

Regional Transit Authority

May 4, 2016

Fiscal Year 2016/2017 Budget

- Projected Fiscal Year 2016/2017 Budget
- Projected Five Year Capital Budget

RTA Employees of the Quarter-

Rick Bush • Tracey Johnson • Vernon Griego • Eric Banks



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

VISION

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

Vision Elements

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

MISSION

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

STRATEGIC DIRECTION

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

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY VALUES

Commitment to Serve

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

Leadership

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

Teamwork

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

Integrity

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

Human Development

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

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

May 4, 2016

STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2016-17 and 2017-18 Operating Budget, and Fiscal Year 2016-17 through 2020-21 Capital Budget

PRESENTED BY: Tania Arnold

STAFF RECOMMENDATION: Adopt Fiscal Year 2016-17 Budget as presented

RTAC RECOMMENDATION:

BACKGROUND/DISCUSSION:

We are pleased to present a fiscally-constrained fiscal year 2016-17 operating budget, and an advisory fiscal year 2017-18 operating budget. In addition, we are presenting a five-year capital program.

We appreciate the Board's support and leadership in these financially constrained times. This year presented staff with a continued challenge due to declines or stagnation in the various local revenue sources used to operate core RTA services.

The budget presentation assumes essentially the same core levels of service miles and hours for fixed route services that are currently being operated. It also assumes the same hours and miles for Runabout service, which is a welcome relief in comparison to recent years when Runabout demand burgeoned. Staff will continue to monitor the Runabout service and should service demands change to beyond the scope of the budget present, a budget amendment will be presented to the Board for consideration. It should be noted that RTA is recommending the elimination of the North Cuesta College Evening Shuttle. The ridership is essentially non-existent, despite significant outreach efforts by both RTA and Cuesta College.

Route 14 service will continue to operate during peak academic year travel times between downtown San Luis Obispo and the main Cuesta College campus, our highest trip generators in the regional system. The North Coast Connector service will continue to operate as a deviated fixed route service; although it is not a significant cost savings in the fixed route service plan, it reduces Runabout service costs.

In May of 2014 RTA adopted a reserve policy – one for cash flow purposes and one for capital projects. During FY13-14 and FY14-15 RTA came in under the adopted budget, fare revenue was higher than projected, and the fund balance increased more than

original budget projections. In addition, during FY13-14 and FY14-15, RTA has replaced the vast majority of the fleet, which has resulted in a reduction in the amount of capital projects reserves needed in the ensuing years. The result of the savings, as well as a decrease in fuel prices, has resulted in staff is projecting a strong fund balance at the beginning of FY16-17.

No Local Transit Fund (LTF) is required for local match for any of the proposed capital projects. The FY16-17 RTA operating budget is proposed at \$8,600,740 and the capital budget is proposed at \$2,379,360.

It should be noted that staff continues to present separate columns in the revenue and expense tables that depicts the consolidation of Paso Robles Express fixed route and dial-a-ride services into RTA on June 1, 2014, as well as the County transit services (SLOCAT) in a separate column. This separation is presented so that readers can easily distinguish between core RTA services and those operated under contract for partner agencies.

In summary, RTA staff has done a tremendous job of holding the line on expenses. The major increases in this year's operating budget are costs for vehicle liability insurance, workers compensation insurance, the wage adjustments programmed in the Collective Bargaining Agreement for covered employees, and costs associated with our health plan. The downturn in fuel costs has resulted in welcome relief, although we do not expect fuel costs to remain static into the future.

The budget packet contains the following items:

- Our Vision and Mission statements
- Budget Assumptions adopted by the Board at its March 2, 2016 meeting
- Fiscally-constrained FY16-17 operating and capital budgets
- Fiscally-unconstrained FY17-18 operating budget
- Fiscally-unconstrained FY17-18 through FY20-21 capital budgets

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

Revised Revenue Assumptions

LTF funds are derived from the statewide $\frac{1}{4}$ percent sales tax, while STA is derived from the sales tax on diesel fuel. Countywide LTF is projected by SLOCOG to be unchanged FY16-17 in comparison to final FY15-16 amounts. However, STA funding for FY15-16 roughly 13% lower for RTA than originally projected and staff is projecting continuing with this lower estimate in FY16-17.

We are predicating the revenue stream for the FY16-17 budget on the latest information that we have available on LTF and STA funding for the region. The LTF program continues to be volatile and staff is unsure of what the projection for this revenue stream

should be for the coming years. Staff concurs and applauds the principles laid out in the SLOCOG staff report that any future funding formulas include incentive funding for Vehicle Miles Traveled (VMT) and regional integration of the jurisdictional operations with the regional system as part of the regional funding formula. This budget assumes no fare increases for either FY16-17 or FY17-18, although staff is evaluating fare increase options for pending LTF revenue projections for FY17-18.

Administration and Operations Expenses

The overall Administration Expense for RTA core services is relatively flat compared to last fiscal year. Increases to workers compensation and professional development are offset by the proposed increase in reimbursements as part of the SCT Management Contract.

On the operating side, we have maintained current service levels. The proposed service delivery cost for RTA core services is up by roughly 2% from what was identified in the FY15-16 budget.

As included in the budget assumptions that your Board accepted in March 2016, based on the current projected funding, an annual merit adjustment will be budgeted for non-union employees; the Collective Bargaining Agreement (CBA) identifies annual increases based upon longevity for Bus Operators, Mechanics and Utility Workers. It should be noted that RTA ratified a new CBA in February 2014, which runs through January 31, 2018. Non-CBA employees within the salary range for their position will also be eligible for a step merit increase subject to performance assessments. It should be noted that staff is evaluating the potential impacts of the California Legislature's recent minimum wage hike to \$15.00 per hour by 2021; RTA's current average hourly wage is \$16.30 per hour.

Staff was notified in November of a likely increase to the primary workers compensation insurance program for the FY16-17, after a significant increase in FY15-16. Staff notified the RTA Executive Committee and Board during meetings earlier this year that options for coverage were being reviewed. Since that time, staff received revised estimates, which are slightly lower than the November projections. Additional information was provided by the underwriter, including the fact that rates are calculated based on losses over the last seven years, and then an experience modification factor for the last three years is applied. Staff also received information regarding the effective rates for the primary workers compensation insurance. RTA is now rated on an actuarial basis, has seven prior years of losses, and has a \$0 self insured retention (SIR) level. Staff is getting quotes and analyzing options for FY16-17 to determine if an increase in the SIR or if contracting with another carrier would be more cost efficient. Although the final numbers will not be available prior to adoption of the budget, staff has included a "worst case scenario" cost estimate in the attached budget proposal.

Finally, due to the unrest in North Africa and the Middle East, fuel prices have continued to swing wildly over the past few years. Staff has tried to budget fuel somewhat conservatively, but we may need to adjust it if fuel prices rise significantly during the

fiscal year. Due to our limited infrastructure, we are unable to purchase fuel in bulk to realize economies of scale.

Ridership Patterns, Overcrowding Mitigation

This past year we saw Runabout ridership up nearly 1.5%, while fixed route ridership was down nearly 7%, for the first eight months of FY15-16.

Pursuant to the language in the SLOCOG Regional Transportation Plan under Transit Policies, we have the ability to periodically adjust transit service parameters with the objective to maximize transit system efficiency, effectiveness and economic feasibility. Under this section there is a provision to review the need to add trips or tandems when the peak load factor consistently exceeds 90 percent of a seated bus load. In the case of all our peak period commute trips on Routes 9, 10 and 12, the load factors consistently range from 100 – 130% of the seated load.

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

Runabout Ridership Leveling Off and New Runabout Eligibility Procedure

Pursuant to the monthly ridership reports, Runabout ridership is now holding steady. Staff is in the process of implementing a functional assessment as part of the eligibility process to ensure that the service is being provided to those who truly need it. Staff will also be doing fixed route travel training with those Runabout applicants that might be capable of using fixed route services when feasible.

Capital Program

The focus of our financially constrained FY16-17 capital program will be funding the improvements for a long-term Paso Robles yard, continued planning for the Elks Lane yard, and replacing Runabout vehicles that have reached the end of their economically useful life. We have also programmed the following minor capital projects:

- \$33,500 for shop tools for our maintenance department to improve efficiencies;
- On-board camera system for the Runabout and Dial A Ride vehicles;
- Bus stop improvements, including solar lighting; and
- Miscellaneous computer equipment, including a server replacement.

It should be noted that a portion of the FY15-16 capital funds for fully funded projects, such as the ITS improvements and Over the Road Coaches will need to be carried over to FY16-17 but, due to the timing of the projects and in order to provide a clear picture of what is new and what has been previously programmed, staff is recommending a budget amendment in September to address carryover items. The carryover will have no financial impact to local jurisdictions.

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

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

Conclusion and Staff Recommendation

Fiscal Year 2016-17 will be another challenging year, including financial barriers and the need to implement long-planned facility related capital projects. We look forward to working with our customers, the Board and other stakeholders in providing the highest quality of transportation services to residents of and visitors to our community. We believe that this budget reflects the path set by your Board in previous years and, although we would like to do more, we believe that this budget provides the optimum levels of service within the confines of existing limited resources.

The Staff recommends that the Board adopt the FY16-17 budget as presented.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

**March 2, 2016
STAFF REPORT**

AGENDA ITEM: B-1

TOPIC: Fiscal Years 2016-17 and 2017-18 Budget Assumptions

ACTION: Approve Budget Assumptions

PRESENTED BY: Geoff Straw

STAFF RECOMMENDATION: Approve Budget Assumptions to enable staff to begin development of FY16-17 & FY17-18 Operating Budget

BACKGROUND/DISCUSSION:

The following report outlines staff's recommended budget assumptions for RTA's Fiscal Year 2016-17 and 2017-18 Operating Budget, and it is the first step in the development of our operating budget and operating program. It should be noted that RTA is again developing a two-year operating budget and five-year capital budget. As in past years, only the first year would be financially-constrained, while the out-years should be considered advisory. Upon the Board's guidance and approval of these assumptions, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 13th meeting prior to the final draft budget presentation to the Board in May.

Mission Statement

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

Objectives and Revenue Impacts

1. Maintain service levels and hours of service that meet the demand of our customers and communities through the effective and efficient delivery of RTA Fixed Route and Runabout core services.
 - SLOCOG is working on State Transit Assistance (STA) funding projections for FY16-17.
 - Staff is not recommending a fare program change for FY16-17, although we may have to consider changes if TDA or other funding shortfalls emerge. Fare revenue is projected to be \$1,330,000 (farebox and advertising revenue).

- FY15-16 LTF revenue was budgeted at \$3,740,499. Once the FY16-17 targets are further refined by the County Auditor and SLOCOG, RTA will present a proportional increase/decrease in overall LTF funding in our FY16-17 budget and a similar increase/decrease in the FY16-17 budget. Should staff be unable to secure adequate funding to operate core Fixed Route and Runabout service levels, a potential increase in LTF funding would be requested for the Board's consideration and/or a reduction of service would be proposed. If a budget shortfall due to the loss of funding in either fiscal year, staff would evaluate and make appropriate recommendations on a potential budget amendment or use of reserve funds.
 - Federal Transit Administration (FTA) Section 5307, 5311 and 5339 operating funding for FY16-17, and capital funding for FY16-17 and FY17-18 will be presented as previously presented, taking into account preliminary projected revenues identified in the Fixing America's Surface Transportation (FAST) Act. Should the actual annual authorizations for federal transportation programs increase or decrease for any of these programs, staff would adjust these assumptions accordingly.
 - FTA Section 5307 operating funding from the City of Santa Maria for Route 10 will be budgeted based on previous commitments with SBCAG and the City of Santa Maria. Staff is confident in continued funding for Route 10 operations.
 - Detailed miles/hours and span of service for each RTA core fixed route and Runabout will be provided with the draft budget. In addition, detailed budgets based on miles/hours and span of service will be provided separately for SLO County Services and North County Local Services.
2. Continue to monitor reserves using the adopted policy from May 2014.
- RTA was awarded a total of \$800,000 in FTA Section 5316 JARC funding for FY14-15 to support Route 10 operations and North Coast services (RTA Route 15 and related Runabout). However, it was the last award of discretionary JARC funds, which have been eliminated. Route 15 was revamped in September 2015 to a deviated fixed route service, reducing Runabout services between Morro Bay and Cambria. Staff has been successful in obtaining FTA Section 5307 operating funding from the South County to offset the impact on the Route 10.
3. Continue to work with the SLOCOG efficiencies committee in evaluating region-wide service efficiencies.
- Transit agencies across the country have experienced ridership declines due to the relatively low price of fuel. RTA will continue to monitor this experience

to determine if it emerges as a long-term trend. Either way, RTA is not recommending any Fixed Route service increases in FY16-17.

- Add a review of the tasks and financial impacts included in the South County Transit contract for administrative, financial, maintenance and dispatch services, and evaluate efficiencies with RTA.
 - Staff will continue to explore new revenue resources at the Federal, State, and local levels.
 - RTA will work with SLOCOG staff and members of the Regional Efficiencies Committees to evaluate efficiencies in the provision of service throughout the county.
 - Staff will use the 2015-17 RTA Strategic Business Plan, the 2010 Fixed Route Performance Standards, as well as the draft findings from the Short Range Transit Plan, to evaluate potential efficiencies and with Board concurrence implement efficiencies.
4. Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs.
5. Address overcrowding on Fixed Route runs during peak travel periods.
- Additional express trips on the Routes 9 began in September 2015 as well as Route 10X with service to the SLO Airport. In the latter part of FY15-16 express trips will have begun using the used over the road coaches RTA received to evaluate the feasibility prior to purchasing new coaches. Service levels, the total number of revenue service hours, miles and span of service for RTA Fixed Route services will be budgeted at annualized levels assumed in FY15-16. If any additional service becomes necessary, staff would seek a budget amendment to address those service demands during the fiscal year.
6. Address a projected slight increase in demand for Runabout service.
- Runabout service hours and miles are projected to require a minimal increase based on recent demand trends. This reflects a change from prior years, which required significant Runabout service level increases due to burgeoning demand.
 - To ensure that only those persons truly eligible for Runabout service are initially registered or re-registered, a part-time staff position to conduct functional assessments as part of the Runabout application process will be added in early 2016. This person or persons will also provide mobility training for disabled persons who are able to use Fixed Route services for some or all of their travel needs.

- At this time staff does not foresee moving forward with using taxi cab services but should service expansions occur staff will revisit this option.
7. Implement RTA's strategy to develop a long-term administrative, operations and maintenance facility.

Expenses Impacts

1. Fuel consumption and price will be budgeted conservatively; diesel fuel will be budgeted at \$3.50 per gallon. Included in the fuel line item will be diesel exhaust fluid (DEF), used to lower diesel exhaust emissions on the newer Fixed Route vehicles.
2. Insurance Expenses:
 - California Transit Indemnity Pool (CalTIP) liability premiums are projected to increase 10% annually due to the loss development trends the pool is experiencing.
 - CalTIP vehicle physical damage will increase by approximately 5% due to the addition of new vehicles in the fleet
 - Workers compensation premiums through the CSAC Excess Insurance Authority are projected to increase 50%, with the realization that workers compensation for transit services is especially challenging statewide as loss development trends for the state are not favorable. Staff will be working with our broker to obtain open market quotes to ensure our current carrier is providing the best value as well as reviewing options for increasing our self insured retention (currently at zero). Staff will obtain a more refined estimate in early March. We continue to work with our employee committee that has evaluated workplace safety and has initiated a proactive program to address the number of claims and severity of the claims.
 - Property insurance will increase minimally.
 - Staff is still closely monitoring the anticipated impacts of the Affordable Care Act on both the number of employees and the costs of per-employee healthcare costs. For budget-making purposes, staff is assuming an 6% annual increase for healthcare costs for each of the next two fiscal years
3. Staffing Expenses:
 - For FY16-17 core RTA services, the number of budgeted positions will remain essentially the same as FY15-16.

- For FY16-17, the overall number of budgeted positions for the North County and SLO County services will remain the same. It should be noted that the marginal costs and revenues the services will be treated in the budget the same way as prior years: as separate and distinct columns.
- Based on the current projected funding, a 2.5% annual inflationary adjustment will be budgeted for non-union employees; the 2014-2018 Collective Bargaining Agreement has already identified annual increases based upon longevity for Bus Operators and Mechanics. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments.

Proposed Budget Calendar

February 10	Detailed budget assumptions and revenue forecast to Executive Committee
March 2	Obtain Board concurrence on proposed draft budget assumptions
March 2	Provide mid-year FY15-16 Budget data to Board (no additional budget amendments are being requested)
March 31	Based on feedback from Executive Committee draft FY16-17 Budget Draft complete.
April 13	Draft FY16-17 Budget presentation to Executive Committee
April 21	Formal FY16-17 Budget presentation to RTAC
May 4	Final Board Budget presentation; Board adoption of FY16-17 Budget

Staff Recommendation

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

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
PROPOSED OPERATING REVENUE BUDGET FOR 2016/2017**

	2014/2015 COMBINED ACTUAL	2015/2016 ADOPTED OPERATING BUDGET	2015/2016 ADOPTED SLOCAT BUDGET	2015/2016 ADOPTED N. COUNTY BUDGET	2016/2017 PROPOSED OPERATING BUDGET	2016/2017 PROPOSED SLOCAT BUDGET	2016/2017 PROPOSED N. COUNTY BUDGET	2017/2018 PROJECTED OPERATING BUDGET	2017/2018 PROJECTED SLOCAT BUDGET	2017/2018 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
GENERAL RESERVES	2,483,543	2,357,594	1,118,930	184,523	2,253,090	699,820	200,390	1,389,870	275,330	180,800
1. ESTIMATED FUND BALANCE	2,483,543	2,357,594	1,118,930	184,523	2,253,090	699,820	200,390	1,389,870	275,330	180,800
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
CASH FLOW REQUIREMENTS PER TDA	1,323,037	1,345,803	719,410	200,388	1,389,870	276,470	180,800	1,536,000	107,530	201,410
OFFSET RESERVE FOR JARC (SECTION 5316) LOSS	460,000	-	-	-	-	-	-	-	-	-
TOTAL	1,783,037	1,345,803	719,410	200,388	1,389,870	276,470	180,800	1,536,000	107,530	201,410
3. FUND BALANCE AVAILABLE	700,506	1,011,792	399,520	(15,865)	863,220	423,350	19,590	(146,130)	167,800	(20,610)
NON TDA SOURCES										
FARES	1,436,252	1,175,000	26,600	92,660	1,190,290	37,610	102,100	1,190,290	37,610	102,100
SCT MANAGEMENT CONTRACT	78,760	79,830	-	-	114,900	-	-	118,630	-	-
COUNTY MANAGEMENT CONTRACT	80,500	80,500	-	-	82,110	-	-	84,780	-	-
NORTH COUNTY MANAGEMENT CONTRACT	39,720	39,720	-	-	40,320	-	-	41,630	-	-
INTEREST	6,277	3,000	1,000	-	8,330	1,180	-	8,920	590	-
STATE TRANSIT ASSISTANCE (STA)	361,812	-	104,750	85,920	-	89,490	36,190	-	89,490	36,190
RURAL TRANSIT FUND (Administration)	25,000	30,000	-	-	30,000	-	-	30,000	-	-
RURAL TRANSIT FUND (Operating Funds)	197,139	200,000	-	-	300,000	-	-	401,580	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	472,500	496,130	-	-	520,940	-	-	546,990	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	612,879	626,740	-	-	524,930	-	-	498,210	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5316) - JARC	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	911,820	765,600	-	215,565	801,380	-	226,340	838,950	-	237,660
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	226,960	317,160	-	-	332,850	-	-	349,490	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	425,000	420,000	-	-	491,000	-	-	513,050	-	-
CUESTA CONTRIBUTION ROUTE 12	53,855	54,370	-	-	60,450	-	-	63,340	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	40,580	-	-	40,580	-	-	40,580
CMAQ OPERATING FUNDS	-	-	-	-	-	-	-	-	-	-
SPECIAL EVENTS REVENUE/OTHER	38,724	-	-	42,170	-	-	-	-	-	-
4. SUB TOTAL	5,007,778	4,288,050	132,350	476,895	4,497,500	128,280	405,210	4,685,860	127,690	416,530
5. TOTAL FUND BALANCE & NON TDA FUNDING	5,708,283	5,299,842	531,870	461,031	5,360,720	551,630	424,800	4,539,730	295,490	395,920

FUNDING SOURCES:

TDA REQUIRED

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

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

6. NET TDA REQUIREMENTS

7. **TOTAL FUNDING SOURCES**

8. FUNDING USES:

ADMINISTRATION
INTEREST EXPENSE
MANAGEMENT CONTRACTS
SERVICE DELIVERY
CONTINGENCY

9. **TOTAL FUNDING USES**

2014/2015 COMBINED ACTUAL	2015/2016 ADOPTED OPERATING BUDGET	2015/2016 ADOPTED SLOCAT BUDGET	2015/2016 ADOPTED N. COUNTY BUDGET	2016/2017 PROPOSED OPERATING BUDGET	2016/2017 PROPOSED SLOCAT BUDGET	2016/2017 PROPOSED N. COUNTY BUDGET	2017/2018 PROJECTED OPERATING BUDGET	2017/2018 PROJECTED SLOCAT BUDGET	2017/2018 PROJECTED N. COUNTY BUDGET
220,709	198,830	-	-	200,014	-	-	275,722	-	-
363,983	328,917	-	-	334,761	-	-	461,472	-	-
167,622	150,872	-	-	150,848	-	-	207,946	-	-
130,903	117,871	-	-	118,025	-	-	162,699	-	-
1,117,064	349,495	-	603,120	350,289	-	573,630	482,877	-	674,700
97,914	88,380	-	-	88,496	-	-	121,993	-	-
746,273	673,290	-	-	677,691	-	-	934,205	-	-
2,031,521	1,832,844	-	-	1,844,826	-	-	2,543,115	290,410	-
4,875,988	3,740,499	-	603,120	3,764,950	-	573,630	5,190,030	290,410	674,700
(612,879)	(626,740)	-	-	(524,930)	-	-	(498,210)	-	-
4,263,109	3,113,759	-	603,120	3,240,020	-	573,630	4,691,820	290,410	674,700
9,971,392	8,413,600	531,870	1,064,150	8,600,740	551,630	998,430	9,231,550	585,900	1,070,620
1,396,923	1,542,900	10,000	114,450	1,550,260	10,000	77,860	1,595,410	10,000	64,680
65,771	64,500	-	-	44,590	-	-	33,440	-	-
198,980	119,550	80,500	-	114,900	82,110	40,320	118,630	84,780	41,630
6,861,559	6,612,580	420,350	934,790	6,810,210	437,640	865,890	7,397,640	467,730	948,320
5,558	74,070	21,020	14,910	80,780	21,880	14,360	86,430	23,390	15,990
8,528,791	8,413,600	531,870	1,064,150	8,600,740	551,630	998,430	9,231,550	585,900	1,070,620

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
PROPOSED CAPITAL REVENUE BUDGET FOR 2016/2017**

		2014/2015 COMBINED ACTUAL	2015/2016 AMENDED CAPITAL BUDGET	2015/2016 AMENDED SLOCAT BUDGET	2015/2016 ADOPTED N. COUNTY BUDGET	2016/2017 PROPOSED CAPITAL BUDGET	2016/2017 PROPOSED SLOCAT BUDGET	2016/2017 PROPOSED N. COUNTY BUDGET	2017/2018 PROJECTED CAPITAL BUDGET	2017/2018 PROJECTED SLOCAT BUDGET	2017/2018 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:											
	CAPITAL PROJECTS RESERVE	699,560	1,356,544	182,076	29,172	380,650	48,690	4,170	346,790	9,830	40,330
1.	ESTIMATED FUND BALANCE	699,560	1,356,544	182,076	29,172	380,650	48,690	4,170	346,790	9,830	40,330
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR										
	CAPITAL PROJECTS RESERVE	418,820	227,228	3,476	4,172	346,790	8,690	40,330	597,220	9,830	40,330
	TOTAL	418,820	227,228	3,476	4,172	346,790	8,690	40,330	597,220	9,830	40,330
3.	FUND BALANCE AVAILABLE	280,740	1,129,316	178,600	25,000	33,860	40,000	(36,160)	(250,430)	-	-
NON TDA SOURCES											
	STATE TRANSIT ASSISTANCE (STA)	468,410	561,504	-	-	486,530	-	36,160	486,530	-	-
	LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	-	-	-	291,300	-	-	-	-	-
	PROPOSITION 1B FUNDING - SAFETY & SECURITY	-	173,970	-	-	241,300	-	-	-	-	-
	PROPOSITION 1B FUNDING - ELKS LANE	-	-	-	-	-	-	-	100,000	-	-
	PROPOSITION 1B FUNDING - BUS REPLACEMENT	467,565	-	-	-	-	-	-	223,620	-	-
	CONGESTION MITIGATION AND AIR QUALITY (CMAQ)	-	-	-	-	-	-	-	396,000	-	-
	RURAL TRANSIT FUND (Capital)	290,744	229,300	-	-	-	-	-	66,630	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	101,000	782,200	-	-	179,650	-	-	133,330	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair	2,280,000	-	-	-	-	-	-	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities	4,464	-	-	-	-	-	-	873,210	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5311f)	329,439	-	-	-	-	-	-	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5316) - JARC	400,000	-	-	-	-	-	-	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)	397,969	236,600	-	-	532,570	-	-	188,890	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)	51,000	534,200	-	-	614,150	160,000	-	133,330	-	-
4.	SUB TOTAL	4,790,592	2,517,774	-	-	2,345,500	160,000	36,160	2,601,540	-	-
5.	TOTAL FUND BALANCE & NON TDA FUNDING	5,071,332	3,647,090	-	25,000	2,379,360	200,000	-	2,351,110	-	-
6.	NET TDA REQUIREMENTS	35,010	-	-	-	-	-	-	-	-	-
7.	TOTAL FUNDING SOURCES	5,106,342	3,647,090	-	25,000	2,379,360	200,000	-	2,351,110	-	-
8.	FUNDING USES:										
	CAPITAL	4,563,212	3,446,490	89,300	25,000	2,178,760	200,000	-	2,150,510	-	-
	LOAN PAYDOWN	543,130	200,600	-	-	200,600	-	-	200,600	-	-
9.	TOTAL FUNDING USES	5,106,342	3,647,090	89,300	25,000	2,379,360	200,000	-	2,351,110	-	-

		Actual Combined FY 2014-15	Adopted Operating Budget FY 2015-16	Proposed Operating Budget FY 2016-17	Projected Operating Budget FY 2017-18
Administration and Service Delivery Totals					
Administration:					
Labor	operations cost	735,444	789,900	815,700	842,180
Labor - Administration Workers Comp	operations cost	33,844	55,880	71,210	84,860
Office Space Rental	operations cost	427,736	489,360	504,790	492,800
Property Insurance	operations cost	15,915	18,500	17,420	18,060
Professional Technical Services	operations cost	50,897	92,970	79,560	82,450
Professional Development	operations cost	23,794	26,940	37,850	37,850
Operating Expense	operations cost	230,166	255,450	255,190	263,200
Marketing and Reproduction	hourly	78,107	138,400	93,730	93,730
North County Management Contract	operations cost	(39,720)	(39,720)	(40,320)	(41,630)
County Management Contract	operations cost	(80,500)	(80,500)	(82,110)	(84,780)
SCT Management Contract	operations cost	(78,760)	(79,830)	(114,900)	(118,630)
Total Administration		1,396,923	1,667,350	1,638,120	1,670,090
Service Delivery:					
Labor - Operations	hourly	3,447,553	3,865,100	4,100,660	4,377,630
Labor - Operations Workers Comp	hourly	228,983	378,050	481,790	592,490
Labor - Maintenance	hourly	849,859	904,210	947,680	1,013,550
Labor - Maintenance Workers Comp	hourly	67,017	110,640	141,000	173,650
Fuel	miles	1,065,455	1,502,000	1,164,130	1,269,250
Insurance (Liability, Physical Damage)	miles	446,004	483,930	560,160	590,320
Special Transportation (for SLOCAT and Paso)	n/a	95,665	118,330	57,300	57,940
Avila Trolley	n/a	37,382	57,750	57,060	57,920
Maintenance (parts, supplies, materials)	miles	475,467	436,560	465,050	524,320
Maintenance Contract Costs	miles	148,174	111,150	138,910	156,620
Total Operations		6,861,559	7,967,720	8,113,740	8,813,690
Contingency	hourly	5,558	110,000	117,020	125,810
Interest Expense	operations cost	65,771	64,500	44,590	33,440
Management Contracts		198,980	200,050	237,330	245,040
TOTAL FUNDING USES		8,528,791	10,009,620	10,150,800	10,888,070

	Actual Capital Expenditures FY 2014-15	Amended Capital Budget FY 2015-16	Proposed Capital Budget FY 2016-17	Projected Capital Budget FY 2017-18	Projected Capital Budget FY 2018-19	Projected Capital Budget FY 2019-20	Projected Capital Budget FY 2020-21
Capital Expenditures							
Capital/Studies:							
Computer System Maintenance/Upgrades	37,136	37,540	62,250	35,360	37,130	38,990	40,940
Miscellaneous Capital							
Facility Improvements	6,136	39,960	-	-	17,250	-	19,840
Maintenance Software and Maintenance Equipment	32,506	58,990	-	34,730	-	-	-
Rotary Lift/Wireless Lift	55,139	-	-	-	-	-	-
Passenger Protection 1300 buses	-	-	8,400	-	-	-	-
Specialized Maintenance Tools	20,066	-	33,500	-	34,340	36,060	-
Desks and Office Equipment	1,902	-	10,760	-	-	-	-
Radios	-	6,000	-	-	-	-	6,600
Vehicle ITS/Camera System	6,100	725,900	176,690	-	-	-	-
Bus Stop Improvements/Bus Stop Solar Lighting	5,580	294,890	97,690	34,730	36,470	38,290	40,200
Bus Rehabilitation	-	-	126,000	-	-	-	-
RouteMatch Dispatching Software/Call Back System	39,534	37,500	-	-	-	-	-
Vehicles							
Support Vehicles	63,877	60,000	-	18,000	-	-	56,700
40' Coaches	3,808,026	-	-	1,527,700	-	-	573,100
Over the Road Coaches	-	1,300,000	-	-	-	-	-
Trolley replacement vehicles	-	-	200,000	-	-	-	-
Cutaway and Dial A Ride Vehicles	-	259,300	-	-	-	170,100	-
Runabout Vehicles	487,210	521,280	163,480	-	630,300	-	585,100
Total Capital Outlay	4,563,212	3,341,360	878,770	1,650,520	755,490	283,440	1,322,480
Loan Pay down	543,130	200,600	200,600	200,600	211,670	-	-
Elks Lane Project	-	219,430	499,990	499,990	499,990	499,990	499,990
Paso Property Improvements	-	-	1,000,000	-	-	-	-
TOTAL FUNDING USES	5,106,342	3,761,390	2,579,360	2,351,110	1,467,150	783,430	1,822,470

		Total Adopted Budget FY 2015-16	Weekday Proposed Budget FY 2016-17	Saturday Proposed Budget FY 2016-17	Sunday Proposed Budget FY 2016-17	Total Proposed Budget FY 2016-17	Projected Budget FY 2017-18
Route 9							
	Hours	10,410	9,540	680	420	10,640	10,750
	Miles	321,740	295,570	20,810	13,380	329,760	333,060
Administration:							
Total Administration (Net of Contracts)		263,650	228,370	16,210	10,150	254,730	247,710
Service Delivery:							
Labor - Operations	hourly	515,110	493,510	35,180	21,730	550,420	583,500
Labor - Operations Workers Comp	hourly	51,480	58,420	4,160	2,570	65,150	78,960
Labor - Maintenance	hourly	119,430	113,770	8,110	5,010	126,890	135,510
Labor - Maintenance Workers Comp	hourly	15,030	17,010	1,210	750	18,970	23,210
Fuel	miles	276,360	189,410	13,340	8,570	211,320	186,550
Insurance	miles	89,790	93,600	6,590	4,240	104,430	86,670
Maintenance (parts, supplies, materials)	miles	79,840	74,970	5,280	3,390	83,640	95,160
Maintenance Contract Costs	miles	20,640	22,860	1,610	1,030	25,500	28,640
Total Operations		1,167,680	1,063,550	75,480	47,290	1,186,320	1,218,200
Capital/Studies:							
Total Capital Outlay		550,350	587,010	41,660	26,100	654,770	762,880
Contingency	hourly	12,230	11,950	850	530	13,330	14,260
Interest Expense	operations cost	10,660	6,600	470	290	7,360	5,520
TOTAL FUNDING USES		2,004,570	1,897,480	134,670	84,360	2,116,510	2,248,570
TOTAL NON-CAPITAL EXPENDITURES		1,454,220	1,310,470	93,010	58,260	1,461,740	1,485,690

		Total Adopted Budget FY 2015-16	Weekday Proposed Budget FY 2016-17	Saturday Proposed Budget FY 2016-17	Sunday Proposed Budget FY 2016-17	Total Proposed Budget FY 2016-17	Projected Budget FY 2017-18
Route 10							
	Hours	10,380	9,610	630	370	10,610	10,720
	Miles	343,010	318,560	20,850	12,150	351,560	355,080
Administration:							
Total Administration (Net of Contracts)		270,160	235,810	15,450	9,050	260,310	248,760
Service Delivery:							
Labor - Operations	hourly	513,630	497,130	32,590	19,140	548,860	581,880
Labor - Operations Workers Comp	hourly	51,340	58,850	3,860	2,270	64,980	78,740
Labor - Maintenance	hourly	119,070	114,600	7,510	4,410	126,520	135,140
Labor - Maintenance Workers Comp	hourly	14,970	17,140	1,120	660	18,920	23,150
Fuel	miles	294,630	204,140	13,360	7,790	225,290	186,030
Insurance	miles	95,730	100,880	6,600	3,850	111,330	86,430
Maintenance (parts, supplies, materials)	miles	85,120	80,800	5,290	3,080	89,170	101,450
Maintenance Contract Costs	miles	22,000	24,630	1,610	940	27,180	30,530
Total Operations		1,196,490	1,098,170	71,940	42,140	1,212,250	1,223,350
Capital/Studies:							
Total Capital Outlay		548,770	606,120	39,710	23,260	669,090	766,110
Contingency	hourly	12,210	12,040	790	460	13,290	14,220
Interest Expense	operations cost	10,620	6,640	440	260	7,340	5,500
TOTAL FUNDING USES		2,038,250	1,958,780	128,330	75,170	2,162,280	2,257,940
TOTAL NON-CAPITAL EXPENDITURES		1,489,480	1,352,660	88,620	51,910	1,493,190	1,491,830

		Total Adopted Budget FY 2015-16	Weekday Proposed Budget FY 2016-17	Saturday Proposed Budget FY 2016-17	Sunday Proposed Budget FY 2016-17	Total Proposed Budget FY 2016-17	Projected Budget FY 2017-18
Route 12, 14 and 15							
	Hours	10,640	9,270	920	690	10,880	10,990
	Miles	324,920	282,580	29,100	21,330	333,010	336,340
Administration:							
Total Administration (Net of Contracts)		268,200	220,630	22,190	16,500	259,320	252,930
Service Delivery:							
Labor - Operations	hourly	526,500	479,550	47,590	35,690	562,830	596,530
Labor - Operations Workers Comp	hourly	52,620	56,770	5,630	4,230	66,630	80,720
Labor - Maintenance	hourly	122,060	110,550	10,970	8,230	129,750	138,540
Labor - Maintenance Workers Comp	hourly	15,350	16,530	1,640	1,230	19,400	23,730
Fuel	miles	279,080	181,080	18,650	13,670	213,400	190,710
Insurance	miles	90,680	89,490	9,220	6,750	105,460	88,610
Maintenance (parts, supplies, materials)	miles	80,640	71,670	7,380	5,410	84,460	96,100
Maintenance Contract Costs	miles	20,840	21,850	2,250	1,650	25,750	28,920
Total Operations		1,187,770	1,027,490	103,330	76,860	1,207,680	1,243,860
Capital/Studies:							
Total Capital Outlay		562,510	567,110	57,030	42,420	666,560	778,950
Contingency	hourly	12,510	11,610	1,150	860	13,620	14,580
Interest Expense	operations cost	10,900	6,410	640	480	7,530	5,640
TOTAL FUNDING USES		2,041,890	1,833,250	184,340	137,120	2,154,710	2,295,960
TOTAL NON-CAPITAL EXPENDITURES		1,479,380	1,266,140	127,310	94,700	1,488,150	1,517,010

		Total Adopted Budget FY 2015-16	Total Proposed Budget FY 2016-17	Projected Budget FY 2017-18
Runabout				
	Hours	31,570	32,360	32,680
	Miles	550,760	564,530	570,180
Administration:				
Total Administration (Net of Contracts)		660,390	653,460	719,610
Service Delivery:				
Labor - Operations	hourly	1,562,160	1,674,010	1,773,850
Labor - Operations Workers Comp	hourly	156,130	198,170	240,040
Labor - Maintenance	hourly	362,160	385,910	411,960
Labor - Maintenance Workers Comp	hourly	45,550	57,720	70,570
Fuel	miles	473,070	361,760	567,100
Insurance	miles	153,710	178,780	263,480
Maintenance (parts, supplies, materials)	miles	136,670	143,190	162,910
Maintenance Contract Costs	miles	35,320	43,650	49,030
Total Operations		2,924,770	3,043,190	3,538,940
Capital/Studies:				
Total Capital Outlay		503,770	388,920	43,150
Contingency	hourly	37,120	40,530	43,360
Interest Expense	operations cost	32,320	22,370	16,780
TOTAL FUNDING USES		4,158,370	4,148,470	4,361,840
TOTAL NON-CAPITAL EXPENDITURES		3,654,600	3,759,550	4,318,690

		Total Adopted Budget FY 2015-16	Rt 9 Express Proposed Budget FY 2016-17	Rt 10 Express Proposed Budget FY 2016-17	Total Proposed Budget FY 2016-17	Projected Budget FY 2017-18
Additional Route 9 and 10 Express Trips						
	Hours	1,260	680	870	1,550	1,570
	Miles	40,520	20,930	28,910	49,840	50,340
Administration:						
Total Administration (Net of Contracts)		-	-	-	-	-
Service Delivery:						
Labor - Operations	hourly	57,000	35,180	45,010	80,190	85,610
Labor - Operations Workers Comp	hourly	4,520	4,160	5,330	9,490	11,670
Labor - Maintenance	hourly	14,820	8,090	8,090	16,180	17,300
Labor - Maintenance Workers Comp	hourly	1,400	1,210	1,210	2,420	2,980
Fuel	miles	34,130	13,340	13,340	26,680	29,090
Insurance	miles	9,710	6,590	6,590	13,180	13,890
Maintenance (parts, supplies, materials)	miles	12,290	5,240	5,240	10,480	10,600
Maintenance Contract Costs	miles	2,020	1,050	1,050	2,100	2,130
Total Operations		135,890	74,860	85,860	160,720	173,270
Capital/Studies:						
Total Capital Outlay		-	-	-	-	-
Contingency	hourly	-	-	-	-	-
Interest Expense	operations cost	-	-	-	-	-
TOTAL FUNDING USES		135,890	74,860	85,860	160,720	173,270
TOTAL NON-CAPITAL EXPENDITURES		135,890	74,860	85,860	160,720	173,270

		Adopted Budget FY 2015-16	Total Proposed Budget FY 2016-17	Projected Budget FY 2017-18
County Services				
Administration:				
Total Administration (Net of Contracts)		90,500	92,110	94,780
Service Delivery:				
Labor - Operations	hourly	166,970	187,150	199,790
Labor - Operations Workers Comp	hourly	10,740	21,990	27,040
Labor - Maintenance	hourly	44,150	43,250	46,260
Labor - Maintenance Workers Comp	hourly	3,350	6,440	7,930
Fuel	miles	37,930	24,790	27,030
Insurance	miles	9,900	12,100	12,750
Special Transit (Senior Vans, Incentives, etc	n/a	76,160	57,300	57,940
Avila Trolley	n/a	57,750	57,060	57,920
Maintenance (parts, supplies, materials)	miles	10,970	21,220	23,920
Maintenance Contract Costs	miles	2,430	6,340	7,150
Total Operations		420,350	437,640	467,730
Capital/Studies:				
Total Capital Outlay		-	200,000	-
Contingency	hourly	21,020	21,880	23,390
Interest Expense	operations cost	-	-	-
TOTAL FUNDING USES		531,870	751,630	585,900
TOTAL NON-CAPITAL EXPENDITURES		531,870	551,630	585,900

		Adopted Total Budget FY 2015-16	Proposed Route A & B Budget FY 2016-17	Proposed Paso DAR Budget FY 2016-17	Proposed Cuesta Evening FY 2016-17	Total Proposed Budget FY 2016-17	Projected Budget FY 2017-18
North County Services							
	Hours	9,070	7,100	1,290	-	8,390	8,480
	Miles	112,410	94,200	11,870	-	106,070	107,250
Administration:							
Total Administration (Net of Contracts)		114,450	100,780	17,400	-	118,180	106,310
Service Delivery:							
Labor - Operations	hourly	523,730	420,740	76,450	-	497,190	556,470
Labor - Operations Workers Comp	hourly	51,230	46,860	8,510	-	55,370	75,310
Labor - Maintenance	hourly	122,520	100,850	18,320	-	119,170	128,840
Labor - Maintenance Workers Comp	hourly	14,990	13,710	3,410	-	17,120	22,070
Fuel	miles	106,800	89,500	11,390	-	100,890	82,750
Insurance	miles	34,410	30,940	3,940	-	34,880	38,490
Special Transportation	n/a	42,170	-	-	-	-	-
Maintenance (parts, supplies, materials)	miles	31,040	29,180	3,710	-	32,890	34,180
Maintenance Contract Costs	miles	7,900	7,430	950	-	8,380	10,210
Total Operations		934,790	739,210	126,680	-	865,890	948,320
Capital/Studies:							
Total Capital Outlay		25,000	-	-	-	-	-
Contingency	hourly	14,910	12,150	2,210	-	14,360	15,990
Interest Expense	operations cost	-	-	-	-	-	-
TOTAL FUNDING USES		1,089,150	852,140	146,290	-	998,430	1,070,620
TOTAL NON-CAPITAL EXPENDITURES		1,064,150	852,140	146,290	-	998,430	1,070,620

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