



REGIONAL TRANSIT AUTHORITY

Fiscal Year 2022/2023 Budget - Projected Five Year Capital Budget - May 4 2022

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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 4, 2022

STAFF REPORT

AGENDA ITEM:	C-1
TOPIC:	Fiscal Year 2022-23 Operating and Capital Budget
PRESENTED BY:	Tania Arnold, Deputy Director/CFO
STAFF RECOMMENDATION:	Adopt the FY22-23 budget as presented
EXEC RECOMMENDATION:	Motion to approve with COLA rate of 4%; the motion failed for lack of a second
RTAC RECOMMENDATION:	Bring the Fiscal Year 2022-23 Budget as Presented to the Board for Approval

BACKGROUND/DISCUSSION:

We appreciate the Board's support and leadership during these unprecedented times as we work to present a fiscally constrained Fiscal Year 2022-23 operating budget, and an advisory FY23-24 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 2, 2022 meeting,
- Fiscally constrained FY22-23 operating and capital budgets,
- Fiscally unconstrained FY23-24 operating budget, and
- Fiscally unconstrained FY23-24 through FY26-27 capital budgets (expense only for FY24-25 through FY26-27).

It should be noted that staff continues to present separate columns in the revenue and expense tables for South County Transit (SoCo Transit), 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. More succinctly, core services are defined as the intercity RTA fixed-routes (RTA Routes 9, 10, 12, 14 and 15), as well as the countywide ADA complementary paratransit services known as RTA Runabout.

We have broken each RTA core 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 operation of the same core levels of service miles and hours for fixed-route services that were adopted as part of the FY21-22 budget. During these uncertain times, staff is prepared to bring budget amendments as the impacts of the recovery from the COVID-19 pandemic become clearer and to address current and future reserve needs. 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.

As noted during the presentation of the budget assumptions report at the March 2nd RTA Board meeting, below are the key issues staff is working to address in the FY22-23 budget plan:

KEY ISSUES

1. Address the operational and financial impacts of the COVID-19 pandemic, both internally and in support of the communities in which the RTA operates. Impacts include:
 - a. Liability costs, which stabilized due to the RTA's good safety record, but the market continues to be extremely volatile.

In March 2022, staff was pleasantly surprised to learn that workers compensation insurance provided by PRISM (Public Risk Innovation Solutions Management, previously known as CSAC Excess Insurance Authority) is projected to be in line with prior years, not incurring increases which is of note, especially in times of increasing wages. The premiums continue to be static and provide a welcome relief – especially with the realization that worker's compensation across all employment sectors, including for transit services, is especially challenging statewide as loss development trends for the state are not favorable.

In late March 2022 we also received estimated premium for our general liability and vehicle physical damage insurance policies. The annual premium cost for these two insurance policies will be relatively flat 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.

Property insurance has increased due to fully insuring the new Bus Maintenance Facility.

- b. Continuing to focus on containment of Runabout subsidies, especially as productivity during the pandemic declined (by design), as well as the expected increase in demand as we transition to an endemic state.

Runabout hours and miles are assumed to increase as we approach the July 2019 to February 2020 ridership trends in FY22-23. Staff will continue to monitor the Runabout service, including the premium fare charged to Tri-Counties Regional Center that started in January 2018 and resumption of the in-person 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 may include options such as taxicab service as noted in the budget assumptions.

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

The RTA completed a Diversity, Equity and Inclusion review in December 2020 with the final report presented to the Board in May 2021. In person training will be conducted in May 2022 regarding a new program called *Diversity, Equity, Inclusion and Belonging: Why it Matters*. Additional staff will be completing an eLearning training on *Implicit Bias*.

A new and relatively low-cost paid family leave program is also proposed for implementation in July 2022. It brings the RTA leave program more in line with the leave provided by many private employers who participate in the state disability insurance (CA SDI) program.

- 2. Negotiate a new or extended Collective Bargaining Agreement with Teamsters Local 986, which represents Bus Operators, Mechanics, and Utility employees. The current CBA one-year extension expires December 31, 2022.

As included in the budget assumptions that your Board accepted in March 2022, the 4-year CBA was ratified in November 2017, with wage scales that began January 1, 2018. Acknowledging that this agreement was set to expire at the end of the calendar year 2021, staff worked with the Board to determine an appropriate approach to this agreement in light of the financial and operating impacts of the pandemic and a one year extension through December 2022 was adopted by the Board at the September 2021 meeting. Staff will again work with the Board to determine an appropriate approach ahead of negotiations expected to occur in the summer of 2022.

An annual inflationary adjustment for non-union employees (excluding Operations Supervisors) of 6.6% is proposed for implementation in July 2022. The Operations Supervisor classification CPI increase adjustment would be implemented in January 2023, to coincide with Bus Operator wage scale adjustments. Employees within the salary range for their position are eligible for a step merit increase subject to performance assessments beginning in July 2022.

The wage scales for non-union employees (excluding Operations Supervisors) is presented in tabular format at the end of this budget document.

The number of FY22-23 budgeted full-time equivalent (FTE) positions will remain the same as in FY21-22, although staff realignments are proposed and would result in the new position of Parts Clerk; the Parts Clerk position was included in the high-priority recommendations of the June 2020 Triennial Performance Audit. There is also currently a vacancy for the Human Resources Officer position and in order to encourage a broader range of well-qualified applicants and provide possible future growth opportunities, staff is currently developing a detailed job description and possible wage range for a new Human Resources Manager position. The current recruitment lists both a Human Resources Officer and Human Resources Manager, in order to attract the best qualified applicants. Both the Parts Clerk and the Human Resources Manager job descriptions will be included in the May Board agenda.

3. Continue efforts to implement Zero-Emission Bus technologies, including procurement of battery-electric vehicles and start-up of recharging infrastructure.

Included in the capital program for FY22-23 is the replacement of two diesel-powered buses purchased in 2008, with zero-emission battery-electric buses. The cost of just two buses is more than \$2 million, which is included in the consent agenda for this meeting.

Of note is the significant financial resources required for vehicle replacements, which is based on like-kind (diesel-powered) replacement, with the exception of the two battery-electric buses (BEBs) that will be delivered in FY22-23. As the RTA continues to transition to BEBs, these amounts will increase significantly. For example, the RTA was recently awarded an FTA Section 5339(b) grant for the replacement of five diesel vehicles with zero-emission vehicles (and six for SLO Transit). Those five vehicles are still identified in the FY23-24 and FY25-26 capital budget at the original projected replacement cost (\$558,165 in FY23-24 each for diesel-powered buses). When the full funding plan, including identifying a local match, is developed, staff will bring the plan along with an FY23-24 budget amendment to the Board for consideration.

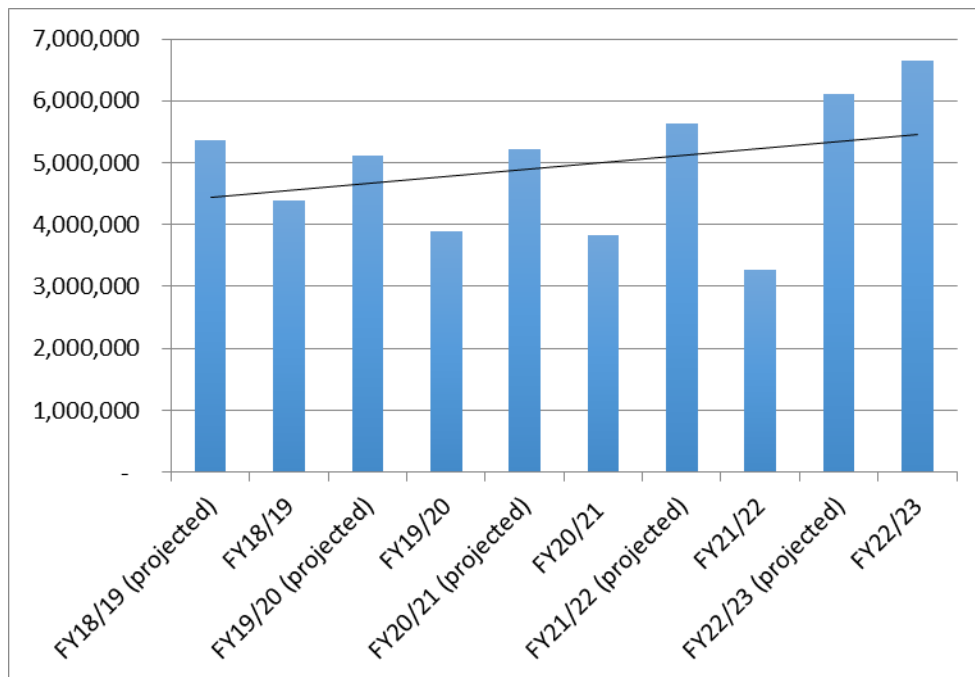
4. State Transit Assistance (STA) funds are projected to be higher than in the past few years. As a reminder, starting in FY17-18 the funding to the region was significantly increased due to the Senate Bill 1 – Road Repair and Accountability Act (SB-1) funds, which include augmented STA funds and State of Good Repair funds.

With the additional STA funds made available through the SB-1 augmentation, the RTA has been able to leverage STA as the local match on more capital projects, keeping other local funding available for operations.

Staff continues to apply for the competitive funds from SLOCOG under the State of Good Repair program added with SB-1, and the RTA has applied for funding toward solar panels for the canopies at the new Bus Maintenance Facility and, if awarded, a finalized funding plan will be developed and presented to the Board along with a budget adjustment to identify the revenues and expenditures.

5. Local Transportation Funds (LTF) used primarily for operating purposes are projected to be higher in the region, but the RTA will continue to maximize all other funding sources before determining the need for LTF.

The proposed budget includes LTF of \$6,648,530 for operations, which is an increase from the amount included as an advisory FY22-23 LTF projection of \$6,114,060 which was presented at the May 2021 Board meeting. This is a significant increase from past two years, but is more in line with the projected LTF included in prior year budgets as indicated in the chart below. This increase is in large part due to the increase in funding provided by the “Coronavirus Aid, Relief, and Economic Security Act” (CARES Act), which was a \$2 trillion emergency funding package designed to blunt the worst and most immediate impacts of the COVID-19 pandemic, allowing for a reduced LTF amount in FY20-21 and a carryover to FY21-22.



The capital budget includes LTF of \$83,650 in accordance with the requirements outlined in the TIFIA loan agreement approved by the Board in September 2020.

6. Fuel costs continue to be volatile; the recent spike has resulted in an increase in ridership and resulting fares.

Due to the current global uncertainty, fuel prices have continued to swing wildly especially in the last few months. Staff has tried to budget fuel somewhat conservatively, but has increased the budgeted amount from \$4.30 included in the March 2022 budget assumptions to \$4.80 in order to be more in line with current market conditions, which resulted in an annual increase of \$158,290. This is an increase over the projected 2nd-year budget presented last May of \$405,940. We may need to adjust our projections again if fuel prices continue to be significantly higher during the fiscal year from the revised \$4.80 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.

Revised Expenses Assumptions

The overall Administration Expense for RTA core services is down by approximately 4% compared to FY21-22. Labor has shifted due to the new pension program. Professional technical services has increased with the likely renewal for the Intelligent Transportation Systems (ITS) in May 2023. The ITS includes GPS-based automatic vehicle location, next-bus information, automated boarding/alighting data, and related high-technology solutions. Marketing and Reproduction included a revamp of the RTA website to make services more mobile friendly.

The proposed Service Delivery cost is up by roughly 7.5% from what was identified in the FY21-22 budget. The primary reason for this increase as noted previously is the increase in wages as programed in the CBA, and rising fuel prices.

Capital and Planning Program

The focus of our capital program will be to secure vehicle replacements for vehicles that have reached their useful life. We have also programmed the following minor capital projects:

- \$43,750 for specialized maintenance equipment to improve efficiencies;
- Bus stop improvements; and
- Miscellaneous computer equipment, including regular computer and copier replacements.

It should be noted that a portion of the FY21-22 capital funds for fully funded projects, such as the vehicles that have been delayed and bus stop improvements, is not carried over to the proposed FY22-23 budget. This will happen with a budget amendment after the FY22-23 has started, and the carryover will have no new financial impact to local jurisdictions because the funding has been previously secured.

Included in the planning budget is the regional Short-Range Transit Plan study. One item that will likely require a specific focus is the long- funding plan for the Beach Trolley service, which is currently funded in large part by the County of San Luis Obispo but also serves areas outside of the unincorporated area.

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.

Conclusion

Fiscal Year 2022-23 will be a particularly challenging year, including continued 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 FY22-23 budget to the Board for approval at the May 4th Board meeting.

Staff Recommendation for RTAC:

Recommend staff provide the FY22-23 budget to the Board for approval at the May 4th Board meeting.

Staff Recommendation for the Board:

Recommend that the Board adopt the FY22-23 budget as presented.

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SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

**MARCH 2, 2022
STAFF REPORT**

**RTA Board Approved
March 2, 2022**

AGENDA ITEM: C-1

TOPIC: Fiscal Year 2022-23 Budget Assumptions

ACTION: Approve FY22-23 Budget Assumptions

PRESENTED BY: Tania Arnold, Deputy Director/CFO

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

EXECUTIVE COMMITTEE RECOMMENDATION Bring the budget assumptions and budget calendar to the Board so that a detailed work plan and budget may be developed.

BACKGROUND/DISCUSSION:

The following report outlines staff's recommended budget assumptions for the RTA's Fiscal Year 2022-23 Operating and Capital Budget, and it is the first step in the development of our operating budget and capital 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. These assumptions were presented to and approved by the RTA Executive Committee at its February 9th meeting. Upon the Board's guidance and approval of these assumptions today, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 13th meeting prior to the final draft budget presentation to the full Board on May 4th.

KEY ISSUES

1. Address the operational and financial impacts of the COVID-19 pandemic, both internally and in support of the communities in which the RTA operates. Impacts include:
 - a. Liability costs, which stabilized due to the RTA's good safety record, but the market continues to be extremely volatile.
 - b. Continuing to focus on containment of Runabout subsidies, especially as productivity during the pandemic has declined (by design), as well as the expected increase in demand as we transition to an endemic state.

- c. Address staffing and retention, particularly in the Bus Operator classification.
 2. Negotiate a new or extended Collective Bargaining Agreement with Teamsters Local 986, which represents Bus Operators, Mechanics, and Utility employees. The current CBA one-year extension expires December 31, 2022.
 3. Continue efforts to implement Zero-Emission Bus technologies, including procurement of battery-electric vehicles and start-up of recharging infrastructure.
 4. State Transit Assistance (STA) funds are projected to be higher than in the past few years. As a reminder, starting in FY17-18 the funding to the region was significantly increased 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 primarily for operating purposes are projected to be higher in the region but the RTA will continue to maximize all other funding sources before determining the need for LTF.
 6. Fuel costs continue to be volatile; this also impacts ridership and fare revenues.
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Mission Statement

As a reminder, 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 coreⁱ services:
 - a) The RTA received \$829,280 for RTA core services in STA funding in FY21-22. Staff will work with SLOCOG staff to determine a realistic estimate for FY22-23.
 - b) Continue to monitor the results and impacts on ridership and fares based on the overall regular fare structure. The last system-wide fare change was implemented in December 31, 2017, both on RTA Fixed-Route and on the Runabout service, which included the establishment of a Runabout premium service fare.
 - c) The FY21-22 budget adopted in May 2021 included \$3,269,980 in LTF operating revenues, which was subsequently amended to \$2,719,540. At the May 2021 Board meeting, the advisory FY22-23 LTF projection was \$6,114,060, which was revised during FY21-22 down to \$5,448,690. Staff is still developing estimated

annual FY21-22 expenses, which impacts the carryover amount that could reasonably be identified for the FY22-23 budget.

- d) Federal Transit Administration (FTA) Sections 5307, 5311 and 5339 operating funding and capital funding for FY22-23 will be presented in the same format as indicated in the most recent budget amendment. Should the actual annual authorizations for FTA programs increase or decrease for any of these programs, staff would adjust these assumptions accordingly in time for the Board's consideration of the budget at its May 4, 2022 meeting. 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) Detailed miles/hours and span of service for each RTA core Fixed-Route and for 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, South County Transit, and North County Local Services.
 - f) 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 during the weeks of Thanksgiving, Christmas and New Years to determine if service levels should remain at a reduced level similar to 2021.
 - g) Staff will continue to research and evaluate new revenue sources 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.
 - h) Due to changes in self-insured retention requirements, and now that consolidation has been completed, staff is reviewing and will provide recommendations regarding the RTA reserve policy during FY22-23.
- 2) Work with SLOCOG and our transit agency partners in the region to evaluate region-wide service efficiencies:
- a) Transit agencies across the country are highly impacted by the COVID-19 pandemic, which is impacting ridership and farebox revenues. As a result, the State of California has suspended farebox recovery ratio requirements through the end of FY22-23.
 - b) The RTA will work with SLOCOG staff and other transit providers to evaluate efficiencies in the provision of service throughout the county through both the SLOCOG Social Services Transportation Advisory Committee and through the RTA's Regional Transit Advisory Committee.

- c) 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 as appropriate. Additionally, the RTA will work with our transit agency partners to kick off a Short Range Transit Plan study to update the recently expired 2016 plan as well as address the zero-emission bus requirements of the Innovative Clean Transit (ICT) Rollout Plan.
- 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. These 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) Other potential new capital projects include AB617 Clean Air Program and Low Carbon Transit Operating Program (LCTOP) funds intended to support our transition to zero-emission buses.
- 4) Address projected changes in demand for Runabout service:
 - a) Runabout service hours and miles are still lower than were originally projected for FY21-22, and staff is closely monitoring service needs to determine when service will return to pre-pandemic levels. Staff will seek the Board's direction as demand increases over time.
 - b) Staff suspended in-person Runabout service eligibility assessments during the pandemic. As we emerge from the pandemic, we will re-institute this program to ensure that only those persons truly eligible for Runabout service are initially registered or re-registered as part of the Runabout application process. Staff will also provide mobility training for disabled persons who are able to occasionally use Fixed-Route services for some or all of their travel needs.
 - c) Staff does not foresee needing to move forward with using supplemental taxicab services at this time, but should future Runabout service expansions be required or if staffing shortages persist, staff will revisit this option.

Expenses Impacts

- 1) Fuel prices continue to be extremely volatile; diesel fuel will be budgeted at \$4.30 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. Should prices increase or decrease staff will address the change in a budget amendment.

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, 2022 through April 30, 2023 rates. Estimates will be available from CalTIP in time to include in the RTA draft budget presented to the Executive Committee at its April 2022 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 is impacting current and future premiums (through 2023). The pool had experienced significant negative claims development several years ago 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 recent actuarial study on the formulas used in applying and calculating each agency's 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.
- c) Our annual Employment Risk Management Authority premium is estimated at \$40,000, 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 is reviewing and will provide recommendations regarding the RTA reserve policy in FY22-23.
- d) Workers compensation premiums through the Public Risk Innovation, Solutions, and Management (PRISM) 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. Based on estimates provided in January 2022 from PRISM, the estimate is less than the projection include in May 2021 for FY22-23. Staff will obtain a more refined estimate in early March. We continue to work with our employee Safety Committee that has evaluated workplace safety and has initiated a proactive program to address the number of claims and severity of the claims. 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 were triggered by the changes in the California minimum wage.
- e) Property insurance will increase due now owning the facility at 253 Elks Lane and due to the significant losses in the property insurance market, most recently 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. Staff believes that this estimate is reasonable based on historical price increases. Additionally, staff will

be implementing a paid family leave program to bring the leave benefits closer to those offered under the state disability insurance program.

3) Staffing Expenses:

- a) The previous 4-year Collective Bargaining Agreement (CBA) expired on December 31, 2021, and a one year extension was negotiated through December 31, 2022. Staff fully understands the fiscal impacts that the pandemic has had on our agency and its member jurisdictions, and we will seek the Union's assistance in helping us emerge in a fiscally responsible manner.
- b) The number of FY22-23 budgeted full-time equivalent (FTE) positions will remain the same as in FY21-22, although staff realignments are anticipated. Should adjustments to the FTE count need to be revised, staff will bring that proposal to the Board along with any new or revised to job descriptions, if applicable.
- c) For FY22-23, the overall number of budgeted positions for the non-core services (North County, SoCo Transit, 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 wage adjustment based on the December 2020 to December 2021 Consumer Price Index (CPI) of 6.6% will be implemented in July 2022. The Operations Supervisor classification CPI increase adjustment would be implemented in January 2023, to coincide with any Bus Operator wage scale adjustments (if any). Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments and budgetary authority.
- e) The RTA Board of Directors took action at its September 1, 2021 meeting to implement the increase in contribution percentage of 2.16% for the retirement plan with San Luis Obispo County Pension Trust (SLOCPT) in July 2022. Traditionally, when increases have occurred the increase is fully covered by the agency and the budget will assume that pickup will continue. This is related to management, administration and confidential employees.

Proposed Budget Calendar

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| February 9 | Detailed budget assumptions and revenue forecasts presented to Executive Committee |
| March 2 | Provide mid-year FY21-22 Budget data to Board and present budget amendment (if needed). Obtain Board concurrence on proposed draft budget assumptions. |
| March 31 | Based on feedback from Executive Committee, develop FY22-23 Budget |

- April 13 Present draft FY22-23 Budget and final budget amendment for FY21-22 to Executive Committee (if needed)
- April 21 Present final draft FY22-23 Budget and final budget amendment for FY21-22 to RTAC (if needed)
- May 4 Final Board Budget presentation; Board adoption of FY22-23 Budget

Staff Recommendation for Executive Committee:

Recommend staff provide the FY22-23 budget assumptions and budget calendar to the Board for approval at the March 2nd 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.

ⁱ Core services are defined as:

1. Hourly weekday services on RTA Routes 9, 10 and 12;
2. Five trips/day on Saturdays for Routes 9, 10, 12, and Monday-Saturday on Route 15;
3. Three trips/day on Sundays for Routes 9, 10, 12 and 15;
4. Peak period weekday service on Route 14 during open session of Cuesta College;
5. Peak period commuter Express services on Routes 9, 10 and 12; and
6. Runabout service that matches the fixed-route service days operated in each community.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
PROPOSED OPERATING REVENUE BUDGET FOR 2022/2023**

		2020/2021 Combined Actual	2021/2022 Amendment #2 RTA Core Budget	2021/2022 Adopted SoCo Transit Budget	2021/2022 Adopted SLOCAT Budget	2021/2022 Adopted North County Budget	2022/2023 Proposed RTA Core Budget	2022/2023 Proposed SoCo Transit Budget	2022/2023 Proposed SLOCAT Budget	2022/23 Proposed North County Budget	2023/24 Projected RTA Core Budget	2023/24 Projected SoCo Transit Budget	2023/24 Projected SLOCAT Budget	2023/24 Projected North County Budget
FUNDING SOURCES:														
GENERAL RESERVES		1,817,517	4,767,420	1,165,170	337,770	513,780	2,537,280	360,640	133,450	194,810	2,067,870	352,950	147,440	202,870
1.	ESTIMATED FUND BALANCE	1,817,517	4,767,420	1,165,170	337,770	513,780	2,537,280	360,640	133,450	194,810	2,067,870	352,950	147,440	202,870
2. LESS REQUIRED RESERVES FOR FISCAL YEAR														
CASH FLOW REQUIREMENTS PER TDA		2,072,810	1,874,230	360,640	133,450	194,810	2,067,870	352,950	147,440	202,870	2,194,100	397,800	155,540	215,740
PERS BUYOUT		-	-	-	-	-	-	-	-	-	-	-	-	-
DEBT SERVICE RESERVE FOR BUS MAINTENANCE FACILITY		-	-	-	-	-	-	-	-	-	-	-	-	-
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS		-	663,050	-	-	-	-	-	-	-	-	-	-	-
TOTAL		2,072,810	2,537,280	360,640	133,450	194,810	2,067,870	352,950	147,440	202,870	2,194,100	397,800	155,540	215,740
3.	FUND BALANCE AVAILABLE	(255,293)	2,230,140	804,530	204,320	318,970	469,410	7,690	(13,990)	(8,060)	(126,230)	(44,850)	(8,100)	(12,870)
NON TDA SOURCES														
FARES		361,944	800,000	38,560	29,480	65,960	800,000	90,000	14,500	111,500	800,000	90,000	14,500	111,500
SoCo TRANSIT MANAGEMENT CONTRACT		122,650	114,160	-	-	-	126,430	-	-	-	134,860	-	-	-
COUNTY MANAGEMENT CONTRACT		88,680	98,390	-	-	-	108,970	-	-	-	116,230	-	-	-
NORTH COUNTY MANAGEMENT CONTRACT		43,030	47,740	-	-	-	52,870	-	-	-	56,390	-	-	-
INTEREST		27,056	27,570	8,590	-	-	22,750	-	-	-	22,750	-	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1		1,158,905	829,280	183,700	172,000	105,240	536,580	272,950	256,800	173,370	33,600	3,870	256,800	174,820
RURAL TRANSIT FUND (Administration)		30,000	30,000	-	-	-	30,000	-	-	-	30,000	-	-	-
RURAL TRANSIT FUND (Operating Funds)		738,263	313,600	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		-	971,300	-	-	-	652,400	-	-	-	672,000	-	-	-
FTA (Section 5307) - San Luis Obispo CARES/ARPA		2,148,840	238,730	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating		564,632	586,250	-	-	-	762,130	-	-	-	777,370	-	-	-
FTA (Section 5311) - Operating CARES/CRRSAA		1,134,604	1,549,900	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating		-	1,359,000	-	-	289,000	1,057,000	-	-	303,500	1,107,400	-	-	318,700
FTA (Section 5307-N. County) - Operating CARES/ARPA		2,329,995	433,960	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating		-	-	-	-	-	-	-	-	-	255,090	-	-	-
FTA (Section 5307-SM) - Operating CARES		867,630	-	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating		-	963,000	616,000	-	-	630,000	609,850	23,870	-	647,400	627,940	25,060	-
FTA (Section 5307) - S. County Operating CARES/ARPA		2,571,375	90,560	-	-	-	-	-	-	-	-	-	-	-
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14		82,810	82,310	-	-	-	106,680	-	-	-	113,110	-	-	-
CUESTA CONTRIBUTION NORTH COUNTY		40,580	-	-	-	40,580	-	-	-	40,580	-	-	-	40,580
SPECIAL EVENTS REVENUE/OTHER		178,753	-	305,390	-	-	-	363,570	-	-	-	285,000	-	-
4.	SUB TOTAL	12,489,747	8,535,750	1,152,240	112,280	489,270	4,885,810	1,336,370	295,170	628,950	4,766,200	1,006,810	296,360	645,600
5.	TOTAL FUND BALANCE & NON TDA FUNDING	12,234,454	10,765,890	1,956,770	316,600	810,270	5,355,220	1,344,060	281,180	620,890	4,639,970	961,960	288,260	632,730
TDA REQUIRED														
CITY OF ARROYO GRANDE		202,671	143,641	63,336	-	-	349,296	317,418	-	-	415,873	499,461	-	-
CITY OF ATASCADERO		344,720	244,101	-	-	-	593,587	-	-	-	706,728	-	-	-
CITY OF GROVER BEACH		153,432	107,314	47,318	-	-	260,960	237,372	-	-	310,700	373,508	-	-
CITY OF MORRO BAY		118,353	82,739	-	-	-	201,200	-	-	-	239,550	-	-	-
CITY OF PASO ROBLES		354,233	253,554	-	-	249,590	616,575	-	-	508,470	734,098	-	-	547,810
CITY OF PISMO BEACH		93,411	66,099	29,145	-	-	160,735	146,603	-	-	191,372	230,683	-	-
CITY OF SAN LUIS OBISPO		690,993	489,517	-	-	-	1,190,374	-	-	-	1,417,266	-	-	-
COUNTY OF SAN LUIS OBISPO		2,357,917	1,332,575	26,810	360,610	-	3,240,463	137,436	448,190	-	3,858,113	216,258	481,250	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE		4,315,730	2,719,540	166,610	360,610	249,590	6,613,190	838,829	448,190	508,470	7,873,700	1,319,909	481,250	547,810
LESS: RURAL TRANSIT FUND/5311 EXCHANGE		(1,156,420)	(1,086,250)	-	-	-	(762,130)	-	-	-	(777,370)	-	-	-
6.	NET TDA REQUIREMENTS	3,159,310	1,633,290	166,610	360,610	249,590	5,851,060	838,829	448,190	508,470	7,096,330	1,319,909	481,250	547,810
7.	TOTAL FUNDING SOURCES	15,393,764	12,399,180	2,123,380	677,210	1,059,860	11,206,280	2,182,889	729,370	1,129,360	11,736,300	2,281,869	769,510	1,180,540
8. FUNDING USES:														
ADMINISTRATION		2,000,234	1,776,290	195,470	7,500	112,510	1,725,850	165,740	7,500	98,050	1,738,680	155,560	7,500	93,540
PERS BUYOUT		4,028,759	178,310	-	-	-	178,310	-	-	-	178,310	-	-	-
BUILDING DECOMMISSIONING		-	1,950,000	-	-	-	-	-	-	-	-	-	-	-
MANAGEMENT CONTRACTS		262,680	-	114,160	98,390	47,740	-	126,430	108,970	52,870	-	134,860	116,230	56,390
SERVICE DELIVERY		8,955,311	8,379,240	1,786,490	563,290	885,760	9,178,170	1,865,350	604,250	963,550	9,689,500	1,966,180	636,660	1,015,020
CONTINGENCY		146,780	115,340	27,260	8,030	13,850	123,950	27,810	8,650	14,890	129,810	29,110	9,120	15,590
9.	TOTAL FUNDING USES	15,393,764	12,399,180	2,123,380	677,210	1,059,860	11,206,280	2,185,330	729,370	1,129,360	11,736,300	2,285,710	769,510	1,180,540

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
CAPITAL AND PLANNING REVENUE BUDGET FOR 2022/2023**

		2020/2021 Combined Actual Capital Budget	2021/2022 Amendment #1 RTA Core Captial Budget	2021/2022 Adopted SoCo Transit Capital Budget	2021/2022 Adopted SLOCAT Capital Budget	2021/2022 Adopted North County Capital Budget	2022/2023 Proposed RTA Core Capital Budget	2022/2023 Proposed SoCo Transit Capital Budget	2022/2023 Proposed SLOCAT Capital Budget	2022/2023 Proposed North County Capital Budget	2023/24 Projected RTA Capital Budget	2023/24 Projected SoCo Transit Capital Budget	2023/24 Projected SLOCAT Capital Budget	2023/24 Projected North County Capital Budget	
FUNDING SOURCES:															
BEGINNING CAPITAL PROJECTS RESERVE		1,776,525	402,400	355,380	119,330	324,580	418,640	182,220	119,330	4,680	490,470	158,730	38,190	4,680	
1.	ESTIMATED FUND BALANCE	1,776,525	402,400	355,380	119,330	324,580	418,640	182,220	119,330	4,680	490,470	158,730	38,190	4,680	
2.		LESS REQUIRED RESERVES FOR FISCAL YEAR													
CAPITAL PROJECTS RESERVE		1,560,870	418,640	182,220	119,330	4,680	490,470	158,730	38,190	4,680	620,820	97,090	38,190	8,540	
TOTAL		1,560,870	418,640	182,220	119,330	4,680	490,470	158,730	38,190	4,680	620,820	97,090	38,190	8,540	
3.		FUND BALANCE AVAILABLE	215,655	(16,240)	173,160	-	319,900	(71,830)	23,490	81,140	-	(130,350)	61,640	-	(3,860)
NON TDA SOURCES															
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		874	21,990	16,830	-	18,360	219,310	58,340	-	43,830	722,291	327,420	-	42,380	
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		-	-	-	-	-	244,700	-	-	-	-	-	-	-	
PROPOSITION 1B FUNDING - SAFETY & SECURITY		-	-	-	-	-	-	-	-	-	-	-	-	-	
STA SB1 STATE OF GOOD REPAIR		-	-	-	-	-	706,440	-	-	-	-	-	-	-	
PROPOSITION 1B FUNDING - BUS REPLACEMENT & BUS MAINTENANCE FACILITY		1,894,135	199,720	-	-	113,510	-	-	-	-	-	-	-	-	
APCD AB 617 FOR GARAGE PROJECT, CAP AND HVP FOR ELECTRIC BUSES		-	721,980	-	-	-	-	-	-	-	-	-	-	-	
RURAL TRANSIT FUND (Capital)		226,804	-	-	-	-	565,000	-	-	-	-	-	-	-	
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		133,548	85,330	-	-	-	82,100	-	-	-	683,270	-	-	-	
FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair		-	-	-	-	-	-	-	-	-	-	-	-	-	
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities		5,127,641	1,169,740	-	-	884,910	300,000	-	324,560	-	-	-	-	-	
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)		264,094	153,330	-	-	-	152,100	-	-	-	757,680	-	-	-	
FEDERAL TRANSIT ADM (FTA) (Section 5307-Santa Maria) - CARES		257,722	-	-	-	-	-	-	-	-	-	-	-	-	
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)		133,548	605,330	460,000	-	-	1,096,400	-	-	-	683,280	137,660	-	-	
4.		SUB TOTAL	8,038,365	2,957,420	476,830	-	1,016,780	3,366,050	58,340	324,560	43,830	2,846,521	465,080	-	42,380
5.	TOTAL FUND BALANCE & NON TDA FUNDING	8,254,021	2,941,180	649,990	-	1,336,680	3,294,220	81,830	405,700	43,830	2,716,171	526,720	-	38,520	
TDA REQUIRED															
CITY OF ARROYO GRANDE		-	-	-	-	-	4,418	-	-	-	4,418	-	-	-	
CITY OF ATASCADERO		-	-	-	-	-	7,507	-	-	-	7,507	-	-	-	
CITY OF GROVER BEACH		-	-	-	-	-	3,300	-	-	-	3,300	-	-	-	
CITY OF MORRO BAY		-	-	-	-	-	2,545	-	-	-	2,545	-	-	-	
CITY OF PASO ROBLES		-	-	-	-	-	7,798	-	-	-	7,798	-	-	-	
CITY OF PISMO BEACH		-	-	-	-	-	2,033	-	-	-	2,033	-	-	-	
CITY OF SAN LUIS OBISPO		-	-	-	-	-	15,057	-	-	-	15,057	-	-	-	
COUNTY OF SAN LUIS OBISPO		-	-	-	-	-	40,993	-	-	-	40,993	-	-	-	
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		-	-	-	-	-	83,650	-	-	-	83,650	-	-	-	
6.	FINANCING FOR BUS MAINTNEANCE FACILITY	5,375,063	8,724,940	-	-	-	-	-	-	-	-	-	-	-	
7. TOTAL FUNDING SOURCES		13,629,084	11,666,120	649,990	-	1,336,680	3,377,870	81,830	405,700	43,830	2,799,820	526,720	-	38,520	
8. FUNDING USES:															
CAPITAL		13,629,084	11,557,880	649,990	-	1,336,680	2,874,700	81,830	405,700	43,830	2,306,630	526,720	-	38,520	
LOAN PAYDOWN		-	108,240	-	-	-	503,170	-	-	-	493,190	-	-	-	
9.	TOTAL FUNDING USES	13,629,084	11,666,120	649,990	-	1,336,680	3,377,870	81,830	405,700	43,830	2,799,820	526,720	-	38,520	
			-												

		Actual Combined FY 2020-21	Amendment #2 Operating Budget FY 2021-22	Proposed Operating Budget FY 2022-23	Projected Operating Budget FY 2023-24
Administration and Service Delivery Totals					
	Hours	59,369	84,010	83,260	83,260
	Miles	1,298,785	1,792,340	1,776,120	1,776,120
Administration:					
Labor	operations cost	1,009,239	1,079,020	1,195,030	1,274,700
Labor - Administration Workers Comp	operations cost	39,077	44,970	42,990	47,290
Office Space Rental	operations cost	496,463	407,450	54,370	56,000
Property Insurance	operations cost	30,154	38,870	156,660	172,330
Professional Technical Services	operations cost	256,453	167,100	224,350	163,190
Professional Development	operations cost	31,866	66,470	89,800	93,830
Operating Expense	operations cost	308,451	366,380	340,350	350,560
Marketing and Reproduction	hourly	91,211	181,800	181,860	144,860
North County Management Contract	operations cost	(44,440)	(47,740)	(52,870)	(56,390)
County Management Contract	operations cost	(91,580)	(98,390)	(108,970)	(116,230)
SCT Management Contract	operations cost	(126,660)	(114,160)	(126,430)	(134,860)
Total Administration		2,000,234	2,091,770	1,997,140	1,995,280
Service Delivery:					
Labor - Operations	hourly	4,904,973	6,622,980	7,110,700	7,464,280
Labor - Operations Workers Comp	hourly	311,499	339,940	325,010	339,110
Labor - Maintenance	hourly	1,372,675	1,581,620	1,696,010	1,774,600
Labor - Maintenance Workers Comp	hourly	80,889	93,090	89,000	97,920
Fuel	miles	922,419	1,113,670	1,519,610	1,519,610
Insurance (Liability, Physical Damage, Employment Practices)	miles	688,980	909,680	775,230	930,280
Special Transportation (for SLOCAT)	n/a	15,253	44,480	44,480	46,690
Avila Trolley	n/a	-	76,490	82,020	86,100
Maintenance (parts, supplies, materials)	miles	581,675	695,930	808,540	883,880
Maintenance Contract Costs	miles	76,948	136,900	160,720	164,890
Total Operations		8,955,311	11,614,780	12,611,320	13,307,360
Contingency	hourly	146,780	164,480	175,300	183,630
PERS Buyout	operations cost	4,028,759	178,310	178,310	178,310
Building Decommissioning		-	1,950,000	-	-
Management Contracts		262,680	260,290	288,270	307,480
TOTAL FUNDING USES		15,393,764	16,259,630	15,250,340	15,972,060

			Actual Capital Expenditures FY 2020-21	Amendment #1 Capital Budget FY 2021-22	Proposed Capital Budget FY 2022-23	Projected Capital Budget FY 2023-24	Projected Capital Budget FY 2024-25	Projected Capital Budget FY 2025-26	Projected Capital Budget FY 2026-27
Capital and Planning Expenditures									
Capital/Studies:									
Computer System Maintenance/Upgrades	hourly		37,786	40,370	42,390	44,510	46,740	49,080	51,530
Miscellaneous Capital	hourly								
Maintenance Equipment			38,398	42,500	43,750	46,500	48,830	48,750	48,750
Specialized Maintenance Tools	hourly		-	-	-	-	-	-	-
Desks and Office Equipment	hourly		-	-	-	-	-	-	-
Radios	hourly		-	6,600	-	-	-	-	-
Vehicle ITS/Camera System	hourly		-	-	-	-	-	-	-
Bus Stop Improvements	hourly		28,682	377,430	96,500	101,880	106,970	112,320	117,940
COVID 19 Related Capital Items	hourly		256,031	-	-	-	-	-	-
Large Capital Repairs	hourly		-	575,000	375,000	468,750	225,000	-	-
Vehicles	hourly								
Support Vehicles			34,538	-	57,880	238,200	63,750	33,500	44,000
Fixed Route Vehicles	hourly		-	1,986,680	2,134,840	1,116,330	-	2,843,760	4,739,520
Trolley replacement vehicles	hourly		-	-	293,200	-	-	-	445,500
Cutaway and Dial A Ride Vehicles	hourly		123,878	-	112,500	-	289,880	-	-
Runabout Vehicles	hourly		469,732	302,000	-	855,700	-	188,300	806,750
Total Capital Outlay			989,045	3,330,580	3,156,060	2,871,870	781,170	3,275,710	6,253,990
Loan Repayments			7,519	108,240	503,170	493,190	482,800	498,340	498,340
Short Range Transit Plan			-	-	250,000	-	-	-	-
Elks Lane Project			12,431,119	10,213,970	-	-	-	-	-
TOTAL FUNDING USES			13,629,084	13,652,790	3,909,230	3,365,060	1,263,970	3,774,050	6,752,330

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		Total Adopted Budget	Weekday Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Projected Budget
		<u>FY 2021-22</u>	<u>FY 2022-23</u>	<u>FY 2022-23</u>	<u>FY 2022-23</u>	<u>FY 2022-23</u>	<u>FY 2023-24</u>
Route 9							
	<u>Measure:</u>						
	Annual Hours	12,840	11,750	660	430	12,840	12,840
	Annual Miles	345,010	314,380	18,240	12,390	345,010	345,010
Administration:							
Total Administration (Net of Contracts)		\$ 326,220	\$ 283,240	\$ 16,070	\$ 10,610	\$ 309,920	\$ 308,730
Service Delivery:	<u>Basis:</u>						
Labor - Operations	hourly	\$ 971,930	\$ 961,580	\$ 54,010	\$ 35,190	\$ 1,050,780	\$ 1,103,030
Labor - Operations Workers Comp	hourly	\$ 49,150	\$ 43,320	\$ 2,430	\$ 1,590	\$ 47,340	\$ 49,390
Labor - Maintenance	hourly	\$ 232,860	\$ 230,080	\$ 12,920	\$ 8,420	\$ 251,420	\$ 263,080
Labor - Maintenance Workers Comp	hourly	\$ 13,390	\$ 11,810	\$ 660	\$ 430	\$ 12,900	\$ 14,200
Fuel	miles	\$ 210,930	\$ 263,980	\$ 15,320	\$ 10,400	\$ 289,700	\$ 289,700
Insurance	miles	\$ 172,130	\$ 134,520	\$ 7,800	\$ 5,300	\$ 147,620	\$ 177,150
Maintenance (parts, supplies, materials)	miles	\$ 127,650	\$ 136,010	\$ 7,890	\$ 5,360	\$ 149,260	\$ 163,170
Maintenance Contract Costs	miles	\$ 25,070	\$ 27,010	\$ 1,570	\$ 1,060	\$ 29,640	\$ 30,410
Total Operations		\$ 1,803,110	\$ 1,808,310	\$ 102,600	\$ 67,750	\$ 1,978,660	\$ 2,090,130
Capital/Studies:							
Total Capital Outlay		\$ 1,828,180	\$ 923,530	\$ 51,870	\$ 33,800	\$ 1,009,200	\$ 486,900
Contingency	hourly	\$ 23,930	\$ 23,520	\$ 1,320	\$ 860	\$ 25,700	\$ 26,910
PERS Buyout	operations cost	\$ 38,370	\$ 35,130	\$ 1,990	\$ 1,320	\$ 38,440	\$ 38,460
Loan Repayment	operations cost	\$ 23,280	\$ 99,140	\$ 5,620	\$ 3,710	\$ 108,470	\$ 106,390
TOTAL FUNDING USES		\$ 4,043,090	\$ 3,172,870	\$ 179,470	\$ 118,050	\$ 3,470,390	\$ 3,057,520
TOTAL NON-CAPITAL EXPENDITURES		\$ 2,191,630	\$ 2,150,200	\$ 121,980	\$ 80,540	\$ 2,352,720	\$ 2,464,230

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		Total Adopted Budget	Weekday Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Projected Budget
		<u>FY 2021-22</u>	<u>FY 2022-23</u>	<u>FY 2022-23</u>	<u>FY 2022-23</u>	<u>FY 2022-23</u>	<u>FY 2023-24</u>
Route 10							
	<u>Measure:</u>						
	Annual Hours	10,790	9,840	590	360	10,790	10,790
	Annual Miles	339,270	309,160	18,810	11,300	339,270	339,270
Administration:							
Total Administration (Net of Contracts)		\$ 288,020	\$ 250,030	\$ 15,070	\$ 9,150	\$ 274,250	\$ 273,390
Service Delivery:	<u>Basis:</u>						
Labor - Operations	hourly	\$ 816,760	\$ 805,270	\$ 48,280	\$ 29,460	\$ 883,010	\$ 926,930
Labor - Operations Workers Comp	hourly	\$ 41,320	\$ 36,270	\$ 2,170	\$ 1,330	\$ 39,770	\$ 41,500
Labor - Maintenance	hourly	\$ 195,670	\$ 192,680	\$ 11,550	\$ 7,050	\$ 211,280	\$ 221,080
Labor - Maintenance Workers Comp	hourly	\$ 11,280	\$ 9,890	\$ 590	\$ 360	\$ 10,840	\$ 11,940
Fuel	miles	\$ 207,440	\$ 259,590	\$ 15,790	\$ 9,490	\$ 284,870	\$ 284,880
Insurance	miles	\$ 169,250	\$ 132,290	\$ 8,050	\$ 4,840	\$ 145,180	\$ 174,200
Maintenance (parts, supplies, materials)	miles	\$ 125,520	\$ 133,750	\$ 8,140	\$ 4,890	\$ 146,780	\$ 160,450
Maintenance Contract Costs	miles	\$ 24,670	\$ 26,560	\$ 1,620	\$ 970	\$ 29,150	\$ 29,910
Total Operations		\$ 1,591,910	\$ 1,596,300	\$ 96,190	\$ 58,390	\$ 1,750,880	\$ 1,850,890
Capital/Studies:							
Total Capital Outlay		\$ 1,614,000	\$ 773,410	\$ 46,370	\$ 28,300	\$ 848,080	\$ 409,160
Contingency	hourly	\$ 20,090	\$ 19,700	\$ 1,180	\$ 720	\$ 21,600	\$ 22,620
PERS Buyout	operations cost	\$ 33,880	\$ 31,010	\$ 1,870	\$ 1,130	\$ 34,010	\$ 34,060
Loan Repayment	operations cost	\$ 20,570	\$ 87,510	\$ 5,270	\$ 3,200	\$ 95,980	\$ 94,210
TOTAL FUNDING USES		\$ 3,568,470	\$ 2,757,960	\$ 165,950	\$ 100,890	\$ 3,024,800	\$ 2,684,330
TOTAL NON-CAPITAL EXPENDITURES		\$ 1,933,900	\$ 1,897,040	\$ 114,310	\$ 69,390	\$ 2,080,740	\$ 2,180,960

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		Total Adopted Budget	Weekday Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Projected Budget
		<u>FY 2021-22</u>	<u>FY 2022-23</u>	<u>FY 2022-23</u>	<u>FY 2022-23</u>	<u>FY 2022-23</u>	<u>FY 2023-24</u>
Route 12, 14 and 15							
	<u>Measure:</u>						
	Annual Hours	10,890	9,260	920	710	10,890	10,890
	Annual Miles	310,690	265,510	26,640	18,540	310,690	310,690
Administration:							
	Total Administration (Net of Contracts)	\$ 281,770	\$ 228,180	\$ 22,750	\$ 16,980	\$ 267,910	\$ 266,950
Service Delivery:							
	<u>Basis:</u>						
Labor - Operations	hourly	\$ 824,320	\$ 757,810	\$ 75,290	\$ 58,100	\$ 891,200	\$ 935,520
Labor - Operations Workers Comp	hourly	\$ 41,700	\$ 34,140	\$ 3,390	\$ 2,620	\$ 40,150	\$ 41,890
Labor - Maintenance	hourly	\$ 197,480	\$ 181,330	\$ 18,020	\$ 13,900	\$ 213,250	\$ 223,120
Labor - Maintenance Workers Comp	hourly	\$ 11,370	\$ 9,310	\$ 930	\$ 710	\$ 10,950	\$ 12,050
Fuel	miles	\$ 189,970	\$ 222,940	\$ 22,370	\$ 15,570	\$ 260,880	\$ 260,880
Insurance	miles	\$ 155,000	\$ 113,610	\$ 11,400	\$ 7,930	\$ 132,940	\$ 159,530
Maintenance (parts, supplies, materials)	miles	\$ 114,960	\$ 114,870	\$ 11,530	\$ 8,020	\$ 134,420	\$ 146,940
Maintenance Contract Costs	miles	\$ 22,600	\$ 22,810	\$ 2,290	\$ 1,590	\$ 26,690	\$ 27,390
	Total Operations	\$ 1,557,400	\$ 1,456,820	\$ 145,220	\$ 108,440	\$ 1,710,480	\$ 1,807,320
Capital/Studies:							
	Total Capital Outlay	\$ 1,579,000	\$ 727,820	\$ 72,310	\$ 55,800	\$ 855,930	\$ 412,950
Contingency	hourly	\$ 20,270	\$ 18,530	\$ 1,840	\$ 1,420	\$ 21,790	\$ 22,830
PERS Buyout	operations cost	\$ 33,140	\$ 28,300	\$ 2,820	\$ 2,110	\$ 33,230	\$ 33,260
Loan Repayment	operations cost	\$ 20,120	\$ 79,870	\$ 7,960	\$ 5,940	\$ 93,770	\$ 91,990
TOTAL FUNDING USES		\$ 3,491,700	\$ 2,539,520	\$ 252,900	\$ 190,690	\$ 2,983,110	\$ 2,635,300
TOTAL NON-CAPITAL EXPENDITURES		\$ 1,892,580	\$ 1,731,830	\$ 172,630	\$ 128,950	\$ 2,033,410	\$ 2,130,360

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		Total Adopted Budget	Total Proposed Budget	Projected Budget
		FY 2021-22	FY 2022-23	FY 2023-24
Runabout				
	<u>Measure:</u>			
	Annual Hours	27,410	27,410	27,410
	Annual Miles	464,490	464,490	464,490
Administration:				
Total Administration (Net of Contracts)		\$ 619,990	\$ 585,500	\$ 582,140
Service Delivery:	<u>Basis:</u>			
Labor - Operations	hourly	\$ 2,074,820	\$ 2,243,140	\$ 2,354,680
Labor - Operations Workers Comp	hourly	\$ 104,960	\$ 101,040	\$ 105,430
Labor - Maintenance	hourly	\$ 497,060	\$ 536,730	\$ 561,600
Labor - Maintenance Workers Comp	hourly	\$ 28,630	\$ 27,560	\$ 30,320
Fuel	miles	\$ 284,000	\$ 390,020	\$ 390,020
Insurance	miles	\$ 231,720	\$ 198,750	\$ 238,500
Maintenance (parts, supplies, materials)	miles	\$ 171,850	\$ 200,950	\$ 219,680
Maintenance Contract Costs	miles	\$ 33,780	\$ 39,910	\$ 40,940
Total Operations		\$ 3,426,820	\$ 3,738,100	\$ 3,941,170
Capital/Studies:				
Total Capital Outlay		\$ 3,076,450	\$ 161,480	\$ 997,620
Contingency	hourly	\$ 51,050	\$ 54,860	\$ 57,450
PERS Buyout	operations cost	\$ 72,920	\$ 72,620	\$ 72,530
Loan Repayment	operations cost	\$ 44,270	\$ 204,930	\$ 200,600
TOTAL FUNDING USES		\$ 7,291,500	\$ 4,817,490	\$ 5,851,510
TOTAL NON-CAPITAL EXPENDITURES		\$ 4,170,780	\$ 4,451,080	\$ 4,653,290

		Total Proposed Budget FY 2021-22	Proposed Route 21 Budget FY 2022-23	Proposed Route 24 Budget FY 2022-23	Proposed Route 27 Budget FY 2022-23	Proposed Route 28 Budget FY 2022-23	Total Proposed Budget FY 2022-23	Projected Budget FY 2023-24
South County Transit								
	<u>Measure:</u>							
	Annual Hours	14,640	3,580	3,530	2,820	3,960	13,890	13,890
	Annual Miles	235,400	68,200	52,520	41,400	57,060	219,180	219,180
Administration:								
	Total Administration (Net of Contracts)	\$ 309,630	\$ 78,580	\$ 73,360	\$ 58,450	\$ 81,780	\$ 292,170	\$ 290,420
Service Delivery:								
	<u>Basis:</u>							
Labor - Operations	hourly	\$ 1,095,360	\$ 292,980	\$ 288,880	\$ 230,780	\$ 324,070	\$ 1,136,710	\$ 1,193,230
Labor - Operations Workers Comp	hourly	\$ 55,410	\$ 13,200	\$ 13,010	\$ 10,400	\$ 14,600	\$ 51,210	\$ 53,430
Labor - Maintenance	hourly	\$ 262,410	\$ 70,100	\$ 69,120	\$ 55,220	\$ 77,540	\$ 271,980	\$ 284,590
Labor - Maintenance Workers Comp	hourly	\$ 15,130	\$ 3,600	\$ 3,550	\$ 2,840	\$ 3,980	\$ 13,970	\$ 15,370
Fuel	miles	\$ 141,020	\$ 57,270	\$ 44,100	\$ 34,760	\$ 47,910	\$ 184,040	\$ 184,040
Insurance	miles	\$ 115,060	\$ 29,180	\$ 22,470	\$ 17,710	\$ 24,420	\$ 93,780	\$ 112,540
Maintenance (parts, supplies, materials)	miles	\$ 85,330	\$ 29,510	\$ 22,720	\$ 17,910	\$ 24,690	\$ 94,830	\$ 103,660
Maintenance Contract Costs	miles	\$ 16,770	\$ 5,860	\$ 4,510	\$ 3,560	\$ 4,900	\$ 18,830	\$ 19,320
	Total Operations	\$ 1,786,490	\$ 501,700	\$ 468,360	\$ 373,180	\$ 522,110	\$ 1,865,350	\$ 1,966,180
Capital/Studies:								
	Total Capital Outlay	\$ 649,990	\$ 21,090	\$ 20,800	\$ 16,610	\$ 23,330	\$ 81,830	\$ 526,720
Contingency	hourly	\$ 27,260	\$ 7,170	\$ 7,070	\$ 5,640	\$ 7,930	\$ 27,810	\$ 29,110
Loan Repayment	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FUNDING USES		\$ 2,773,370	\$ 608,540	\$ 569,590	\$ 453,880	\$ 635,150	\$ 2,267,160	\$ 2,812,430
TOTAL NON-CAPITAL EXPENDITURES		\$ 2,123,380	\$ 587,450	\$ 548,790	\$ 437,270	\$ 611,820	\$ 2,185,330	\$ 2,285,710

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		Adopted Budget	Total Proposed Budget	Projected Budget
		FY 2021-22	FY 2022-23	FY 2023-24
County Services				
Administration:				
Total Administration (Net of Contracts)		\$ 105,890	\$ 116,470	\$ 123,730
Service Delivery:				
Labor - Operations	hourly	\$ 276,610	\$ 296,980	\$ 311,750
Labor - Operations Workers Comp	hourly	\$ 18,910	\$ 18,080	\$ 18,860
Labor - Maintenance	hourly	\$ 61,220	\$ 65,650	\$ 68,690
Labor - Maintenance Workers Comp	hourly	\$ 5,520	\$ 5,280	\$ 5,810
Fuel	miles	\$ 20,700	\$ 28,250	\$ 28,250
Insurance	miles	\$ 17,890	\$ 15,250	\$ 18,300
Special Transit (Senior Vans, Incentives, etc)	n/a	\$ 44,480	\$ 44,480	\$ 46,690
Avila Trolley	n/a	\$ 76,490	\$ 82,020	\$ 86,100
Maintenance (parts, supplies, materials)	miles	\$ 34,550	\$ 40,140	\$ 43,880
Maintenance Contract Costs	miles	\$ 6,920	\$ 8,120	\$ 8,330
Total Operations		\$ 563,290	\$ 604,250	\$ 636,660
Capital/Studies:				
Total Capital Outlay		\$ -	\$ 405,700	\$ -
Contingency	hourly	\$ 8,030	\$ 8,650	\$ 9,120
Loan Repayment	operations cost	\$ -	\$ -	\$ -
TOTAL FUNDING USES		\$ 677,210	\$ 1,135,070	\$ 769,510
TOTAL NON-CAPITAL EXPENDITURES		\$ 677,210	\$ 729,370	\$ 769,510

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		Total Adopted Budget	Proposed Route A & B Budget	Proposed Paso DAR Budget	Total Proposed Budget	Projected Budget
		FY 2021-22	FY 2022-23	FY 2022-23	FY 2022-23	FY 2023-24
North County Services						
	<u>Measure:</u>					
	Annual Hours	7,440	6,160	1,280	7,440	7,440
	Annual Miles	97,480	85,940	11,540	97,480	97,480
Administration:						
Total Administration (Net of Contracts)		\$ 160,250	\$ 126,420	\$ 24,500	\$ 150,920	\$ 149,930
Service Delivery:						
	<u>Basis:</u>					
Labor - Operations	hourly	\$ 563,180	\$ 504,110	\$ 104,750	\$ 608,860	\$ 639,140
Labor - Operations Workers Comp	hourly	\$ 28,490	\$ 22,710	\$ 4,720	\$ 27,430	\$ 28,620
Labor - Maintenance	hourly	\$ 134,920	\$ 120,620	\$ 25,060	\$ 145,680	\$ 152,440
Labor - Maintenance Workers Comp	hourly	\$ 7,770	\$ 6,190	\$ 1,290	\$ 7,480	\$ 8,230
Fuel	miles	\$ 59,610	\$ 72,160	\$ 9,690	\$ 81,850	\$ 81,850
Insurance	miles	\$ 48,630	\$ 36,770	\$ 4,940	\$ 41,710	\$ 50,050
Maintenance (parts, supplies, materials)	miles	\$ 36,070	\$ 37,180	\$ 4,990	\$ 42,170	\$ 46,100
Maintenance Contract Costs	miles	\$ 7,090	\$ 7,380	\$ 990	\$ 8,370	\$ 8,590
Total Operations		\$ 885,760	\$ 807,120	\$ 156,430	\$ 963,550	\$ 1,015,020
Capital/Studies:						
Total Capital Outlay		\$ 1,336,680	\$ 36,290	\$ 7,540	\$ 43,830	\$ 38,520
Contingency	hourly	\$ 13,850	\$ 12,330	\$ 2,560	\$ 14,890	\$ 15,590
Loan Repayment	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FUNDING USES		\$ 2,396,540	\$ 982,160	\$ 191,030	\$ 1,173,190	\$ 1,219,060
TOTAL NON-CAPITAL EXPENDITURES		\$ 1,059,860	\$ 945,870	\$ 183,490	\$ 1,129,360	\$ 1,180,540

RTA Staff Salary Schedule

FY 2022/2023

SLORTA POSITION	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7
Administrative Assistant	\$49,342.11	\$51,809.23	\$54,399.70	\$57,119.68	\$59,404.47	\$61,186.61	\$62,410.34
Accounting Technician I	\$51,809.23	\$54,399.70	\$57,119.68	\$59,975.67	\$62,374.69	\$64,245.93	\$65,530.85
Accounting Technician II	\$56,990.16	\$59,839.67	\$62,831.64	\$65,973.23	\$68,612.15	\$70,670.52	\$72,083.93
Transit Training Instructor	\$60,832.45	\$63,874.08	\$67,067.78	\$70,421.17	\$73,238.01	\$75,435.16	\$76,943.85
Transit Training Instructor/Mobility Specialist	\$60,832.45	\$63,874.08	\$67,067.78	\$70,421.17	\$73,238.01	\$75,435.16	\$76,943.85
Lead Supervisor	\$69,429.32	\$72,900.79	\$76,545.83	\$80,373.12	\$83,588.05	\$86,095.69	\$87,817.60
Human Resources Officer	\$71,165.06	\$74,723.31	\$78,459.47	\$82,382.45	\$85,677.75	\$88,248.08	\$90,013.04
Maintenance Assistant Manager	\$76,241.79	\$80,053.87	\$84,056.57	\$88,259.40	\$91,789.78	\$94,543.46	\$96,434.33
Manager, Marketing and Community Relatior	\$82,382.45	\$86,501.56	\$90,826.64	\$95,367.97	\$99,182.70	\$102,158.17	\$104,201.33
Manager, Grants	\$82,382.45	\$86,501.56	\$90,826.64	\$95,367.97	\$99,182.70	\$102,158.17	\$104,201.33
Manager, Safety and Training	\$82,382.45	\$86,501.56	\$90,826.64	\$95,367.97	\$99,182.70	\$102,158.17	\$104,201.33
Manager, Maintenance and Facilities	\$97,694.02	\$102,578.73	\$107,707.66	\$113,093.06	\$117,616.78	\$121,145.28	\$123,568.19
Manager, Operations	\$113,093.06	\$118,747.71	\$124,685.09	\$130,919.34	\$136,156.12	\$140,240.79	\$143,045.61
Deputy Director/CFO	\$130,399.35	\$136,919.31	\$143,765.27	\$150,953.55	\$156,991.69	\$161,701.44	\$164,935.47
Executive Director	\$143,840.28						\$174,829.53