



*RTA Bus Operators John, Tina, David, Rachael & Kevin*

Fiscal Year 2023/2024 Budget  
Projected Five Year Capital Budget  
May 3, 2023

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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 3, 2023**

**STAFF REPORT**

<b>AGENDA ITEM:</b>	<b>C-2</b>
<b>TOPIC:</b>	<b>Fiscal Year 2023-24 Operating and Capital Budget</b>
<b>PRESENTED BY:</b>	<b>Tania Arnold, Deputy Director/CFO</b>
<b>STAFF RECOMMENDATION:</b>	<b>Adopt the Fiscal Year 2023-24 Budget as Presented</b>
<b>EXEC RECOMMENDATION:</b>	<b>Bring the Fiscal Year 2023-24 Budget as Presented to the Board for Approval</b>
<b>RTAC RECOMMENDATION:</b>	<b>No quorum, comments received are at the end of the Budget (page C-2-31)</b>

**BACKGROUND/DISCUSSION:**

We appreciate the Board's support and leadership during these unprecedented times as we work to present a fiscally constrained Fiscal Year 2023-24 operating budget, and an advisory FY24-25 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 1, 2023 meeting,
- Fiscally constrained FY23-24 operating and capital budgets,
- Fiscally unconstrained FY24-25 operating budget, and
- Fiscally unconstrained FY24-25 through FY27-28 capital budgets (expense only for FY25-26 through FY27-28).

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 assumed and adopted as part of the FY22-23 budget. 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 1<sup>st</sup> RTA Board meeting, below are the key issues staff is working to address in the FY23-24 budget plan:

### KEY ISSUES

1. Address the uncertainties the agency currently faces, which includes addressing COVID-19 impacts as an endemic rather than a full-blown pandemic. 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 2023, staff was pleased 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 projections, not incurring the significant increases the agency had faced which is of note, especially in times of increasing wages. The premiums continue to be predictable 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 2023 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 have an increase less than what was projected during the FY22-23 budget process 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 and the addition of flood insurance because the facility is federally funded and located in a hundred year floodplain.

- b. Continuing to focus on containment of Runabout subsidies, especially as ridership continues to increase as we emerge from the pandemic.

Runabout hours and miles are assumed to increase as we gradually approach the pre-pandemic July 2019 to February 2020 ridership trends. Staff will continue to monitor the Runabout service, including the premium fare charged to Tri-Counties Regional Center 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 was conducted in May 2022 regarding a new program called *Diversity, Equity, Inclusion and Belonging: Why it Matters*. Additionally, in the fall of 2022 staff completed an eLearning training on *Implicit Bias*. The DEI engagement program will continue in FY23-24 with additional eLearning courses for all staff to ensure all staff are engaged in ensuring equitable treatment for each employee.

The new and relatively low-cost paid family leave program implemented in July 2022 continues to bring positive feedback from staff. 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. Continue efforts to implement Zero-Emission Bus technologies, including implementing our first two battery-electric buses due for delivery in late-fall/early-winter and the recent completion of our recharging infrastructure.

Included in the capital program for FY23-24 is the replacement of two diesel-powered buses purchased in 2008, with zero-emission battery-electric buses ordered in FY22-23. The cost of just two buses is more than \$2 million.

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 FY23-24. As the RTA continues to transition to BEBs, these amounts will increase significantly. For example, the RTA was awarded an FTA Section 5339(b) grant for the replacement of five diesel vehicles with BEBs (and six for SLO Transit). Those five vehicles are still identified in the FY25-26 and FY26-27 capital budget at the

original projected replacement cost (\$671,000 as of March 2023 for each diesel-powered buses). When the full funding plan, including identifying a local match, is developed, staff will bring the plan to the Board for consideration.

3. State Transit Assistance (STA) funds are projected to be flat compared to the original current fiscal year allocation. 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 the replacement of five diesel vehicles with zero-emission vehicles.

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

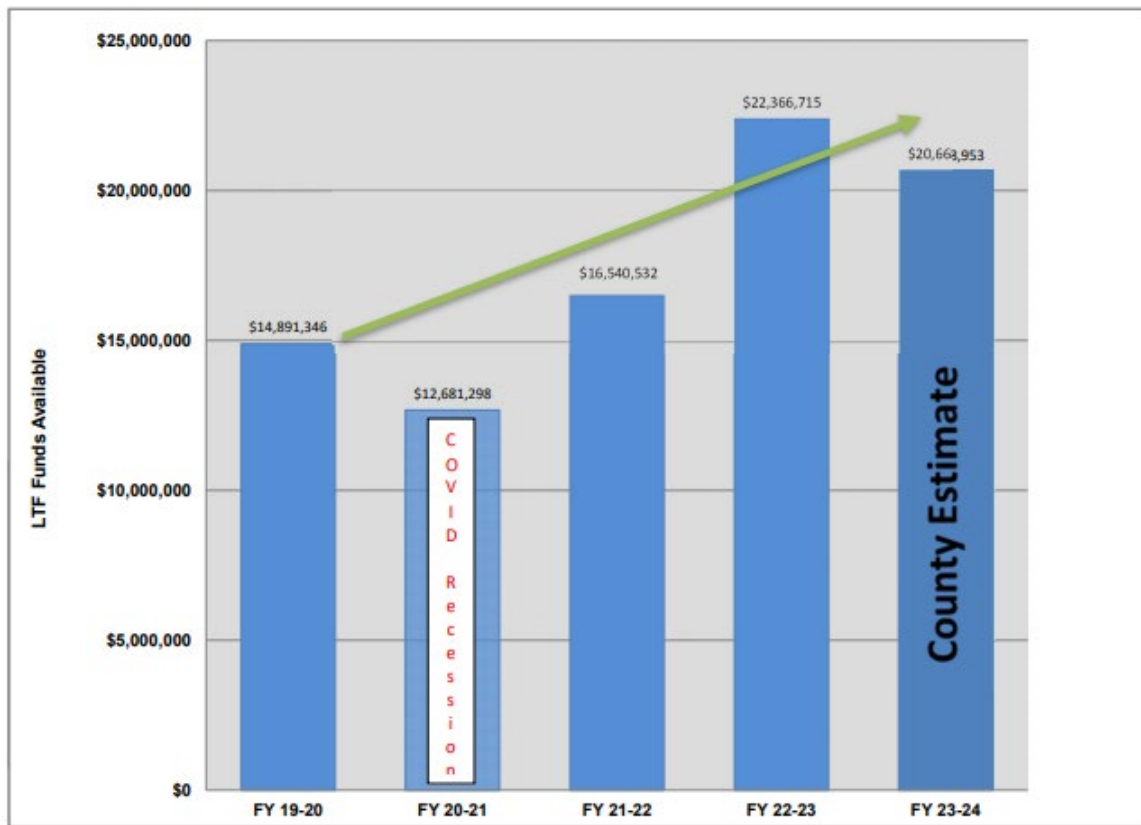
Staff acknowledges since the adoption of the budget assumptions, the LTF to the region has been adjusted. As per the April 5, 2023 SLOCOG agenda item B-2 which discusses the LTF coming into the region:

**“2023/24 Local Transportation Fund (LTF) - \$20,668,953** (7.6% decrease in LTF available for distribution)

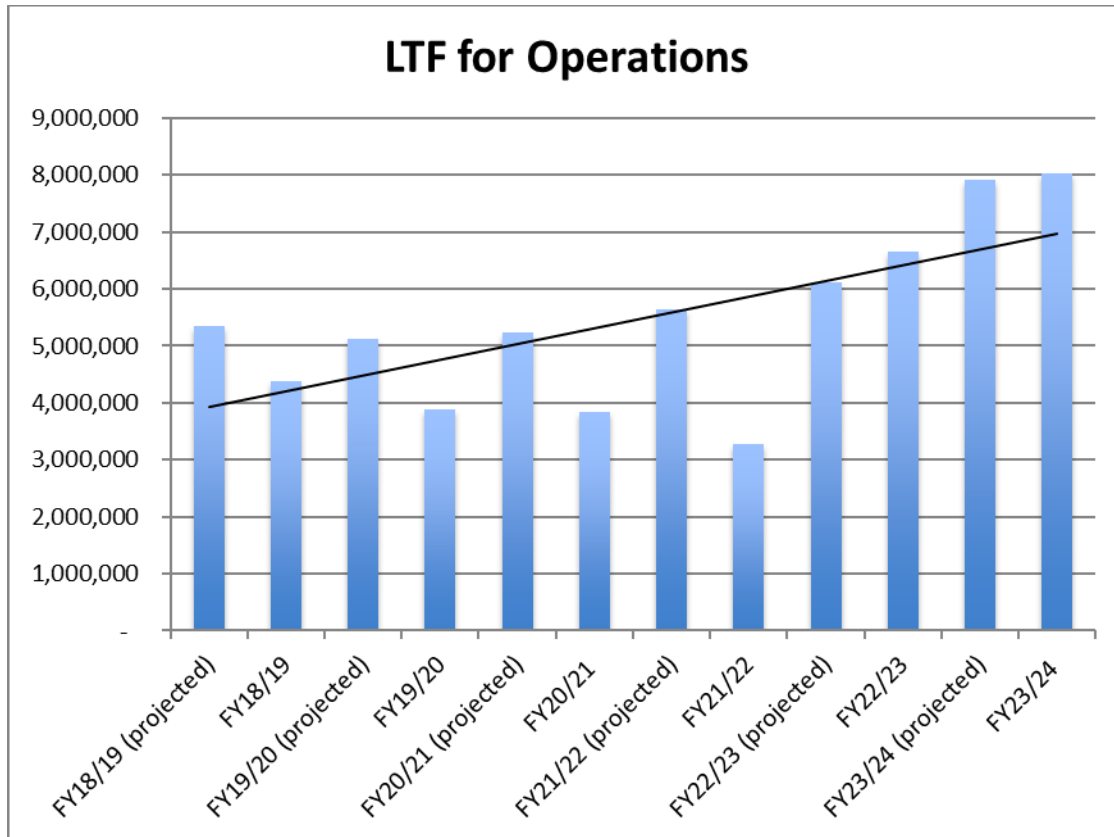
The County Auditor’s estimated cash balance at June 30, 2023 is \$2,915,922, 47% below FY 22/23. The decrease in opening cash balance is primarily due to a high beginning cash balance in FY 22/23, which was allocated in that year. This figure is difficult to predict. The estimate shows expected revenue deposits equaling \$17,753,031 (inclusive of interest income) for a total of \$20,668,953. The figure below depicts the trend in LTF Distribution:



**Historical LTF Allocations**  
*(Allocations based on estimated receipts + opening cash balance)*



The proposed RTA budget includes LTF of \$8,028,140 for operations and \$472,140 for capital (total of \$8,500,280 prior to the Rural Transit Fund Exchange), which is an increase from the amount included as an advisory FY23-24 total LTF projection of \$8,061,760 which was presented at the May 2022 Board meeting. Staff does also anticipate a decrease once the Rural Transit Fund programing for the higher than anticipated amount is completed and to be in line with the LTF included with prior projections. This is a significant increase from FY20-21 and FY21-22, 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 in accordance with the requirements outlined in the TIFIA loan agreement approved by the Board in September 2020.

5. Federal Transit Administration formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2023 are higher than in recent years, which may help reduce the need for LTF by all transit operators in the county. The adjustment for the higher funding would occur after the transit operators meet with SLOCOG to revise the funding allocations to each operator.
6. Fuel costs continue to be volatile and significantly higher than prior years; this also impacts ridership and fare revenues.

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 and believes the \$5.10 included in the March 2023 budget assumptions be in line with current market conditions. This resulted in an annual increase of \$132,280. If the projections need to be adjusted, staff will bring a budget amendment to the Board for consideration. 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.

7. Delay in the procurement of Joint Short Range Transit Plan consultant services to align with the City of San Luis Obispo's on-going Transit Innovations Study. City staff has advised us that their study is scheduled to be completed in June 2023, so we will presume we can begin the procurement process in mid-summer 2023.

### **Revised Expenses Assumptions**

The overall Administration Expense for RTA core services is up by approximately 5% compared to FY22-23. Two main factors are associated with this increase. As previously noted, the addition of flood insurance has impacted the property insurance line item. Additionally, the operating expense line item has increased with the larger than anticipated electricity bills for the facility. Professional technical services has decreased due the multi-year agreement that was included in FY22/23 budget for the 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 has decreased due to surveys being conducted by the consultant as part of the short range transit plan instead of by RTA hired temporary support.

The proposed Service Delivery cost is up by roughly 7.3% from what was identified in the FY23-24 budget. The primary reason for this increase are associated with the increase in wages as assumed for the upcoming Collective Bargaining Agreement that covers Bus Operators, Mechanics, Parks Clerk and Utility employees, rising fuel prices, and the significant increase in cost of parts/supplies/materials for maintain the vehicles.

### **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 capital projects:

- \$46,500 for specialized maintenance equipment to improve efficiencies;
- Vehicle camera system updates;
- Bus stop improvements;
- Engine replacements for the Gillig vehicles purchased in 2015; and
- Miscellaneous computer equipment, including regular computer and copier replacements. Additionally, updating the back-end redundancy structure.

It should be noted that a portion of the FY22-23 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 FY23-24 budget. This will happen with a budget amendment after the FY23-24 has started, and the carryover will have no new financial impact to local jurisdictions because the funding has been previously 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.

**Conclusion**

Fiscal Year 2023-24 will be a particularly challenging year. 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 FY23-24 budget to the Board for approval at the May 3<sup>rd</sup> Board meeting.

**Staff Recommendation for RTAC:**

Recommend staff provide the FY23-24 budget to the Board for approval at the May 3<sup>rd</sup> Board meeting.

**Staff Recommendation for the Board:**

Recommend that the Board adopt the FY23-24 budget as presented.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**MARCH 1, 2023**

**STAFF REPORT**

**RTA Board  
Approved  
March 1, 2023**

**AGENDA ITEM:** C-1

**TOPIC:** Fiscal Year 2023-24 Budget Assumptions

**ACTION:** Approve FY23-24 Budget Assumptions

**PRESENTED BY:** Tania Arnold, Deputy Director/CFO

**STAFF RECOMMENDATION:** Adopt 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 2023-24 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. The budget assumptions were presented to the RTA Executive Committee for review and their recommendation to the RTA Board at its March 1<sup>st</sup> meeting. Upon the Board's guidance and approval, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 12<sup>th</sup> meeting prior to the final draft budget presentation to the full Board on May 3<sup>rd</sup>.

**KEY ISSUES**

1. Address the uncertainties the agency currently faces, which includes addressing COVID-19 impacts as an endemic rather than a full-blown pandemic. Impacts of these uncertainties 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 ridership continues to increase as we emerge from the pandemic.

- c. Address staffing and retention, particularly in the Bus Operator classification.
  2. Continue efforts to implement Zero-Emission Bus technologies, including implementing our first two battery-electric buses due for delivery in late-summer/early-fall and start-up of recharging infrastructure.
  3. State Transit Assistance (STA) funds are projected to be flat compared to the original current fiscal year allocation. 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.
  4. Local Transportation Funds (LTF) used primarily for operating purposes are projected to be flat in the region but the RTA will continue to maximize all other funding sources before determining the need for LTF.
  5. Federal Transit Administration formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2023 are higher than in recent years, which may help reduce the need for LTF by all transit operators in the county. The adjustment for the higher funding would occur after the transit operators meet with SLOCOG to revised the funding allocations to each operator.
  6. Fuel costs continue to be volatile and significantly higher than prior years; this also impacts ridership and fare revenues.
  7. Delay in the procurement of Joint Short Range Transit Plan consultant services to align with the City of San Luis Obispo's on-going Transit Innovations Study. City staff has advised us that their study is scheduled to be completed in June 2023, so we will presume we can begin the procurement process in mid-summer 2023.
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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, and incrementally increase, service levels and hours of service back to pre-pandemic levels 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<sup>i</sup> services:
  - a) The RTA originally received \$755,890 for RTA core services in STA funding in FY22-23. This amount was increased and included in amendment #1 by \$214,330 in November 2022. Staff will work with SLOCOG staff to determine a realistic estimate for FY23-24, but to be conservative we assume we will be starting with the original amount.
  - 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 FY22-23 budget adopted in May 2022 included \$5,851,060 in LTF operating revenues. At the May 2022 Board meeting, the advisory FY23-24 LTF projection was \$7,096,330, which was revised during FY22-23 down to \$6,882,000. Staff is still developing estimated annual FY22-23 expenses, which impacts the carryover amount that could reasonably be identified for the FY23-24 budget.
  - d) Federal Transit Administration (FTA) Sections 5307, 5311 and 5339 operating funding and capital funding for FY23-24 will be presented in the same format as the projection included in the May 2022 presentation. Once adjustments have been made to each operator based on the higher than expected apportionments, staff will provide the Board with a budget amendment. 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 and 2022.
  - 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 have been highly impacted by the COVID-19 pandemic, which continues to impact ridership and farebox revenues. As a result, the State of California has suspended farebox recovery ratio requirements through the end of FY22-23. Although the Governor is expected to propose adjustments that will impact transit as part of FY23-24 budget, the pending end of the requirement suspension is a major concern.
  - 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 2016 plan as well as address the zero-emission bus requirements of the Innovative Clean Transit (ICT) Rollout Plan (scheduled for adoption at the March 2023 Board meeting).
- 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's 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 capital funds intended to support our transition to zero-emission buses include AB617 Clean Air Program, Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), Volkswagen Mitigation Funds, and Low Carbon Transit Operating Program (LCTOP). Staff will continue to leverage all grant funds to the greatest extent possible.



4) Address projected changes in demand for Runabout service:

- a) Runabout service hours and miles are still lower than were originally projected for FY22-23, 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 is anticipated to increase over time.
- b) Staff suspended in-person Runabout service eligibility assessments during the pandemic. Staff has started re-instituting 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 \$5.10 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, 2023 through April 30, 2024 rates. Estimates will be available from CalTIP in time to include in the RTA draft budget presented to the Executive Committee at its April 2023 meeting. Although the number of RTA losses based on mileage has been lower than the statewide pool average, the RTA did experience large claims in February 2019 and January 2021 which impact current and future premiums. 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 due to the added asset value of newer vehicles in the fleet and the recent property damage seen in the market, namely due to the recent flooding.
- c) Our annual Employment Risk Management Authority premium is estimated at \$47,000, 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 charged by our carrier (Public Risk Innovation, Solutions, and Management, or 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 November 2022 from PRISM, the estimate is more than the projection include in May 2022 for FY23-24 by about 6%. Staff will obtain a more refined estimate in early February and again in late March. We continue to work with our employee Safety Committee that evaluates workplace safety and initiates proactive programs 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.
- e) Property insurance will increase due to 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. Additionally, the building is required to have flood insurance because it is federally funded.
- f) For budget-making purposes, staff is assuming an 8% 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. This will include the paid family leave program that was implemented in July 2022, which brought the leave benefits closer to those offered under the state disability insurance program. Staff is also looking at options to bring the RTA's participation in a self-funded plan in line with the California Department of Managed Health Care (DMHC) requirement for non-self-funded plans to remove exclusions of coverage based on gender identity or gender expression.

### 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 continue to seek the Union's assistance in helping us emerge in a fiscally responsible manner.
- b) The number of FY23-24 budgeted full-time equivalent (FTE) positions will remain the same as in FY22-23. Should adjustments to the FTE count need to be revised, staff will bring that proposal to the Board along with any new or revised job descriptions, if applicable.

- c) For FY23-24, 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 in the budget tables.
- d) An annual inflationary wage adjustment based on the December 2021 to December 2022 Consumer Price Index (CPI) of 4.9% will be implemented in July 2023. The Operations Supervisor classification CPI increase adjustment would be implemented in January 2024, to coincide with Bus Operator wage scale adjustments. 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 November 2, 2022 meeting to implement the increase in contribution percentage of 2.38% for the retirement plan with San Luis Obispo County Pension Trust (SLOCPT) in July 2023 rather than January 2023. Traditionally and in line with how the County treated increases for unrepresented employees in June 2022 for FY22-23 and FY23-24, the RTA will assume the 2.38% pickup. This is related to management, administration and confidential employees, and does not include the employees who are covered by the CBA with Teamsters Local 986.

### **Proposed Budget Calendar**

February 8	Detailed budget assumptions and revenue forecasts presented to Executive Committee
March 1	Provide mid-year FY22-23 Budget data to Board and present budget amendment (if needed). Obtain Board concurrence on proposed draft budget assumptions.
March 31	Based on feedback from the Board, Executive Committee and RTAC, develop FY23-24 Budget
April 12	Present draft FY23-24 Budget and final budget amendment for FY22-23 to Executive Committee (if needed)
April 20	Present final draft FY23-24 Budget and final budget amendment for FY22-23 to RTAC (if needed)
May 3	Final Board Budget presentation; Board adoption of FY23-24 Budget

**Staff Recommendation for the Board:**

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

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<sup>i</sup> 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.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
PROPOSED OPERATING REVENUE BUDGET FOR 2023/2024

		2021/2022 Combined Actual	2022/2023 Amendment #1 RTA Core Budget	2022/2023 Amendment #1 SoCo Transit Budget	2022/2023 Amendment #1 SLOCAT Budget	2022/2023 Amendment #1 North County Budget	2023/24 Proposed RTA Core Budget	2023/24 Proposed SoCo Transit Budget	2023/24 Proposed SLOCAT Budget	2023/24 Proposed North County Budget	2024/25 Projected RTA Core Budget	2024/25 Projected SoCo Transit Budget	2024/25 Projected SLOCAT Budget	2024/25 Projected North County Budget
FUNDING SOURCES:														
GENERAL RESERVES		6,784,140	2,537,280	360,640	133,450	194,810	2,282,200	393,279	189,530	243,150	2,267,680	357,660	156,770	215,740
1.	ESTIMATED FUND BALANCE	6,784,140	2,537,280	360,640	133,450	194,810	2,282,200	393,279	189,530	243,150	2,267,680	357,660	156,770	215,740
2.														
LESS REQUIRED RESERVES FOR FISCAL YEAR														
CASH FLOW REQUIREMENTS PER TDA		3,055,911	2,067,870	352,950	147,440	202,870	2,267,680	357,660	156,770	215,740	2,400,670	407,970	164,490	228,200
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS		663,050	214,330	40,329	42,090	40,280								
TOTAL		3,718,961	2,282,200	393,279	189,530	243,150	2,267,680	357,660	156,770	215,740	2,400,670	407,970	164,490	228,200
3.														
FUND BALANCE AVAILABLE		3,065,179	255,080	(32,639)	(56,080)	(48,340)	14,520	35,619	32,760	27,410	(132,990)	(50,310)	(7,720)	(12,460)
NON TDA SOURCES														
FARES		886,229	800,000	90,000	14,500	111,500	681,720	139,530	20,170	123,230	715,810	146,510	21,180	129,390
SoCo TRANSIT MANAGEMENT CONTRACT		114,160	126,430	-	-	-	133,360	-	-	-	143,140	-	-	-
COUNTY MANAGEMENT CONTRACT		98,390	108,970	-	-	-	114,950	-	-	-	123,380	-	-	-
NORTH COUNTY MANAGEMENT CONTRACT		47,740	52,870	-	-	-	55,770	-	-	-	59,860	-	-	-
INTEREST		16,534	22,750	-	-	-	39,360	-	-	-	39,400	-	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1		915,135	750,910	315,720	298,890	213,650	106,180	399,330	402,090	204,310	644,670	481,550	412,960	295,820
RURAL TRANSIT FUND (Administration)		30,000	30,000	-	-	-	30,000	-	-	-	30,000	-	-	-
RURAL TRANSIT FUND (Operating Funds)		313,600	-	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		621,300	652,400	-	-	-	672,000	-	-	-	712,970	-	-	-
FTA (Section 5307) - San Luis Obispo CARES/ARPA		238,734	-	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating		586,252	762,130	-	-	-	777,370	-	-	-	792,910	-	-	-
FTA (Section 5311) - Operating CARES/CRRSAA/ARPA		1,549,904	-	-	-	-	635,900	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating		1,300,455	1,057,000	-	-	303,500	1,107,400	-	-	319,000	1,139,120	-	-	328,570
FTA (Section 5307-N. County) - Operating CARES/ARP/		687,784	-	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating		-	-	-	-	-	255,090	-	-	-	270,440	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating		1,229,000	630,000	609,850	23,870	-	647,400	619,330	33,670	-	665,320	637,000	35,590	-
FTA (Section 5307) - S. County Operating CARES/ARPA		324,230	-	-	-	-	-	-	-	-	-	-	-	-
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14		82,310	106,680	-	-	-	115,240	-	-	-	122,410	-	-	-
CUESTA CONTRIBUTION NORTH COUNTY		40,580	-	-	-	40,580	-	-	-	40,580	-	-	-	40,580
SPECIAL EVENTS REVENUE/OTHER		306,204	-	363,570	-	-	-	422,570	-	-	-	325,000	-	-
4.														
SUB TOTAL		9,388,541	5,100,140	1,379,140	337,260	669,230	5,371,740	1,580,760	455,930	687,120	5,459,430	1,590,060	469,730	794,360
5.														
TOTAL FUND BALANCE & NON TDA FUNDING		12,453,721	5,355,220	1,346,501	281,180	620,890	5,386,260	1,616,379	488,690	714,530	5,326,440	1,539,750	462,010	781,900
TDA REQUIRED														
CITY OF ARROYO GRANDE		206,977	349,296	317,418	-	-	436,220	281,299	-	-	430,915	362,577	-	-
CITY OF ATASCADERO		244,101	593,587	-	-	-	726,795	-	-	-	732,290	-	-	-
CITY OF GROVER BEACH		154,632	260,960	237,372	-	-	302,998	195,390	-	-	321,938	251,845	-	-
CITY OF MORRO BAY		82,739	201,200	-	-	-	249,562	-	-	-	248,214	-	-	-
CITY OF PASO ROBLES		503,143	616,575	-	-	508,470	743,391	-	-	486,180	760,649	-	-	484,280
CITY OF PISMO BEACH		95,244	160,735	146,603	-	-	190,307	122,721	-	-	198,293	158,179	-	-
CITY OF SAN LUIS OBISPO		489,517	1,190,374	-	-	-	1,445,058	-	-	-	1,468,526	-	-	-
COUNTY OF SAN LUIS OBISPO		1,719,995	3,240,463	137,436	448,190	-	3,933,769	113,341	290,230	-	3,997,655	146,089	358,000	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE		3,496,349	6,613,190	838,829	448,190	508,470	8,028,100	712,751	290,230	486,180	8,158,480	918,690	358,000	484,280
LESS: RURAL TRANSIT FUND/5311 EXCHANGE		(586,250)	(762,130)	-	-	-	(1,413,270)	-	-	-	(792,910)	-	-	-
6.														
NET TDA REQUIREMENTS		2,910,099	5,851,060	838,829	448,190	508,470	6,614,830	712,751	290,230	486,180	7,365,570	918,690	358,000	484,280
7.														
TOTAL FUNDING SOURCES		15,363,820	11,206,280	2,185,330	729,370	1,129,360	12,001,090	2,329,130	778,920	1,200,710	12,692,010	2,458,440	820,010	1,266,180
8.														
FUNDING USES:														
ADMINISTRATION		1,998,566	1,725,850	165,740	7,500	98,050	1,822,380	173,260	7,500	102,220	1,932,450	180,420	7,790	106,700
PERS BUYOUT		178,308	178,310	-	-	-	178,310	-	-	-	178,310	-	-	-
BUILDING DECOMMISSIONING		1,950,000	-	-	-	-	-	-	-	-	-	-	-	-
MANAGEMENT CONTRACTS		260,290	-	126,430	108,970	52,870	-	133,360	114,950	55,770	-	143,140	123,380	59,860
SERVICE DELIVERY		10,976,655	9,178,170	1,865,350	604,250	963,550	9,867,670	1,992,740	647,230	1,026,780	10,440,910	2,103,400	679,120	1,082,760
CONTINGENCY		-	123,950	27,810	8,650	14,890	132,730	29,770	9,240	15,940	140,340	31,480	9,720	16,860
9.														
TOTAL FUNDING USES		15,363,820	11,206,280	2,185,330	729,370	1,129,360	12,001,090	2,329,130	778,920	1,200,710	12,692,010	2,458,440	820,010	1,266,180

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
PROPOSED CAPITAL AND PLANNING REVENUE BUDGET FOR 2023/2024

		2021/2022 Combined Actual Capital Budget	2022/2023 Amendment #1 RTA Core Capital Budget	2022/2023 Amendment #1 SoCo Transit Capital Budget	2022/2023 Adopted SLOCAT Capital Budget	2022/2023 Adopted 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	2024/25 Projected RTA Core Capital Budget	2024/25 Projected SoCo Transit Capital Budget	2024/25 Projected SLOCAT Capital Budget	2024/25 Projected North County Capital Budget
FUNDING SOURCES:														
BEGINNING CAPITAL PROJECTS RESERVE		1,201,690	733,600	348,070	119,330	4,680	490,470	158,730	38,190	4,680	663,950	135,080	38,190	10,420
1.	ESTIMATED FUND BALANCE	1,201,690	733,600	348,070	119,330	4,680	490,470	158,730	38,190	4,680	663,950	135,080	38,190	10,420
2.														
LESS REQUIRED RESERVES FOR FISCAL YEAR														
CAPITAL PROJECTS RESERVE		1,220,570	490,470	158,730	38,190	4,680	663,950	135,080	38,190	10,420	663,950	106,290	33,660	10,420
TOTAL		1,220,570	490,470	158,730	38,190	4,680	663,950	135,080	38,190	10,420	663,950	106,290	33,660	10,420
3.														
FUND BALANCE AVAILABLE		(18,880)	243,130	189,340	81,140	-	(173,480)	23,650	-	(5,740)	-	28,790	4,530	-
NON TDA SOURCES														
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		554,691	219,310	58,340	-	43,830	730,090	82,220	10,870	136,180	191,600	-	-	44,670
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		-	244,700	-	-	-	246,010	-	-	-	-	-	-	-
STA SB1 STATE OF GOOD REPAIR		-	706,440	-	-	-	448,610	-	-	-	-	-	-	-
PROPOSITION 1B FUNDING - BUS REPLACEMENT & BUS MAINTENANCE FACILITY		185,438	14,900	-	-	-	-	-	-	-	-	-	-	-
RURAL TRANSIT FUND (Capital)		-	565,000	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		-	167,430	-	-	-	710,660	-	-	-	215,770	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities		1,617,036	300,000	49,630	324,560	-	112,590	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)		12,465	271,050	-	-	-	762,460	-	-	-	293,270	-	-	117,000
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)		255,823	1,449,550	474,360	-	-	637,170	137,660	-	-	215,770	-	-	-
4.														
SUB TOTAL		3,413,108	3,938,380	582,330	324,560	43,830	3,647,590	219,880	10,870	136,180	916,410	-	-	161,670
5.														
TOTAL FUND BALANCE & NON TDA FUNDING		3,394,228	4,181,510	771,670	405,700	43,830	3,474,110	243,530	10,870	130,440	916,410	28,790	4,530	161,670
TDA REQUIRED														
CITY OF ARROYO GRANDE		-	4,418	-	-	-	25,655	-	-	-	24,938	-	-	-
CITY OF ATASCADERO		-	7,507	-	-	-	42,743	-	-	-	42,378	-	-	-
CITY OF GROVER BEACH		-	3,300	-	-	-	17,820	-	-	-	18,631	-	-	-
CITY OF MORRO BAY		-	2,545	-	-	-	14,677	-	-	-	14,364	-	-	-
CITY OF PASO ROBLES		-	7,798	-	-	-	43,720	-	-	-	44,020	-	-	-
CITY OF PISMO BEACH		-	2,033	-	-	-	11,192	-	-	-	11,475	-	-	-
CITY OF SAN LUIS OBISPO		-	15,057	-	-	-	84,985	-	-	-	84,985	-	-	-
COUNTY OF SAN LUIS OBISPO		-	40,993	-	-	-	231,349	-	-	-	231,349	-	-	-
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		-	83,650	-	-	-	472,140	-	-	-	472,140	-	-	-
6.														
FINANCING FOR BUS MAINTEANCE FACILITY		7,557,454	-	-	-	-	-	-	-	-	-	-	-	-
7.														
TOTAL FUNDING SOURCES		10,951,682	4,265,160	771,670	405,700	43,830	3,946,250	243,530	10,870	130,440	1,388,550	28,790	4,530	161,670
8.														
FUNDING USES:														
CAPITAL		10,857,159	3,761,990	771,670	405,700	43,830	3,474,110	243,530	10,870	130,440	916,410	28,790	4,530	161,670
LOAN PAYMENTS		94,523	503,170	-	-	-	472,140	-	-	-	472,140	-	-	-
9.														
TOTAL FUNDING USES		10,951,682	4,265,160	771,670	405,700	43,830	3,946,250	243,530	10,870	130,440	1,388,550	28,790	4,530	161,670

		Acutal Combined FY 2021-22	Adopted Operating Budget FY 2022-23	Proposed Operating Budget FY 2023-24	Projected Operating Budget FY 2024-25
Administration and Service Delivery Totals					
	Hours	68,630	83,260	83,260	83,260
	Miles	1,452,079	1,776,120	1,776,120	1,776,120
Administration:					
Labor	operations cost	1,155,727	1,195,030	1,260,560	1,353,000
Labor - Administration Workers Comp	operations cost	36,430	42,990	45,630	48,430
Office Space Rental	operations cost	370,465	54,370	58,030	59,770
Property Insurance	operations cost	103,049	156,660	239,060	262,970
Professional Technical Services	operations cost	101,515	224,350	167,410	174,560
Professional Development	operations cost	28,826	89,800	91,450	104,440
Operating Expense	operations cost	346,908	340,350	398,380	413,650
Marketing and Reproduction	hourly	115,936	181,860	148,920	136,920
North County Management Contract	operations cost	(47,740)	(52,870)	(55,770)	(59,860)
County Management Contract	operations cost	(98,390)	(108,970)	(114,950)	(123,380)
SCT Management Contract	operations cost	(114,160)	(126,430)	(133,360)	(143,140)
Total Administration		1,998,566	1,997,140	2,105,360	2,227,360
Service Delivery:					
Labor - Operations	hourly	6,110,705	7,154,645	7,545,070	7,905,790
Labor - Operations Workers Comp	hourly	276,000	326,005	346,030	367,290
Labor - Maintenance	hourly	1,563,548	1,707,816	1,809,490	1,893,470
Labor - Maintenance Workers Comp	hourly	75,580	89,272	94,750	100,560
Fuel	miles	1,528,341	1,536,010	1,651,890	1,651,890
Insurance (Liability, Physical Damage, Employment Practices)	miles	684,010	780,145	855,850	1,027,020
Special Transportation (for SLOCAT)	n/a	20,668	44,480	33,740	35,350
Maintenance (parts, supplies, materials)	miles	625,798	811,704	1,029,610	1,152,000
Maintenance Contract Costs	miles	92,005	161,243	167,990	172,820
Total Operations		10,976,655	12,611,320	13,534,420	14,306,190
Contingency	hourly	-	175,300	187,680	198,400
PERS Buyout	operations cost	178,308	178,310	178,310	178,310
Building Decommissioning		1,950,000	-	-	-
Management Contracts		260,290	288,270	304,080	326,380
TOTAL FUNDING USES		15,363,820	15,250,340	16,309,850	17,236,640

			Actual Capital Budget	Amendment #1 Capital Budget	Proposed Capital Budget	Projected Capital Budget	Projected Capital Budget	Projected Capital Budget	Projected Capital Budget
			FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
Capital and Planning Expenditures									
Capital/Studies:									
Computer System Maintenance/Upgrades	hourly		10,961	71,800	180,750	46,730	49,070	51,520	54,100
Miscellaneous Capital	hourly								
Maintenance Equipment			830	85,420	46,500	48,750	50,250	52,760	55,400
Vehicle ITS/Camera System	hourly		-	-	138,000	-	-	-	-
Bus Stop Improvements	hourly		91,543	382,390	101,880	48,130	50,630	53,160	55,820
Large Capital Repairs	hourly		346,679	603,320	468,750	-	-	-	-
Vehicles									
Support Vehicles	hourly		-	57,880	236,950	33,500	58,630	61,500	64,630
Fixed Route Vehicles	hourly		1,276,250	2,824,680	2,136,140	690,840	4,355,330	14,071,000	4,221,250
Trolley replacement vehicles	hourly		-	293,200	-	-	-	445,500	-
Cutaway and Dial A Ride Vehicles	hourly		-	112,500	-	146,250	261,500	-	184,630
Runabout Vehicles	hourly		-	302,000	549,980	97,200	1,340,130	923,380	1,015,750
Total Capital Outlay			1,726,262	4,733,190	3,858,950	1,111,400	6,165,540	15,658,820	5,651,580
Loan Repayments			94,523	503,170	472,140	472,140	458,060	458,060	458,060
Short Range Transit Plan			-	250,000	-	-	-	-	-
Elks Lane Project			9,130,896	-	-	-	-	-	-
TOTAL FUNDING USES			10,951,682	5,486,360	4,331,090	1,583,540	6,623,600	16,116,880	6,109,640



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		Total Adopted Budget FY 2022-23	Weekday Proposed Budget FY 2023-24	Saturday Proposed Budget FY 2023-24	Sunday Proposed Budget FY 2023-24	Total Proposed Budget FY 2023-24	Projected Budget FY 2024-25
<b>Route 9</b>							
	Measure:						
	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
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		\$ 309,920	\$ 299,820	\$ 17,020	\$ 11,250	\$ 328,090	\$ 347,370
<b>Service Delivery:</b>							
	Basis:						
Labor - Operations	hourly	\$ 1,050,780	\$ 1,007,330	\$ 56,580	\$ 36,860	\$ 1,100,770	\$ 1,153,410
Labor - Operations Workers Comp	hourly	\$ 47,340	\$ 46,200	\$ 2,590	\$ 1,690	\$ 50,480	\$ 53,590
Labor - Maintenance	hourly	\$ 251,420	\$ 241,580	\$ 13,570	\$ 8,840	\$ 263,990	\$ 276,250
Labor - Maintenance Workers Comp	hourly	\$ 12,900	\$ 12,650	\$ 710	\$ 460	\$ 13,820	\$ 14,670
Fuel	miles	\$ 289,700	\$ 285,690	\$ 16,580	\$ 11,260	\$ 313,530	\$ 313,520
Insurance	miles	\$ 147,620	\$ 148,020	\$ 8,590	\$ 5,830	\$ 162,440	\$ 194,930
Maintenance (parts, supplies, materials)	miles	\$ 149,260	\$ 178,070	\$ 10,330	\$ 7,020	\$ 195,420	\$ 219,060
Maintenance Contract Costs	miles	\$ 29,640	\$ 29,050	\$ 1,690	\$ 1,150	\$ 31,890	\$ 32,780
<b>Total Operations</b>		\$ 1,978,660	\$ 1,948,590	\$ 110,640	\$ 73,110	\$ 2,132,340	\$ 2,258,210
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		\$ 1,009,200	\$ 1,000,560	\$ 11,570	\$ 7,540	\$ 1,019,670	\$ 283,580
<b>Contingency</b>	hourly	\$ 25,700	\$ 25,180	\$ 1,410	\$ 920	\$ 27,510	\$ 29,100
<b>PERS Buyout</b>	operations cost	\$ 38,440	\$ 35,210	\$ 2,000	\$ 1,320	\$ 38,530	\$ 38,570
<b>Loan Repayment</b>	operations cost	\$ 108,470	\$ 93,230	\$ 5,290	\$ 3,500	\$ 102,020	\$ 102,120
<b>TOTAL FUNDING USES</b>		\$ 3,470,390	\$ 3,402,590	\$ 147,930	\$ 97,640	\$ 3,648,160	\$ 3,058,950
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,352,720	\$ 2,308,800	\$ 131,070	\$ 86,600	\$ 2,526,470	\$ 2,673,250

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		Total Adopted Budget FY 2022-23	Weekday Proposed Budget FY 2023-24	Saturday Proposed Budget FY 2023-24	Sunday Proposed Budget FY 2023-24	Total Proposed Budget FY 2023-24	Projected Budget FY 2024-25
<b>Route 10</b>							
	Measure:						
	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
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		\$ 274,250	\$ 265,480	\$ 16,000	\$ 9,710	\$ 291,190	\$ 308,630
<b>Service Delivery:</b>							
	Basis:						
Labor - Operations	hourly	\$ 883,010	\$ 843,590	\$ 50,580	\$ 30,860	\$ 925,030	\$ 969,260
Labor - Operations Workers Comp	hourly	\$ 39,770	\$ 38,690	\$ 2,320	\$ 1,420	\$ 42,430	\$ 45,030
Labor - Maintenance	hourly	\$ 211,280	\$ 202,310	\$ 12,130	\$ 7,400	\$ 221,840	\$ 232,140
Labor - Maintenance Workers Comp	hourly	\$ 10,840	\$ 10,590	\$ 640	\$ 390	\$ 11,620	\$ 12,330
Fuel	miles	\$ 284,870	\$ 280,950	\$ 17,090	\$ 10,270	\$ 308,310	\$ 308,310
Insurance	miles	\$ 145,180	\$ 145,560	\$ 8,860	\$ 5,320	\$ 159,740	\$ 191,680
Maintenance (parts, supplies, materials)	miles	\$ 146,780	\$ 175,110	\$ 10,650	\$ 6,400	\$ 192,160	\$ 215,410
Maintenance Contract Costs	miles	\$ 29,150	\$ 28,570	\$ 1,740	\$ 1,040	\$ 31,350	\$ 32,230
<b>Total Operations</b>		\$ 1,750,880	\$ 1,725,370	\$ 104,010	\$ 63,100	\$ 1,892,480	\$ 2,006,390
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		\$ 848,080	\$ 840,220	\$ 10,340	\$ 6,310	\$ 856,870	\$ 238,300
<b>Contingency</b>	hourly	\$ 21,600	\$ 21,090	\$ 1,260	\$ 770	\$ 23,120	\$ 24,450
<b>PERS Buyout</b>	operations cost	\$ 34,010	\$ 31,180	\$ 1,880	\$ 1,140	\$ 34,200	\$ 34,270
<b>Loan Repayment</b>	operations cost	\$ 95,980	\$ 82,550	\$ 4,980	\$ 3,020	\$ 90,550	\$ 90,730
<b>TOTAL FUNDING USES</b>		\$ 3,024,800	\$ 2,965,890	\$ 138,470	\$ 84,050	\$ 3,188,410	\$ 2,702,770
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,080,740	\$ 2,043,120	\$ 123,150	\$ 74,720	\$ 2,240,990	\$ 2,373,740

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		Total Adopted Budget	Weekday Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Projected Budget
		FY 2022-23	FY 2023-24	FY 2023-24	FY 2023-24	FY 2023-24	FY 2024-25
<b>Route 12, 14 and 15</b>							
	Measure:						
	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
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		\$ 267,910	\$ 241,860	\$ 24,110	\$ 17,970	\$ 283,940	\$ 300,740
<b>Service Delivery:</b>							
	Basis:						
Labor - Operations	hourly	\$ 891,200	\$ 793,860	\$ 78,870	\$ 60,870	\$ 933,600	\$ 978,240
Labor - Operations Workers Comp	hourly	\$ 40,150	\$ 36,410	\$ 3,620	\$ 2,790	\$ 42,820	\$ 45,450
Labor - Maintenance	hourly	\$ 213,250	\$ 190,390	\$ 18,920	\$ 14,600	\$ 223,910	\$ 234,290
Labor - Maintenance Workers Comp	hourly	\$ 10,950	\$ 9,970	\$ 990	\$ 760	\$ 11,720	\$ 12,440
Fuel	miles	\$ 260,880	\$ 241,280	\$ 24,210	\$ 16,850	\$ 282,340	\$ 282,340
Insurance	miles	\$ 132,940	\$ 125,010	\$ 12,540	\$ 8,730	\$ 146,280	\$ 175,540
Maintenance (parts, supplies, materials)	miles	\$ 134,420	\$ 150,390	\$ 15,090	\$ 10,500	\$ 175,980	\$ 197,270
Maintenance Contract Costs	miles	\$ 26,690	\$ 24,540	\$ 2,460	\$ 1,710	\$ 28,710	\$ 29,520
<b>Total Operations</b>		\$ 1,710,480	\$ 1,571,850	\$ 156,700	\$ 116,810	\$ 1,845,360	\$ 1,955,090
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		\$ 855,930	\$ 836,240	\$ 16,130	\$ 12,450	\$ 864,820	\$ 240,510
<b>Contingency</b>	hourly	\$ 21,790	\$ 19,850	\$ 1,970	\$ 1,520	\$ 23,340	\$ 24,680
<b>PERS Buyout</b>	operations cost	\$ 33,230	\$ 28,400	\$ 2,830	\$ 2,110	\$ 33,340	\$ 33,390
<b>Loan Repayment</b>	operations cost	\$ 93,770	\$ 75,210	\$ 7,500	\$ 5,590	\$ 88,300	\$ 88,410
<b>TOTAL FUNDING USES</b>		\$ 2,983,110	\$ 2,773,410	\$ 209,240	\$ 156,450	\$ 3,139,100	\$ 2,642,820
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,033,410	\$ 1,861,960	\$ 185,610	\$ 138,410	\$ 2,185,980	\$ 2,313,900

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		<b>Total Adopted Budget</b>	<b>Total Proposed Budget</b>	<b>Projected Budget</b>
		<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>
<b>Runabout</b>				
	<u>Measure:</u>			
	Annual Hours	27,410	<b>27,410</b>	27,410
	Annual Miles	464,490	<b>464,490</b>	464,490
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>		\$ 585,500	<b>\$ 615,090</b>	\$ 649,330
<b>Service Delivery:</b>	<u>Basis:</u>			
Labor - Operations	hourly	\$ 2,243,140	<b>\$ 2,349,870</b>	\$ 2,462,220
Labor - Operations Workers Comp	hourly	\$ 101,040	<b>\$ 107,770</b>	\$ 114,390
Labor - Maintenance	hourly	\$ 536,730	<b>\$ 563,560</b>	\$ 589,710
Labor - Maintenance Workers Comp	hourly	\$ 27,560	<b>\$ 29,510</b>	\$ 31,320
Fuel	miles	\$ 390,020	<b>\$ 422,100</b>	\$ 422,100
Insurance	miles	\$ 198,750	<b>\$ 218,690</b>	\$ 262,430
Maintenance (parts, supplies, materials)	miles	\$ 200,950	<b>\$ 263,090</b>	\$ 294,920
Maintenance Contract Costs	miles	\$ 39,910	<b>\$ 42,930</b>	\$ 44,130
<b>Total Operations</b>		<b>\$ 3,738,100</b>	<b>\$ 3,997,520</b>	\$ 4,221,220
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>		\$ 161,480	<b>\$ 732,760</b>	\$ 154,020
<b>Contingency</b>	hourly	\$ 54,860	<b>\$ 58,740</b>	\$ 62,120
<b>PERS Buyout</b>	operations cost	\$ 72,620	<b>\$ 72,240</b>	\$ 72,090
<b>Loan Repayment</b>	operations cost	\$ 204,930	<b>\$ 191,270</b>	\$ 190,880
<b>TOTAL FUNDING USES</b>		<b>\$ 4,817,490</b>	<b>\$ 5,667,620</b>	\$ 5,349,660
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		<b>\$ 4,451,080</b>	<b>\$ 4,743,590</b>	\$ 5,004,760

		Total Adopted Budget	Proposed Route 21 Budget	Proposed Route 24 Budget	Proposed Route 27 Budget	Proposed Route 28 Budget	Total Proposed Budget	Projected Budget
		FY 2022-23	FY 2023-24	FY 2023-24	FY 2023-24	FY 2023-24	FY 2023-24	FY 2024-25
<b>South County Transit</b>								
	Measure:							
	Annual Hours	13,890	3,580	3,530	2,820	3,960	13,890	13,890
	Annual Miles	219,180	68,200	52,520	41,400	57,060	219,180	219,180
<b>Administration:</b>								
<b>Total Administration (Net of Contracts)</b>		\$ 292,170	\$ 82,700	\$ 76,930	\$ 61,280	\$ 85,710	\$ 306,620	\$ 323,560
<b>Service Delivery:</b>								
	Basis:							
Labor - Operations	hourly	\$ 1,136,710	\$ 306,920	\$ 302,630	\$ 241,760	\$ 339,490	\$ 1,190,800	\$ 1,247,730
Labor - Operations Workers Comp	hourly	\$ 51,210	\$ 14,080	\$ 13,880	\$ 11,090	\$ 15,570	\$ 54,620	\$ 57,970
Labor - Maintenance	hourly	\$ 271,980	\$ 73,610	\$ 72,580	\$ 57,980	\$ 81,420	\$ 285,590	\$ 298,840
Labor - Maintenance Workers Comp	hourly	\$ 13,970	\$ 3,850	\$ 3,800	\$ 3,040	\$ 4,260	\$ 14,950	\$ 15,870
Fuel	miles	\$ 184,040	\$ 61,980	\$ 47,730	\$ 37,620	\$ 51,850	\$ 199,180	\$ 199,180
Insurance	miles	\$ 93,780	\$ 32,110	\$ 24,730	\$ 19,490	\$ 26,870	\$ 103,200	\$ 123,830
Maintenance (parts, supplies, materials)	miles	\$ 94,830	\$ 38,630	\$ 29,750	\$ 23,450	\$ 32,320	\$ 124,150	\$ 139,160
Maintenance Contract Costs	miles	\$ 18,830	\$ 6,300	\$ 4,850	\$ 3,830	\$ 5,270	\$ 20,250	\$ 20,820
<b>Total Operations</b>		\$ 1,865,350	\$ 537,480	\$ 499,950	\$ 398,260	\$ 557,050	\$ 1,992,740	\$ 2,103,400
<b>Capital/Studies:</b>								
<b>Total Capital Outlay</b>		\$ 81,830	\$ 62,770	\$ 61,890	\$ 49,440	\$ 69,430	\$ 243,530	\$ 28,790
<b>Contingency</b>	hourly	\$ 27,810	\$ 7,670	\$ 7,570	\$ 6,040	\$ 8,490	\$ 29,770	\$ 31,480
<b>Loan Repayment</b>	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL FUNDING USES</b>		\$ 2,267,160	\$ 690,620	\$ 646,340	\$ 515,020	\$ 720,680	\$ 2,572,660	\$ 2,487,230
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,185,330	\$ 627,850	\$ 584,450	\$ 465,580	\$ 651,250	\$ 2,329,130	\$ 2,458,440

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		Adopted Budget	Total Proposed Budget	Projected Budget
		FY 2022-23	FY 2023-24	FY 2024-25
<b>County Services</b>				
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>		\$ 116,470	\$ 122,450	\$ 131,170
<b>Service Delivery:</b>				
Labor - Operations	hourly	\$ 340,925	\$ 407,150	\$ 426,620
Labor - Operations Workers Comp	hourly	\$ 19,075	\$ 18,670	\$ 19,820
Labor - Maintenance	hourly	\$ 77,456	\$ 97,640	\$ 102,170
Labor - Maintenance Workers Comp	hourly	\$ 5,552	\$ 5,110	\$ 5,420
Fuel	miles	\$ 44,650	\$ 37,860	\$ 37,860
Insurance	miles	\$ 20,165	\$ 19,610	\$ 23,530
Special Transit (Senior Vans, Incentives, etc)	n/a	\$ 44,480	\$ 33,740	\$ 35,350
Maintenance (parts, supplies, materials)	miles	\$ 43,304	\$ 23,600	\$ 24,280
Maintenance Contract Costs	miles	\$ 8,643	\$ 3,850	\$ 4,070
<b>Total Operations</b>		\$ 604,250	\$ 647,230	\$ 679,120
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>		\$ 405,700	\$ 10,870	\$ 4,530
<b>Contingency</b>	hourly	\$ 8,650	\$ 9,240	\$ 9,720
<b>Loan Repayment</b>	operations cost	\$ -	\$ -	\$ -
<b>TOTAL FUNDING USES</b>		\$ 1,135,070	\$ 789,790	\$ 824,540
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 729,370	\$ 778,920	\$ 820,010

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		<b>Total Adopted Budget</b>	<b>Proposed Route A &amp; B Budget</b>	<b>Proposed Paso DAR Budget</b>	<b>Total Proposed Budget</b>	<b>Projected Budget</b>
		<b>FY 2022-23</b>	<b>FY 2023-24</b>	<b>FY 2023-24</b>	<b>FY 2023-24</b>	<b>FY 2024-25</b>
<b>North County Services</b>						
	<u>Measure:</u>					
	Annual Hours	7,440	<b>6,160</b>	<b>1,280</b>	<b>7,440</b>	7,440
	Annual Miles	97,480	<b>85,940</b>	<b>11,540</b>	<b>97,480</b>	97,480
<b>Administration:</b>						
<b>Total Administration (Net of Contracts)</b>		\$ 150,920	<b>\$ 132,450</b>	<b>\$ 25,540</b>	<b>\$ 157,990</b>	\$ 166,560
<b>Service Delivery:</b>						
	<u>Basis:</u>					
Labor - Operations	hourly	\$ 608,860	<b>\$ 528,100</b>	<b>\$ 109,740</b>	<b>\$ 637,840</b>	\$ 668,330
Labor - Operations Workers Comp	hourly	\$ 27,430	<b>\$ 24,220</b>	<b>\$ 5,030</b>	<b>\$ 29,250</b>	\$ 31,050
Labor - Maintenance	hourly	\$ 145,680	<b>\$ 126,650</b>	<b>\$ 26,320</b>	<b>\$ 152,970</b>	\$ 160,070
Labor - Maintenance Workers Comp	hourly	\$ 7,480	<b>\$ 6,630</b>	<b>\$ 1,380</b>	<b>\$ 8,010</b>	\$ 8,500
Fuel	miles	\$ 81,850	<b>\$ 78,100</b>	<b>\$ 10,490</b>	<b>\$ 88,590</b>	\$ 88,580
Insurance	miles	\$ 41,710	<b>\$ 40,460</b>	<b>\$ 5,430</b>	<b>\$ 45,890</b>	\$ 55,080
Maintenance (parts, supplies, materials)	miles	\$ 42,170	<b>\$ 48,680</b>	<b>\$ 6,540</b>	<b>\$ 55,220</b>	\$ 61,890
Maintenance Contract Costs	miles	\$ 8,370	<b>\$ 7,940</b>	<b>\$ 1,070</b>	<b>\$ 9,010</b>	\$ 9,260
<b>Total Operations</b>		\$ 963,550	<b>\$ 860,780</b>	<b>\$ 166,000</b>	<b>\$ 1,026,780</b>	\$ 1,082,760
<b>Capital/Studies:</b>						
<b>Total Capital Outlay</b>		\$ 43,830	<b>\$ 108,000</b>	<b>\$ 22,440</b>	<b>\$ 130,440</b>	\$ 161,670
<b>Contingency</b>	hourly	\$ 14,890	<b>\$ 13,200</b>	<b>\$ 2,740</b>	<b>\$ 15,940</b>	\$ 16,860
<b>Loan Repayment</b>	operations cost	\$ -	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	\$ -
<b>TOTAL FUNDING USES</b>		\$ 1,173,190	<b>\$ 1,114,430</b>	<b>\$ 216,720</b>	<b>\$ 1,331,150</b>	\$ 1,427,850
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 1,129,360	<b>\$ 1,006,430</b>	<b>\$ 194,280</b>	<b>\$ 1,200,710</b>	\$ 1,266,180

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## Tania Arnold

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**From:** Eric Greening <\*\*\*\*\*>  
**Sent:** Thursday, April 20, 2023 5:44 AM  
**To:** Geoff Straw; Tania Arnold  
**Subject:** Eric Greening comments on the RTA Budget

Hello!

I was sorry to hear about the cancellation of our RTAC meeting, and had looked forward to seeing everyone. My comments on RTAC Item B-1, which can go in the record for the budget item on the May 3rd agenda, are as follows:

I thank Tania for her assiduous work on this budget and Geoff and the entire staff for providing reliable service in an atmosphere of dedication and good morale. If RTAC were meeting today, I would likely be voting to recommend adoption of the budget as presented, coupled with the following observations:

Areas of future uncertainty were identified, both on the revenue side (the county's estimate of lower LTF funds) and on the expenditure side. It is recognized that budget adjustments may need to be made in the future, although I would hope that the LTF news, should it turn out to be discouraging, would be responded to by the generosity of the jurisdictions in keeping the RTA service whole, since recessionary pressures can increase the need for public transit by "choice" riders needing to pinch pennies and could increase the proportion of the populace who lack the choice and flat-out depend on transit for mobility.

An additional issue on the expenditure side will be the ultimate outcome of the labor negotiations, once an offer is voted on and a new contract put in place. I continue to advocate for treating these essential service-providers with the same generosity as they show to the passengers through their safe, attentive, and welcoming service.

Many thanks, Eric Greening

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