



**AGENDA**  
**REGIONAL TRANSIT ADVISORY COMMITTEE**

**Thursday, April 9, 2026**  
**2:00 p.m. – 3:30 p.m.**

**253 Elks Lane, Cerro Conference Room**  
**San Luis Obispo, CA 93401**

**Chair: Omar McPherson** (South County Transit Committee)

**Vice-Chair: Alex Fuchs** (SLO Transit)

Other RTAC Members:

Darcy Price (City of Atascadero)  
Anna Montgomery (County of SLO)  
Janeen Burlingame (City of Morro Bay)  
Mark Dariz (Runabout/DAR)  
Todd Katz (Fixed-Route Transit alternative)

Marlene Cramer (Cal Poly)  
Jack DePuy (Cuesta College)  
Ryan Cornell (City of Paso Robles)  
Eric Greening (Fixed-Route Transit)  
Lance Okuno (SLOCOG)

Individuals wishing accessibility accommodations at this meeting under the Americans with Disabilities Act (ADA) may request such accommodations to aid hearing, visual, or mobility impairment (including Limited English Proficiency) by contacting the RTA offices at 805-541-2228 x4833. Please note that 48 hours advance notice will be necessary to honor your request.

RTA, de acuerdo con la Ley de Estadounidenses con Discapacidades (ADA), acomodará a las personas que requieran una modificación de la adaptación para participar en esta reunión. RTA también se compromete a ayudar a las personas con dominio limitado del inglés a acceder a los servicios públicos esenciales de la agencia y a la información pública en español. Para solicitar una adaptación, por favor llame al (805)541-2228 x4833. Requerimos al menos 48 horas de anticipación para proporcionar adaptaciones razonables.

- 1. CALL MEETING TO ORDER, ROLL CALL**
- 2. PUBLIC COMMENTS:** This portion of the agenda is set aside for any members of the public to directly address the Regional Transit Advisory Committee on any items not on the agenda and within the jurisdiction of the Committee. Comments are limited to three minutes per speaker. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.
- 3. ELECTION OF OFFICERS: Elect RTAC Chair & Vice Chair**
- 4. Annual ADA Appeal Committee Assignment**  
Current Committee Members:  
Ms. Janeen Burlingame, Mr. Mark Dariz, and Mr. Todd Katz

5. A.

**INFORMATION AGENDA ITEMS:**

- A-1 Executive Director’s Report (Verbal)
- A-2 Member Comments / Reports from Jurisdictions (Verbal)
- A-3 Update on Fare Change Implementation & Contactless Fare System (Receive)
- A-4 Update on Discount Eligibility Verification Program (Receive)

B.

**ACTION AGENDA ITEMS:**

- B-1 Fiscal Year 2026-27 Operating and Capital Budget (Recommend)

C.

**CONSENT AGENDA ITEMS:**

The following item is considered routine and non-controversial by staff and will be approved by one motion if no member of the RTAC or the public wishes the item be removed. If discussion is desired by anyone, the item will be removed from the consent agenda and will be considered separately. Questions of clarification may be made by RTAC members, without the removal of the item from the Consent Agenda. Staff recommendations for each item are noted following the item.

- C-1 RTAC Minutes of October 16, 2025 (Approve)

D.

**ADJOURNMENT**

**Next Regular Meeting: July 16, 2026**

**Future Regular Meeting Dates: October 15, 2026; January 21, 2027; April 8, 2027**

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE  
APRIL 9, 2026  
STAFF REPORT**

**AGENDA ITEM:** B-1

**TOPIC:** Fiscal Year 2026-27 Operating and Capital Budget

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

**STAFF RECOMMENDATION FOR RTAC:** Bring the Fiscal Year 2026-27 Budget as Presented to the Board for Approval

**BACKGROUND/DISCUSSION:**

We appreciate the Board's support and leadership during these unprecedented times as we work to present a fiscally constrained Fiscal Year 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 4<sup>th</sup> 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.

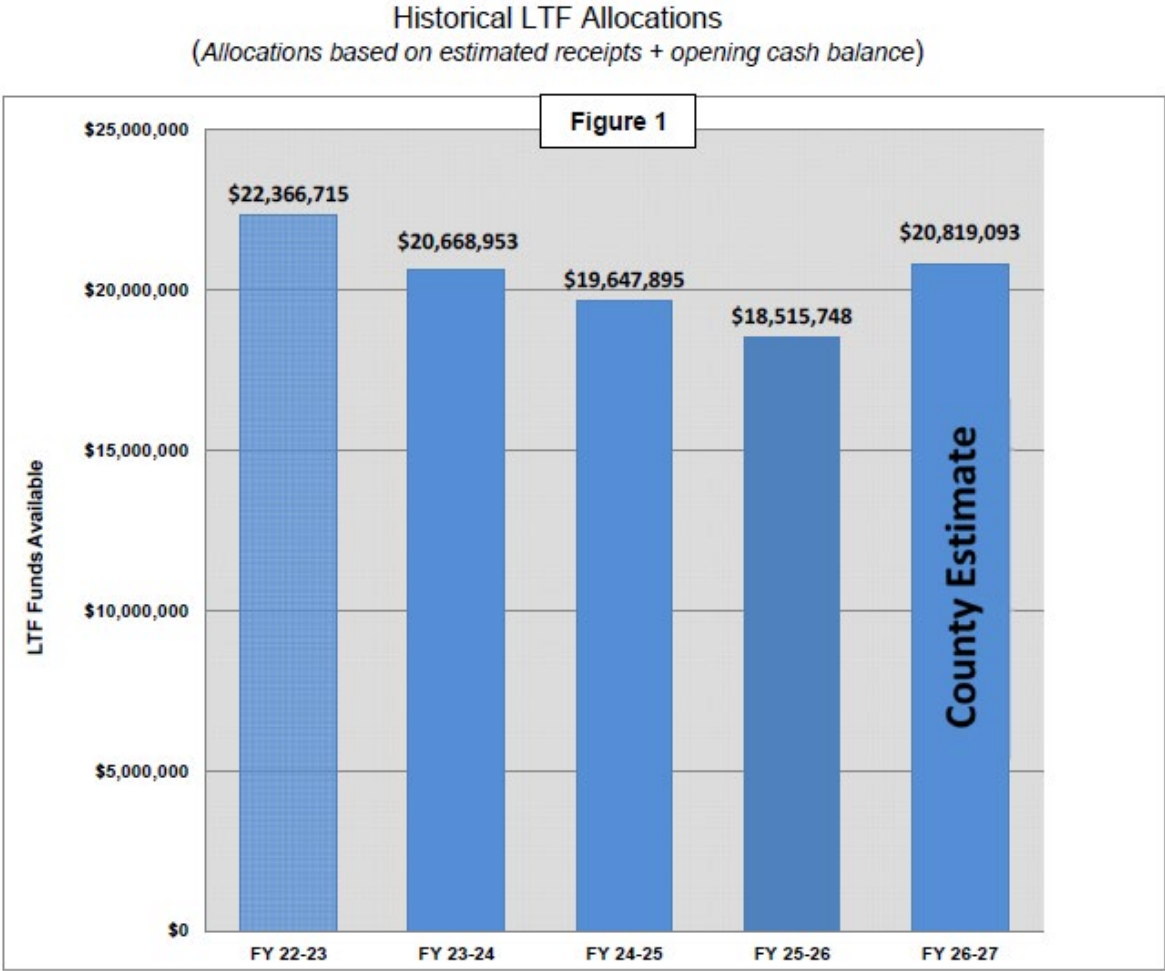
4. Local Transportation Funds (LTF), which are used primarily for operating purposes, are also projected to be up slightly in the region. The RTA will continue to maximize all other funding sources first before determining the need for LTF.

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:

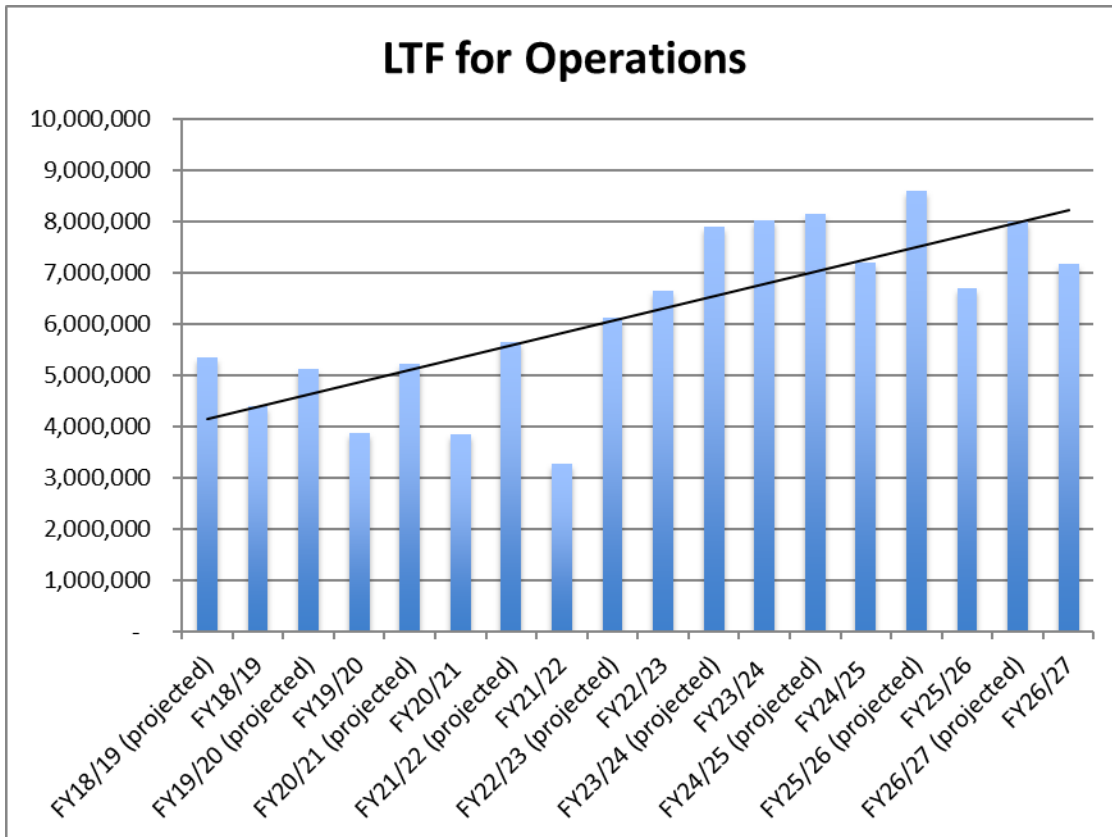
**“2026/27 Local Transportation Fund (LTF)- \$20,819,093** (12.4% increase in LTF available for distribution)

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 be changed 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 (S RTP) 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.

### **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) 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 the carryover will require no new financial resources from local jurisdictions because the funding has been previously secured.

Also included is a projected five-year capital improvement program as part of the budget plan. While only the first year is financially constrained, the projects identified in the ensuing four years provide a snapshot of future capital needs and potential cost levels. It should be noted that staff has only identified replacement projects and easily identifiable on-going projects (i.e., computer needs and bus stop improvements) in the capital improvement program. No expansion vehicles are included in the base budget.

**Conclusion**

Fiscal Year 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 6<sup>th</sup> Board meeting.

**Staff Recommendation for RTAC:**

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

**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 4<sup>th</sup> meeting. Upon the Board's guidance and approval, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 8<sup>th</sup> meeting and the Regional Transit Advisory Committee (RTAC) at their April 9<sup>th</sup> meeting prior to the final draft budget presentation to the full Board on May 6<sup>th</sup>.

**KEY ISSUES**

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

**RTA BOARD APPROVED MARCH 4, 2026**

- 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.

---

**RTA BOARD APPROVED MARCH 4, 2026**

## 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 core<sup>1</sup> 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

---

<sup>1</sup> 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.

**RTA BOARD APPROVED MARCH 4, 2026**

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 SLOCOG 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;

**RTA BOARD APPROVED MARCH 4, 2026**

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.

**RTA BOARD APPROVED MARCH 4, 2026**

## 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.

**RTA BOARD APPROVED MARCH 4, 2026**

- 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.

**RTA BOARD APPROVED MARCH 4, 2026**

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

Population  
Based

18%  
49%

**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	<b>1,384,910</b>	<b>1,024,140</b>	1,113,830	788,170
1. ESTIMATED FUND BALANCE	1,239,550	1,647,830	1,225,090	<b>1,384,910</b>	<b>1,024,140</b>	1,113,830	788,170
2. LESS REQUIRED RESERVES FOR FISCAL YEAR							
CAPITAL PROJECTS RESERVE	1,588,565	1,384,910	1,024,140	<b>1,113,830</b>	<b>788,170</b>	1,343,050	866,980
TOTAL	1,588,565	1,384,910	1,024,140	<b>1,113,830</b>	<b>788,170</b>	1,343,050	866,980
3. FUND BALANCE AVAILABLE	(349,015)	262,920	200,950	<b>271,080</b>	<b>235,970</b>	(229,220)	(78,810)
<b>NON TDA SOURCES</b>							
STATE TRANSIT ASSISTANCE (STA)	578,669	442,280	294,740	<b>174,560</b>	<b>44,250</b>	652,520	351,510
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	-	-	-	-	-	-
STATE OF GOOD REPAIR (SGR)	1,558	618,280	407,570	<b>37,000</b>	-	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	<b>185,810</b>	<b>120,450</b>	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307)	370,935	-	-				
Fixed Route Electric		2,280,400	1,503,250	<b>2,272,500</b>	<b>1,473,080</b>	1,281,600	814,240
Fixed Route Non-Electric		-	-	<b>1,769,700</b>	<b>1,147,160</b>	1,863,100	1,183,690
Demand Response Electric		-	-	-	-	-	-
Demand Response Non-Electric		646,810	451,500	<b>140,400</b>	-	208,300	208,300
ADA Minivans		517,700	517,700	<b>148,200</b>	-	-	-
Support Vehicles		280,120	268,380	<b>61,600</b>	<b>41,880</b>	30,300	20,810
Trolley		200,920	-	-	-	280,000	-
Bus Stop Improvements		123,230	83,150	<b>87,800</b>	<b>55,790</b>	89,200	56,710
Dispatch Software Upgrade		200,000	200,000	-	-	-	-
Vehicle Maintenance Equipment		150,900	138,390	<b>40,400</b>	<b>27,840</b>	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	<b>4,917,970</b>	<b>2,910,450</b>	7,696,950	4,865,250
5. TOTAL FUND BALANCE & NON TDA FUNDING	886,300	26,379,500	18,236,140	<b>5,189,050</b>	<b>3,146,420</b>	7,467,730	4,786,440
<b>TDA REQUIRED</b>							
CITY OF ARROYO GRANDE	24,938	24,718	24,718	<b>24,718</b>	<b>24,718</b>	24,718	24,718
CITY OF ATASCADERO	42,378	41,717	41,717	<b>41,717</b>	<b>41,717</b>	41,717	41,717
CITY OF GROVER BEACH	18,631	17,196	17,196	<b>17,196</b>	<b>17,196</b>	17,196	17,196
CITY OF MORRO BAY	14,365	14,137	14,137	<b>14,137</b>	<b>14,137</b>	334,647	14,137
CITY OF PASO ROBLES	44,020	42,582	42,582	<b>42,582</b>	<b>42,582</b>	42,582	42,582
CITY OF PISMO BEACH	11,475	10,810	10,810	<b>10,810</b>	<b>10,810</b>	10,810	10,810
CITY OF SAN LUIS OBISPO	84,985	82,451	82,451	<b>82,451</b>	<b>82,451</b>	82,451	82,451
COUNTY OF SAN LUIS OBISPO	231,349	224,449	224,449	<b>224,449</b>	<b>224,449</b>	224,449	224,449
6. TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT	472,141	458,060	458,060	<b>458,060</b>	<b>458,060</b>	778,570	458,060
7. TOTAL FUNDING SOURCES	1,358,441	26,837,560	18,694,200	<b>5,647,110</b>	<b>3,604,480</b>	8,246,300	5,244,500
8. FUNDING USES:							
CAPITAL	852,887	17,600,740	11,729,500	<b>2,916,550</b>	<b>1,673,340</b>	9,074,850	5,626,620
LOAN PAYMENTS	444,635	458,060	458,060	<b>458,060</b>	<b>458,060</b>	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	<b>3,374,610</b>	<b>2,131,400</b>	9,532,910	6,084,680

Population  
Based

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

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

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

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

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

3/27/2026

11:08 AM

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

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

***This Page Left Intentionally Blank***

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE

October 16, 2025

**DRAFT** MINUTES

C-1

**Members Present:**

Janeen Burlingame	City of Morro Bay
Marlene Cramer	Cal Poly
Mark Dariz	Paratransit User (arrived at 2:05 p.m.)
Jack DePuy	Cuesta College
Eric Greening	Fixed Route User
Alex Fuchs ( <i>Vice Chair</i> )	City of San Luis Obispo
Todd Katz	Fixed Route User Alternate
Omar McPherson ( <i>Chair</i> )	Fixed Route Service in South County
Lance Okuno	SLOCOG (arrived at 2:05 p.m.)

**Members Absent:**

Ryan Cornell	City of Paso Robles
Anna Montgomery	County of San Luis Obispo
Darcy Price	City of Atascadero

**Staff Present:**

Geoff Straw	RTA
Tania Arnold	RTA
Anthony Kalvans	RTA

1. **CALL MEETING TO ORDER, ROLL CALL:** Chair Omar McPherson called the meeting to order at 2:02 p.m. Roll call was taken, and a quorum was established.
2. **PUBLIC COMMENTS:**  
There were no public comments given for items not on the agenda.
3. A. INFORMATION AGENDA ITEMS:

A-1 Executive Director's Report (Verbal, Receive)

**Mr. Geoff Straw** introduced his report and gave an overview of the upcoming projects that are designed to support the RTA's transition to an electric fleet. It was noted that the annual Bus Roadeo was cancelled due to planned capital projects within the BMF yard; however, four of the five new battery-electric buses have arrived and are in service. The new buses feature mirrorless technology that help eliminate blind spots for drivers.

**Ms. Marlene Cramer** asked about the cost of installing the mirrorless technology. **Mr. Straw** said that it was roughly \$6,000 per vehicle.

**Mr. Eric Greening** asked about staffing levels. **Mr. Straw** said that due to expansion of service, RTA is currently down nine Bus Operators; however, five new candidates are in the background and permitting process.

A-2 Member Comments / Reports from Jurisdictions (Receive)

**Mr. Greening** raised concerns about road construction impacting Route 12 along South Bay Blvd. **Mr. Straw** said that the RTA works closely with contractors to minimize impacts.

**Ms. Janeen Burlingame** said that the Short-Range Transit Plan is coming along and will be going to their Public Works Advisory Board for review. She noted that the Morro Bay Trolley will be used for Trunk or Treat.

**Mr. Alex Fuchs** reported that TransDev's contract with the Teamsters terms out at the end of the calendar year. SLO Transit's service contract will be going out to bid and asking for quotes on status quo operations as well as expansion operations. He also said that SLO Transit has an intern from Cal Poly working on Microtransit. He also mentioned that SLO Transit will be operating its holiday trolley service.

**Mr. Mark Dariz** asked for feedback on the Route 9 service since El Camino Real has been improved. Several members said that things seem to be going well.

A discussion ensued about whether storms could impact service. **Mr. Straw** and **Mr. McPherson** both said that the RTA works closely with county OES, and the only time a storm has impacted service was during the floods of 2023.

**Mr. Todd Katz** mentioned Santa Maria Regional Transit opening an express bus between San Luis Obispo and Santa Maria. It was mentioned that SMRT's new bus runs from the south side of Santa Maria while RTA serves Downtown Santa Maria.

**Ms. Marlene Cramer** mentioned that Cal Poly is offering a free one-day regional pass through iRideshare. She also mentioned that there has been a lot of construction on campus, and she is working with project managers to ensure that bus service is not disrupted.

**Mr. Lance Okuno** mentioned that SLOCOG is working on their volunteer driver program and that their rail buy down program is going well. The buy down has seen 300 riders a month compared to the initial projection of 100 riders a month.

A-3 Discuss Planned Service & Fare Changes (Verbal)

**Mr. McPherson** introduced the item and highlighted that there have been 12 to 15 riders for the new early morning service to Santa Maria, that the 27 and 28 realignment is performing well, and that the express buses are also doing well.

**Mr. Straw** highlighted the changes to Route 10 in Sant Maria and that the Cuesta College bus stop is moving from the back of the campus to the front. He noted that the Cuesta College stop has the second highest ridership in the RTA network.

**Ms. Burlingame** asked if the RTA's new tap to pay feature will include Morro Bay Transit. **Mr. Straw** said yes and noted that local routes will stay at \$1.50 a ride while regional routes will be \$2.00 a ride.

A discussion ensued about the upcoming new verification system for discounted fares.

B. ACTION AGENDA ITEMS:

B-1 Fiscal Year 2025-26 Operating and Capital Budget Amendment #1 (Recommend)

**Ms. Tania Arnold** presented the agenda item and noted that only one operating adjustment was being made. She also highlighted some of the capital projects that the RTA will be doing. She stressed that capital projects in the budget are already fully funded, and they are being reflected in their proper fiscal year.

**Mr. Straw** said that the bottom line is that the RTA is not asking for more money and that changes are related to carryover.

**Mr. Greening** asked where the opportunity chargers are in the budget. **Ms. Arnold** said it was towards the bottom of the budget.

**Mr. Todd Katz** asked if the adjustments were just moving money around. **Ms. Arnold** explained that it is just carryover from last fiscal year.

**Mr. Greening** made a motion to approve action item B-1; **Ms. Cramer** seconded the motion. A roll call vote was taken, and the motion was approved by unanimous consent of those present.

C. CONSENT AGENDA ITEMS:

C-1 RTAC Minutes of July 17, 2025 (Approve)

**Mr. Greening** made a motion to approve the minutes; **Ms. Burlingame** seconded the motion. A voice vote was taken, and the motion was approved by unanimous consent of those present.

D. ADJOURNMENT AND COMMITTEE COMMENTS:

**Mr. McPherson** adjourned the meeting at 3:17 p.m.

**Next Regular Meeting: January 15, 2026**

**Future Regular Meeting Dates: April 9, 2026, July 16, 2026, and October 15, 2026**

Respectfully Submitted,

Acknowledged by,

---

Anthony Kalvans  
Administrative Assistant

---

Omar McPherson  
RTAC Chairperson 2025

***This Page Left Intentionally Blank***