



Fiscal Year 2020/2021 Budget
Projected Five Year Capital Budget
May 6, 2020

This Page Left Intentionally Blank

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 6, 2020

STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2020-21 Operating and Capital Budget

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Bring the Fiscal Year 2020-21 Budget as Presented to the Board for Approval

RTAC RECOMMENDATION: Meeting cancelled due to COVID 19

BACKGROUND/DISCUSSION:

We appreciate the Board's support and leadership during these unprecedented times as we work to present a fiscally constrained Fiscal Year 2020-21 operating budget, and an advisory FY21-22 operating plan. In addition, we are presenting a five-year capital program.

The budget packet contains the following items:

- Our Vision and Mission statements,
- Budget Assumptions adopted by the Board at its March 4, 2020 meeting,
- Fiscally constrained FY20-21 operating and capital budgets,
- Fiscally unconstrained FY21-22 operating budget, and
- Fiscally unconstrained FY21-22 through FY24-25 capital budgets.

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

Please note: the budget presentation assumes a change in the core levels of service miles and hours for fixed-route services from what are currently being operated, please see Key Issue #10. During these uncertain times, staff is prepared to bring budget amendments as the impacts of the COVID-19 pandemic become clearer. In accordance with the adopted RTA Strategic Business Plan (SBP), the RTA will make consistent efforts to explore new service and service delivery options as well as work with regional

efficiencies in the delivery of transportation to the jurisdictions. The 2016 *Short Range Transit Plan* included 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, were recommended for FY17-18. However, those improvements have not been implemented due to a lack of funding and will remain financially-unconstrained until or unless new sustainable operating funds can be secured.

As noted during the presentation of the budget assumption at the March 4th RTA Board meeting, below are the key issues the RTA is working to address and they are:

KEY ISSUES

1. The RTA will begin construction of the long-planned new Bus Maintenance Facility located at 253 Elks Lane toward the end of the current fiscal year. However, the majority of the roughly 18-month construction period will occur in FY20-21 so much of the staff's resources will be focused on this vital project.

We continue to work with our Financial Advisor, Bond Counsel, Commissioning Agent and Construction Manager to address the funding needs. Based on the funding plan and construction authorization approved by the Board at the March 4, 2020 meeting, staff is in the process of requesting bids for construction of the new Bus Maintenance Facility. Staff will bring it to the Board at the May 6, 2020 for approval, assuming sufficient funding can be identified, and construction mobilization to begin in summer 2020.

2. Address the funding plan for the CalPERS liability due to the termination of the RTA's contract with CalPERS as of January 10, 2020.

The major increases in this year's administration budget that was not identified in prior projections is related to costs for the transition to the County Pension Trust program from the CalPERS program. Note: staff is still awaiting the final actuarial report and the negotiated payoff for leaving the CalPERS program. Once these numbers are received we will be amending the budget to identify that expense and the associated funding, which staff anticipates will include an additional LTF request as was presented as a draft during prior Board meetings.

3. Address SoCo Transit's request to consolidate with the RTA.

As a consolidation date is reviewed for SoCo Transit, staff will present a mock consolidated budget for review. Assuming consolidation is ultimately adopted, staff will present a budget amendment for adoption by the Board that identifies impacts but the budget as included does not include consolidation. Financial impacts that would be included in the budget amendment include the SoCo Transit contract for administrative, financial, marketing,

maintenance and dispatch services. Additionally staff will reserve policies after consolidation as part of the evaluation of insurance options and address options self-insured retentions.

4. State Transit Assistance (STA) funds are projected to be flat to the region but they are higher than FY17-18 due to the Senate Bill 1 – Road Repair and Accountability Act (SB-1) funds, which include augmented STA funds and State of Good Repair funds.

With the additional State Transit Assistance (STA) funds made available through the new Senate Bill 1 – Road Repair and Accountability Act of 2017 (SB1 Augmentation) fund, there have been no LTF requests for capital projects and has minimized the impact of LTF for operating purposes. Staff continues to apply for the competitive funds from SLOCOG under the State of Good Repair program added with SB-1, and unfortunately the RTA was not awarded discretionary funds for FY20-21.

5. Local Transportation Funds (LTF) used for operating purposes are projected to be down slightly to the region.

In May 2019, when staff presented the advisory FY20-21 operating budget, staff had originally estimated a roughly 6.3% increase in administration and service delivery costs, with a significant portion of the increase for wages as identified in the Collective Bargaining Agreement (CBA). Since that time, as noted in Key Issue #2 CalPERS to SLOCPT transition, the additional ongoing costs related to pensions resulted in approximately \$200,000 additional operating costs.

When staff presented the FY19-20 budget, we noted that we expected the FY20-21 carryover to be lower than in years past. Instead of attempting to “smooth” the variation by reserving FY19-20 funds for FY20-21 use, staff minimized the LTF request in FY19-20 so that the jurisdictions could maximize LTF for non-transit needs.

During the May 2019 budget presentation, staff also provided an early projection for FY20-21 LTF the RTA would need for operations, which was an increase of 41% from FY19-20 levels, or a total of just over \$4.9 million. With the revised revenue and expense projections, see additional Key Item #10 regarding service reduction, the LTF request has dropped to an increase of 30% and just under \$4.5 million. Although we were hoping this number would drop more, it is a positive sign given the noted unexpected increases in cost due to the CalPERS transition. And in comparison, this is just over a 15% increase from the LTF request in FY18-19.

No LTF is required for local match for any of the proposed capital projects in the current fiscal year. The budget does include the use of financing needed

to fund construction of the long-term Bus Maintenance Facility, since those costs would begin when the project is completed in FY21-22.

6. Liability costs continue to escalate, despite the RTA's good safety record (especially general liability costs).

In March 2020, staff was pleasantly surprised to learn that workers compensation insurance provided by CSAC Excess Insurance Authority is projected to be in line with FY15-16 levels, with a notable reduction from the current fiscal year, especially in times of increasing wages. Most importantly, it is a significant drop from the preliminary estimates staff received in December 2019. The reduction in premiums continue to provide a welcome relief – especially with the realization that worker's compensation for transit services is especially challenging statewide across all employment sectors as loss development trends for the state are not favorable.

In late March 2020 we also received estimated premium for general liability and vehicle physical damage insurance policies. The annual premium cost for these two insurance policies is also lower as a result of staff's continual work with our employee committee that has evaluated workplace safety and has initiated a proactive program to reduce the number and severity of claims.

In addition to the items listed under Key Issue #3 SoCo Transit consolidation into the RTA, staff will be evaluating options for consolidating insurance coverage between the RTA and SoCo Transit, which would reduce duplicative administrative charges for both general liability and workers compensation.

7. We continue to focus on containment of Runabout costs, which had leveled off for several years but have recently increased slightly in the first part of FY19-20.

Runabout hours and miles are assumed to increase slightly based on July 2019 to February 2020 ridership trends. Staff will continue to monitor the Runabout service, including the premium fare charged to Tri-Counties Regional Center starting in January 2018 and the functional assessments as part of the certification and recertification process. Should service demands change significantly during the fiscal year, a budget amendment will be presented to the Board for consideration, which will include options such as taxicab service as noted in the budget assumptions.

8. Address staffing and retention, in particularly in the Bus Operator classification.

As included in the budget assumptions that your Board accepted in March 2019, the new 4-year CBA was ratified in November 2017, with new wage scales that began January 1, 2018. The FY20-21 budget includes significant changes in wages and benefits, primarily due to the California Legislature's

recent minimum wage hike to \$15.00 per hour by 2021 will result in wage compression issues. The RTA's current average hourly wage for Bus Operators is \$20.25 per hour, with a current starting wage rate of \$16.90 per hour.

An annual inflationary adjustment for non-union employees (excluding Operations Supervisors) of 3% will be implemented in January 2021. The original July 2020 implementation date is being delayed due to the current response to the COVID 19 pandemic, resulting in a savings of \$21,960. The Operations Supervisor classification CPI increase adjustment will be implemented in January 2021, to coincide with Bus Operator wage scale adjustments identified in the CBA. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments. The wage scales for non-CBA employees is presented in tabular format at the end of this budget document. Note: this may change should the Governor make the election to not increase the minimum wage in January 2021.

9. Fuel costs continue to be volatile; this also impacts ridership and fares.

Due to the current global uncertainty, fuel prices have continued to swing wildly over the past few years, and noticeably in the last few weeks. Staff has tried to budget fuel somewhat conservatively, but we may need to adjust it if fuel prices change significantly during the fiscal year from the \$3.30 per gallon budgeted amount. It should be noted that diesel-powered buses manufactured after 2009 also require the use of Diesel Exhaust Fluid (DEF) to meet emissions requirements. DEF costs more than diesel fuel, and it is used at a roughly 5% ratio DEF to diesel; its use is included in the fuel line item.

ADDITIONAL KEY ISSUE:

10. Declining ridership and increasing operating costs suggest a service reduction should be implemented.

Ridership has declined on fixed-route services across the United States over the past several years – and has been exacerbated by the COVID-19 pandemic. Prior to the pandemic, this could be attributed to an improving economy and greater automobile ownership in California. The RTA was forced to reduce service with the onset of the COVID-19 pandemic in mid-March 2020, and it is likely that demand will slowly build once the pandemic recedes. For these reasons, the FY20-21 operating budget assumes a roughly 5% reduction in fixed-route services. In terms of service levels, this equates to a roughly 1,810 reduction in annual service hours ($36,170 \times 5\% = 1,809$). Methods to achieve these reductions will be presented in a series of public meetings and a public hearing in late spring / early summer 2020 based on ridership trends on Routes

9, 10, 12 and 14; the Route 15 along the North Coast is already at essentially “lifeline” levels (5 roundtrips/day), so reductions would be too severe.

Revised Revenue Assumptions

In March 2020, the federal government approved the “Coronavirus Aid, Relief, and Economic Security Act” (CARES Act) which is a \$2 trillion emergency funding package designed to blunt the worst and most immediate impacts of the COVID-19 pandemic. At this time staff is uncertain how much additional funding will be coming to the region via traditional formula funding allocations but anticipates that these funds will be used to offset the additional costs incurred during the pandemic for items such as labor, additional supplies, and offset lost fare revenue.

Staff is working with SLOCOG, SoCo Transit, and the Cities of Atascadero, Paso Robles and San Luis Obispo to cooperatively program the funds for FY21-22.

Revised Expenses Assumptions

The overall Administration Expense for RTA core services is up by approximately 9% compared to last fiscal year. Labor has shifted due to the new pension program and professional development has increased with the large about of new hires over the last year. Marketing and Reproduction decreased because last fiscal year included an increased for the addition of Wi-Fi service on all fixed-route buses, which is a two year agreement and completion of the bi-annual customer perception survey in March 2020.

The proposed Service Delivery cost is up by roughly 5% from what was identified in the FY19-20 budget. The primary reasons for these increases as noted previously is the increase in wages as programed in the CBA and an increase in maintenance related cost due to the increasing average fleet age, reduced by 5% based on the service reduction noted in Key Issue #10.

Capital Program

The focus of our capital program will continue to be development and implementation of the new Bus Maintenance Facility on Elks Lane, as well as vehicle replacements for both fixed-route and Runabout services. We have also programmed the following minor capital projects:

- \$40,200 for specialized maintenance equipment to improve efficiencies;
- Bus stop improvements; and
- Miscellaneous computer equipment, including an update to the phone server ports which we will be able to move with us to the new facility.

It should be noted that a portion of the FY19-20 capital funds for fully funded projects, such as the design and engineering for the Bus Maintenance Facility and bus stop improvements had not been carried over to the proposed FY20-21 budget. This will happen with a budget amendment after the FY20-21 has started and the carryover will have no financial impact to local jurisdictions because the funding has been fully secured.

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 in the base budget. Also of note is the significant amount included in FY22-23 and FY23-24 for 40' fixed-route bus replacements. No LTF funds are programmed for capital projects in FY20-21.

Conclusion

Fiscal Year 2020-21 will be a challenging year, including financial uncertainty. We look forward to working with our customers, the Board and other stakeholders in providing stability and 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.

Staff Recommendation for Executive Committee:

Recommend staff provide the FY20-21 budget to the Board for approval at the May 6th Board meeting.

Staff Recommendation for the Board:

Recommend that the Board adopt the FY20-21 budget as presented and direct staff to conduct public participation process regarding the 5% service reduction.

This Page Left Intentionally Blank

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
MARCH 4, 2020
STAFF REPORT**

AGENDA ITEM: B-3

TOPIC: Fiscal Year 2020-21 Budget Assumptions

ACTION: Approve FY20-21 Budget Assumptions

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Approve Budget Assumptions to Enable Staff to Begin Development of Operating and Capital Budgets

**EXECUTIVE COMMITTEE
RECOMMENDATION:**

BACKGROUND/DISCUSSION:

The following report outlines staff's recommended budget assumptions for the RTA's Fiscal Year 2020-21 Operating and Capital Budget, and it is the first step in the development of our operating budget and operating program. It should be noted that the 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 8th meeting prior to the final draft budget presentation to the Board in May.

KEY ISSUES

1. The RTA will begin construction of the long-planned new Bus Maintenance Facility located at 253 Elks Lane toward the end of the current fiscal year. However, the majority of the roughly 18-month construction period will occur in FY20-21 so much of the staff's resources will be focused on this vital project.
2. Address the funding plan for the CalPERS liability due to the termination of the RTA's contract with CalPERS as of January 10, 2020.
3. Address SoCo Transit's request to consolidate with the RTA.
4. State Transit Assistance (STA) funds are projected to be flat to the region but they are higher than FY17-18 due to the Senate Bill 1 – Road Repair and Accountability Act (SB-1) funds, which include augmented STA funds and State of Good Repair funds.

5. Local Transportation Funds (LTF) used for operating purposes are projected to be down slightly to the region.
6. Liability costs continue to escalate, despite the RTA's good safety record (especially general liability costs).
7. We continue to focus on containment of Runabout costs, which had been escalating for several years but have recently leveled off.
8. Address staffing and retention, in particularly in the Bus Operator classification.
9. Fuel costs continue to be volatile; this also impacts ridership and fares.

Mission Statement

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

Objectives and Revenue Impacts

- 1) Maintain service levels and hours of service that meet the standards of productivity and demand of our customers and communities through the effective and efficient delivery of RTA Fixed-Route and Runabout core services.
 - a) RTA received \$1,093,860 for RTA core services in STA funding, which includes capital funding for the planned new RTA Bus Maintenance Facility project. Staff will work with SLOCOG staff to determine a realistic estimate for FY20-21.
 - b) Continue to monitor the results and impacts on ridership and fare revenue from the December 31, 2017 fare increase, both on RTA Fixed-Route and on the Runabout service, which included the establishment of a Runabout premium service fare.
 - c) The FY19-20 budget adopted in May 2019 included \$3,350,105 in LTF operating revenues. At that same meeting, the advisory FY20-21 LTF amount was \$4,690,010. Staff is still developing estimated annual FY19-20 expenses, which impacts the carryover amount that could reasonably be identified for the FY20-21 budget, but does expect this amount to be minimal.
 - d) Federal Transit Administration (FTA) Sections 5307, 5311 and 5339 operating funding and capital funding for FY20-21 will be presented in the same format as previously presented in May 2019, taking into account preliminary projected revenues identified in the Fixing America's Surface Transportation (FAST) Act. Should the actual annual authorizations for FTA programs increase or decrease for any of these programs, staff would adjust these assumptions accordingly. Monies for FTA-funded projects are reimbursed either as progress payments or

as full payment at the end of the project and/or fiscal year, which requires focused care by staff to ensure adequate cash flow.

- e) FTA Section 5307 operating funding from the Santa Maria Urbanized Area for RTA Route 10 will be budgeted based on commitments with Santa Barbara County Association of Governments (SBCAG) and the City of Santa Maria.
 - f) Detailed miles/hours and span of service for each RTA core Fixed-Route and Runabout will be provided with the draft budget. For context, detailed budgets based on miles/hours and span of service will also be provided separately for SLO County Services and North County Local Services. As a consolidation date is reviewed for SoCo Transit, staff will present a mock consolidated budget for review. Assuming consolidation is ultimately adopted, staff will present a budget amendment for adoption by the Board.
 - g) Productivity of each RTA-operated fixed-route service during holiday time periods will be presented to the Board as part of the draft budget, specifically associated with the service provided the weeks of Christmas and New Years to determine if service levels should be reduced. Staff will present the results of the elimination of the commuter Express trips from December 2019.
 - h) Staff will continue to research and evaluate new revenue resources should any potential shortfall in operating revenues arise. If we are unable to secure funding, staff would recommend that the Board consider adjusting the TDA allocation from the RTA jurisdictions and/or adjust service levels.
 - i) Due to changes in self-insured retention requirements, staff will review and provide recommendations regarding the RTA reserve policy once consolidation is completed. The reserve policy was originally adopted in May 2014, as part of the budget process.
- 2) Work with SLOCOG and our transit agency partners in the region to evaluate region-wide service efficiencies.
- a) Transit agencies across the country have experienced ridership declines due to the relatively low price of fuel and increasing private automobile ownership rates, which are affecting farebox recovery ratios. Other factors also include increasing costs due to the California minimum wage. These issues have caused farebox recovery ratios to decline for most transit agencies.
 - b) Review the tasks and financial impacts included in the SoCo Transit contract for administrative, financial, marketing, maintenance and dispatch services, and evaluate efficiencies with the RTA – including SoCo Transit's request to consolidate into the RTA.

- c) The RTA will work with SLOCOG staff and other transit providers to evaluate efficiencies in the provision of service throughout the county.
 - d) Staff will use the *2018-20 RTA Strategic Business Plan* as well as the *2016 Short Range Transit Plan* to evaluate potential efficiencies, and with Board concurrence, implement efficiencies.
- 3) Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs.
- a) Staff will continue to work with SLOCOG to prioritize capital projects using the State of Good Repair STA portion of SB-1 funds. For FY17-18 and FY18-19, the RTA received funding for the design and engineering of the new RTA Bus Maintenance Facility. These new SB-1 funds are an important source of revenues for the RTA and the other transit operators in our region. It directly impacts the RTA need for LTF to fund operations and the local match for capital projects by reducing local match needed for federal funds, and interest when financing for capital projects is needed.
 - b) Staff has completed the design/engineering phase and expects to soon complete the permitting process for the long-term RTA Bus Maintenance Facility. We continue to work with our Financial Advisor and Bond Counsel, and have also recently contracted for Commissioning Agent and Construction Manager services. Assuming sufficient funding can be identified, as will be reviewed during the March 2020 Board meeting, the RTA will then conduct the construction services procurement, with construction mobilization to begin in summer 2020.
- 4) Address projected changes in demand for Runabout service.
- a) Runabout service hours and miles are projected to increase slightly based on recent demand trends experienced over the year. Staff will closely monitor this, keeping in mind the ridership peaked in FY14-15 at over 45,000, and the ensuing annual decline to just under 40,000 in FY18-19, which was a result of variety of cost-saving and efficiency measures implemented at the Board's direction.
 - b) To ensure that only those persons truly eligible for Runabout service are initially registered or re-registered, staff will continue to conduct functional assessments as part of the Runabout application process. This process was added in early 2016. Staff will also provide mobility training for disabled persons who are able to use fixed-route services for some or all of their travel needs. Staff continue to work with groups such as the Paso Robles Independent Skills Program that have completed the RTA travel training review process and are now able to assist their clients with travel training.

- c) Staff does not foresee needing to move forward with using supplemental taxicab services at this time, but should future service expansions be required or if staffing shortages persist, staff will revisit this option.

Expenses Impacts

- 1) Fuel consumption and price will be budgeted conservatively; diesel fuel will be budgeted at \$3.30 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:
 - a) CalTIP liability insurance premiums are projected to increase. The exact amount is not known at this time, as CalTIP actuaries are still working on May 1, 2020 through April 30, 2021 rates. Estimates will be available from CalTIP in time to include in the RTA draft budget presented to the Executive Committee at its April 2020 meeting. Although the number of RTA losses based on mileage has been lower than the statewide pool average, the RTA did experience a large claim in February 2019 that will impact future premiums. The pool had experienced significant negative claims development but those have stabilized due to efforts of all the member agencies to ensure the stability of the pool and ensure equity in costing among all members. This included a recently actuarial study on the application and formulas used in applying and calculating each agencies experience modification factor. More importantly, the California liability market continues to contract, which also increases per-mile costs.
 - b) CalTIP vehicle physical damage will increase minimally due to the added asset value of newer vehicles in the fleet, namely the six new 40-foot buses and eight new cutaway vehicles that RTA received in replacement for vehicles that had exceeded their useful life during the FY18-19.
 - c) Our annual Employment Risk Management Authority premium is estimated at \$27,000, with a \$50,000 self-insured retention. This self-insured retention does not currently have a reserve in place to cover it should a loss develop. As noted previously, staff hopes to bring a revised reserve policy to the Board once consolidation is completed to address this reserve need.
 - d) Workers compensation premiums through the CSAC Excess Insurance Authority are projected to increase, with the realization that workers compensation for transit services is especially challenging statewide as loss development trends in the state are not favorable. Staff will obtain a more refined estimate in early March. We continue to work with our employee committee that has evaluated workplace safety and has initiated a proactive program to address the number of claims and severity of the claims. The decline in FY18-19 was a result of these efforts, and although premiums are expected to rise, a significant portion of that increase is attributable to the increase in wages identified in the collective

bargaining agreement that are triggered by the changes in the California minimum wage.

- e) Property insurance will increase due to the significant losses in the property insurance market, namely the wildfires in California.
- f) For budget-making purposes, staff is assuming a 6% annual increase for healthcare costs for each of the next two fiscal years.

3) Staffing Expenses:

- a) The current 4-year Collective Bargaining Agreement (CBA) was ratified in November 2017, with new wage scales that began January 1, 2018. The FY20-21 budget will include significant changes in wages and benefits, primarily due to the effects of changes to the California minimum wage program. Should the January 2021 minimum wage change be delayed by the Governor, staff would bring a budget amendment to the Board. The draft budget will assume the minimum wage change will be implemented as planned.
- b) The number of FY20-21 budgeted full-time equivalent (FTE) positions will remain the same as in FY19-20.
- c) For FY20-21, 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.
- d) An annual inflationary adjustment based on the December 2018 to December 2019 of 3.0% will be implemented in July 2020. The Operations Supervisor classification CPI increase adjustment will be implemented in January 2021, to coincide with Bus Operator wage scale adjustments identified in the CBA. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments.
- e) The RTA Board of Directors took action at its December 11, 2019 meeting to adjust the compensation and benefits of management, administration and confidential employees who are currently enrolled as CalPERS employees, including the transfer of their retirement plan to the San Luis Obispo County Pension Trust (SLOCPT). This transition will result in approximately \$220,000 in additional cost.

Proposed Budget Calendar

February 5 Detailed budget assumptions and revenue forecasts presented to Executive Committee

- March 4 Obtain Board concurrence on proposed draft budget assumptions
- March 4 Provide mid-year FY19-20 Budget data to Board (no additional budget amendments are being requested)
- March 31 Based on feedback from Executive Committee, develop FY20-21 Budget
- April 8 Present draft FY20-21 Budget to Executive Committee
- April 23 Present final draft FY20-21 Budget to RTAC
- May 6 Final Board Budget presentation; Board adoption of FY20-21 Budget

Staff Recommendation for Executive Committee:

Recommend staff provide the FY20-21 budget assumptions and budget calendar to the Board for approval at the March 4th Board meeting, so that a detailed work plan and budget may be developed.

Staff Recommendation for the Board:

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 2020/2021**

	2018/2019 COMBINED ACTUAL	2019/2020 ADOPTED OPERATING BUDGET	2019/2020 ADOPTED SLOCAT BUDGET	2019/2020 ADOPTED N. COUNTY BUDGET	2020/2021 PROPOSED OPERATING BUDGET	2020/2021 PROPOSED SLOCAT BUDGET	2020/2021 PROPOSED N. COUNTY BUDGET	2021/2022 PROJECTED OPERATING BUDGET	2021/2022 PROJECTED SLOCAT BUDGET	2021/2022 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
GENERAL RESERVES	2,065,078	2,502,930	100,900	163,890	1,769,731	111,070	174,300	1,739,620	125,500	182,220
1. ESTIMATED FUND BALANCE	2,065,078	2,502,930	100,900	163,890	1,769,731	111,070	174,300	1,739,620	125,500	182,220
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
CASH FLOW REQUIREMENTS PER TDA	1,823,580	1,648,570	111,070	174,300	1,739,620	125,500	182,220	1,833,080	132,500	204,640
	1,823,580	1,648,570	111,070	174,300	1,739,620	125,500	182,220	1,833,080	132,500	204,640
TOTAL										
	241,498	854,360	(10,170)	(10,410)	30,111	(14,430)	(7,920)	(93,460)	(7,000)	(22,420)
3. FUND BALANCE AVAILABLE										
NON TDA SOURCES										
FARES	1,367,564	1,228,770	49,450	106,170	1,228,770	28,900	106,170	1,253,350	29,480	58,730
SCT MANAGEMENT CONTRACT	124,660	122,650	-	-	126,660	-	-	136,080	-	-
COUNTY MANAGEMENT CONTRACT	90,130	88,680	-	-	91,580	-	-	98,390	-	-
NORTH COUNTY MANAGEMENT CONTRACT	43,740	43,030	-	-	44,440	-	-	47,740	-	-
INTEREST	43,473	52,360	-	-	38,670	-	-	38,670	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	365,815	601,700	206,000	160,810	724,900	165,600	134,800	724,900	165,600	134,800
RURAL TRANSIT FUND (Administration)	30,000	30,000	-	-	30,000	-	-	30,000	-	-
FEDERAL TRANSIT FUND (Operating Funds)	402,464	300,000	-	-	250,000	-	-	250,000	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	574,340	603,060	-	-	633,210	-	-	633,210	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	503,200	534,305	-	-	564,630	-	-	564,630	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operatin	1,127,940	919,820	-	262,021	963,310	-	275,120	963,310	-	275,120
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	366,960	385,510	-	-	404,580	-	-	424,810	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	536,200	560,510	-	-	586,040	-	-	586,040	-	-
CUESTA CONTRIBUTION ROUTE 12	75,220	84,670	-	-	82,810	-	-	87,780	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	40,580	-	-	-	-	-	-
SPECIAL EVENTS REVENUE/OTHER	21,548	-	-	-	-	-	-	-	-	-
SUB TOTAL	5,713,835	5,554,865	255,450	569,581	5,769,600	194,500	556,670	5,838,910	195,080	509,230
	5,955,333	6,409,225	245,280	559,171	5,799,711	180,070	548,750	5,745,450	188,080	486,810
4. TOTAL FUND BALANCE & NON TDA FUNDING										
5.										

FUNDING SOURCES: **TDA REQUIRED**

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

Population
Based

18%
49%

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

6. TOTAL FUNDING SOURCES

7. TOTAL FUNDING SOURCES

8. FUNDING USES:

ADMINISTRATION
INTEREST EXPENSE
MANAGEMENT CONTRACTS
SERVICE DELIVERY
CONTINGENCY

9. TOTAL FUNDING USES

2019/2019 COMBINED ACTUAL	2019/2020 ADOPTED OPERATING BUDGET	2019/2020 ADOPTED SLOCAT BUDGET	2019/2020 ADOPTED N. COUNTY BUDGET	2020/2021 PROPOSED OPERATING BUDGET	2020/2021 PROPOSED SLOCAT BUDGET	2020/2021 PROPOSED N. COUNTY BUDGET	2021/2022 PROJECTED OPERATING BUDGET	2021/2022 PROJECTED SLOCAT BUDGET	2021/2022 PROJECTED N. COUNTY BUDGET
227,552	203,346	-	-	265,873	-	-	297,610	-	-
396,446	353,596	-	-	452,219	-	-	506,200	-	-
172,409	153,940	-	-	201,279	-	-	225,305	-	-
138,076	119,235	-	-	155,261	-	-	173,795	-	-
965,767	358,273	-	456,909	464,698	-	512,370	520,168	-	629,580
105,809	93,463	-	-	122,540	-	-	137,168	-	-
789,588	699,194	-	-	906,474	-	-	1,014,680	-	-
2,520,666	1,903,361	369,330	-	2,467,625	476,800	-	2,762,184	505,240	-
5,316,312	3,884,410	369,330	456,909	5,035,969	476,800	512,370	5,637,110	505,240	629,580
(503,203)	(534,305)	-	-	(564,630)	-	-	(564,630)	-	-
4,813,109	3,350,105	369,330	456,909	4,471,339	476,800	512,370	5,072,480	505,240	629,580
10,768,442	9,759,330	614,610	1,016,080	10,271,050	656,870	1,061,120	10,817,930	693,320	1,116,390
1,690,076	1,633,470	7,500	117,250	1,773,910	7,870	128,980	1,902,620	7,500	138,140
7,457	-	-	-	-	-	-	-	-	-
258,530	122,650	88,680	43,030	126,660	91,580	44,440	136,080	98,300	47,740
8,289,218	7,907,710	493,740	843,950	8,270,040	530,880	875,630	8,673,430	559,490	917,860
120,361	95,500	24,690	11,850	100,440	26,540	12,070	105,800	27,940	12,650
10,365,642	9,759,330	614,610	1,016,080	10,271,050	656,870	1,061,120	10,817,930	693,320	1,116,390

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
PROPOSED AMENDED CAPITAL REVENUE BUDGET FOR 2020/2021**

FUNDING SOURCES:										
CAPITAL PROJECTS RESERVE										
1.	ESTIMATED FUND BALANCE	1,039,110	530,800	119,330	342,580	171,870	119,330	5,320	119,330	5,320
		1,039,110	530,800	119,330	342,580	171,870	119,330	5,320	119,330	5,320
CAPITAL PROJECTS RESERVE										
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR	992,710	512,610	119,330	5,320	470,460	119,330	5,320	9,530	54,880
		992,710	512,610	119,330	5,320	470,460	119,330	5,320	9,530	54,880
CAPITAL PROJECTS RESERVE										
3.	FUND BALANCE AVAILABLE	46,400	18,190	-	337,260	(298,590)	-	-	109,800	(49,560)
NON TDA SOURCES										
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION										
4.	LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	482,339	638,131	22,750	5,190	469,410	-	-	4,100	49,560
		-	-	-	-	-	-	-	-	-
PROPOSITION 1B FUNDING - SAFETY & SECURITY										
5.	STA SB1 AUGMENTATION (Prior Years) & STATE OF GOOD REPAIR	36,600	98,390	-	-	-	-	-	-	-
		165,681	1,029,320	-	-	-	-	-	-	-
PROPOSITION 1B FUNDING - BUS REPLACEMENT & BUS MAINTENANCE FACILITY										
6.	CONGESTION MITIGATION AND AIR QUALITY (CMAQ)	659,015	9,800	-	-	1,033,230	-	-	-	-
		396,000	-	-	-	-	-	-	-	-
RURAL TRANSIT FUND (Capital)										
7.	FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	1,069,983	534,890	-	-	263,520	-	-	-	-
		-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair										
8.	FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities	942,506	-	-	-	6,285,000	-	-	-	-
		431,812	697,330	-	538,250	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)										
9.	FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)	969,983	486,890	-	-	263,520	-	-	-	-
SUB TOTAL										
4.		5,153,917	3,494,750	22,750	543,440	8,608,830	-	-	4,100	49,560
5.	TOTAL FUND BALANCE & NON TDA FUNDING		3,512,940	22,750	880,700	8,310,240	-	-	113,900	-
NET TDA REQUIREMENTS/FINANCING NEEDED FOR BUS MAINTENANCE FACILITY										
6.		-	-	-	-	6,735,760	-	-	-	-
TOTAL FUNDING SOURCES										
7.		5,200,317	3,512,940	22,750	880,700	15,046,000	-	-	113,900	-
FUNDING USES:										
8.										
CAPITAL										
9.	LOAN PAYDOWN	4,988,014	3,512,940	22,750	880,700	15,046,000	-	-	113,900	-
		212,303	-	-	-	-	-	-	-	-
TOTAL FUNDING USES										
10.		5,200,317	3,512,940	22,750	880,700	15,046,000	-	-	113,900	-

Administration and Service Delivery Totals				
	Actual Combined FY 2018-19	Adopted Operating Budget FY 2019-20	Proposed Operating Budget FY 2020-21	Projected Operating Budget FY 2021-22
Administration:				
Labor				
Hours	70,279	70,210	69,370	69,660
Miles	1,581,425	1,563,240	1,556,940	1,570,560
Labor - Administration Workers Comp				
operations cost	819,672	879,630	1,042,550	1,120,070
Office Space Rental				
operations cost	64,365	51,090	47,000	50,490
Property Insurance				
operations cost	460,186	476,920	493,320	510,280
Professional Technical Services				
operations cost	19,721	20,710	28,040	33,160
Professional Development				
operations cost	154,634	112,860	117,400	129,790
Operating Expense				
operations cost	42,932	44,970	60,070	70,540
Marketing and Reproduction				
operations cost	306,107	292,950	297,900	308,400
North County Management Contract				
operations cost	80,989	133,240	87,160	107,740
County Management Contract				
operations cost	(43,740)	(43,030)	(44,440)	(47,740)
SCT Management Contract				
operations cost	(90,130)	(88,680)	(91,580)	(98,390)
	(124,660)	(122,650)	(126,660)	(136,080)
Total Administration	1,690,076	1,758,010	1,910,760	2,048,260
Service Delivery:				
Labor - Operations				
hourly	4,276,507	5,086,120	5,477,760	5,819,150
Labor - Operations Workers Comp				
hourly	438,094	347,740	319,920	339,860
Labor - Maintenance				
hourly	1,000,133	1,121,220	1,235,670	1,312,390
Labor - Maintenance Workers Comp				
hourly	127,455	101,170	93,080	98,860
Fuel				
miles	1,021,026	1,048,730	968,920	968,920
Insurance (Liability, Physical Damage, Employment Practices miles				
miles	707,786	677,570	702,500	736,450
Special Transportation (for SLOCAT)				
r/a	45,476	44,900	48,340	51,350
Avila Trolley				
r/a	54,894	63,590	68,460	72,720
Maintenance (parts, supplies, materials)				
miles	504,564	628,670	633,320	613,550
Maintenance Contract Costs				
miles	113,283	125,900	128,580	137,520
	8,289,218	9,245,610	9,676,550	10,150,780
Total Operations				
Contingency				
hourly	120,361	132,040	139,050	146,390
Interest Expense				
operations cost	7,457	-	-	-
Management Contracts				
operations cost	258,530	254,360	262,680	282,210
TOTAL FUNDING USES	10,365,642	11,390,020	11,989,040	12,627,640

Capital Expenditures	Actual Capital Expenditures FY 2018-19	Amended Capital Budget FY 2019-20	Proposed Capital Budget FY 2020-21	Projected Capital Budget FY 2021-22	Projected Capital Budget FY 2022-23	Projected Capital Budget FY 2023-24	Projected Capital Budget FY 2024-25
Capital/Studies:							
Computer System Maintenance/Upgrades							
Miscellaneous Capital	33,869	55,520	44,940	47,190	49,550	52,030	54,630
Maintenance Equipment	-	25,310	40,200	-	-	-	-
Specialized Maintenance Tools	-	174,660	-	-	-	-	-
Desks and Office Equipment	-	10,000	-	-	-	-	-
Radios	-	-	6,600	-	-	-	-
Vehicle ITS/Camera System	43,991	17,350	-	-	-	-	-
Bus Stop Improvements/Bus Stop Solar Lighting							
Bus Rehabilitation	103,960	389,720	265,500	278,780	292,720	307,360	322,730
Vehicles	-	-	-	-	-	-	-
Support Vehicles							
40' Coaches	3,144,199	18,000	56,700	63,000	-	-	-
Trolley replacement vehicles	-	-	631,800	\$0	1,326,700	4,875,600	-
Cutaway and Dial A Ride Vehicles	83,793	880,700	-	113,900	253,300	-	-
Runabout Vehicles	668,692	560,200	261,300	316,600	133,000	-	-
Total Capital Outlay	4,078,504	2,131,460	1,307,040	819,470	2,055,270	5,234,950	513,100
Loan Pay down	212,303	-	-	-	721,000	721,000	721,000
Short Range Transit Plans - Nipomo	909,510	22,750	-	-	-	-	-
Elks Lane Project	-	2,262,180	13,738,960	13,738,960	-	-	-
TOTAL FUNDING USES	5,200,317	4,416,390	15,046,000	14,558,430	2,776,270	5,955,950	1,611,460

Route 9		Total Adopted Budget FY 2019-20	Weekday Proposed Budget FY 2020-21	Saturday Proposed Budget FY 2020-21	Sunday Proposed Budget FY 2020-21	Total Proposed Budget FY 2020-21	Projected Budget FY 2021-22
Administration:							
Total Administration (Net of Contracts)							
Service Delivery:							
Labor - Operations	Hours	13,710	11,750	660	430	12,840	12,840
Labor - Operations Workers Comp	Miles	363,430	314,380	18,240	12,390	345,010	345,010
Labor - Maintenance		341,580	322,000	18,260	12,050	352,310	375,070
Labor - Maintenance Workers Comp							
Fuel	hourly	946,320	883,960	49,650	32,350	965,960	1,021,890
Insurance	hourly	64,590	51,190	2,880	1,870	55,940	59,180
Maintenance (parts, supplies, materials)	hourly	208,610	199,630	11,210	7,310	218,150	230,730
Maintenance Contract Costs	hourly	18,900	14,890	840	550	16,280	17,210
	miles	239,000	191,470	11,110	7,550	210,130	208,300
	miles	154,050	138,620	8,040	5,460	152,120	158,100
	miles	139,270	121,420	7,040	4,790	133,250	127,970
	miles	27,880	24,670	1,430	970	27,070	28,700
Total Operations		1,798,620	1,625,850	92,200	60,850	1,778,900	1,852,080
Capital / Studies:							
Total Capital Outlay		315,110	4,907,340	278,290	183,660	5,369,290	5,132,740
Contingency		21,200	19,060	1,070	700	20,830	21,830
Interest Expense		-	-	-	-	-	-
TOTAL FUNDING USES		2,476,510	6,874,250	389,820	257,260	7,521,330	7,381,720
TOTAL NON-CAPITAL EXPENDITURES		2,161,400	1,966,910	111,530	73,600	2,152,040	2,248,980

		Total Adopted Budget FY 2019-20	Weekday Proposed Budget FY 2020-21	Saturday Proposed Budget FY 2020-21	Sunday Proposed Budget FY 2020-21	Total Proposed Budget FY 2020-21	Projected Budget FY 2021-22
Route 10							
Administration:	Hours	11,220	9,840	590	360	10,790	10,790
	Miles	354,800	309,160	18,810	11,300	339,270	339,270
Total Administration (Net of Contracts)		296,330	283,420	17,080	10,370	310,870	330,340
Service Delivery:							
Labor - Operations	hourly	774,440	740,270	44,390	27,080	811,740	858,740
	hourly	52,850	42,870	2,570	1,570	47,010	49,730
Labor - Maintenance	hourly	170,720	167,180	10,020	6,120	183,320	193,890
	hourly	15,460	12,470	750	460	13,680	14,470
Fuel	miles	233,330	188,290	11,460	6,880	206,630	204,830
Insurance	miles	150,400	136,320	8,290	4,980	149,590	155,470
Maintenance (parts, supplies, materials)	miles	135,950	119,400	7,260	4,360	131,020	125,840
Maintenance Contract Costs	miles	27,220	24,260	1,480	890	26,630	28,220
Total Operations		1,560,370	1,431,060	86,720	52,340	1,569,620	1,631,190
Capital / Studies:							
Total Capital Outlay		273,370	4,319,350	260,240	157,980	4,737,570	4,520,530
Contingency		17,340	15,960	960	580	17,500	18,350
Interest Expense		-	-	-	-	-	-
TOTAL FUNDING USES		2,147,410	6,049,790	364,500	221,270	6,635,560	6,500,410
TOTAL NON-CAPITAL EXPENDITURES		1,874,040	1,730,440	104,260	63,290	1,897,990	1,979,880

Route 12, 14 and 15		Total Adopted Budget FY 2019-20	Weekday Proposed Budget FY 2020-21	Saturday Proposed Budget FY 2020-21	Sunday Proposed Budget FY 2020-21	Total Proposed Budget FY 2020-21	Projected Budget FY 2021-22
Administration:							
Total Administration (Net of Contracts)							
Service Delivery:							
Labor - Operations	Hours	10,490	9,260	920	710	10,890	10,890
Labor - Operations Workers Comp	Miles	296,110	265,510	26,640	18,540	310,690	310,690
Labor - Maintenance		266,630	259,090	25,820	19,320	304,230	323,660
Labor - Maintenance Workers Comp							
Fuel	hourly	724,060	696,640	69,210	53,410	819,260	866,700
Insurance	hourly	49,420	40,340	4,010	3,090	47,440	50,190
Maintenance (parts, supplies, materials)	hourly	159,610	157,320	15,630	12,060	185,010	195,690
Maintenance Contract Costs	hourly	14,460	11,740	1,170	900	13,810	14,600
	miles	194,730	161,700	16,220	11,290	189,210	187,580
	miles	125,510	117,070	11,750	8,170	136,990	142,370
	miles	113,460	102,540	10,290	7,160	119,990	115,240
	miles	22,720	20,830	2,090	1,450	24,370	25,850
Total Operations		1,403,970	1,308,180	130,370	97,530	1,536,080	1,598,220
Capital / Studies:							
Total Capital Outlay		245,970	3,948,460	393,490	294,370	4,636,320	4,429,160
Contingency		16,210	15,020	1,490	1,150	17,660	18,520
Interest Expense		-	-	-	-	-	-
TOTAL FUNDING USES		1,932,780	5,530,750	551,770	412,370	6,494,290	6,369,560
TOTAL NON-CAPITAL EXPENDITURES		1,686,810	1,582,290	157,680	118,000	1,857,970	1,940,400

		Total Adopted Budget FY 2019-20	Total Proposed Budget FY 2020-21	Projected Budget FY 2021-22
Runabout				
	Hours	27,120	27,410	27,700
	Miles	450,870	464,490	478,110
Administration:				
Total Administration (Net of Contracts)		597,220	670,490	727,420
Service Delivery:				
Labor - Operations	hourly	1,871,930	2,062,070	2,204,550
Labor - Operations Workers Comp	hourly	127,750	119,410	127,660
Labor - Maintenance	hourly	412,660	465,690	497,750
Labor - Maintenance Workers Comp	hourly	37,390	34,740	37,140
Fuel	miles	296,500	282,890	288,660
Insurance	miles	191,120	204,810	219,090
Maintenance (parts, supplies, materials)	miles	172,770	179,390	177,340
Maintenance Contract Costs	miles	34,600	36,450	39,780
Total Operations		3,144,720	3,385,450	3,591,970
Capital/ Studies:				
Total Capital Outlay		609,080	302,910	362,230
Contingency	hourly	41,910	44,460	47,100
Interest Expense	operations cost	-	-	-
TOTAL FUNDING USES		4,392,930	4,403,310	4,728,720
TOTAL NON-CAPITAL EXPENDITURES		3,783,850	4,100,400	4,366,490

	Adopted Budget FY 2019-20	Total Proposed Budget FY 2020-21	Projected Budget FY 2021-22
County Services			
Administration:			
Total Administration (Net of Contracts)	96,180	99,450	105,890
Service Delivery:			
Labor - Operations	239,950	259,010	275,150
Labor - Operations Workers Comp	16,380	17,710	18,810
Labor - Maintenance	52,900	57,100	60,650
Labor - Maintenance Workers Comp	4,790	5,150	5,470
Fuel	20,700	20,700	20,700
Insurance	14,940	15,990	16,760
Special Transit (Senior Vans, Incentives, etc)	44,900	48,340	51,350
Avila Trolley	63,590	68,460	72,730
Maintenance (parts, supplies, materials)	29,660	32,010	31,010
Maintenance Contract Costs	5,940	6,410	6,860
Total Operations	493,750	530,880	559,490
Capital/Studies:			
Total Capital Outlay	-	-	113,900
Contingency			
Short Range Transit Plans - Nipomo	23,530	26,540	27,940
Interest Expense	-	-	-
operations cost	-	-	-
TOTAL FUNDING USES	613,460	656,870	807,220
TOTAL NON-CAPITAL EXPENDITURES	613,460	656,870	693,320

North County Services		Adopted Total Budget FY 2019-20	Proposed Route A & B Budget FY 2020-21	Proposed Paso DAR Budget FY 2020-21	Total Proposed Budget FY 2020-21	Projected Budget FY 2021-22
Administration:						
Total Administration (Net of Contracts)						
Service Delivery:						
Labor - Operations	Hours	529,410	463,420	96,300	559,720	592,120
Labor - Operations Workers Comp	hourly	36,130	26,840	5,580	32,420	34,290
Labor - Maintenance	hourly	116,710	104,660	21,750	126,410	133,690
Labor - Maintenance Workers Comp	hourly	10,570	7,810	1,620	9,430	9,970
Fuel	miles	64,460	52,340	7,030	59,370	58,850
Insurance	miles	41,570	37,890	5,090	42,980	44,670
Maintenance (parts, supplies, materials)	miles	37,570	33,190	4,460	37,650	36,160
Maintenance Contract Costs	miles	7,530	6,740	910	7,650	8,110
Total Operations		843,950	732,890	142,740	875,630	917,860
Capital / Studies:						
Total Capital Outlay		880,700	-	-	-	-
Contingency	hourly	11,850	9,990	2,080	12,070	12,650
Interest Expense	operations cost	-	-	-	-	-
TOTAL FUNDING USES		1,896,780	888,030	173,090	1,061,120	1,116,390
TOTAL NON-CAPITAL EXPENDITURES		1,016,080	888,030	173,090	1,061,120	1,116,390

RTA Staff Salary Schedule

Effective July 1, 2020

SLORTA POSITION	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7
Administrative Assistant	\$ 44,340.51	\$ 46,557.54	\$ 48,885.43	\$ 51,329.69	\$ 53,382.88	\$ 54,984.37	\$ 56,084.06
Accounting Technician	\$ 46,557.54	\$ 48,885.43	\$ 51,329.69	\$ 53,896.18	\$ 56,052.02	\$ 57,733.58	\$ 58,888.25
Transit Training Instructor	\$ 51,329.69	\$ 53,896.18	\$ 56,590.98	\$ 59,420.53	\$ 61,797.35	\$ 63,651.27	\$ 64,924.29
Transit Training Instructor/Mobility Specialist	\$ 51,329.69	\$ 53,896.18	\$ 56,590.98	\$ 59,420.53	\$ 61,797.35	\$ 63,651.27	\$ 64,924.29
Lead Supervisor	\$ 62,391.56	\$ 65,511.13	\$ 68,786.69	\$ 72,226.03	\$ 75,115.07	\$ 77,368.52	\$ 78,915.89
Human Resources Officer	\$ 63,951.34	\$ 67,148.91	\$ 70,506.35	\$ 74,031.68	\$ 76,992.95	\$ 79,302.74	\$ 80,888.78
Maintenance Assistant Manager	\$ 72,226.03	\$ 75,837.32	\$ 79,629.19	\$ 83,610.65	\$ 86,955.08	\$ 89,563.72	\$ 91,354.99
Manager, Marketing and Community Relations	\$ 74,031.68	\$ 77,733.25	\$ 81,619.92	\$ 85,700.91	\$ 89,128.95	\$ 91,802.81	\$ 93,638.87
Manager, Grants	\$ 74,031.68	\$ 77,733.25	\$ 81,619.92	\$ 85,700.91	\$ 89,128.95	\$ 91,802.81	\$ 93,638.87
Manager, Safety and Training	\$ 74,031.68	\$ 77,733.25	\$ 81,619.92	\$ 85,700.91	\$ 89,128.95	\$ 91,802.81	\$ 93,638.87
Manager, Maintenance and Facilities	\$ 87,791.18	\$ 92,180.74	\$ 96,789.78	\$ 101,629.28	\$ 105,694.44	\$ 108,865.28	\$ 111,042.59
Manager, Operations	\$ 101,629.28	\$ 106,710.74	\$ 112,046.27	\$ 117,648.58	\$ 122,354.53	\$ 126,025.16	\$ 128,545.66
Deputy Director/CFO	\$ 123,531.02	\$ 129,707.57	\$ 136,192.94	\$ 143,002.61	\$ 148,722.71	\$ 153,184.39	\$ 156,248.08
Executive Director	\$ 136,264.00						\$ 165,621.00