 9,057,030 |

| Capital and Planning Expenditures | Actual Capital Expense FY 2024-25 | Actual Capital Expense FY 2025-26 | Adopted Amended Capital Budget FY 2025-26 | Adopted Capital Budget FY 2026-27 | Amended Capital Budget FY 2026-27 | Projected Capital Budget FY 2027-28 | Revised Projected Capital Budget FY 2027-28 | Projected Capital Budget FY 2028-29 | Projected Capital Budget FY 2029-30 | Projected Capital Budget FY 2030-31 |
|---|---|---|---|---|---|---|---|---|---|---|
| **Capital/Studies:** | | | | | | | | | | |
| Computer System Maintenance/Upgrades | 25,043 | 241,792 | 504,040 | **117,150** | **367,150** | 123,010 | 123,010 | 229,160 | 135,620 | 142,400 |
| Miscellaneous Capital | | | | | | | | | | |
| Maintenance Equipment | 19,299 | 80,170 | 188,650 | **50,400** | **50,400** | 51,200 | 51,200 | 52,000 | 52,800 | 53,600 |
| Vehicle ITS/Camera System | 16,694 | 6,662 | - | **-** | **-** | - | - | 500,000 | - | - |
| Bus Stop Improvements | 135,288 | 111,254 | 147,000 | **109,700** | **109,700** | 111,400 | 111,400 | 113,260 | 115,000 | 106,800 |
| Large Capital Repairs | 76 | 724,232 | 586,820 | **-** | **-** | - | - | - | - | - |
| **Vehicles** | | | | | | | | | | |
| Support Vehicles | - | 218,065 | 353,010 | **76,900** | **123,530** | 37,800 | 37,800 | 81,700 | 220,400 | 205,400 |
| Fixed Route Vehicles | 121,887 | 6,232,693 | 13,843,000 | **2,212,100** | **8,052,040** | 7,080,300 | 6,604,430 | 4,091,910 | 2,568,990 | 5,557,600 |
| Trolley vehicles | 42,053 | - | 251,150 | **-** | **285,400** | 700,000 | 700,000 | - | - | - |
| Demand Response Vehicles | 442,011 | 470,996 | 1,727,070 | **350,300** | **2,173,550** | 338,300 | 338,300 | 589,500 | 154,850 | |
| Fixed Route Cutaway Vehicles | | - | | **-** | | 466,260 | 466,260 | 739,280 | - | 796,100 |
| **Total Capital Outlay** | 802,351 | 8,085,863 | 17,600,740 | **2,916,550** | **11,161,770** | 8,908,270 | 8,432,400 | 6,396,810 | 3,247,660 | 6,861,900 |
| **Loan Repayments** | 444,635 | 430,555 | 458,060 | **458,060** | **458,060** | 458,060 | 458,060 | 458,060 | 458,060 | 458,060 |
| **Short Range Transit Plan** | 92,668 | 67,072 | 67,100 | **-** | **-** | - | - | - | 300,000 | - |
| **Regional Contactless Fare Payment System** | - | 68,372 | 388,000 | **-** | **319,630** | - | - | - | - | - |
| **Regional Contactless Charging** | - | 16,861 | 2,266,000 | **-** | **-** | - | - | - | - | - |
| **Regional Facility Projects** | 50,537 | 964,271 | 4,000,000 | **-** | **951,520** | - | - | - | - | - |
| **Master Planning & Implementation - Offsite fast charging** | - | 84,459 | 2,000,000 | **-** | **138,770** | 166,600 | 166,600 | 101,700 | - | - |
| **TOTAL FUNDING USES** | 1,390,191 | 9,717,454 | 26,779,900 | **3,374,610** | **13,029,750** | 9,532,930 | 9,057,060 | 6,956,570 | 4,005,720 | 7,319,960 |

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| Route 9 | | Total Adopted Budget FY 2025-26 | Weekday Adopted Budget FY 2026-27 | Weekday Amended Budget FY 2026-27 | Express Adopted Budget FY 2026-27 | Express Amended Budget FY 2026-27 | Saturday Adopted Budget FY 2026-27 | Saturday Amended Budget FY 2026-27 | Sunday Adopted Budget FY 2026-27 | Sunday Amended Budget FY 2026-27 | Total Adopted Budget FY 2026-27 | Total Amended Budget FY 2026-27 | Total Projected Budget FY 2027-28 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Measure: | | | | | | | | | | | | |
| | Annual Hours | 12,760 | **10,100** | **10,100** | **1,290** | **1,290** | **720** | **720** | **490** | **490** | **12,600** | **12,600** | 12,600 |
| | Annual Miles | 320,340 | **254,390** | **254,390** | **27,220** | **27,220** | **20,500** | **20,500** | **13,810** | **13,810** | **315,920** | **315,920** | 315,920 |
| **Administration:** | | | | | | | | | | | | | |
| **Total Administration (Net of Contracts)** | | $ 464,180 | **$ 368,700** | **$ 368,700** | **$ 43,710** | **$ 43,710** | **$ 27,800** | **$ 27,800** | **$ 18,830** | **$ 18,830** | **$ 459,040** | **$ 459,040** | $ 475,080 |
| **Service Delivery:** | Basis: | | | | | | | | | | | | |
| Labor - Operations | hourly | | | | | | | | | | | | |
| Bus Operators | hourly | $ 881,840 | **$ 796,990** | **$ 796,990** | **$ 101,790** | **$ 101,790** | **$ 56,820** | **$ 56,820** | **$ 38,670** | **$ 38,670** | **$ 994,270** | **$ 994,270** | $ 1,031,670 |
| Training Staff | hourly | $ 59,530 | **$ 48,490** | **$ 48,490** | **$ 6,190** | **$ 6,190** | **$ 3,460** | **$ 3,460** | **$ 2,350** | **$ 2,350** | **$ 60,490** | **$ 60,490** | $ 61,820 |
| Operations Supervisors/Schedulers | hourly | $ 215,020 | **$ 185,200** | **$ 185,200** | **$ 23,650** | **$ 23,650** | **$ 13,200** | **$ 13,200** | **$ 8,990** | **$ 8,990** | **$ 231,040** | **$ 231,040** | $ 238,990 |
| Ops. Mgt. / Oversight | hourly | $ 67,700 | **$ 59,210** | **$ 59,210** | **$ 7,560** | **$ 7,560** | **$ 4,220** | **$ 4,220** | **$ 2,870** | **$ 2,870** | **$ 73,860** | **$ 73,860** | $ 75,690 |
| Labor - Operations Workers Comp | hourly | $ 54,240 | **$ 48,750** | **$ 48,750** | **$ 6,230** | **$ 6,230** | **$ 3,480** | **$ 3,480** | **$ 2,370** | **$ 2,370** | **$ 60,830** | **$ 60,830** | $ 63,890 |
| Labor - Maintenance | miles | $ 371,920 | **$ 337,240** | **$ 337,240** | **$ 36,090** | **$ 36,090** | **$ 27,180** | **$ 27,180** | **$ 18,310** | **$ 18,310** | **$ 418,820** | **$ 418,820** | $ 428,020 |
| Labor - Maintenance Workers Comp | miles | $ 19,800 | **$ 18,070** | **$ 18,070** | **$ 1,930** | **$ 1,930** | **$ 1,460** | **$ 1,460** | **$ 980** | **$ 980** | **$ 22,440** | **$ 22,440** | $ 23,730 |
| Fuel | miles | $ 294,300 | **$ 202,490** | **$ 202,490** | **$ 21,670** | **$ 21,670** | **$ 16,320** | **$ 16,320** | **$ 10,990** | **$ 10,990** | **$ 251,470** | **$ 251,470** | $ 257,750 |
| Insurance | miles | $ 214,810 | **$ 178,110** | **$ 178,110** | **$ 19,060** | **$ 19,060** | **$ 14,350** | **$ 14,350** | **$ 9,670** | **$ 9,670** | **$ 221,190** | **$ 221,190** | $ 241,580 |
| Maintenance (parts, supplies, materials) | miles | $ 174,180 | **$ 144,600** | **$ 144,600** | **$ 15,470** | **$ 15,470** | **$ 11,650** | **$ 11,650** | **$ 7,850** | **$ 7,850** | **$ 179,570** | **$ 179,570** | $ 185,130 |
| Maintenance Contract Costs | miles | $ 26,840 | **$ 22,640** | **$ 22,640** | **$ 2,420** | **$ 2,420** | **$ 1,820** | **$ 1,820** | **$ 1,230** | **$ 1,230** | **$ 28,110** | **$ 28,110** | $ 27,170 |
| **Total Operations** | | $ 2,380,180 | **$ 2,041,790** | **$ 2,041,790** | **$ 242,060** | **$ 242,060** | **$ 153,960** | **$ 153,960** | **$ 104,280** | **$ 104,280** | **$ 2,542,090** | **$ 2,542,090** | $ 2,635,440 |
| **Capital/Studies:** | | | | | | | | | | | | | |
| **Total Capital Outlay** | | $ 5,573,600 | **$ 513,930** | **$ 2,020,790** | **$ 60,930** | **$ 239,570** | **$ 38,760** | **$ 152,370** | **$ 26,250** | **$ 103,210** | **$ 639,870** | **$ 2,515,940** | $ 1,781,520 |
| **Contingency** | hourly | $ 30,480 | **$ 25,800** | **$ 25,800** | **$ 3,300** | **$ 3,300** | **$ 1,840** | **$ 1,840** | **$ 1,250** | **$ 1,250** | **$ 32,190** | **$ 32,190** | $ 33,270 |
| **PERS Buyout** | operations cost | $ 39,690 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| **Loan Repayment** | operations cost | $ 101,980 | **$ 82,160** | **$ 82,170** | **$ 9,740** | **$ 9,740** | **$ 6,200** | **$ 6,200** | **$ 4,200** | **$ 4,200** | **$ 102,300** | **$ 102,310** | $ 98,640 |
| **TOTAL FUNDING USES** | | $ 8,590,110 | **$ 3,032,380** | **$ 4,539,250** | **$ 359,740** | **$ 538,380** | **$ 228,560** | **$ 342,170** | **$ 154,810** | **$ 231,770** | **$ 3,775,490** | **$ 5,651,570** | $ 5,023,950 |
| **TOTAL NON-CAPITAL EXPENDITURES** | | $ 2,914,530 | **$ 2,436,290** | **$ 2,436,290** | **$ 289,070** | **$ 289,070** | **$ 183,600** | **$ 183,600** | **$ 124,360** | **$ 124,360** | **$ 3,033,320** | **$ 3,033,320** | $ 3,143,790 |

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| Route 10 | | Total Adopted Budget FY 2025-26 | Weekday Proposed Budget FY 2026-27 | Weekday Amended Budget FY 2026-27 | Express Adopted Budget FY 2026-27 | Express Amended Budget FY 2026-27 | Saturday Adopted Budget FY 2026-27 | Saturday Amended Budget FY 2026-27 | Sunday Adopted Budget FY 2026-27 | Sunday Amended Budget FY 2026-27 | Total Adopted Budget FY 2026-27 | Total Amended Budget FY 2026-27 | Total Projected Budget FY 2027-28 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Measure: | | | | | | | | | | | | |
| | Annual Hours | 11,100 | 8,610 | 8,610 | 600 | 600 | 680 | 680 | 400 | 400 | 10,290 | 10,290 | 10,290 |
| | Annual Miles | 332,440 | 260,690 | 260,690 | 18,100 | 18,100 | 20,640 | 20,640 | 12,380 | 12,380 | 311,810 | 311,810 | 311,810 |
| **Administration:** | | | | | | | | | | | | | |
| **Total Administration (Net of Contracts)** | | $ 439,870 | $ 342,400 | $ 342,400 | $ 23,820 | $ 23,820 | $ 27,080 | $ 27,080 | $ 16,080 | $ 16,080 | $ 409,380 | $ 409,380 | $ 423,710 |
| **Service Delivery:** | Basis: | | | | | | | | | | | | |
| Labor - Operations | hourly | | | | | | | | | | | | |
| Bus Operators | hourly | $ 767,120 | $ 679,410 | $ 679,410 | $ 47,350 | $ 47,350 | $ 53,660 | $ 53,660 | $ 31,560 | $ 31,560 | $ 811,980 | $ 811,980 | $ 842,530 |
| Training Staff | hourly | $ 51,780 | $ 41,340 | $ 41,340 | $ 2,880 | $ 2,880 | $ 3,260 | $ 3,260 | $ 1,920 | $ 1,920 | $ 49,400 | $ 49,400 | $ 50,490 |
| Operations Supervisors/Schedulers | hourly | $ 187,060 | $ 157,880 | $ 157,880 | $ 11,000 | $ 11,000 | $ 12,470 | $ 12,470 | $ 7,330 | $ 7,330 | $ 188,680 | $ 188,680 | $ 195,170 |
| Ops. Mgt. / Oversight | hourly | $ 58,880 | $ 50,470 | $ 50,470 | $ 3,520 | $ 3,520 | $ 3,990 | $ 3,990 | $ 2,340 | $ 2,340 | $ 60,320 | $ 60,320 | $ 61,820 |
| Labor - Operations Workers Comp | hourly | $ 47,190 | $ 41,560 | $ 41,560 | $ 2,900 | $ 2,900 | $ 3,280 | $ 3,280 | $ 1,930 | $ 1,930 | $ 49,670 | $ 49,670 | $ 52,180 |
| Labor - Maintenance | miles | $ 385,960 | $ 345,600 | $ 345,600 | $ 24,000 | $ 24,000 | $ 27,360 | $ 27,360 | $ 16,410 | $ 16,410 | $ 413,370 | $ 413,370 | $ 422,450 |
| Labor - Maintenance Workers Comp | miles | $ 20,550 | $ 18,520 | $ 18,520 | $ 1,290 | $ 1,290 | $ 1,470 | $ 1,470 | $ 880 | $ 880 | $ 22,160 | $ 22,160 | $ 23,420 |
| Fuel | miles | $ 305,410 | $ 207,500 | $ 207,500 | $ 14,410 | $ 14,410 | $ 16,430 | $ 16,430 | $ 9,850 | $ 9,850 | $ 248,190 | $ 248,190 | $ 254,400 |
| Insurance | miles | $ 222,930 | $ 182,530 | $ 182,530 | $ 12,670 | $ 12,670 | $ 14,450 | $ 14,450 | $ 8,670 | $ 8,670 | $ 218,320 | $ 218,320 | $ 238,440 |
| Maintenance (parts, supplies, materials) | miles | $ 180,760 | $ 148,180 | $ 148,180 | $ 10,290 | $ 10,290 | $ 11,730 | $ 11,730 | $ 7,040 | $ 7,040 | $ 177,240 | $ 177,240 | $ 182,720 |
| Maintenance Contract Costs | miles | $ 27,850 | $ 23,200 | $ 23,200 | $ 1,610 | $ 1,610 | $ 1,840 | $ 1,840 | $ 1,100 | $ 1,100 | $ 27,750 | $ 27,750 | $ 26,820 |
| **Total Operations** | | $ 2,255,490 | $ 1,896,190 | $ 1,896,190 | $ 131,920 | $ 131,920 | $ 149,940 | $ 149,940 | $ 89,030 | $ 89,030 | $ 2,267,080 | $ 2,267,080 | $ 2,350,440 |
| **Capital/Studies:** | | | | | | | | | | | | | |
| **Total Capital Outlay** | | $ 5,424,030 | $ 477,280 | $ 1,876,700 | $ 33,200 | $ 130,570 | $ 37,740 | $ 148,390 | $ 22,410 | $ 88,110 | $ 570,630 | $ 2,243,770 | $ 1,588,870 |
| **Contingency** | hourly | $ 26,510 | $ 21,990 | $ 21,990 | $ 1,530 | $ 1,530 | $ 1,740 | $ 1,740 | $ 1,020 | $ 1,020 | $ 26,280 | $ 26,280 | $ 27,170 |
| **PERS Buyout** | operations cost | $ 37,620 | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **Loan Repayment** | operations cost | $ 96,630 | $ 76,300 | $ 76,310 | $ 5,310 | $ 5,310 | $ 6,030 | $ 6,030 | $ 3,580 | $ 3,580 | $ 91,220 | $ 91,230 | $ 87,970 |
| **TOTAL FUNDING USES** | | $ 8,280,150 | $ 2,814,160 | $ 4,213,590 | $ 195,780 | $ 293,150 | $ 222,530 | $ 333,180 | $ 132,120 | $ 197,820 | $ 3,364,590 | $ 5,037,740 | $ 4,478,160 |
| **TOTAL NON-CAPITAL EXPENDITURES** | | $ 2,759,490 | $ 2,260,580 | $ 2,260,580 | $ 157,270 | $ 157,270 | $ 178,760 | $ 178,760 | $ 106,130 | $ 106,130 | $ 2,702,740 | $ 2,702,740 | $ 2,801,320 |

| **Route 12, and Route 14 Tripper** | | **Total Adopted Budget FY 2025-26** | **Weekday Adopted Budget FY 2026-27** | **Weekday Amended Budget FY 2026-27** | **Weekday Rte 14 Adopted Budget FY 2026-27** | **Weekday Rte 14 Amended Budget FY 2026-27** | **Saturday Adopted Budget FY 2026-27** | **Saturday Amended Budget FY 2026-27** | **Sunday Adopted Budget FY 2026-27** | **Sunday Amended Budget FY 2026-27** | **Total Adopted Budget FY 2026-27** | **Total Amended Budget FY 2026-27** | **Total Projected Budget FY 2027-28** |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Measure: | | | | | | | | | | | | |
| | Annual Hours | 7,690 | **6,480** | **6,480** | **110** | **110** | **510** | **510** | **440** | **440** | **7,540** | **7,540** | 7,540 |
| | Annual Miles | 198,980 | **170,060** | **170,060** | **1,800** | **1,800** | **12,390** | **12,390** | **11,050** | **11,050** | **195,300** | **195,300** | 195,300 |
| **Administration:** | | | | | | | | | | | | | |
| **Total Administration (Net of Contracts)** | | $ 283,720 | **$ 240,940** | **$ 240,940** | **$ 3,390** | **$ 3,390** | **$ 18,320** | **$ 18,320** | **$ 16,040** | **$ 16,040** | **$ 278,690** | **$ 278,690** | $ 288,440 |
| **Service Delivery:** | Basis: | | | | | | | | | | | | |
| Labor - Operations | hourly | | | | | | | | | | | | |
| Bus Operators | hourly | $ 531,450 | **$ 511,340** | **$ 511,340** | **$ 8,680** | **$ 8,680** | **$ 40,240** | **$ 40,240** | **$ 34,720** | **$ 34,720** | **$ 594,980** | **$ 594,980** | $ 617,360 |
| Training Staff | hourly | $ 35,870 | **$ 31,110** | **$ 31,110** | **$ 530** | **$ 530** | **$ 2,450** | **$ 2,450** | **$ 2,110** | **$ 2,110** | **$ 36,200** | **$ 36,200** | $ 37,000 |
| Operations Supervisors/Schedulers | hourly | $ 129,580 | **$ 118,820** | **$ 118,820** | **$ 2,020** | **$ 2,020** | **$ 9,350** | **$ 9,350** | **$ 8,070** | **$ 8,070** | **$ 138,260** | **$ 138,260** | $ 143,010 |
| Ops. Mgt. / Oversight | hourly | $ 40,800 | **$ 37,990** | **$ 37,990** | **$ 640** | **$ 640** | **$ 2,990** | **$ 2,990** | **$ 2,580** | **$ 2,580** | **$ 44,200** | **$ 44,200** | $ 45,300 |
| Labor - Operations Workers Comp | hourly | $ 32,700 | **$ 31,280** | **$ 31,280** | **$ 530** | **$ 530** | **$ 2,460** | **$ 2,460** | **$ 2,120** | **$ 2,120** | **$ 36,390** | **$ 36,390** | $ 38,230 |
| Labor - Maintenance | miles | $ 231,010 | **$ 225,450** | **$ 225,450** | **$ 2,390** | **$ 2,390** | **$ 16,430** | **$ 16,430** | **$ 14,650** | **$ 14,650** | **$ 258,920** | **$ 258,920** | $ 264,600 |
| Labor - Maintenance Workers Comp | miles | $ 12,300 | **$ 12,080** | **$ 12,080** | **$ 130** | **$ 130** | **$ 880** | **$ 880** | **$ 780** | **$ 780** | **$ 13,870** | **$ 13,870** | $ 14,670 |
| Fuel | miles | $ 182,790 | **$ 135,360** | **$ 135,360** | **$ 1,430** | **$ 1,430** | **$ 9,860** | **$ 9,860** | **$ 8,800** | **$ 8,800** | **$ 155,450** | **$ 155,450** | $ 159,340 |
| Insurance | miles | $ 133,440 | **$ 119,070** | **$ 119,070** | **$ 1,260** | **$ 1,260** | **$ 8,680** | **$ 8,680** | **$ 7,740** | **$ 7,740** | **$ 136,750** | **$ 136,750** | $ 149,340 |
| Maintenance (parts, supplies, materials) | miles | $ 108,200 | **$ 96,670** | **$ 96,670** | **$ 1,020** | **$ 1,020** | **$ 7,040** | **$ 7,040** | **$ 6,280** | **$ 6,280** | **$ 111,010** | **$ 111,010** | $ 114,440 |
| Maintenance Contract Costs | miles | $ 16,670 | **$ 15,140** | **$ 15,140** | **$ 160** | **$ 160** | **$ 1,100** | **$ 1,100** | **$ 980** | **$ 980** | **$ 17,380** | **$ 17,380** | $ 16,800 |
| **Total Operations** | | $ 1,454,810 | **$ 1,334,310** | **$ 1,334,310** | **$ 18,790** | **$ 18,790** | **$ 101,480** | **$ 101,480** | **$ 88,830** | **$ 88,830** | **$ 1,543,410** | **$ 1,543,410** | $ 1,600,090 |
| **Capital/Studies:** | | | | | | | | | | | | | |
| **Total Capital Outlay** | | $ 3,693,820 | **$ 335,850** | **$ 1,320,590** | **$ 4,730** | **$ 18,600** | **$ 25,540** | **$ 100,440** | **$ 22,360** | **$ 87,920** | **$ 388,480** | **$ 1,527,550** | $ 1,081,640 |
| **Contingency** | hourly | $ 18,370 | **$ 16,550** | **$ 16,550** | **$ 280** | **$ 280** | **$ 1,300** | **$ 1,300** | **$ 1,120** | **$ 1,120** | **$ 19,250** | **$ 19,250** | $ 19,910 |
| **PERS Buyout** | operations cost | $ 24,260 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| **Loan Repayment** | operations cost | $ 62,340 | **$ 53,690** | **$ 53,690** | **$ 760** | **$ 760** | **$ 4,080** | **$ 4,080** | **$ 3,570** | **$ 3,570** | **$ 62,100** | **$ 62,100** | $ 59,890 |
| **TOTAL FUNDING USES** | | $ 5,537,320 | **$ 1,981,340** | **$ 2,966,080** | **$ 27,950** | **$ 41,820** | **$ 150,720** | **$ 225,620** | **$ 131,920** | **$ 197,480** | **$ 2,291,930** | **$ 3,431,000** | $ 3,049,970 |
| **TOTAL NON-CAPITAL EXPENDITURES** | | $ 1,781,160 | **$ 1,591,800** | **$ 1,591,800** | **$ 22,460** | **$ 22,460** | **$ 121,100** | **$ 121,100** | **$ 105,990** | **$ 105,990** | **$ 1,841,350** | **$ 1,841,350** | $ 1,908,440 |

| Route 15 | | Total Adopted Budget FY 2025-26 | Weekday Adopted Budget FY 2026-27 | Weekday Amended Budget FY 2026-27 | Saturday Adopted Budget FY 2026-27 | Saturday Amended Budget FY 2026-27 | Sunday Adopted Budget FY 2026-27 | Sunday Amended Budget FY 2026-27 | Total Adopted Budget FY 2026-27 | Total Amended Budget FY 2026-27 | Total Projected Budget FY 2027-28 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Measure: | | | | | | | | | | |
| | Annual Hours | 3,590 | **2,720** | **2,720** | **620** | **620** | **390** | **390** | **3,730** | **3,730** | 3,730 |
| | Annual Miles | 104,680 | **83,580** | **83,580** | **16,560** | **16,560** | **9,970** | **9,970** | **110,110** | **110,110** | 110,110 |
| **Administration:** | | | | | | | | | | | |
| **Total Administration (Net of Contracts)** | | $ 140,360 | **$ 108,960** | **$ 108,960** | **$ 23,230** | **$ 23,230** | **$ 14,330** | **$ 14,330** | **$ 146,520** | **$ 146,520** | $ 151,650 |
| **Service Delivery:** | Basis: | | | | | | | | | | |
| Labor - Operations | hourly | | | | | | | | | | |
| Bus Operators | hourly | $ 248,100 | **$ 214,630** | **$ 214,630** | **$ 48,920** | **$ 48,920** | **$ 30,770** | **$ 30,770** | **$ 294,320** | **$ 294,320** | $ 305,410 |
| Training Staff | hourly | $ 16,750 | **$ 13,060** | **$ 13,060** | **$ 2,980** | **$ 2,980** | **$ 1,870** | **$ 1,870** | **$ 17,910** | **$ 17,910** | $ 18,300 |
| Operations Supervisors/Schedulers | hourly | $ 60,500 | **$ 49,880** | **$ 49,880** | **$ 11,370** | **$ 11,370** | **$ 7,150** | **$ 7,150** | **$ 68,400** | **$ 68,400** | $ 70,750 |
| Ops. Mgt. / Oversight | hourly | $ 19,050 | **$ 15,940** | **$ 15,940** | **$ 3,630** | **$ 3,630** | **$ 2,290** | **$ 2,290** | **$ 21,860** | **$ 21,860** | $ 22,410 |
| Labor - Operations Workers Comp | hourly | $ 15,270 | **$ 13,130** | **$ 13,130** | **$ 2,990** | **$ 2,990** | **$ 1,880** | **$ 1,880** | **$ 18,000** | **$ 18,000** | $ 18,910 |
| Labor - Maintenance | miles | $ 121,540 | **$ 110,800** | **$ 110,800** | **$ 21,950** | **$ 21,950** | **$ 13,220** | **$ 13,220** | **$ 145,970** | **$ 145,970** | $ 149,180 |
| Labor - Maintenance Workers Comp | miles | $ 6,470 | **$ 5,940** | **$ 5,940** | **$ 1,180** | **$ 1,180** | **$ 710** | **$ 710** | **$ 7,830** | **$ 7,830** | $ 8,270 |
| Fuel | miles | $ 96,170 | **$ 66,530** | **$ 66,530** | **$ 13,180** | **$ 13,180** | **$ 7,940** | **$ 7,940** | **$ 87,650** | **$ 87,650** | $ 89,840 |
| Insurance | miles | $ 70,200 | **$ 58,520** | **$ 58,520** | **$ 11,590** | **$ 11,590** | **$ 6,980** | **$ 6,980** | **$ 77,090** | **$ 77,090** | $ 84,200 |
| Maintenance (parts, supplies, materials) | miles | $ 56,910 | **$ 47,510** | **$ 47,510** | **$ 9,410** | **$ 9,410** | **$ 5,670** | **$ 5,670** | **$ 62,590** | **$ 62,590** | $ 64,520 |
| Maintenance Contract Costs | miles | $ 8,780 | **$ 7,440** | **$ 7,440** | **$ 1,470** | **$ 1,470** | **$ 890** | **$ 890** | **$ 9,800** | **$ 9,800** | $ 9,470 |
| **Total Operations** | | $ 719,740 | **$ 603,380** | **$ 603,380** | **$ 128,670** | **$ 128,670** | **$ 79,370** | **$ 79,370** | **$ 811,420** | **$ 811,420** | $ 841,260 |
| **Capital/Studies:** | | | | | | | | | | | |
| **Total Capital Outlay** | | $ 352,900 | **$ 8,920** | **$ 94,660** | **$ 1,900** | **$ 20,190** | **$ 1,170** | **$ 12,450** | **$ 11,990** | **$ 127,300** | $ 475,970 |
| **Contingency** | hourly | $ 8,570 | **$ 6,950** | **$ 6,950** | **$ 1,580** | **$ 1,580** | **$ 1,000** | **$ 1,000** | **$ 9,530** | **$ 9,530** | $ 9,850 |
| **PERS Buyout** | operations cost | $ 12,000 | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| **Loan Repayment** | operations cost | $ 30,830 | **$ 24,280** | **$ 24,280** | **$ 5,180** | **$ 5,180** | **$ 3,190** | **$ 3,190** | **$ 32,650** | **$ 32,650** | $ 31,490 |
| **TOTAL FUNDING USES** | | $ 1,264,400 | **$ 752,490** | **$ 838,230** | **$ 160,560** | **$ 178,850** | **$ 99,060** | **$ 110,340** | **$ 1,012,110** | **$ 1,127,420** | $ 1,510,220 |
| **TOTAL NON-CAPITAL EXPENDITURES** | | $ 880,670 | **$ 719,290** | **$ 719,290** | **$ 153,480** | **$ 153,480** | **$ 94,700** | **$ 94,700** | **$ 967,470** | **$ 967,470** | $ 1,002,760 |

| **Runabout** | | **Total Adopted Budget FY 2025-26** | **Total Adopted Budget FY 2026-27** | **Total Amended Budget FY 2026-27** | **Total Projected Budget FY 2027-28** |
|---|---|---|---|---|---|
| | Measure: | | | | |
| | Annual Hours | 25,120 | **25,660** | **25,660** | 28,230 |
| | Annual Miles | 396,690 | **373,520** | **373,520** | 410,870 |
| **Administration:** | | | | | |
| **Total Administration (Net of Contracts)** | | $ 756,890 | **$ 761,830** | **$ 761,830** | $ 867,300 |
| **Service Delivery:** | Basis: | | | | |
| Labor - Operations | hourly | | | | |
| Bus Operators | hourly | $ 1,736,050 | **$ 2,024,830** | **$ 2,024,830** | $ 2,311,430 |
| Training Staff | hourly | $ 117,190 | **$ 123,190** | **$ 123,190** | $ 138,520 |
| Operations Supervisors/Schedulers | hourly | $ 423,340 | **$ 470,520** | **$ 470,520** | $ 535,440 |
| Ops. Mgt. / Oversight | hourly | $ 133,270 | **$ 150,420** | **$ 150,420** | $ 169,590 |
| Labor - Operations Workers Comp | hourly | $ 106,780 | **$ 123,860** | **$ 123,860** | $ 143,150 |
| Labor - Maintenance | miles | $ 460,560 | **$ 495,170** | **$ 495,170** | $ 556,670 |
| Labor - Maintenance Workers Comp | miles | $ 24,520 | **$ 26,530** | **$ 26,530** | $ 30,870 |
| Fuel | miles | $ 364,440 | **$ 297,310** | **$ 297,310** | $ 335,220 |
| Insurance | miles | $ 266,010 | **$ 261,520** | **$ 261,520** | $ 314,190 |
| Maintenance (parts, supplies, materials) | miles | $ 215,690 | **$ 212,320** | **$ 212,320** | $ 240,770 |
| Maintenance Contract Costs | miles | $ 33,230 | **$ 33,250** | **$ 33,250** | $ 35,330 |
| **Total Operations** | | $ 3,881,080 | **$ 4,218,920** | **$ 4,218,920** | $ 4,811,180 |
| **Capital/Studies:** | | | | | |
| **Total Capital Outlay** | | $ 3,147,300 | **$ 62,390** | **$ 2,287,860** | $ 396,280 |
| **Contingency** | hourly | $ 60,000 | **$ 65,550** | **$ 65,550** | $ 74,550 |
| **PERS Buyout** | operations cost | $ 64,730 | **$ -** | **$ -** | $ - |
| **Loan Repayment** | operations cost | $ 166,280 | **$ 169,770** | **$ 169,770** | $ 180,070 |
| **TOTAL FUNDING USES** | | $ 8,076,280 | **$ 5,278,460** | **$ 7,503,930** | $ 6,329,380 |
| **TOTAL NON-CAPITAL EXPENDITURES** | | $ 4,762,700 | **$ 5,046,300** | **$ 5,046,300** | $ 5,753,030 |

| Project Information | |
|---|---|
| Project Title | Heavy Duty Fixed Route Vehicles |
| Anticipated Start Date | Ongoing Program |
| Anticipated Completion | Ongoing Program |
| Estimated Project Cost | $48,183,130 |




**Project Scope**

The RTA uses a mix of fuel types – diesel and battery electric – for Fixed Route Services in various communities. This is one replacement for each vehicle.

Service Life: 12 years; 500,000-mile vehicle
All over 14,400 GVW and subject to the Innovative Clean Transit fleet rule

**Funding Information**

| FTIP Year | FTIP Amount/ Estimate | Local Match | PO Calendar Year | Delivery Year | Budget FY | Number of Vehicles | Vehicle Type |
|---|---|---|---|---|---|---|---|
| Adopted FY25 | $4,324,640 | $1,515,300 | 2026 | 2026 | FY26 | 4 | Electric |
| Adopted FY25 | $1,769,675 | $442,425 | 2026 | 2027 | FY27 | 3 | Diesel |
| Adopted FY25 | $2,272,500 | $401,030 | 2027 | 2028 | FY28 | 2 | Electric |
| Adopted FY26 | $1,364,000 | $320,400 | 2027 | 2028 | FY28 | 1 | Electric |
| Adopted FY26 | $1,780,700 | $465,800 | 2027 | 2028 | FY28 | 3 | Diesel |
| Adopted FY27 | $1,441,000 | $254,300 | 2028 | 2029 | FY29 | 1 | Electric |
| Adopted FY27 | $1,917,300 | $479,300 | 2028 | 2029 | FY29 | 3 | Diesel |
| Projected FY28 | $1,484,210 | $261,950 | 2028 | 2029 | FY30 | 1 | Electric |
| Projected FY28 | $658,220 | $164,640 | 2028 | 2029 | FY30 | 1 | Diesel |
| Projected FY29 | $4,723,900 | $833,700 | 2030 | 2031 | FY31 | 3 | Electric |
| Projected FY31 | $3,144,520 | $786,120 | 2031 | 2033 | FY33 | 2 | Electric |
| Projected FY33 | $3,336,020 | $834,000 | 2033 | 2035 | FY35 | 2 | Electric |
| Projected FY34 | $1,718,050 | $429,510 | 2034 | 2036 | FY36 | 1 | Electric |
| Projected FY35 | $8,847,900 | $2,212,000 | 2035 | 2037 | FY37 | 5 | Electric |
| **Total** | **$38,782,635** | **$9,400,475** | | | | **32** | |

**5 Year Budget Plan**

| 2026-2027 | 2027-2028 | 2028-2029 | 2029-2030 | 2030-2031 | Future Years | Total Estimate |
|---|---|---|---|---|---|---|
| $2,212,125 | $6,604,420 | $4,091,900 | $2,569,020 | $5,557,600 | $27,148,065 | $48,183,130 |

| Project Information | |
|---|---|
| Project Title | Heavy Duty Fixed Route Electric Vehicles Battery Replacements |
| Anticipated Start Date | Ongoing Program |
| Anticipated Completion | Ongoing Program |
| Estimated Project Cost | $6,321,560 |




**Project Scope**

The RTA uses battery electric vehicles for Fixed Route Services in various communities.

This is for midlife battery replacements for each heavy duty fixed route electric vehicle.

Service Life: 12 years; 500,000-mile vehicle
All over 14,400 GVWand subject to the Innovative Clean Transit fleet rule

**Funding Information**

| FTIP Year | FTIP Amount/ Estimate | Local Match | PO Calendar Year | Delivery Year | Budget FY | Number of Vehicles | Project Type |
|---|---|---|---|---|---|---|---|
| Projected FY31 | $892,000 | $223,000 | 2031 | 2031 | FY32 | 2 | Battery Replacement |
| Projected FY32 | $2,288,150 | $572,050 | 2032 | 2032 | FY33 | 5 | Battery Replacement |
| Projected FY33 | $1,877,080 | $469,280 | 2033 | 2033 | FY34 | 4 | Battery Replacement |
| **Total** | **$5,057,230** | **$1,264,330** | | | | **11** | |

**5 Year Budget Plan**

| 2026-2027 | 2027-2028 | 2028-2029 | 2029-2030 | 2030-2031 | Future Years | Total Estimate |
|---|---|---|---|---|---|---|
| $0 | $0 | $0 | $0 | $0 | $6,321,560 | $6,321,560 |

| Project Information | |
|---|---|
| Project Title | Fixed Route Cutaway Vehicles |
| Anticipated Start Date | Ongoing Program |
| Anticipated Completion | Ongoing Program |
| Estimated Project Cost | $2,833,660 |

**Project Scope**

The RTA uses a mix of vehicle types including low-floor cutaway and cutaway vehicles for Fixed Route Services in various communities. This is one for one replacement for each vehicle.

Service Life: 7 years; 200,000-mile vehicle
All over 14,400 GVW and subject to the Innovative Clean Transit fleet rule




**Funding Information**

| FTIP Year | FTIP Amount/ Estimate | Local Match | PO Calendar Year | Delivery Year | Budget FY | Number of Vehicles | Vehicle Type |
|---|---|---|---|---|---|---|---|
| Adopted FY27 | $373,000 | $93,200 | 2027 | 2028 | FY28 | 2 | Gas (1) |
| Projected FY28 | $314,190 | $55,450 | 2028 | 2029 | FY29 | 1 | Electric (2) |
| Projected FY28 | $295,680 | $73,960 | 2028 | 2029 | FY29 | 2 | Gas (1) |
| Projected FY30 | $676,700 | $119,400 | 2030 | 2031 | FY31 | 2 | Electric (2) |
| Projected FY31 | $707,260 | $124,820 | 2031 | 2032 | FY32 | 2 | Electric (2) |
| **Total** | **$2,366,830** | **$466,830** | | | | **9** | |

(1) Vehicles are over 14,400 gross vehicle weight and subject to the Innovative Clean Transit fleet rule but there is not currently a vehicle that meets the FTA required Altoona testing requirement
(2) Vehicles are over 14,400 gross vehicle weight and subject to the Innovative Clean Transit fleet rule. Although there is not currently a vehicle that meets the Altoona testing requirement staff anticipates a vehicle being available when the PO will be issued

**5 Year Budget Plan**

| 2026-2027 | 2027-2028 | 2028-2029 | 2029-2030 | 2030-2031 | Future Years | Total Estimate |
|---|---|---|---|---|---|---|
| $0 | $466,200 | $739,280 | $0 | $796,100 | $832,080 | $2,833,660 |

| Project Information | |
|---|---|
| Project Title | Demand Response Vehicles |
| Anticipated Start Date | Ongoing Program |
| Anticipated Completion | Ongoing Program |
| Estimated Project Cost | $3,256,250 |

**Project Scope**

The RTA uses a mix of low-floor minivans, mobility transit and cutaway vehicles for the ADA paratransit service (Runabout).

For Dial-A-Ride service, the RTA uses a mix of vehicle types including low-floor minivans and cutaway vehicles in various communities.

This is one for one replacement for each vehicle.




**Funding Information**

| FTIP Year | FTIP Amount/ Estimate | Local Match | PO Calendar Year | Delivery Year | Budget FY | Number of Vehicles | Vehicle Type |
|---|---|---|---|---|---|---|---|
| Adopted FY23 | $538,880 | $98,840 | 2025 | 2026 | FY26 | 4 | Gas (1) |
| Adopted FY24 | $464,640 | $85,720 | 2026 | 2026 | FY26 | 4 | Gas (2) |
| Adopted FY24 | $153,000 | $38,250 | 2026 | 2027 | FY27 | 1 | Gas (2) |
| Adopted FY25 | $517,720 | $91,350 | 2026 | 2026 | FY26 | 7 | Gas (3) |
| Adopted FY26 | $148,200 | $37,000 | 2027 | 2027 | FY27 | 2 | Gas (3) |
| Adopted FY27 | $270,600 | $67,700 | 2028 | 2028 | FY28 | 1 | Electric (4) |
| Projected FY28 | $501,000 | $88,500 | 2029 | 2029 | FY29 | 6 | Gas (3) |
| Projected FY29 | $123,850 | $31,000 | 2030 | 2030 | FY30 | 1 | Gas (3) |
| **Total** | **$2,717,890** | **$538,360** | | | | **26** | |

(1) Vehicles are over 14,400 gross vehicle weight (Service life: 7 years; 200,000-mile) and subject to the Innovative Clean Transit (ICT) fleet rule but there is not currently a vehicle that meets the FTA required Altoona testing requirement.

(2) Currently the vehicles are over 14,400 gross vehicle weight (Service life: 7 years; 200,000-mile) and subject to the ICT fleet rule but are being replaced with vehicles that are under 14,400 (mobility transit vehicles, Service life: 4 years; 100,000-mile)

(3) Low floor minivans (Service life: 4 years; 100,000-mile) and mobility transits vehicles (Service life: 4 years; 100,000-mile) are under 14,400 gross vehicle weight and not subject to the ICT fleet rule. Staff is researching if minivans or mobility transit vehicles should be purchased to replace these vehicles (all have a Service life: 4 years; 100,000-mile)

(4) Vehicle is over 14,400 gross vehicle weight (Service life: 7 years; 200,000-mile) and subject to the ICT fleet rule. Although there is not currently a vehicle that meets the requirement staff anticipates a vehicle being available when the PO will be issued.

**5 Year Budget Plan**

| 2026-2027 | 2027-2028 | 2028-2029 | 2029-2030 | 2030-2031 | Future Years | Total Estimate |
|---|---|---|---|---|---|---|
| $376,450 | $338,300 | $589,500 | $154,850 | $0 | $1,797,150 | $3,256,250 |

| Project Information | |
|---|---|
| Project Title | Trolley Vehicles |
| Anticipated Start Date | Ongoing Program |
| Anticipated Completion | Ongoing Program |
| Estimated Project Cost | $1,796,900 |



**Project Scope**

The RTA uses replica trolleys that mimic nostalgic, turn-of-the-century cable cars while providing modern, heavy-duty transit capabilities. This is one for one replacement for each vehicle.

Service Life: 7 years; 200,000-mile vehicle
All over 14,400 GVW and subject to the Innovative Clean Transit fleet rule

**Funding Information**

| FTIP Year | FTIP Amount/ Estimate | Local Match | PO Calendar Year | Delivery Year | Budget FY | Number of Vehicles | Vehicle Type |
|---|---|---|---|---|---|---|---|
| Adopted FY22 | $228,300 | $57,100 | 2025 | 2026 | FY26 | 1 | Gas |
| Morro Bay - locally funded | | $350,000 | 2028 | 2028 | FY28 | 1 | Gas |
| Adopted FY27 | $280,000 | $70,000 | 2027 | 2028 | FY28 | 1 | Gas |
| Projected FY30 | $649,200 | $162,300 | 2031 | 2031 | FY32 | 1 | Electric |
| **Total** | **$1,157,500** | **$639,400** | | | | **4** | |

**5 Year Budget Plan**

| 2026-2027 | 2027-2028 | 2028-2029 | 2029-2030 | 2030-2031 | Future Years | Total Estimate |
|---|---|---|---|---|---|---|
| $0 | $700,000 | $0 | $0 | $0 | $1,096,900 | $1,796,900 |

| Project Information | |
|---|---|
| Project Title | Support Vehicle Replacements |
| Anticipated Start Date | Ongoing Program |
| Anticipated Completion | Ongoing Program |
| Estimated Project Cost | $914,665 |

**Project Scope**

The RTA uses a variety of non-revenue vehicles to support the various transit services provided.

Various useful lives.
None subject to the Innovative Clean Transit fleet rule.




**Project Justification**

There are small support cars that are used by the administrative staff, Operations Supervisors, and for employee swaps (in lieu of swapping buses). The four trucks that are used for road calls, equipment transportation, and bus stop maintenance. Other support vehicles include a forklift, utility cart and scissor lift.

**Anticipated Impact to Operations**

Support vehicles are vital to ensure the most effective use of resources and keep operating costs down.

**Funding Information**

| FTIP Year | FTIP Amount/ Estimate | Local Match | PO Calendar Year | Delivery Year | Budget FY | Number of Vehicles | Vehicle Type |
|---|---|---|---|---|---|---|---|
| Adopted FY24 | $37,300 | $9,325 | 2027 | 2027 | FY26 | 1 | Electric Car |
| Adopted FY26 | $61,600 | $15,400 | 2027 | 2027 | FY27 | 1 | Gas Truck |
| Adopted FY27 | $30,300 | $7,500 | 2028 | 2028 | FY28 | 1 | Propane or Electric Forklift |
| Projected FY28 | $65,300 | $16,400 | 2029 | 2029 | FY29 | 1 | Gas Truck |
| Projected FY29 | $176,200 | $44,100 | 2030 | 2030 | FY30 | 5 | Electric Car |
| Projected FY30 | $164,300 | $41,100 | 2031 | 2031 | FY31 | 4 | Electric Car |
| Projected FY32 | $33,890 | $8,470 | 2033 | 2033 | FY33 | 1 | Electric Scissor Lift |
| Projected FY32 | $87,120 | $21,780 | 2033 | 2033 | FY33 | 2 | Electric Car |
| Projected FY33 | $75,660 | $18,920 | 2034 | 2034 | FY34 | 1 | Electric Truck |
| **Total** | **$731,670** | **$182,995** | | | | **17** | |

**5 Year Budget Plan**

| 2026-2027 | 2027-2028 | 2028-2029 | 2029-2030 | 2030-2031 | Future Years | Total Estimate |
|---|---|---|---|---|---|---|
| $77,000 | $37,800 | $81,700 | $220,300 | $205,400 | $292,465 | $914,665 |

# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
# OPERATING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Adopted County Budget | 2026/27 Adopted County Budget | 2026/27 Amended County Budget | 2027/28 Projected County Budget |
|---|---|---|---|---|---|
| | FUNDING SOURCES: | | | | |
| | GENERAL RESERVES | 444,000 | **153,000** | **153,000** | 218,430 |
| 1. | ESTIMATED FUND BALANCE | 444,000 | **153,000** | **153,000** | 218,430 |
| 2. | LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | |
| | CASH FLOW REQUIREMENTS PER TDA | 153,000 | **137,480** | **137,480** | 147,240 |
| | OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS | - | **-** | **80,950** | - |
| | TOTAL | 153,000 | **137,480** | **218,430** | 147,240 |
| 3. | FUND BALANCE AVAILABLE | 291,000 | **15,520** | **(65,430)** | 71,190 |
| | **NON TDA SOURCES** | | | | |
| | FARES | 20,260 | **24,340** | **24,340** | 24,580 |
| | STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1 | 317,960 | **284,520** | **365,470** | 226,010 |
| | RURAL TRANSIT FUND (Including Administration) | - | **-** | **-** | - |
| | FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating | - | **32,250** | **32,250** | 36,290 |
| | FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating | 38,820 | **39,600** | **39,600** | 40,390 |
| | SPECIAL EVENTS REVENUE/OTHER | - | **32,970** | **32,970** | 32,970 |
| 4. | SUB TOTAL | 377,040 | **413,680** | **494,630** | 360,240 |
| 5. | TOTAL FUND BALANCE & NON TDA FUNDING | 668,040 | **429,200** | **429,200** | 431,430 |
| | **TDA REQUIRED** | | | | |
| | COUNTY OF SAN LUIS OBISPO | 113,250 | **313,640** | **313,640** | 359,910 |
| | TDA REQUIREMENTS BEFORE 5311 EXCHANGE | 113,250 | **313,640** | **313,640** | 359,910 |
| | LESS: RURAL TRANSIT FUND/5311 EXCHANGE | - | **-** | **-** | - |
| 6. | NET TDA REQUIREMENTS | 113,250 | **313,640** | **313,640** | 359,910 |
| 7. | **TOTAL FUNDING SOURCES** | 781,290 | **742,840** | **742,840** | 791,340 |
| 8. | FUNDING USES: | | | | |
| | ADMINISTRATION | 139,780 | **126,820** | **126,820** | 135,470 |
| | PERS BUYOUT | - | **-** | **-** | - |
| | SERVICE DELIVERY | 632,250 | **607,210** | **607,210** | 646,490 |
| | CONTINGENCY | 9,260 | **8,810** | **8,810** | 9,380 |
| 9. | **TOTAL FUNDING USES** | 781,290 | **742,840** | **742,840** | 791,340 |

# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
## CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Combined Acutal Capital Expense | 2025/26 Adopted County Capital Budget | 2026/27 Adopted County Capital Budget | 2026/27 Amended County Capital Budget | 2027/28 Projected County Capital Budget |
|---|---|---|---|---|---|---|
| FUNDING SOURCES: | | | | | | |
| BEGINNING CAPITAL PROJECTS RESERVE | | 1,556,815 | 80,900 | **28,270** | **87,550** | 25,240 |
| 1. ESTIMATED FUND BALANCE | | 1,556,815 | 80,900 | **28,270** | **87,550** | 25,240 |
| 2. LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | | | |
| CAPITAL PROJECTS RESERVE | | 1,447,258 | 28,270 | **25,240** | **25,240** | 39,310 |
| | TOTAL | 1,447,258 | 28,270 | **25,240** | **25,240** | 39,310 |
| 3. FUND BALANCE AVAILABLE | | 109,557 | 52,630 | **3,030** | **62,310** | (14,070) |
| **NON TDA SOURCES** | | | | | | |
| STATE TRANSIT ASSISTANCE (STA) | | 393,168 | - | **1,650** | **1,650** | 89,380 |
| LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) | | - | - | - | - | - |
| STATE OF GOOD REPAIR (SGR) | | 335,591 | - | - | - | - |
| SB125 | | | - | - | - | - |
| Infrastucture (including fare program) | | 652,831 | 243,070 | - | - | - |
| Fixed Route Electric | | - | - | - | - | - |
| RURAL TRANSIT FUND (Capital) | | 1,706,749 | 8,030 | - | - | - |
| FEDERAL TRANSIT ADM (FTA) (Section 5307) | | 183,903 | - | - | - | - |
| Fixed Route Electric | | - | - | - | - | - |
| Fixed Route Non-Electric | | - | - | - | - | - |
| Demand Response Electric | | 200,923 | - | - | - | - |
| Demand Response Non-Electric | | - | 195,310 | - | - | - |
| ADA Minivans | | - | - | - | - | - |
| Support Vehicles | | 174,449 | 1,510 | **2,820** | **4,190** | 1,390 |
| Trolley | | - | 200,920 | - | **228,300** | 280,000 |
| Planning | | - | - | - | - | - |
| Bus Stop Improvements | | 88,999 | - | - | - | - |
| Dispatch Software Upgrade | | 56,997 | - | - | **7,350** | - |
| Vehicle Maintenance Equipment | | 69,459 | 1,610 | **1,480** | **1,480** | 1,510 |
| FEDERAL TRANSIT ADM (FTA) (Section 5339) | | 512 | - | - | - | - |
| Vehicle Engine Rehab | | 570,583 | - | - | - | - |
| Fixed Route Electric | | 3,965,661 | - | - | - | - |
| Fixed Route Non-Electric | | - | - | - | - | - |
| Dial-A-Ride Vehicle Replacement | | - | - | - | - | - |
| OTHER | | 750,000 | 29,570 | - | - | - |
| 4. | SUB TOTAL | 9,149,825 | 680,020 | **5,950** | **242,970** | 372,280 |
| 5. TOTAL FUND BALANCE & NON TDA FUNDING | | 9,259,382 | 732,650 | **8,980** | **305,280** | 358,210 |
| **TDA REQUIRED** | | | | | | |
| COUNTY OF SAN LUIS OBISPO | | 224,449 | - | - | - | - |
| 6. TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT | | 458,060 | - | - | - | - |
| 7. **TOTAL FUNDING SOURCES** | | 9,717,453 | 732,650 | **8,980** | **305,280** | 358,210 |
| 8. FUNDING USES: | | | | | | |
| CAPITAL | | 8,085,863 | 489,580 | **8,980** | **305,280** | 358,210 |
| LOAN PAYMENTS | | 430,555 | - | - | - | - |
| SHORT RANGE TRANSIT PLAN | | 67,072 | - | - | - | - |
| REGIONAL CONTACTLESS FARE PAYMENT SYSTEM | | 68,372 | - | - | - | - |
| REGIONAL CONTACTLESS CHARGING | | 16,861 | - | - | - | - |
| REGIONAL BUS CHARGING PROJECTS | | 964,271 | 162,050 | - | - | - |
| MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING | | 84,459 | 81,020 | - | - | - |
| 9. **TOTAL FUNDING USES** | | 9,717,453 | 732,650 | **8,980** | **305,280** | 358,210 |

| County Services | | Total Adopted Budget FY 2025-26 | Total Adopted Budget FY 2026-27 | Total Amended Budget FY 2026-27 | Total Projected Budget FY 2027-28 |
|---|---|---|---|---|---|
| **Administration:** | | | | | |
| **Total Administration (Net of Contracts)** | | $ 139,780 | **$ 126,820** | **$ 126,820** | $ 135,470 |
| **Service Delivery:** | | | | | |
| Labor - Operations | hourly | | | | |
| Bus Operators | hourly | $ 318,710 | **$ 306,290** | **$ 306,290** | $ 327,060 |
| Training Staff | hourly | $ 23,950 | **$ 20,030** | **$ 20,030** | $ 21,070 |
| Operations Supervisors/Schedulers | hourly | $ 80,700 | **$ 86,590** | **$ 86,590** | $ 92,170 |
| Ops. Mgt. / Oversight | hourly | $ 29,360 | **$ 27,460** | **$ 27,460** | $ 28,960 |
| Labor - Operations Workers Comp | hourly | $ 17,650 | **$ 18,350** | **$ 18,350** | $ 19,840 |
| Labor - Maintenance | miles | $ 41,340 | **$ 47,610** | **$ 47,610** | $ 49,740 |
| Labor - Maintenance Workers Comp | miles | $ 2,230 | **$ 2,340** | **$ 2,340** | $ 2,530 |
| Fuel | miles | $ 36,010 | **$ 24,240** | **$ 24,240** | $ 25,400 |
| Insurance | miles | $ 27,540 | **$ 25,230** | **$ 25,230** | $ 28,170 |
| Special Transit (Senior Vans, Incentives, etc) | n/a | $ 32,070 | **$ 29,990** | **$ 29,990** | $ 31,650 |
| Maintenance (parts, supplies, materials) | miles | $ 18,200 | **$ 15,910** | **$ 15,910** | $ 16,770 |
| Maintenance Contract Costs | miles | $ 4,490 | **$ 3,170** | **$ 3,170** | $ 3,130 |
| **Total Operations** | | $ 632,250 | **$ 607,210** | **$ 607,210** | $ 646,490 |
| **Capital/Studies:** | | | | | |
| **Total Capital Outlay** | | $ 732,650 | **$ 8,980** | **$ 305,280** | $ 358,210 |
| **Contingency** | hourly | $ 9,260 | **$ 8,810** | **$ 8,810** | $ 9,380 |
| **Loan Repayment** | operations cost | $ - | **$ -** | **$ -** | $ - |
| **TOTAL FUNDING USES** | | $ 1,513,940 | **$ 751,820** | **$ 1,048,120** | $ 1,149,550 |
| **TOTAL NON-CAPITAL EXPENDITURES** | | $ 781,290 | **$ 742,840** | **$ 742,840** | $ 791,340 |

# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
# OPERATING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Adopted Paso Robles Budget | 2026/27 Adopted Paso Robles Budget | 2026/27 Amended Paso Robles Budget | 2027/28 Projected Paso Robles Budget |
|---|---|---|---|---|---|
| | FUNDING SOURCES: | | | | |
| | GENERAL RESERVES | 406,540 | **228,980** | **228,980** | 325,800 |
| 1. | ESTIMATED FUND BALANCE | 406,540 | **228,980** | **228,980** | 325,800 |
| 2. | LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | |
| | CASH FLOW REQUIREMENTS PER TDA | 228,980 | **253,040** | **253,040** | 263,970 |
| | OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS | - | **-** | **72,760** | - |
| | TOTAL | 228,980 | **253,040** | **325,800** | 263,970 |
| 3. | FUND BALANCE AVAILABLE | 177,560 | **(24,060)** | **(96,820)** | 61,830 |
| | **NON TDA SOURCES** | | | | |
| | FARES | 118,870 | **120,540** | **120,540** | 121,750 |
| | STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1 | 216,080 | **213,620** | **286,380** | 275,000 |
| | FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating | 363,600 | **370,900** | **370,900** | 378,350 |
| | CUESTA CONTRIBUTION NORTH COUNTY | 40,580 | **40,580** | **40,580** | 40,580 |
| | SPECIAL EVENTS REVENUE/OTHER | 52,400 | **56,000** | **56,000** | 56,000 |
| | | - | **-** | **-** | - |
| 4. | SUB TOTAL | 791,530 | **801,640** | **874,400** | 871,680 |
| 5. | TOTAL FUND BALANCE & NON TDA FUNDING | 969,090 | **777,580** | **777,580** | 933,510 |
| | **TDA REQUIRED** | | | | |
| | CITY OF PASO ROBLES | 397,430 | **693,500** | **693,500** | 590,930 |
| | TDA REQUIREMENTS BEFORE 5311 EXCHANGE | 397,430 | **693,500** | **693,500** | 590,930 |
| | LESS: RURAL TRANSIT FUND/5311 EXCHANGE | - | **-** | **-** | - |
| 6. | NET TDA REQUIREMENTS | 397,430 | **693,500** | **693,500** | 590,930 |
| 7. | **TOTAL FUNDING SOURCES** | 1,366,520 | **1,471,080** | **1,471,080** | 1,524,440 |
| 8. | FUNDING USES: | | | | |
| | ADMINISTRATION | 219,930 | **221,980** | **221,980** | 229,700 |
| | PERS BUYOUT | - | **-** | **-** | - |
| | SERVICE DELIVERY | 1,127,760 | **1,229,260** | **1,229,260** | 1,274,220 |
| | CONTINGENCY | 18,830 | **19,840** | **19,840** | 20,520 |
| 9. | **TOTAL FUNDING USES** | 1,366,520 | **1,471,080** | **1,471,080** | 1,524,440 |

# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
## CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Combined Acutal Capital Expense | 2025/26 Adopted Paso Robles Capital Budget | 2026/27 Adopted Paso Robles Capital Budget | 2026/27 Amended Paso Robles Capital Budget | 2027/28 Projected Paso Robles Capital Budget |
|---|---|---|---|---|---|---|
| FUNDING SOURCES: | | | | | | |
| BEGINNING CAPITAL PROJECTS RESERVE | | 1,556,815 | 52,090 | **95,020** | **99,430** | 84,320 |
| 1. ESTIMATED FUND BALANCE | | 1,556,815 | 52,090 | **95,020** | **99,430** | 84,320 |
| 2. LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | | | |
| CAPITAL PROJECTS RESERVE | | 1,447,258 | 95,020 | **84,320** | **84,320** | 138,730 |
| | TOTAL | 1,447,258 | 95,020 | **84,320** | **84,320** | 138,730 |
| 3. FUND BALANCE AVAILABLE | | 109,557 | (42,930) | **10,700** | **15,110** | (54,410) |
| **NON TDA SOURCES** | | | | | | |
| STATE TRANSIT ASSISTANCE (STA) | | 393,168 | 51,970 | **27,620** | **27,620** | 8,850 |
| LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) | | - | - | - | - | - |
| STATE OF GOOD REPAIR (SGR) | | 335,591 | 62,910 | **37,000** | **104,470** | 57,240 |
| SB125 | | | - | - | - | - |
| Infrastucture (including fare program) | | 652,831 | 638,740 | - | **49,870** | 20,480 |
| Fixed Route Electric | | - | 124,130 | - | - | 147,190 |
| RURAL TRANSIT FUND (Capital) | | 1,706,749 | 193,360 | **19,530** | **111,290** | - |
| FEDERAL TRANSIT ADM (FTA) (Section 5307) | | 183,903 | - | - | - | - |
| Fixed Route Electric | | - | 232,020 | - | **239,670** | 384,360 |
| Fixed Route Non-Electric | | - | - | **185,990** | **185,990** | 152,680 |
| Demand Response Electric | | 200,923 | - | - | - | - |
| Demand Response Non-Electric | | - | - | - | - | - |
| ADA Minivans | | - | - | **148,200** | **148,200** | - |
| Support Vehicles | | 174,449 | 2,690 | **4,570** | **7,340** | 2,190 |
| Trolley | | - | - | - | - | - |
| Planning | | - | - | - | - | - |
| Bus Stop Improvements | | 88,999 | 11,970 | **10,790** | **10,790** | 10,950 |
| Dispatch Software Upgrade | | 56,997 | - | - | **14,870** | - |
| Vehicle Maintenance Equipment | | 69,459 | 2,870 | **3,000** | **3,000** | 2,970 |
| FEDERAL TRANSIT ADM (FTA) (Section 5339) | | 512 | - | - | - | - |
| Vehicle Engine Rehab | | 570,583 | 59,710 | - | - | - |
| Fixed Route Electric | | 3,965,661 | 673,060 | - | **214,850** | 62,640 |
| Fixed Route Non-Electric | | - | - | - | - | 66,220 |
| Dial-A-Ride Vehicle Replacement | | - | - | - | - | - |
| OTHER | | 750,000 | 126,370 | - | - | - |
| 4. | SUB TOTAL | 9,149,825 | 2,179,800 | **436,700** | **1,117,960** | 915,770 |
| 5. TOTAL FUND BALANCE & NON TDA FUNDING | | 9,259,382 | 2,136,870 | **447,400** | **1,133,070** | 861,360 |
| **TDA REQUIRED** | | | | | | |
| CITY OF PASO ROBLES | | 42,582 | - | - | - | - |
| 6. TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT | | 458,060 | - | - | - | - |
| 7. **TOTAL FUNDING SOURCES** | | 9,717,453 | 2,136,870 | **447,400** | **1,133,070** | 861,360 |
| 8. FUNDING USES: | | | | | | |
| CAPITAL | | 8,085,863 | 1,498,130 | **447,400** | **1,083,200** | 861,360 |
| LOAN PAYMENTS | | 430,555 | - | - | - | - |
| SHORT RANGE TRANSIT PLAN | | 67,072 | - | - | - | - |
| REGIONAL CONTACTLESS FARE PAYMENT SYSTEM | | 68,372 | 35,290 | - | **34,770** | - |
| REGIONAL CONTACTLESS CHARGING | | 16,861 | 169,880 | - | - | - |
| REGIONAL BUS CHARGING PROJECTS | | 964,271 | 289,050 | - | - | - |
| MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING | | 84,459 | 144,520 | - | **15,100** | - |
| 9. **TOTAL FUNDING USES** | | 9,717,453 | 2,136,870 | **447,400** | **1,133,070** | 861,360 |

| Paso Robles Services | | Total Adopted Budget FY 2025-26 | Adopted Route A & B Budget FY 2026-27 | Amended Route A & B Budget FY 2026-27 | Adopted Paso DAR Budget FY 2026-27 | Amended Paso DAR Budget FY 2026-27 | Adopted Tripper Budget FY 2026-27 | Amended Tripper Budget FY 2026-27 | Total Adopted Budget FY 2026-27 | Total Amended Budget FY 2026-27 | Total Projected Budget FY 2027-28 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | Measure: | | | | | | | | | | |
| | Annual Hours | 7,880 | 6,140 | 6,140 | 1,430 | 1,430 | 200 | 200 | 7,770 | 7,770 | 7,770 |
| | Annual Miles | 98,350 | 86,180 | 86,180 | 10,730 | 10,730 | 2,600 | 2,600 | 99,510 | 99,510 | 99,510 |
| **Administration:** | | | | | | | | | | | |
| **Total Administration (Net of Contracts)** | | $ 219,930 | $ 180,250 | $ 180,250 | $ 35,990 | $ 35,990 | $ 5,740 | $ 5,740 | $ 221,980 | $ 221,980 | $ 229,700 |
| **Service Delivery:** | Basis: | | | | | | | | | | |
| Labor - Operations | hourly | | | | | | | | | | |
| Bus Operators | hourly | $ 544,600 | $ 484,510 | $ 484,510 | $ 112,840 | $ 112,840 | $ 15,780 | $ 15,780 | $ 613,130 | $ 613,130 | $ 636,200 |
| Training Staff | hourly | $ 36,760 | $ 29,480 | $ 29,480 | $ 6,870 | $ 6,870 | $ 960 | $ 960 | $ 37,310 | $ 37,310 | $ 38,120 |
| Operations Supervisors/Schedulers | hourly | $ 132,810 | $ 112,590 | $ 112,590 | $ 26,220 | $ 26,220 | $ 3,670 | $ 3,670 | $ 142,480 | $ 142,480 | $ 147,370 |
| Ops. Mgt. / Oversight | hourly | $ 41,810 | $ 35,990 | $ 35,990 | $ 8,380 | $ 8,380 | $ 1,170 | $ 1,170 | $ 45,540 | $ 45,540 | $ 46,680 |
| Labor - Operations Workers Comp | hourly | $ 33,500 | $ 29,640 | $ 29,640 | $ 6,900 | $ 6,900 | $ 970 | $ 970 | $ 37,510 | $ 37,510 | $ 39,400 |
| Labor - Maintenance | miles | $ 114,180 | $ 114,250 | $ 114,250 | $ 14,220 | $ 14,220 | $ 3,450 | $ 3,450 | $ 131,920 | $ 131,920 | $ 134,820 |
| Labor - Maintenance Workers Comp | miles | $ 6,080 | $ 6,120 | $ 6,120 | $ 760 | $ 760 | $ 180 | $ 180 | $ 7,060 | $ 7,060 | $ 7,480 |
| Fuel | miles | $ 90,360 | $ 68,600 | $ 68,600 | $ 8,540 | $ 8,540 | $ 2,070 | $ 2,070 | $ 79,210 | $ 79,210 | $ 81,190 |
| Insurance | miles | $ 65,950 | $ 60,340 | $ 60,340 | $ 7,510 | $ 7,510 | $ 1,820 | $ 1,820 | $ 69,670 | $ 69,670 | $ 76,090 |
| Maintenance (parts, supplies, materials) | miles | $ 53,470 | $ 48,990 | $ 48,990 | $ 6,100 | $ 6,100 | $ 1,480 | $ 1,480 | $ 56,570 | $ 56,570 | $ 58,310 |
| Maintenance Contract Costs | miles | $ 8,240 | $ 7,670 | $ 7,670 | $ 960 | $ 960 | $ 230 | $ 230 | $ 8,860 | $ 8,860 | $ 8,560 |
| **Total Operations** | | $ 1,127,760 | $ 998,180 | $ 998,180 | $ 199,300 | $ 199,300 | $ 31,780 | $ 31,780 | $ 1,229,260 | $ 1,229,260 | $ 1,274,220 |
| **Capital/Studies:** | | | | | | | | | | | |
| **Total Capital Outlay** | | $ 2,136,870 | $ 251,250 | $ 904,470 | $ 188,150 | $ 199,800 | $ 8,000 | $ 28,800 | $ 447,400 | $ 1,133,070 | $ 861,360 |
| **Contingency** | hourly | $ 18,830 | $ 15,680 | $ 15,680 | $ 3,650 | $ 3,650 | $ 510 | $ 510 | $ 19,840 | $ 19,840 | $ 20,520 |
| **Loan Repayment** | operations cost | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **TOTAL FUNDING USES** | | $ 3,503,390 | $ 1,445,360 | $ 2,098,580 | $ 427,090 | $ 438,740 | $ 46,030 | $ 66,830 | $ 1,918,480 | $ 2,604,150 | $ 2,385,800 |
| **TOTAL NON-CAPITAL EXPENDITURES** | | $ 1,366,520 | $ 1,194,110 | $ 1,194,110 | $ 238,940 | $ 238,940 | $ 38,030 | $ 38,030 | $ 1,471,080 | $ 1,471,080 | $ 1,524,440 |

# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
# OPERATING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Adopted South County Budget | 2026/27 Adopted South County Budget | 2026/27 Amended South County Budget | 2027/28 Projected South County Budget |
|---|---|---|---|---|---|
| | FUNDING SOURCES: | | | | |
| | GENERAL RESERVES | 744,920 | **516,370** | **516,370** | 673,480 |
| 1. | ESTIMATED FUND BALANCE | 744,920 | **516,370** | **516,370** | 673,480 |
| 2. | LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | |
| | CASH FLOW REQUIREMENTS PER TDA | 516,370 | **574,040** | **574,040** | 595,920 |
| | OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS | - | **-** | **99,440** | - |
| | TOTAL | 516,370 | **574,040** | **673,480** | 595,920 |
| 3. | FUND BALANCE AVAILABLE | 228,550 | **(57,670)** | **(157,110)** | 77,560 |
| | **NON TDA SOURCES** | | | | |
| | FARES | 117,930 | **94,290** | **94,290** | 95,230 |
| | STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1 | 260,340 | **243,550** | **342,990** | 435,030 |
| | FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating | 998,080 | **1,090,100** | **1,090,100** | 1,107,470 |
| | SPECIAL EVENTS REVENUE/OTHER | 25,200 | **27,000** | **27,000** | 27,000 |
| | | - | **-** | **-** | - |
| 4. | SUB TOTAL | 1,401,550 | **1,454,940** | **1,554,380** | 1,664,730 |
| 5. | TOTAL FUND BALANCE & NON TDA FUNDING | 1,630,100 | **1,397,270** | **1,397,270** | 1,742,290 |
| | **TDA REQUIRED** | | | | |
| | CITY OF ARROYO GRANDE | 413,071 | **591,010** | **591,010** | 496,065 |
| | CITY OF GROVER BEACH | 287,361 | **411,147** | **411,147** | 345,097 |
| | CITY OF PISMO BEACH | 180,645 | **258,462** | **258,462** | 216,940 |
| | COUNTY OF SAN LUIS OBISPO | 163,423 | **233,821** | **233,821** | 196,258 |
| | | - | **-** | **-** | - |
| | TDA REQUIREMENTS BEFORE 5311 EXCHANGE | 1,044,500 | **1,494,440** | **1,494,440** | 1,254,360 |
| | LESS: RURAL TRANSIT FUND/5311 EXCHANGE | - | **-** | **-** | - |
| 6. | NET TDA REQUIREMENTS | 1,044,500 | **1,494,440** | **1,494,440** | 1,254,360 |
| 7. | **TOTAL FUNDING SOURCES** | 2,674,600 | **2,891,710** | **2,891,710** | 2,996,650 |
| 8. | FUNDING USES: | | | | |
| | ADMINISTRATION | 430,720 | **436,540** | **436,540** | 451,730 |
| | PERS BUYOUT | - | **-** | **-** | - |
| | SERVICE DELIVERY | 2,208,590 | **2,417,440** | **2,417,440** | 2,505,910 |
| | CONTINGENCY | 35,290 | **37,730** | **37,730** | 39,010 |
| 9. | **TOTAL FUNDING USES** | 2,674,600 | **2,891,710** | **2,891,710** | 2,996,650 |

# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
## CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Combined Acutal Capital Expense | 2025/26 Adopted South County Capital Budget | 2026/27 Adopted South County Capital Budget | 2026/27 Amended South County Capital Budget | 2027/28 Projected South County Capital Budget |
|---|---|---|---|---|---|---|
| FUNDING SOURCES: | | | | | | |
| BEGINNING CAPITAL PROJECTS RESERVE | | 1,556,815 | 116,240 | **185,990** | **194,660** | 165,320 |
| 1. ESTIMATED FUND BALANCE | | 1,556,815 | 116,240 | **185,990** | **194,660** | 165,320 |
| 2. LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | | | |
| CAPITAL PROJECTS RESERVE | | 1,447,258 | 185,990 | **165,320** | **165,320** | 207,750 |
| | TOTAL | 1,447,258 | 185,990 | **165,320** | **165,320** | 207,750 |
| 3. FUND BALANCE AVAILABLE | | 109,557 | (69,750) | **20,670** | **29,340** | (42,430) |
| **NON TDA SOURCES** | | | | | | |
| STATE TRANSIT ASSISTANCE (STA) | | 393,168 | 87,300 | **69,330** | **69,330** | (47,180) |
| LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) | | **-** | - | **-** | **-** | - |
| STATE OF GOOD REPAIR (SGR) | | 335,591 | 147,800 | **-** | **158,410** | 112,580 |
| SB125 | | | - | **-** | **-** | - |
| Infrastucture (including fare program) | | 652,831 | 932,010 | **-** | **98,050** | 40,270 |
| Fixed Route Electric | | **-** | 291,640 | **-** | **-** | 289,460 |
| RURAL TRANSIT FUND (Capital) | | 1,706,749 | 454,300 | **45,830** | **261,210** | - |
| FEDERAL TRANSIT ADM (FTA) (Section 5307) | | 183,903 | - | **-** | **-** | - |
| Fixed Route Electric | | - | 545,130 | **-** | **562,520** | 755,900 |
| Fixed Route Non-Electric | | - | - | **436,550** | **436,550** | 300,260 |
| Demand Response Electric | | 200,923 | - | **-** | **-** | - |
| Demand Response Non-Electric | | - | - | **-** | **-** | - |
| ADA Minivans | | - | - | **-** | **-** | - |
| Support Vehicles | | 174,449 | 5,280 | **9,000** | **14,450** | 4,310 |
| Trolley | | - | - | **-** | **-** | - |
| Planning | | - | - | **-** | **-** | - |
| Bus Stop Improvements | | 88,999 | 28,110 | **21,220** | **21,220** | 21,540 |
| Dispatch Software Upgrade | | 56,997 | - | **-** | **29,250** | - |
| Vehicle Maintenance Equipment | | 69,459 | 5,620 | **5,900** | **5,900** | 5,830 |
| FEDERAL TRANSIT ADM (FTA) (Section 5339) | | 512 | - | **-** | **-** | - |
| Vehicle Engine Rehab | | 570,583 | 140,280 | **-** | **-** | - |
| Fixed Route Electric | | 3,965,661 | 1,581,360 | **-** | **504,270** | 123,190 |
| Fixed Route Non-Electric | | - | - | **-** | **-** | 130,230 |
| Dial-A-Ride Vehicle Replacement | | - | - | **-** | **-** | - |
| OTHER | | 750,000 | 296,900 | **-** | **-** | - |
| 4. | SUB TOTAL | 9,149,825 | 4,515,730 | **587,830** | **2,161,160** | 1,736,390 |
| 5. TOTAL FUND BALANCE & NON TDA FUNDING | | 9,259,382 | 4,445,980 | **608,500** | **2,190,500** | 1,693,960 |
| **TDA REQUIRED** | | | | | | |
| CITY OF ARROYO GRANDE | | 24,718 | - | **-** | **-** | - |
| CITY OF GROVER BEACH | | 17,196 | - | **-** | **-** | - |
| CITY OF PISMO BEACH | | 10,810 | - | **-** | **-** | - |
| COUNTY OF SAN LUIS OBISPO | | 224,449 | - | **-** | **-** | - |
| 6. TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT | | 458,060 | - | **-** | **-** | - |
| 7. **TOTAL FUNDING SOURCES** | | 9,717,453 | 4,445,980 | **608,500** | **2,190,500** | 1,693,960 |
| 8. FUNDING USES: | | | | | | |
| CAPITAL | | 8,085,863 | 3,513,970 | **608,500** | **2,092,450** | 1,693,960 |
| LOAN PAYMENTS | | 430,555 | - | **-** | **-** | - |
| SHORT RANGE TRANSIT PLAN | | 67,072 | - | **-** | **-** | - |
| REGIONAL CONTACTLESS FARE PAYMENT SYSTEM | | 68,372 | 82,910 | **-** | **68,370** | - |
| REGIONAL CONTACTLESS CHARGING | | 16,861 | - | **-** | **-** | - |
| REGIONAL BUS CHARGING PROJECTS | | 964,271 | 566,070 | **-** | **-** | - |
| MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING | | 84,459 | 283,030 | **-** | **29,680** | - |
| 9. **TOTAL FUNDING USES** | | 9,717,453 | 4,445,980 | **608,500** | **2,190,500** | 1,693,960 |

| South County | | Total Adopted Budget FY 2025-26 | Adopted Route 21 Budget FY 2026-27 | Amended Route 21 Budget FY 2026-27 | Adopted Route 24 Budget FY 2026-27 | Amended Route 24 Budget FY 2026-27 | Adopted Route 27 Budget FY 2026-27 | Amended Route 27 Budget FY 2026-27 | Adopted Route 28 Budget FY 2026-27 | Amended Route 28 Budget FY 2026-27 | Adopted Tripper Budget FY 2026-27 | Amended Tripper Budget FY 2026-27 | Total Adopted Budget FY 2026-27 | Total Amended Budget FY 2026-27 | Total Projected Budget FY 2027-28 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Measure: | | | | | | | | | | | | | | |
| | Annual Hours | 14,770 | 3,850 | 3,850 | 3,620 | 3,620 | 3,000 | 3,000 | 4,000 | 4,000 | 300 | 300 | 14,770 | 14,770 | 14,770 |
| | Annual Miles | 211,900 | 71,380 | 71,380 | 49,550 | 49,550 | 37,860 | 37,860 | 50,910 | 50,910 | 2,200 | 2,200 | 211,900 | 211,900 | 211,900 |
| **Administration:** | | | | | | | | | | | | | | | |
| **Total Administration (Net of Contracts)** | | $ 430,720 | $ 124,140 | $ 124,140 | $ 105,460 | $ 105,460 | $ 85,350 | $ 85,350 | $ 114,070 | $ 114,070 | $ 7,520 | $ 7,520 | $ 436,540 | $ 436,540 | $ 451,730 |
| **Service Delivery:** | Basis: | | | | | | | | | | | | | | |
| Labor - Operations | hourly | | | | | | | | | | | | | | |
| Bus Operators | hourly | $ 1,020,750 | $ 303,800 | $ 303,800 | $ 285,650 | $ 285,650 | $ 236,730 | $ 236,730 | $ 315,640 | $ 315,640 | $ 23,670 | $ 23,670 | $ 1,165,490 | $ 1,165,490 | $ 1,209,350 |
| Training Staff | hourly | $ 68,910 | $ 18,480 | $ 18,480 | $ 17,380 | $ 17,380 | $ 14,400 | $ 14,400 | $ 19,200 | $ 19,200 | $ 1,440 | $ 1,440 | $ 70,900 | $ 70,900 | $ 72,470 |
| Operations Supervisors/Schedulers | hourly | $ 248,910 | $ 70,600 | $ 70,600 | $ 66,380 | $ 66,380 | $ 55,010 | $ 55,010 | $ 73,350 | $ 73,350 | $ 5,500 | $ 5,500 | $ 270,840 | $ 270,840 | $ 280,140 |
| Ops. Mgt. / Oversight | hourly | $ 78,370 | $ 22,570 | $ 22,570 | $ 21,220 | $ 21,220 | $ 17,590 | $ 17,590 | $ 23,450 | $ 23,450 | $ 1,760 | $ 1,760 | $ 86,590 | $ 86,590 | $ 88,730 |
| Labor - Operations Workers Comp | hourly | $ 62,790 | $ 18,580 | $ 18,580 | $ 17,470 | $ 17,470 | $ 14,480 | $ 14,480 | $ 19,310 | $ 19,310 | $ 1,450 | $ 1,450 | $ 71,290 | $ 71,290 | $ 74,900 |
| Labor - Maintenance | miles | $ 246,020 | $ 94,630 | $ 94,630 | $ 65,690 | $ 65,690 | $ 50,190 | $ 50,190 | $ 67,490 | $ 67,490 | $ 2,920 | $ 2,920 | $ 280,920 | $ 280,920 | $ 287,090 |
| Labor - Maintenance Workers Comp | miles | $ 13,100 | $ 5,070 | $ 5,070 | $ 3,520 | $ 3,520 | $ 2,690 | $ 2,690 | $ 3,620 | $ 3,620 | $ 160 | $ 160 | $ 15,060 | $ 15,060 | $ 15,920 |
| Fuel | miles | $ 194,670 | $ 56,820 | $ 56,820 | $ 39,440 | $ 39,440 | $ 30,140 | $ 30,140 | $ 40,520 | $ 40,520 | $ 1,750 | $ 1,750 | $ 168,670 | $ 168,670 | $ 172,880 |
| Insurance | miles | $ 142,110 | $ 49,980 | $ 49,980 | $ 34,690 | $ 34,690 | $ 26,510 | $ 26,510 | $ 35,650 | $ 35,650 | $ 1,540 | $ 1,540 | $ 148,370 | $ 148,370 | $ 162,040 |
| Maintenance (parts, supplies, materials) | miles | $ 115,220 | $ 40,570 | $ 40,570 | $ 28,170 | $ 28,170 | $ 21,520 | $ 21,520 | $ 28,940 | $ 28,940 | $ 1,250 | $ 1,250 | $ 120,450 | $ 120,450 | $ 124,170 |
| Maintenance Contract Costs | miles | $ 17,740 | $ 6,350 | $ 6,350 | $ 4,410 | $ 4,410 | $ 3,370 | $ 3,370 | $ 4,530 | $ 4,530 | $ 200 | $ 200 | $ 18,860 | $ 18,860 | $ 18,220 |
| **Total Operations** | | $ 2,208,590 | $ 687,450 | $ 687,450 | $ 584,020 | $ 584,020 | $ 472,630 | $ 472,630 | $ 631,700 | $ 631,700 | $ 41,640 | $ 41,640 | $ 2,417,440 | $ 2,417,440 | $ 2,505,910 |
| **Capital/Studies:** | | | | | | | | | | | | | | | |
| **Total Capital Outlay** | | $ 4,445,980 | $ 173,040 | $ 622,910 | $ 147,010 | $ 529,200 | $ 118,960 | $ 428,260 | $ 159,000 | $ 572,400 | $ 10,490 | $ 37,730 | $ 608,500 | $ 2,190,500 | $ 1,693,960 |
| **Contingency** | hourly | $ 35,290 | $ 9,830 | $ 9,830 | $ 9,250 | $ 9,250 | $ 7,660 | $ 7,660 | $ 10,220 | $ 10,220 | $ 770 | $ 770 | $ 37,730 | $ 37,730 | $ 39,010 |
| **Loan Repayment** | operations cost | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - | $ - |
| **TOTAL FUNDING USES** | | $ 7,120,580 | $ 994,460 | $ 1,444,330 | $ 845,740 | $ 1,227,930 | $ 684,600 | $ 993,900 | $ 914,990 | $ 1,328,390 | $ 60,420 | $ 87,660 | $ 3,500,210 | $ 5,082,210 | $ 4,690,610 |
| **TOTAL NON-CAPITAL EXPENDITURES** | | $ 2,674,600 | $ 821,420 | $ 821,420 | $ 698,730 | $ 698,730 | $ 565,640 | $ 565,640 | $ 755,990 | $ 755,990 | $ 49,930 | $ 49,930 | $ 2,891,710 | $ 2,891,710 | $ 2,996,650 |

# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
# OPERATING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Adopted Morro Bay Budget | 2026/27 Adopted Morro Bay Budget | 2026/27 Amended Morro Bay Budget | 2027/28 Projected Morro Bay Budget |
|---|---|---|---|---|---|
| | FUNDING SOURCES: | | | | |
| | GENERAL RESERVES | 500,000 | **307,340** | **419,570** | 247,280 |
| 1. | ESTIMATED FUND BALANCE | 500,000 | **307,340** | **419,570** | 247,280 |
| 2. | LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | |
| | CASH FLOW REQUIREMENTS PER TDA | 107,340 | **119,630** | **119,630** | 124,090 |
| | OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS | 200,000 | **-** | **127,650** | - |
| | TOTAL | 307,340 | **119,630** | **247,280** | 124,090 |
| 3. | FUND BALANCE AVAILABLE | 192,660 | **187,710** | **172,290** | 123,190 |
| | **NON TDA SOURCES** | | | | |
| | FARES | 14,000 | **13,170** | **13,170** | 13,300 |
| | STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1 | 68,730 | **65,480** | **80,900** | - |
| | RURAL TRANSIT FUND (Including Administration) | - | **-** | **-** | - |
| | FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating | - | **57,550** | **57,550** | 59,670 |
| | SPECIAL EVENTS REVENUE/OTHER | - | **-** | **-** | - |
| 4. | SUB TOTAL | 82,730 | **136,200** | **151,620** | 72,970 |
| 5. | TOTAL FUND BALANCE & NON TDA FUNDING | 275,390 | **323,910** | **323,910** | 196,160 |
| | **TDA REQUIRED** | | | | |
| | CITY OF MORRO BAY | 262,330 | **264,780** | **264,780** | 413,860 |
| | TDA REQUIREMENTS BEFORE 5311 EXCHANGE | 262,330 | **264,780** | **264,780** | 413,860 |
| | LESS: RURAL TRANSIT FUND/5311 EXCHANGE | - | **-** | **-** | - |
| 6. | NET TDA REQUIREMENTS | 262,330 | **264,780** | **264,780** | 413,860 |
| 7. | **TOTAL FUNDING SOURCES** | 537,720 | **588,690** | **588,690** | 610,020 |
| 8. | FUNDING USES: | | | | |
| | ADMINISTRATION | 86,460 | **88,780** | **88,780** | 91,870 |
| | PERS BUYOUT | - | **-** | **-** | - |
| | SERVICE DELIVERY | 443,350 | **491,680** | **491,680** | 509,650 |
| | CONTINGENCY | 7,910 | **8,230** | **8,230** | 8,500 |
| 9. | **TOTAL FUNDING USES** | 537,720 | **588,690** | **588,690** | 610,020 |

# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
## CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Combined Acutal Capital Expense | 2025/26 Adopted Morro Bay Capital Budget | 2026/27 Adopted Morro Bay Capital Budget | 2026/27 Amended Morro Bay Capital Budget | 2027/28 Projected Morro Bay Capital Budget |
|---|---|---|---|---|---|---|
| FUNDING SOURCES: | | | | | | |
| BEGINNING CAPITAL PROJECTS RESERVE | | 1,556,815 | 146,390 | **37,480** | **39,240** | 33,260 |
| 1. ESTIMATED FUND BALANCE | | 1,556,815 | 146,390 | **37,480** | **39,240** | 33,260 |
| 2. LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | | | |
| CAPITAL PROJECTS RESERVE | | 1,447,258 | 37,480 | **33,260** | **33,260** | 65,200 |
| | TOTAL | 1,447,258 | 37,480 | **33,260** | **33,260** | 65,200 |
| 3. FUND BALANCE AVAILABLE | | 109,557 | 108,910 | **4,220** | **5,980** | (31,940) |
| **NON TDA SOURCES** | | | | | | |
| STATE TRANSIT ASSISTANCE (STA) | | 393,168 | 4,050 | **20** | **20** | 70,480 |
| LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) | | - | - | **-** | **-** | - |
| STATE OF GOOD REPAIR (SGR) | | 335,591 | - | **-** | **-** | - |
| SB125 | | | - | **-** | **-** | - |
| Infrastucture (including fare program) | | 652,831 | 184,600 | **-** | **19,940** | - |
| Fixed Route Electric | | - | - | **-** | **-** | - |
| RURAL TRANSIT FUND (Capital) | | 1,706,749 | 314,800 | **-** | **-** | - |
| FEDERAL TRANSIT ADM (FTA) (Section 5307) | | 183,903 | - | **-** | **-** | - |
| Fixed Route Electric | | - | - | **-** | **-** | - |
| Fixed Route Non-Electric | | - | - | **-** | **-** | - |
| Demand Response Electric | | 200,923 | - | **-** | **-** | - |
| Demand Response Non-Electric | | - | - | **-** | **-** | - |
| ADA Minivans | | - | - | **-** | **-** | - |
| Support Vehicles | | 174,449 | 1,060 | **1,830** | **2,940** | 880 |
| Trolley | | - | - | **-** | **-** | - |
| Planning | | - | - | **-** | **-** | - |
| Bus Stop Improvements | | 88,999 | - | **-** | **-** | - |
| Dispatch Software Upgrade | | 56,997 | - | **-** | **5,950** | - |
| Vehicle Maintenance Equipment | | 69,459 | 1,130 | **1,200** | **1,200** | 1,190 |
| FEDERAL TRANSIT ADM (FTA) (Section 5339) | | 512 | - | **-** | **-** | - |
| Vehicle Engine Rehab | | 570,583 | - | **-** | **-** | - |
| Fixed Route Electric | | 3,965,661 | - | **-** | **-** | - |
| Fixed Route Non-Electric | | - | - | **-** | **-** | - |
| Dial-A-Ride Vehicle Replacement | | - | - | **-** | **-** | - |
| OTHER | | 750,000 | - | **-** | **-** | - |
| 4. | SUB TOTAL | 9,149,825 | 505,640 | **3,050** | **30,050** | 72,550 |
| 5. TOTAL FUND BALANCE & NON TDA FUNDING | | 9,259,382 | 614,550 | **7,270** | **36,030** | 40,610 |
| **TDA REQUIRED** | | | | | | |
| CITY OF MORRO BAY | | 14,137 | - | **-** | **-** | 315,530 |
| 6. TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT | | 458,060 | - | **-** | **-** | 315,530 |
| 7. **TOTAL FUNDING SOURCES** | | 9,717,453 | 614,550 | **7,270** | **36,030** | 356,140 |
| 8. FUNDING USES: | | | | | | |
| CAPITAL | | 8,085,863 | 362,850 | **7,270** | **16,090** | 356,140 |
| LOAN PAYMENTS | | 430,555 | - | **-** | **-** | - |
| SHORT RANGE TRANSIT PLAN | | 67,072 | 67,100 | **-** | **-** | - |
| REGIONAL CONTACTLESS FARE PAYMENT SYSTEM | | 68,372 | 14,150 | **-** | **13,910** | - |
| REGIONAL CONTACTLESS CHARGING | | 16,861 | - | **-** | **-** | - |
| REGIONAL BUS CHARGING PROJECTS | | 964,271 | 113,630 | **-** | **-** | - |
| MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING | | 84,459 | 56,820 | **-** | **6,030** | - |
| 9. **TOTAL FUNDING USES** | | 9,717,453 | 614,550 | **7,270** | **36,030** | 356,140 |

| Morro Bay Services | | Total Adopted Budget FY 2025-26 | Adopted Call A Ride Budget FY 2026-27 | Amended Call A Ride Budget FY 2026-27 | Adopted Trolley Budget FY 2026-27 | Amended Trolley Budget FY 2026-27 | Total Adopted Budget FY 2026-27 | Total Amended Budget FY 2026-27 | Total Projected Budget FY 2027-28 |
|---|---|---|---|---|---|---|---|---|---|
| | Measure: | | | | | | | | |
| | Annual Hours | 3,310 | **2,850** | **2,850** | **370** | **370** | **3,220** | **3,220** | 3,220 |
| | Annual Miles | 32,500 | **31,390** | **31,390** | **4,850** | **4,850** | **36,240** | **36,240** | 36,240 |
| **Administration:** | | | | | | | | | |
| **Total Administration (Net of Contracts)** | | $ 86,460 | **$ 78,140** | **$ 78,140** | **$ 10,640** | **$ 10,640** | **$ 88,780** | **$ 88,780** | $ 91,870 |
| **Service Delivery:** | Basis: | | | | | | | | |
| Labor - Operations | hourly | | | | | | | | |
| Bus Operators | hourly | $ 228,730 | **$ 224,890** | **$ 224,890** | **$ 29,200** | **$ 29,200** | **$ 254,090** | **$ 254,090** | $ 263,650 |
| Training Staff | hourly | $ 15,450 | **$ 13,680** | **$ 13,680** | **$ 1,780** | **$ 1,780** | **$ 15,460** | **$ 15,460** | $ 15,800 |
| Operations Supervisors/Schedulers | hourly | $ 55,760 | **$ 52,260** | **$ 52,260** | **$ 6,780** | **$ 6,780** | **$ 59,040** | **$ 59,040** | $ 61,070 |
| Ops. Mgt. / Oversight | hourly | $ 17,560 | **$ 16,710** | **$ 16,710** | **$ 2,170** | **$ 2,170** | **$ 18,880** | **$ 18,880** | $ 19,340 |
| Labor - Operations Workers Comp | hourly | $ 14,080 | **$ 13,760** | **$ 13,760** | **$ 1,790** | **$ 1,790** | **$ 15,550** | **$ 15,550** | $ 16,330 |
| Labor - Maintenance | miles | $ 37,730 | **$ 41,610** | **$ 41,610** | **$ 6,430** | **$ 6,430** | **$ 48,040** | **$ 48,040** | $ 49,100 |
| Labor - Maintenance Workers Comp | miles | $ 2,000 | **$ 2,230** | **$ 2,230** | **$ 340** | **$ 340** | **$ 2,570** | **$ 2,570** | $ 2,720 |
| Fuel | miles | $ 29,860 | **$ 24,990** | **$ 24,990** | **$ 3,860** | **$ 3,860** | **$ 28,850** | **$ 28,850** | $ 29,570 |
| Insurance | miles | $ 21,790 | **$ 21,980** | **$ 21,980** | **$ 3,400** | **$ 3,400** | **$ 25,380** | **$ 25,380** | $ 27,710 |
| Maintenance (parts, supplies, materials) | miles | $ 17,670 | **$ 17,840** | **$ 17,840** | **$ 2,760** | **$ 2,760** | **$ 20,600** | **$ 20,600** | $ 21,240 |
| Maintenance Contract Costs | miles | $ 2,720 | **$ 2,790** | **$ 2,790** | **$ 430** | **$ 430** | **$ 3,220** | **$ 3,220** | $ 3,120 |
| **Total Operations** | | $ 443,350 | **$ 432,740** | **$ 432,740** | **$ 58,940** | **$ 58,940** | **$ 491,680** | **$ 491,680** | $ 509,650 |
| **Capital/Studies:** | | | | | | | | | |
| **Total Capital Outlay** | | $ 614,550 | **$ 6,400** | **$ 31,710** | **$ 870** | **$ 4,320** | **$ 7,270** | **$ 36,030** | $ 356,140 |
| **Contingency** | hourly | $ 7,910 | **$ 7,280** | **$ 7,280** | **$ 950** | **$ 950** | **$ 8,230** | **$ 8,230** | $ 8,500 |
| **Loan Repayment** | operations cost | $ - | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | **$ -** | $ - |
| **TOTAL FUNDING USES** | | $ 1,152,270 | **$ 524,560** | **$ 549,870** | **$ 71,400** | **$ 74,850** | **$ 595,960** | **$ 624,720** | $ 966,160 |
| **TOTAL NON-CAPITAL EXPENDITURES** | | $ 537,720 | **$ 518,160** | **$ 518,160** | **$ 70,530** | **$ 70,530** | **$ 588,690** | **$ 588,690** | $ 610,020 |

# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
# OPERATING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Adopted Atascadero Budget | 2026/27 Adopted Atascadero Budget | 2026/27 Amended Atascadero Budget | 2027/28 Projected Atascadero Budget |
|---|---|---|---|---|---|
| | FUNDING SOURCES: | | | | |
| | GENERAL RESERVES | 129,260 | **218,830** | **327,400** | 291,510 |
| 1. | ESTIMATED FUND BALANCE | 129,260 | **218,830** | **327,400** | 291,510 |
| 2. | LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | |
| | CASH FLOW REQUIREMENTS PER TDA | 118,830 | **97,510** | **97,510** | 101,150 |
| | OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS | | **35,410** | **194,000** | 128,720 |
| | TOTAL | 118,830 | **132,920** | **291,510** | 229,870 |
| 3. | FUND BALANCE AVAILABLE | 10,430 | **85,910** | **35,890** | 61,640 |
| | **NON TDA SOURCES** | | | | |
| | FARES | 28,000 | **12,180** | **12,180** | 12,300 |
| | STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1 | 204,440 | **156,110** | **206,130** | 193,250 |
| | FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating | 223,200 | **227,600** | **227,600** | 232,090 |
| | SPECIAL EVENTS REVENUE/OTHER | - | **-** | **-** | - |
| 4. | SUB TOTAL | 455,640 | **395,890** | **445,910** | 437,640 |
| 5. | TOTAL FUND BALANCE & NON TDA FUNDING | 466,070 | **481,800** | **481,800** | 499,280 |
| | **TDA REQUIRED** | | | | |
| | CITY OF ATASCADERO | 144,170 | **-** | **-** | - |
| | TDA REQUIREMENTS BEFORE 5311 EXCHANGE | 144,170 | **-** | **-** | - |
| | LESS: RURAL TRANSIT FUND/5311 EXCHANGE | - | **-** | **-** | - |
| 6. | NET TDA REQUIREMENTS | 144,170 | **-** | **-** | - |
| 7. | **TOTAL FUNDING SOURCES** | 610,240 | **481,800** | **481,800** | 499,280 |
| 8. | FUNDING USES: | | | | |
| | ADMINISTRATION | 98,150 | **72,630** | **72,630** | 75,160 |
| | PERS BUYOUT | - | **-** | **-** | - |
| | SERVICE DELIVERY | 503,300 | **402,200** | **402,200** | 416,910 |
| | CONTINGENCY | 8,790 | **6,970** | **6,970** | 7,210 |
| 9. | **TOTAL FUNDING USES** | 610,240 | **481,800** | **481,800** | 499,280 |

# SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
## CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027

| | | 2025/26 Combined Acutal Capital Expense | 2025/26 Adopted Atascadero Capital Budget | 2026/27 Adopted Atascadero Capital Budget | 2026/27 Amended Atascadero Capital Budget | 2027/28 Projected Atascadero Capital Budget |
|---|---|---|---|---|---|---|
| FUNDING SOURCES: | | | | | | |
| BEGINNING CAPITAL PROJECTS RESERVE | | 1,556,815 | 6,600 | **6,600** | **21,580** | 17,520 |
| 1. ESTIMATED FUND BALANCE | | 1,556,815 | 6,600 | **6,600** | **21,580** | 17,520 |
| 2. LESS REQUIRED RESERVES FOR FISCAL YEAR | | | | | | |
| CAPITAL PROJECTS RESERVE | | 1,447,258 | 6,600 | **17,520** | **17,520** | 25,080 |
| | TOTAL | 1,447,258 | 6,600 | **17,520** | **17,520** | 25,080 |
| 3. FUND BALANCE AVAILABLE | | 109,557 | - | **(10,920)** | **4,060** | (7,560) |
| **NON TDA SOURCES** | | | | | | |
| STATE TRANSIT ASSISTANCE (STA) | | 393,168 | 4,220 | **39,090** | **39,090** | 10,890 |
| LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP) | | - | - | - | - | - |
| STATE OF GOOD REPAIR (SGR) | | 335,591 | - | - | - | - |
| SB125 | | | - | - | - | - |
| Infrastucture (including fare program) | | 652,831 | 193,500 | - | - | - |
| Fixed Route Electric | | - | - | - | - | - |
| RURAL TRANSIT FUND (Capital) | | 1,706,749 | - | - | - | - |
| FEDERAL TRANSIT ADM (FTA) (Section 5307) | | 183,903 | - | - | - | - |
| Fixed Route Electric | | - | - | - | - | - |
| Fixed Route Non-Electric | | - | - | - | - | - |
| Demand Response Electric | | 200,923 | - | - | - | - |
| Demand Response Non-Electric | | - | - | **140,400** | **153,000** | - |
| ADA Minivans | | - | - | - | - | - |
| Support Vehicles | | 174,449 | 1,200 | **1,500** | **2,410** | 720 |
| Trolley | | - | - | - | - | - |
| Planning | | - | - | - | - | - |
| Bus Stop Improvements | | 88,999 | - | - | - | - |
| Dispatch Software Upgrade | | 56,997 | - | - | **4,870** | - |
| Vehicle Maintenance Equipment | | 69,459 | 1,280 | **980** | **980** | 970 |
| FEDERAL TRANSIT ADM (FTA) (Section 5339) | | 512 | - | - | - | - |
| Vehicle Engine Rehab | | 570,583 | - | - | - | - |
| Fixed Route Electric | | 3,965,661 | - | - | - | - |
| Fixed Route Non-Electric | | - | - | - | - | - |
| Dial-A-Ride Vehicle Replacement | | - | - | - | - | - |
| OTHER | | 750,000 | - | - | - | - |
| 4. | SUB TOTAL | 9,149,825 | 200,200 | **181,970** | **200,350** | 12,580 |
| 5. TOTAL FUND BALANCE & NON TDA FUNDING | | 9,259,382 | 200,200 | **171,050** | **204,410** | 5,020 |
| **TDA REQUIRED** | | | | | | |
| CITY OF ATASCADERO | | 41,717 | - | - | - | - |
| 6. TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT | | 458,060 | - | - | - | - |
| 7. **TOTAL FUNDING SOURCES** | | 9,717,453 | 200,200 | **171,050** | **204,410** | 5,020 |
| 8. FUNDING USES: | | | | | | |
| CAPITAL | | 8,085,863 | 6,700 | **171,050** | **204,410** | 5,020 |
| LOAN PAYMENTS | | 430,555 | - | - | - | - |
| SHORT RANGE TRANSIT PLAN | | 67,072 | - | - | - | - |
| REGIONAL CONTACTLESS FARE PAYMENT SYSTEM | | 68,372 | - | - | - | - |
| REGIONAL CONTACTLESS CHARGING | | 16,861 | - | - | - | - |
| REGIONAL BUS CHARGING PROJECTS | | 964,271 | 129,000 | - | - | - |
| MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING | | 84,459 | 64,500 | - | - | - |
| 9. **TOTAL FUNDING USES** | | 9,717,453 | 200,200 | **171,050** | **204,410** | 5,020 |

| **Atascadero Services** | | **Adopted Dial A Ride Budget FY 2025-26** | **Total Adopted Budget FY 2026-27** | **Total Amended Budget FY 2026-27** | **Total Projected Budget FY 2027-28** |
|---|---|---|---|---|---|
| | Measure: | | | | |
| | Annual Hours | 3,680 | **2,730** | **2,730** | 2,730 |
| | Annual Miles | 39,140 | **26,600** | **26,600** | 26,600 |
| **Administration:** | | | | | |
| **Total Administration (Net of Contracts)** | | $ 98,150 | **$ 72,630** | **$ 72,630** | $ 75,160 |
| | | | | | |
| **Service Delivery:** | Basis: | | | | |
| Labor - Operations | hourly | | | | |
| Bus Operators | hourly | $ 254,320 | **$ 215,420** | **$ 215,420** | $ 223,530 |
| Training Staff | hourly | $ 17,170 | **$ 13,110** | **$ 13,110** | $ 13,400 |
| Operations Supervisors/Schedulers | hourly | $ 62,020 | **$ 50,060** | **$ 50,060** | $ 51,780 |
| Ops. Mgt. / Oversight | hourly | $ 19,520 | **$ 16,000** | **$ 16,000** | $ 16,400 |
| Labor - Operations Workers Comp | hourly | $ 15,640 | **$ 13,180** | **$ 13,180** | $ 13,840 |
| Labor - Maintenance | miles | $ 45,440 | **$ 35,260** | **$ 35,260** | $ 36,040 |
| Labor - Maintenance Workers Comp | miles | $ 2,420 | **$ 1,890** | **$ 1,890** | $ 2,000 |
| Fuel | miles | $ 35,960 | **$ 21,170** | **$ 21,170** | $ 21,700 |
| Insurance | miles | $ 26,250 | **$ 18,620** | **$ 18,620** | $ 20,340 |
| Maintenance (parts, supplies, materials) | miles | $ 21,280 | **$ 15,120** | **$ 15,120** | $ 15,590 |
| Maintenance Contract Costs | miles | $ 3,280 | **$ 2,370** | **$ 2,370** | $ 2,290 |
| **Total Operations** | | $ 503,300 | **$ 402,200** | **$ 402,200** | $ 416,910 |
| | | | | | |
| **Capital/Studies:** | | | | | |
| **Total Capital Outlay** | | $ 200,200 | **$ 171,050** | **$ 204,410** | $ 5,020 |
| | | | | | |
| **Contingency** | hourly | $ 8,790 | **$ 6,970** | **$ 6,970** | $ 7,210 |
| | | | | | |
| **Loan Repayment** | operations cost | $ - | **$ -** | **$ -** | $ - |
| | | | | | |
| **TOTAL FUNDING USES** | | $ 810,440 | **$ 669,030** | **$ 686,210** | $ 504,300 |
| | | | | | |
| **TOTAL NON-CAPITAL EXPENDITURES** | | $ 610,240 | **$ 481,800** | **$ 481,800** | $ 499,280 |

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**
**NOVEMBER 4, 2026**
**STAFF REPORT**

| | |
|---|---|
| **AGENDA ITEM:** | **C-2** |
| **TOPIC:** | **Public Hearing: Service Changes for South County Transit Services** |
| **PRESENTED BY:** | **Geoff Straw, Executive Director** |
| **STAFF RECOMMENDATION:** | **Adopt Service Changes effective January 17, 2027.** |

## BACKGROUND

The South County Transit Committee (SCTC) met on October 22, 2026 at the Grover Beach City Chambers to conduct a public hearing on proposed service changes in South County. The SCTC is recommending that the full RTA Board of Directors also conduct a public hearing and include the findings and recommendations the SCTC made during its meeting – which are presented below.

The City of Grover Beach has requested that all fixed-routes currently serving the Ramona Garden Park passenger facility (RGP) be re-routed to support the city's planned redevelopment of the area. The 2020 *South County Short-Range Transit Plan* (SRTP) acknowledged the planned closure of the RGP passenger facility and the opportunity to improve transit connections for residents of the Five Cities Area communities to the regional Route 10 fixed-route services that operate between San Luis Obispo and Santa Maria. This staff report provides recommended routing and schedule changes to accommodate this facility closure.

Currently, the Routes 27 and 28 vehicles layover[1] at the RGP passenger facility, while the Routes 21 and 24 buses layover at the Pismo Outlets passenger facility. During the Routes 27 and 28 layovers at the RGP passenger facility, the Routes 21 and 24 arrive and then quickly depart at the bottom of each hour, providing timed-transfers across the four Routes 21, 24, 27 and 28 vehicles. Similarly, during the Routes 21 and 24 layovers at the Pismo Outlets passenger facility, the southbound Route 10 bus and the northbound Route 10 bus arrive and then quickly depart at the top of each hour – providing timed-transfers across the Routes 10-North, 10-South, 21 and 24 vehicles.

As acknowledged in the 2020 SRTP, riders of the bidirectional Route 27/28 pair have suboptimal connections to communities along US-101 served by southbound Route 10 SLO-Santa Maria and the northbound Route 10 Santa Maria-SLO buses. As a reminder Routes 27 and 28 serve persons living or working in Oceano, the southern portion of Arroyo Grande or the southwestern portion of Grover Beach. Only the counterclockwise Route 28 connects with Route 10 bus stops (at Grand/El Camino or the Halcyon Park-n-Ride), and the transfers are not timed. Riders on the clockwise Route 27 must transfer

[1] A "layover" is scheduled downtime between the end of a loop and the beginning of the next loop.

twice, and the transfers to/from Route 10 are not timed. The current routing and time-points can be found at South County transit map/schedule.

**RECOMMENDED ALIGNMENT CHANGES**

As noted above, four buses currently serve the Pismo Outlets passenger facility at the top of the hour: Route 10 South and Route 10 North (both 40-foot) and Routes 21 and 24 (both 35-foot). Unfortunately, there is not sufficient curb space to add the Route 27 and Route 28 vehicles (27-foot cutaway vans) – even once the Routes 21 and 24 buses are replaced with smaller cutaway vans as recommended in the SRTP and in today's Agenda Item A-6.

Under the recommended service plan, the Route 27 and 28 vans would deboard all passengers at the Pismo Outlets passenger facility (prior to arrival of the Route 10 buses) and then travel to bus stops on James Way to layover for a few minutes. Once the Route 10 buses depart the Pismo Outlets passenger facility, the Routes 27 and 28 vans would travel back to the Pismo Outlets passenger facility to re-enter revenue service and complete transfers of riders from Routes 10, 21 and 24.

The routing of Routes 21 and 24 would remain essentially the same as present, except the buses would remain on Grand Avenue rather than serving RGP. These realignments and new schedules are shown in the two graphics below. All of these routing and schedule changes would improve connectivity both within the Five Cites Area and across the regional transit system, which would enhance operational efficiencies, and provide greater convenience for passengers.

See the map and accompanying revised schedule on the next two pages for these changes. I should be noted that these maps are still being refined, and that the two bus stops shown on Grande Avene at 10 Street were preliminary suggestions that have since been recommended by the SCTC as possible future bus stops. In other words, those two bus stops are not included as part of the November 4th recommended changes.


RTA 10 TOWARD SAN LUIS OBISPO
REGIONAL TRANSIT AUTHORITY
South County Routes
ROUTES 21, 24 & 28 RUN DAILY
ROUTE 27 RUNS MONDAY-FRIDAY
HOLIDAYS:
No service on New Years Day, Memorial Day,
Independence Day, Labor Day,
Thanksgiving, and Christmas Day
Check the website for holiday schedules during
Thanksgiving, Christmas and New Year's weeks
Legend
Route 21 Clockwise
Route 24 Counter-clockwise
Route 27 Clockwise
Route 28 Counter-clockwise
RTA 10 Route 10 Regional Route
Bus Stop single direction
Bus Stop both directions
:05 Timed Stop Bus stop times for South County Transit shown in minutes past the hour
1-way Direction of Service
2-way Travel bus travels in both directions
T Transfer Hub
Weekday Hourly Connections to RTA 10 Regional Transit.
Premium Outlets: Local Routes 21, 24, 27 & 28 connect to Route 10 regional route to San Luis Obispo and Santa Maria
MAP NOT TO SCALE / All information is subject to change without notice.
Shell Beach
Pismo Beach
Grover Beach
Oceano
Arroyo Grande
HWY 101
HWY 1
DOLLIVER / HWY 1
El Camino Real
Premium Outlets
5 Cities Dr.
Start
Walmart
Spyglass
Spyglass Village
Shell Beach Rd
Terrace
Cuyama
Cliff
Dinosaur Caves Park
Cove Inn
Price
Lighthouse Suites
Harbor View
Foothill
Mattie
Calle Valencia
Pismo Beach City Hall
Wadsworth
Hinds
Bay
San Luis
Pomeroy
Stimson
Frady
Pismo Coast Village
Butterfly Trees
Le Sage
Amtrak Station
2nd St.
3rd St.
4th St.
Highland
James Way
Ventana
Ridge
Oak Park
Courtland
Ramona
Grand
Ramona Garden Park
Atlantic City
Saratoga
Newport
Longbranch
Manhattan
Trouville
Elm
Brisco
Bell
Alder
Halcyon
Halcyon Park & Ride
Arroyo Grande Library
Arroyo Grande City Hall
Arroyo Grande High School
Arroyo Grande Hospital
Vernon
E. Branch
W. Branch
Bridge
S. Mason St.
Nelson
Firefighters Memorial Park
Traffic Way
Rancho Pkwy
Town Center Dr
Fair Oaks
Farroll
Ash
Elm St Park
Mentone
5th St.
6th St.
7th St.
8th St.
9th St.
10th St.
12th St.
13th St.
14th St.
16th St.
Messina
Avenida Pelicanos
Monaco
The Pike
Wilmar
Paul
Oceano Community Center
Paso Robles St.
Railroad St.
Oceano Senior Center
Oceano Airport
Air Park Dr.
Pier Ave.
Norswing
Pershing
Oceano Park
Mendel
Belridge
18th St.
19th St.
21st St.
22nd St.
25th St.
:05 :10 :07 :10
:48 :13 :15 :46
:39 :35 :29 :29 :42 :18 :32 :21 :22 :40 :40 :35 :28 :31 :32 :36 :27
TOWARD SANTA MARIA RTA 10
HWY 1 / CIENEGA

# Time Stops

## 21

*Runs Clockwise*

| | Pismo Beach | Arroyo Grande | | Grover Beach | Pismo Beach | | |
|---|---|---|---|---|---|---|---|
| | Premium Outlets | Town Center Walmart | Grand @ Cortland | Grand @ 10th | Dolliver @ Pomeroy | Mattie @ PB City Hall | Premium Outlets |
| | **Monday - Friday** | | | | | | |
| Start | | | | 6:29a | 6:35a | 6:39a | 6:51a |
| Hourly | :05 | :13 | :21 | :29 | :35 | :39 | :51 |
| End | 7:05p | 7:13p | 7:21p | 7:29p | -- | -- | -- |
| | **Saturday** | | | | | | |
| Start | | | | 7:29a | 7:35a | 7:39a | 7:51a |
| Hourly | :05 | :13 | :21 | :29 | :35 | :39 | :51 |
| End | 7:05p | 7:13p | 7:21p | 7:29p | -- | -- | -- |
| | **Sunday** | | | | | | |
| Start | | | | 7:29a | 7:35a | 7:39a | 7:51a |
| Hourly | :05 | :13 | :21 | :29 | :35 | :39 | :51 |
| End | 6:05p | 6:13p | 6:21p | 6:29p | -- | -- | -- |

## 24

*Runs Counter-Clockwise*

| | Pismo Beach | Grover Beach | Arroyo Grande | | Pismo Beach |
|---|---|---|---|---|---|
| | Premium Outlets | Grand @ 10th | AG City Hall | Town Center Walmart | Premium Outlets |
| | **Monday - Friday** | | | | |
| Start | | 6:29a | 6:40a | 6:46a | 6:55a |
| Hourly | :10 | :29 | :40 | :46 | :55 |
| End | 7:10p | 7:29p | -- | -- | -- |
| | **Saturday** | | | | |
| Start | | 7:29a | 7:40a | 7:46a | 7:55a |
| Hourly | :10 | :29 | :40 | :46 | :55 |
| End | 7:10p | 7:29p | -- | -- | -- |
| | **Sunday** | | | | |
| Start | | 7:29a | 7:40 | 7:46 | 7:55 |
| Hourly | :10 | :29 | :40 | :46 | :55 |
| End | 6:10p | 6:29p | -- | -- | -- |

## 27

*Runs Clockwise*

| | Pismo Beach | Arroyo Grande | | Oceano | | Grover Beach | Pismo Beach |
|---|---|---|---|---|---|---|---|
| | Pismo Outlets | Town Center Walmart | Arroyo Grande High School | Elm @ The Pike | Air Park Drive Oceano Airport | Grand @ 10th | Pismo Outlets |
| | **Runs Monday - Friday** | | | | | | |
| Start | 6:07a | 6:15a | 6:22a | 6:28a | 6:36a | 6:42a | 6:54a |
| Hourly | :07 | :15 | :22 | :28 | :36 | :42 | :54 |
| End | 7:07p | 7:15p | 7:22p | 7:28p | 7:36p | 7:42p | 7:54p |
| | **Arroyo Grande High School Tripper - See website for full stop list** | | | | | | |
| Mon - Fri | - | - | 3:55p | 4:01p | 4:09p | 4:18p | - |

## 28

*Runs Counter-Clockwise*

| | Pismo Beach | Grover Beach | Oceano | | Arroyo Grande | | Pismo Beach |
|---|---|---|---|---|---|---|---|
| | Pismo Outlets | Grand @ 10th | Air Park Drive Oceano Airport | Elm @ The Pike | Arroyo Grande High School | Town Center Walmart | Pismo Outlets |
| | **Monday - Friday** | | | | | | |
| Start | 6:10a | 6:18a | 6:27a | 6:35a | 6:40a | 6:48a | 6:55a |
| Hourly | :10 | :18 | :27 | :35 | :40 | :48 | :55 |
| End | 7:10p | 7:18p | 7:27p | 7:35p | 7:40p | 7:48 | 7:55p |
| | **Saturday** | | | | | | |
| Start | 7:10a | 7:18a | 7:27a | 7:35a | 7:40a | 7:48 | 7:55a |
| Hourly | :10 | :18 | :27 | :35 | :40 | :48 | :55 |
| End | 7:10p | 7:18p | 7:27p | 7:35p | 7:40p | 7:48p | 7:55p |
| | **Sunday** | | | | | | |
| Start | 7:10a | 7:18a | 7:27a | 7:35a | 7:40a | 7:48a | 7:55a |
| Hourly | :10 | :18 | :27 | :35 | :40 | :48 | :55 |
| End | 6:10p | 6:18p | 6:27p | 6:35 | 6:40p | 7:48p | 7:55p |
| | **Arroyo Grande High School Tripper - See website for full stop list** | | | | | | |
| Monday | - | 8:45a | 8:54a | 9:02a | 9:08a | - | - |
| Tues - Fri | - | 7:45a | 7:54a | 8:02a | 8:08a | - | - |

# All Route Stops

**Red type = new or moved stops**

## ROUTE 21

**Pismo Outlets** :05
James Way @ 4th Street
James Way @ Ridge
James Way @ Oak Park
**Town Center / Walmart** :13
E. Grand @ El Camino Real (AM/PM)
East Grand @ Halcyon Road
East Grand @ Alder
East Grand @ Elm Street
**West Grand @ Courtland** :21
West Grand @ 16th Street
West Grand @ 13th Street
**Grand @ 10th Street** :29
West Grand Avenue @ 6th
W. Grand Ave. @ 2nd St. (Amtrak)
Highway 1 @ Le Sage Drive
South Dolliver Street @ Frady Lane
**Dolliver @ Pomeroy-Pismo Pier** :35
Dolliver Street @ San Luis Avenue
Price @ Harbor View
Price Street @ Lighthouse Suites
Price Street @ Stimson
Mattie Road @ Foothill Road
**Mattie Rd. @ PB City Hall** :39
Mattie Road @ Calle Valencia
Shell Beach Blvd @ Spyglass Village
Shell Beach Road @ Terrace Avenue
Shell Beach Road @ Cuyama Avenue
Shell Beach Road @ Cliff Avenue
Price Street @ Stimson Avenue
**Pismo Outlets** :51

## ROUTE 24

**Pismo Outlets** :10
Price Street @ Hinds Ave
Price Street @ Wadsworth
Dolliver @ Bay
Dolliver @ Hinds
Dolliver @ Pismo Coast Village
Highway 1 @ Butterfly Trees
Highway 1 @ Le Sage Drive
W. Grand @ 3rd Street (Amtrak)
W. Grand @ 7th Street
**Grand @ 10th Street** :29
West Grand Avenue @ 13th Street
West Grand Avenue @ 16th Street
East Grand @ Oak Park
East Grand Avenue @ Elm Street
East Grand Avenue @ Alder Street
East Grand Ave. @ West Branch St.
**East Branch @ AG City Hall** :40
West Branch Street @ Vernon
W. Branch @ Library
**Town Center/ Walmart** :46
West Branch @ Oak Park
James Way @ Oak Park
James Way @ Ridge Road
James Way @ 4th Street
James Way @ Ventana
James Way @ Highland Drive
**Pismo Outlets** :55

## ROUTE 27

**Pismo Outlets** :07
**Town Center/ Walmart** :15
E. Grand @ West Branch
Fair Oaks @ Traffic Way
**Fair Oaks @ Valley/AG High** :22
Fair Oaks @ Halcyon/ AG Hospital
Elm Street @ Fair Oaks
**Elm @ The Pike** :28
South Elm @ Paul Place
Cienega/Hwy 1 @ 25th
Cienega/Hwy 1 @ 21st
**19th @ Wilmar** :32
Wilmar @13th
**Air Park - Oceano Airport** :36
13th @ Front/Highway 1
13th @ Wilmar
13th @ Farroll
13th @ Trouville
Grand @ 13th
**Grand @ 10th** :42
Atlantic City @ 9th
Atlantic City @ Vista Pacific
James Way @ 4th
James Way @ Ventana
James Way @ Highland
**Pismo Outlets** :54

## ROUTE 28

**Pismo Outlets** :10
Atlantic City @ Vista Pacific
Atlantic City @ Vista Pacific
**Grand @ 10th** :18
Grand Ave @ 13th
13th @ Longbranch
13th @ Mentone
13th @ Messina
13th @ Belridge
**Air Park -Oceano Airport** :27
13th @ Front St/Highway 1
**Wilmar @ 19th** :31
Cienega/Hwy1 @ 21st
Cienega/Hwy1 @ 25th
**Elm @ The Pike** :35
Elm @ Fair Oaks
Fair Oaks @ Halcyon/AG Hospital
**Fair Oaks @ Valley Rd/AG High** :40
Traffic Way @ Firefighters Park
East Branch @ Branch
East Grand @ El Camino Real (AM/PM)
El Camino Real/Halcyon Park & Ride
**Town Center/Walmart** :48
James Way @ 4th
James Way @ Ventana
James Way @ Highland
**Pismo Outlets** :55

***All routes now meet RTA Route10 at Pismo Outlets!***

**Effective January 17, 2027**

***South County/Five Cities***

REGIONAL TRANSIT AUTHORITY

# Routes

21 24 27 28

***NEW! Route 27 & 28 Schedule***
***All routes now meet RTA Route10 at Pismo Outlets!***
***The Ramona Garden stop has moved to Grand at 10th***

**(805) 541-2228**
**www.slorta.org**

## Pass and Fare Information

**(subject to change)**

| | |
|---|---|
| Regional Day Pass | $5.50 Purchase on Board Bus |
| SoCo Day Pass | $3/$1.50 Discount- Purchase on Bus |
| 7-Day Pass | $16 RTA & SoCo Transit |
| SoCo 31-Day Pass | $37 Regular/ $18.50 Discount |
| SoCo 20-Ride Pass: Sold at AG High | $24 Regular/ $12 Senior Discount |
| RTA Only 31-Day Pass | $47 Regular/ $23.50 Discount |
| Regional 31-Day Pass | $68 Regular/ $34 Discount |
| Stored Value Card | $15 Value SoCo Transit & RTA |

Discount Passes and Cash Fares are Half Price for Seniors (65-79) and Disabled & Medicare Card Holders

| Cash and Tap Fares | SoCo | RTA |
|---|---|---|
| Regular | $1.50 | $2.00 |
| For VERIFIED Senior Citizens (Age 65+) Disabled and Medicare Card Holders | $0.75 | $1.00 |
| Children 44" and under ride for free with paying adult | Ninos debajo de 44 pulgadas viajan gratis al ser acompanados por un pasajero pagando la tarifa regular | |

**Regional Day Pass $5.50**
**SoCo Routes only Day Pass $3.00**
*Purchase from your driver*

**Passes and schedules available at these locations:**
~ RTA Main Office, 253 Elks Lane, San Luis Obispo
~ Arroyo Grande City Hall, 300 E. Branch Street
~ Oceano CSD, 1355 Front Street
~ Grover Beach City Hall, 154 S. 8th Street
~ *More locations listed at www.slorta.org*

**Online pass sales at www.slorta.org**

**Please Carry Exact Fare**
**Drivers Do Not Make Change**

**Save money and use your payment card to Tap2Ride!**

**Benefits and Drawbacks of the Proposed Realignment**
The proposed realignment offers several benefits:

- Improved transfer connectivity between major regional transit routes.

- Reduced travel times for connections between the Five Cities Area and downtown San Luis Obispo and Santa Maria. This improvement comes as a result of riders having the new ability to transfer from all South County local fixed-routes to RTA Route 10 services.

- A single centralized transfer point in South County, thereby reducing passenger wait times for Route 27 and Route 28 riders.

The following drawbacks would result from the recommended service plan:

- Passengers on Routes 27 and 28 wishing to "travel through" the Pismo Outlets passenger facility would be forced to deboard and then reboard their bus; this same issue currently occurs for Routes 27 and 28 passenger wishing to travel through RGP or Routes 21 and 24 traveling through the Pismo Outlets facility.

Since there are no restroom or other breaktime facilities at the James Way bus stops, we will likely need to add relief drivers so that Bus Operators have sufficient breaks.

**Estimated Costs**
The proposed changes would increase scheduled revenue hours per trip by approximately seven minutes for Route 27 and five minutes for Route 28, although total paid Bus Operator hours would remain the same. Each Route 27 and 28 bus trip would be increased by 4.6 miles per loop. The time-points identified in the schedules for Routes 27 and 28 would also change to accommodate the routing changes.

The estimated additional annualized operating cost associated with the increased revenue miles is $76,730, based on an additional 35,630 annual revenue miles and a per mile cost of $2.15 when fuel, parts and miles-based liability insurance are included. This is roughly a 5.8% increase over the combined FY26-27 budget for Routes 27 and 28 ($1,321,630). The six-month impact the current fiscal year operating budget ($76,730 / 2 = $38,365) could be covered by the amount identified in the Contingency line-item. Of course, the rising price of fuel – especially diesel – in the past eight months is impacting budgets around the globe. RTA staff has begun discussions with SLOCOG officials to possibly identify State Transit Assistance, SB125 and other revenues to cover increased fuel costs in our county. The full annual operating costs would need to be included in FY27-28 and beyond budgets.

Removal of the existing passenger amenities at the RGP passenger facility is already included in the adopted FY26-27 budget.

**ALTERNATIVES**
There is no "status quo" alternative, since the City of Grover Beach's redevelopment of the RGP passenger facility eliminates the layover location for Routes 27 and 28. In

other words, we must identify a location or locations for these two routes for schedule recovery, Bus Operator break time, amenities for passengers and employees, and ideally where passenger transfers can be optimized. Below are three service alternatives that could be considered if the preferred scenario discussed above is not chosen.

Alternative 1: Routes 27 & 28 Layover at the Grover Beach Train Station
Under this service alternative, the Route 27 and Route 28 buses would travel along Grand Avenue and layover at the Amtrak Thruway curb space that is accessed from Highway 1. This would add 1.3 miles to each bus loop, resulting in an additional 9,990 annual miles. This equates to an additional $21,510 in annual operating costs.

The main benefit of this alternative is that it would provide a modestly closer connection for South County transit riders to Amtrak train and Thruway bus services: the walking/rolling distance would be 400 feet from the combined Amtrak Thruway / Routes 27/28 bus stop to the train platform. In comparison, the existing Route 21 bus stop on Grand Avenue is 510 feet away and the reverse-direction Route 24 bus stop is 800 feet away from the train platform.

Besides the additional annual operating cost for this alternative, the principal drawback is that no timed-transfers would be provided between the bidirectional Routes 21/24 route pair and the bidirectional Routes 27/28 route pair. This lack of connections would reduce ridership and result in fare revenue declines. Other drawbacks include no restroom facilities for passengers or Bus Operators are provided at the train station. A less quantifiable but still important drawback is the bus stop's isolation from other activities – which could raise personal safety concerns for persons who must depart the Routes 27 and 28 during layovers, or while waiting for the buses to arrive.

Alternative 2: Route 27 Layover at Walmart & Route 28 Layover at Halcyon PnR
This alternative would not require any additional operating funds, since it would not change the total number of miles operated. Currently, all four South County local fixed-routes serve the Walmart bus stop at non-conflicting times throughout the day, since the bus bay is only ~50 long and cannot accommodate more than one bus at a time. Below are the current scheduled hourly departure times at the Walmart bus stop:

- Route 28: 4 minutes past
- Route 21: 13 minutes past
- Route 27: 43 minutes past
- Route 24: 46 minutes past

Under this alternative, the Route 28 bus would layover at the Halcyon Park-n-Ride from 48 minutes past each hour until 6 minutes past the next hour – which would provide timed transfers with the northbound Route 10 and southbound Route 10 buses (presuming no traffic delays). After the Route 28 bus departs the Halcyon Park-n-Ride, it would serve the Walmart bus stop at 10 minutes past each hour, providing untimed transfers to Routes 21 and 24.

The Route 27 schedule would be revised so that it arrives at the Walmart bus stop and goes out of service at approximately 52 minutes past each hour. It would then go back into revenue service and depart at 6 minutes past each hour. From there, it would travel to the Halcyon Park-n-Ride bus stop, arriving at 11 minutes past each hour and layover until 14 minutes past each hour – essentially providing a "sweep" of any possible late arriving southbound Route 10 passengers. Below are the revised Walmart bus stop times:

- Route 27: arrive 52 minutes past and depart 6 minutes past
- Route 28: arrive/depart 10 minutes past
- Route 21: arrive/depart 13 minutes past
- Route 24: arrive/depart 46 minutes past

As shown, the connections from Routes 27 and 28 to Route 21 would be reasonably good. But connections to/from Route 24 would poorly timed.

Besides the benefit of not needing additional operating funds, this alternative would improve connections to the Route 10 services, which improves total travel times for riders traveling regionally. The greatest drawback of this alternative is that it would eliminate timed-transfers between the bidirectional 21/24 and 27/28 route pairs, and would likely result in overall ridership declines and accompanying fare reductions on South County transit services.

Alternative 3: Eliminate Route 27 & 28 Service to Oceano Airport

The administrative draft Service Concepts document currently being refined as a part of the SLOCOG Long Range Transit Plan study included a high-level analysis of fixed-routes in SLO County, and one of the scenarios eliminates service to the Oceano Airport. RTA staff evaluated passenger activity at this bus stop using the GPS-based automatic passenger counting system on our buses in the previous fiscal year. We boarded 1,807 passengers in FY25-26 at the Oceano Airport bus stop, which is ranked the 10$^{th}$ highest among the 39 bus stops on the bidirectional Routes 27/28 pair. This route segment requires a little over 2 miles for each loop, and eliminating it would reduce annual miles operated by 16,010, thereby reducing annual operating costs by $34,480. While the actual FY25-26 boardings only equates to an average 0.2 passenger boardings per bus trip, the bus stop is important for those using it due to incomplete pedestrian facilities linking the Airport area to the nearest remaining bus stop in Oceano on 13$^{th}$ Street at Highway 1. Staff does not recommend implementing this service change.

**Possible Future Infrastructure Improvements**

If the City of Grover Beach receives sufficient passenger demand, the following bus stops changes could be considered:

- Two new bus stops could be installed on Grand Avenue at 10th Street, one in each direction of travel on the far sides of the intersection.

- The new bus stops would require the removal of three westbound and two eastbound on-street parking spaces.

- Both new bus stops would serve all four fixed-routes: Routes 21, 24, 27 and 28.

The estimated infrastructure cost would be $4,000 for two new bus stop poles and signs, two Simme seats (see picture to the right), and red-curbing at the two new bus stops.

**Conclusion**
Relocating Routes 27 and 28 layovers from the RGP passenger facility to the Premium Outlets passenger facility, while realigning Routes 21 and 24 along Grand Avenue, would support the City of Grover Beach's redevelopment plans while also improving regional transit connectivity and preserve timed-connections for all four local South County fixed-route services.

Although the changes would result in modest increases in revenue miles and operating costs, the anticipated benefits – including improved transfers, more coordinated schedules, and enhanced passenger convenience – support the proposed realignment.

**STAFF RECOMMENDATION:**
Recommend that the RTA follow the SCTC recommendation and adopt as presented effective January 17, 2027.