

RTA Fiscal Year 2026/2027 Operating Budget

Projected Five Year Capital Budget



May 6, 2026

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

VISION

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

Vision Elements

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

MISSION

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

STRATEGIC DIRECTION

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

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY VALUES

Commitment to Serve

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

Leadership

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

Teamwork

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

Integrity

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

Human Development

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

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

**MAY 6, 2026
STAFF REPORT**

AGENDA ITEM: C-1

TOPIC: Fiscal Year 2026-27 Operating and Capital Budget

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Adopt the Fiscal Year 2026-27 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 2026-27 operating budget, and an advisory FY27-28 operating plan. In addition, we are presenting a five-year capital program.

The budget packet contains the following items:

- Our Vision and Mission statements,
- Budget Assumptions adopted by the Board at its March 4, 2026 meeting,
- Fiscally constrained FY26-27 operating and capital budgets,
- Fiscally unconstrained FY27-28 operating budget, and
- Fiscally unconstrained FY27-28 through FY30-31 capital budgets (expense only for FY28-29 through FY30-31).

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 (Route 31 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.

The budget presentation assumes operation of the same core levels of service miles and hours for fixed-route services currently being operated, which include some adjustments based on the financially constrained recommendations included in the Short-Range Transit Plan that was adopted by the Board on May 7, 2025. These include:

- Additional Local Trip for Route 10 at 6:03 a.m.
- Additional Express Trips for Route 9 and 10
- Route 9 Mid-Day Service to the Cal Poly

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 4th RTA Board meeting, below are the key issues staff is working to address in the FY26-27 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.

In February 2026, 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, 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.

In late March 2026, staff received 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 well below what was projected during the FY25-26 budget process. This is in large part due to an adjustment to the experience modification factor due to a collision in 2019 no longer being factored into the rolling evaluation period. In FY24-25 staff worked with an actuarial and due to this reduction in premiums, a portion of the decrease is being held for a possible increase to the self-insured retention from \$0 to \$25,000 in FY27-28. 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 FY26-27 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.

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

The fiscal impact of the Collective Bargaining Agreement (CBA) approved by the Board in January 2026 is included.

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. Continue efforts to implement Zero-Emission Bus technologies, including commissioning of four battery-electric buses (BEBs) that will be delivered in late 2026 and expansion of recharging infrastructure, including opportunity charging, for planned additional BEBs in the coming years.
 - Four diesel-powered buses purchased in 2013, with BEBs to arrive in the fall of 2026.
 - Three diesel-powered buses purchased in 2013, with BEBs to be ordered in the summer 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.

3. State Transit Assistance (STA) funds are projected to be down in the region compared to the original FY25-26 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 FY27-28 budget.

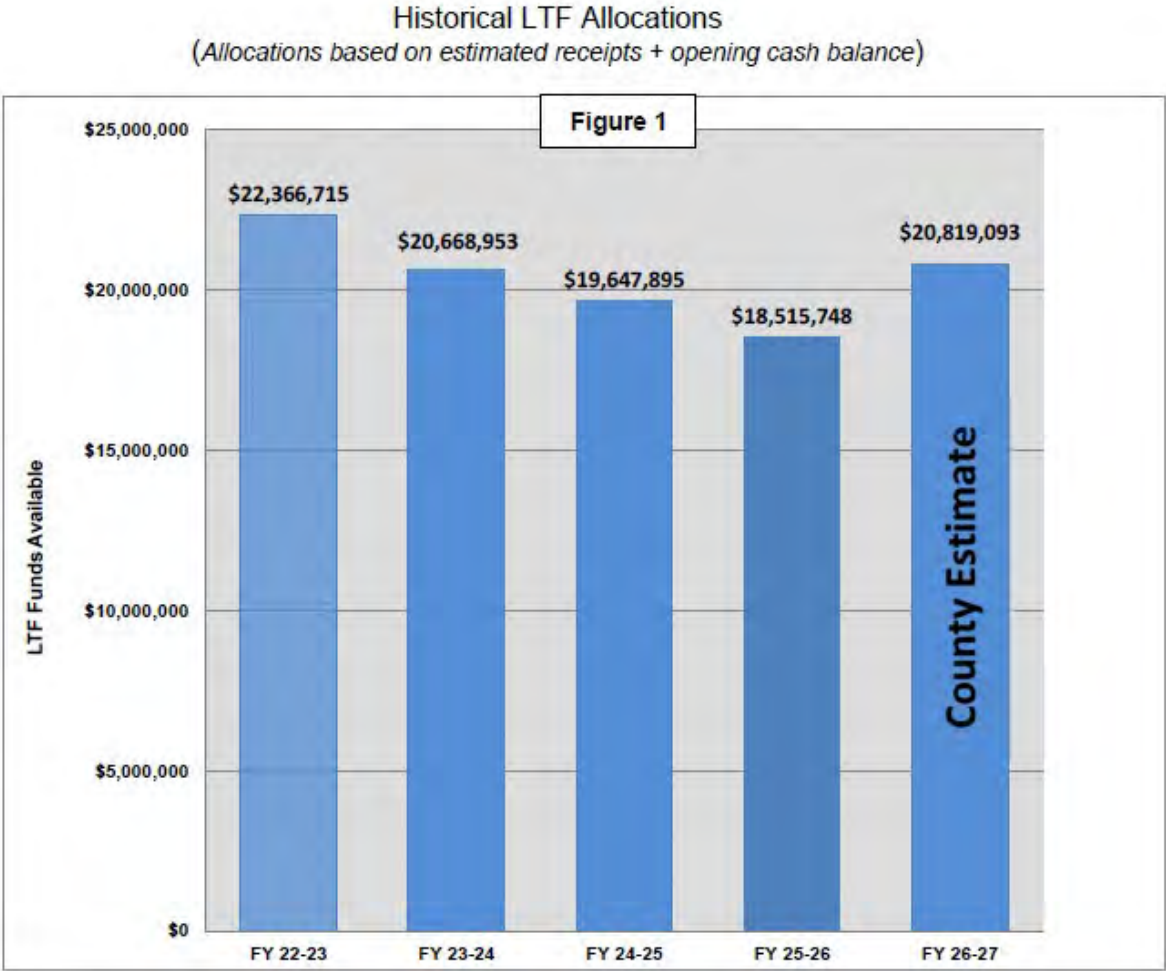
4. Local Transportation Funds (LTF), which are used primarily for operating purposes, are also projected to be up slightly in the region. The RTA will continue to maximize all other funding sources first before determining the need for LTF.

Staff acknowledges current LTF estimates to the region, as presented in the April 1, 2026 SLOCOG Agenda Item B-2. That staff report discusses the LTF coming into the region as:

“2026/27 Local Transportation Fund (LTF)- \$20,819,093 (12.4% increase in LTF available for distribution)

The County Auditor estimates an opening cash balance of \$1,797,140 as of June 30, 2026, representing a 177% increase from FY 2025/26. The higher opening balance is primarily due to higher-than-anticipated LTF revenues received during FY 2025/26, which will be available for allocation in FY 2026/27. Projected FY 2026/27 LTF revenue deposits total \$19,021,953, inclusive of interest income. Combined with the opening cash balance, this results in \$20,819,093 available for distribution.

Figure 1 depicts the trend in LTF distributions.



The proposed RTA budget includes LTF of \$7,173,680 for operations and \$458,060 for capital (total of \$7,631,740), which is a decrease from the amount included as an advisory FY26-27 total LTF projection of \$8,467,880 presented at the May 2025 Board meeting. A large portion of this decrease is a result of the carryover of 5307 operating revenue. 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.

5. Federal Transit Administration (FTA) formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2026 are projected to be in line with the amount projected for FY26-27 when the FY25-26 budget was adopted in May 2025, except the allocation of a carryover balance of 5307 from FY23-24 of \$1,953,910. This carryover balance is being allocated to FY26-27 and FY27-28. 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 occur during the fiscal year and beyond.

Additionally, beginning in FY26-27, a portion of the 5311 funding to the region is being allocated to services provided by the RTA on behalf of the County and the City of Morro Bay. This allocation is based on the farebox recover ratio calculation, with the goal for all services to meet the farebox recovery ratio requirement with the allowance of federal funds to be used toward that calculation. With consolidation of all rural services into the RTA, the Rural Transit Fund (RTF) exchange is no longer needed and the RTA is able to directly use 5311 funds for these rural services.

6. Implementation of the RTA's Joint Short-Range Transit Plan (SRTTP) constrained recommendations, including fare structure adjustments and enforcement of the

discounted fare policy. The latter will require a temporary increase in operating staff resources, either through direct employment or through a temporary employment agency agreement, equivalent to one full-time equivalent position for up to twelve months. The previous system-wide fare change was implemented on December 31, 2017, both on RTA Fixed-Route and Runabout services.

Staff will also actively participate in the SLOCOG lead Long-Range Transit Plan (LRTP) that kicked off earlier this calendar year and is anticipated to be completed in eighteen months.

7. Assist SLOCOG officials in addressing Senior-WAV service levels in the County.

Revised Expenses Assumptions

The overall Administration Expense for RTA core services is up by approximately 1% compared to FY25-26, when adjusted for a one-time increase for temporary staffing.

The proposed Service Delivery cost is up by roughly 6% from what was identified in the FY25-26 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

In line with FY25-26, the capital revenue breakdown has been shifted to be in line with the categories included in the Federal Transportation Improvement Program (FTIP, which is administered by SLOCOG) 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:

- \$50,400 for specialized maintenance equipment to improve efficiencies;
- Bus stop improvements; and
- Miscellaneous computer equipment, including regular computer replacements.

It should be noted that a portion of the FY25-26 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 FY26-27 budget. These on-going projects will be captured in a budget amendment after the FY26-27 has started, and it is anticipated that the carryover will require no new financial resources from local jurisdictions because the funding had 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 2026-27 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 FY26-27 budget to the Board for approval at the May 6th Board meeting.

Approved staff recommendation.

Staff Recommendation for RTAC:

Recommend staff provide the FY26-27 budget to the Board for approval at the May 6th Board meeting.

Meeting held but a quorum was not present.

Staff Recommendation for the Board:

Recommend that the Board adopt the FY26-27 budget as presented.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
MARCH 4, 2026
STAFF REPORT**

AGENDA ITEM: C-1

TOPIC: Fiscal Year 2026-27 Budget Assumptions

ACTION: Approve FY26-27 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

STAFF RECOMMENDATION FOR EXECUTIVE COMMITTEE: Bring the Budget Assumptions and Budget Calendar to the Board So That a Detailed Work Plan and Budget May Be Developed

BACKGROUND/DISCUSSION:

The following report outlines staff's recommended budget assumptions for the RTA's Fiscal Year 2026-27 Operating and Capital Budget, and it is the first step in the development of our operating budget and capital program. It should be noted that the RTA is again developing a two-year operating budget and five-year capital budget. As in past years, only the first year would be financially constrained, while the out-years should be considered advisory. These budget assumptions were presented to the RTA Executive Committee for review and they approved the staff recommendation that staff bring the assumptions to the RTA Board at its March 4th meeting. Upon the Board's guidance and approval, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 8th meeting and the Regional Transit Advisory Committee (RTAC) at their April 9th meeting prior to the final draft budget presentation to the full Board on May 6th.

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.

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- 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. Continue efforts to implement Zero-Emission Bus technologies, including commissioning of four battery-electric buses (BEBs) that will be delivered in late 2026 and expansion of recharging infrastructure, including opportunity charging, for planned additional BEBs in the coming years.
 3. State Transit Assistance (STA) funds are projected to be down in the region compared to the original FY25-26 allocation.
 4. Local Transportation Funds (LTF), which are used primarily for operating purposes, are anticipated to be flat for the region. The RTA will continue to maximize all other funding sources first before determining the need for LTF.
 5. Federal Transit Administration (FTA) formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2026 are projected to be in line with the amount projected for FY26-27 when the FY25-26 budget was adopted in May 2025. 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.
 6. 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 temporary increase in operating staff resources, either through direct employment or through a temporary employment agency agreement, equivalent to one full-time equivalent position for up to twelve months. The previous system-wide fare change was implemented on December 31, 2017, both on RTA Fixed-Route and Runabout services.
 7. Assist SLOCOG officials in addressing Senior-WAV service levels in the County.

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.

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Objectives and Revenue Impacts

- 1) Maintain existing service levels and hours of service, including the financially constrained recommendations from the SRTP that were implemented in August 2025. As feasible, increase service, including other 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 core¹ Intercity Fixed-Route and Runabout services:
 - a) The RTA received \$777,928 in STA funding in FY25-26 for RTA core services. Staff will work with SLOCOG staff to determine a realistic estimate for FY26-27 but do anticipate this funding to be down.
 - 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.
 - c) The FY25-26 budget adopted in May 2025 included \$5,775,900 in LTF operating revenues. Also at the May 2025 Board meeting, the advisory FY26-27 LTF projection was \$8,009,820. Staff is still developing an updated annual FY25-26 revenue and expense projection, which impacts the carryover amount that could reasonably be identified for the FY26-27 budget.
 - d) FTA Sections 5307, 5311 and 5339 operating funding and capital funding for FY26-27 will be based on feedback received as staff works with SLOCOG and our other transit partners 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.
 - e) Detailed miles/hours and span of service for each RTA core Intercity 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 Local Services in Atascadero, Morro Bay, Paso Robles, South County, and rural SLO County. The budget will have summary pages that include revenue and expenditure information for each service.
 - f) Productivity of each RTA-operated Local Services during lower-demand holiday periods, specifically associated with the service provided during the weeks of

¹ Core Intercity Fixed-Route 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

Core services also include Runabout service that matches the fixed-route service days operated in each community.

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Thanksgiving, Christmas and New Years, will be reviewed to determine appropriate service levels. Additionally, staff is reviewing service levels on several holidays that have lower productivity for possibly lower-cost service levels. These additional holidays include Veteran's Day, Martin Luther King Junior Day, and President's Day. It is anticipated that a Saturday level of service will be proposed for these three days during FY26-27. Staff will work with the cities of Morro Bay and Atascadero to reflect their service levels during holidays in their respective budgets as we continue to adjust service levels following consolidation into the RTA in June 2025.

- 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 *RTA Strategic Business Plan* 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 SLCOOG to prioritize SB125 funded capital projects, particularly those related to depot and opportunity charging of battery-electric buses. The RTA has completed or is near completion on two of the twelve SB125 projects awarded by the SLOCOG Board at its December 2023 meeting, as follows:
 - i) RTA-1 – funding gap for five BEB replacement buses (\$1,220k in FY23-24 SB125 funds), which were delivered in Q4 of 2025;
 - ii) RTA-2 – second phase of BEB DC fast-charging system (\$500k in FY23-24 SB125 funds), which was completed mid-FY25-26;

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Three projects are currently in either the implementation phase or the procurement phase:

- iii) RTA-3 – bus charging and infrastructure study (\$200k in FY23-24 SB125 funds), which will be completed in Q2 of 2026; and
- iv) RTA-4 – funding gap for four BEB replacement buses (\$2,500,000 in FY24-25 SB125 funds), which are projected to be delivered in Q3 of 2026; and
- v) SLOCOG-5 – regional contactless fare system implementation (\$388k in FY23-24 SB125 funds), which will be fully implemented in Q2 of 2026.

Pending the results of RTA-3 Bus Charging and Infrastructure Study, staff will move forward with additional charging infrastructure projects (RTA-7, RTA-9, RTA-10, RTA-11, RTA-12, and RTA-13), presuming they are supported by the study's recommendations. Staff is evaluating the timeline for additional BEB replacement buses (RTA-6 and RTA-8).

- 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 FY25-26, 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 completed using by new staff resources that will be added during FY25-26 in conjunction with launching 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.

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Expenses Impacts

- 1) Fuel prices continue to be volatile; fuel will be budgeted at \$4.65 per gallon in FY26-27. 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. 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. Although the overall impact is relatively small it is increasing notably each year as we increase the proportion of BEB miles operated. In FY25-26, the fleet increased from two BEBs to seven with the arrival of five additional BEBs in Q4 2025. In FY26-27, the BEB fleet will increase again with an additional four more BEBs anticipated to arrive in Q4 of 2026, bringing the total BEB fleet to eleven – or roughly 1/3 of the heavy-duty bus fleet.
- 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 does not recommend a change to the self-insured retentions currently, 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 in which the RTA participates 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, 2026 through April 30, 2027 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 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.

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- 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 Bus Maintenance Facility because its construction was federally funded.
- h) For budget-making purposes, staff is assuming a 10% 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 January 2026 the Board approved a two and a half year Collective Bargaining Agreement (CBA) that will expire on June 30, 2028. Staff notes the fiscal impact that the agreement will have on the FY26-27 information that will be included in the budget presentation.
- b) Staff continues to work with Evergreen Solutions on the Classification and Compensation study, which will include a review of the organizational structure and recommend a succession planning program. 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. This will be completed using temporary help and will not be an ongoing expenditure. Should additional adjustments – beyond the one temporary 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 2024 to December 2025 Consumer Price Index (CPI) of 3.0% will be implemented in July 2026 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.

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- d) The RTA Board of Directors took action at its September 3, 2025 meeting to implement the increase in contribution percentage of 1.00% for the retirement plan with San Luis Obispo County Pension Trust (SLOCPT) in July 2026 rather than January 2026, and the RTA will assume the 1.00% 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 11 Detailed budget assumptions and revenue forecast to Executive Committee.
- March 4 Obtain Board concurrence on proposed draft budget assumptions.
- March 31 Based on feedback from Executive Committee draft FY27 Budget Draft complete.
- April 8 Draft FY27 Budget presentation to Executive Committee
- April 9 Formal FY27 Budget presentation to RTAC
- May 6 Final Board Budget presentation; Board adoption of FY27 Budget

Staff Recommendation for Executive Committee:

Recommend staff provide the FY26-27 budget assumptions and budget calendar to the Board for approval at the March 4th Board meeting, so that a detailed work plan and budget may be developed.

The Committee approved the staff recommendation.

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 4, 2026

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
OPERATING REVENUE BUDGET FOR 2026/2027**

	2024/25 Combined Actual	2025/26 Amended Combined Budget	2025/26 Amended RTA Core Budget	2026/27 Proposed Combined Budget	2026/27 Proposed RTA Core Budget	2027/28 Projected Combined Budget	2027/28 Projected RTA Core Budget
FUNDING SOURCES:							
GENERAL RESERVES	5,268,920	5,726,480	3,501,760	4,022,130	2,597,610	3,808,970	2,591,860
1. ESTIMATED FUND BALANCE	5,268,920	5,726,480	3,501,760	4,022,130	2,597,610	3,808,970	2,591,860
2. LESS REQUIRED RESERVES FOR FISCAL YEAR							
CASH FLOW REQUIREMENTS PER TDA	3,241,530	3,462,130	2,337,610	3,773,560	2,591,860	4,034,260	2,801,890
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	2,943,562	200,000	-	35,410	-	-	-
TOTAL	6,185,092	3,662,130	2,337,610	3,808,970	2,591,860	4,034,260	2,801,890
3. FUND BALANCE AVAILABLE	(916,172)	2,064,350	1,164,150	213,160	5,750	(225,290)	(210,030)
NON TDA SOURCES							
FARES	1,119,585	1,148,820	849,760	968,710	704,190	978,390	711,230
MANAGEMENT CONTRACT	321,860	-	-	-	-	-	-
INTEREST	219,108	135,000	135,000	230,440	230,440	230,440	230,440
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	1,672,103	1,561,990	494,440	1,629,280	666,010	1,151,320	358,750
RURAL TRANSIT FUND (Including Administration)	30,000	285,410	285,410	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	840,000	850,500	850,500	867,600	867,600	885,040	885,040
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	783,423	800,000	800,000	802,260	712,460	804,260	708,300
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	1,489,500	1,742,500	1,155,700	2,294,000	1,695,500	2,329,500	1,719,060
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	1,930,000	2,006,500	969,600	2,353,960	1,224,260	2,391,910	1,244,050
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	144,840	113,670	113,670	121,330	121,330	129,620	129,620
CUESTA CONTRIBUTION NORTH COUNTY	40,580	40,580	-	40,580	-	40,580	-
SPECIAL EVENTS REVENUE/OTHER	203,387	454,990	377,390	305,970	190,000	305,970	190,000
4. SUB TOTAL	8,794,386	9,139,960	6,031,470	9,614,130	6,411,790	9,247,030	6,176,490
5. TOTAL FUND BALANCE & NON TDA FUNDING	7,878,214	11,204,310	7,195,620	9,827,290	6,417,540	9,021,740	5,966,460
TDA REQUIRED							
CITY OF ARROYO GRANDE	643,532	774,778	361,707	978,126	387,112	1,076,936	466,394
CITY OF ATASCADERO	655,562	754,623	610,453	653,328	653,328	833,353	787,133
CITY OF GROVER BEACH	447,658	538,989	251,629	680,452	269,302	749,191	324,456
CITY OF MORRO BAY	222,999	469,201	206,871	486,181	221,401	808,255	266,745
CITY OF PASO ROBLES	880,099	1,020,544	623,114	1,360,379	666,879	1,568,268	803,458
CITY OF PISMO BEACH	282,411	338,828	158,183	427,756	169,293	470,968	203,965
CITY OF SAN LUIS OBISPO	1,295,399	1,206,522	1,206,522	1,291,262	1,291,262	1,555,718	1,555,718
COUNTY OF SAN LUIS OBISPO	3,968,350	3,561,094	3,284,421	4,062,566	3,515,103	4,946,640	4,235,011
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	8,396,010	8,664,580	6,702,900	9,940,050	7,173,680	12,009,330	8,642,880
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(792,910)	(800,000)	(800,000)	-	-	-	-
6. NET TDA REQUIREMENTS	7,603,100	7,864,580	5,902,900	9,940,050	7,173,680	12,009,330	8,642,880
7. TOTAL FUNDING SOURCES	15,481,314	19,068,890	13,098,520	19,767,340	13,591,220	21,031,070	14,609,340
8. FUNDING USES:							
ADMINISTRATION	2,620,634	3,060,070	2,085,030	3,002,210	2,055,460	3,190,110	2,206,180
PERS BUYOUT	178,308	178,310	178,310	-	-	-	-
SERVICE DELIVERY	12,682,372	15,606,510	10,691,260	16,530,730	11,382,940	17,591,590	12,238,410
CONTINGENCY	-	224,000	143,920	234,400	152,820	249,370	164,750
9. TOTAL FUNDING USES	15,481,314	19,068,890	13,098,520	19,767,340	13,591,220	21,031,070	14,609,340

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027**

	2024/25 Combined Acutal Capital Expense	2025/26 Amendment #1 Combined Capital Budget	2025/26 Adopted RTA Core Capital Budget	2026/27 Proposed Combined Capital Budget	2026/27 Proposed RTA Core Capital Budget	2027/28 Projected Combined Capital Budget	2027/28 Projected RTA Core Capital Budget
FUNDING SOURCES:							
BEGINNING CAPITAL PROJECTS RESERVE	1,239,550	1,647,830	1,225,090	1,384,910	1,024,140	1,113,830	788,170
1. ESTIMATED FUND BALANCE	1,239,550	1,647,830	1,225,090	1,384,910	1,024,140	1,113,830	788,170
2. LESS REQUIRED RESERVES FOR FISCAL YEAR							
CAPITAL PROJECTS RESERVE	1,588,565	1,384,910	1,024,140	1,113,830	788,170	1,343,050	866,980
TOTAL	1,588,565	1,384,910	1,024,140	1,113,830	788,170	1,343,050	866,980
3. FUND BALANCE AVAILABLE	(349,015)	262,920	200,950	271,080	235,970	(229,220)	(78,810)
NON TDA SOURCES							
STATE TRANSIT ASSISTANCE (STA)	578,669	442,280	294,740	174,560	44,250	652,520	351,510
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	-	-	-	-	-	-
STATE OF GOOD REPAIR (SGR)	1,558	618,280	407,570	37,000	-	465,700	295,880
SB125							
Infrastructure (including fare program)	639	8,654,010	6,462,090	-	-	166,600	105,850
Fixed Route Electric	-	1,220,000	804,230	-	-	1,197,400	760,750
RURAL TRANSIT FUND (Capital)	9,488	2,425,690	1,455,200	185,810	120,450	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307)	370,935	-	-	-	-	-	-
Fixed Route Electric		2,280,400	1,503,250	-	-	1,281,600	814,240
Fixed Route Non-Electric		-	-	1,769,700	1,147,160	1,863,100	1,183,690
Demand Response Electric		-	-	-	-	-	-
Demand Response Non-Electric		646,810	451,500	140,400	-	208,300	208,300
ADA Minivans		517,700	517,700	148,200	-	-	-
Support Vehicles		280,120	268,380	61,600	41,880	30,300	20,810
Trolley		200,920	-	-	-	280,000	-
Bus Stop Improvements		123,230	83,150	87,800	55,790	89,200	56,710
Dispatch Software Upgrade		200,000	200,000	-	-	-	-
Vehicle Maintenance Equipment		150,900	138,390	40,400	27,840	41,000	28,530
FEDERAL TRANSIT ADM (FTA) (Section 5339)	274,026	-	-	-	-	-	-
Vehicle Engine Rehab		469,460	269,470	-	-	-	-
Fixed Route Electric		6,615,210	4,360,790	-	-	427,200	271,420
Fixed Route Non-Electric		-	-	-	-	994,030	767,560
Dial-A-Ride Vehicle Replacement		-	-	-	-	-	-
OTHER	145,374	1,271,570	818,730	-	-	-	-
4. SUB TOTAL	1,235,315	26,116,580	18,035,190	2,645,470	1,437,370	7,696,950	4,865,250
5. TOTAL FUND BALANCE & NON TDA FUNDING	886,300	26,379,500	18,236,140	2,916,550	1,673,340	7,467,730	4,786,440
TDA REQUIRED							
CITY OF ARROYO GRANDE	24,938	24,718	24,718	24,718	24,718	24,718	24,718
CITY OF ATASCADERO	42,378	41,717	41,717	41,717	41,717	41,717	41,717
CITY OF GROVER BEACH	18,631	17,196	17,196	17,196	17,196	17,196	17,196
CITY OF MORRO BAY	14,365	14,137	14,137	14,137	14,137	334,647	14,137
CITY OF PASO ROBLES	44,020	42,582	42,582	42,582	42,582	42,582	42,582
CITY OF PISMO BEACH	11,475	10,810	10,810	10,810	10,810	10,810	10,810
CITY OF SAN LUIS OBISPO	84,985	82,451	82,451	82,451	82,451	82,451	82,451
COUNTY OF SAN LUIS OBISPO	231,349	224,449	224,449	224,449	224,449	224,449	224,449
6. TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT	472,141	458,060	458,060	458,060	458,060	778,570	458,060
7. TOTAL FUNDING SOURCES	1,358,441	26,837,560	18,694,200	3,374,610	2,131,400	8,246,300	5,244,500
8. FUNDING USES:							
CAPITAL	852,887	17,600,740	11,729,500	2,916,550	1,673,340	9,074,850	5,626,620
LOAN PAYMENTS	444,635	458,060	458,060	458,060	458,060	458,060	458,060
SHORT RANGE TRANSIT PLAN	92,029	67,100	-	-	-	-	-
REGIONAL CONTACTLESS FARE PAYMENT SYSTEM	-	388,000	255,650	-	-	-	-
REGIONAL CONTACTLESS CHARGING	-	2,266,000	2,096,120	-	-	-	-
REGIONAL BUS CHARGING PROJECTS	639	4,000,000	2,740,220	-	-	-	-
MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING	-	2,000,000	1,370,100	-	-	-	-
9. TOTAL FUNDING USES	1,390,191	26,779,900	18,649,650	3,374,610	2,131,400	9,532,910	6,084,680

Population
Based

		Acutal Combined FY 2024-25	Adopted Operating Budget FY 2025-26	Projected Operating Budget FY 2026-27	Projected Operating Budget FY 2027-28
Administration and Service Delivery Totals					
	Hours	80,076	89,900	88,310	90,880
	Miles	1,555,328	1,735,020	1,680,910	1,718,260
Administration:					
Labor	operations cost	1,355,234	1,539,550	1,555,520	1,641,740
Labor - Administration Workers Comp	operations cost	39,123	52,720	58,630	63,380
Office Space Rental & Rental Amortization	operations cost	56,837	59,670	61,740	63,750
Property Insurance	operations cost	281,598	323,370	313,030	377,240
Professional Technical Services	operations cost	290,774	458,710	408,450	436,790
Professional Development	operations cost	48,618	93,290	97,080	99,380
Operating Expense	operations cost	441,056	368,030	344,010	347,060
Marketing and Reproduction	operations cost	107,394	164,730	163,750	160,780
Total Administration		2,620,634	3,060,070	3,002,210	3,190,120
Service Delivery:					
Labor - Operations	hourly				
Bus Operators	hourly	4,938,608	6,531,680	7,274,820	7,768,180
Training Staff	hourly	412,729	443,360	443,990	466,990
Operations Supervisors/Schedulers	hourly	1,469,523	1,595,710	1,705,920	1,815,900
Ops. Mgt. / Oversight	hourly	460,829	506,310	545,130	574,920
Labor - Operations Workers Comp	hourly	296,699	399,810	444,630	480,680
Labor - Maintenance	miles	1,740,704	2,055,710	2,275,990	2,377,720
Labor - Maintenance Workers Comp	miles	81,241	109,470	121,740	131,610
Fuel	miles	1,318,218	1,629,970	1,362,210	1,427,290
Insurance (Liability, Physical Damage, Employment Prac	miles	1,009,948	1,191,000	1,202,140	1,342,100
Special Transportation (for SLOCAT)	n/a	23,375	32,070	29,990	31,650
Maintenance (parts, supplies, materials)	miles	760,867	961,580	971,380	1,023,660
Maintenance Contract Costs	miles	169,631	149,840	152,790	150,900
Total Operations		12,682,372	15,606,510	16,530,730	17,591,600
Contingency	hourly	-	224,000	234,400	249,380
PERS Buyout	operations cost	178,308	178,310	-	-
TOTAL FUNDING USES		15,481,314	19,068,890	19,767,340	21,031,100

	Actual Capital Budget FY 2024-25	Adopted Amended Capital Budget FY 2025-26	Projected Capital Budget FY 2026-27	Projected Capital Budget FY 2027-28	Projected Capital Budget FY 2028-29	Projected Capital Budget FY 2029-30	Projected Capital Budget FY 2030-31
Capital and Planning Expenditures							
Capital/Studies:							
Computer System Maintenance/Upgrades	25,043	504,040	117,150	123,010	229,160	135,620	142,400
Miscellaneous Capital							
Maintenance Equipment	19,299	188,650	50,400	51,200	52,000	52,800	53,600
Vehicle ITS/Camera System	16,694	-	-	-	500,000	-	-
Bus Stop Improvements	135,288	147,000	109,700	111,400	113,260	115,000	106,800
Large Capital Repairs	76	586,820	-	-	-	-	-
Vehicles							
Support Vehicles	-	353,010	76,900	37,800	81,700	220,400	205,400
Fixed Route Vehicles	121,887	13,843,000	2,212,100	7,080,300	4,091,910	2,568,990	5,557,600
Trolley replacement vehicles	42,053	251,150	-	700,000	-	-	-
Cutaway and Dial A Ride Vehicles	164,629	586,970	350,300	466,260	739,280	154,850	796,100
Runabout Vehicles	277,382	1,140,100	-	338,300	589,500	-	-
Total Capital Outlay	802,351	17,600,740	2,916,550	8,908,270	6,396,810	3,247,660	6,861,900
Loan Repayments	444,635	458,060	458,060	458,060	458,060	458,060	458,060
Short Range Transit Plan	92,668	67,100	-	-	-	300,000	-
Regional Contactless Fare Payment System	-	388,000	-	-	-	-	-
Regional Contactless Charging	-	2,266,000	-	-	-	-	-
Regional Bus Charging Projects	50,537	4,000,000	-	-	-	-	-
Master Planning & Implementation - Offsite fast charging	-	2,000,000	-	166,600	101,700	-	-
TOTAL FUNDING USES	1,390,191	26,779,900	3,374,610	9,532,930	6,956,570	4,005,720	7,319,960

		Total Adopted Budget	Weekday Proposed Budget	Express Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Total Projected Budget
		FY 2025-26	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2027-28
Route 9								
	<u>Measure:</u>							
	Annual Hours	12,760	10,100	1,290	720	490	12,600	12,600
	Annual Miles	320,340	254,390	27,220	20,500	13,810	315,920	315,920
Administration:								
Total Administration (Net of Contracts)		\$ 464,180	\$ 368,700	\$ 43,710	\$ 27,800	\$ 18,830	\$ 459,040	\$ 475,080
Service Delivery:	<u>Basis:</u>							
Labor - Operations	hourly							
Bus Operators	hourly	\$ 881,840	\$ 796,990	\$ 101,790	\$ 56,820	\$ 38,670	\$ 994,270	\$ 1,031,670
Training Staff	hourly	\$ 59,530	\$ 48,490	\$ 6,190	\$ 3,460	\$ 2,350	\$ 60,490	\$ 61,820
Operations Supervisors/Schedulers	hourly	\$ 215,020	\$ 185,200	\$ 23,650	\$ 13,200	\$ 8,990	\$ 231,040	\$ 238,990
Ops. Mgt. / Oversight	hourly	\$ 67,700	\$ 59,210	\$ 7,560	\$ 4,220	\$ 2,870	\$ 73,860	\$ 75,690
Labor - Operations Workers Comp	hourly	\$ 54,240	\$ 48,750	\$ 6,230	\$ 3,480	\$ 2,370	\$ 60,830	\$ 63,890
Labor - Maintenance	miles	\$ 371,920	\$ 337,240	\$ 36,090	\$ 27,180	\$ 18,310	\$ 418,820	\$ 428,020
Labor - Maintenance Workers Comp	miles	\$ 19,800	\$ 18,070	\$ 1,930	\$ 1,460	\$ 980	\$ 22,440	\$ 23,730
Fuel	miles	\$ 294,300	\$ 202,490	\$ 21,670	\$ 16,320	\$ 10,990	\$ 251,470	\$ 257,750
Insurance	miles	\$ 214,810	\$ 178,110	\$ 19,060	\$ 14,350	\$ 9,670	\$ 221,190	\$ 241,580
Maintenance (parts, supplies, materials)	miles	\$ 174,180	\$ 144,600	\$ 15,470	\$ 11,650	\$ 7,850	\$ 179,570	\$ 185,130
Maintenance Contract Costs	miles	\$ 26,840	\$ 22,640	\$ 2,420	\$ 1,820	\$ 1,230	\$ 28,110	\$ 27,170
Total Operations		\$ 2,380,180	\$ 2,041,790	\$ 242,060	\$ 153,960	\$ 104,280	\$ 2,542,090	\$ 2,635,440
Capital/Studies:								
Total Capital Outlay		\$ 5,573,600	\$ 513,930	\$ 60,930	\$ 38,760	\$ 26,250	\$ 639,870	\$ 1,902,510
Contingency	hourly	\$ 30,480	\$ 25,800	\$ 3,300	\$ 1,840	\$ 1,250	\$ 32,190	\$ 33,270
PERS Buyout	operations cost	\$ 39,690	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan Repayment	operations cost	\$ 101,980	\$ 82,160	\$ 9,740	\$ 6,200	\$ 4,200	\$ 102,300	\$ 98,640
TOTAL FUNDING USES		\$ 8,590,110	\$ 3,032,380	\$ 359,740	\$ 228,560	\$ 154,810	\$ 3,775,490	\$ 5,144,940
TOTAL NON-CAPITAL EXPENDITURES		\$ 2,914,530	\$ 2,436,290	\$ 289,070	\$ 183,600	\$ 124,360	\$ 3,033,320	\$ 3,143,790

		Total Adopted Budget	Weekday Proposed Budget	Express Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Total Projected Budget
		FY 2025-26	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2027-28
Route 10								
	<u>Measure:</u>							
	Annual Hours	11,100	8,610	600	680	400	10,290	10,290
	Annual Miles	332,440	260,690	18,100	20,640	12,380	311,810	311,810
Administration:								
Total Administration (Net of Contracts)		\$ 439,870	\$ 342,400	\$ 23,820	\$ 27,080	\$ 16,080	\$ 409,380	\$ 423,710
Service Delivery:	<u>Basis:</u>							
Labor - Operations	hourly							
Bus Operators	hourly	\$ 767,120	\$ 679,410	\$ 47,350	\$ 53,660	\$ 31,560	\$ 811,980	\$ 842,530
Training Staff	hourly	\$ 51,780	\$ 41,340	\$ 2,880	\$ 3,260	\$ 1,920	\$ 49,400	\$ 50,490
Operations Supervisors/Schedulers	hourly	\$ 187,060	\$ 157,880	\$ 11,000	\$ 12,470	\$ 7,330	\$ 188,690	\$ 195,170
Ops. Mgt. / Oversight	hourly	\$ 58,880	\$ 50,470	\$ 3,520	\$ 3,990	\$ 2,340	\$ 60,320	\$ 61,820
Labor - Operations Workers Comp	hourly	\$ 47,190	\$ 41,560	\$ 2,900	\$ 3,280	\$ 1,930	\$ 49,670	\$ 52,180
Labor - Maintenance	miles	\$ 385,960	\$ 345,600	\$ 24,000	\$ 27,360	\$ 16,410	\$ 413,370	\$ 422,450
Labor - Maintenance Workers Comp	miles	\$ 20,550	\$ 18,520	\$ 1,290	\$ 1,470	\$ 880	\$ 22,150	\$ 23,420
Fuel	miles	\$ 305,410	\$ 207,500	\$ 14,410	\$ 16,430	\$ 9,850	\$ 248,190	\$ 254,400
Insurance	miles	\$ 222,930	\$ 182,530	\$ 12,670	\$ 14,450	\$ 8,670	\$ 218,320	\$ 238,440
Maintenance (parts, supplies, materials)	miles	\$ 180,760	\$ 148,180	\$ 10,290	\$ 11,730	\$ 7,040	\$ 177,240	\$ 182,720
Maintenance Contract Costs	miles	\$ 27,850	\$ 23,200	\$ 1,610	\$ 1,840	\$ 1,100	\$ 27,750	\$ 26,820
Total Operations		\$ 2,255,490	\$ 1,896,190	\$ 131,920	\$ 149,940	\$ 89,030	\$ 2,267,080	\$ 2,350,440
Capital/Studies:								
Total Capital Outlay		\$ 5,424,030	\$ 477,280	\$ 33,200	\$ 37,740	\$ 22,410	\$ 570,630	\$ 1,696,770
Contingency	hourly	\$ 26,510	\$ 21,990	\$ 1,530	\$ 1,740	\$ 1,020	\$ 26,280	\$ 27,170
PERS Buyout	operations cost	\$ 37,620	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan Repayment	operations cost	\$ 96,630	\$ 76,300	\$ 5,310	\$ 6,030	\$ 3,580	\$ 91,220	\$ 87,970
TOTAL FUNDING USES		\$ 8,280,150	\$ 2,814,160	\$ 195,780	\$ 222,530	\$ 132,120	\$ 3,364,590	\$ 4,586,060
TOTAL NON-CAPITAL EXPENDITURES		\$ 2,759,490	\$ 2,260,580	\$ 157,270	\$ 178,760	\$ 106,130	\$ 2,702,740	\$ 2,801,320

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		Total Adopted Budget	Weekday Proposed Budget	Weekday Rte 14 Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Total Projected Budget
		FY 2025-26	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2027-28
Route 12, and Route 14 Tripper								
	<u>Measure:</u>							
	Annual Hours	7,690	6,480	110	510	440	7,540	7,540
	Annual Miles	198,980	170,060	1,800	12,390	11,050	195,300	195,300
Administration:								
Total Administration (Net of Contracts)		\$ 283,720	\$ 240,940	\$ 3,390	\$ 18,320	\$ 16,040	\$ 278,700	\$ 288,440
Service Delivery:	<u>Basis:</u>							
Labor - Operations	hourly							
Bus Operators	hourly	\$ 531,450	\$ 511,340	\$ 8,680	\$ 40,240	\$ 34,720	\$ 594,980	\$ 617,360
Training Staff	hourly	\$ 35,870	\$ 31,110	\$ 530	\$ 2,450	\$ 2,110	\$ 36,200	\$ 37,000
Operations Supervisors/Schedulers	hourly	\$ 129,580	\$ 118,820	\$ 2,020	\$ 9,350	\$ 8,070	\$ 138,260	\$ 143,010
Ops. Mgt. / Oversight	hourly	\$ 40,800	\$ 37,990	\$ 640	\$ 2,990	\$ 2,580	\$ 44,200	\$ 45,300
Labor - Operations Workers Comp	hourly	\$ 32,700	\$ 31,280	\$ 530	\$ 2,460	\$ 2,120	\$ 36,400	\$ 38,230
Labor - Maintenance	miles	\$ 231,010	\$ 225,450	\$ 2,390	\$ 16,430	\$ 14,650	\$ 258,910	\$ 264,600
Labor - Maintenance Workers Comp	miles	\$ 12,300	\$ 12,080	\$ 130	\$ 880	\$ 780	\$ 13,870	\$ 14,670
Fuel	miles	\$ 182,790	\$ 135,360	\$ 1,430	\$ 9,860	\$ 8,800	\$ 155,450	\$ 159,340
Insurance	miles	\$ 133,440	\$ 119,070	\$ 1,260	\$ 8,680	\$ 7,740	\$ 136,740	\$ 149,340
Maintenance (parts, supplies, materials)	miles	\$ 108,200	\$ 96,670	\$ 1,020	\$ 7,040	\$ 6,280	\$ 111,010	\$ 114,440
Maintenance Contract Costs	miles	\$ 16,670	\$ 15,140	\$ 160	\$ 1,100	\$ 980	\$ 17,380	\$ 16,800
Total Operations		\$ 1,454,810	\$ 1,334,310	\$ 18,790	\$ 101,480	\$ 88,830	\$ 1,543,400	\$ 1,600,090
Capital/Studies:								
Total Capital Outlay		\$ 3,693,820	\$ 335,850	\$ 4,730	\$ 25,540	\$ 22,360	\$ 388,480	\$ 1,155,090
Contingency	hourly	\$ 18,370	\$ 16,550	\$ 280	\$ 1,300	\$ 1,120	\$ 19,250	\$ 19,910
PERS Buyout	operations cost	\$ 24,260	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Loan Repayment	operations cost	\$ 62,340	\$ 53,690	\$ 760	\$ 4,080	\$ 3,570	\$ 62,100	\$ 59,890
TOTAL FUNDING USES		\$ 5,537,320	\$ 1,981,340	\$ 27,950	\$ 150,720	\$ 131,920	\$ 2,291,930	\$ 3,123,420
TOTAL NON-CAPITAL EXPENDITURES		\$ 1,781,160	\$ 1,591,800	\$ 22,460	\$ 121,100	\$ 105,990	\$ 1,841,350	\$ 1,908,440

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		Total Adopted Budget	Weekday Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Total Projected Budget
		<u>FY 2025-26</u>	<u>FY 2026-27</u>	<u>FY 2026-27</u>	<u>FY 2026-27</u>	<u>FY 2026-27</u>	<u>FY 2027-28</u>
Route 15							
	<u>Measure:</u>						
	Annual Hours	3,590	2,720	620	390	3,730	3,730
	Annual Miles	104,680	83,580	16,560	9,970	110,110	110,110
Administration:							
Total Administration (Net of Contracts)		\$ 140,360	\$ 108,960	\$ 23,230	\$ 14,330	\$ 146,520	\$ 151,650
Service Delivery:	<u>Basis:</u>						
Labor - Operations	hourly						
Bus Operators	hourly	\$ 248,100	\$ 214,630	\$ 48,920	\$ 30,770	\$ 294,320	\$ 305,410
Training Staff	hourly	\$ 16,750	\$ 13,060	\$ 2,980	\$ 1,870	\$ 17,910	\$ 18,300
Operations Supervisors/Schedulers	hourly	\$ 60,500	\$ 49,880	\$ 11,370	\$ 7,150	\$ 68,400	\$ 70,750
Ops. Mgt. / Oversight	hourly	\$ 19,050	\$ 15,940	\$ 3,630	\$ 2,290	\$ 21,860	\$ 22,410
Labor - Operations Workers Comp	hourly	\$ 15,270	\$ 13,130	\$ 2,990	\$ 1,880	\$ 18,000	\$ 18,910
Labor - Maintenance	miles	\$ 121,540	\$ 110,800	\$ 21,950	\$ 13,220	\$ 145,970	\$ 149,180
Labor - Maintenance Workers Comp	miles	\$ 6,470	\$ 5,940	\$ 1,180	\$ 710	\$ 7,830	\$ 8,270
Fuel	miles	\$ 96,170	\$ 66,530	\$ 13,180	\$ 7,940	\$ 87,650	\$ 89,840
Insurance	miles	\$ 70,200	\$ 58,520	\$ 11,590	\$ 6,980	\$ 77,090	\$ 84,200
Maintenance (parts, supplies, materials)	miles	\$ 56,910	\$ 47,510	\$ 9,410	\$ 5,670	\$ 62,590	\$ 64,520
Maintenance Contract Costs	miles	\$ 8,780	\$ 7,440	\$ 1,470	\$ 890	\$ 9,800	\$ 9,470
Total Operations		\$ 719,740	\$ 603,380	\$ 128,670	\$ 79,370	\$ 811,420	\$ 841,260
Capital/Studies:							
Total Capital Outlay		\$ 352,900	\$ 8,920	\$ 1,900	\$ 1,170	\$ 11,990	\$ 475,970
Contingency	hourly	\$ 8,570	\$ 6,950	\$ 1,580	\$ 1,000	\$ 9,530	\$ 9,850
PERS Buyout	operations cost	\$ 12,000	\$ -	\$ -	\$ -	\$ -	\$ -
Loan Repayment	operations cost	\$ 30,830	\$ 24,280	\$ 5,180	\$ 3,190	\$ 32,650	\$ 31,490
TOTAL FUNDING USES		\$ 1,264,400	\$ 752,490	\$ 160,560	\$ 99,060	\$ 1,012,110	\$ 1,510,220
TOTAL NON-CAPITAL EXPENDITURES		\$ 880,670	\$ 719,290	\$ 153,480	\$ 94,700	\$ 967,470	\$ 1,002,760

		Total Adopted Budget	Total Proposed Budget	Total Projected Budget
		FY 2025-26	FY 2026-27	FY 2027-28
Runabout				
	<u>Measure:</u>			
	Annual Hours	25,120	25,660	28,230
	Annual Miles	396,690	373,520	410,870
Administration:				
Total Administration (Net of Contracts)		\$ 756,890	\$ 761,830	\$ 867,300
Service Delivery:	<u>Basis:</u>			
Labor - Operations	hourly			
Bus Operators	hourly	\$ 1,736,050	\$ 2,024,830	\$ 2,311,430
Training Staff	hourly	\$ 117,190	\$ 123,190	\$ 138,520
Operations Supervisors/Schedulers	hourly	\$ 423,340	\$ 470,520	\$ 535,440
Ops. Mgt. / Oversight	hourly	\$ 133,270	\$ 150,420	\$ 169,590
Labor - Operations Workers Comp	hourly	\$ 106,780	\$ 123,860	\$ 143,150
Labor - Maintenance	miles	\$ 460,560	\$ 495,170	\$ 556,670
Labor - Maintenance Workers Comp	miles	\$ 24,520	\$ 26,530	\$ 30,870
Fuel	miles	\$ 364,440	\$ 297,310	\$ 335,220
Insurance	miles	\$ 266,010	\$ 261,520	\$ 314,190
Maintenance (parts, supplies, materials)	miles	\$ 215,690	\$ 212,320	\$ 240,770
Maintenance Contract Costs	miles	\$ 33,230	\$ 33,250	\$ 35,330
Total Operations		\$ 3,881,080	\$ 4,218,920	\$ 4,811,180
Capital/Studies:				
Total Capital Outlay		\$ 3,147,300	\$ 62,390	\$ 396,280
Contingency	hourly	\$ 60,000	\$ 65,550	\$ 74,550
PERS Buyout	operations cost	\$ 64,730	\$ -	\$ -
Loan Repayment	operations cost	\$ 166,280	\$ 169,770	\$ 180,070
TOTAL FUNDING USES		\$ 8,076,280	\$ 5,278,460	\$ 6,329,380
TOTAL NON-CAPITAL EXPENDITURES		\$ 4,762,700	\$ 5,046,300	\$ 5,753,030

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Fiscal Year 2026/2027

Operating Budget

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

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
OPERATING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted County Budget	2026/27 Proposed County Budget	2027/28 Projected County Budget
FUNDING SOURCES:				
	GENERAL RESERVES	444,000	153,000	137,480
1.	ESTIMATED FUND BALANCE	444,000	153,000	137,480
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CASH FLOW REQUIREMENTS PER TDA	153,000	137,480	147,240
	OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	-	-	-
	TOTAL	153,000	137,480	147,240
3.	FUND BALANCE AVAILABLE	291,000	15,520	(9,760)
<u>NON TDA SOURCES</u>				
	FARES	20,260	24,340	24,580
	MANAGEMENT CONTRACT	-	-	-
	INTEREST	-	-	-
	STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	317,960	284,520	196,790
	RURAL TRANSIT FUND (Including Administration)	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	-	32,250	36,290
	FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	38,820	39,600	40,390
	CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	-	-	-
	CUESTA CONTRIBUTION NORTH COUNTY	-	-	-
	SPECIAL EVENTS REVENUE/OTHER	-	32,970	32,970
4.	SUB TOTAL	377,040	413,680	331,020
5.	TOTAL FUND BALANCE & NON TDA FUNDING	668,040	429,200	321,260
<u>TDA REQUIRED</u>				
	COUNTY OF SAN LUIS OBISPO	113,250	313,640	470,080
	TDA REQUIREMENTS BEFORE 5311 EXCHANGE	113,250	313,640	470,080
	LESS: RURAL TRANSIT FUND/5311 EXCHANGE	-	(32,250)	(36,290)
6.	NET TDA REQUIREMENTS	113,250	281,390	433,790
7.	TOTAL FUNDING SOURCES	781,290	710,590	755,050
FUNDING USES:				
	ADMINISTRATION	139,780	126,820	135,470
	PERS BUYOUT	-	-	-
	SERVICE DELIVERY	632,250	607,210	646,490
	CONTINGENCY	9,260	8,810	9,380
9.	TOTAL FUNDING USES	781,290	742,840	791,340

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted County Capital Budget	2026/27 Proposed County Capital Budget	2027/28 Projected County Capital Budget
FUNDING SOURCES:				
	BEGINNING CAPITAL PROJECTS RESERVE	89,340	28,270	25,240
1.	ESTIMATED FUND BALANCE	89,340	28,270	25,240
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CAPITAL PROJECTS RESERVE	28,270	25,240	39,310
	TOTAL	28,270	25,240	39,310
3.	FUND BALANCE AVAILABLE	61,070	3,030	(14,070)
<u>NON TDA SOURCES</u>				
	STATE TRANSIT ASSISTANCE (STA)	-	1,650	89,380
	LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	-	-
	STATE OF GOOD REPAIR (SGR)	-	-	-
	SB125			
	Infrastructure (including fare program)	243,070	-	-
	Fixed Route Electric	-	-	-
	RURAL TRANSIT FUND (Capital)	8,030	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307)			
	Fixed Route Electric	-	-	-
	Fixed Route Non-Electric	-	-	-
	Demand Response Electric	-	-	-
	Demand Response Non-Electric	195,310	-	-
	ADA Minivans	-	-	-
	Support Vehicles	1,510	2,820	1,390
	Trolley	200,920	-	280,000
	Bus Stop Improvements	-	-	-
	Dispatch Software Upgrade	-	-	-
	Vehicle Maintenance Equipment	1,610	1,480	1,510
	FEDERAL TRANSIT ADM (FTA) (Section 5339)			
	Vehicle Engine Rehab	-	-	-
	Fixed Route Electric	-	-	-
	Fixed Route Non-Electric	-	-	-
	Dial-A-Ride Vehicle Replacement	-	-	-
	OTHER	29,570	-	-
4.	SUB TOTAL	680,020	5,950	372,280
5.	TOTAL FUND BALANCE & NON TDA FUNDING	741,090	8,980	358,210
<u>TDA REQUIRED</u>				
	COUNTY OF SAN LUIS OBISPO	-	-	-
6.	TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT	-	-	-
7.	TOTAL FUNDING SOURCES	741,090	8,980	358,210
8.	FUNDING USES:			
	CAPITAL	489,580	8,980	358,210
	LOAN PAYMENTS	-	-	-
	SHORT RANGE TRANSIT PLAN	-	-	-
	REGIONAL CONTACTLESS FARE PAYMENT SYSTEM	-	-	-
	REGIONAL CONTACTLESS CHARGING	-	-	-
	REGIONAL BUS CHARGING PROJECTS	162,050	-	-
	MASTER PLANNING & IMPLEMENTATION- OFFSITE FAST CHARGING	81,020	-	-
9.	TOTAL FUNDING USES	732,650	8,980	358,210

		Total Adopted Budget	Total Proposed Budget	Total Projected Budget
		FY 2025-26	FY 2026-27	FY 2027-28
County Services				
Administration:				
	Total Administration (Net of Contracts)	\$ 139,780	\$ 126,820	\$ 135,470
Service Delivery:				
	Labor - Operations	hourly		
	Bus Operators	hourly	\$ 318,710	\$ 306,290
	Training Staff	hourly	\$ 23,950	\$ 20,030
	Operations Supervisors/Schedulers	hourly	\$ 80,700	\$ 86,590
	Ops. Mgt. / Oversight	hourly	\$ 29,360	\$ 27,460
	Labor - Operations Workers Comp	hourly	\$ 17,650	\$ 18,350
	Labor - Maintenance	miles	\$ 41,340	\$ 47,610
	Labor - Maintenance Workers Comp	miles	\$ 2,230	\$ 2,340
	Fuel	miles	\$ 36,010	\$ 24,240
	Insurance	miles	\$ 27,540	\$ 25,230
	Special Transit (Senior Vans, Incentives, etc)	n/a	\$ 32,070	\$ 29,990
	Maintenance (parts, supplies, materials)	miles	\$ 18,200	\$ 15,910
	Maintenance Contract Costs	miles	\$ 4,490	\$ 3,170
	Total Operations	\$ 632,250	\$ 607,210	\$ 646,490
Capital/Studies:				
	Total Capital Outlay	\$ 732,650	\$ 8,980	\$ 358,210
	Contingency	hourly	\$ 9,260	\$ 8,810
	Loan Repayment	operations cost	\$ -	\$ -
TOTAL FUNDING USES		\$ 1,513,940	\$ 751,820	\$ 1,149,550
TOTAL NON-CAPITAL EXPENDITURES		\$ 781,290	\$ 742,840	\$ 791,340

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Fiscal Year 2026/2027

Operating Budget

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

May 6, 2026

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
OPERATING REVENUE BUDGET FOR 2026/2027**

	2025/26 Adopted Paso Robles Budget	2026/27 Proposed Paso Robles Budget	2027/28 Projected Paso Robles Budget
FUNDING SOURCES:			
GENERAL RESERVES	406,540	228,980	253,040
1. ESTIMATED FUND BALANCE	406,540	228,980	253,040
2. LESS REQUIRED RESERVES FOR FISCAL YEAR			
CASH FLOW REQUIREMENTS PER TDA	228,980	253,040	263,970
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	-	-	-
TOTAL	228,980	253,040	263,970
3. FUND BALANCE AVAILABLE	177,560	(24,060)	(10,930)
NON TDA SOURCES			
FARES	118,870	120,540	121,750
MANAGEMENT CONTRACT	-	-	-
INTEREST	-	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	216,080	213,620	173,880
RURAL TRANSIT FUND (Including Administration)	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	363,600	370,900	378,350
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	-	-	-
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	-	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	40,580	40,580
SPECIAL EVENTS REVENUE/OTHER	52,400	56,000	56,000
4. SUB TOTAL	791,530	801,640	770,560
5. TOTAL FUND BALANCE & NON TDA FUNDING	969,090	777,580	759,630
TDA REQUIRED			
CITY OF PASO ROBLES	397,430	693,500	764,810
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	397,430	693,500	764,810
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	-	-	-
6. NET TDA REQUIREMENTS	397,430	693,500	764,810
7. TOTAL FUNDING SOURCES	1,366,520	1,471,080	1,524,440
8. FUNDING USES:			
ADMINISTRATION	219,930	221,980	229,700
PERS BUYOUT	-	-	-
SERVICE DELIVERY	1,127,760	1,229,260	1,274,220
CONTINGENCY	18,830	19,840	20,520
9. TOTAL FUNDING USES	1,366,520	1,471,080	1,524,440

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted Paso Robles Capital Budget	2026/27 Proposed Paso Robles Capital Budget	2027/28 Projected Paso Robles Capital Budget
FUNDING SOURCES:				
	BEGINNING CAPITAL PROJECTS RESERVE	57,040	95,020	84,320
1.	ESTIMATED FUND BALANCE	57,040	95,020	84,320
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CAPITAL PROJECTS RESERVE	95,020	84,320	138,730
	TOTAL	95,020	84,320	138,730
3.	FUND BALANCE AVAILABLE	(37,980)	10,700	(54,410)
NON TDA SOURCES				
	STATE TRANSIT ASSISTANCE (STA)	51,970	27,620	67,360
	LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	-	-
	STATE OF GOOD REPAIR (SGR)	62,910	37,000	57,240
	SB125			
	Infrastructure (including fare program)	638,740	-	20,480
	Fixed Route Electric	124,130	-	147,190
	RURAL TRANSIT FUND (Capital)	193,360	19,530	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307)			
	Fixed Route Electric	232,020	238,840	157,540
	Fixed Route Non-Electric		185,990	229,020
	Demand Response Electric		-	-
	Demand Response Non-Electric		-	-
	ADA Minivans		148,200	-
	Support Vehicles	2,690	4,570	2,190
	Trolley		-	-
	Bus Stop Improvements	11,970	10,790	10,950
	Dispatch Software Upgrade		-	-
	Vehicle Maintenance Equipment	2,870	3,000	2,970
	FEDERAL TRANSIT ADM (FTA) (Section 5339)			
	Vehicle Engine Rehab	59,710	-	-
	Fixed Route Electric	673,060	-	52,510
	Fixed Route Non-Electric		-	76,340
	Dial-A-Ride Vehicle Replacement		-	-
	OTHER	126,370	-	-
4.	SUB TOTAL	2,179,800	675,540	823,790
5.	TOTAL FUND BALANCE & NON TDA FUNDING	2,141,820	686,240	769,380
TDA REQUIRED				
	CITY OF PASO ROBLES	-	-	-
6.	TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT	-	-	-
7.	TOTAL FUNDING SOURCES	2,141,820	686,240	769,380
8.	FUNDING USES:			
	CAPITAL	1,498,130	447,400	919,860
	LOAN PAYMENTS	-	-	-
	SHORT RANGE TRANSIT PLAN	-	-	-
	REGIONAL CONTACTLESS FARE PAYMENT SYSTEM	35,290	-	-
	REGIONAL CONTACTLESS CHARGING	169,880	-	-
	REGIONAL BUS CHARGING PROJECTS	289,050	-	-
	MASTER PLANNING & IMPLEMENTATION- OFFSITE FAST CHARGING	144,520	-	-
9.	TOTAL FUNDING USES	2,136,870	447,400	919,860

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		Total Adopted Budget	Proposed Route A & B Budget	Proposed Paso DAR Budget	Proposed Tripper Budget	Total Proposed Budget	Total Projected Budget
		FY 2025-26	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2027-28
Paso Robles Services							
	<u>Measure:</u>						
	Annual Hours	7,880	6,140	1,430	200	7,770	7,770
	Annual Miles	98,350	86,180	10,730	2,600	99,510	99,510
Administration:							
	Total Administration (Net of Contracts)	\$ 219,930	\$ 180,250	\$ 35,990	\$ 5,740	\$ 221,980	\$ 229,700
Service Delivery:							
	<u>Basis:</u>						
	Labor - Operations		hourly				
	Bus Operators	\$ 544,600	\$ 484,510	\$ 112,840	\$ 15,780	\$ 613,130	\$ 636,200
	Training Staff	\$ 36,760	\$ 29,480	\$ 6,870	\$ 960	\$ 37,310	\$ 38,120
	Operations Supervisors/Schedulers	\$ 132,810	\$ 112,590	\$ 26,220	\$ 3,670	\$ 142,480	\$ 147,370
	Ops. Mgt. / Oversight	\$ 41,810	\$ 35,990	\$ 8,380	\$ 1,170	\$ 45,540	\$ 46,680
	Labor - Operations Workers Comp	\$ 33,500	\$ 29,640	\$ 6,900	\$ 970	\$ 37,510	\$ 39,400
	Labor - Maintenance	\$ 114,180	\$ 114,250	\$ 14,220	\$ 3,450	\$ 131,920	\$ 134,820
	Labor - Maintenance Workers Comp	\$ 6,080	\$ 6,120	\$ 760	\$ 180	\$ 7,060	\$ 7,480
	Fuel	\$ 90,360	\$ 68,600	\$ 8,540	\$ 2,070	\$ 79,210	\$ 81,190
	Insurance	\$ 65,950	\$ 60,340	\$ 7,510	\$ 1,820	\$ 69,670	\$ 76,090
	Maintenance (parts, supplies, materials)	\$ 53,470	\$ 48,990	\$ 6,100	\$ 1,480	\$ 56,570	\$ 58,310
	Maintenance Contract Costs	\$ 8,240	\$ 7,670	\$ 960	\$ 230	\$ 8,860	\$ 8,560
	Total Operations	\$ 1,127,760	\$ 998,180	\$ 199,300	\$ 31,780	\$ 1,229,260	\$ 1,274,220
Capital/Studies:							
	Total Capital Outlay	\$ 2,136,870	\$ 251,250	\$ 188,150	\$ 8,000	\$ 447,400	\$ 919,860
Contingency							
	hourly	\$ 18,830	\$ 15,680	\$ 3,650	\$ 510	\$ 19,840	\$ 20,520
Loan Repayment							
	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FUNDING USES		\$ 3,503,390	\$ 1,445,360	\$ 427,090	\$ 46,030	\$ 1,918,480	\$ 2,444,300
TOTAL NON-CAPITAL EXPENDITURES		\$ 1,366,520	\$ 1,194,110	\$ 238,940	\$ 38,030	\$ 1,471,080	\$ 1,524,440

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Fiscal Year 2026/2027

Operating Budget

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

May 6, 2026

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
OPERATING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted South County Budget	2026/27 Proposed South County Budget	2027/28 Projected South County Budget
FUNDING SOURCES:				
	GENERAL RESERVES	744,920	516,370	574,040
1.	ESTIMATED FUND BALANCE	744,920	516,370	574,040
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CASH FLOW REQUIREMENTS PER TDA	516,370	574,040	595,920
	OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	-	-	-
	TOTAL	516,370	574,040	595,920
3.	FUND BALANCE AVAILABLE	228,550	(57,670)	(21,880)
<u>NON TDA SOURCES</u>				
	FARES	117,930	94,290	95,230
	MANAGEMENT CONTRACT	-	-	-
	INTEREST	-	-	-
	STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	260,340	243,540	245,000
	RURAL TRANSIT FUND (Including Administration)	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	998,080	1,090,100	1,107,470
	CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	-	-	-
	CUESTA CONTRIBUTION NORTH COUNTY	-	-	-
	SPECIAL EVENTS REVENUE/OTHER	25,200	27,000	27,000
4.	SUB TOTAL	1,401,550	1,454,930	1,474,700
5.	TOTAL FUND BALANCE & NON TDA FUNDING	1,630,100	1,397,260	1,452,820
<u>TDA REQUIRED</u>				
	CITY OF ARROYO GRANDE	413,071	591,014	610,542
	CITY OF GROVER BEACH	287,361	411,150	424,735
	CITY OF PISMO BEACH	180,645	258,463	267,004
	COUNTY OF SAN LUIS OBISPO	163,423	233,823	241,549
	TDA REQUIREMENTS BEFORE 5311 EXCHANGE	1,044,500	1,494,450	1,543,830
	LESS: RURAL TRANSIT FUND/5311 EXCHANGE	-	-	-
6.	NET TDA REQUIREMENTS	1,044,500	1,494,450	1,543,830
7.	TOTAL FUNDING SOURCES	2,674,600	2,891,710	2,996,650
FUNDING USES:				
	ADMINISTRATION	430,720	436,540	451,730
	PERS BUYOUT	-	-	-
	SERVICE DELIVERY	2,208,590	2,417,440	2,505,910
	CONTINGENCY	35,290	37,730	39,010
9.	TOTAL FUNDING USES	2,674,600	2,891,710	2,996,650

Population Based

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted South County Capital Budget	2026/27 Proposed South County Capital Budget	2027/28 Projected South County Capital Budget
FUNDING SOURCES:				
	BEGINNING CAPITAL PROJECTS RESERVE	123,370	185,990	165,320
1.	ESTIMATED FUND BALANCE	123,370	185,990	165,320
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CAPITAL PROJECTS RESERVE	185,990	165,320	207,750
	TOTAL	185,990	165,320	207,750
3.	FUND BALANCE AVAILABLE	(62,620)	20,670	(42,430)
NON TDA SOURCES				
	STATE TRANSIT ASSISTANCE (STA)	87,300	69,340	67,880
	LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	-	-
	STATE OF GOOD REPAIR (SGR)	147,800	-	112,580
	SB125			
	Infrastructure (including fare program)	932,010	-	40,270
	Fixed Route Electric	291,640	-	289,460
	RURAL TRANSIT FUND (Capital)	454,300	45,830	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307)			
	Fixed Route Electric	545,130	560,580	309,820
	Fixed Route Non-Electric	-	436,550	450,390
	Demand Response Electric	-	-	-
	Demand Response Non-Electric	-	-	-
	ADA Minivans	-	-	-
	Support Vehicles	5,280	9,000	4,310
	Trolley	-	-	-
	Bus Stop Improvements	28,110	21,220	21,540
	Dispatch Software Upgrade	-	-	-
	Vehicle Maintenance Equipment	5,620	5,900	5,830
	FEDERAL TRANSIT ADM (FTA) (Section 5339)			
	Vehicle Engine Rehab	140,280	-	-
	Fixed Route Electric	1,581,360	-	103,270
	Fixed Route Non-Electric	-	-	150,130
	Dial-A-Ride Vehicle Replacement	-	-	-
	OTHER	296,900	-	-
4.	SUB TOTAL	4,515,730	1,148,420	1,555,480
5.	TOTAL FUND BALANCE & NON TDA FUNDING	4,453,110	1,169,090	1,513,050
TDA REQUIRED				
	CITY OF ARROYO GRANDE	-	-	-
	CITY OF GROVER BEACH	-	-	-
	CITY OF PISMO BEACH	-	-	-
	COUNTY OF SAN LUIS OBISPO	-	-	-
	Population Based			
6.	TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT	-	-	-
7.	TOTAL FUNDING SOURCES	4,453,110	1,169,090	1,513,050
8.	FUNDING USES:			
	CAPITAL	3,513,970	608,510	1,809,000
	LOAN PAYMENTS	-	-	-
	SHORT RANGE TRANSIT PLAN	-	-	-
	REGIONAL CONTACTLESS FARE PAYMENT SYSTEM	82,910	-	-
	REGIONAL CONTACTLESS CHARGING	-	-	-
	REGIONAL BUS CHARGING PROJECTS	566,070	-	-
	MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING	283,030	-	-
9.	TOTAL FUNDING USES	4,445,980	608,510	1,809,000

		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	Total Projected Budget
		FY 2025-26	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2027-28
South County									
	Measure:								
	Annual Hours	14,770	3,850	3,620	3,000	4,000	300	14,770	14,770
	Annual Miles	211,900	71,380	49,550	37,860	50,910	2,200	211,900	211,900
Administration:									
Total Administration (Net of Contracts)		\$ 430,720	\$ 124,140	\$ 105,460	\$ 85,350	\$ 114,070	\$ 7,520	\$ 436,540	\$ 451,730
Service Delivery:	Basis:								
Labor - Operations	hourly								
Bus Operators	hourly	\$1,020,750	\$ 303,800	\$ 285,650	\$ 236,730	\$ 315,640	\$ 23,670	\$ 1,165,490	\$ 1,209,350
Training Staff	hourly	\$ 68,910	\$ 18,480	\$ 17,380	\$ 14,400	\$ 19,200	\$ 1,440	\$ 70,900	\$ 72,470
Operations Supervisors/Schedulers	hourly	\$ 248,910	\$ 70,600	\$ 66,380	\$ 55,010	\$ 73,350	\$ 5,500	\$ 270,840	\$ 280,140
Ops. Mgt. / Oversight	hourly	\$ 78,370	\$ 22,570	\$ 21,220	\$ 17,590	\$ 23,450	\$ 1,760	\$ 86,590	\$ 88,730
Labor - Operations Workers Comp	hourly	\$ 62,790	\$ 18,580	\$ 17,470	\$ 14,480	\$ 19,310	\$ 1,450	\$ 71,290	\$ 74,900
Labor - Maintenance	miles	\$ 246,020	\$ 94,630	\$ 65,690	\$ 50,190	\$ 67,490	\$ 2,920	\$ 280,920	\$ 287,090
Labor - Maintenance Workers Comp	miles	\$ 13,100	\$ 5,070	\$ 3,520	\$ 2,690	\$ 3,620	\$ 160	\$ 15,060	\$ 15,920
Fuel	miles	\$ 194,670	\$ 56,820	\$ 39,440	\$ 30,140	\$ 40,520	\$ 1,750	\$ 168,670	\$ 172,880
Insurance	miles	\$ 142,110	\$ 49,980	\$ 34,690	\$ 26,510	\$ 35,650	\$ 1,540	\$ 148,370	\$ 162,040
Maintenance (parts, supplies, materials)	miles	\$ 115,220	\$ 40,570	\$ 28,170	\$ 21,520	\$ 28,940	\$ 1,250	\$ 120,450	\$ 124,170
Maintenance Contract Costs	miles	\$ 17,740	\$ 6,350	\$ 4,410	\$ 3,370	\$ 4,530	\$ 200	\$ 18,860	\$ 18,220
Total Operations		\$2,208,590	\$ 687,450	\$ 584,020	\$ 472,630	\$ 631,700	\$ 41,640	\$ 2,417,440	\$ 2,505,910
Capital/Studies:									
Total Capital Outlay		\$4,445,980	\$ 173,040	\$ 147,010	\$ 118,970	\$ 159,000	\$ 10,490	\$ 608,510	\$ 1,809,000
Contingency	hourly	\$ 35,290	\$ 9,830	\$ 9,250	\$ 7,660	\$ 10,220	\$ 770	\$ 37,730	\$ 39,010
Loan Repayment	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FUNDING USES		\$7,120,580	\$ 994,460	\$ 845,740	\$ 684,610	\$ 914,990	\$ 60,420	\$ 3,597,500	\$ 4,805,650
TOTAL NON-CAPITAL EXPENDITURES		\$2,674,600	\$ 821,420	\$ 698,730	\$ 565,640	\$ 755,990	\$ 49,930	\$ 2,891,710	\$ 2,996,650

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Fiscal Year 2026/2027

Operating Budget

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

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
OPERATING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted Morro Bay Budget	2026/27 Proposed Morro Bay Budget	2027/28 Projected Morro Bay Budget
FUNDING SOURCES:				
	GENERAL RESERVES	500,000	307,340	119,630
1.	ESTIMATED FUND BALANCE	500,000	307,340	119,630
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CASH FLOW REQUIREMENTS PER TDA	107,340	119,630	124,090
	OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	200,000	-	-
	TOTAL	307,340	119,630	124,090
3.	FUND BALANCE AVAILABLE	192,660	187,710	(4,460)
<u>NON TDA SOURCES</u>				
	FARES	14,000	13,170	13,300
	MANAGEMENT CONTRACT	-	-	-
	INTEREST	-	-	-
	STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	68,730	65,480	-
	RURAL TRANSIT FUND (Including Administration)	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	-	57,550	59,670
	FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - 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	136,200	72,970
5.	TOTAL FUND BALANCE & NON TDA FUNDING	275,390	323,910	68,510
<u>TDA REQUIRED</u>				
	CITY OF MORRO BAY	262,330	264,780	541,510
	TDA REQUIREMENTS BEFORE 5311 EXCHANGE	262,330	264,780	541,510
	LESS: RURAL TRANSIT FUND/5311 EXCHANGE	-	-	-
6.	NET TDA REQUIREMENTS	262,330	264,780	541,510
7.	TOTAL FUNDING SOURCES	537,720	588,690	610,020
8.	FUNDING USES:			
	ADMINISTRATION	86,460	88,780	91,870
	PERS BUYOUT	-	-	-
	SERVICE DELIVERY	443,350	491,680	509,650
	CONTINGENCY	7,910	8,230	8,500
9.	TOTAL FUNDING USES	537,720	588,690	610,020

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted Morro Bay Capital Budget	2026/27 Proposed Morro Bay Capital Budget	2027/28 Projected Morro Bay Capital Budget
FUNDING SOURCES:				
	BEGINNING CAPITAL PROJECTS RESERVE	146,390	37,480	33,260
1.	ESTIMATED FUND BALANCE	146,390	37,480	33,260
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CAPITAL PROJECTS RESERVE	37,480	33,260	65,200
	TOTAL	37,480	33,260	65,200
3.	FUND BALANCE AVAILABLE	108,910	4,220	(31,940)
<u>NON TDA SOURCES</u>				
	STATE TRANSIT ASSISTANCE (STA)	4,050	20	65,500
	LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	-	-
	STATE OF GOOD REPAIR (SGR)	-	-	-
	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	1,830	880
	Trolley	-	-	-
	Bus Stop Improvements	-	-	-
	Dispatch Software Upgrade	-	-	-
	Vehicle Maintenance Equipment	1,130	1,200	1,190
	FEDERAL TRANSIT ADM (FTA) (Section 5339)			
	Vehicle Engine Rehab	-	-	-
	Fixed Route Electric	-	-	-
	Fixed Route Non-Electric	-	-	-
	Dial-A-Ride Vehicle Replacement	-	-	-
	OTHER	-	-	-
4.		505,640	3,050	67,570
5.	TOTAL FUND BALANCE & NON TDA FUNDING	614,550	7,270	35,630
<u>TDA REQUIRED</u>				
	CITY OF MORRO BAY	-	-	320,510
6.	TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT	-	-	320,510
7.	TOTAL FUNDING SOURCES	614,550	7,270	356,140
8.	FUNDING USES:			
	CAPITAL	362,850	7,270	356,140
	LOAN PAYMENTS	-	-	-
	SHORT RANGE TRANSIT PLAN	67,100	-	-
	REGIONAL CONTACTLESS FARE PAYMENT SYSTEM	14,150	-	-
	REGIONAL CONTACTLESS CHARGING	-	-	-
	REGIONAL BUS CHARGING PROJECTS	113,630	-	-
	MASTER PLANNING & IMPLEMENTATION- OFFSITE FAST CHARGING	56,820	-	-
9.	TOTAL FUNDING USES	614,550	7,270	356,140

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		Total Adopted Budget	Proposed Call A Ride Budget	Proposed Trolley Budget	Total Proposed Budget	Total Projected Budget
		FY 2025-26	FY 2026-27	FY 2026-27	FY 2026-27	FY 2027-28
Morro Bay Services						
	<u>Measure:</u>					
	Annual Hours	3,310	2,850	370	3,220	3,220
	Annual Miles	32,500	31,390	4,850	36,240	36,240
Administration:						
Total Administration (Net of Contracts)		\$ 86,460	\$ 78,140	\$ 10,640	\$ 88,780	\$ 91,870
Service Delivery:	<u>Basis:</u>					
Labor - Operations	hourly					
Bus Operators	hourly	\$ 228,730	\$ 224,890	\$ 29,200	\$ 254,090	\$ 263,650
Training Staff	hourly	\$ 15,450	\$ 13,680	\$ 1,780	\$ 15,460	\$ 15,800
Operations Supervisors/Schedulers	hourly	\$ 55,760	\$ 52,260	\$ 6,780	\$ 59,040	\$ 61,070
Ops. Mgt. / Oversight	hourly	\$ 17,560	\$ 16,710	\$ 2,170	\$ 18,880	\$ 19,340
Labor - Operations Workers Comp	hourly	\$ 14,080	\$ 13,760	\$ 1,790	\$ 15,550	\$ 16,330
Labor - Maintenance	miles	\$ 37,730	\$ 41,610	\$ 6,430	\$ 48,040	\$ 49,100
Labor - Maintenance Workers Comp	miles	\$ 2,000	\$ 2,230	\$ 340	\$ 2,570	\$ 2,720
Fuel	miles	\$ 29,860	\$ 24,990	\$ 3,860	\$ 28,850	\$ 29,570
Insurance	miles	\$ 21,790	\$ 21,980	\$ 3,400	\$ 25,380	\$ 27,710
Maintenance (parts, supplies, materials)	miles	\$ 17,670	\$ 17,840	\$ 2,760	\$ 20,600	\$ 21,240
Maintenance Contract Costs	miles	\$ 2,720	\$ 2,790	\$ 430	\$ 3,220	\$ 3,120
Total Operations		\$ 443,350	\$ 432,740	\$ 58,940	\$ 491,680	\$ 509,650
Capital/Studies:						
Total Capital Outlay		\$ 614,550	\$ 6,400	\$ 870	\$ 7,270	\$ 356,140
Contingency	hourly	\$ 7,910	\$ 7,280	\$ 950	\$ 8,230	\$ 8,500
Loan Repayment	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FUNDING USES		\$ 1,152,270	\$ 524,560	\$ 71,400	\$ 595,960	\$ 966,160
TOTAL NON-CAPITAL EXPENDITURES		\$ 537,720	\$ 518,160	\$ 70,530	\$ 588,690	\$ 610,020

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Fiscal Year 2026/2027

Operating Budget

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

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
OPERATING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted Atascadero Budget	2026/27 Proposed Atascadero Budget	2027/28 Projected Atascadero Budget
FUNDING SOURCES:				
	GENERAL RESERVES	129,260	218,830	132,920
1.	ESTIMATED FUND BALANCE	129,260	218,830	132,920
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CASH FLOW REQUIREMENTS PER TDA	118,830	97,510	101,150
	OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	-	35,410	-
	TOTAL	118,830	132,920	101,150
3.	FUND BALANCE AVAILABLE	10,430	85,910	31,770
<u>NON TDA SOURCES</u>				
	FARES	28,000	12,180	12,300
	MANAGEMENT CONTRACT	-	-	-
	INTEREST	-	-	-
	STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	204,440	156,110	176,900
	RURAL TRANSIT FUND (Including Administration)	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	223,200	227,600	232,090
	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	395,890	421,290
5.	TOTAL FUND BALANCE & NON TDA FUNDING	466,070	481,800	453,060
<u>TDA REQUIRED</u>				
	CITY OF ATASCADERO	144,170	-	46,220
	TDA REQUIREMENTS BEFORE 5311 EXCHANGE	144,170	-	46,220
	LESS: RURAL TRANSIT FUND/5311 EXCHANGE	-	-	-
6.	NET TDA REQUIREMENTS	144,170	-	46,220
7.	TOTAL FUNDING SOURCES	610,240	481,800	499,280
FUNDING USES:				
	ADMINISTRATION	98,150	72,630	75,160
	PERS BUYOUT	-	-	-
	SERVICE DELIVERY	503,300	402,200	416,910
	CONTINGENCY	8,790	6,970	7,210
9.	TOTAL FUNDING USES	610,240	481,800	499,280

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted Atascadero Capital Budget	2026/27 Proposed Atascadero Capital Budget	2027/28 Projected Atascadero Capital Budget
FUNDING SOURCES:				
	BEGINNING CAPITAL PROJECTS RESERVE	6,600	14,010	17,520
1.	ESTIMATED FUND BALANCE	6,600	14,010	17,520
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CAPITAL PROJECTS RESERVE	14,010	17,520	25,080
	TOTAL	14,010	17,520	25,080
3.	FUND BALANCE AVAILABLE	(7,410)	(3,510)	(7,560)
<u>NON TDA SOURCES</u>				
	STATE TRANSIT ASSISTANCE (STA)	4,220	31,680	10,890
	LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	-	-
	STATE OF GOOD REPAIR (SGR)	-	-	-
	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	1,500	720
	Trolley	-	-	-
	Bus Stop Improvements	-	-	-
	Dispatch Software Upgrade	-	-	-
	Vehicle Maintenance Equipment	1,280	980	970
	FEDERAL TRANSIT ADM (FTA) (Section 5339)	-	-	-
	Vehicle Engine Rehab	-	-	-
	Fixed Route Electric	-	-	-
	Fixed Route Non-Electric	-	-	-
	Dial-A-Ride Vehicle Replacement	-	-	-
	OTHER	-	-	-
4.	SUB TOTAL	200,200	174,560	12,580
5.	TOTAL FUND BALANCE & NON TDA FUNDING	192,790	171,050	5,020
<u>TDA REQUIRED</u>				
	CITY OF ATASCADERO	-	-	-
6.	TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT	-	-	-
7.	TOTAL FUNDING SOURCES	192,790	171,050	5,020
8.	FUNDING USES:			
	CAPITAL	6,700	171,050	5,020
	LOAN PAYMENTS	-	-	-
	SHORT RANGE TRANSIT PLAN	-	-	-
	REGIONAL CONTACTLESS FARE PAYMENT SYSTEM	-	-	-
	REGIONAL CONTACTLESS CHARGING	-	-	-
	REGIONAL BUS CHARGING PROJECTS	129,000	-	-
	MASTER PLANNING & IMPLEMENTATION- OFFSITE FAST CHARGING	64,500	-	-
9.	TOTAL FUNDING USES	200,200	171,050	5,020

		Adopted Dial A Ride Budget	Total Proposed Budget	Total Projected Budget
		<u>FY 2025-26</u>	<u>FY 2026-27</u>	<u>FY 2027-28</u>
Atascadero Services				
	<u>Measure:</u>			
	Annual Hours	3,680	2,730	2,730
	Annual Miles	39,140	26,600	26,600
Administration:				
	Total Administration (Net of Contracts)	\$ 98,150	\$ 72,630	\$ 75,160
Service Delivery:				
	<u>Basis:</u>			
	Labor - Operations			hourly
	Bus Operators	\$ 254,320	\$ 215,420	\$ 223,530
	Training Staff	\$ 17,170	\$ 13,110	\$ 13,400
	Operations Supervisors/Schedulers	\$ 62,020	\$ 50,060	\$ 51,780
	Ops. Mgt. / Oversight	\$ 19,520	\$ 16,000	\$ 16,400
	Labor - Operations Workers Comp	\$ 15,640	\$ 13,180	\$ 13,840
	Labor - Maintenance	\$ 45,440	\$ 35,260	\$ 36,040
	Labor - Maintenance Workers Comp	\$ 2,420	\$ 1,890	\$ 2,000
	Fuel	\$ 35,960	\$ 21,170	\$ 21,700
	Insurance	\$ 26,250	\$ 18,620	\$ 20,340
	Maintenance (parts, supplies, materials)	\$ 21,280	\$ 15,120	\$ 15,590
	Maintenance Contract Costs	\$ 3,280	\$ 2,370	\$ 2,290
	Total Operations	\$ 503,300	\$ 402,200	\$ 416,910
Capital/Studies:				
	Total Capital Outlay	\$ 200,200	\$ 171,050	\$ 5,020
Contingency				
	hourly	\$ 8,790	\$ 6,970	\$ 7,210
Loan Repayment				
	operations cost	\$ -	\$ -	\$ -
TOTAL FUNDING USES		\$ 810,440	\$ 669,030	\$ 504,300
TOTAL NON-CAPITAL EXPENDITURES		\$ 610,240	\$ 481,800	\$ 499,280

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Fiscal Year 2026/2027

Budget

Support Documents

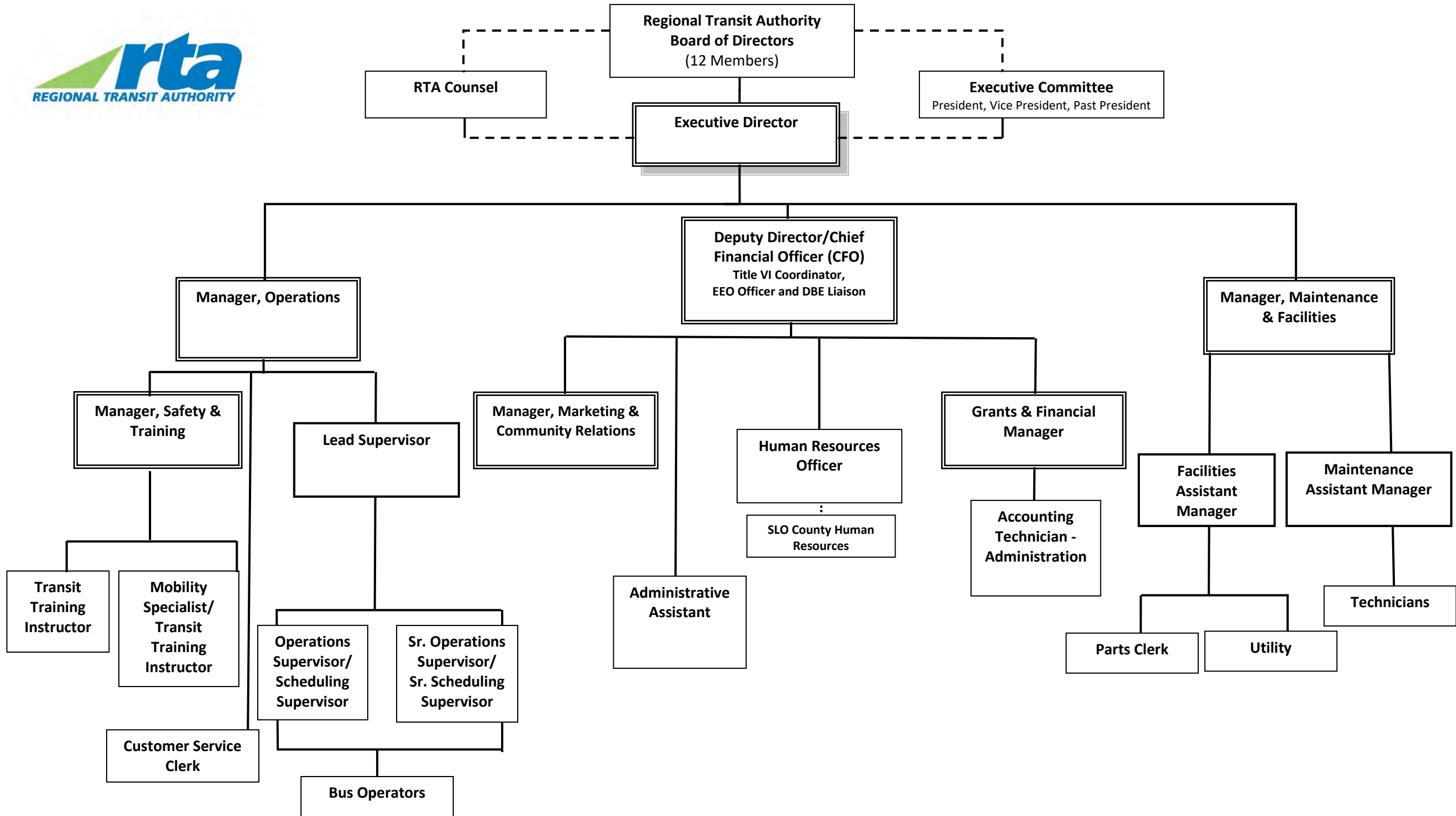
May 6, 2026

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Fiscal Year 26-27 Salary Schedule - Unrepresented Positions

Position(s)	Grade	Step 1	Step 2	Step 3	Step 4	Step 5	Step 6	Step 7
-	-	-	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Administrative Assistant, Customer Service Clerk	101	\$ 57,056.85	\$ 59,339.12	\$ 61,712.69	\$ 64,181.20	\$ 66,748.44	\$ 69,418.38	\$ 72,195.12
	102	\$ 59,909.69	\$ 62,306.08	\$ 64,798.32	\$ 67,390.26	\$ 70,085.87	\$ 72,889.30	\$ 75,804.87
	103	\$ 62,905.18	\$ 65,421.38	\$ 68,038.24	\$ 70,759.77	\$ 73,590.16	\$ 76,533.77	\$ 79,595.12
Accounting Technician II	104	\$ 66,050.44	\$ 68,692.45	\$ 71,440.15	\$ 74,297.76	\$ 77,269.67	\$ 80,360.45	\$ 83,574.87
	105	\$ 69,352.96	\$ 72,127.08	\$ 75,012.16	\$ 78,012.65	\$ 81,133.15	\$ 84,378.48	\$ 87,753.62
Scheduling Supervisor	106	\$ 72,820.61	\$ 75,733.43	\$ 78,762.77	\$ 81,913.28	\$ 85,189.81	\$ 88,597.40	\$ 92,141.30
Mobility Specialist, Operations Supervisor, Transit Training Instructor	107	\$ 76,461.64	\$ 79,520.10	\$ 82,700.91	\$ 86,008.94	\$ 89,449.30	\$ 93,027.27	\$ 96,748.36
	108	\$ 80,284.72	\$ 83,496.11	\$ 86,835.95	\$ 90,309.39	\$ 93,921.76	\$ 97,678.63	\$ 101,585.78
	109	\$ 84,298.95	\$ 87,670.91	\$ 91,177.75	\$ 94,824.86	\$ 98,617.85	\$ 102,562.57	\$ 106,665.07
Human Resources Officer	110	\$ 88,513.90	\$ 92,054.46	\$ 95,736.64	\$ 99,566.10	\$ 103,548.75	\$ 107,690.69	\$ 111,998.32
Facilities Assistant Manager, Lead Supervisor	111	\$ 92,939.60	\$ 96,657.18	\$ 100,523.47	\$ 104,544.41	\$ 108,726.18	\$ 113,075.23	\$ 117,598.24
Grants and Finance Manager	112	\$ 97,586.58	\$ 101,490.04	\$ 105,549.64	\$ 109,771.63	\$ 114,162.49	\$ 118,728.99	\$ 123,478.15
Maintenance Assistant Manager, Marketing and Community Relations Manager, Safety and Training Manager	113	\$ 102,465.91	\$ 106,564.54	\$ 110,827.12	\$ 115,260.21	\$ 119,870.62	\$ 124,665.44	\$ 129,652.06
	114	\$ 107,589.20	\$ 111,892.77	\$ 116,368.48	\$ 121,023.22	\$ 125,864.15	\$ 130,898.71	\$ 136,134.66
	115	\$ 115,658.39	\$ 120,284.73	\$ 125,096.11	\$ 130,099.96	\$ 135,303.96	\$ 140,716.12	\$ 146,344.76
Maintenance and Facilities Manager	116	\$ 124,332.77	\$ 129,306.08	\$ 134,478.32	\$ 139,857.46	\$ 145,451.75	\$ 151,269.82	\$ 157,320.62
Operations Manager	117	\$ 133,657.73	\$ 139,004.04	\$ 144,564.20	\$ 150,346.77	\$ 156,360.64	\$ 162,615.06	\$ 169,119.66
	118	\$ 143,682.06	\$ 149,429.34	\$ 155,406.51	\$ 161,622.77	\$ 168,087.68	\$ 174,811.19	\$ 181,803.64
Deputy Director/CFO	119	\$ 154,458.21	\$ 160,636.54	\$ 167,062.00	\$ 173,744.48	\$ 180,694.26	\$ 187,922.03	\$ 195,438.91
Executive Director	120	\$ 173,765.49	\$ 180,716.11	\$ 187,944.75	\$ 195,462.54	\$ 203,281.04	\$ 211,412.28	\$ 219,868.78

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Project Information	
Project Title	Support Vehicle Replacements
Anticipated Start Date	Ongoing Program
Anticipated Completion	Ongoing Program
Estimated Project Cost	\$913,640



Project Scope
The RTA uses a variety of non-revenue vehicles to support the various transit services provided.

Project Justification

There are small support utility vehicles that are used by the administrative staff, Operations Supervisors, and for employee swaps (in lieu of swapping buses). The four trucks that are used for road calls, equipment transportation, and bus stop maintenance. Other support vehicles include a forklift, utility cart and scissor lift.

Anticipated Impact to Operations

Support vehicles are vital to ensure the most effective use of resources and keep operating costs down.

Funding Information							
Funding Sources (other than Local)	FTIP Year	FTIP Amount/ Estimate	Local Match	PO Calendar Year	Delivery Year	Budget FY	Number of Vehicles
FTA 5307	Adopted FY24	\$36,480	\$9,120	2027	2027	FY26	1
FTA 5307	Proposed FY26	\$61,600	\$15,300	2027	2027	FY27	1
FTA 5307	Proposed FY27	\$30,300	\$7,500	2028	2028	FY28	1
FTA 5307	Projected FY28	\$65,300	\$16,400	2029	2029	FY29	1
FTA 5307	Projected FY29	\$176,320	\$44,080	2030	2030	FY30	5
FTA 5307	Projected FY30	\$164,300	\$41,100	2031	2031	FY31	4
FTA 5307	Projected FY32	\$121,010	\$30,250	2033	2033	FY33	3
FTA 5307	Projected FY33	\$75,660	\$18,920	2034	2034	FY34	1
Total		\$730,970	\$182,670				17

5 Year Budget Plan

2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	Other Years	Total Estimate
\$76,900	\$37,800	\$81,700	\$220,400	\$205,400	\$291,440	\$913,640

Project Information	
Project Title	Heavy Duty Fixed Route Vehicles
Anticipated Start Date	Ongoing Program
Anticipated Completion	Ongoing Program
Estimated Project Cost	\$48,442,450



Project Scope

Project Justification

Anticipated Impact to Operations

Funding Information

Funding Sources (other than Local)	FTIP Year	FTIP Amount/ Estimate	Local Match	PO Calendar Year	Delivery Year	Budget FY	Number of Vehicles
FTA 5307/5339	Adopted FY25	\$2,322,720	\$3,300,760	2026	2026	FY26	4
FTA 5307	Adopted FY25	\$1,769,700	\$442,400	2026	2027	FY27	3
FTA 5307	Adopted FY25	\$2,272,500	\$877,000	2027	2028	FY28	2
FTA 5307/5339	Proposed FY26	\$3,144,690	\$786,160	2027	2028	FY28	4
FTA 5307	Proposed FY27	\$3,358,300	\$733,610	2028	2029	FY29	4
FTA 5307	Projected FY28	\$2,142,470	\$426,520	2028	2029	FY30	2
FTA 5307	Projected FY29	\$4,723,890	\$833,610	2030	2031	FY31	3
FTA 5307	Projected FY31	\$3,144,520	\$786,120	2031	2033	FY33	2
FTA 5307	Projected FY33	\$3,336,020	\$834,000	2033	2035	FY35	2
FTA 5307	Projected FY34	\$1,718,050	\$429,510	2034	2036	FY36	1
FTA 5307	Projected FY35	\$8,847,900	\$2,212,000	2035	2037	FY37	5
Total		\$36,780,760	\$11,661,690				32

5 Year Budget Plan

2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	Other Years	Total Estimate
\$2,212,100	\$7,080,310	\$4,091,910	\$2,568,990	\$5,557,500	\$26,931,640	\$48,442,450

Project Information	
Project Title	Trolley Vehicles
Anticipated Start Date	Ongoing Program
Anticipated Completion	Ongoing Program
Estimated Project Cost	\$1,791,850



Project Scope
The RTA uses replica trolleys that mimic nostalgic, turn-of-the-century cable cars while providing modern, heavy-duty transit capabilities. This is one replacement of each vehicle.

Project Justification

Anticipated Impact to Operations

Funding Information							
Funding Sources (other than Local)	FTIP Year	FTIP Amount/ Estimate	Local Match	PO Calendar Year	Delivery Year	Budget FY	Number of Vehicles
FTA 5307	Adopted FY22	\$200,920	\$79,430	2025	2026	FY26	1
			\$350,000	2028	2028	FY28	1
FTA 5307	Proposed FY27	\$280,000	\$70,000	2027	2028	FY28	1
FTA 5307	Projected FY30	\$649,200	\$162,300	2031	2031	FY32	1
Total		\$1,130,120	\$661,730				4

5 Year Budget Plan

2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	Other Years	Total Estimate
\$0	\$700,000	\$0	\$0	\$0	\$1,091,850	\$1,791,850

Project Information

Project Title	Dial-A-Ride and Fixed Route Cutaway Vehicles
Anticipated Start Date	Ongoing Program
Anticipated Completion	Ongoing Program
Estimated Project Cost	\$3,338,870



Project Scope

The RTA uses a mix of vehicle types including low-floor minivans, low-floor cutaway, and cutaway vehicles for Dial-A-Ride and Fixed Route Services in various communities. This is one replacement of each vehicle.

Project Justification

Anticipated Impact to Operations

Funding Information

Funding Sources (other than Local)	FTIP Year	FTIP Amount/ Estimate	Local Match	PO Calendar Year	Delivery Year	Budget FY	Number of Vehicles
FTA 5307	Adopted FY24	\$140,400	\$24,700	2026	2027	FY27	1
FTA 5307	Proposed FY26	\$148,200	\$37,000	2027	2027	FY27	2
FTA 5339	Proposed FY27	\$373,000	\$93,260	2027	2028	FY28	2
FTA 5307	Projected FY28	\$609,910	\$129,370	2028	2029	FY29	3
FTA 5307	Projected FY29	\$123,900	\$30,950	2030	2030	FY30	1
FTA 5307	Projected FY30	\$676,700	\$119,400	2030	2031	FY31	2
FTA 5307	Projected FY31	\$707,260	\$124,820	2031	2032	FY32	2
Total		\$2,779,370	\$559,500				13

5 Year Budget Plan

2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	Other Years	Total Estimate
\$350,300	\$466,260	\$739,280	\$154,850	\$796,100	\$832,080	\$3,338,870

Project Information	
Project Title	Runabout Vehicles
Anticipated Start Date	Ongoing Program
Anticipated Completion	Ongoing Program
Estimated Project Cost	\$2,724,860



Project Scope
The RTA uses a mix of low-floor minivans and cutaway vehicles for the ADA paratransit service. This is one replacement of each vehicle.

Project Justification

Anticipated Impact to Operations

Funding Information

Funding Sources (other than Local)	FTIP Year	FTIP Amount/ Estimate	Local Match	PO Calendar Year	Delivery Year	Budget FY	Number of Vehicles
FTA 5307	Adopted FY23	\$538,880	\$98,840	2025	2026	FY26	4
FTA 5307	Adopted FY24	\$464,640	\$85,720	2026	2026	FY26	4
FTA 5307	Adopted FY25	\$517,720	\$91,280	2026	2026	FY26	7
FTA 5307	Proposed FY27	\$270,640	\$67,640	2028	2028	FY28	1
FTA 5307	Projected FY28	\$501,000	\$88,500	2029	2029	FY29	6
Total		\$2,292,880	\$431,980				22

5 Year Budget Plan

2026-2027	2027-2028	2028-2029	2029-2030	2030-2031	Other Years	Total Estimate
\$0	\$338,300	\$589,500	\$0	\$0	\$1,797,080	\$2,724,860

FY2026-27 Charter Services Fee Schedule

Vehicle Revenue Hours	59,820
Vehicle Revenue Miles	1,306,660
Fixed-Route Hours Related to Operating Expenses	\$6,743,900
Fixed Route Miles Related to Operating Expenses (Fuel & Maintenance)	\$4,639,010
Operating Cost / Hour	\$112.74
Operating Cost / Mile	\$3.55
10% Surcharge for Program Administrative Costs	
Charter Service Cost / Hour	\$124.01
Charter Service Cost / Mile	\$3.91

Damage to Vehicles Used for Charter Services:

Repairs Provided By	Minimum Charge	Additional Cost
RTA (in-house)	\$125.00 per Hour	+ Cost of Parts & Associated Materials
Outside Vendor(s)	Full Invoice Cost	+ 10% Overhead
Biohazard Cleaning	\$100.00 per Incident	

Damage Type	Min. Charge
Inoperable Vehicle (Unavailable for Regular RTA Service)	\$150.00 per Day