



RTA Fiscal Year 2025/2026

# Operating Budget

PROJECTED FIVE YEAR CAPITAL BUDGET

MAY 7, 2025

***This Page Left Intentionally Blank***

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

## **VISION**

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

### **Vision Elements**

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

## **MISSION**

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

## **STRATEGIC DIRECTION**

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

## **SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY VALUES**

### **Commitment to Serve**

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

### **Leadership**

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

### **Teamwork**

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

### **Integrity**

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

### **Human Development**

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

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**MAY 7, 2025  
STAFF REPORT**

**AGENDA ITEM:** C-2

**TOPIC:** Fiscal Year 2025-26 Operating and Capital Budget

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

**STAFF RECOMMENDATION:** Adopt the Fiscal Year 2024-25 Budget as Presented

**BACKGROUND/DISCUSSION:**

We appreciate the Board's support and leadership during these unprecedented times as we work to present a fiscally constrained Fiscal Year 2025-26 operating budget, and an advisory FY26-27 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 5, 2025 meeting,
- Fiscally constrained FY25-26 operating and capital budgets,
- Fiscally unconstrained FY26-27 operating budget, and
- Fiscally unconstrained FY26-27 through FY29-30 capital budgets (expense only for FY27-28 through FY29-30).

With the consolidation of Morro Bay and Atascadero services into the RTA in June 2025, the budget layout has been adjusted. There are four summary pages that show revenue and expense information for RTA core services in addition to all the services the RTA operates on behalf jurisdictions. Additionally, there is an RTA only budget which has additional information, including the expense information for each fixed route (RTA Routes 9, 10, 12, 14 and 15), as well as the countywide ADA complementary paratransit services known as RTA Runabout. Staff has also included the information for each of the services the RTA operates in order to provide support information for the summary documents. These services include:

- South County Services (Routes 21, 24, 27 and 28)
- County Services (Nipomo Dial-A-Ride, Avila Trolley, Cambria Trolley, Shandon-Paso Dial-A-Ride, Templeton-Paso Dial-A-Ride, Senior Vans, and County incentive programs)
- Paso Robles Services (Route A and B, Paso Dial-A-Ride)
- Morro Bay Service (Call-A-Ride and Trolleys)
- Atascadero Service (Dial-A-Ride)

We have broken each RTA core fixed-route service into weekday, Saturday, Sunday, and tripper sections to better understand the financial commitment necessary to operate these distinct services should service reductions become necessary due to funding or other constraints. Additionally, express and tripper service expense information has been broken out for RTA services. Note that should any of the services be increased, reduced and/or eliminated, there are “fixed” expense items that would need to be reallocated to the other services (such as administration costs, and operations management/oversight costs) as part of the final budget or a future budget amendment. As a reminder, starting in FY24-25, the allocation model for maintenance labor and workers compensation is now being allocated to each route or service based on miles instead of hours.

The budget presentation assumes operation of the same core levels of service miles and hours for fixed-route services currently being operated with some adjustments based on the financially constrained recommendations included in the Short-Range Transit Plan that was presented to the Board on March 5, 2025. These include:

- Additional Sunday Service on Route 9, 10 and 12
- Additional Express Trips for Route 9 and 10

Note: there was an error in the Route 14 miles included in the FY24-25 budget but that did not have an impact on the cost calculation, but you will note a large decrease in miles on the informational page for Route 12, and Route 14 tripper.

Runabout hours and miles have been adjusted to be in line with current projections.

As noted during the presentation of the budget assumptions report at the March 5<sup>th</sup> RTA Board meeting, below are the key issues staff is working to address in the FY25-26 budget plan:

### KEY ISSUES

1. Address the uncertainties the agency currently faces, including state and federal funding uncertainty. Impacts of these uncertainties include:
  - a. Impacts of the pending construction on US-101 in the Pismo Beach area, including supporting congestion mitigation efforts.
  - b. Liability costs, which have recently stabilized due to the RTA’s good safety record, but the market continues to be extremely volatile due to the increasing number of catastrophic events globally – including the deadly January 2025 wildfires in Los Angeles

In February 2025, staff was pleased to learn that workers compensation insurance provided by PRISM (Public Risk Innovation Solutions Management) is projected to be in line with prior years projected percentage rate increase, not incurring the significant increases the

agency had recently endured, 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 have not been favorable.

Staff is still waiting on the estimated premium for our general liability and vehicle physical damage insurance policies. The annual premium cost for these two insurance policies is projected to be in line with what was projected during the FY24-25 budget process. Staff continues to work with our employee committee that has evaluated workplace safety and has initiated a proactive program to reduce the number and severity of claims.

Property insurance has increased due to fully insuring the new Bus Maintenance Facility and the addition of flood insurance, which is required because the facility was federally funded and located in a 100-year floodplain.

- c. Continuing to focus on containment of Runabout subsidies, especially as ridership continues to increase.

The FY25-26 estimate reflects current demand trends. Staff continues 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.

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

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.

Starting in FY24-25, the budget presentation has been updated to show the subcategories included in Labor – Operations in order to provide more understanding about the cost drivers. This helps as the agency looks at which subcategories would and would not be impacted by service level changes.

2. Negotiate a new Collective Bargaining Agreement with Teamsters Local 986, which represents Bus Operator, Mechanic, Parts Clerk, and Utility employees. The current CBA expires December 31, 2025.
3. Continue efforts to implement Zero-Emission Bus technologies, including adding five battery-electric buses (BEBs) in late 2025 and expansion of recharging infrastructure for planned additional BEBs in the coming years.
  - Two diesel-powered buses purchased in 2010 and three diesel-powered buses purchased in 2013, with BEBs will arrive in the fall of 2025.
  - Four diesel-powered buses purchased in 2013, with BEBs to be ordered in spring of 2025, and arrive in the fall of 2026.
  - Three diesel-powered buses purchased in 2013, with BEBs to be ordered in the winter of 2025/spring of 2026, and arrive in the fall of 2027.

Of note is the significant financial resources required for vehicle replacements, which is based the vehicle replacements and type included in the *RTA Zero Emission Rollout Plan* adopted by the Board in March 2023. It is also important to note that our annual budget plan show the year(s) that capital project expenditures occur – not necessarily the year(s) when we begin to apply for various funds through grant proposals for higher-cost projects such as bus purchases. This can be confusing to the casual reader, since SLOCOG and our other funding partners show the year(s) that funds are allocated to our capital projects rather than the year(s) the funds are expended.

4. State Transit Assistance (STA) funds are projected to be down in the region compared to the original FY24-25 allocation.

Staff continues to apply for the competitive funds from SLOCOG under the State of Good Repair program, and the RTA has applied for funding toward the replacement of vehicles which are included in the advisory FY26-27 budget.

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

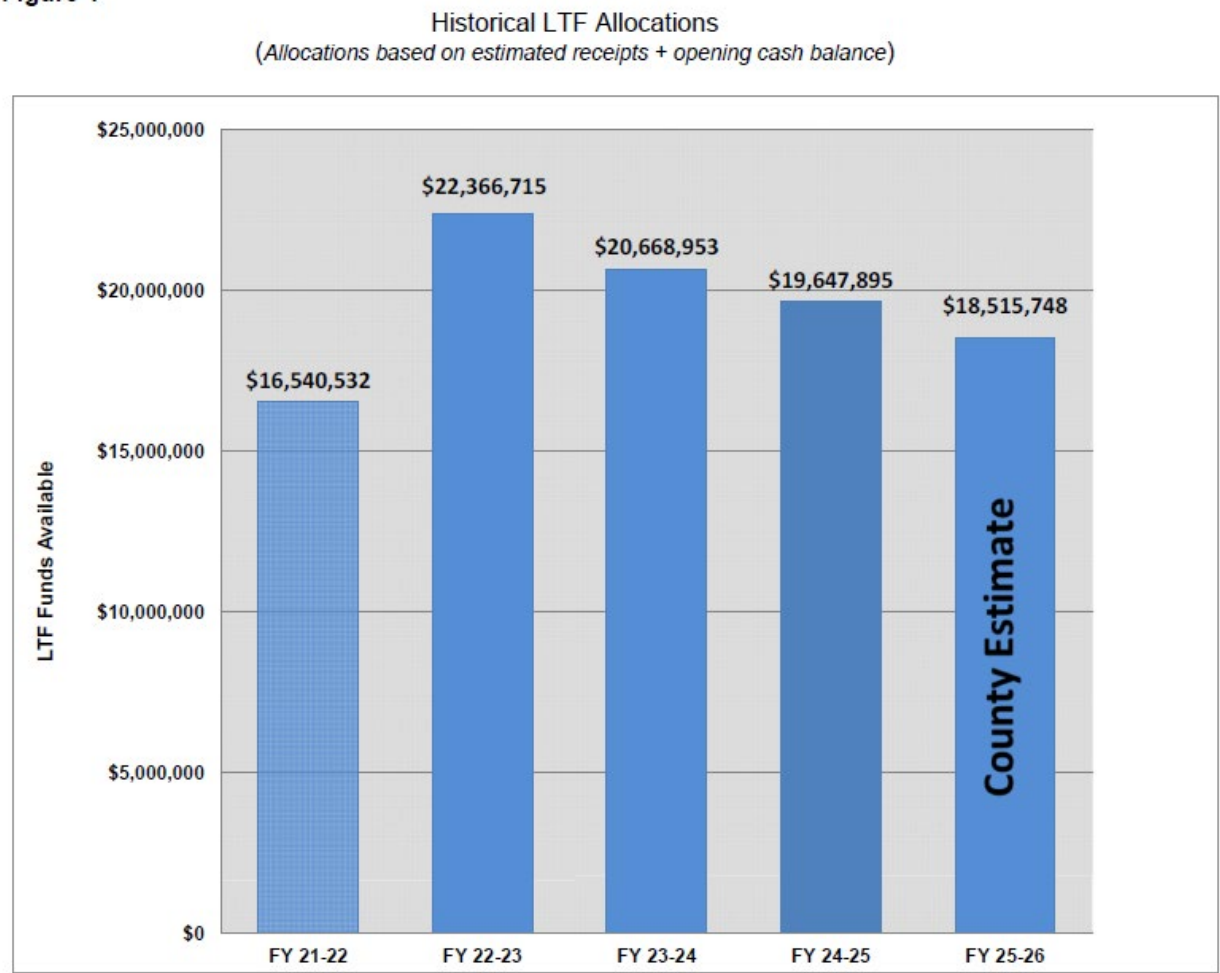
Staff acknowledges current LTF estimates to the region, as presented in the April 2, 2025 SLOCOG Agenda Item B-2. That staff report discusses the LTF coming into the region as:

**“2024/25 Local Transportation Fund (LTF) - \$18,515,748** (5.8% decrease in LTF available for distribution)



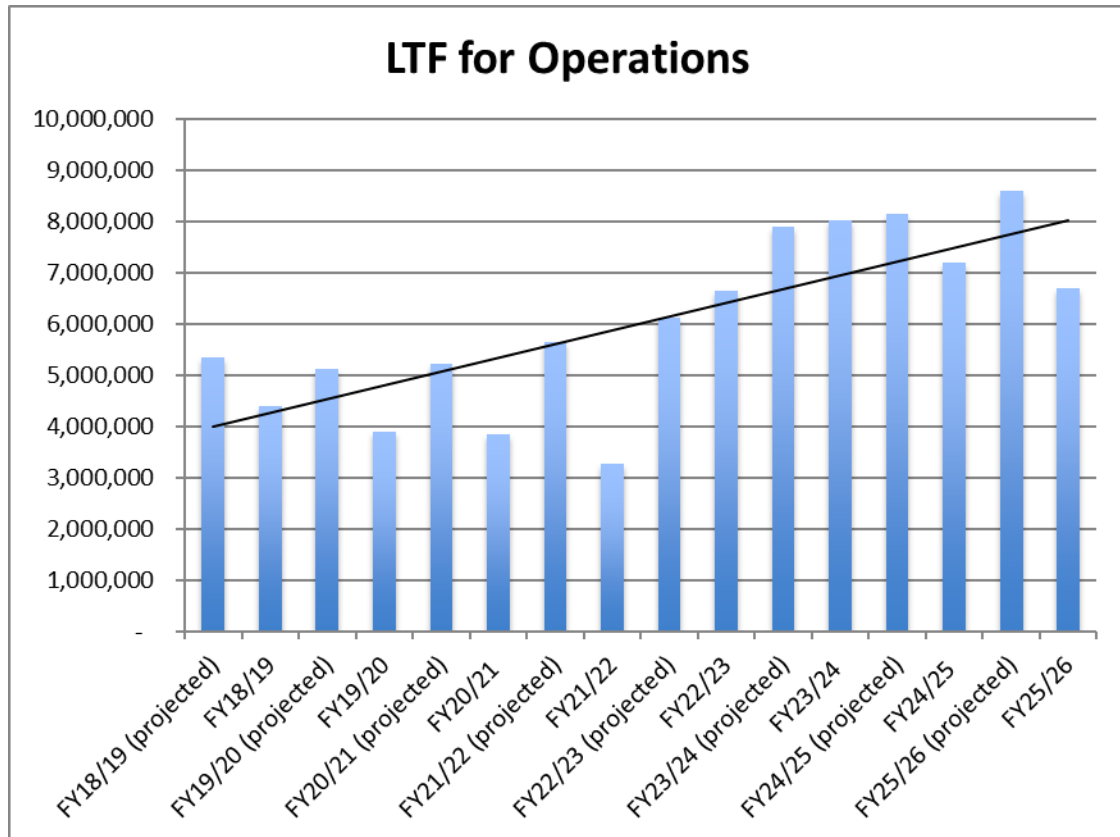
The County Auditor’s estimated cash balance at June 30, 2025 is \$647,743, 70% below FY 24/25. The decrease in opening cash balance is primarily due to a high beginning cash balance in FY 24/25, which was allocated in that year. This figure is difficult to predict. The estimate shows expected revenue deposits equaling \$17,868,005 (inclusive of interest income) for a total of \$18,515,748. Figure 1 depicts the trend in LTF Distribution:

Figure 1



The proposed RTA budget includes LTF of \$6,702,900 for operations and \$458,060 for capital (total of \$7,160,950 prior to the Rural Transit Fund Exchange), which is a decrease from the amount included as an advisory FY25-26 total LTF projection of \$9,059,560 presented at the May 2024 Board meeting. A large portion of this decrease is a result of the operating expense projections coming in lower. The LTF request is a significant increase from FY20-21 and FY21-22. 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.

6. Federal Transit Administration (FTA) formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2025 are projected to be in line with the amount projected for FY25-26 when the FY24-25 budget was adopted in May 2024. However, recent actions at the federal level suggest that changes in both the scale of project funding and scope of the projects that remain eligible will be changed during the fiscal year and beyond.
7. Implementation of the RTA's Joint Short-Range Transit Plan (SRTP) constrained recommendations, including fare structure adjustments and enforcement of the discounted fare policy. The latter will require a slight increase in operating staff resources, either through direct employment or through a temporary employment agency agreement, equivalent to one full-time equivalent position.
8. Assist SLOCOG officials in addressing Senior-WAV service levels in the County.
9. Fully incorporate Morro Bay Transit and Atascadero Dial-A-Ride services that will be consolidated into the RTA in June 2025.

### **Revised Expenses Assumptions**

The overall Administration Expense for RTA core services is up by approximately 20% compared to FY24-25. Two main factors are associated with this increase. The labor line item includes an increase in order to roll out the enforcement of the discounted fare policy included in Key Issue #7. Also as previously noted, the property insurance line-item has been impacted by the difficult insurance market. Additionally, the professional technical services line-item has increased in order to support the development of a maintenance safety plan and bring in a consulting firm to conduct a review of the organizational structure. Marketing and Reproduction has increased due to passenger surveys being conducted in the fall of 2025 or spring of 2027 by RTA-hired temporary support.

The proposed Service Delivery cost is up by roughly 2% from what was identified in the FY24-25 budget. The primary reason for this increase is associated with the increase in wages as identified in Collective Bargaining Agreement that covers Bus Operators, Mechanics, Parks Clerk and Utility employees, and rising insurance prices. In line with FY24-25, the labor for operations has been delineated more finely in four pertinent subcategories.

### **Capital and Planning Program**

The capital revenue breakdown has been shifted in FY25-26 in order to be in line with the categories included in the federal transportation improvement program (FTIP) instead of by urbanized area because the funding is not received in that manner.

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

- \$49,600 for specialized maintenance equipment to improve efficiencies;
- Bus stop improvements;
- Engine replacements for the Gillig vehicles purchased in 2019; and
- Miscellaneous computer equipment, including regular computer and copier replacements.

It should be noted that a portion of the FY24-25 capital funds for fully funded projects, such as vehicle replacements and bus stop improvements that have been delayed, is not carried over to the proposed FY25-26 budget. These on-going projects will be captured in a budget amendment after the FY25-26 has started, and the carryover will require no new financial resources from 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 2025-26 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 FY25-26 budget to the Board for approval at the May 7<sup>th</sup> Board meeting.

*Approved staff recommendation.*

**Staff Recommendation for RTAC:**

Recommend staff provide the FY25-26 budget to the Board for approval at the May 7<sup>th</sup> Board meeting.

*Approved staff recommendation.*

**Staff Recommendation for the Board:**

Recommend that the Board adopt the FY25-26 budget as presented.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**MARCH 5, 2025**

**STAFF REPORT**

**AGENDA ITEM:** C-1

**TOPIC:** Fiscal Year 2025-26 Budget Assumptions

**ACTION:** Approve FY25-26 Budget Assumptions

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

**STAFF RECOMMENDATION:** Approve the Budget Assumptions and Budget Calendar to the Board So That a Detailed Work Plan and Budget May Be Developed

**EXECUTIVE COMMITTEE  
RECOMMENDATION:** No quorum

**BACKGROUND/DISCUSSION:**

The following report outlines staff's recommended budget assumptions for the RTA's Fiscal Year 2025-26 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. 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 2<sup>nd</sup> meeting and the Regional Transit Advisory Committee (RTAC) at their April 10<sup>th</sup> meeting prior to the final draft budget presentation to the full Board on May 7<sup>th</sup>.

**KEY ISSUES**

1. Address the uncertainties the agency currently faces, including state and federal funding uncertainty. Impacts of these uncertainties include:
  - a. Impacts of the pending construction on US-101 in the Pismo Beach area, including supporting congestion mitigation efforts.
  - b. Liability costs, which have recently stabilized due to the RTA's good safety record, but the market continues to be extremely volatile due to the increasing number of catastrophic events globally – including the deadly January 2025 wildfires in Los Angeles.

**RTA BOARD APPROVED MARCH 5, 2025**

- c. Continuing to focus on containment of Runabout subsidies, especially as ridership continues to increase.
  - d. Address staffing and retention, particularly in the Bus Operator classification.
- 2. Negotiate a new Collective Bargaining Agreement with Teamsters Local 986, which represents Bus Operator, Mechanic, Parts Clerk, and Utility employees. The current CBA expires December 31, 2025.
- 3. Continue efforts to implement Zero-Emission Bus technologies, including adding five battery-electric buses (BEBs) in late 2025 and expansion of recharging infrastructure for planned additional BEBs in the coming years.
- 4. State Transit Assistance (STA) funds are projected to be down in the region compared to the original FY24-25 allocation.
- 5. Local Transportation Funds (LTF), which are used primarily for operating purposes, are also projected to be down in the region. The RTA will continue to maximize all other funding sources first before determining the need for LTF.
- 6. Federal Transit Administration (FTA) formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2025 are projected to be in line with the amount projected for FY25-26 when the FY24-25 budget was adopted in May 2024. However, recent actions at the federal level suggest that changes in both the scale of project funding and scope of the projects that remain eligible will be changed during the fiscal year and beyond.
- 7. Implementation of the RTA's Joint Short-Range Transit Plan (SRTP) constrained recommendations, including fare structure adjustments and enforcement of the discounted fare policy. The latter will require a slight increase in operating staff resources, either through direct employment or through a temporary employment agency agreement, equivalent to one full-time equivalent position.
- 8. Assist SLOCOG officials in addressing Senior-WAV service levels in the County.
- 9. Fully incorporate Morro Bay Transit and Atascadero Dial-A-Ride services that will be consolidated into the RTA in June 2025.

---

## 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 existing service levels and hours of service and, as feasible, increase service, including recommendations from the SRTP and other regional plans, 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>1</sup> services:
  - a) The RTA originally received \$647,631 in STA funding in FY24-25 for RTA core services. Staff will work with SLOCOG staff to determine a realistic estimate for FY25-26.
  - b) Implement the contactless fare payment program through the California Integrated Travel Project (Cal-ITP) to make travel simpler and more cost-effective for all, including the discount eligibility verification process. The last system-wide fare change was implemented on December 31, 2017, both on RTA Fixed-Route and Runabout services.
  - c) The FY24-25 budget adopted in May 2024 included \$6,403,750 in LTF operating revenues. Also at the May 2024 Board meeting, the advisory FY25-26 LTF projection was \$7,784,800. Staff is still developing an updated annual FY24-25 revenue and expense projection, which impacts the carryover amount that could reasonably be identified for the FY25-26 budget.
  - d) FTA Sections 5307, 5311 and 5339 operating funding and capital funding for FY25-26 will be based on feedback received as staff works with SLOCOG and the other transit operators through the programming of projects process. 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.

---

<sup>1</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.

**RTA BOARD APPROVED MARCH 5, 2025**

- 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 Services, Paso Robles Local Services, Morro Bay Local Services, and Atascadero Local Services.
  - i) The budget will have summary pages that include revenue and expenditure information for each service.
  - f) Productivity of each RTA-operated Fixed-Route service during lower-demand holiday periods, specifically associated with the service provided during the weeks of Thanksgiving, Christmas and New Years, will be reviewed to determine appropriate service levels.
  - 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 service levels and/or the TDA allocation from the RTA jurisdictions, if time and budgetary authority permits.
- 2) Work with SLOCOG and our transit agency partners in the region to evaluate region-wide service efficiencies:
- a) 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 RTAC.
  - b) Staff will use the SRTP to update the *2018-20 RTA Strategic Business Plan*, and to evaluate potential efficiencies. With Board concurrence, staff will develop a timeline to implement efficiencies as appropriate. Additionally, the RTA will address the Zero Emission Bus requirements of our Innovative Clean Transit (ICT) Rollout Plan. The ICT Rollout Plan was adopted 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 work with SLOCOG to prioritize SB125 funded capital projects, particularly those related to depot and opportunity charging of battery-electric buses. The RTA is currently in the procurement phase for three of the twelve SB125 projects awarded by the SLOCOG Board at its December 2023 meeting. These three projects include:
    - i) RTA-1 – funding gap for five BEB replacement buses (\$1,778k in FY23-24 SB125 funds), which will be delivered in Q4 of 2025;

**RTA BOARD APPROVED MARCH 5, 2025**



- ii) RTA-2 – second phase of BEB DC fast-charging system (\$500k in FY23-24 SB125 funds), which will be completed in mid-FY25-26; and
    - iii) RTA-3 – bus charging and infrastructure study (\$200k in FY23-24 SB125 funds), which will be completed in Q4 of 2025/
  - b) Staff will also continue to work with SLOCOG to prioritize capital projects using the STA State of Good Repair (SGR) 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.
  - c) 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), and LCTOP. Staff will continue to leverage all grant funds to the greatest extent possible in order to conserve local funds.
- 4) Address projected changes in demand for Runabout service:
- a) Runabout service hours and miles are slightly lower than were originally projected for FY24-25, 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, and we have continued focusing training staff resources on training newly hired Bus Operator candidates. Staff plans to reinstitute this Runabout eligibility assessments 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. This will be done by new staff resources that will be added during FY25-26 who will also be supporting the discount eligibility 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.

### **Expenses Impacts**

- 1) Fuel prices continue to be extremely volatile; fuel will be budgeted at \$5.00 per gallon in FY25-26. Included in the Fuel line-item will be diesel exhaust fluid (DEF), which is used to lower diesel exhaust emissions on model year 2015 and newer Fixed-Route vehicles. And although prices have stabilized as a result of the agreement for fuel services with Easy Fuel approved in May 2024, should fuel prices substantially increase or decrease to such a degree that it would have a profound effect on the overall budget, staff will address the change in a budget amendment.
- 2) Related, as we implement BEBs in revenue service in July 2024, we are getting a better handle on per-mile operational costs, as noted in Agenda Item B-2 during this

**RTA BOARD APPROVED MARCH 5, 2025**

meeting. However, since only two BEBs are being operated, the overall impact is relatively small but will increase notably in FY25-26 with the arrival of five additional BEBs in Q4 2025.

### 3) Insurance Expenses:

- a) Staff worked with an actuarial to complete a review of the self-insured retentions for the various lines of insurance. Although staff is not recommending a change to the self-insured retentions at this time, staff is reviewing options to fund a reserve increase to fund the self-insured retentions for the general liability policy and a reserve for the employment practices policy, respectively.
- b) A review of the pooled reinsurance programs that the RTA participates in was conducted in conjunction with our insurance broker, and the RTA is confident that the policies continue to be well placed in the pooled reinsurance market.
- c) CalTIP liability reinsurance premiums are projected to increase. The exact amount is not known at this time, as CalTIP actuaries are still finalizing the May 1, 2025 through April 30, 2026 rates. Although the experience modification factor of RTA is in line with the statewide pool average, the RTA did experience large claims in February 2019 and January 2021, which continue to impact current and future premiums.
- d) CalTIP vehicle physical damage will increase due to the added asset value of newer vehicles, which have risen dramatically in recent years and with the additional cost of electric vehicles. In addition, recent property damage claims seen in the market, namely the recent Los Angeles wildfires and the increasing number of other disasters across the globe.
- e) Our annual Employment Risk Management Authority premium is estimated at \$50,000, 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.
- f) 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. We continue to work with our employee Safety Committee, which 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.
- g) Property insurance will increase due to the significant losses in the property insurance market. Additionally, we are required to maintain flood insurance for our new Bus Maintenance Facility because its construction was federally funded.

**RTA BOARD APPROVED MARCH 5, 2025**

- h) For budget-making purposes, staff is assuming a 7% annual increase for healthcare costs for each of the next two fiscal years. 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.

#### 4) Staffing Expenses:

- a) In May 2023 the Board approved a 3-year Collective Bargaining Agreement (CBA) that will expire on December 31, 2025. Staff notes the fiscal uncertainty that the expiration has on the FY25-26 information that will be included in the budget presentation.
- b) Staff will be working on a third-party study of the RTA organization structure and succession planning program beginning in May 2025. As noted above, the Short-Range Transit Plan recommends that additional staff resources (equivalent to one full-time equivalent) be secured to more effectively enforce the discount fare program and help roll-out the new Cal-ITP contactless fare-capping system. Should additional adjustments – beyond the one FTE mentioned above – to the number of FY25-26 budgeted FTE positions be recommended or needed, staff will bring that proposal to the Board along with any new or revised job descriptions, if applicable.
- c) An annual inflationary wage adjustment based on December 2023 to December 2024 Consumer Price Index (CPI) of 3.4% will be implemented in July 2025 for those employees not covered by the collective bargaining agreement. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments and budgetary authority.
- d) The RTA Board of Directors took action at its September 4, 2024 meeting to implement the increase in contribution percentage of 1.61% for the retirement plan with San Luis Obispo County Pension Trust (SLOCPT) in July 2025 rather than January 2025, and the RTA will assume the 1.61% 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 12 Detailed budget assumptions and revenue forecast to Executive Committee.
- March 5 Obtain Board concurrence on proposed draft budget assumptions.
- March 31 Based on feedback from Executive Committee draft FY26 Budget Draft complete.

**RTA BOARD APPROVED MARCH 5, 2025**

April 2            Draft FY26 Budget presentation to Executive Committee

April 10          Formal FY26 Budget presentation to RTAC

May 7            Final Board Budget presentation; Board adoption of FY26 Budget

**Staff Recommendation for Executive Committee:**

Recommend staff provide the FY25-26 budget assumptions and budget calendar to the Board for approval at the March 5<sup>th</sup> Board meeting, so that a detailed work plan and budget may be developed.

*No meeting held due to lack of quorum.*

**Staff Recommendation for the Board:**

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

**RTA BOARD APPROVED MARCH 5, 2025**

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - RTA Core Service  
OPERATING REVENUE BUDGET FOR 2025/2026

		2023/2024 Combined Actual	2024/25 Adopted Combined Budget	2024/25 Adopted RTA Core Budget	2025/26 Proposed Combined Budget	2025/26 Proposed RTA Core Budget	2026/27 Projected Combined Budget	2026/27 Projected RTA Core Budget
FUNDING SOURCES:								
GENERAL RESERVES		3,126,375	5,268,920	3,966,150	5,781,220	3,501,760	3,662,130	2,337,610
1.	ESTIMATED FUND BALANCE	3,126,375	5,268,920	3,966,150	5,781,220	3,501,760	3,662,130	2,337,610
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR							
CASH FLOW REQUIREMENTS PER TDA		5,268,920	3,241,530	2,394,400	3,462,130	2,337,610	3,783,700	2,616,360
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS		1,935,612	495,210	495,210	200,000	-	-	-
	TOTAL	7,204,532	3,736,740	2,889,610	3,662,130	2,337,610	3,783,700	2,616,360
3.	FUND BALANCE AVAILABLE	(4,078,157)	1,532,180	1,076,540	2,119,090	1,164,150	7,445,830	(278,750)
NON TDA SOURCES								
FARES		1,085,887	1,022,170	749,660	1,148,820	849,760	1,206,260	892,250
MANAGEMENT CONTRACT		304,080	321,860	321,860	-	-	-	-
INTEREST		108,428	60,000	60,000	135,000	135,000	135,000	135,000
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1		1,390,524	1,448,590	350,270	1,561,990	494,440	1,725,730	637,120
RURAL TRANSIT FUND (Administration)		30,000	30,000	30,000	285,410	285,410	280,000	280,000
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		543,572	840,000	840,000	850,500	850,500	867,600	867,600
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating		777,370	792,910	792,910	927,000	927,000	945,600	945,600
FTA (Section 5311) - Operating CARES/CRRSAA/ARPA		635,900	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating		2,184,810	1,489,500	1,133,000	1,742,500	1,155,700	1,777,300	1,178,800
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating		814,377	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating		2,719,755	1,930,000	950,000	2,006,500	969,600	1,893,700	989,000
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14		115,240	147,210	147,210	113,670	113,670	123,860	123,860
CUESTA CONTRIBUTION NORTH COUNTY		40,580	40,580	-	40,580	-	40,580	-
SPECIAL EVENTS REVENUE/OTHER		440,462	111,710	-	454,990	377,390	454,990	377,390
4.	SUB TOTAL	11,190,985	8,234,530	5,374,910	9,266,960	6,158,470	9,450,620	6,426,620
5.	TOTAL FUND BALANCE & NON TDA FUNDING	7,112,828	9,766,710	6,451,450	11,386,050	7,322,620	16,896,450	6,147,870
TDA REQUIRED								
CITY OF ARROYO GRANDE		717,519	643,532	388,962	774,778	361,707	1,053,491	483,260
CITY OF ATASCADERO		726,795	655,562	655,562	754,623	610,453	1,005,147	815,597
CITY OF GROVER BEACH		498,389	447,657	270,572	538,989	251,629	732,881	336,189
CITY OF MORRO BAY		249,562	222,999	222,999	469,201	206,871	539,161	276,391
CITY OF PASO ROBLES		1,229,571	880,099	666,109	1,020,544	623,114	1,406,292	832,512
CITY OF PISMO BEACH		313,027	282,412	170,694	338,828	158,183	460,715	211,340
CITY OF SAN LUIS OBISPO		1,445,058	1,295,399	1,295,399	1,206,522	1,206,522	1,611,976	1,611,976
COUNTY OF SAN LUIS OBISPO		4,337,340	3,968,350	3,526,363	3,506,354	3,284,421	5,092,287	4,388,156
TDA REQUIREMENTS BEFORE 5311 EXCHANGE		9,517,261	8,396,010	7,196,660	8,609,840	6,702,900	11,901,950	8,955,420
LESS: RURAL TRANSIT FUND/5311 EXCHANGE		(1,413,270)	(792,910)	(792,910)	(927,000)	(927,000)	(945,600)	(945,600)
6.	NET TDA REQUIREMENTS	8,103,991	7,603,100	6,403,750	7,682,840	5,775,900	10,956,350	8,009,820
7.	TOTAL FUNDING SOURCES	15,216,819	17,369,810	12,855,200	19,068,890	13,098,520	27,852,800	14,157,690
FUNDING USES:		-	-	-	-	-	-	-
ADMINISTRATION		2,053,362	2,381,810	2,055,910	3,060,070	2,085,030	3,084,400	2,140,200
PERS BUYOUT		178,308	178,310	178,310	178,310	178,310	-	-
BUILDING DECOMMISSIONING		-	-	-	-	-	-	-
MANAGEMENT CONTRACTS		304,080	321,860	-	-	-	-	-
SERVICE DELIVERY		12,681,069	14,287,790	10,474,470	15,606,510	10,691,260	16,960,460	11,858,930
CONTINGENCY		-	200,040	146,510	224,000	143,920	240,540	158,560
9.	TOTAL FUNDING USES	15,216,819	17,369,810	12,855,200	19,068,890	13,098,520	20,285,400	14,157,690
		-	-	-	-	-	-	-

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - RTA Core Service  
CAPITAL AND PLANNING REVENUE BUDGET FOR 2025/2026

		2023/2024 Combined Acutal Capital Expense	2024/25 Combined Adopted Capital Budget	2024/25 Amendment #1 RTA Core Capital Budget	2025/26 Proposed Combined Capital Budget	2025/26 Proposed RTA Core Capital Budget	2026/27 Projected Combined Capital Budget	2026/27 Projected RTA Core Capital Budget
FUNDING SOURCES:								
BEGINNING CAPITAL PROJECTS RESERVE		1,244,550	1,239,550	971,170	1,379,960	995,250	1,561,430	1,164,780
1.	ESTIMATED FUND BALANCE	1,244,550	1,239,550	971,170	1,379,960	995,250	1,561,430	1,164,780
2.								
LESS REQUIRED RESERVES FOR FISCAL YEAR								
CAPITAL PROJECTS RESERVE		1,271,785	1,247,390	995,250	1,561,430	1,164,780	1,334,480	978,170
TOTAL		1,271,785	1,247,390	995,250	1,561,430	1,164,780	1,334,480	978,170
3.								
FUND BALANCE AVAILABLE		(27,235)	(7,840)	(24,080)	(181,470)	(169,530)	226,950	186,610
NON TDA SOURCES								
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		685,476	818,670	506,350	442,280	294,740	278,540	152,060
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		254,963	-	-	-	-	-	-
STATE OF GOOD REPAIR		467,457	465,920	465,920	618,280	407,570	-	-
SB125		-	700,000	700,000	-	-	-	-
Infrastructure (including fare program)		-	-	-	8,654,010	6,462,090	-	-
Fixed Route Electric		-	-	-	1,220,000	804,230	5,552,000	3,592,480
RURAL TRANSIT FUND (Capital)		40,433	9,490	-	2,417,660	1,455,200	202,360	138,580
FEDERAL TRANSIT ADM (FTA) (Section 5307)		2,132,343	2,556,130	2,155,270				
Fixed Route Electric					2,280,400	1,503,250	4,042,200	2,614,200
Fixed Route Non-Electric					-	-	-	-
Demand Response Electric					-	-	223,800	223,800
Demand Response Non-Electric					451,500	451,500	140,400	-
ADA Minivans					517,700	517,700	148,200	148,200
Support Vehicles					37,300	25,560	61,600	42,460
Trolley					-	-	-	-
Bus Stop Improvements					86,500	57,060	87,800	56,810
Vehicle Maintenance Equipment					39,700	27,190	40,400	28,270
FEDERAL TRANSIT ADM (FTA) (Section 5339)		1,000,283	880,730	828,510				
Vehicle Engine Rehab					300,000	172,210	-	-
Fixed Route Electric					6,615,210	4,360,790	-	-
Dial-A-Ride Vehicle Replacement					-	-	-	-
OTHER		-	345,750	345,750	1,242,000	818,730	-	-
4.		-	-	-	-	-	-	-
5.								
TOTAL FUND BALANCE & NON TDA FUNDING		4,580,954	5,776,690	5,001,800	24,922,540	17,357,820	10,777,300	6,996,860
		4,553,720	5,768,850	4,977,720	24,741,070	17,188,290	11,004,250	7,183,470
TDA REQUIRED								
CITY OF ARROYO GRANDE		25,655	24,938	24,938	24,718	24,718	24,718	24,718
CITY OF ATASCADERO		42,743	42,378	42,378	41,717	41,717	41,717	41,717
CITY OF GROVER BEACH		17,820	18,631	18,631	17,196	17,196	17,196	17,196
CITY OF MORRO BAY		14,677	14,364	14,364	14,137	14,137	14,137	14,137
CITY OF PASO ROBLES		43,720	44,020	44,020	42,582	42,582	42,582	42,582
CITY OF PISMO BEACH		11,192	11,475	11,475	10,810	10,810	10,810	10,810
CITY OF SAN LUIS OBISPO		84,985	84,985	84,985	82,451	82,451	82,451	82,451
COUNTY OF SAN LUIS OBISPO		231,349	231,349	231,349	224,449	224,449	224,449	224,449
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		472,140	472,140	472,140	458,060	458,060	458,060	458,060
6.		-	-	-	-	-	-	-
FINANCING FOR BUS MAINTEANCE FACILITY								
7.								
TOTAL FUNDING SOURCES		5,025,860	6,240,990	5,449,860	25,199,130	17,646,350	11,462,310	7,641,530
8.								
FUNDING USES:								
CAPITAL		4,370,515	3,004,060	2,506,130	16,021,710	10,726,200	11,004,250	7,183,470
LOAN PAYMENTS		444,906	472,140	472,140	458,060	458,060	458,060	458,060
SHORT RANGE TRANSIT PLAN		158,686	92,030	92,030	65,350	-	-	-
REGIONAL CONTACTLESS FARE PAYMENT SYSTEM		-	-	-	388,000	255,650	-	-
REGIONAL CONTACTLESS CHARGING		-	-	-	2,266,000	2,096,120	-	-
REGIONAL BUS CHARGING PROJECTS		51,753	2,379,560	2,379,560	4,000,020	2,740,220	-	-
MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING		-	-	-	1,999,990	1,370,100	-	-
9.								
TOTAL FUNDING USES		5,025,860	5,947,790	5,449,860	25,199,130	17,646,350	11,462,310	7,641,530

3/25/2025  
9:02 AM

		Total Adopted Budget	Weekday Proposed Budget	Express Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Projected Budget
		FY 2024-25	FY 2025-26	FY 2025-26	FY 2025-26	FY 2025-26	FY 2025-26	FY 2026-27
<b>Route 9</b>								
	<u>Measure:</u>							
	Annual Hours	13,050	10,600	790	720	650	12,760	12,760
	Annual Miles	329,730	254,390	27,220	20,500	18,230	320,340	320,340
<b>Administration:</b>								
<b>Total Administration (Net of Contracts)</b>		\$ 383,160	\$ 377,740	\$ 33,690	\$ 27,820	\$ 24,930	\$ 464,180	\$ 444,580
<b>Service Delivery:</b>	<u>Basis:</u>							
Labor - Operations	hourly							
Bus Operators	hourly	\$ 867,930	\$ 732,560	\$ 54,600	\$ 49,760	\$ 44,920	\$ 881,840	\$ 901,010
Training Staff	hourly	\$ 65,770	\$ 49,450	\$ 3,690	\$ 3,360	\$ 3,030	\$ 59,530	\$ 61,400
Operations Supervisors/Schedulers	hourly	\$ 241,280	\$ 178,630	\$ 13,310	\$ 12,130	\$ 10,950	\$ 215,020	\$ 220,360
Ops. Mgt. / Oversight	hourly	\$ 69,780	\$ 56,240	\$ 4,190	\$ 3,820	\$ 3,450	\$ 67,700	\$ 70,930
Labor - Operations Workers Comp	hourly	\$ 56,090	\$ 45,060	\$ 3,360	\$ 3,060	\$ 2,760	\$ 54,240	\$ 55,010
Labor - Maintenance	miles	\$ 336,810	\$ 295,350	\$ 31,600	\$ 23,800	\$ 21,170	\$ 371,920	\$ 385,100
Labor - Maintenance Workers Comp	miles	\$ 16,640	\$ 15,720	\$ 1,680	\$ 1,270	\$ 1,130	\$ 19,800	\$ 20,270
Fuel	miles	\$ 272,410	\$ 233,710	\$ 25,010	\$ 18,830	\$ 16,750	\$ 294,300	\$ 294,300
Insurance	miles	\$ 175,850	\$ 170,590	\$ 18,250	\$ 13,750	\$ 12,220	\$ 214,810	\$ 246,500
Maintenance (parts, supplies, materials)	miles	\$ 184,850	\$ 138,320	\$ 14,800	\$ 11,150	\$ 9,910	\$ 174,180	\$ 182,240
Maintenance Contract Costs	miles	\$ 27,080	\$ 21,310	\$ 2,280	\$ 1,720	\$ 1,530	\$ 26,840	\$ 26,310
<b>Total Operations</b>		\$ 2,314,490	\$ 1,936,940	\$ 172,770	\$ 142,650	\$ 127,820	\$ 2,380,180	\$ 2,463,430
<b>Capital/Studies:</b>								
<b>Total Capital Outlay</b>		\$ 156,140	\$ 4,376,580	\$ 390,380	\$ 322,320	\$ 288,820	\$ 5,378,100	\$ 2,599,700
<b>Contingency</b>	hourly	\$ 32,370	\$ 25,320	\$ 1,890	\$ 1,720	\$ 1,550	\$ 30,480	\$ 30,990
<b>PERS Buyout</b>	operations cost	\$ 39,400	\$ 32,300	\$ 2,880	\$ 2,380	\$ 2,130	\$ 39,690	\$ -
<b>Loan Repayment</b>	operations cost	\$ 104,340	\$ 82,990	\$ 7,400	\$ 6,110	\$ 5,480	\$ 101,980	\$ 95,150
<b>TOTAL FUNDING USES</b>		\$ 3,029,900	\$ 6,831,870	\$ 609,010	\$ 503,000	\$ 450,730	\$ 8,394,610	\$ 5,633,850
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,769,420	\$ 2,372,300	\$ 211,230	\$ 174,570	\$ 156,430	\$ 2,914,530	\$ 2,939,000

3/25/2025  
9:02 AM

			Total Adopted Budget	Weekday Proposed Budget	Express Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Projected Budget
			FY 2024-25	FY 2025-26	FY 2025-26	FY 2025-26	FY 2025-26	FY 2025-26	FY 2026-27
<b>Route 10</b>									
	<u>Measure:</u>								
	Annual Hours		11,260	9,280	600	680	540	11,100	11,100
	Annual Miles		318,120	277,190	18,100	20,640	16,510	332,440	332,440
<b>Administration:</b>									
<b>Total Administration (Net of Contracts)</b>			\$ 347,720	\$ 367,250	\$ 23,860	\$ 27,130	\$ 21,630	\$ 439,870	\$ 421,720
<b>Service Delivery:</b>	<u>Basis:</u>								
Labor - Operations	hourly								
Bus Operators	hourly	\$	748,870	\$ 641,340	\$ 41,470	\$ 46,990	\$ 37,320	\$ 767,120	\$ 783,790
Training Staff	hourly	\$	56,750	\$ 43,290	\$ 2,800	\$ 3,170	\$ 2,520	\$ 51,780	\$ 53,420
Operations Supervisors/Schedulers	hourly	\$	208,200	\$ 156,390	\$ 10,110	\$ 11,460	\$ 9,100	\$ 187,060	\$ 191,690
Ops. Mgt. / Oversight	hourly	\$	60,220	\$ 49,230	\$ 3,180	\$ 3,610	\$ 2,860	\$ 58,880	\$ 61,700
Labor - Operations Workers Comp	hourly	\$	48,390	\$ 39,450	\$ 2,550	\$ 2,890	\$ 2,300	\$ 47,190	\$ 47,850
Labor - Maintenance	miles	\$	324,950	\$ 321,820	\$ 21,010	\$ 23,960	\$ 19,170	\$ 385,960	\$ 399,650
Labor - Maintenance Workers Comp	miles	\$	16,050	\$ 17,130	\$ 1,120	\$ 1,280	\$ 1,020	\$ 20,550	\$ 21,040
Fuel	miles	\$	262,820	\$ 254,650	\$ 16,630	\$ 18,960	\$ 15,170	\$ 305,410	\$ 305,410
Insurance	miles	\$	169,670	\$ 185,880	\$ 12,140	\$ 13,840	\$ 11,070	\$ 222,930	\$ 255,810
Maintenance (parts, supplies, materials)	miles	\$	178,340	\$ 150,720	\$ 9,840	\$ 11,220	\$ 8,980	\$ 180,760	\$ 189,120
Maintenance Contract Costs	miles	\$	26,130	\$ 23,220	\$ 1,520	\$ 1,730	\$ 1,380	\$ 27,850	\$ 27,310
<b>Total Operations</b>		\$	2,100,390	\$ 1,883,120	\$ 122,370	\$ 139,110	\$ 110,890	\$ 2,255,490	\$ 2,336,790
<b>Capital/Studies:</b>									
<b>Total Capital Outlay</b>		\$	141,700	\$ 4,373,870	\$ 284,230	\$ 323,100	\$ 257,560	\$ 5,238,760	\$ 2,466,050
<b>Contingency</b>	hourly	\$	29,380	\$ 22,170	\$ 1,430	\$ 1,620	\$ 1,290	\$ 26,510	\$ 26,960
<b>PERS Buyout</b>	operations cost	\$	35,760	\$ 31,410	\$ 2,040	\$ 2,320	\$ 1,850	\$ 37,620	\$ -
<b>Loan Repayment</b>	operations cost	\$	94,680	\$ 80,680	\$ 5,240	\$ 5,960	\$ 4,750	\$ 96,630	\$ 90,260
<b>TOTAL FUNDING USES</b>		\$	2,749,630	\$ 6,758,500	\$ 439,170	\$ 499,240	\$ 397,970	\$ 8,094,880	\$ 5,341,780
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$	2,513,250	\$ 2,303,950	\$ 149,700	\$ 170,180	\$ 135,660	\$ 2,759,490	\$ 2,785,470



3/25/2025  
9:02 AM

		Total Adopted Budget	Weekday Proposed Budget	Weekday Rte 14 Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Projected Budget
		FY 2024-25	FY 2025-26	FY 2025-26	FY 2025-26	FY 2025-26	FY 2025-26	FY 2026-27
<b>Route 12, and Route 14 Tripper</b>								
	Measure:							
	Annual Hours	7,250	6,480	110	510	590	7,690	7,690
	Annual Miles	429,300	170,060	1,800	12,390	14,730	198,980	198,980
<b>Administration:</b>								
<b>Total Administration (Net of Contracts)</b>		\$ 338,120	\$ 240,680	\$ 3,350	\$ 18,280	\$ 21,410	\$ 283,720	\$ 271,790
<b>Service Delivery:</b>								
Labor - Operations	Basis: hourly							
Bus Operators	hourly	\$ 482,180	\$ 447,830	\$ 7,600	\$ 35,250	\$ 40,770	\$ 531,450	\$ 543,010
Training Staff	hourly	\$ 36,540	\$ 30,230	\$ 510	\$ 2,380	\$ 2,750	\$ 35,870	\$ 37,010
Operations Supervisors/Schedulers	hourly	\$ 134,040	\$ 109,200	\$ 1,850	\$ 8,590	\$ 9,940	\$ 129,580	\$ 132,800
Ops. Mgt. / Oversight	hourly	\$ 38,780	\$ 34,380	\$ 580	\$ 2,710	\$ 3,130	\$ 40,800	\$ 42,750
Labor - Operations Workers Comp	hourly	\$ 31,150	\$ 27,550	\$ 470	\$ 2,170	\$ 2,510	\$ 32,700	\$ 33,150
Labor - Maintenance	miles	\$ 438,520	\$ 197,440	\$ 2,090	\$ 14,380	\$ 17,100	\$ 231,010	\$ 239,210
Labor - Maintenance Workers Comp	miles	\$ 21,660	\$ 10,510	\$ 110	\$ 770	\$ 910	\$ 12,300	\$ 12,590
Fuel	miles	\$ 354,680	\$ 156,230	\$ 1,650	\$ 11,380	\$ 13,530	\$ 182,790	\$ 182,800
Insurance	miles	\$ 228,960	\$ 114,040	\$ 1,210	\$ 8,310	\$ 9,880	\$ 133,440	\$ 153,120
Maintenance (parts, supplies, materials)	miles	\$ 240,660	\$ 92,470	\$ 980	\$ 6,740	\$ 8,010	\$ 108,200	\$ 113,200
Maintenance Contract Costs	miles	\$ 35,260	\$ 14,250	\$ 150	\$ 1,040	\$ 1,230	\$ 16,670	\$ 16,340
<b>Total Operations</b>		\$ 2,042,430	\$ 1,234,130	\$ 17,200	\$ 93,720	\$ 109,760	\$ 1,454,810	\$ 1,505,980
<b>Capital/Studies:</b>								
<b>Total Capital Outlay</b>		\$ 137,790	\$ 3,032,110	\$ 42,260	\$ 230,260	\$ 269,670	\$ 3,574,300	\$ 1,589,290
<b>Contingency</b>	hourly	\$ 28,570	\$ 15,480	\$ 260	\$ 1,220	\$ 1,410	\$ 18,370	\$ 18,680
<b>PERS Buyout</b>	operations cost	\$ 34,770	\$ 20,580	\$ 290	\$ 1,560	\$ 1,830	\$ 24,260	\$ -
<b>Loan Repayment</b>	operations cost	\$ 92,060	\$ 52,880	\$ 740	\$ 4,020	\$ 4,700	\$ 62,340	\$ 58,170
<b>TOTAL FUNDING USES</b>		\$ 2,673,740	\$ 4,595,860	\$ 64,100	\$ 349,060	\$ 408,780	\$ 5,417,800	\$ 3,443,910
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,443,890	\$ 1,510,870	\$ 21,100	\$ 114,780	\$ 134,410	\$ 1,781,160	\$ 1,796,450

3/25/2025  
9:02 AM

		Total Adopted Budget FY 2024-25	Weekday Proposed Budget FY 2025-26	Saturday Proposed Budget FY 2025-26	Sunday Proposed Budget FY 2025-26	Total Adopted Budget FY 2025-26	Projected Budget FY 2026-27
<b>Route 15</b>							
	Measure:						
	Annual Hours	3,220	2,580	620	390	3,590	3,590
	Annual Miles	99,560	78,150	16,560	9,970	104,680	104,680
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		\$ 103,800	\$ 102,830	\$ 23,220	\$ 14,310	\$ 140,360	\$ 134,550
<b>Service Delivery:</b>							
	Basis:						
Labor - Operations	hourly						
Bus Operators	hourly	\$ 214,160	\$ 178,300	\$ 42,850	\$ 26,950	\$ 248,100	\$ 253,500
Training Staff	hourly	\$ 16,230	\$ 12,040	\$ 2,890	\$ 1,820	\$ 16,750	\$ 17,280
Operations Supervisors/Schedulers	hourly	\$ 59,540	\$ 43,480	\$ 10,450	\$ 6,570	\$ 60,500	\$ 62,000
Ops. Mgt. / Oversight	hourly	\$ 17,220	\$ 13,690	\$ 3,290	\$ 2,070	\$ 19,050	\$ 19,960
Labor - Operations Workers Comp	hourly	\$ 13,840	\$ 10,970	\$ 2,640	\$ 1,660	\$ 15,270	\$ 15,480
Labor - Maintenance	miles	\$ 101,710	\$ 90,730	\$ 19,230	\$ 11,580	\$ 121,540	\$ 125,840
Labor - Maintenance Workers Comp	miles	\$ 5,030	\$ 4,830	\$ 1,020	\$ 620	\$ 6,470	\$ 6,620
Fuel	miles	\$ 82,250	\$ 71,800	\$ 15,210	\$ 9,160	\$ 96,170	\$ 96,170
Insurance	miles	\$ 53,100	\$ 52,410	\$ 11,100	\$ 6,690	\$ 70,200	\$ 80,550
Maintenance (parts, supplies, materials)	miles	\$ 55,800	\$ 42,490	\$ 9,000	\$ 5,420	\$ 56,910	\$ 59,550
Maintenance Contract Costs	miles	\$ 8,190	\$ 6,550	\$ 1,390	\$ 840	\$ 8,780	\$ 8,600
<b>Total Operations</b>		\$ 627,070	\$ 527,290	\$ 119,070	\$ 73,380	\$ 719,740	\$ 745,550
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		\$ 42,300	\$ 229,530	\$ 51,840	\$ 31,940	\$ 313,310	\$ 10,750
<b>Contingency</b>	hourly	\$ 8,780	\$ 6,160	\$ 1,480	\$ 930	\$ 8,570	\$ 8,720
<b>PERS Buyout</b>	operations cost	\$ 10,670	\$ 8,790	\$ 1,990	\$ 1,220	\$ 12,000	\$ -
<b>Loan Repayment</b>	operations cost	\$ 28,270	\$ 22,590	\$ 5,100	\$ 3,140	\$ 30,830	\$ 28,800
<b>TOTAL FUNDING USES</b>		\$ 820,890	\$ 897,190	\$ 202,700	\$ 124,920	\$ 1,224,810	\$ 928,370
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 750,320	\$ 645,070	\$ 145,760	\$ 89,840	\$ 880,670	\$ 888,820

3/25/2025  
9:02 AM

		Total Adopted Budget FY 2024-25	Total Proposed Budget FY 2025-26	Projected Budget FY 2026-27
<b>Runabout</b>				
	Measure:			
	Annual Hours	22,890	25,120	30,140
	Annual Miles	360,550	396,690	476,030
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>		\$ 561,230	\$ 756,890	\$ 867,560
<b>Service Delivery:</b>				
	Basis:			
Labor - Operations	hourly			
Bus Operators	hourly	\$ 1,522,360	\$ 1,736,050	\$ 2,128,250
Training Staff	hourly	\$ 115,360	\$ 117,190	\$ 145,040
Operations Supervisors/Schedulers	hourly	\$ 423,220	\$ 423,340	\$ 520,500
Ops. Mgt. / Oversight	hourly	\$ 122,400	\$ 133,270	\$ 167,540
Labor - Operations Workers Comp	hourly	\$ 98,380	\$ 106,780	\$ 129,930
Labor - Maintenance	miles	\$ 368,300	\$ 460,560	\$ 572,260
Labor - Maintenance Workers Comp	miles	\$ 18,200	\$ 24,520	\$ 30,130
Fuel	miles	\$ 297,870	\$ 364,440	\$ 437,330
Insurance	miles	\$ 192,290	\$ 266,010	\$ 366,310
Maintenance (parts, supplies, materials)	miles	\$ 202,120	\$ 215,690	\$ 270,810
Maintenance Contract Costs	miles	\$ 29,620	\$ 33,230	\$ 39,100
<b>Total Operations</b>		\$ 3,390,120	\$ 3,881,080	\$ 4,807,200
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>		\$ 946,240	\$ 2,683,870	\$ 517,690
<b>Contingency</b>	hourly	\$ 47,420	\$ 60,000	\$ 73,210
<b>PERS Buyout</b>	operations cost	\$ 57,710	\$ 64,730	\$ -
<b>Loan Repayment</b>	operations cost	\$ 152,810	\$ 166,280	\$ 185,680
<b>TOTAL FUNDING USES</b>		\$ 5,155,530	\$ 7,612,850	\$ 6,451,340
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 4,056,480	\$ 4,762,700	\$ 5,747,970

***This Page Left Intentionally Blank***



# **Fiscal Year 2025/2026**

## **Operating Budget**

**County of San Luis Obispo Services  
For Transit Services in the Unincorporated  
Areas of San Luis Obispo County**

**May 7, 2025**

C-2-27

***This Page Left Intentionally Blank***

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - County Service  
OPERATING REVENUE BUDGET FOR 2025/2026

	2023/2024 Combined Actual	2024/25 Adopted County Budget	2025/26 Proposed County Budget	2026/27 Projected County Budget
FUNDING SOURCES:				
GENERAL RESERVES	3,126,375	226,770	498,740	153,000
1. ESTIMATED FUND BALANCE	3,126,375	226,770	498,740	153,000
2. LESS REQUIRED RESERVES FOR FISCAL YEAR				
CASH FLOW REQUIREMENTS PER TDA	5,268,920	166,170	153,000	165,920
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	1,935,612	-	-	-
TOTAL	7,204,532	166,170	153,000	165,920
3. FUND BALANCE AVAILABLE	(4,078,157)	60,600	345,740	(12,920)
NON TDA SOURCES				
FARES	1,085,887	18,420	20,260	21,270
MANAGEMENT CONTRACT	304,080	-	-	-
INTEREST	108,428	-	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	1,390,524	369,370	317,960	315,610
RURAL TRANSIT FUND (Administration)	30,000	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	543,572	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	777,370	-	-	-
FTA (Section 5311) - Operating CARES/CRRSAA/ARPA	635,900	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	2,184,810	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	814,377	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	2,719,755	35,540	38,820	39,600
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	115,240	-	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	-
SPECIAL EVENTS REVENUE/OTHER	440,462	-	-	-
4. SUB TOTAL	11,190,985	423,330	377,040	376,480
5. TOTAL FUND BALANCE & NON TDA FUNDING	7,112,828	483,930	722,780	363,560
TDA REQUIRED				
CITY OF ARROYO GRANDE	717,519	-	-	-
CITY OF ATASCADERO	726,795	-	-	-
CITY OF GROVER BEACH	498,389	-	-	-
CITY OF MORRO BAY	249,562	-	-	-
CITY OF PASO ROBLES	1,229,571	-	-	-
CITY OF PISMO BEACH	313,027	-	-	-
CITY OF SAN LUIS OBISPO	1,445,058	-	-	-
COUNTY OF SAN LUIS OBISPO	4,337,340	338,480	58,510	478,530
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	9,517,261	338,480	58,510	478,530
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(1,413,270)	-	-	-
6. NET TDA REQUIREMENTS	8,103,991	338,480	58,510	478,530
7. TOTAL FUNDING SOURCES	15,216,819	822,410	781,290	842,090
8. FUNDING USES:	-	-	-	-
ADMINISTRATION	2,053,362	7,890	139,780	147,140
PERS BUYOUT	178,308	-	-	-
BUILDING DECOMMISSIONING	-	-	-	-
MANAGEMENT CONTRACTS	304,080	121,670	-	-
SERVICE DELIVERY	12,681,069	683,100	632,250	684,960
CONTINGENCY	-	9,750	9,260	9,990
9. TOTAL FUNDING USES	15,216,819	822,410	781,290	842,090
	-	-	-	-

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - County Service  
CAPITAL AND PLANNING REVENUE BUDGET FOR 2025/2026

		2023/2024 Combined Acutal Capital Expense	2024/25 Amendment #1 County Capital Budget	2025/26 Proposed County Capital Budget	2026/27 Projected County Capital Budget
FUNDING SOURCES:					
BEGINNING CAPITAL PROJECTS RESERVE		1,244,550	112,330	34,600	29,300
1.	ESTIMATED FUND BALANCE	1,244,550	112,330	34,600	29,300
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR				
CAPITAL PROJECTS RESERVE		1,271,785	34,600	29,300	26,520
TOTAL		1,271,785	34,600	29,300	26,520
3.	FUND BALANCE AVAILABLE	(27,235)	77,730	5,300	2,780
NON TDA SOURCES					
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		685,476	17,410	-	2,350
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		254,963	-	-	-
STATE OF GOOD REPAIR		467,457	-	-	-
SB125		-	-	-	-
Infrastructure (including fare program)		-	-	243,070	-
Fixed Route Electric		-	-	-	-
RURAL TRANSIT FUND (Capital)		40,433	9,490	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307)		2,132,343	312,160		
Fixed Route Electric				-	-
Fixed Route Non-Electric				-	-
Demand Response Electric				-	-
Demand Response Non-Electric				-	-
ADA Minivans				-	-
Support Vehicles				1,510	3,110
Trolley				-	-
Bus Stop Improvements				-	-
Vehicle Maintenance Equipment				1,610	1,630
FEDERAL TRANSIT ADM (FTA) (Section 5339)		1,000,283	52,220		
Vehicle Engine Rehab				-	-
Fixed Route Electric				-	-
Dial-A-Ride Vehicle Replacement				-	-
OTHER		-	-	-	-
4.					
5.	TOTAL FUND BALANCE & NON TDA FUNDING	4,580,954	391,280	246,190	7,090
		4,553,720	469,010	251,490	9,870
TDA REQUIRED					
CITY OF ARROYO GRANDE		25,655	-	-	-
CITY OF ATASCADERO		42,743	-	-	-
CITY OF GROVER BEACH		17,820	-	-	-
CITY OF MORRO BAY		14,677	-	-	-
CITY OF PASO ROBLES		43,720	-	-	-
CITY OF PISMO BEACH		11,192	-	-	-
CITY OF SAN LUIS OBISPO		84,985	-	-	-
COUNTY OF SAN LUIS OBISPO		231,349	-	-	-
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		472,140	-	-	-
6.	FINANCING FOR BUS MAINTNEANCE FACILITY	-	-	-	-
7.	TOTAL FUNDING SOURCES	5,025,860	469,010	251,490	9,870
FUNDING USES:					
8.					
CAPITAL		4,370,515	175,810	8,420	9,870
LOAN PAYMENTS		444,906	-	-	-
SHORT RANGE TRANSIT PLAN		158,686	-	-	-
REGIONAL CONTACTLESS FARE PAYMENT SYSTEM		-	-	-	-
REGIONAL CONTACTLESS CHARGING		-	-	-	-
REGIONAL BUS CHARGING PROJECTS		51,753	-	162,050	-
MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING		-	-	81,020	-
		-	-	-	-
9.	TOTAL FUNDING USES	5,025,860	175,810	251,490	9,870



3/25/2025  
9:04 AM

		<b>Total Adopted Budget</b>	<b>Total Proposed Budget</b>	<b>Projected Budget</b>
		<b>FY 2024-25</b>	<b>FY 2025-26</b>	<b>FY 2026-27</b>
<b>County Services</b>				
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>		\$ 129,560	\$ 139,780	\$ 147,140
<b>Service Delivery:</b>				
Labor - Operations	hourly			
Bus Operators	hourly	\$ 301,170	\$ 318,710	\$ 343,820
Training Staff	hourly	\$ 22,820	\$ 23,950	\$ 26,080
Operations Supervisors/Schedulers	hourly	\$ 83,730	\$ 80,700	\$ 87,320
Ops. Mgt. / Oversight	hourly	\$ 24,220	\$ 29,360	\$ 32,480
Labor - Operations Workers Comp	hourly	\$ 19,460	\$ 17,650	\$ 18,900
Labor - Maintenance	miles	\$ 107,860	\$ 41,340	\$ 44,760
Labor - Maintenance Workers Comp	miles	\$ 5,330	\$ 2,230	\$ 2,390
Fuel	miles	\$ 35,870	\$ 36,010	\$ 37,660
Insurance	miles	\$ 23,150	\$ 27,540	\$ 33,050
Special Transit (Senior Vans, Incentives, etc)	n/a	\$ 33,500	\$ 32,070	\$ 34,930
Maintenance (parts, supplies, materials)	miles	\$ 21,930	\$ 18,200	\$ 18,690
Maintenance Contract Costs	miles	\$ 4,060	\$ 4,490	\$ 4,880
<b>Total Operations</b>		\$ 683,100	\$ 632,250	\$ 684,960
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>		\$ 21,000	\$ 251,490	\$ 9,870
<b>Contingency</b>	hourly	\$ 9,750	\$ 9,260	\$ 9,990
<b>Loan Repayment</b>	operations cost	\$ -	\$ -	\$ -
<b>TOTAL FUNDING USES</b>		\$ 843,410	\$ 1,032,780	\$ 851,960
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 822,410	\$ 781,290	\$ 842,090

***This Page Left Intentionally Blank***



# **Fiscal Year 2025/2026**

## **Operating Budget**

**Paso Robles Service  
For Transit Services in the City of Paso Robles**

**May 7, 2025**

C-2-33

***This Page Left Intentionally Blank***

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - Paso Robles Service  
OPERATING REVENUE BUDGET FOR 2025/2026

		2023/2024 Combined Actual	2024/25 Adopted Paso Robles Budget	2025/26 Proposed Paso Robles Budget	2026/27 Projected Paso Robles Budget
FUNDING SOURCES:					
	GENERAL RESERVES	3,126,375	316,140	406,540	228,980
1.	ESTIMATED FUND BALANCE	3,126,375	316,140	406,540	228,980
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR				
	CASH FLOW REQUIREMENTS PER TDA	5,268,920	200,770	228,980	236,230
	OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	1,935,612	-	-	-
	TOTAL	7,204,532	200,770	228,980	236,230
3.	FUND BALANCE AVAILABLE	(4,078,157)	115,370	177,560	(7,250)
NON TDA SOURCES					
	FARES	1,085,887	146,850	118,870	124,810
	MANAGEMENT CONTRACT	304,080	-	-	-
	INTEREST	108,428	-	-	-
	STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	1,390,524	295,060	216,080	236,450
	RURAL TRANSIT FUND (Administration)	30,000	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	543,572	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	777,370	-	-	-
	FTA (Section 5311) - Operating CARES/CRRSAA/ARPA	635,900	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	2,184,810	356,500	363,600	370,900
	FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	814,377	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	2,719,755	-	-	-
	CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	115,240	-	-	-
	CUESTA CONTRIBUTION NORTH COUNTY	40,580	40,580	40,580	40,580
	SPECIAL EVENTS REVENUE/OTHER	440,462	-	52,400	52,400
4.	SUB TOTAL	11,190,985	838,990	791,530	825,140
5.	TOTAL FUND BALANCE & NON TDA FUNDING	7,112,828	954,360	969,090	817,890
TDA REQUIRED					
	CITY OF ARROYO GRANDE	717,519	-	-	-
	CITY OF ATASCADERO	726,795	-	-	-
	CITY OF GROVER BEACH	498,389	-	-	-
	CITY OF MORRO BAY	249,562	-	-	-
	CITY OF PASO ROBLES	1,229,571	213,990	397,430	573,780
	CITY OF PISMO BEACH	313,027	-	-	-
	CITY OF SAN LUIS OBISPO	1,445,058	-	-	-
	COUNTY OF SAN LUIS OBISPO	4,337,340	-	-	-
	TDA REQUIREMENTS BEFORE 5311 EXCHANGE	9,517,261	213,990	397,430	573,780
	LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(1,413,270)	-	-	-
6.	NET TDA REQUIREMENTS	8,103,991	213,990	397,430	573,780
7.	TOTAL FUNDING SOURCES	15,216,819	1,168,350	1,366,520	1,391,670
8.	FUNDING USES:				
	ADMINISTRATION	2,053,362	104,950	219,930	209,830
	PERS BUYOUT	178,308	-	-	-
	BUILDING DECOMMISSIONING	-	-	-	-
	MANAGEMENT CONTRACTS	304,080	59,030	-	-
	SERVICE DELIVERY	12,681,069	990,520	1,127,760	1,162,700
	CONTINGENCY	-	13,850	18,830	19,140
9.	TOTAL FUNDING USES	15,216,819	1,168,350	1,366,520	1,391,670
		-	-	-	-

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - Paso Robles Service  
CAPITAL AND PLANNING REVENUE BUDGET FOR 2025/2026

		2023/2024 Combined Acutal Capital Expense	2024/25 Adopted Paso Robles Capital Budget	2025/26 Proposed Paso Robles Capital Budget	2026/27 Projected Paso Robles Capital Budget
FUNDING SOURCES:					
BEGINNING CAPITAL PROJECTS RESERVE		1,244,550	10,420	68,840	112,550
1.	ESTIMATED FUND BALANCE	1,244,550	10,420	68,840	112,550
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR				
CAPITAL PROJECTS RESERVE		1,271,785	68,840	112,550	100,630
TOTAL		1,271,785	68,840	112,550	100,630
3.	FUND BALANCE AVAILABLE	(27,235)	(58,420)	(43,710)	11,920
NON TDA SOURCES					
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		685,476	125,240	51,970	31,600
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		254,963	-	-	-
STATE OF GOOD REPAIR		467,457	-	62,910	-
SB125		-	-	-	-
Infrastructure (including fare program)		-	-	638,740	-
Fixed Route Electric		-	-	124,130	662,040
RURAL TRANSIT FUND (Capital)		40,433	-	193,360	21,550
FEDERAL TRANSIT ADM (FTA) (Section 5307)		2,132,343	-		
Fixed Route Electric				232,020	482,460
Fixed Route Non-Electric				-	-
Demand Response Electric				-	-
Demand Response Non-Electric				-	-
ADA Minivans				-	-
Support Vehicles				2,690	4,220
Trolley				-	-
Bus Stop Improvements				8,790	10,470
Vehicle Maintenance Equipment				2,870	2,760
FEDERAL TRANSIT ADM (FTA) (Section 5339)		1,000,283	-		
Vehicle Engine Rehab				38,150	-
Fixed Route Electric				673,060	-
Dial-A-Ride Vehicle Replacement				-	-
OTHER		-	-	126,370	-
4.		-	-	-	-
5.	TOTAL FUND BALANCE & NON TDA FUNDING	4,580,954	125,240	2,155,060	1,215,100
		4,553,720	66,820	2,111,350	1,227,020
TDA REQUIRED					
CITY OF ARROYO GRANDE		25,655	-	-	-
CITY OF ATASCADERO		42,743	-	-	-
CITY OF GROVER BEACH		17,820	-	-	-
CITY OF MORRO BAY		14,677	-	-	-
CITY OF PASO ROBLES		43,720	-	-	-
CITY OF PISMO BEACH		11,192	-	-	-
CITY OF SAN LUIS OBISPO		84,985	-	-	-
COUNTY OF SAN LUIS OBISPO		231,349	-	-	-
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		472,140	-	-	-
6.	FINANCING FOR BUS MAINTNEANCE FACILITY	-	-	-	-
7.	TOTAL FUNDING SOURCES	5,025,860	66,820	2,111,350	1,227,020
FUNDING USES:					
CAPITAL		4,370,515	66,820	1,472,610	1,227,020
LOAN PAYMENTS		444,906	-	-	-
SHORT RANGE TRANSIT PLAN		158,686	-	-	-
REGIONAL CONTACTLESS FARE PAYMENT SYSTEM		-	-	35,290	-
REGIONAL CONTACTLESS CHARGING		-	-	169,880	-
REGIONAL BUS CHARGING PROJECTS		51,753	-	289,050	-
MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING		-	-	144,520	-
		-	-	-	-
9.	TOTAL FUNDING USES	5,025,860	66,820	2,111,350	1,227,020

3/25/2025  
9:05 AM

		Total Adopted Budget FY 2024-25	Proposed Route A & B Budget FY 2025-26	Proposed Paso DAR Budget FY 2025-26	Proposed Tripper Budget FY 2025-26	Total Proposed Budget FY 2025-26	Projected Budget FY 2026-27
<b>Paso Robles Services</b>							
	Measure:						
	Annual Hours	7,170	6,250	1,430	200	7,880	7,880
	Annual Miles	89,720	82,820	12,930	2,600	98,350	98,350
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		\$ 163,980	\$ 177,670	\$ 36,610	\$ 5,650	\$ 219,930	\$ 209,830
<b>Service Delivery:</b>							
	Basis:						
Labor - Operations	hourly						
Bus Operators	hourly	\$ 476,860	\$ 431,950	\$ 98,830	\$ 13,820	\$ 544,600	\$ 556,420
Training Staff	hourly	\$ 36,140	\$ 29,160	\$ 6,670	\$ 930	\$ 36,760	\$ 37,920
Operations Supervisors/Schedulers	hourly	\$ 132,560	\$ 105,340	\$ 24,100	\$ 3,370	\$ 132,810	\$ 136,080
Ops. Mgt. / Oversight	hourly	\$ 38,340	\$ 33,160	\$ 7,590	\$ 1,060	\$ 41,810	\$ 43,800
Labor - Operations Workers Comp	hourly	\$ 30,820	\$ 26,570	\$ 6,080	\$ 850	\$ 33,500	\$ 33,970
Labor - Maintenance	miles	\$ 91,650	\$ 96,150	\$ 15,010	\$ 3,020	\$ 114,180	\$ 118,230
Labor - Maintenance Workers Comp	miles	\$ 4,520	\$ 5,120	\$ 800	\$ 160	\$ 6,080	\$ 6,220
Fuel	miles	\$ 74,120	\$ 76,090	\$ 11,880	\$ 2,390	\$ 90,360	\$ 90,350
Insurance	miles	\$ 47,850	\$ 55,540	\$ 8,670	\$ 1,740	\$ 65,950	\$ 75,680
Maintenance (parts, supplies, materials)	miles	\$ 50,290	\$ 45,030	\$ 7,030	\$ 1,410	\$ 53,470	\$ 55,950
Maintenance Contract Costs	miles	\$ 7,370	\$ 6,940	\$ 1,080	\$ 220	\$ 8,240	\$ 8,080
<b>Total Operations</b>		\$ 990,520	\$ 911,050	\$ 187,740	\$ 28,970	\$ 1,127,760	\$ 1,162,700
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		\$ 66,820	\$ 1,973,890	\$ 74,680	\$ 62,780	\$ 2,111,350	\$ 1,227,020
<b>Contingency</b>	hourly	\$ 13,850	\$ 14,930	\$ 3,420	\$ 480	\$ 18,830	\$ 19,140
<b>Loan Repayment</b>	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL FUNDING USES</b>		\$ 1,235,170	\$ 3,077,540	\$ 302,450	\$ 97,880	\$ 3,477,870	\$ 2,663,600
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 1,168,350	\$ 1,103,650	\$ 227,770	\$ 35,100	\$ 1,366,520	\$ 1,391,670

***This Page Left Intentionally Blank***





# **Fiscal Year 2025/2026**

## **Operating Budget**

**South County Service  
For Transit Services in the Five Cities Area**

**May 7, 2025**

C-2-39

***This Page Left Intentionally Blank***

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - South County Service  
OPERATING REVENUE BUDGET FOR 2025/2026

	2023/2024 Combined Actual	2024/25 Adopted South County Budget	2025/26 Proposed South County Budget	2026/27 Projected South County Budget
FUNDING SOURCES:				
GENERAL RESERVES	3,126,375	759,860	744,920	516,370
1. ESTIMATED FUND BALANCE	3,126,375	759,860	744,920	516,370
2. LESS REQUIRED RESERVES FOR FISCAL YEAR				
CASH FLOW REQUIREMENTS PER TDA	5,268,920	480,190	516,370	532,420
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	1,935,612	-	-	-
TOTAL	7,204,532	480,190	516,370	532,420
3. FUND BALANCE AVAILABLE	(4,078,157)	279,670	228,550	(16,050)
NON TDA SOURCES				
FARES	1,085,887	107,240	117,930	123,830
MANAGEMENT CONTRACT	304,080	-	-	-
INTEREST	108,428	-	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	1,390,524	433,890	260,340	285,830
RURAL TRANSIT FUND (Administration)	30,000	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	543,572	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	777,370	-	-	-
FTA (Section 5311) - Operating CARES/CRRSAA/ARPA	635,900	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	2,184,810	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	814,377	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	2,719,755	944,460	998,080	865,100
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	115,240	-	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	-
SPECIAL EVENTS REVENUE/OTHER	440,462	111,710	25,200	25,200
4. SUB TOTAL	11,190,985	1,597,300	1,401,550	1,299,960
5. TOTAL FUND BALANCE & NON TDA FUNDING	7,112,828	1,876,970	1,630,100	1,283,910
TDA REQUIRED				
CITY OF ARROYO GRANDE	717,519	254,570	413,071	570,232
CITY OF ATASCADERO	726,795	-	-	-
CITY OF GROVER BEACH	498,389	177,086	287,361	396,693
CITY OF MORRO BAY	249,562	-	-	-
CITY OF PASO ROBLES	1,229,571	-	-	-
CITY OF PISMO BEACH	313,027	111,717	180,645	249,375
CITY OF SAN LUIS OBISPO	1,445,058	-	-	-
COUNTY OF SAN LUIS OBISPO	4,337,340	103,507	163,423	225,601
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	9,517,261	646,880	1,044,500	1,441,900
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(1,413,270)	-	-	-
6. NET TDA REQUIREMENTS	8,103,991	646,880	1,044,500	1,441,900
7. TOTAL FUNDING SOURCES	15,216,819	2,523,850	2,674,600	2,725,810
8. FUNDING USES:	-	-	-	-
ADMINISTRATION	2,053,362	213,060	430,720	411,240
PERS BUYOUT	178,308	-	-	-
BUILDING DECOMMISSIONING	-	-	-	-
MANAGEMENT CONTRACTS	304,080	141,160	-	-
SERVICE DELIVERY	12,681,069	2,139,700	2,208,590	2,278,700
CONTINGENCY	-	29,930	35,290	35,870
9. TOTAL FUNDING USES	15,216,819	2,523,850	2,674,600	2,725,810
	-	-	-	-

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - South County Service  
CAPITAL AND PLANNING REVENUE BUDGET FOR 2025/2026

		2023/2024 Combined Acutal Capital Expense	2024/25 Amendment #1 South County Capital Budget	2025/26 Proposed South County Capital Budget	2026/27 Projected South County Capital Budget
FUNDING SOURCES:					
BEGINNING CAPITAL PROJECTS RESERVE		1,244,550	145,630	148,700	220,290
1.	ESTIMATED FUND BALANCE	1,244,550	145,630	148,700	220,290
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR				
CAPITAL PROJECTS RESERVE		1,271,785	148,700	220,290	196,820
TOTAL		1,271,785	148,700	220,290	196,820
3.	FUND BALANCE AVAILABLE	(27,235)	(3,070)	(71,590)	23,470
NON TDA SOURCES					
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		685,476	169,670	87,300	61,810
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		254,963	-	-	-
STATE OF GOOD REPAIR		467,457	-	147,800	-
SB125		-	-	-	-
Infrastructure (including fare program)		-	-	932,010	-
Fixed Route Electric		-	-	291,640	1,297,480
RURAL TRANSIT FUND (Capital)		40,433	-	454,300	42,230
FEDERAL TRANSIT ADM (FTA) (Section 5307)		2,132,343	88,700		
Fixed Route Electric				545,130	945,540
Fixed Route Non-Electric				-	-
Demand Response Electric				-	-
Demand Response Non-Electric				-	-
ADA Minivans				-	-
Support Vehicles				5,280	8,270
Trolley				-	-
Bus Stop Improvements				20,650	20,520
Vehicle Maintenance Equipment				5,620	5,420
FEDERAL TRANSIT ADM (FTA) (Section 5339)		1,000,283	-		
Vehicle Engine Rehab				89,640	-
Fixed Route Electric				1,581,360	-
Dial-A-Ride Vehicle Replacement				-	-
OTHER		-	-	296,900	-
4.		-	-	-	-
5.	TOTAL FUND BALANCE & NON TDA FUNDING	4,580,954	258,370	4,457,630	2,381,270
		4,553,720	255,300	4,386,040	2,404,740
TDA REQUIRED					
CITY OF ARROYO GRANDE		25,655	-	-	-
CITY OF ATASCADERO		42,743	-	-	-
CITY OF GROVER BEACH		17,820	-	-	-
CITY OF MORRO BAY		14,677	-	-	-
CITY OF PASO ROBLES		43,720	-	-	-
CITY OF PISMO BEACH		11,192	-	-	-
CITY OF SAN LUIS OBISPO		84,985	-	-	-
COUNTY OF SAN LUIS OBISPO		231,349	-	-	-
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		472,140	-	-	-
6.	FINANCING FOR BUS MAINTNEANCE FACILITY	-	-	-	-
7.	TOTAL FUNDING SOURCES	5,025,860	255,300	4,386,040	2,404,740
8.	FUNDING USES:				
CAPITAL		4,370,515	255,300	3,454,030	2,404,740
LOAN PAYMENTS		444,906	-	-	-
SHORT RANGE TRANSIT PLAN		158,686	-	-	-
REGIONAL CONTACTLESS FARE PAYMENT SYSTEM		-	-	82,910	-
REGIONAL CONTACTLESS CHARGING		-	-	-	-
REGIONAL BUS CHARGING PROJECTS		51,753	-	566,070	-
MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING		-	-	283,030	-
9.	TOTAL FUNDING USES	5,025,860	255,300	4,386,040	2,404,740

		Total Adopted Budget	Proposed Route 21 Budget	Proposed Route 24 Budget	Proposed Route 27 Budget	Proposed Route 28 Budget	Proposed Tripper Budget	Total Proposed Budget	Projected Budget
		FY 2024-25	FY 2025-26	FY 2025-26	FY 2025-26	FY 2025-26	FY 2025-26	FY 2025-26	FY 2026-27
<b>South County</b>									
	Measure:								
	Annual Hours	14,550	3,850	3,620	3,000	4,000	300	14,770	14,770
	Annual Miles	224,230	71,380	49,550	37,860	50,910	2,200	211,900	211,900
<b>Administration:</b>									
<b>Total Administration (Net of Contracts)</b>		\$ 354,220	\$ 123,100	\$ 103,970	\$ 84,010	\$ 112,300	\$ 7,340	\$ 430,720	\$ 411,240
<b>Service Delivery:</b>									
	Basis:								
Labor - Operations	hourly								
Bus Operators	hourly	\$ 967,680	\$ 266,070	\$ 250,180	\$ 207,330	\$ 276,440	\$ 20,730	\$ 1,020,750	\$ 1,042,940
Training Staff	hourly	\$ 73,320	\$ 17,960	\$ 16,890	\$ 14,000	\$ 18,660	\$ 1,400	\$ 68,910	\$ 71,080
Operations Supervisors/Schedulers	hourly	\$ 269,010	\$ 64,880	\$ 61,000	\$ 50,560	\$ 67,410	\$ 5,060	\$ 248,910	\$ 255,070
Ops. Mgt. / Oversight	hourly	\$ 77,800	\$ 20,430	\$ 19,210	\$ 15,920	\$ 21,220	\$ 1,590	\$ 78,370	\$ 82,100
Labor - Operations Workers Comp	hourly	\$ 62,540	\$ 16,370	\$ 15,390	\$ 12,750	\$ 17,000	\$ 1,280	\$ 62,790	\$ 63,670
Labor - Maintenance	miles	\$ 229,050	\$ 82,870	\$ 57,530	\$ 43,960	\$ 59,110	\$ 2,550	\$ 246,020	\$ 254,740
Labor - Maintenance Workers Comp	miles	\$ 11,320	\$ 4,410	\$ 3,060	\$ 2,340	\$ 3,150	\$ 140	\$ 13,100	\$ 13,410
Fuel	miles	\$ 185,260	\$ 65,580	\$ 45,520	\$ 34,780	\$ 46,770	\$ 2,020	\$ 194,670	\$ 194,670
Insurance	miles	\$ 119,590	\$ 47,870	\$ 33,230	\$ 25,390	\$ 34,140	\$ 1,480	\$ 142,110	\$ 163,060
Maintenance (parts, supplies, materials)	miles	\$ 125,700	\$ 38,810	\$ 26,940	\$ 20,590	\$ 27,680	\$ 1,200	\$ 115,220	\$ 120,550
Maintenance Contract Costs	miles	\$ 18,430	\$ 5,980	\$ 4,150	\$ 3,170	\$ 4,260	\$ 180	\$ 17,740	\$ 17,410
<b>Total Operations</b>		\$ 2,139,700	\$ 631,230	\$ 533,100	\$ 430,790	\$ 575,840	\$ 37,630	\$ 2,208,590	\$ 2,278,700
<b>Capital/Studies:</b>									
<b>Total Capital Outlay</b>		\$ 202,550	\$ 1,253,560	\$ 1,058,680	\$ 855,510	\$ 1,143,560	\$ 74,730	\$ 4,386,040	\$ 2,404,740
<b>Contingency</b>	hourly	\$ 29,930	\$ 9,200	\$ 8,650	\$ 7,170	\$ 9,550	\$ 720	\$ 35,290	\$ 35,870
<b>Loan Repayment</b>	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL FUNDING USES</b>		\$ 2,726,400	\$ 2,017,090	\$ 1,704,400	\$ 1,377,480	\$ 1,841,250	\$ 120,420	\$ 7,060,640	\$ 5,218,570
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,523,850	\$ 763,530	\$ 645,720	\$ 521,970	\$ 697,690	\$ 45,690	\$ 2,674,600	\$ 2,725,810

***This Page Left Intentionally Blank***



# **Fiscal Year 2025/2026**

## **Operating Budget**

**Morro Bay Service  
For Transit Services in the City of Morro Bay**

**May 7, 2025**

C-2-45

***This Page Left Intentionally Blank***



SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - Morro Bay Service  
OPERATING REVENUE BUDGET FOR 2025/2026

		2025/26 Proposed Morro Bay Budget	2026/27 Projected Morro Bay Budget
FUNDING SOURCES:			
GENERAL RESERVES		500,000	307,340
1.	ESTIMATED FUND BALANCE	500,000	307,340
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR		
CASH FLOW REQUIREMENTS PER TDA		107,340	110,490
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS		200,000	-
TOTAL		307,340	110,490
3.	FUND BALANCE AVAILABLE	192,660	196,850
NON TDA SOURCES			
FARES		14,000	14,700
MANAGEMENT CONTRACT		-	-
INTEREST		-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1		68,730	72,780
RURAL TRANSIT FUND (Administration)		-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating		-	-
FTA (Section 5311) - Operating CARES/CRRSAA/ARPA		-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating		-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating		-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating		-	-
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14		-	-
CUESTA CONTRIBUTION NORTH COUNTY		-	-
SPECIAL EVENTS REVENUE/OTHER		-	-
4.	SUB TOTAL	82,730	87,480
5.	TOTAL FUND BALANCE & NON TDA FUNDING	275,390	284,330
TDA REQUIRED			
CITY OF ARROYO GRANDE		-	-
CITY OF ATASCADERO		-	-
CITY OF GROVER BEACH		-	-
CITY OF MORRO BAY		262,330	262,770
CITY OF PASO ROBLES		-	-
CITY OF PISMO BEACH		-	-
CITY OF SAN LUIS OBISPO		-	-
COUNTY OF SAN LUIS OBISPO		-	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE		262,330	262,770
LESS: RURAL TRANSIT FUND/5311 EXCHANGE		-	-
6.	NET TDA REQUIREMENTS	262,330	262,770
7.	TOTAL FUNDING SOURCES	537,720	547,100
FUNDING USES:			
ADMINISTRATION		86,460	82,410
PERS BUYOUT		-	-
BUILDING DECOMMISSIONING		-	-
MANAGEMENT CONTRACTS		-	-
SERVICE DELIVERY		443,350	456,650
CONTINGENCY		7,910	8,040
9.	TOTAL FUNDING USES	537,720	547,100
		-	-

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - Morro Bay Service  
CAPITAL AND PLANNING REVENUE BUDGET FOR 2025/2026

		2025/26 Proposed Morro Bay Capital Budget	2026/27 Projected Morro Bay Capital Budget
FUNDING SOURCES:			
BEGINNING CAPITAL PROJECTS RESERVE		125,970	27,910
1.	ESTIMATED FUND BALANCE	125,970	27,910
2.			
LESS REQUIRED RESERVES FOR FISCAL YEAR			
CAPITAL PROJECTS RESERVE		27,910	24,080
		27,910	24,080
TOTAL			
3.	FUND BALANCE AVAILABLE	98,060	3,830
NON TDA SOURCES			
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		4,050	-
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		-	-
STATE OF GOOD REPAIR		-	-
SB125		-	-
Infrastructure (including fare program)		184,600	-
Fixed Route Electric		-	-
RURAL TRANSIT FUND (Capital)		314,800	-
FEDERAL TRANSIT ADM (FTA) (Section 5307)			
Fixed Route Electric		-	-
Fixed Route Non-Electric		-	-
Demand Response Electric		-	-
Demand Response Non-Electric		-	-
ADA Minivans		-	-
Support Vehicles		1,060	1,660
Trolley		-	-
Bus Stop Improvements		-	-
Vehicle Maintenance Equipment		1,130	1,090
FEDERAL TRANSIT ADM (FTA) (Section 5339)			
Vehicle Engine Rehab		-	-
Fixed Route Electric		-	-
Dial-A-Ride Vehicle Replacement		-	-
OTHER		-	-
4.		-	-
5.	TOTAL FUND BALANCE & NON TDA FUNDING	505,640	2,750
		603,700	6,580
SUB TOTAL			
TDA REQUIRED			
CITY OF ARROYO GRANDE		-	-
CITY OF ATASCADERO		-	-
CITY OF GROVER BEACH		-	-
CITY OF MORRO BAY		-	-
CITY OF PASO ROBLES		-	-
CITY OF PISMO BEACH		-	-
CITY OF SAN LUIS OBISPO		-	-
COUNTY OF SAN LUIS OBISPO		-	-
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		-	-
6.	FINANCING FOR BUS MAINTENANCE FACILITY	-	-
7.	TOTAL FUNDING SOURCES	603,700	6,580
8.	FUNDING USES:		
CAPITAL		353,750	6,580
LOAN PAYMENTS		-	-
SHORT RANGE TRANSIT PLAN		65,350	-
REGIONAL CONTACTLESS FARE PAYMENT SYSTEM		14,150	-
REGIONAL CONTACTLESS CHARGING		-	-
REGIONAL BUS CHARGING PROJECTS		113,630	-
MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING		56,820	-
		-	-
9.	TOTAL FUNDING USES	603,700	6,580

4/24/2025

8:44 AM

		<b>Total Adopted Budget FY 2024-25</b>	<b>Proposed Call A Ride Budget FY 2025-26</b>	<b>Proposed Trolley Budget FY 2025-26</b>	<b>Total Proposed Budget FY 2025-26</b>	<b>Projected Budget FY 2026-27</b>
<b>Morro Bay Services</b>						
	Measure:					
	Annual Hours		2,850	460	3,310	3,310
	Annual Miles		26,610	5,890	32,500	32,500
<b>Administration:</b>						
<b>Total Administration (Net of Contracts)</b>			\$ 73,530	\$ 12,930	\$ 86,460	\$ 82,410
<b>Service Delivery:</b>						
	Basis:					
Labor - Operations	hourly					
Bus Operators	hourly		\$ 196,950	\$ 31,780	\$ 228,730	\$ 233,730
Training Staff	hourly		\$ 13,300	\$ 2,150	\$ 15,450	\$ 15,930
Operations Supervisors/Schedulers	hourly		\$ 48,020	\$ 7,740	\$ 55,760	\$ 57,160
Ops. Mgt. / Oversight	hourly		\$ 15,120	\$ 2,440	\$ 17,560	\$ 18,400
Labor - Operations Workers Comp	hourly		\$ 12,120	\$ 1,960	\$ 14,080	\$ 14,270
Labor - Maintenance	miles		\$ 30,890	\$ 6,840	\$ 37,730	\$ 39,070
Labor - Maintenance Workers Comp	miles		\$ 1,640	\$ 360	\$ 2,000	\$ 2,060
Fuel	miles		\$ 24,450	\$ 5,410	\$ 29,860	\$ 29,860
Insurance	miles		\$ 17,840	\$ 3,950	\$ 21,790	\$ 25,010
Maintenance (parts, supplies, materials)	miles		\$ 14,470	\$ 3,200	\$ 17,670	\$ 18,490
Maintenance Contract Costs	miles		\$ 2,230	\$ 490	\$ 2,720	\$ 2,670
<b>Total Operations</b>			\$ 377,030	\$ 66,320	\$ 443,350	\$ 456,650
<b>Capital/Studies:</b>						
<b>Total Capital Outlay</b>			\$ 491,494	\$ 112,206	\$ 603,700	\$ 6,580
<b>Contingency</b>	hourly		\$ 6,810	\$ 1,100	\$ 7,910	\$ 8,040
<b>Loan Repayment</b>	operations cost		\$ -	\$ -	\$ -	\$ -
<b>TOTAL FUNDING USES</b>			\$ 948,864	\$ 192,556	\$ 1,141,420	\$ 571,320
<b>TOTAL NON-CAPITAL EXPENDITURES</b>			\$ 457,370	\$ 80,350	\$ 537,720	\$ 547,100

***This Page Left Intentionally Blank***



# **Fiscal Year 2025/2026**

## **Operating Budget**

**Atascadero Service  
For Transit Services in the City of Atascadero**

**May 7, 2025**

C-2-51

***This Page Left Intentionally Blank***

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - Atascadero Service  
OPERATING REVENUE BUDGET FOR 2025/2026

		2025/26 Proposed Atascadero Budget	2026/27 Projected Atascadero Budget
FUNDING SOURCES:			
GENERAL RESERVES		129,260	118,830
1.	ESTIMATED FUND BALANCE	129,260	118,830
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR		
CASH FLOW REQUIREMENTS PER TDA		118,830	122,280
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS		-	-
TOTAL		118,830	122,280
3.	FUND BALANCE AVAILABLE	10,430	(3,450)
NON TDA SOURCES			
FARES		28,000	29,400
MANAGEMENT CONTRACT		-	-
INTEREST		-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1		204,440	177,940
RURAL TRANSIT FUND (Administration)		-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating		-	-
FTA (Section 5311) - Operating CARES/CRRSAA/ARPA		-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating		223,200	227,600
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating		-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating		-	-
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14		-	-
CUESTA CONTRIBUTION NORTH COUNTY		-	-
SPECIAL EVENTS REVENUE/OTHER		-	-
4.	SUB TOTAL	455,640	434,940
5.	TOTAL FUND BALANCE & NON TDA FUNDING	466,070	431,490
TDA REQUIRED			
CITY OF ARROYO GRANDE		-	-
CITY OF ATASCADERO		144,170	189,550
CITY OF GROVER BEACH		-	-
CITY OF MORRO BAY		-	-
CITY OF PASO ROBLES		-	-
CITY OF PISMO BEACH		-	-
CITY OF SAN LUIS OBISPO		-	-
COUNTY OF SAN LUIS OBISPO		-	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE		144,170	189,550
LESS: RURAL TRANSIT FUND/5311 EXCHANGE		-	-
6.	NET TDA REQUIREMENTS	144,170	189,550
7.	TOTAL FUNDING SOURCES	610,240	621,040
FUNDING USES:			
ADMINISTRATION		98,150	93,580
PERS BUYOUT		-	-
BUILDING DECOMMISSIONING		-	-
MANAGEMENT CONTRACTS		-	-
SERVICE DELIVERY		503,300	518,520
CONTINGENCY		8,790	8,940
9.	TOTAL FUNDING USES	610,240	621,040
		-	-

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY - Atascadero Service  
CAPITAL AND PLANNING REVENUE BUDGET FOR 2025/2026

		2025/26 Proposed Atascadero Capital Budget	2026/27 Projected Atascadero Capital Budget
FUNDING SOURCES:			
BEGINNING CAPITAL PROJECTS RESERVE		6,600	6,600
1.	ESTIMATED FUND BALANCE	6,600	6,600
2.			
LESS REQUIRED RESERVES FOR FISCAL YEAR			
CAPITAL PROJECTS RESERVE		6,600	8,260
TOTAL		6,600	8,260
3.	FUND BALANCE AVAILABLE	-	(1,660)
NON TDA SOURCES			
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		4,220	30,720
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		-	-
STATE OF GOOD REPAIR		-	-
SB125		-	-
Infrastructure (including fare program)		193,500	-
Fixed Route Electric		-	-
RURAL TRANSIT FUND (Capital)		-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307)			
Fixed Route Electric		-	-
Fixed Route Non-Electric		-	-
Demand Response Electric		-	-
Demand Response Non-Electric		-	140,400
ADA Minivans		-	-
Support Vehicles		1,200	1,880
Trolley		-	-
Bus Stop Improvements		-	-
Vehicle Maintenance Equipment		1,280	1,230
FEDERAL TRANSIT ADM (FTA) (Section 5339)			
Vehicle Engine Rehab		-	-
Fixed Route Electric		-	-
Dial-A-Ride Vehicle Replacement		-	-
OTHER		-	-
4.		-	-
5.	TOTAL FUND BALANCE & NON TDA FUNDING	200,200	174,230
SUB TOTAL		200,200	172,570
TDA REQUIRED			
CITY OF ARROYO GRANDE		-	-
CITY OF ATASCADERO		-	-
CITY OF GROVER BEACH		-	-
CITY OF MORRO BAY		-	-
CITY OF PASO ROBLES		-	-
CITY OF PISMO BEACH		-	-
CITY OF SAN LUIS OBISPO		-	-
COUNTY OF SAN LUIS OBISPO		-	-
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		-	-
6.	FINANCING FOR BUS MAINTENANCE FACILITY	-	-
7.	TOTAL FUNDING SOURCES	200,200	172,570
8.	FUNDING USES:		
CAPITAL		6,700	172,570
LOAN PAYMENTS		-	-
SHORT RANGE TRANSIT PLAN		-	-
REGIONAL CONTACTLESS FARE PAYMENT SYSTEM		-	-
REGIONAL CONTACTLESS CHARGING		-	-
REGIONAL BUS CHARGING PROJECTS		129,000	-
MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING		64,500	-
9.		-	-
TOTAL FUNDING USES		200,200	172,570



4/24/2025  
8:58 AM

		<b>Total Adopted Budget FY 2024-25</b>	<b>Proposed Dial A Ride Budget FY 2025-26</b>	<b>Projected Budget FY 2026-27</b>
<b>Atascadero Services</b>				
	Measure:			
	Annual Hours		<b>3,680</b>	3,680
	Annual Miles		<b>39,140</b>	39,140
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>			<b>\$ 98,150</b>	\$ 93,580
<b>Service Delivery:</b>				
	Basis:			
Labor - Operations	hourly			
Bus Operators	hourly		<b>\$ 254,320</b>	\$ 259,850
Training Staff	hourly		<b>\$ 17,170</b>	\$ 17,710
Operations Supervisors/Schedulers	hourly		<b>\$ 62,020</b>	\$ 63,550
Ops. Mgt. / Oversight	hourly		<b>\$ 19,520</b>	\$ 20,460
Labor - Operations Workers Comp	hourly		<b>\$ 15,640</b>	\$ 15,860
Labor - Maintenance	miles		<b>\$ 45,440</b>	\$ 47,050
Labor - Maintenance Workers Comp	miles		<b>\$ 2,420</b>	\$ 2,480
Fuel	miles		<b>\$ 35,960</b>	\$ 35,960
Insurance	miles		<b>\$ 26,250</b>	\$ 30,120
Maintenance (parts, supplies, materials)	miles		<b>\$ 21,280</b>	\$ 22,270
Maintenance Contract Costs	miles		<b>\$ 3,280</b>	\$ 3,210
<b>Total Operations</b>			<b>\$ 503,300</b>	\$ 518,520
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>			<b>\$ 200,200</b>	\$ 172,570
<b>Contingency</b>	hourly		<b>\$ 8,790</b>	\$ 8,940
<b>Loan Repayment</b>	operations cost		<b>\$ -</b>	\$ -
<b>TOTAL FUNDING USES</b>			<b>\$ 810,440</b>	\$ 813,640
<b>TOTAL NON-CAPITAL EXPENDITURES</b>			<b>\$ 610,240</b>	\$ 621,040

***This Page Left Intentionally Blank***

## RTA Staff Salary Schedule

### FY 2025/2026 - Unrepresented Positions

POSITION	STEP 1	STEP 2	STEP 3	STEP 4	STEP 5	STEP 6	STEP 7
Administrative Assistant	\$55,392.90	\$58,162.56	\$61,070.70	\$64,124.22	\$66,689.20	\$68,689.88	\$70,063.68
Customer Service Clerk	\$55,392.90	\$58,162.56	\$61,070.70	\$64,124.22	\$66,689.20	\$68,689.88	\$70,063.68
Accounting Technician I	\$58,162.56	\$61,070.70	\$64,124.22	\$67,330.44	\$70,023.65	\$72,124.36	\$73,566.85
Accounting Technician II	\$63,978.82	\$67,177.77	\$70,536.64	\$74,063.48	\$77,026.02	\$79,336.80	\$80,923.53
Operations Supervisor	\$67,992.32	\$71,391.93	\$74,961.53	\$78,709.61	\$81,857.99	\$84,313.73	\$86,000.00
Scheduling Supervisor	\$67,992.32	\$71,391.93	\$74,961.53	\$78,709.61	\$81,857.99	\$84,313.73	\$86,000.00
Facilities Assistant Manager	\$69,752.47	\$73,240.10	\$76,902.11	\$80,747.20	\$83,977.08	\$86,496.39	\$88,226.34
Transit Training Instructor	\$72,592.95	\$76,222.61	\$80,033.73	\$84,035.42	\$87,396.83	\$90,018.74	\$91,819.10
Transit Training Instructor/Mobility Specialist	\$72,592.95	\$76,222.61	\$80,033.73	\$84,035.42	\$87,396.83	\$90,018.74	\$91,819.10
Lead Supervisor	\$77,943.39	\$81,840.56	\$85,932.59	\$90,229.22	\$93,838.40	\$96,653.55	\$98,586.61
Human Resources Officer	\$79,891.98	\$83,886.58	\$88,080.90	\$92,484.95	\$96,184.36	\$99,069.89	\$101,051.28
Maintenance Assistant Manager	\$85,591.27	\$89,870.82	\$94,364.37	\$99,082.59	\$103,045.90	\$106,137.26	\$108,260.01
Manager, Marketing and Community Relations	\$92,484.95	\$97,109.19	\$101,964.65	\$107,062.88	\$111,345.41	\$114,685.75	\$116,979.47
Manager, Grants	\$92,484.95	\$97,109.19	\$101,964.65	\$107,062.88	\$111,345.41	\$114,685.75	\$116,979.47
Manager, Safety and Training	\$92,484.95	\$97,109.19	\$101,964.65	\$107,062.88	\$111,345.41	\$114,685.75	\$116,979.47
Manager, Maintenance and Facilities	\$109,674.18	\$115,157.89	\$120,915.78	\$126,961.58	\$132,040.04	\$136,001.24	\$138,721.27
Manager, Operations	\$126,961.58	\$133,309.66	\$139,975.13	\$146,973.89	\$152,852.85	\$157,438.42	\$160,587.19
Deputy Director/CFO	\$146,390.13	\$153,709.63	\$161,395.11	\$169,464.88	\$176,243.47	\$181,530.78	\$185,161.39
Executive Director	\$161,479.31						\$196,268.75

