

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, 2015

STAFF REPORT

AGENDA ITEM: B-2

TOPIC: Fiscal Year 2015-16 and 2016-17 Operating Budget, and Fiscal Year 2015-16 through 2019-20 Capital Budget

PRESENTED BY: Geoff Straw

STAFF RECOMMENDATION: Adopt Fiscal Year 2015-16 Budget as presented

RTAC RECOMMENDATION: Approve with the possibility of minor adjustments for Worker's Compensation and the Express trips

BACKGROUND/DISCUSSION:

We are pleased to present a balanced fiscal year 2015-16 and projected fiscal year 2016-17 operating budget. In addition, we are presenting a five-year capital program.

We appreciate the Board's support and leadership in these financially constrained times. This year presented staff with a new challenge due to declining local revenue, and increased service demands. Due to those circumstances, we will present this budget with the planned new Express trips separate from the base Routes 9 and 10 summaries should the Board determine that cuts be implemented.

The budget presentation assume the same core levels of service miles and hours for fixed route and Runabout services that are currently being operated. It also assumes a very minimal increase in Runabout service level, which is a welcome relief in comparison to recent years when Runabout demand burgeoned. Staff will continue to monitor the Runabout service and should service demands change to beyond the scope of the budget present, a budget amendment will be presented to the Board. Also, RTA will no longer be operating Line 83 under a highly Monterey Salinas Transit-subsidized contract, which resulted in a small amount of cost savings for RTA.

The highly successful Route 14 service will continue to operate during peak academic year commute times between downtown San Luis Obispo and the main Cuesta College campus, our highest trip generators in the regional system. The North Coast Connector service is projected at very similar levels as to what was operated during the 2014-15 fiscal year, but the service type is projected to change to a deviated fixed route service. Although staff is not projecting that this change will have a significant cost savings in the fixed route service plan, it will reduce Runabout service costs.

In May of 2014 RTA adopted a reserve policy, one for cash flow purposes and one for capital projects. During FY13-14 RTA came in under the projected budget, fare revenue was higher than projected, and the fund balance increased more than original budget projections. In addition, during FY13-14 and FY14-15, RTA has replaced the vast majority of the fleet, which has resulted in a reduction in the amount of capital projects reserves needed in the ensuing years. The result of the savings and decrease in capital reserves required is that staff is projecting a strong fund balance at the beginning of FY15-16.

No Local Transit Fund (LTF) is required for local match for any of the proposed capital projects. The FY15-16 RTA operating budget is proposed at \$8,351,380 and the capital budget is proposed at \$2,553,500.

It should be noted that staff continues to present separate columns in the revenue and expense tables that depicts the consolidation of Paso Robles Express fixed route and dial-a-ride services into RTA on June 1, 2014, as well as the County transit services (SLOCAT).

In summary, RTA staff has done a tremendous job of holding the line on expenses. The major increases in this year's operating budget are costs for insurance, workers compensation, the wage adjustments programmed in the Collective Bargaining Agreement for covered employees, and our health plan. We have managed to make progress on upgrading our fleet in recent years, and the delivery of eight new forty-foot low-floor buses in March 2015 will continue to help reduce a portion of vehicle maintenance costs. The recent downturn in fuel costs has resulted in welcome relief, although we do not expect fuel costs to remain static into the future.

The budget packet contains the following items:

- Our vision and mission statements
- Adopted Budget Assumptions adopted March 4, 2015
- Fiscally-constrained FY15-16 operating and capital budgets
- Fiscally-unconstrained FY16-17 operating budget
- Fiscally-unconstrained FY16-17 through FY19-20 capital budgets

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

Revised Revenue Assumptions

LTF funds are derived from the statewide ¼ percent sales tax, while STA is derived from the sales tax on diesel fuel. Countywide LTF is projected by SLOCOG to be roughly 23% lower in FY15-16 in comparison to final FY14-15 amounts. However, STA funding is estimated to be relatively flat for RTA, noting that the FY14-15 STA amount included in the budget includes a carryover from the prior year.

We are predicating the revenue stream for the FY15-16 budget on the latest information that we have available on LTF and STA funding for the region. The LTF program is projected to have a dramatic decrease and staff is unsure of what the projection for this revenue stream should be for the coming years. Staff concurs and applauds the principles laid out in the SLOCOG staff report that any future funding formulas include incentive funding for Vehicle Miles Traveled (VMT) and regional integration of the jurisdictional operations with the regional system as part of the regional funding formula. This budget assumes no increase in fare revenue for either FY15-16 or FY16-17, although staff is evaluating fare increase options for pending LTF revenue projections for FY16-17.

Administration and Operations Expenses

The overall Administration Expense for RTA core services is up just 2.64% compared to last fiscal year. This is reflective in the additional part time staff member who will conduct functional assessments of Runabout applicants and fixed route travel training for Runabout eligible riders.

On the operating side, we have maintained current service levels. The service delivery line item for RTA core services is down from what was identified in the FY14-15 budget, as we are reducing previous budget projections associated with Runabout.

As included in the budget assumptions that your Board accepted in March 2015, based on the current projected funding, an annual merit adjustment will be budgeted for non-union employees; the Collective Bargaining Agreement (CBA) identifies annual increases based upon longevity for Bus Operators, Mechanics and Utility Workers. It should be noted that RTA ratified a new CBA in February 2014, which runs through January 31, 2018. Non-CBA employees within the salary range for their position will also be eligible for a step merit increase subject to performance assessments.

On April 14, 2015 staff was notified of a likely increase to the primary workers compensation insurance program for the FY15-16. Staff notified the RTA Executive Committee and RTAC were notified during meetings that week that a change may be needed to account for the revised estimates. Since that time, staff received confirmation that the revised estimates are correct. Additional information was provided by the underwriter, including the factor that rates are calculated based on losses over the last five years, then an experience modification factor for the last three is applied. Staff also received information regarding the effective rates for the primary workers compensation insurance, which is 9.023%. RTA is now rated on an actuarial basis, has five prior years of losses, and has a \$0 self insured retention (SIR). In comparing RTA with a similar sized transit agency that only operates fixed route, their effective rate is 8.256% which is in line with RTA's revised estimates. Although these numbers are significantly higher than expected, staff feels that it is still a reasonable amount for FY15-16. Staff will be getting quotes and analyzing options for FY16-17 to determine if an increase in the SIR or another carrier would be more cost efficient.

Finally, due to the unrest in North Africa and the Middle East, fuel prices have continued to swing wildly over the past few years. Similar to previous years, staff budgeted fuel at a relatively high per gallon cost, but we may need to adjust it if fuel prices rise significantly during the fiscal year. Due to our limited infrastructure, we are unable to purchase fuel in bulk to realize economies of scale.

Ridership Gains, Overcrowding Mitigation

This past year we saw steady ridership increases on all RTA services. Runabout ridership was up 2%, while fixed route ridership was up nearly 1%, for the first eight months of FY14-15.

Pursuant to the language in the SLOCOG Regional Transportation Plan under Transit Policies, we have the ability to periodically adjust transit service parameters with the objective to maximize transit system efficiency, effectiveness and economic feasibility. Under this section there is a provision to review the need to add trips or tandems when the peak load factor consistently exceeds 90 percent of a seated bus load. In the case of all our commute trips on Routes 9, 10 and 12, the load factors consistently range from 100 – 130% of the seated load. Staff will work quickly once the FY15-16 budget is approved to implement planned additional express trips to address overcrowding issues on Route 9 and 10.

Runabout Ridership Leveling Off and New Runabout Eligibility Procedure

Pursuant to the monthly ridership reports, Runabout ridership is now holding steady. Staff is proposing implementing a functional assessment as part of the application process to ensure that the service is being provided to those who truly need it. Staff will also be doing fixed route travel training with Runabout applicants to ensure they understand and feel comfortable and confident using fixed route services when feasible.

Capital Program

The focus of our financially constrained FY15-16 capital program will be funding the procurement of over-the-road coaches, cutaway vehicles used for the North Coast Connector, and Runabout vehicles. We have also programmed the following minor capital projects:

- \$31,500 for shop equipment for our maintenance department to improve efficiencies;
- \$31,100 for facility improvements, which includes \$25,000 for planning a permanent facility in Paso Robles;
- bus stop improvements, including solar lighting;
- miscellaneous computer equipment; and
- ITS improvements to our existing fleet and new fleet, including on-board camera security systems.

It should be noted that a portion of the FY14-15 funds for the fully funded ITS improvements will need to be carried over to FY15-16 but, due to the timing of the

project, staff is unsure of the exact amount that will be carried forward. The carryover will have no financial impact to local jurisdictions.

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. With the exception of the two over the road coaches discussed above, no expansion vehicles are included. As the Board provides direction to staff regarding possible expansion vehicles and/or facilities the capital improvement program will be updated.

Staff has adjusted the pay down schedule for the existing loan for the 179 Cross Street building improvements project that began in 2006. Given the recent LTF financial constraints presented above and the revised lease agreement through 2022, staff has extended principal payments out to FY18-19. The loan would still be paid off prior to the extended lease termination date, but provided more funding for operations during tight financial times. Staff will continue to aggressively seek outside funding to plan and develop a long-term operations/maintenance facility.

Conclusion and Staff Recommendation

Fiscal Year 2015-16 will be another challenging year, including financial barriers and continuing to implement a list of long-planned capital projects. We look forward to working with our customers, the Board and other stakeholders in providing the highest quality of transportation services to residents of and visitors to our community. We believe that this budget reflects the path set by your Board in previous years and, although we would like to do more, we believe that this budget provides the optimum levels of service within the confines of existing limited resources.

The Staff recommends that the Board adopt the FY15-16 budget as presented.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

May 6, 2015

(Originally presented March 4, 2015)

STAFF REPORT

AGENDA ITEM:	B-2
TOPIC:	Fiscal Years 2016 and 2017 Budget Assumptions
ACTION:	Approve Budget Assumptions
PRESENTED BY:	Geoff Straw
STAFF RECOMMENDATION:	Approve Budget Assumptions to enable staff to begin development of FY15-16 & FY16-17 Operating Budget

BACKGROUND/DISCUSSION:

The following report outlines staff's recommended budget assumptions for RTA's Fiscal Year 2015-16 and 2016-17 Operating Budget, and it is the first step in the development of our operating budget and operating program. It should be noted that RTA is again developing a two-year operating budget and five-year capital budget. As in past years, only the first year would be financially-constrained, while the out-years should be considered advisory. Upon the Board's guidance and approval of these assumptions, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 15th meeting prior to the final draft budget presentation to the Board in May.

Objectives

- Maintain service levels and hours of service that meet the demand of our customers and communities through the effective and efficient delivery of RTA Fixed Route and Runabout core services.
- Continue to monitor reserves using the adopted policy from May 2014.
- Continue to work with the SLOCOG efficiencies committee in evaluating region-wide service efficiencies.
- Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs.
- Address overcrowding on Fixed Route runs during peak travel periods.
- Address a projected slight increase in demand for Runabout service.
- Implement RTA's strategy to develop a long-term administrative, operations and maintenance facility.

Revenue

- SLOCOG is working on State Transit Assistance (STA) funding projections for FY15-16. Once those targets are more firmly established, RTA will assume a proportional change in overall STA funding in our FY15-16 budget, and will budget the same amount for FY16-17.
- Staff is not recommending a fare program change for FY15-16, although we may have to consider changes if TDA or other funding shortfalls emerge.
- Fare revenue is projected to be \$1,225,000 (farebox and pass sales revenue only) for FY15-16 – roughly 4.2% higher than the \$1,175,000 originally projected in the second year of the current two-year operating budget.
- RTA will cease operating two weekday roundtrips on Route 83 service to Fort Hunter-Liggett on March 6, 2015. RTA operated this service under contract for Monterey-Salinas Transit since December 2010, and we budgeted \$105,080 in special events/other revenue (counted as fares) in FY14-15.
- Federal Transit Administration (FTA) Section 5307, 5311 and 5339 operating funding for FY15-16, and capital funding for FY15-16 and FY16-17 will be presented as previously presented. Should authorizations for federal transportation programs under the MAP-21 successor legislation increase or decrease for any of these programs, staff would adjust these assumptions accordingly.
- RTA was awarded a total of \$800,000 in FTA Section 5316 JARC funding for FY14-15 to support Route 10 operations and North Coast services (RTA Route 15 and related Runabout). However, it was the last award of discretionary JARC funds, which have been eliminated. Staff is reviewing service options on Route 15 that would reduce the miles operated by approximately 20%, while revenue hours would remain the same, by operating a deviated fixed route service. The real cost savings would result from the 100% reduction in Runabout services between Morro Bay and Cambria. Staff has been successful in obtaining FTA Section 5307 operating funding from the South County to offset the impact on the Route 10.
- FTA Section 5307 operating funding from the City of Santa Maria for Route 10 will be budgeted based on meetings with SBCAG and the City of Santa Maria. Staff is confident in continued funding for Route 10 operations.
- FY14-15 LTF revenue was budgeted at \$4,133,461. Once the FY15-16 targets are further refined by the County Auditor and SLOCOG, RTA will present a proportional increase/decrease in overall LTF funding in our FY15-16 budget and a similar increase/decrease in the FY16-17 budget. Should there be a budget shortfall due to the loss of funding in either fiscal year, staff would evaluate and make appropriate recommendations on a potential budget amendment or use of reserve funds.

- Staff will continue to explore new revenue resources at the federal, state, and local levels.

Expenses

- Staff assumed two additional express trips on the Routes 9 and 10 in the latter part of FY14-15. For FY15-16 service levels, the total number of revenue service hours, miles and span of service for RTA Fixed Route services will be budgeted at annualized levels assumed in FY14-15. A caveat is that additional express runs might be necessary on Routes 9 and 10 to meet increasing demand and to reduce overcrowding during peak travel periods. If this additional service becomes necessary, staff would seek a budget amendment to address those service demands during the fiscal year.
- As mentioned above in the Revenue section, RTA will not operate and partially subsidize the Route 83 service to Fort Hunter-Liggett in FY15-16. In FY14-15, we budgeted \$172,310 in operating expenses for this service.
- Runabout service hours and miles are projected to require a minimal increase based on recent demand trends. This reflects a change from the past two fiscal years, which required significant Runabout service level increases due to burgeoning demand. In short, it will be less than what was previously presented during the FY14-15 budget presentation as projected for Runabout in FY15-16.
- Should staff be unable to secure adequate funding to operate core Fixed Route and Runabout service levels, a potential increase in LTF funding would be requested from the RTA jurisdictions without which a reduction of service may have to be implemented.
- Detailed miles/hours and span of service for each fixed route and Runabout will be provided with the draft budget. In addition, detailed budgets based on miles/hours and span of service will be provided separately for SLO County Services and North County Consolidated Services.
- Staff will use the 2015-17 RTA Strategic Business Plan, the 2010 Fixed Route Performance Standards, the 2012-15 RTA Service Improvement Program, as well as the findings from the 2010 Short Range Transit Plan, to evaluate potential efficiencies and with Board concurrence implement efficiencies during the course of the two fiscal years.
- Fuel consumption and price will be budgeted conservatively; diesel fuel will be budgeted at \$4.10 per gallon. Included in the fuel line item will be diesel exhaust fluid (DEF), used to lower diesel exhaust emissions on the newer Fixed Route vehicles.
- CalTIP liability premiums will be increased 10% annually.
- Workers Compensation premiums are projected to increase 18%, with the realization that workers compensation for transit services is especially challenging statewide. Staff will be working with our broker on this in an effort to obtain a better number prior to April. We continue to work with our employee committee that has evaluated work comp injuries and has initiated a proactive

program to address the number of claims and severity of the claims that we have had during the last year. It is expected that this effort will hasten the return of employees back to work following lost-time work-related injuries.

- For FY15-16 core RTA services, the number of budgeted positions will remain essentially the same as FY14-15. To ensure that only those persons truly eligible for the service are initially registered or re-registered, staff will include the additional resources of a part-time staff position to conduct functional assessments as part of the Runabout application process. This person or persons would also provide mobility training for disabled persons who are able to use Fixed Route services for some or all of their travel needs. Prior to beginning the recruitment process, RTA will complete an internal “360 review” of the organizational structure so these new functional assessment responsibilities are assigned to the appropriate position. Should revenue projections in April 2015 indicate that FY15-16 revenue is down, there will be a requisite reduction in the number of FTE’s and service levels based upon projected revenue.
- For FY15-16, the overall number of budgeted positions for the North County and SLO County services will remain the same. It should be noted that the marginal costs and revenues the services will be treated in the budget the same way as FY14-15: as separate and distinct columns.
- Staff is still closely monitoring the anticipated impacts of the Affordable Care Act on both the number of employees and the costs of per-employee healthcare costs. For budget-making purposes, staff is assuming an 8% annual increase for healthcare costs for each of the next two fiscal years.
- Based on the current projected funding, a 2% annual inflationary adjustment will be budgeted for non-union employees; the new four-year Collective Bargaining Agreement has already identified annual increases based upon longevity for Bus Operators and Mechanics. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments.
- RTA will work with SLOCOG staff and members of the Regional Efficiencies Committees to evaluate efficiencies in the provision of service throughout the county.

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 4	Provide mid-year FY14-15 Budget data to Board with any recommended budget amendment.
March 31	Based on feedback from Executive Committee draft FY15-16 Budget Draft complete.

April 15 Draft FY15-16 Budget presentation to Executive Committee

April 16 Formal FY15-16 Budget presentation to RTAC

May 6 Final Board Budget presentation; Board adoption of FY15-16 Budget

Staff Recommendation

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

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
PROPOSED OPERATING REVENUE BUDGET FOR 2015/2016**

	2013/2014 COMBINED ACTUAL	2014/2015 ADOPTED OPERATING BUDGET	2014/2015 ADOPTED SLOCAT BUDGET	2014/2015 AMENDED N. COUNTY BUDGET	2015/2016 PROPOSED OPERATING BUDGET	2015/2016 PROPOSED SLOCAT BUDGET	2015/2016 PROPOSED N. COUNTY BUDGET	2016/2017 PROJECTED OPERATING BUDGET	2016/2017 PROJECTED SLOCAT BUDGET	2016/2017 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
GENERAL RESERVES	1,404,282	1,479,337	1,478,492	-	2,357,594	1,118,930	184,523	1,345,803	675,722	200,388
1. ESTIMATED FUND BALANCE	1,404,282	1,479,337	1,478,492	-	2,357,594	1,118,930	184,523	1,345,803	675,722	200,388
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
CASH FLOW REQUIREMENTS PER TDA	1,404,282	1,295,081	1,101,746	178,685	1,345,803	719,410	200,388	1,444,113	252,982	213,868
OFFSET RESERVE FOR JARC (SECTION 5316) LOSS BEGINNING IN 15/16	-	460,000	-	-	-	-	-	-	-	-
TOTAL	1,404,282	1,755,081	1,101,746	178,685	1,345,803	719,410	200,388	1,444,113	252,982	213,868
3. FUND BALANCE AVAILABLE	-	(275,745)	376,746	(178,685)	1,011,792	399,520	(15,865)	(98,310)	422,740	(13,480)
NON TDA SOURCES										
FARES	1,399,393	1,175,000	26,600	107,970	1,175,000	26,600	92,660	1,175,000	26,600	92,660
SCT MANAGEMENT CONTRACT	77,500	78,760	-	-	79,830	-	-	81,030	-	-
COUNTY MANAGEMENT CONTRACT	80,500	80,500	-	-	80,500	-	-	81,710	-	-
NORTH COUNTY MANAGEMENT CONTRACT	-	39,720	-	-	39,720	-	-	40,320	-	-
INTEREST	3,753	4,000	1,000	-	3,000	1,000	-	3,000	500	-
STATE TRANSIT ASSISTANCE (STA)	-	-	105,219	88,363	-	104,750	85,920	-	104,750	85,920
RURAL TRANSIT FUND (Administration)	25,000	25,000	-	-	30,000	-	-	30,000	-	-
RURAL TRANSIT FUND (Operating Funds)	203,366	197,139	-	-	200,000	-	-	464,930	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	488,459	472,500	-	-	496,130	-	-	496,130	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	519,830	612,880	-	-	626,740	-	-	524,930	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5316) - JARC	250,000	800,000	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	675,029	681,520	-	213,785	765,600	-	215,565	765,600	-	215,565
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	220,349	235,860	-	-	317,160	-	-	326,670	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	-	400,000	-	-	420,000	-	-	420,000	-	-
CUESTA CONTRIBUTION ROUTE 12	54,001	53,855	-	-	54,370	-	-	56,280	-	-
CUESTA CONTRIBUTION NORTH COUNTY	-	8,580	-	32,000	-	-	40,580	-	-	40,580
CMAQ OPERATING FUNDS	-	80,000	-	-	-	-	-	-	-	-
SPECIAL EVENTS REVENUE/OTHER	86,888	105,080	-	45,000	-	-	42,170	-	-	44,280
4. SUB TOTAL	4,084,068	5,050,394	132,819	487,118	4,288,050	132,350	476,895	4,465,600	131,850	479,005
5. TOTAL FUND BALANCE & NON TDA FUNDING	4,084,068	4,774,649	509,565	308,433	5,299,842	531,870	461,031	4,367,290	554,590	465,525

FUNDING SOURCES:

TDA REQUIRED

CITY OF ARROYO GRANDE
CITY OF ATASCADERO
CITY OF GROVER BEACH
CITY OF MORRO BAY
CITY OF PASO ROBLES
CITY OF PISMO BEACH
CITY OF SAN LUIS OBISPO
COUNTY OF SAN LUIS OBISPO

Population
Based

18%
49%

	2013/2014 COMBINED ACTUAL	2014/2015 ADOPTED OPERATING BUDGET	2014/2015 ADOPTED SLOCAT BUDGET	2014/2015 AMENDED N. COUNTY BUDGET	2015/2016 PROPOSED OPERATING BUDGET	2015/2016 PROPOSED SLOCAT BUDGET	2015/2016 PROPOSED N. COUNTY BUDGET	2016/2017 PROJECTED OPERATING BUDGET	2016/2017 PROJECTED SLOCAT BUDGET	2016/2017 PROJECTED N. COUNTY BUDGET
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	4,452,188	4,145,961	-	730,027	3,740,499	-	603,120	4,972,690	-	656,155
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(519,830)	(612,880)	-	-	(626,740)	-	-	(524,930)	-	-
6. NET TDA REQUIREMENTS	3,932,358	3,533,081	-	730,027	3,113,759	-	603,120	4,447,760	-	656,155
7. TOTAL FUNDING SOURCES	8,016,426	8,307,730	509,565	1,038,460	8,413,600	531,870	1,064,150	8,815,050	554,590	1,121,680
8. FUNDING USES:										
ADMINISTRATION	1,320,241	1,492,720	10,000	118,630	1,542,900	10,000	114,450	1,650,370	10,000	77,370
INTEREST EXPENSE	125,073	73,690	-	-	64,500	-	-	-	-	-
MANAGEMENT CONTRACTS	168,310	118,480	80,500	-	119,550	80,500	-	81,030	81,710	40,320
SERVICE DELIVERY	5,837,169	6,522,840	401,310	905,000	6,612,580	420,350	934,790	7,007,730	441,330	988,710
CONTINGENCY	-	100,000	17,755	14,830	74,070	21,020	14,910	75,920	21,550	15,280
9. TOTAL FUNDING USES	7,450,793	8,307,730	509,565	1,038,460	8,413,600	531,870	1,064,150	8,815,050	554,590	1,121,680

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
PROPOSED CAPITAL REVENUE BUDGET FOR 2015/2016**

	2013/2014 COMBINED ACTUAL	2014/2015 AMENDED CAPITAL BUDGET	2014/2015 ADOPTED SLOCAT BUDGET	2014/2015 ADOPTED N. COUNTY BUDGET	2015/2016 PROPOSED CAPITAL BUDGET	2015/2016 PROPOSED SLOCAT BUDGET	2015/2016 PROPOSED N. COUNTY BUDGET	2016/2017 PROJECTED CAPITAL BUDGET	2016/2017 PROJECTED SLOCAT BUDGET	2016/2017 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
CAPITAL PROJECTS RESERVE	844,380	589,600	109,960	-	262,954	3,476	29,172	121,908	47,164	4,172
1. ESTIMATED FUND BALANCE	844,380	589,600	109,960	-	262,954	3,476	29,172	121,908	47,164	4,172
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
CAPITAL PROJECTS RESERVE	260,823	363,150	20,660	35,010	227,228	3,476	4,172	133,672	7,164	4,172
TOTAL	260,823	363,150	20,660	35,010	227,228	3,476	4,172	133,672	7,164	4,172
3. FUND BALANCE AVAILABLE	583,557	226,450	89,300	(35,010)	35,726	-	25,000	(11,764)	40,000	-
NON TDA SOURCES										
STATE TRANSIT ASSISTANCE (STA)	670,836	636,640	-	-	561,504	-	-	561,504	-	-
PROPOSITION 1B FUNDING - SAFETY & SECURITY	-	558,030	-	-	173,970	-	-	241,300	-	-
PROPOSITION 1B FUNDING - PROPERTY PURCHASE	1,512,602	-	-	-	-	-	-	-	-	-
PROPOSITION 1B FUNDING - BUS REPLACEMENT	870,166	407,750	-	-	-	-	-	-	-	-
RURAL TRANSIT FUND (Capital)	-	491,240	-	-	229,300	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	50,000	249,000	-	-	782,200	-	-	179,650	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair	1,454,007	2,336,640	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities	-	35,000	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311f)	-	336,580	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5316) - JARC	-	400,000	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)	-	471,000	-	-	236,600	-	-	479,650	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)	400,000	51,000	-	-	534,200	-	-	280,450	160,000	-
4. SUB TOTAL	4,957,611	5,972,880	-	-	2,517,774	-	-	1,742,554	160,000	-
5. TOTAL FUND BALANCE & NON TDA FUNDING	5,541,168	6,199,330	89,300	-	2,553,500	-	25,000	1,730,790	200,000	-
6. NET TDA REQUIREMENTS	-	-	-	35,010	-	-	-	-	-	-
7. TOTAL FUNDING SOURCES	5,541,168	6,199,330	89,300	35,010	2,553,500	-	25,000	1,730,790	200,000	-
8. FUNDING USES:										
CAPITAL	4,432,291	5,656,200	89,300	-	2,352,900	-	25,000	1,530,190	200,000	-
LOAN PAYDOWN	1,108,877	543,130	-	-	200,600	-	-	200,600	-	-
9. TOTAL FUNDING USES	5,541,168	6,199,330	89,300	-	2,553,500	-	25,000	1,730,790	200,000	-

		Actual Combined FY 2013-14	Adopted Operating Budget FY 2014-15	Proposed Operating Budget FY 2015-16	Projected Operating Budget FY 2016-17
Administration and Service Delivery Totals					
Administration:					
Labor	operations cost	692,156	753,890	789,900	825,090
Labor - Administration Workers Comp	operations cost	24,796	42,830	55,880	64,260
Office Space Rental	operations cost	412,718	474,900	489,360	500,780
Property Insurance	operations cost	15,820	16,820	18,500	19,980
Professional Technical Services	operations cost	44,796	102,090	92,970	94,360
Professional Development	operations cost	14,922	25,750	26,940	26,940
Operating Expense	operations cost	208,234	249,000	255,450	268,220
Marketing and Reproduction	hourly	75,109	115,330	138,400	141,170
North County Management Contract	operations cost	(3,310)	(39,720)	(39,720)	(40,320)
County Management Contract	operations cost	(87,500)	(80,500)	(80,500)	(81,710)
SCT Management Contract	operations cost	(77,500)	(78,760)	(79,830)	(81,030)
	Total Administration	1,320,241	1,581,630	1,667,350	1,737,740
Service Delivery:					
Labor - Operations	hourly	2,809,067	3,734,110	3,865,100	4,055,020
Labor - Operations Workers Comp	hourly	146,400	289,780	378,050	434,760
Labor - Maintenance	hourly	721,561	889,210	904,210	935,650
Labor - Maintenance Workers Comp	hourly	44,319	84,810	110,640	127,240
Fuel	miles	1,205,672	1,555,560	1,502,000	1,539,550
Insurance	miles	360,706	435,900	483,930	532,320
Special Transportation (includes Senior Vans, Lucky Bucks, etc)	n/a	75,041	134,590	118,330	124,180
Avila Trolley	n/a	45,331	55,000	57,750	59,190
Maintenance (parts, supplies, materials)	miles	372,360	555,770	436,560	502,040
Maintenance Contract Costs	miles	56,712	94,420	111,150	127,820
	Total Operations	5,837,169	7,829,150	7,967,720	8,437,770
Contingency	hourly	23,520	132,585	110,000	112,750
Interest Expense	operations cost	125,073	73,690	64,500	64,500
Management Contracts		168,310	198,980	200,050	203,060
TOTAL FUNDING USES		7,474,313	9,816,035	10,009,620	10,555,820

	Actual Capital Expenditures FY 2013-14	Amended Capital Budget FY 2014-15	Proposed Capital Budget FY 2015-16	Projected Capital Budget FY 2016-17	Projected Capital Budget FY 2017-18	Projected Capital Budget FY 2018-19	Projected Capital Budget FY 2019-20
Capital Expenditures							
Capital/Studies:							
Computer System Maintenance/Upgrades	13,416	36,400	37,540	67,420	40,790	42,830	44,970
Miscellaneous Capital	-	-	-	-	-	-	-
Facility Improvements	-	15,000	31,100	-	-	37,250	-
Maintenance Software and Maintenance Equipment	-	60,000	31,500	10,500	36,470	-	-
Tire Lease Buyout	34,767	-	-	-	-	-	-
Marking and Tethering Program	898	-	-	-	-	-	-
Rotary Lift/Wireless Lift	-	52,000	-	-	22,730	-	-
Specialized Maintenance Tools	12,451	52,000	-	15,000	-	15,380	16,150
Maintenance Staff Office/Desks and Office Equipment	25,854	1,800	-	-	-	-	-
Radios	-	-	6,000	-	-	-	-
Vehicle ITS/Camera System	-	558,030	173,970	176,690	-	-	-
Bus Stop Improvements/Bus Stop Solar Lighting	-	73,750	31,500	96,110	33,080	34,730	36,470
Bus Rehabilitation	-	185,000	-	126,000	-	-	-
Bus Procurement Reserve/Large Capital Repairs	9,461	81,810	-	-	-	-	-
RouteMatch Dispatching Software/Call Back System	-	40,000	37,500	-	-	-	-
Vehicles	-	-	-	-	-	-	-
Support Vehicles	98,669	62,500	60,000	-	18,000	-	-
40' Coaches	2,724,173	3,865,710	-	-	1,527,700	-	-
Over the Road Coaches	-	-	1,300,000	-	-	-	-
Trolley replacement vehicles	-	-	-	200,000	-	-	-
Cutaway Vehicles	-	89,300	170,000	-	-	-	-
Runabout Vehicles	-	572,200	311,290	163,480	148,500	630,300	-
Total Capital Outlay	2,919,689	5,745,500	2,190,400	855,200	1,827,270	760,490	97,590
Loan Pay down	1,108,877	543,130	200,600	200,600	200,600	211,670	
Property Purchase/Facility Environmental Planning	1,512,602		187,500	874,990			
TOTAL FUNDING USES	5,541,168	6,288,630	2,578,500	1,930,790	2,027,870	972,160	97,590

		Adopted Budget FY 2014-15	Weekday Proposed Budget FY 2015-16	Saturday Proposed Budget FY 2015-16	Sunday Proposed Budget FY 2015-16	Total Proposed Budget FY 2015-16	Projected Budget FY 2016-17
Route 9							
	Hours	12,620	9,320	670	420	10,410	10,660
	Miles	330,350	288,370	20,310	13,060	321,740	329,770
Administration:							
Total Administration (Net of Contracts)		257,790	236,150	16,840	10,660	263,650	275,540
Service Delivery:							
Labor - Operations	hourly	570,850	461,180	33,150	20,780	515,110	539,870
Labor - Operations Workers Comp	hourly	45,310	46,090	3,310	2,080	51,480	59,150
Labor - Maintenance	hourly	148,360	106,920	7,690	4,820	119,430	123,450
Labor - Maintenance Workers Comp	hourly	13,960	13,450	970	610	15,030	17,260
Fuel	miles	278,240	247,690	17,450	11,220	276,360	283,260
Insurance	miles	79,180	80,480	5,670	3,640	89,790	98,770
Maintenance (parts, supplies, materials)	miles	100,170	71,560	5,040	3,240	79,840	91,810
Maintenance Contract Costs	miles	16,430	18,500	1,300	840	20,640	23,730
Total Operations		1,252,500	1,045,870	74,580	47,230	1,167,680	1,237,300
Capital/Studies:							
Total Capital Outlay		1,510,087	492,730	35,420	22,200	550,350	81,170
Contingency	hourly	19,410	10,950	790	490	12,230	12,530
Interest Expense	operations cost	14,300	9,540	690	430	10,660	10,650
TOTAL FUNDING USES		3,054,087	1,795,240	128,320	81,010	2,004,570	1,617,190
TOTAL NON-CAPITAL EXPENDITURES		1,544,000	1,302,510	92,900	58,810	1,454,220	1,536,020

		Adopted Budget FY 2014-15	Weekday Proposed Budget FY 2015-16	Saturday Proposed Budget FY 2015-16	Sunday Proposed Budget FY 2015-16	Total Proposed Budget FY 2015-16	Projected Budget FY 2016-17
Route 10							
	Hours	10,670	9,390	620	370	10,380	10,640
	Miles	349,270	310,800	20,350	11,860	343,010	351,590
Administration:							
Total Administration (Net of Contracts)		238,400	244,560	16,090	9,510	270,160	282,560
Service Delivery:							
Labor - Operations	hourly	482,640	464,640	30,680	18,310	513,630	538,860
Labor - Operations Workers Comp	hourly	38,300	46,440	3,070	1,830	51,340	59,030
Labor - Maintenance	hourly	125,440	107,720	7,110	4,240	119,070	123,210
Labor - Maintenance Workers Comp	hourly	11,800	13,550	890	530	14,970	17,220
Fuel	miles	294,170	266,960	17,480	10,190	294,630	302,000
Insurance	miles	83,720	86,740	5,680	3,310	95,730	105,300
Maintenance (parts, supplies, materials)	miles	105,900	77,130	5,050	2,940	85,120	97,890
Maintenance Contract Costs	miles	17,370	19,930	1,310	760	22,000	25,300
Total Operations		1,159,340	1,083,110	71,270	42,110	1,196,490	1,268,810
Capital/Studies:							
Total Capital Outlay		1,276,753	496,430	32,780	19,560	548,770	81,010
Contingency	hourly	16,410	11,040	730	440	12,210	12,510
Interest Expense	operations cost	12,090	9,610	630	380	10,620	10,630
TOTAL FUNDING USES		2,702,993	1,844,750	121,500	72,000	2,038,250	1,655,520
TOTAL NON-CAPITAL EXPENDITURES		1,426,240	1,348,320	88,720	52,440	1,489,480	1,574,510

		Adopted Budget FY 2014-15	Weekday Proposed Budget FY 2015-16	Saturday Proposed Budget FY 2015-16	Sunday Proposed Budget FY 2015-16	Total Proposed Budget FY 2015-16	Projected Budget FY 2016-17
Route 12, 14 and 15							
	Hours	10,790	9,050	910	680	10,640	10,910
	Miles	326,540	275,700	28,400	20,820	324,920	333,040
Administration:							
Total Administration (Net of Contracts)		233,790	227,900	23,140	17,160	268,200	280,500
Service Delivery:							
Labor - Operations	hourly	488,070	447,820	45,030	33,650	526,500	552,530
Labor - Operations Workers Comp	hourly	38,730	44,760	4,500	3,360	52,620	60,530
Labor - Maintenance	hourly	126,850	103,820	10,440	7,800	122,060	126,340
Labor - Maintenance Workers Comp	hourly	11,930	13,060	1,310	980	15,350	17,660
Fuel	miles	275,040	236,810	24,390	17,880	279,080	286,070
Insurance	miles	78,270	76,940	7,930	5,810	90,680	99,750
Maintenance (parts, supplies, materials)	miles	99,010	68,420	7,050	5,170	80,640	92,720
Maintenance Contract Costs	miles	16,250	17,680	1,820	1,340	20,840	23,970
Total Operations		1,134,150	1,009,310	102,470	75,990	1,187,770	1,259,570
Capital/Studies:							
Total Capital Outlay		1,291,112	478,450	48,110	35,950	562,510	83,070
Contingency	hourly	16,590	10,640	1,070	800	12,510	12,830
Interest Expense	operations cost	12,230	9,270	930	700	10,900	10,900
TOTAL FUNDING USES		2,687,872	1,735,570	175,720	130,600	2,041,890	1,646,870
TOTAL NON-CAPITAL EXPENDITURES		1,396,760	1,257,120	127,610	94,650	1,479,380	1,563,800

		Adopted Budget FY 2014-15	Total Proposed Budget FY 2015-16	Projected Budget FY 2016-17
Runabout				
	Hours	30,940	31,570	32,360
	Miles	588,030	550,760	564,530
Administration:				
Total Administration (Net of Contracts)		579,140	660,390	689,750
Service Delivery:				
Labor - Operations	hourly	1,399,520	1,562,160	1,638,860
Labor - Operations Workers Comp	hourly	111,070	156,130	179,540
Labor - Maintenance	hourly	363,750	362,160	374,740
Labor - Maintenance Workers Comp	hourly	34,230	45,550	52,380
Fuel	miles	495,270	473,070	484,910
Insurance	miles	140,960	153,710	169,080
Maintenance (parts, supplies, materials)	miles	178,300	136,670	157,170
Maintenance Contract Costs	miles	29,260	35,320	40,630
Total Operations		2,752,360	2,924,770	3,097,310
Capital/Studies:				
Total Capital Outlay		1,151,928	503,770	409,870
Contingency	hourly	47,590	37,120	38,040
Interest Expense	operations cost	35,070	32,320	32,320
TOTAL FUNDING USES		4,566,088	4,158,370	4,267,290
TOTAL NON-CAPITAL EXPENDITURES		3,414,160	3,654,600	3,857,420

		Adopted Budget FY 2014-15	Rt 9 Express Proposed Budget FY 2015-16	Rt 10 Express Proposed Budget FY 2015-16	Total Proposed Budget FY 2015-16	Projected Budget FY 2016-17
Additional Route 9 and 10 Express Trips						
(Line 83 as well as Express Trips included in the Adopted Budget for 2014-15, Line 83 ceased in March 2015)						
	Hours	1,670	550	710	1,260	1,290
	Miles	84,640	17,020	23,500	40,520	41,540
Administration:						
Total Administration (Net of Contracts)		47,230	-	-	-	-
Service Delivery:						
Labor - Operations	hourly	75,540	24,880	32,120	57,000	59,800
Labor - Operations Workers Comp	hourly	6,000	1,970	2,550	4,520	5,200
Labor - Maintenance	hourly	19,630	6,470	8,350	14,820	15,340
Labor - Maintenance Workers Comp	hourly	1,840	610	790	1,400	1,610
Fuel	miles	71,290	14,340	19,790	34,130	34,980
Insurance	miles	20,290	4,080	5,630	9,710	10,680
Maintenance (parts, supplies, materials)	miles	25,660	5,160	7,130	12,290	14,130
Maintenance Contract Costs	miles	4,210	850	1,170	2,020	2,320
Total Operations		224,460	58,360	77,530	135,890	144,060
Capital/Studies:						
Total Capital Outlay		426,320	-	-	-	-
Contingency		-	-	-	-	-
Interest Expense		-	-	-	-	-
TOTAL FUNDING USES		698,010	58,360	77,530	135,890	144,060
TOTAL NON-CAPITAL EXPENDITURES		271,690	58,360	77,530	135,890	144,060

		Adopted Budget FY 2014-15	Total Proposed Budget FY 2015-16	Projected Budget FY 2016-17
County Services				
Administration:				
	Total Administration (Net of Contracts)	90,500	90,500	91,710
Service Delivery:				
	Labor - Operations	159,020	166,970	175,170
	Labor - Operations Workers Comp	8,950	10,740	12,350
	Labor - Maintenance	42,050	44,150	45,690
	Labor - Maintenance Workers Comp	2,790	3,350	3,850
	Fuel	37,000	37,930	38,880
	Insurance	9,000	9,900	10,890
	Special Transportation (includes Senior Vans, Lu n/a	74,300	76,160	79,900
	Avila Trolley	55,000	57,750	59,190
	Maintenance (parts, supplies, materials)	10,810	10,970	12,620
	Maintenance Contract Costs	2,390	2,430	2,790
	Total Operations	401,310	420,350	441,330
Capital/Studies:				
	Total Capital Outlay	89,300	-	200,000
Contingency				
		17,755	21,020	21,550
Interest Expense				
	operations cost	-	-	-
TOTAL FUNDING USES		598,865	531,870	754,590
TOTAL NON-CAPITAL EXPENDITURES		509,565	531,870	554,590

		Adopted Total Budget FY 2014-15	Proposed Route A & B Budget FY 2015-16	Proposed Paso DAR Budget FY 2015-16	Proposed Cuesta Evening FY 2015-16	Total Proposed Budget FY 2015-16	Projected Budget FY 2016-17
North County Services							
	Hours	9,290	7,300	1,410	360	9,070	9,290
	Miles	118,750	96,890	15,520	**	112,410	115,220
Administration:							
Total Administration (Net of Contracts)		118,630	96,490	17,960	-	114,450	117,690
Service Delivery:							
Labor - Operations	hourly	558,480	439,060	84,670	-	523,730	549,430
Labor - Operations Workers Comp	hourly	41,430	42,950	8,280	-	51,230	58,900
Labor - Maintenance	hourly	63,120	102,710	19,810	-	122,520	126,770
Labor - Maintenance Workers Comp	hourly	8,240	12,570	2,420	-	14,990	17,240
Fuel	miles	104,560	92,050	14,750	-	106,800	109,460
Insurance	miles	24,470	29,660	4,750	-	34,410	37,850
Special Transportation	n/a	60,290	-	-	42,170	42,170	44,280
Maintenance (parts, supplies, materials)	miles	35,910	26,750	4,290	-	31,040	35,700
Maintenance Contract Costs	miles	8,500	6,810	1,090	-	7,900	9,080
Total Operations		905,000	752,560	140,060	42,170	934,790	988,710
Capital/Studies:							
Total Capital Outlay		-	25,000	-	-	25,000	-
Contingency	hourly	14,830	12,500	2,410	-	14,910	15,280
Interest Expense	operations cost	-	-	-	-	-	-
TOTAL FUNDING USES		1,038,460	886,550	160,430	42,170	1,089,150	1,121,680
TOTAL NON-CAPITAL EXPENDITURES		1,038,460	861,550	160,430	42,170	1,064,150	1,121,680

** This service is budgeted based on hours only