

April 24, 2019

Fiscal Year 2019/2020 Budget
Projected Five Year Capital Budget

Regional Transit Authority



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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 1, 2019

STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2019-20 Operating and Capital Budget

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Adopt Fiscal Year 2019-20 Budget as Presented

RTAC RECOMMENDATION: Adopt

BACKGROUND/DISCUSSION:

We are pleased to present a fiscally constrained Fiscal Year 2019-20 operating budget, and an advisory FY20-21 operating plan. In addition, we are presenting a five-year capital program.

We appreciate the Board's support and leadership. The budget presentation assumes the same core levels of service miles and hours for fixed-route services that are currently being operated, with the exception of the elimination of express trips during the week of Christmas and New Year's. The elimination of these trips does not fall within the threshold of the RTA's service change policy. 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. Also, as noted in the SBP, recommended changes to seasonal or lifeline services (i.e., the County-funded Shandon Dial-A-Ride) will include target productivity standards that must be met in order to qualify for continued funding. These SBP items were developed to support the RTA *Short Range Transit Plan* language in Chapter 4 Goals and Objectives. The hours and miles for fixed-route services are calculated using our automated GPS-based Intelligent Transportation System.

Runabout hours and miles are assumed to hold steady based on current 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.

Route 14 service will continue to operate during peak academic year travel periods between downtown San Luis Obispo and the main Cuesta College campus, our highest

trip generators in the regional system. The Route 15 service along the North Coast will continue to operate as a deviated fixed-route service to conserve limited resources.

In May 2014, the RTA adopted a reserve policy – one for cash flow purposes, and one for capital projects. As noted during the budget assumptions presentation in March 2019, revisions to this policy to address self-insured retention requirements have been delayed due to staffing shortages but is being carried forward to ensure this item is addressed.

No Local Transit Fund (LTF) is required for local match for any of the proposed capital projects in the current fiscal year, but the advisory FY20-21 budget does include the use of LTF as an advisory number at this time. Although these funds needed to fund construction of the long-term Bus Maintenance Facility would be generated from financing, the amount is included for planning purposes. The FY19-20 RTA operating budget is proposed at \$9,759,330 and the capital budget is proposed at \$1,443,530. 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, the LTF request has remained relatively flat.

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.

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 the wage adjustments programmed and projected in the Collective Bargaining Agreement for covered employees, and costs associated with employee benefits.

The budget packet contains the following items:

- Our Vision and Mission statements,
- Budget Assumptions adopted by the Board at its March 6, 2019 meeting,
- Fiscally constrained FY19-20 operating and capital budgets,
- Fiscally unconstrained FY20-21 operating budget, and
- Fiscally unconstrained FY20-21 through FY23-24 capital budgets.

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

Revised Revenue Assumptions

We are predicating the revenue stream for the FY19-20 budget on the latest information that we have available on Local Transportation Funds (LTF) and State Transit Assistance (STA) funding for the region. The amount included for Rural Transit Funds (RTF) is based on feedback provided by SLOCOG staff and is similar to prior years allocations.

For FY20-21, staff estimates a roughly 4.8% increase in operating costs, with a significant portion of the increase for wages as identified in the Collective Bargaining Agreement (CBA). As a result, early projections for FY20-21 the RTA need for LTF for operations up over 41% at \$4,690,010. Note, staff typically starts with a high projection and works the number down as the project year draws near. In comparison, this is a 21% increase from the LTF request in FY18-19 and in line with the request made in FY17-18. There are other significant assumptions, including the continued use of STA for operations due to the STA SB1 Augmentation. Staff will provide updates to the Board during future funding presentations. This is also impacted by the need to fund construction of the long-term Bus Maintenance Facility, which has an additional advisory amount of LTF of \$5,729,717 in FY20-21; as noted previously, it is a projection of what will need to be financed for construction of the garage project beginning in FY20-21.

Federal funding apportionments were favorable to the region, and staff will work with SLOCOG and the City of San Luis Obispo to cooperatively program the funds for FY20-21. Staff was pleased with the allocations from the FTA Section 5307 Small Transit Intensive Cities program, which has helped fund significant capital projects that will need to be considered in the region.

Administration and Operations Expenses

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 years, especially in times of increasing wages. The reduction in premiums has provided a welcome relief – especially with the realization that worker's compensation for transit services is especially challenging statewide as loss development trends for the state are not favorable. We continue to work with our employee committee that has evaluated workplace safety and has initiated a proactive program to reduce the number and severity of claims.

The overall Administration Expense for RTA core services is relatively flat compared to last fiscal year. Marketing and Reproduction has increased for the addition of wifi service on all fixed route buses and staff anticipating conducting a customer perception survey in March 2020. Labor costs have declined slightly, most notably due to staff turnover and hiring of junior employees at slightly lower salary levels that occurred in FY18-19.

The RTA is working to fill the Grants/Finance Manager position vacated due to the promotion of Omar McPherson to the Operations Manager position in March 2019. The

recruitment will be conducted for a Grants Administrator and a Grants/Finance Manager with the aim to fill the Grants/Finance Manager position and leave the Grants Administrator position unfunded and unfilled. Should the RTA find a candidate that does not meet the requirements of the Grants/Finance Manager position but is well suited to the position of Grants Administrator staff will then leave the Grants/Finance Manager position unfilled and unfunded. The job descriptions for the Grants Administrator and Grants/Finance Manager, in addition to the positions filled during the FY18-19, are included in the consent agenda for reference.

The proposed service delivery cost is up by roughly 5% from what was identified in the FY18-19 budget. The primary reasons for this increase are described below.

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 FY19-20 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 \$18.53 per hour, with a current starting wage rate of \$15.60 per hour. An annual inflationary adjustment for non-union employees (excluding Operations Supervisors) of 3.2% will be implemented in July 2019. The Operations Supervisor classification CPI increase adjustment will be implemented in January 2020, 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.

Staff will be evaluating options for consolidating insurance coverage between the RTA and SoCo Transit, which would reduce duplicative administrative charges, both for general liability and workers compensation.

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

Fixed-Route Ridership Patterns

The 2016 *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, 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 operating funds can be secured.

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:

- \$89,460 for specialized maintenance equipment to improve efficiencies;
- Bus stop improvements; and
- Miscellaneous computer equipment, including an update to the computer used to manage the fixed route fare collection system.

In FY18-19, funding of \$388,880 was included from the STA SB1 State of Good Repair program to keep the planned new Bus Maintenance Facility moving forward. The project is currently at the Schematic Design (30%) phase, and it was submitted to the City of San Luis Obispo Architecture Review Commission on March 29, 2019 to begin the formal development and permitting process. To be conservative, we did not assume the same level of funding in FY19-20, but we included \$400,000 as placeholder funding in FY20-21.

It should be noted that a portion of the FY18-19 capital funds for fully funded projects, such as the design and engineering for the Bus Maintenance Facility, bus stop improvements, and bus rehabilitation has not been carried over to the draft FY19-20 budget. This 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. It should be noted that the two recent SLOCOG SB1 Congested Corridor grant proposals include expansion buses; should funding be granted, staff will present a budget amendment for consideration. The capital program also includes the March 29, 2019 Schematic Design estimated construction cost for the Bus Maintenance Facility project. These numbers will be revised during refinement of the project. Also of note is the significant amount included in FY22-23 for 40' fixed-route bus replacements. No LTF funds are currently programmed for capital projects in FY19-20, but do include the advisory number for FY20-21.

Conclusion and Staff Recommendation

Fiscal Year 2019-20 will be another challenging year, including financial barriers and the need to implement the long-planned facility related capital project. 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 FY19-20 budget as presented.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
MARCH 6, 2019
STAFF REPORT**

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2019-20 Budget Assumptions

ACTION: Approve Budget Assumptions

PRESENTED BY: Tania Arnold, Deputy Director/CFO

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

BACKGROUND/DISCUSSION:

The following report outlines staff's recommended budget assumptions for the RTA's Fiscal Year 2019-20 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 10th meeting prior to the final draft budget presentation to the Board in May.

KEY ISSUES

1. Address SoCo Transit's request to consolidate with the RTA.
2. 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 included augmented STA funds and State of Good Repair funds.
3. Local Transportation Funds (LTF) used for operating purposes are projected to be flat to the region.
4. Liability costs continue to escalate, despite the RTA's good safety record, especially general liability costs.
5. We continue to focus on Runabout costs, which had been escalating in recent years but have leveled off.
6. Address staffing and retention, in particularly in the Bus Operator classification.

7. Fuel costs continue to remain low; this also results in declining 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 \$1,304,500 for RTA core services in STA funding, which includes \$517,450 in SB-1 State of Good Repair funding being used to fund the new RTA Bus Maintenance Facility project at 253 Elks Lane. Staff will work with SLOCOG staff to determine a realistic estimate for FY18-19.
 - 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 FY18-19 budget adopted in May 2018 included \$3,883,400 in LTF operating revenues. At that same meeting, the advisory FY19-20 LTF amount was \$4,598,870. Staff is still developing estimated annual FY18-19 expenses, which impacts the carryover amount that could reasonably be identified for the FY19-20 budget.
 - d) Federal Transit Administration (FTA) Sections 5307, 5311 and 5339 operating funding and capital funding for FY19-20 will be presented in the same format as previously presented in May 2018, 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.
 - 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. This amount is likely to be lower than what was included in the projection for FY18-19 and staff continues discussions with SBCAG officials for Santa Maria UZA funding for RTA Route 10 operations.
 - 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 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.
 - 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, which was originally adopted in May 2014. Note: this item is being carried over to the FY19-20 due to staffing shortfalls during the current fiscal year not allowing adequate time to address this item.
- 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 on Elks Lane, as well as approximately \$59,000 that has been added to capital replacement reserves to match federal funds for three low floor Gillig buses to be delivered in the summer of 2020. 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 will complete the design, engineering, and permitting process for the long-term RTA Bus Maintenance Facility in late 2019. Assuming sufficient funding can be identified, the RTA will then conduct the construction services procurement in spring 2020, with construction mobilization to begin in late summer 2020.
- 4) Address projected changes in demand for Runabout service.
 - a) Runabout service hours and miles are projected to remain flat based on recent demand trends, particularly with the shift in Tri-Counties Regional Center ridership that began in February 2017. In FY13-14, the burgeoning demand would have required significant Runabout service level increases but, with a variety of measures implemented at the Board's direction, Runabout demand has decreased.
 - 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, 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, 2019 through April 30, 2020 rates. Estimates will be available from CalTIP in time to include in the RTA April 2019 draft budget. Although the number of RTA losses based on mileage has been lower than the pool average, the pool has experienced significant negative claims development, and the pool is working to ensure the stability of the pool and ensure equity between all members by conducting an 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 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 in FY19-20 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 new 4-year Collective Bargaining Agreement (CBA) was ratified in November 2017, with new wage scales that began January 1, 2018. The FY19-20 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 2020 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 FY19-20 budgeted full-time equivalent (FTE) positions will remain the same as in FY18-19. As a reminder, the number of budgeted training department positions in FY18-19 was increased by 0.5 FTEs. It was in an effort to address Bus Operator staff shortages. This effort has proved helpful, even though staff hiring and retention continues to be a critical issue.
- c) For FY19-20, 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 2017 to December 2018 of 3.2% will be implemented in July 2019. The Operations Supervisor classification CPI increase adjustment will be implemented in January 2020, 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.

Proposed Budget Calendar

February 6	Detailed budget assumptions and revenue forecasts presented to Executive Committee
March 6	Obtain Board concurrence on proposed draft budget assumptions
March 6	Provide mid-year FY18-19 Budget data to Board (no additional budget amendments are being requested)
March 31	Based on feedback from Executive Committee, develop FY19-20 Budget
April 10	Present draft FY19-20 Budget to Executive Committee
April 17	Present final draft FY19-20 Budget to RTAC
May 1	Final Board Budget presentation; Board adoption of FY19-20 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 2019/2020**

	2017/2018 COMBINED ACTUAL	2018/2019 ADOPTED OPERATING BUDGET	2018/2019 ADOPTED SLOCAT BUDGET	2018/2019 ADOPTED N. COUNTY BUDGET	2019/2020 PROPOSED OPERATING BUDGET	2019/2020 PROPOSED SLOCAT BUDGET	2019/2020 PROPOSED N. COUNTY BUDGET	2020/2021 PROJECTED OPERATING BUDGET	2020/2021 PROJECTED SLOCAT BUDGET	2020/2021 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
GENERAL RESERVES	2,357,470	1,747,520	143,078	174,480	2,502,930	100,900	163,890	1,648,570	111,070	174,300
1. ESTIMATED FUND BALANCE	2,357,470	1,747,520	143,078	174,480	2,502,930	100,900	163,890	1,648,570	111,070	174,300
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
CASH FLOW REQUIREMENTS PER TDA										
	1,551,680	1,558,790	100,900	163,890	1,648,570	111,070	174,300	1,777,780	120,110	199,090
	1,551,680	1,558,790	100,900	163,890	1,648,570	111,070	174,300	1,777,780	120,110	199,090
3. FUND BALANCE AVAILABLE	805,790	188,730	42,178	10,590	854,360	(10,170)	(10,410)	(129,210)	(9,040)	(24,790)
NON TDA SOURCES										
FARES	1,437,854	1,263,280	33,320	104,090	1,228,770	49,450	106,170	1,253,350	50,440	108,290
SCT MANAGEMENT CONTRACT	119,270	124,660	-	-	122,650	-	-	126,660	-	-
COUNTY MANAGEMENT CONTRACT	85,230	90,130	-	-	88,680	-	-	91,580	-	-
NORTH COUNTY MANAGEMENT CONTRACT	41,850	43,740	-	-	43,030	-	-	44,440	-	-
INTEREST	19,636	12,150	490	-	52,360	-	-	52,360	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	418,547	399,080	109,170	-	601,700	206,000	160,810	601,700	206,000	166,000
RURAL TRANSIT FUND (Administration)	30,000	-	-	-	30,000	-	-	30,000	-	-
RURAL TRANSIT FUND (Operating Funds)	300,000	402,460	-	-	300,000	-	-	400,000	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	546,990	574,340	-	-	603,050	-	-	633,210	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	-	503,200	-	-	534,305	-	-	534,310	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operatin	1,076,610	878,400	-	249,540	919,820	-	262,021	963,310	-	275,120
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	349,490	366,960	-	-	385,310	-	-	404,560	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - Operating	513,050	536,200	-	-	560,510	-	-	586,040	-	-
CUESTA CONTRIBUTION ROUTE 12	68,080	75,220	-	-	84,670	-	-	89,990	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	40,580	-	-	40,580	-	-	-
SPECIAL EVENTS REVENUE/OTHER	136,551	-	-	-	-	-	-	-	-	-
4. SUB TOTAL	5,183,738	5,299,820	142,980	394,210	5,554,865	255,450	569,581	5,811,530	256,440	549,410
5. TOTAL FUND BALANCE & NON TDA FUNDING	5,989,528	5,488,550	185,158	404,800	6,409,225	245,280	559,171	5,682,320	247,400	524,620

FUNDING SOURCES:

IDA 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.

7. TOTAL FUNDING SOURCES

8. FUNDING USES:

ADMINISTRATION
INTEREST EXPENSE
MANAGEMENT CONTRACTS
SERVICE DELIVERY
CONTINGENCY

9.

9. TOTAL FUNDING USES

2017/2018 COMBINED ACTUAL	2018/2019 ADOPTED OPERATING BUDGET	2018/2019 ADOPTED SLOCAT BUDGET	2018/2019 ADOPTED N. COUNTY BUDGET	2019/2020 PROPOSED OPERATING BUDGET	2019/2020 PROPOSED SLOCAT BUDGET	2019/2020 PROPOSED N. COUNTY BUDGET	2020/2021 PROJECTED OPERATING BUDGET	2020/2021 PROJECTED SLOCAT BUDGET	2020/2021 PROJECTED N. COUNTY BUDGET
226,679	227,552	-	-	203,346	-	-	273,489	-	-
394,767	396,446	-	-	353,596	-	-	475,567	-	-
171,271	172,409	-	-	153,940	-	-	207,041	-	-
137,073	138,076	-	-	119,235	-	-	160,365	-	-
969,332	407,287	-	558,480	358,273	-	456,909	481,858	-	558,760
104,588	105,809	-	-	93,465	-	-	125,705	-	-
783,153	789,588	-	-	699,194	-	-	940,378	-	-
2,485,857	2,149,434	371,232	-	1,903,361	369,330	-	2,559,917	407,970	-
5,272,720	4,386,600	371,232	558,480	3,884,410	369,330	456,909	5,224,320	407,970	558,760
(498,210)	(503,200)	-	-	(534,305)	-	-	(534,310)	-	-
4,774,510	3,883,400	371,232	558,480	3,350,105	369,330	456,909	4,690,010	407,970	558,760
10,764,038	9,371,950	556,390	963,280	9,759,330	614,610	1,016,080	10,372,330	655,370	1,083,380
1,658,049	1,569,260	7,500	107,920	1,633,470	7,500	117,250	1,688,380	7,870	121,670
19,249	11,640	-	-	-	-	-	-	-	-
246,350	124,660	90,130	43,740	122,650	88,680	43,030	126,660	91,580	44,440
7,889,800	7,573,670	436,910	800,240	7,907,710	493,740	843,950	8,454,450	530,880	904,660
-	92,720	21,850	11,380	95,500	24,690	11,850	102,840	25,040	12,610
9,813,448	9,371,950	556,390	963,280	9,759,330	614,610	1,016,080	10,372,330	655,370	1,083,380

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
PROPOSED CAPITAL REVENUE BUDGET FOR 2019/2020**

	2017/2018 COMBINE ACTUAL	2018/2019 AMENDED CAPITAL BUDGET	2018/2019 ADOPTED SLOCAT BUDGET	2018/2019 ADOPTED N. COUNTY BUDGET	2019/2020 PROPOSED CAPITAL BUDGET	2019/2020 PROPOSED SLOCAT BUDGET	2019/2020 PROPOSED N. COUNTY BUDGET	2020/2021 PROJECTED CAPITAL BUDGET	2020/2021 PROJECTED SLOCAT BUDGET	2020/2021 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
CAPITAL PROJECTS RESERVE										
1. ESTIMATED FUND BALANCE	870,593	656,950	119,330	235,630	530,800	119,330	342,580	512,610	119,330	5,320
	870,593	656,950	119,330	235,630	530,800	119,330	342,580	512,610	119,330	5,320
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
CAPITAL PROJECTS RESERVE										
	900,023	530,800	119,330	342,580	512,610	119,330	5,320	470,457	5,430	5,320
	900,023	530,800	119,330	342,580	512,610	119,330	5,320	470,457	5,430	5,320
3. FUND BALANCE AVAILABLE	(29,430)	126,150	-	(106,950)	18,190	-	337,260	42,153	113,900	-
NON TDA SOURCES										
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION										
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	306,422	505,040	39,050	106,950	492,160	-	5,190	492,160	-	-
PROPOSITION 1B FUNDING - SAFETY & SECURITY	268,770	-	-	-	-	-	-	-	-	-
STA SB1 AUGMENTATION (Prior Years) & STATE OF GOOD REPAIR	178,110	134,990	-	-	-	-	-	-	-	-
PROPOSITION 1B FUNDING - BUS REPLACEMENT	-	1,195,000	-	-	-	-	-	400,000	-	-
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)	-	683,170	-	-	-	-	-	-	-	-
RURAL TRANSIT FUND (Capital)	-	396,000	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	3,054	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair	13,229	1,314,240	-	-	290,640	-	-	263,520	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)	45,038	939,520	65,220	-	351,900	-	-	6,285,000	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)	572,098	777,250	-	-	290,640	-	-	294,150	-	-
	13,229	1,166,240	-	-	290,640	-	-	263,520	-	-
SUB TOTAL										
	1,399,951	7,111,450	104,270	106,950	1,425,340	-	543,440	7,998,350	-	-
		7,237,600	104,270	-	1,443,530	-	880,700	8,040,503	113,900	-
	-	-	-	-	-	-	-	5,729,717	-	-
4. TOTAL FUND BALANCE & NON TDA FUNDING	1,370,521	7,237,600	104,270	-	1,443,530	-	880,700	13,770,220	113,900	-
5. NET TDA REQUIREMENTS										
6. NET TDA REQUIREMENTS	-	-	-	-	-	-	-	-	-	-
7. TOTAL FUNDING SOURCES										
7. TOTAL FUNDING SOURCES	1,370,521	7,237,600	104,270	-	1,443,530	-	880,700	13,770,220	113,900	-
8. FUNDING USES:										
CAPITAL										
LOAN PAYDOWN	1,169,926	7,025,930	104,270	-	1,443,530	-	880,700	13,770,220	113,900	-
	200,595	211,670	-	-	-	-	-	-	-	-
9. TOTAL FUNDING USES	1,370,521	7,237,600	104,270	-	1,443,530	-	880,700	13,770,220	113,900	-

Administration and Service Delivery Totals				
	Actual Combined FY2017-18	Adopted Operating Budget FY 2018-19	Proposed Operating Budget FY 2019-20	Projected Operating Budget FY2020-21
Administration:				
Labor				
Hours	71,076	72,080	70,210	70,210
Miles	1,592,889	1,624,850	1,563,240	1,563,240
operations cost	910,006	894,050	879,630	908,410
operations cost	66,631	65,150	51,300	52,980
operations cost	433,799	458,500	476,920	486,080
operations cost	17,200	19,780	20,710	21,980
operations cost	77,984	98,480	112,860	127,450
operations cost	37,234	46,270	44,970	47,900
operations cost	271,349	265,450	292,950	307,100
hourly	90,196	95,530	133,240	118,700
operations cost	(41,850)	(43,740)	(43,030)	(44,440)
operations cost	(85,230)	(90,130)	(88,680)	(91,580)
operations cost	(119,270)	(124,660)	(122,650)	(126,660)
Total Administration	1,658,049	1,684,680	1,758,220	1,817,920
Service Delivery:				
Labor - Operations	3,945,608	4,556,490	5,086,120	5,475,320
Labor - Operations	450,826	440,830	347,120	373,680
Labor - Maintenance	966,370	1,033,450	1,121,220	1,207,690
Labor - Maintenance	131,938	129,010	101,580	109,410
Fuel	951,945	991,560	1,048,730	1,048,730
Insurance (Liability, Physical Damage, Employment Practices	639,240	720,500	677,570	724,970
Special Transportation (for SLOCAT)	45,834	43,900	44,900	48,340
Avila Trolley	51,973	61,750	63,590	68,460
Maintenance (parts, supplies, materials)	579,676	703,460	628,670	705,700
Maintenance Contract Costs	126,350	129,870	125,900	127,690
Total Operations	7,889,800	8,810,820	9,245,400	9,889,590
Contingency	-	125,950	132,040	140,490
Interest Expense	19,249	11,640	-	-
Management Contracts	246,350	258,530	254,360	262,680
TOTAL FUNDING USES	9,813,448	10,891,620	11,390,020	12,111,080

Capital Expenditures	Actual Capital Expenditures FY 2017-18	Amended Capital Budget FY 2018-19	Projected Capital Budget				Projected Capital Budget FY 2023-24
			FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	
Capital/Studies:							
Computer System Maintenance/Upgrades							
Miscellaneous Capital	40,183	43,830	46,020	48,320	50,740	53,280	55,940
Facility Improvements	17,452	-	-	-	-	-	-
Maintenance Equipment	16,701	25,310	-	-	-	-	-
Rotary Lift/Wireless Lift	-	-	-	-	-	-	-
Passenger Protection 1300 buses	-	-	-	-	-	-	-
Specialized Maintenance Tools							
Desks and Office Equipment	4,472	85,200	89,460	-	-	-	-
Radios	-	10,000	-	6,600	-	-	-
Vehicle ITS/Camera System	102,138	61,370	-	-	-	-	-
Bus Stop Improvements/Bus Stop Solar Lighting							
Bus Rehabilitation	90,747	240,820	252,860	265,500	278,780	292,720	307,360
Route/Match Dispatching Software/Call Back System Vehicles	-	-	-	-	-	-	-
Support Vehicles							
40' Coaches	-	18,000	-	56,700	63,000	-	-
Trolley replacement vehicles	-	3,140,380	-	631,800	1,326,700	4,875,600	-
Cutaway and Dial A Ride Vehicles	-	-	-	-	-	253,300	-
Runabout Vehicles	-	81,520	880,700	113,900	-	133,000	-
Total Capital Outlay	271,693	729,320	555,200	261,300	316,600	-	-
		4,435,750	1,824,240	1,384,120	2,035,820	5,607,900	363,300
Loan Pay down	200,595	211,670	-	-	-	-	-
Short Range Transit Plans - Nipomo	-	22,750	-	-	-	-	-
Elks Lane Project	48,596	2,671,700	499,990	12,500,000	12,500,000	-	-
Paso Property Improvements	849,637	-	-	-	-	-	-
TOTAL FUNDING USES	1,370,521	7,341,870	2,374,230	13,884,120	14,535,820	5,607,900	363,300

Route 9		Total Adopted Budget FY 2018-19	Weekday Proposed Budget FY 2019-20	Saturday Proposed Budget FY 2019-20	Sunday Proposed Budget FY 2019-20	Total Proposed Budget FY 2019-20	Projected Budget FY 2020-21
Administration:							
Total Administration (Net of Contracts)							
Service Delivery:							
Labor - Operations	Hours	13,870	12,590	670	450	13,710	13,710
Labor - Operations Workers Comp	Miles	376,810	331,300	19,170	12,960	363,430	363,430
Labor - Maintenance		323,920	312,960	17,110	11,510	341,580	352,870
Labor - Maintenance Workers Comp							
Fuel		839,420	869,010	46,250	31,060	946,320	1,018,730
Insurance		81,210	59,310	3,160	2,120	64,590	69,530
Maintenance (parts, supplies, materials)		190,380	191,570	10,190	6,850	208,610	224,700
Maintenance Contract Costs		23,770	17,360	920	620	18,900	20,360
		225,330	217,870	12,610	8,520	239,000	239,000
		163,980	140,430	8,130	5,490	154,050	164,830
		156,180	126,950	7,350	4,970	139,270	156,330
		28,830	25,420	1,470	990	27,880	28,290
Total Operations		1,709,100	1,647,920	90,080	60,820	1,798,620	1,921,770
Capital / Studies:							
Total Capital Outlay		2,380,190	288,710	15,780	10,620	315,110	5,087,620
Contingency		20,030	19,460	1,040	700	21,200	22,540
Interest Expense		2,510	-	-	-	-	-
TOTAL FUNDING USES		4,435,750	2,269,050	124,010	83,450	2,476,510	7,384,800
TOTAL NON-CAPITAL EXPENDITURES		2,055,560	1,980,340	108,230	72,830	2,161,400	2,297,180

Route 10		Total Adopted Budget FY 2018-19	Weekday Proposed Budget FY 2019-20	Saturday Proposed Budget FY 2019-20	Sunday Proposed Budget FY 2019-20	Total Proposed Budget FY 2019-20	Projected Budget FY 2020-21
	Hours	11,670	10,230	620	370	11,220	11,220
	Miles	371,440	323,240	19,690	11,870	354,800	354,800
Administration:		288,250	270,110	16,400	9,820	296,330	305,830
Total Administration (Net of Contracts)							
Service Delivery:		706,270	706,110	42,790	25,540	774,440	833,710
Labor - Operations	hourly	68,330	48,190	2,920	1,740	52,850	56,900
Labor - Operations Workers Comp	hourly	160,190	155,660	9,430	5,630	170,720	183,890
Labor - Maintenance	hourly	19,990	14,100	850	510	15,460	16,660
Labor - Maintenance Workers Comp	hourly	222,120	212,570	12,950	7,810	233,330	233,330
Fuel	miles	161,630	137,020	8,350	5,030	150,400	160,910
Insurance	miles	153,960	123,860	7,540	4,550	135,950	152,610
Maintenance (parts, supplies, materials)	miles	28,420	24,800	1,510	910	27,220	27,610
Maintenance Contract Costs	miles	1,520,510	1,422,310	86,340	51,720	1,560,370	1,655,620
Total Operations							
Capital/Studies:		2,118,120	249,180	15,130	9,060	273,370	4,409,490
Total Capital Outlay							
Contingency	hourly	16,850	15,810	960	570	17,340	18,450
Interest Expense	operations cost	2,120	-	-	-	-	-
TOTAL FUNDING USES		3,946,250	1,957,410	118,830	71,170	2,147,410	6,399,390
TOTAL NON-CAPITAL EXPENDITURES		1,828,130	1,708,230	103,700	62,110	1,874,040	1,989,900

Route 12, 14 and 15		Total Adopted Budget FY 2018-19	Weekday Proposed Budget FY 2019-20	Saturday Proposed Budget FY 2019-20	Sunday Proposed Budget FY 2019-20	Total Proposed Budget FY 2019-20	Projected Budget FY 2020-21
Administration:							
Total Administration (Net of Contracts)							
Hours Miles		11,330	9,570	530	390	10,490	10,490
		320,820	273,270	12,260	10,580	296,110	296,110
		268,360	244,160	12,680	9,790	266,630	275,350
Service Delivery:							
hourly	Labor - Operations	685,710	660,560	36,580	26,920	724,060	779,470
	Labor - Operations Workers Comp	66,340	45,080	2,500	1,840	49,420	53,200
hourly	Labor - Maintenance	155,520	145,620	8,060	5,930	159,610	171,930
	Labor - Maintenance Workers Comp	19,420	13,190	730	540	14,460	15,580
miles	Fuel	191,850	179,710	8,060	6,960	194,730	194,730
	Insurance	139,610	115,830	5,200	4,480	125,510	134,300
miles	Maintenance (parts, supplies, materials)	132,970	104,710	4,700	4,050	113,460	127,370
	Maintenance Contract Costs	24,550	20,970	940	810	22,720	23,050
Total Operations		1,415,370	1,285,670	66,770	51,530	1,403,970	1,499,630
Capital/Studies:							
Total Capital Outlay		1,971,960	225,240	11,700	9,030	245,970	3,970,060
hourly	Contingency	16,370	14,790	820	600	16,210	17,250
	operations cost	2,050	-	-	-	-	-
Interest Expense							
TOTAL FUNDING USES		3,674,710	1,769,860	91,970	70,950	1,932,780	5,762,290
TOTAL NON-CAPITAL EXPENDITURES		1,702,750	1,544,620	80,270	61,920	1,686,810	1,792,230

		Total Adopted Budget FY 2018-19	Total Proposed Budget FY 2019-20	Projected Budget FY 2020-21
Runabout				
	Hours	27,330	27,120	27,120
	Miles	453,750	450,870	450,870
		554,860	597,220	618,320
Administration:				
Total Administration (Net of Contracts)				
Service Delivery:				
Labor - Operations	hourly	1,654,040	1,871,930	2,015,170
Labor - Operations Workers Comp	hourly	160,030	127,750	137,530
Labor - Maintenance	hourly	375,150	412,660	444,480
Labor - Maintenance Workers Comp	hourly	46,830	37,390	40,270
Fuel	miles	271,340	296,500	296,500
Insurance	miles	197,460	191,120	204,480
Maintenance (parts, supplies, materials)	miles	188,080	172,770	193,940
Maintenance Contract Costs	miles	34,720	34,600	35,090
Total Operations		2,927,550	3,144,720	3,367,460
Capital/Studies:				
Total Capital Outlay		790,020	609,080	303,130
Contingency	hourly	39,470	41,910	44,590
Interest Expense	operations cost	4,960	-	-
TOTAL FUNDING USES		4,316,960	4,392,930	4,333,500
TOTAL NON-CAPITAL EXPENDITURES		3,526,940	3,783,850	4,030,370

County Services		Adopted Budget FY 2018-19	Total Proposed Budget FY 2019-20	Projected Budget FY 2020-21
Administration:				
Total Administration (Net of Contracts)				
Service Delivery:				
Labor - Operations	hourly	194,140	239,950	99,450
Labor - Operations Workers Comp	hourly	18,780	16,380	258,310
Labor - Maintenance	hourly	44,030	52,900	17,630
Labor - Maintenance Workers Comp	hourly	5,500	4,790	56,980
Fuel	miles	19,900	20,700	5,160
Insurance	miles	13,410	14,940	20,700
Special Transit (Senior Vans, Incentives, etc)	n/a	43,900	44,900	15,990
Avila Trolley	n/a	61,750	63,590	48,340
Maintenance (parts, supplies, materials)	miles	29,970	29,660	68,460
Maintenance Contract Costs	miles	5,530	5,940	33,290
Total Operations		436,910	493,750	6,020
Capital/Studies:				
Total Capital Outlay		81,520	-	113,900
Contingency				
Short Range Transit Plans - Nipomo		21,850	23,530	25,040
Interest Expense		22,750	-	-
TOTAL FUNDING USES		-	-	-
TOTAL NON-CAPITAL EXPENDITURES		660,560	613,460	769,270
		556,390	613,460	655,370

North County Services		Adopted Total Budget FY 2018-19	Proposed Route A & B Budget FY 2019-20	Proposed Paso DAR Budget FY 2019-20	Total Proposed Budget FY 2019-20	Projected Budget FY 2020-21
Administration:						
Total Administration (Net of Contracts)						
Service Delivery:						
Labor - Operations	Hours	7,880	6,350	1,320	7,670	7,670
Labor - Operations Workers Comp	Miles	102,030	87,260	10,770	98,030	98,030
Labor - Maintenance		151,660	134,480	25,800	160,280	166,110
Labor - Maintenance Workers Comp						
Fuel						
Insurance						
Maintenance (parts, supplies, materials)						
Maintenance Contract Costs						
Total Operations		800,240	708,100	135,850	843,950	904,660
Capital/Studies:						
Total Capital Outlay		-	765,800	114,900	880,700	-
Contingency	hourly	11,380	9,810	2,040	11,850	12,610
Interest Expense	operations cost	-	-	-	-	-
TOTAL FUNDING USES		963,280	1,618,190	278,590	1,896,780	1,083,380
TOTAL NON-CAPITAL EXPENDITURES		963,280	852,390	163,690	1,016,080	1,083,380

RTA Staff Salary Schedule

Effective July 1, 2019

SLORTA POSITION	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7
Administrative Assistant	\$43,049.03	\$45,201.50	\$47,461.58	\$49,834.65	\$51,828.04	\$53,382.89	\$54,450.54
Accounting Technician	\$45,201.50	\$47,461.58	\$49,834.65	\$52,326.38	\$54,419.44	\$56,052.02	\$57,173.06
Transit Training Instructor	\$49,834.65	\$52,326.38	\$54,942.70	\$57,689.84	\$59,997.42	\$61,797.35	\$63,033.29
Transit Training Instructor/Mobility Specialist	\$49,834.65	\$52,326.38	\$54,942.70	\$57,689.84	\$59,997.42	\$61,797.35	\$63,033.29
Lead Supervisor	\$60,574.33	\$63,603.04	\$66,783.19	\$70,122.36	\$72,927.25	\$75,115.07	\$76,617.37
Human Resources Officer	\$62,088.68	\$65,193.12	\$68,452.77	\$71,875.41	\$74,750.44	\$76,992.95	\$78,532.80
Grants Administrator	\$62,088.68	\$65,193.12	\$68,452.77	\$71,875.41	\$74,750.44	\$76,992.95	\$78,532.80
Maintenance Supervisor	\$70,122.36	\$73,628.46	\$77,309.89	\$81,175.38	\$84,422.41	\$86,955.07	\$88,694.17
Manager, Marketing and Community Relations	\$71,875.41	\$75,469.17	\$79,242.64	\$83,204.77	\$86,532.97	\$89,128.94	\$90,911.52
Manager, Grants	\$71,875.41	\$75,469.17	\$79,242.64	\$83,204.77	\$86,532.97	\$89,128.94	\$90,911.52
Manager, Safety and Training	\$71,875.41	\$75,469.17	\$79,242.64	\$83,204.77	\$86,532.97	\$89,128.94	\$90,911.52
Manager, Maintenance and Facilities	\$85,234.16	\$89,495.87	\$93,970.66	\$98,669.20	\$102,615.96	\$105,694.44	\$107,808.34
Manager, Operations	\$98,669.20	\$103,602.66	\$108,782.78	\$114,221.92	\$118,790.80	\$122,354.52	\$124,801.61
Deputy Director/CFO	\$119,933.03	\$125,929.68	\$132,226.16	\$138,837.48	\$144,390.98	\$148,722.71	\$151,697.16

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