



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

**Thursday, April 18, 2024**  
**2:00 p.m. – 3:30 p.m.**

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

**Chair: Omar McPherson** (SoCo Transit)

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

Other RTAC Members:

Anel Perez (Atascadero Transit)  
Josh Roberts (County of SLO)  
Janeen Burlingame (Morro Bay Transit)  
Mark Dariz (Runabout/DAR)  
Todd Katz (Fixed-Route Transit alternative)

Marlene Cramer (Cal Poly)  
Dan Troy (Cuesta College)  
Ryan Cornell (Paso Express)  
Eric Greening (Fixed-Route Transit)

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. A. INFORMATION AGENDA ITEMS:**
  - A-1 Executive Director’s Report (Verbal)
  - A-2 Member Comments / Reports from Jurisdictions (Verbal)
  - A-3 Discuss Short Range Transit Plan (Verbal)
  - A-4 Draft 2025 Federal Transit Program of Projects (Review and Comment)

**B. ACTION AGENDA ITEMS:**

- B-1 Fiscal Year 2023-24 Operating Budget Amendment #2 (Recommend)
- B-2 Fiscal Year 2024-25 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 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 January 18, 2024 (Approve)
- C-2 RTAC Minutes of March 13, 2024 (Approve)

**D. ADJOURNMENT**

**Possible Joint RTAC / Mass Transit Committee Meeting: June 5, 2024**

**Next Regular Meeting: July 18, 2024**

**Future Regular Meeting Dates: October 17, 2024**

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE  
APRIL 18, 2024  
STAFF REPORT**

**AGENDA ITEM:** A-4

**TOPIC:** Draft 2025 Federal Transit Program of Projects

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

**STAFF RECOMMENDATION FOR RTAC:** Review and Comment

**BACKGROUND/DISCUSSION:**

Every two years, SLOCOG, transit operators, and their advisory bodies cooperatively develop and propose a transit program of projects (POP) that is fiscally constrained based on estimated state and federal funding availability. The draft 2025 transit POP includes projects proposed for funding in federal fiscal years 2025 through 2027, where fiscal years 2025 and 2026 are fiscally constrained and 2027 is considered illustrative. Consistent with the MOU, the transit operators will bring the draft POP to their respective transit advisory bodies for review and comment and incorporate their feedback as applicable.

The SLOCOG Board of Directors will conduct a public hearing at their May 29, 2024 meeting to receive public testimony on the proposed POP and integrate the POP into the 2025 FTIP.

**Operating Projects**

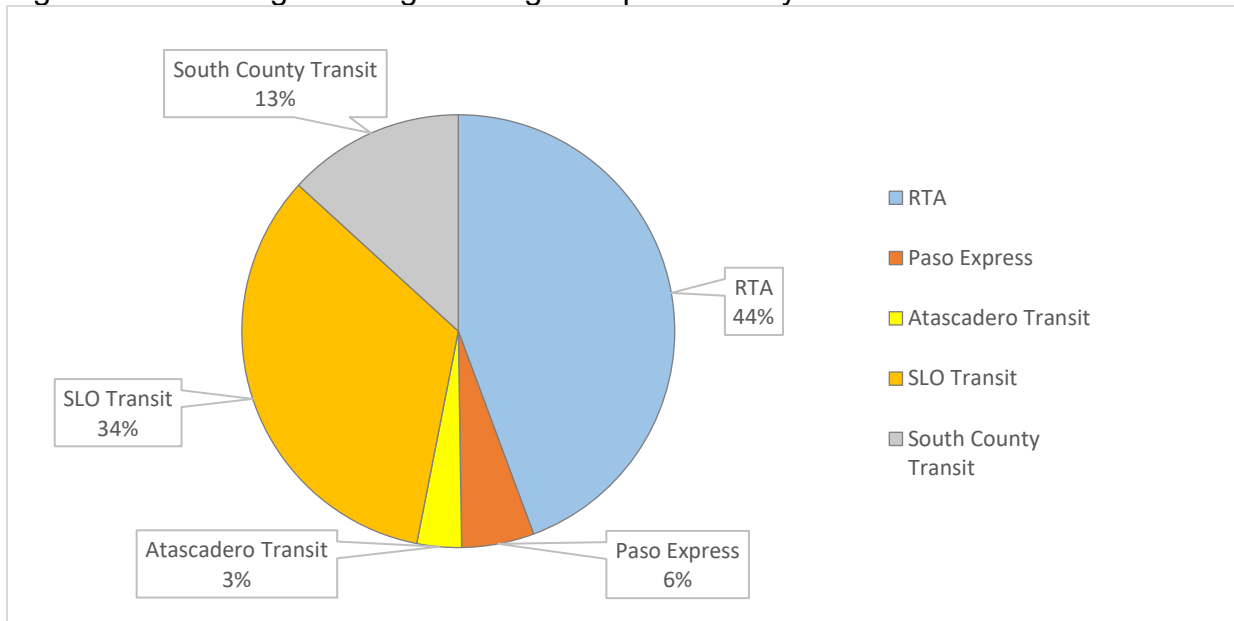
Consistent with past transit POP's, the continued funding of existing transit operations is a high priority for federal transit programming. Operating funding shortfalls are not anticipated at this time, but there is potential for a \$250k annual reduction in FTA Section 5307 funding passed-through by the City of Santa Maria to the RTA to operate Route 10 between San Luis Obispo and Santa Maria. In this event, other local funding (i.e., TDA or SB 125) could be programmed to supplement existing local and federal operating funds for this service, or Route 10 service could be reduced. Table 1 below breaks down the total operating cost and federal share by service. Figure 1 provides the percentage of programming for operating costs by service. Note that SLO Transit will utilize \$5.17 million American Rescue Plan Act (ARPA) funding to operate their fixed-route services in FFY 2025, and these funds are not accounted for in the overall FTA Section 5307 programming estimates. ARPA-funded operational projects require no local match and are reimbursed at a 100% federal share.

Table 1: Total Operating Costs & Federal Share by Service 2025-27

Service	Federal	Total	% Federal
RTA	\$8,934,200	\$22,320,500	40%
Paso Express	\$1,091,000	\$2,727,300	40%
Atascadero Transit	\$669,600	\$1,673,600	40%
*SLO Transit	\$11,067,639	\$16,967,368	65%
South County Transit	\$2,671,600	\$6,652,500	40%

\*Includes \$5.17 million in American Rescue Plan Act (ARPA) funding which require no local match

Figure 1: Percentage of Programming for Operations by Service



### Performance Based Programming Assessment

In coordination with SLOCOG’s Transit Working Group, and in pursuit of federal performance-based programming requirements, SLOCOG has developed a process to estimate the ridership benefits and costs of transit service increases and expansions and the projected effect on farebox recovery ratios. As an example, SLOCOG staff evaluated the operation of SLO Transit “B Routes” on weekends (the counterclockwise routes of the city’s bidirectional transit service) as a potential service increase as part of the 2024/25 Unmet Transit Needs process. Table 2 on the following page shows SLOCOG staff’s ridership projections and resulting overall system farebox ratio should weekend B Routes be implemented.

The cost of this project has been incorporated in the draft POP to illustrate the potential programming impacts but could be removed or replaced in the final POP and in coordination with the City of SLO.

SLOCOG staff reviewed alternate ridership outcomes based on a variety of transit

service elasticities. Transit service elasticity is defined as the change in transit ridership based on the change of transit service. Potential elasticities were taken from Chapter 10 of the “Traveler Response to Transportation System Changes Handbook” (TCRP Report 95, 2004), as well as from the Victoria Transport Policy Institute’s report “Transit Price Elasticities and Cross-Elasticities” (2023). The potential elasticities generated using these reports resulted in high ridership increases such as a 9% increase and a 15% increase, which may not be realistic for the region, therefore a range of alternate ridership outcomes were tested from ridership decreases to minimal ridership increases. Table 2 below displays the alternate ridership outcomes and the resulting farebox recovery ratio. The yellow highlighted row is the outcome based on the analysis above.

Table 2: Outcomes & Potential Farebox Recovery Ratios for SLO Transit B Route Weekend Service

Potential Overall Ridership Increase	New Ridership	New Riders Minus Cal Poly & Non-Rev Riders	Additional Fares (\$1.50)	Potential Farebox Recovery Ratio
-3%	-15,452	-3,580	(\$5,370)	25.5%
-1%	-5,151	-1,193	(\$1,790)	25.6%
0%	0	0	\$0	25.6%
0.50%	258	60	\$89	25.7%
1.00%	5,151	1,193	\$1,790	25.7%
3.0%	15,452	3,580	\$5,370	25.8%
4.31%	22,191	5,141	\$7,711	25.9%
9%	46,357	10,739	\$16,109	26.1%
15.00%	77,261	17,898	\$26,848	26.4%

### Vehicle Replacement Projects

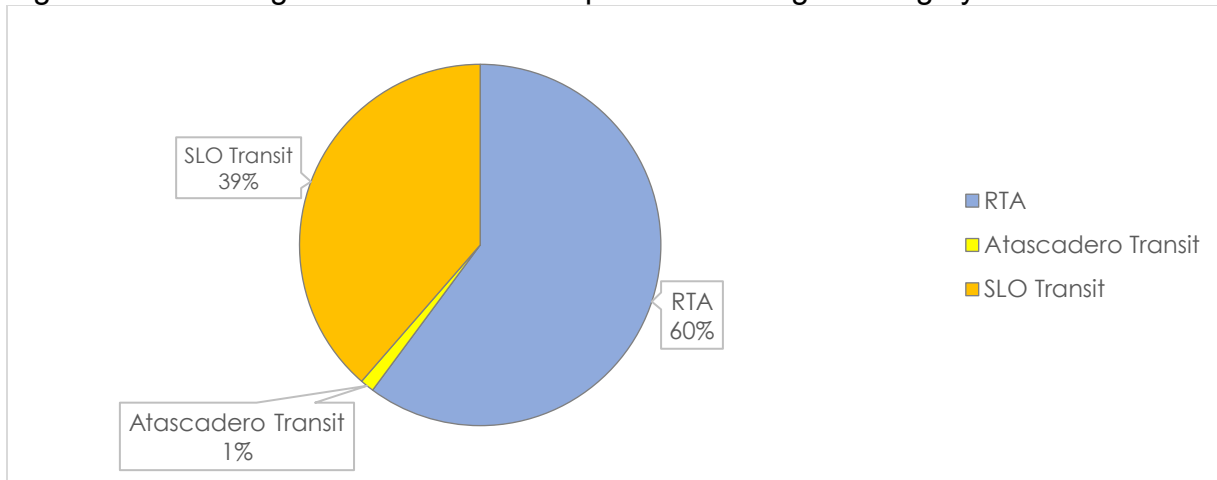
A well-maintained fleet of transit vehicles ensures transit services are reliable and can continue uninterrupted. This is another high priority for federal transit programming. The draft POP includes \$28.9 million for the replacement of fixed-route buses (including battery electric and internal combustion engine buses). Table 3 on the following page breaks down the federal share and total cost of the vehicle replacement projects by service. Figure 2 provides a percentage breakdown of vehicle replacement project costs by service. Paso Express and South County Transit vehicles are included in RTA’s proposed programming request.

Table 3: Total Vehicle Costs & Federal Share by Service 2025-27

Service	Federal	Total	% Federal
RTA	\$ 12,079,900	\$17,407,100	69%
*Paso Express	-	-	-
Atascadero Transit	\$306,000	\$ 360,000	85%
SLO Transit	\$ 9,470,200	\$ 11,172,000	85%
*South County Transit	-	-	-

\* Included in RTA totals

Figure 2: Percentage of Total Vehicle Replacement Programming by Service



Approximately \$33 million in Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) funds apportioned to SLOCOG through Senate Bill 125 (2023) were programmed by the SLOCOG Board in December 2023 for additional zero emission buses and associated charging infrastructure improvements. These funds will be incorporated into the final 2025 transit POP.

### Vehicle Rehabilitation, Transit Infrastructure, and Operating Equipment

A total of \$4.8 million is proposed for vehicle rehabilitation, transit infrastructure, and operating equipment projects. The proposed programming in FFY 2027, which is an illustrative programming year and not fiscally constrained, exceeds the anticipated available funding by \$2.1 million. Additional resources or reprogramming would need to occur during the development of the 2027 transit POP and FTIP to fiscally constrain projects programmed in FFY 2027.

A detailed listing of projects can be accessed at this [link](#).

**Staff Recommendation for RTAC:**  
Review and Comment

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE  
APRIL 18, 2024  
STAFF REPORT**

**AGENDA ITEM:** B-1

**TOPIC:** Fiscal Year 2023-24 Operating Budget  
Amendment #2

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

**STAFF RECOMMENDATION  
FOR EXECUTIVE  
COMMITTEE AND RTAC:**

**Bring the Fiscal Year 2023-24 Budget Amendment  
#2 as Presented to the Board for Approval**

**BACKGROUND/DISCUSSION:**

The Fiscal Year 2023-24 RTA operating and capital budget was adopted on May 3, 2023 and was based on a range of assumptions, including pending delivery of FY22-23 capital projects. At the November 1, 2023 Board meeting, staff presented Budget Amendment #1 to address capital items being carried over from FY22-23 to FY23-24, as well as one adjustment to the operating expenditures.

Since that time, RTA staff has worked with SLOCOG staff to identify opportunities to maximize the federal funding programmed for operations in FY23-24. This will maximize the fund balance available to start FY24-25, which will allow the RTA to reduce the LTF request from jurisdictions for FY24-25. The changes, which are noted in **yellow**, are included in the ensuing page. Note, although information for South County Transit and Paso Robles Transit Services are included, the Board and Committee are only considering changes to the RTA Core budget.

**Changes in Operating Revenue:**

- Offset reserve to carryover to FY24-25 has been increased by \$969,910, which allows for an overall reduced LTF request in FY24-25.
- Federal (FTA) Section 5307 from San Luis Obispo, North County, and South County have been increased by a combined total of \$969,910.

**Staff Recommendation for Executive Committee on April 10<sup>th</sup>:**

Recommend staff provide Budget Amendment #2 to the Board for approval at the May 1, 2024 Board meeting.

**Staff Recommendation for RTAC on April 18<sup>th</sup>:**

Recommend staff provide Budget Amendment #2 to the Board for approval at the May 1, 2024 Board meeting.

**Staff Recommendation:**

Adopt Budget Amendment #1 as presented.



**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
AMENDMENT TO OPERATING REVENUE BUDGET FOR 2023/2024**

	2023/24 Amended RTA Core Budget	2023/24 Amendment #2 RTA Core Budget	2023/24 Adopted SoCo Transit Budget	2023/24 Amendment #1 SoCo Transit Budget	2023/24 Adopted North County Budget	2023/24 Amendment #2 North County Budget	2024/25 Projected RTA Core Budget	2024/25 Projected SoCo Transit Budget	2024/25 Projected North County Budget
FUNDING SOURCES:									
GENERAL RESERVES	2,534,270	2,534,270	393,279	393,279	243,150	243,150	3,409,660	759,860	400,740
1. ESTIMATED FUND BALANCE	2,534,270	2,534,270	393,279	393,279	243,150	243,150	3,409,660	759,860	400,740
2. LESS REQUIRED RESERVES FOR FISCAL YEAR									
CASH FLOW REQUIREMENTS PER TDA	2,267,680	2,267,680	357,660	357,660	215,740	215,740	2,400,670	407,970	228,200
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	172,070	1,141,980	-	402,200	-	185,000			
TOTAL	2,439,750	3,409,660	357,660	759,860	215,740	400,740	2,400,670	407,970	228,200
3. FUND BALANCE AVAILABLE	94,520	(875,390)	35,619	(366,581)	27,410	(157,590)	1,008,990	351,890	172,540
<b>NON TDA SOURCES</b>									
FARES	681,720	681,720	139,530	139,530	123,230	123,230	715,810	146,510	129,390
SoCo TRANSIT MANAGEMENT CONTRACT	133,360	133,360	-	-	-	-	143,140	-	-
COUNTY MANAGEMENT CONTRACT	114,950	114,950	-	-	-	-	123,380	-	-
NORTH COUNTY MANAGEMENT CONTRACT	55,770	55,770	-	-	-	-	59,860	-	-
INTEREST	39,360	39,360	-	-	-	-	39,400	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	106,180	106,180	399,330	399,330	204,310	204,310	644,670	481,550	295,820
RURAL TRANSIT FUND (Administration)	30,000	30,000	-	-	-	-	30,000	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	672,000	1,011,900	-	-	-	-	712,970	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	777,370	777,370	-	-	-	-	792,910	-	-
FTA (Section 5311) - Operating CARES/CRRSAA/ARPA	635,900	635,900	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	1,107,400	1,484,900	-	-	319,000	504,000	1,139,120	-	328,570
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	255,090	255,090	-	-	-	-	270,440	-	-
FTA (Section 5307-SM) - Operating CARES	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	647,400	899,910	619,330	1,021,530	-	-	665,320	637,000	-
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	115,240	115,240	-	-	-	-	122,410	-	-
CUESTA CONTRIBUTION NORTH COUNTY	-	-	-	-	40,580	40,580	-	-	40,580
SPECIAL EVENTS REVENUE/OTHER	-	-	422,570	422,570	-	-	-	325,000	-
4. SUB TOTAL	5,371,740	6,341,650	1,580,760	1,982,960	687,120	872,120	5,459,430	1,590,060	794,360
5. TOTAL FUND BALANCE & NON TDA FUNDING	5,466,260	5,466,260	1,616,379	1,616,379	714,530	714,530	6,468,420	1,941,950	966,900
<b>TDA REQUIRED</b>									
CITY OF ARROYO GRANDE	436,220	436,220	281,299	281,299	-	-	370,598	203,842	-
CITY OF ATASCADERO	726,795	726,795	-	-	-	-	629,788	-	-
CITY OF GROVER BEACH	302,998	302,998	195,390	195,390	-	-	276,874	141,588	-
CITY OF MORRO BAY	249,562	249,562	-	-	-	-	213,470	-	-
CITY OF PASO ROBLES	743,391	743,391	-	-	486,180	486,180	654,177	-	299,280
CITY OF PISMO BEACH	190,307	190,307	122,721	122,721	-	-	170,537	88,929	-
CITY OF SAN LUIS OBISPO	1,445,058	1,445,058	-	-	-	-	1,262,970	-	-
COUNTY OF SAN LUIS OBISPO	3,933,769	3,933,769	113,341	113,341	-	-	3,438,085	82,132	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	8,028,100	8,028,100	712,751	712,751	486,180	486,180	7,016,500	516,490	299,280
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(1,413,270)	(1,413,270)	-	-	-	-	(792,910)	-	-
6. NET TDA REQUIREMENTS	6,614,830	6,614,830	712,751	712,751	486,180	486,180	6,223,590	516,490	299,280
7. TOTAL FUNDING SOURCES	12,081,090	12,081,090	2,329,130	2,329,130	1,200,710	1,200,710	12,692,010	2,458,440	1,266,180
8. FUNDING USES:									
ADMINISTRATION	1,902,380	1,902,380	173,260	173,260	102,220	102,220	1,932,450	180,420	106,700
PERS BUYOUT	178,310	178,310	-	-	-	-	178,310	-	-
BUILDING DECOMMISSIONING	-	-	-	-	-	-	-	-	-
MANAGEMENT CONTRACTS	-	-	133,360	133,360	55,770	55,770	-	143,140	59,860
SERVICE DELIVERY	9,867,670	9,867,670	1,992,740	1,992,740	1,026,780	1,026,780	10,440,910	2,103,400	1,082,760
CONTINGENCY	132,730	132,730	29,770	29,770	15,940	15,940	140,340	31,480	16,860
9. TOTAL FUNDING USES	12,081,090	12,081,090	2,329,130	2,329,130	1,200,710	1,200,710	12,692,010	2,458,440	1,266,180

Population Based

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

## **VISION**

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

### **Vision Elements**

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

## **MISSION**

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

## **STRATEGIC DIRECTION**

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

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

### **Commitment to Serve**

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

### **Leadership**

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

### **Teamwork**

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

### **Integrity**

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

### **Human Development**

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

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE**

**APRIL 18, 2024  
STAFF REPORT**

**AGENDA ITEM:** B-2

**TOPIC:** Fiscal Year 2024-25 Operating and Capital Budget

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

**STAFF RECOMMENDATION FOR RTAC:** Bring the Fiscal Year 2024-25 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 2024-25 operating budget, and an advisory FY25-26 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 6, 2024 meeting,
- Fiscally constrained FY24-25 operating and capital budgets,
- Fiscally unconstrained FY25-26 operating budget, and
- Fiscally unconstrained FY25-26 through FY28-29 capital budgets (expense only for FY26-27 through FY28-29).

It should be noted that staff continues to present separate columns in the revenue and expense tables for South County Transit (SoCo Transit), Paso Robles Express fixed-route and dial-a-ride services, as well as for the County-funded (SLOCAT) transit services. This separation is presented so that readers can easily distinguish between core RTA services and those operated under contract for our partner agencies. More succinctly, core services are defined as the intercity RTA fixed-routes (RTA Routes 9, 10, 12, 14 and 15), as well as the countywide ADA complementary paratransit services known as RTA Runabout.

We have broken each RTA core fixed-route service into weekday, Saturday and Sunday sections to better understand the financial commitment necessary to operate these distinct services should service reductions become necessary due to funding or other constraints. 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. Additionally, the allocation model for maintenance labor and workers compensation is now being allocated to each route or service based on miles instead of hours. This is especially important, as staff has proposed to our transit agency partner in Santa Maria that any new or re-established Route 10 Express services be competitively bid between our two agencies. Publishing the RTA's subcategory costs openly will provide decision-makers with clearer picture of actual projected costs.

The budget presentation assumes operation of the same core levels of service miles and hours for fixed-route services that is currently being operated. In some cases, these service levels are lower than what was assumed and adopted as part of the FY23-24 budget, for example, for Runabout and North County Services, as we have made minor adjustments as part of our recovery from the COVID-19 pandemic. In accordance with the adopted RTA Strategic Business Plan (SBP) and as noted in the budget assumptions, the RTA will make consistent efforts to explore new service and service delivery options as well as work with regional efficiencies in the delivery of transportation to the jurisdictions.

As noted during the presentation of the budget assumptions report at the March 6<sup>th</sup> RTA Board meeting, below are the key issues staff is working to address in the FY24-25 budget plan:

### KEY ISSUES

1. Address the uncertainties the agency currently faces, including state funding uncertainty. Impacts of these uncertainties include:
  - a. Liability costs, which have recently stabilized due to the RTA's good safety record, but the market continues to be extremely volatile.

In March 2024, 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 projections, not incurring the significant increases the agency had recently endured, which is of note, especially in times of increasing wages. The premiums continue to be predictable and provide a welcome relief – especially with the realization that worker's compensation across all employment sectors, including for transit services, is especially challenging statewide as loss development trends for the state have not been favorable.

In late March 2024 we also received the estimated premium for our general liability and vehicle physical damage insurance policies. The annual premium cost for these two insurance policies is also projected to be in line with what was projected during the FY23-24 budget process as a result of staff's continual work with our employee committee that has

evaluated workplace safety and has initiated a proactive program to reduce the number and severity of claims.

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

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

Runabout hours and miles for FY24-25 are projected to be below what was included in the FY23-24 budget, which we expected to increase dramatically but ended up not meeting our initial projections. The FY24-25 estimate reflects current demand trends. Staff continues to monitor the Runabout service, including the premium fare charged to Tri-Counties Regional Center that started in January 2018 and resumption of the in-person functional assessments as part of the certification and recertification process. Should service demands change significantly during the fiscal year, a budget amendment will be presented to the Board for consideration, which may include options such as taxicab service as noted in the budget assumptions.

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

The new and relatively low-cost paid family leave program implemented in July 2022 continues to bring positive feedback from staff. It brings the RTA leave program more in line with the leave provided by many private employers who participate in the state disability insurance (CA SDI) program.

The budget presentation has been updated starting in FY24-25 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 implementing our first two battery-electric buses (BEBs) delivered in March 2024 and expansion of recharging infrastructure for planned additional BEBs in the coming years. Included in the fixed route capital program for FY25-26 is the replacement of:

- Two diesel-powered buses purchased in 2010 and three diesel-powered buses purchased in 2013, with BEBs ordered in December 2023.

- Three diesel-powered buses purchased in 2013, with BEBs to be ordered in the fall of 2024.
- Four diesel-powered buses purchased in 2013, with diesel-powered buses to be ordered in the fall of 2024.

Of note is the significant financial resources required for vehicle replacements, which is based on 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 shows 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 slightly in the region compared to the original FY23-24 allocation. With the additional STA funds made available through the SB-1 augmentation, the RTA has been able to leverage STA as the local match on more capital projects, keeping other local funding available for operations.

Staff continues to apply for the competitive funds from SLOCOG under the State of Good Repair program, and the RTA has applied for funding toward the replacement of four diesel vehicles which are included in the advisory FY25-26 budget.

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

Staff acknowledges current LTF estimates to the region, as presented in the April 3, 2024 SLOCOG Agenda Item B-2. That staff report discusses the LTF coming into the region as:

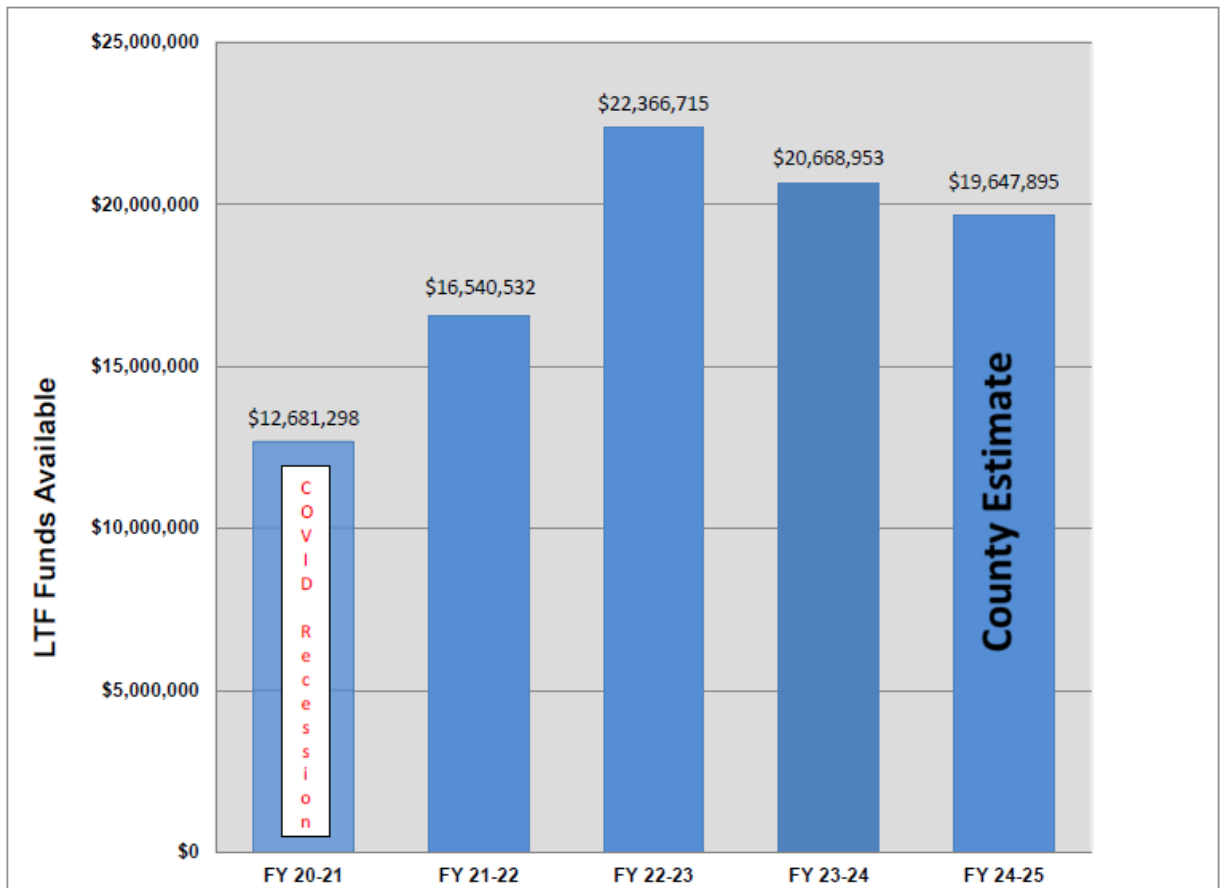
**“2024/25 Local Transportation Fund (LTF) - \$19,647,895** (5% decrease in LTF available for distribution)

The County Auditor’s estimated cash balance at June 30, 2024 is \$1,897,895, 35% below FY 23/24. The decrease in opening cash balance is primarily due to a high beginning cash balance in FY 22/23, which was allocated in that year. This figure is difficult to predict. The estimate shows expected revenue deposits equaling \$17,750,00 (inclusive of interest income) for a total of \$19,647,895. Figure 1 depicts the trend in LTF Distribution:

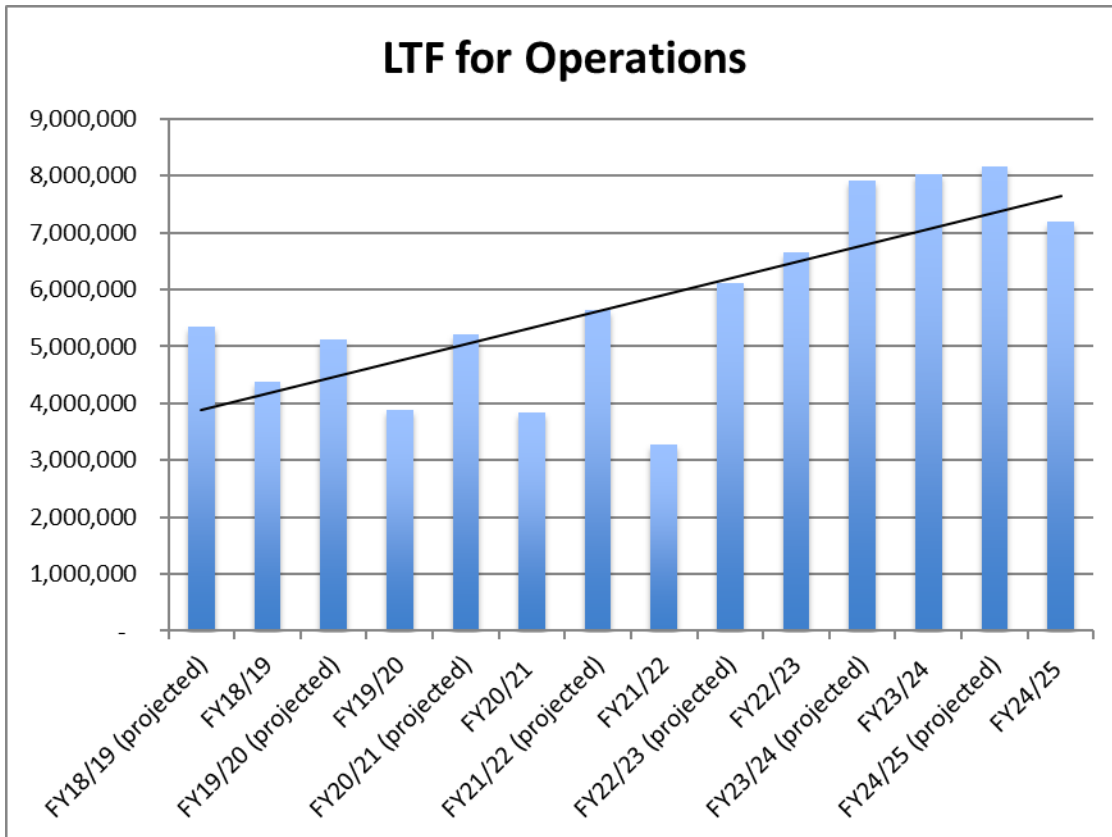


Figure 1

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



The proposed RTA budget includes LTF of \$7,196,660 for operations and \$472,140 for capital (total of \$7,668,800 prior to the Rural Transit Fund Exchange), which is a decrease from the amount included as an advisory FY24-25 total LTF projection of \$8,630,620 presented at the May 2023 Board meeting. A large portion of this decrease is a result from the current level of service being below originally anticipated budget levels, and additional federal funding being programmed. Additionally, there is \$750,000 included in the reserve request for FY24-25 which will help reduce the projected LTF for FY25-26. The LTF request is a significant increase from FY20-21 and FY21-22, but is more in line with the projected LTF included in prior two-year budget plans as indicated in the chart below. This increase is in large part due to the increase in funding provided by the “Coronavirus Aid, Relief, and Economic Security Act” (CARES Act), which was a \$2 trillion emergency funding package designed to blunt the worst and most immediate impacts of the COVID-19 pandemic, allowing for a reduced LTF amount in FY20-21 and a carryover to FY21-22.



The capital budget includes LTF in accordance with the requirements outlined in the TIFIA loan agreement approved by the Board in September 2020.

5. Federal Transit Administration (FTA) formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2024 are projected to be slightly higher than in recent years, which may help reduce the need for LTF by all transit operators in the county.

A special note on FTA Section 5307 – Santa Maria funds: officials from the RTA, SLOCOG, Santa Barbara County Association of Governments and the City of Santa Maria continue to negotiate for continuation of pass-through FTA Section 5307 funds to partially fund RTA Route 10 SLO – Santa Maria services and to discuss other service-related issues. Staff will provide updates as negotiations continue, and any agreement would require Board ratification. We believe that we have a path forward for FY24-25 pass-through of FTA Section 5307 funds allocated to the Santa Maria urbanized area for services currently operated, and \$254,790 of those funds are presented in the budget plan. Should those funds not be realized, staff would return to the Board with an alternative service and/or funding recommendation. Staff has not included this funding source for FY25-26.

6. Fuel costs continue to be volatile and significantly higher than prior years; this also impacts ridership and fare revenues.

Due to the current global uncertainty, fuel prices have continued to swing wildly, especially in the last few months. Staff has tried to budget fuel somewhat conservatively and believes the \$5.10 included in the March 2024 budget assumptions be in line with current market conditions. If the projections need to be adjusted, staff will bring a budget amendment to the Board for consideration. It should be noted that diesel-powered buses manufactured after 2009 also require the use of Diesel Exhaust Fluid (DEF) to meet emissions requirements. DEF costs more than diesel fuel, and it is used at a roughly 5% ratio DEF to diesel; its use is included in the fuel line item.

7. Completion of the RTA's Joint Short Range Transit Plan (SRTP) in late calendar year 2024 will help guide future RTA services. Interim working papers have also informed FY24-25 budgetary priorities.

### **Revised Expenses Assumptions**

The overall Administration Expense for RTA core services is up by approximately 9% compared to FY23-24. Two main factors are associated with this increase. As previously noted, the property insurance line-item has been impacted by the difficult insurance market. Additionally, the professional technical services line-item has increased in order to upgrade the software system used for our legacy fare collection system as well as a partnership with Achievement House to service specific bus stops in the South County region. Marketing and Reproduction has decreased due to passenger surveys being conducted by the consultant as part of the Short-Range Transit Plan instead of by RTA-hired temporary support, and that cost is added back in for FY25-26.

The proposed Service Delivery cost is up by roughly 6% from what was identified in the FY23-24 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 fuel prices. As noted earlier, the labor for operations has been delineated more finely in four pertinent subcategories.

### **Capital and Planning Program**

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:

- \$48,800 for specialized maintenance equipment to improve efficiencies;
- Bus stop improvements;
- Engine replacements for the Gillig vehicles purchased in 2018; and
- Miscellaneous computer equipment, including regular computer and copier replacements. Additionally, updating the computerized Runabout dispatching system to be more in line with the needs of riders and to enhance productivity.

It should be noted that a portion of the FY23-24 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 FY24-25 budget. These on-going projects will be captured in a budget amendment after the FY24-25 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; if any new projects are identified upon adoption of the Short-Range Transit Plan in late 2024, those projects could be included in a FY24-25 budget amendment.

### **Conclusion**

Fiscal Year 2024-25 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 FY24-25 budget to the Board for approval at the May 1<sup>st</sup> Board meeting.

### **Staff Recommendation for RTAC:**

Recommend staff provide the FY24-25 budget to the Board for approval at the May 1<sup>st</sup> Board meeting.

### **Staff Recommendation for the Board:**

Recommend that the Board adopt the FY24-25 budget as presented.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**MARCH 6, 2024**

**STAFF REPORT**

**AGENDA ITEM:** C-1

**TOPIC:** Fiscal Year 2024-25 Budget Assumptions

**ACTION:** Approve FY24-25 Budget Assumptions

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

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

**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 2024-25 Operating and Capital Budget, and it is the first step in the development of our operating budget and capital program. It should be noted that the RTA is again developing a two-year operating budget and five-year capital budget. As in past years, only the first year would be financially-constrained, while the out-years should be considered advisory. The budget assumptions were presented to the RTA Executive Committee for review and their recommended staff bring the assumptions to the RTA Board at its March 6<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 10<sup>th</sup> meeting and the Regional Transit Advisory Committee (RTAC) at their April 18<sup>th</sup> meeting prior to the final draft budget presentation to the full Board on May 1<sup>st</sup>.

**KEY ISSUES**

1. Address the uncertainties the agency currently faces, including state funding uncertainty. Impacts of these uncertainties include:
  - a. Liability costs, which have recently stabilized due to the RTA's good safety record, but the market continues to be extremely volatile.
  - b. Continuing to focus on containment of Runabout subsidies, especially as ridership continues to increase as we recover from the pandemic.

- c. Address staffing and retention, particularly in the Bus Operator classification.
2. Continue efforts to implement Zero-Emission Bus technologies, including implementing our first two battery-electric buses (BEBs) in 2024 and expansion of recharging infrastructure for planned additional BEBs in the coming years.
3. State Transit Assistance (STA) funds are projected to be down slightly in the region compared to the original current fiscal year allocation.
4. Local Transportation Funds (LTF) are used primarily for operating purposes, and are also projected to be down in the region. The RTA will continue to maximize all other funding sources first before determining the need for LTF.
5. Federal Transit Administration (FTA) formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2024 are projected to be higher than in recent years, which may help reduce the need for LTF by all transit operators in the county.
6. Fuel costs continue to be volatile and are significantly higher than in prior years; this also impacts ridership and fare revenues.
7. Completion of the RTA's Joint Short Range Transit Plan (SRTP) in late calendar year 2024 will help guide future RTA services. Interim working papers will also inform FY24-25 budgetary priorities.

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### **Mission Statement**

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

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## Objectives and Revenue Impacts

- 1) Maintain existing service levels and hours of service and, as feasible, increase service, including recommendations from the SRTP and other regional plans, that meet the standards of productivity and demand of our customers and communities through the effective and efficient delivery of RTA Fixed-Route and Runabout core<sup>1</sup> services:
  - a) The RTA originally received \$836,270 in STA funding in FY23-24 for RTA core services. Staff will work with SLOCOG staff to determine a realistic estimate for FY24-25.
  - b) Continue to monitor the results and impacts on ridership and fares based on the existing fare structure, including information received as part of the SRTP regarding likely changes to the fare structure. Staff is also eager to participate in moving to fare platforms such as the Cal-ITP system. The last system-wide fare change was implemented in December 31, 2017, both on RTA Fixed-Route and on the Runabout service, which included the establishment of a Runabout premium service fare.
  - c) The FY23-24 budget adopted in May 2023 included \$6,614,830 in LTF operating revenues. Also at the May 2023 Board meeting, the advisory FY24-25 LTF projection was \$7,365,570. Staff is still developing an estimated annual FY23-24 revenue and expense projection, which impacts the carryover amount that could reasonably be identified for the FY24-25 budget. Staff does anticipate an additional budget amendment for the Board to consider at the May Board meeting to record additional FTA Section 5307 funds for FY23-24, which will increase the LTF carryover for FY24-25.
  - d) FTA Sections 5307, 5311 and 5339 operating funding and capital funding for FY24-25 will be based on feedback received as staff works with SLOCOG and the other transit operators through the programming of projects process. Monies for FTA-funded projects are reimbursed either as progress payments or as full payment at the end of the project and/or fiscal year, which requires focused care by staff to ensure adequate cash flow.
  - e) Detailed miles/hours and span of service for each RTA core Fixed-Route and for Runabout will be provided with the draft budget. For context, detailed budgets based on miles/hours and span of service will also be provided separately for SLO County Services, South County Transit, and North County Local Services.

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<sup>1</sup> Core services are defined as:

1. Hourly weekday services on RTA Routes 9, 10 and 12;
2. Five trips/day on Saturdays for Routes 9, 10, 12, and Monday-Saturday on Route 15;
3. Three trips/day on Sundays for Routes 9, 10, 12 and 15;
4. Peak period weekday service on Route 14 during open session of Cuesta College;
5. Peak period commuter Express services on Routes 9, 10 and 12; and
6. Runabout service that matches the fixed-route service days operated in each community.

- f) Productivity of each RTA-operated Fixed-Route service during holiday time periods, specifically associated with the service provided during the weeks of Thanksgiving, Christmas and New Years, will be reviewed to determine appropriate service levels.
  - g) Staff will continue to research and evaluate new revenue sources should any potential shortfall in operating revenues arise. If we are unable to secure funding, staff would recommend that the Board consider adjusting the TDA allocation from the RTA jurisdictions and/or adjust service levels.
  - h) Due to changes in self-insured retention requirements, and now that consolidation has been completed, staff is recommending an actuarial study to specifically determine self-insured retentions and reserves for the general liability, workers compensation, and employment practices insurance programs. The estimated cost is \$15,000.
- 2) Work with SLOCOG and our transit agency partners in the region to evaluate region-wide service efficiencies:
- a) Transit agencies across the country were highly impacted by the COVID-19 pandemic, which continues to impact ridership and farebox revenues. As a result, the State of California suspended farebox recovery ratio requirements through the end of FY22-23. Although legislation has not yet been approved to make adjustments to existing TDA law regarding minimum fare recovery ratio requirements moving forward, staff is optimistic that revisions to the legislation will be approved ahead of the penalty year (which would be FY26-27<sup>2</sup>).
  - b) The RTA will work with SLOCOG staff and other transit providers to evaluate efficiencies in the provision of service throughout the county through both the SLOCOG Social Services Transportation Advisory Committee and through the RTAC.
  - c) Staff will use the *2018-20 RTA Strategic Business Plan* as well as the working papers as they are released for the SRTP that is in progress, to evaluate potential efficiencies and, with Board concurrence, implement efficiencies as appropriate. Additionally, the RTA will address the Zero Emission Bus requirements of the Innovative Clean Transit (ICT) Rollout Plan. The ICT was adopted at the March 2023 Board meeting.

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<sup>2</sup> In the event a transit claimant does not meet its farebox ratio, SLOCOG will comply with provision 6633.9, Non-Compliance with Required Ratio:

1. The first year of non-compliance is the grace year. (FY23-24)
2. The second year of non-compliance is the non-compliance year. (FY24-25)
3. The third year is the determination year. (FY25-26)
4. The fourth year is the penalty year: TDA funds are reduced by the difference between the required revenues (in non-compliance year) and the actual revenues. (FY26-27)



- 3) Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs:
  - a) Staff will continue to work with SLOCOG to prioritize capital projects using the State of Good Repair STA (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.
  - b) Other potential capital funds intended to support our transition to zero-emission buses include AB617 Clean Air Program, Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), Volkswagen Mitigation Funds, and 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 still lower than were originally projected for FY23-24, 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 during the past year so that our training staff could focus on training newly-hired Bus Operator candidates. Staff plans to reinstitute this Runabout eligibility assessments program in FY24-25 to ensure that only those persons truly eligible for Runabout service are initially registered or re-registered as part of the Runabout application process. Staff will also provide mobility training for disabled persons who are able to occasionally use Fixed-Route services for some or all of their travel needs.
  - c) Staff does not foresee needing to move forward with using supplemental taxicab services at this time, but should future Runabout service expansions be required or if staffing shortages persist, staff will revisit this option or other staff classification options.

### **Expenses Impacts**

- 1) Fuel prices continue to be extremely volatile; fuel will be budgeted at \$5.10 per gallon in FY24-25. 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. 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 beginning in late FY23-24, we will get a better handle on per-mile electrical recharging costs. However, since only two BEBs will be operated, the overall impact to fueling/energy costs is expected to initially be relatively small in FY24-25.
- 3) Insurance Expenses:
  - a) California Transit Indemnity Pool (CalTIP) liability insurance premiums are projected to increase. The exact amount is not known at this time, as CalTIP actuaries are still working on May 1, 2024 through April 30, 2025 rates. Estimates will be available from CalTIP in time to include in the RTA draft budget presented to the Executive Committee at its April 10, 2024 meeting. 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. The pool had experienced significant negative claims development several years ago but those have stabilized due to efforts of all the member agencies to ensure the stability of the pool and ensure equity in costing among all members. This included a recent actuarial study on the formulas used in applying and calculating each agency's experience modification factor. More importantly, the California liability market continues to contract, which also increases per-mile costs.
  - b) CalTIP vehicle physical damage will increase due to the added asset value of newer vehicles in the fleet and the recent property damage seen in the market, namely due to the recent wildfires and flooding in California and other weather-related disasters across the globe.
  - c) Our annual Employment Risk Management Authority premium is estimated at \$45,000, 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.
  - d) Workers compensation premiums charged by our carrier (Public Risk Innovation, Solutions, and Management, or PRISM) are projected to increase slightly, with the realization that workers compensation for transit services is especially challenging statewide as loss development trends in the state are not favorable. Staff will obtain a more refined estimate in early February and again in late March. We continue to work with our employee Safety Committee that evaluates workplace safety and initiates proactive programs to address the number of claims and severity of the claims. Although premiums are expected to rise, a significant portion of that increase is attributable to the increase in wages identified in the collective bargaining agreement.

- e) Property insurance will increase due to now owning the facility at 253 Elks Lane and due to the significant losses in the property insurance market, most recently the wildfires in California and other weather-related disasters globally. Additionally, we are required to maintain flood insurance for our new Bus Maintenance Facility because its construction was federally funded.
- f) For budget-making purposes, staff is assuming an 8% annual increase for healthcare costs for each of the next two fiscal years. Staff believes that this estimate is reasonable based on historical price increases. This will include the paid family leave program that was implemented in July 2022, which brought the leave benefits closer to those offered under the state disability insurance program.

4) Staffing Expenses:

- a) In May 2023 the Board approved a 3-year Collective Bargaining Agreement (CBA) that will expire on December 31, 2025. Staff notes the fiscal uncertainty that the expiration has on the projected FY25-26 information that will be included in the budget presentation.
- b) The number of FY24-25 budgeted full-time equivalent (FTE) positions will remain the same as in FY23-24. Should adjustments to the FTE count need to be revised, staff will bring that proposal to the Board along with any new or revised job descriptions, if applicable.
- c) For FY24-25, the overall number of budgeted positions for the non-core services (North County, SoCo Transit, and SLO County services) will remain the same. It should be noted that the marginal costs and revenues the services will be treated in the budget the same way as prior years: as separate and distinct columns in the budget tables.
- d) An annual inflationary wage adjustment based on the December 2022 to December 2023 Consumer Price Index (CPI) of 3.5% will be implemented in July 2024 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.
- e) The RTA Board of Directors took action at its September 6, 2023 meeting to implement the increase in contribution percentage of 0.43% for the retirement plan with San Luis Obispo County Pension Trust (SLOCPT) in July 2024 rather than January 2024. Traditionally and in line with how the County treated increases for unrepresented employees in June 2022 for FY22-23 through FY24-25, the RTA will assume the 0.43% 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 14 Detailed budget assumptions and revenue forecast to Executive Committee.
- March 6 Obtain Board concurrence on proposed draft budget assumptions.
- March 31 Based on feedback from Executive Committee draft FY24-25 Budget Draft complete.
- April 10 Draft FY24-25 Budget presentation to Executive Committee
- April 18 Formal FY24-25 Budget presentation to RTAC
- May 1 Budget Amendment #2 for FY23-24; Final Board Budget presentation for FY24-25; Board adoption of FY24-25 Budget

### **Staff Recommendation for the Board:**

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

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
OPERATING REVENUE BUDGET FOR 2024/2025**

	2022/2023 Combined Actual	2023/24 Amendment #2 RTA Core Budget	2023/24 Amendment #1 SoCo Transit Budget	2023/24 Adopted SLOCAT Budget	2023/24 Amendment #2 North County Budget	2024/25 Proposed RTA Core Budget	2024/25 Proposed SoCo Transit Budget	2024/25 Proposed SLOCAT Budget	2024/25 Proposed North County Budget	2025/26 Projected RTA Core Budget	2025/26 Projected SoCo Transit Budget	2025/26 Projected SLOCAT Budget	2025/26 Projected North County Budget
<b>FUNDING SOURCES:</b>													
GENERAL RESERVES	3,428,857	2,534,270	393,279	189,530	243,150	3,966,150	759,860	226,770	316,140	3,144,400	480,190	166,170	200,770
1. ESTIMATED FUND BALANCE	3,428,857	2,534,270	393,279	189,530	243,150	3,966,150	759,860	226,770	316,140	3,144,400	480,190	166,170	200,770
2. LESS REQUIRED RESERVES FOR FISCAL YEAR													
CASH FLOW REQUIREMENTS PER TDA	3,108,159	2,267,680	357,660	156,770	215,740	2,394,400	480,190	166,170	200,770	2,528,280	488,460	173,120	201,820
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	252,070	1,248,470	402,200	-	100,400	750,000	-	-	-	-	-	-	-
TOTAL	3,360,229	3,516,150	759,860	156,770	316,140	3,144,400	480,190	166,170	200,770	2,528,280	488,460	173,120	201,820
3. FUND BALANCE AVAILABLE	68,628	(981,880)	(366,581)	32,760	(72,990)	821,750	279,670	60,600	115,370	616,120	(8,270)	(6,950)	(1,050)
<b>NON TDA SOURCES</b>													
FARES	860,739	681,720	139,530	20,170	123,230	749,660	107,240	18,420	146,850	824,370	117,930	20,260	161,490
SoCo TRANSIT MANAGEMENT CONTRACT	126,430	133,360	-	-	-	141,160	-	-	-	149,210	-	-	-
COUNTY MANAGEMENT CONTRACT	108,970	114,950	-	-	-	121,670	-	-	-	128,610	-	-	-
NORTH COUNTY MANAGEMENT CONTRACT	52,870	55,770	-	-	-	59,030	-	-	-	62,400	-	-	-
INTEREST	70,410	39,360	-	-	-	60,000	-	-	-	60,000	-	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	1,687,036	106,180	399,330	402,090	204,310	350,270	433,890	369,370	295,060	266,790	493,960	353,210	383,100
RURAL TRANSIT FUND (Administration)	30,000	30,000	-	-	-	30,000	-	-	-	30,000	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	652,400	980,800	-	-	-	840,000	-	-	-	850,500	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	762,127	777,370	-	-	-	792,910	-	-	-	816,700	-	-	-
FTA (Section 5311) - Operating CARES/CRRSAA/ARPA	-	635,900	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	1,361,000	1,333,000	-	-	419,400	1,133,000	-	-	356,500	1,155,700	-	-	363,600
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	-	255,090	-	-	-	254,790	-	-	-	-	-	-	-
FTA (Section 5307-SM) - Operating CARES	160,984	-	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	1,264,000	1,189,400	1,021,530	33,670	-	950,000	944,460	35,540	-	969,600	999,600	37,303	-
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	106,680	115,240	-	-	-	147,210	-	-	-	155,060	-	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	-	40,580	-	-	-	40,580	-	-	-	40,580
SPECIAL EVENTS REVENUE/OTHER	58,650	-	422,570	-	-	-	111,710	-	-	-	110,000	-	-
4. SUB TOTAL	7,342,876	6,448,140	1,982,960	455,930	787,520	5,629,700	1,597,300	423,330	838,990	5,468,940	1,721,490	410,773	948,770
5. TOTAL FUND BALANCE & NON TDA FUNDING	7,411,504	5,466,260	1,616,379	488,690	714,530	6,451,450	1,876,970	483,930	954,360	6,085,060	1,713,220	403,823	947,720
<b>TDA REQUIRED</b>													
CITY OF ARROYO GRANDE	666,714	436,220	281,299	-	-	388,962	254,570	-	-	451,119	342,073	-	-
CITY OF ATASCADERO	593,587	726,795	-	-	-	655,562	-	-	-	760,323	-	-	-
CITY OF GROVER BEACH	498,332	302,998	195,390	-	-	270,572	177,086	-	-	313,810	237,955	-	-
CITY OF MORRO BAY	201,200	249,562	-	-	-	222,999	-	-	-	258,635	-	-	-
CITY OF PASO ROBLES	1,125,045	743,391	-	-	486,180	666,109	-	-	213,990	772,556	-	-	248,090
CITY OF PISMO BEACH	307,338	190,307	122,721	-	-	170,694	111,717	-	-	197,972	150,117	-	-
CITY OF SAN LUIS OBISPO	1,190,374	1,445,058	-	-	-	1,295,399	-	-	-	1,502,408	-	-	-
COUNTY OF SAN LUIS OBISPO	3,826,090	3,933,769	113,341	290,230	-	3,526,363	103,507	338,480	-	4,089,888	139,085	455,437	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	8,408,681	8,028,100	712,751	290,230	486,180	7,196,660	646,880	338,480	213,990	8,346,710	869,230	455,437	248,090
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(762,127)	(1,413,270)	-	-	-	(792,910)	-	-	-	(816,700)	-	-	-
6. NET TDA REQUIREMENTS	7,646,554	6,614,830	712,751	290,230	486,180	6,403,750	646,880	338,480	213,990	7,530,010	869,230	455,437	248,090
7. TOTAL FUNDING SOURCES	15,058,057	12,081,090	2,329,130	778,920	1,200,710	12,855,200	2,523,850	822,410	1,168,350	13,615,070	2,582,450	859,260	1,195,810
<b>FUNDING USES:</b>													
ADMINISTRATION	2,128,541	1,902,380	173,260	7,500	102,220	2,055,910	213,060	7,890	104,950	2,196,740	215,940	8,170	106,530
PERS BUYOUT	178,308	178,310	-	-	-	178,310	-	-	-	178,310	-	-	-
BUILDING DECOMMISSIONING	-	-	-	-	-	-	-	-	-	-	-	-	-
MANAGEMENT CONTRACTS	288,270	-	133,360	114,950	55,770	-	141,160	121,670	59,030	-	149,210	128,610	62,400
SERVICE DELIVERY	12,462,938	9,867,670	1,992,740	647,230	1,026,780	10,474,470	2,139,700	683,100	990,520	11,092,540	2,181,760	712,730	1,009,360
CONTINGENCY	-	132,730	29,770	9,240	15,940	146,510	29,930	9,750	13,850	147,480	35,540	9,750	17,520
9. TOTAL FUNDING USES	15,058,057	12,081,090	2,329,130	778,920	1,200,710	12,855,200	2,523,850	822,410	1,168,350	13,615,070	2,582,450	859,260	1,195,810

Population Based  
18%  
49%

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
CAPITAL AND PLANNING REVENUE BUDGET FOR 2024/2025**

	2022/2023 Combined Actual Capital Budget	2023/24 Amended RTA Capital Budget	2023/24 Amended SoCo Transit Capital Budget	2023/24 Amended SLOCAT Capital Budget	2023/24 Adopted North County Capital Budget	2024/25 Proposed RTA Core Capital Budget	2024/25 Proposed SoCo Transit Capital Budget	2024/25 Proposed SLOCAT Capital Budget	2024/25 Proposed North County Capital Budget	2025/26 Projected RTA Core Capital Budget	2025/26 Projected SoCo Transit Capital Budget	2025/26 Projected SLOCAT Capital Budget	2025/26 Projected North County Capital Budget
<b>FUNDING SOURCES:</b>													
BEGINNING CAPITAL PROJECTS RESERVE	1,758,160	874,790	231,850	133,230	4,680	663,950	135,080	38,190	10,420	786,260	121,530	22,150	56,260
<b>1.</b> ESTIMATED FUND BALANCE	1,758,160	874,790	231,850	133,230	4,680	663,950	135,080	38,190	10,420	786,260	121,530	22,150	56,260
<b>2.</b> LESS REQUIRED RESERVES FOR FISCAL YEAR													
CAPITAL PROJECTS RESERVE	1,244,550	663,950	135,080	38,190	10,420	786,260	121,530	22,150	56,260	847,350	154,950	31,070	63,680
<b>TOTAL</b>	1,244,550	663,950	135,080	38,190	10,420	786,260	121,530	22,150	56,260	847,350	154,950	31,070	63,680
<b>3.</b> FUND BALANCE AVAILABLE	513,610	210,840	96,770	95,040	(5,740)	(122,310)	13,550	16,040	(45,840)	(61,090)	(33,420)	(8,920)	(7,420)
<b>NON TDA SOURCES</b>													
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION	211,392	730,090	82,220	10,870	136,180	297,360	142,500	4,960	112,660	380,840	82,430	21,120	24,620
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	246,010	-	-	-	-	-	-	-	-	-	-	-
STATE OF GOOD REPAIR	-	448,610	-	-	-	-	-	-	-	271,770	203,810	-	94,290
TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)	-	-	-	-	-	-	-	-	-	10,316,340	3,469,530	-	1,605,130
RURAL TRANSIT FUND (Capital)	-	-	-	-	-	-	-	-	-	777,770	232,280	-	107,460
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	245,187	982,680	-	-	-	424,870	-	-	-	568,280	254,120	-	117,570
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities	170,362	835,170	-	63,280	-	300,000	-	-	-	4,202,250	66,830	-	30,920
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)	270,069	1,060,530	-	-	-	502,370	-	-	-	647,180	254,120	-	117,570
FEDERAL TRANSIT ADM (FTA) (Section 5307-Santa Maria) - CARES	14,355	-	-	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)	486,957	909,190	430,140	312,160	-	424,870	46,500	-	-	568,280	301,420	-	117,570
OTHER	-	-	-	-	-	-	-	-	-	1,122,000	-	-	-
<b>4.</b> SUB TOTAL	1,398,323	5,212,280	512,360	386,310	136,180	1,949,470	189,000	4,960	112,660	17,732,710	4,864,540	21,120	2,215,130
<b>5.</b> TOTAL FUND BALANCE & NON TDA FUNDING	1,911,933	5,423,120	609,130	481,350	130,440	1,827,160	202,550	21,000	66,820	17,671,620	4,831,120	12,200	2,207,710
<b>TDA REQUIRED</b>													
CITY OF ARROYO GRANDE	4,418	25,655	-	-	-	24,938	-	-	-	24,757	-	-	-
CITY OF ATASCADERO	7,507	42,743	-	-	-	42,378	-	-	-	41,726	-	-	-
CITY OF GROVER BEACH	3,300	17,820	-	-	-	18,631	-	-	-	17,222	-	-	-
CITY OF MORRO BAY	2,545	14,677	-	-	-	14,364	-	-	-	14,194	-	-	-
CITY OF PASO ROBLES	7,798	43,720	-	-	-	44,020	-	-	-	42,397	-	-	-
CITY OF PISMO BEACH	2,033	11,192	-	-	-	11,475	-	-	-	10,865	-	-	-
CITY OF SAN LUIS OBISPO	15,057	84,985	-	-	-	84,985	-	-	-	82,451	-	-	-
COUNTY OF SAN LUIS OBISPO	40,993	231,349	-	-	-	231,349	-	-	-	224,449	-	-	-
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT	83,650	472,140	-	-	-	472,140	-	-	-	458,060	-	-	-
<b>6.</b> FINANCING FOR BUS MAINTENANCE FACILITY	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>7. TOTAL FUNDING SOURCES</b>	1,995,582	5,895,260	609,130	481,350	130,440	2,299,300	202,550	21,000	66,820	18,129,680	4,831,120	12,200	2,207,710
<b>FUNDING USES:</b>													
CAPITAL	1,550,947	5,173,120	609,130	481,350	130,440	1,424,160	202,550	21,000	66,820	12,055,620	3,326,990	12,200	1,511,840
LOAN PAYMENTS	444,635	472,140	-	-	-	472,140	-	-	-	458,060	-	-	-
SHORT RANGE TRANSIT PLAN	-	250,000	-	-	-	-	-	-	-	-	-	-	-
REGIONAL CONTACTLESS CHARGING	-	-	-	-	-	-	-	-	-	2,238,000	-	-	-
ELKS LANE PROJECTS	-	-	-	-	-	403,000	-	-	-	4,500,000	-	-	-
MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING	-	-	-	-	-	-	-	-	-	-	1,504,130	-	695,870
<b>9. TOTAL FUNDING USES</b>	1,995,582	5,895,260	609,130	481,350	130,440	2,299,300	202,550	21,000	66,820	19,251,680	4,831,120	12,200	2,207,710

		<b>Actual Combined FY 2022-23</b>	<b>Amended Operating Budget FY 2023-24</b>	<b>Proposed Operating Budget FY 2024-25</b>	<b>Projected Operating Budget FY 2025-26</b>
<b>Administration and Service Delivery Totals</b>					
	Hours		83,260	<b>79,390</b>	81,910
	Miles		1,776,120	<b>1,851,210</b>	1,894,480
<b>Administration:</b>					
Labor	operations cost	1,424,645	1,260,560	<b>1,334,260</b>	1,410,390
Labor - Administration Workers Comp	operations cost	41,821	45,630	<b>47,560</b>	49,570
Office Space Rental	operations cost	53,398	58,030	<b>59,770</b>	62,680
Property Insurance	operations cost	216,314	239,060	<b>283,570</b>	336,370
Professional Technical Services	operations cost	162,538	247,410	<b>320,550</b>	289,490
Professional Development	operations cost	52,975	91,450	<b>97,340</b>	114,400
Operating Expense	operations cost	334,951	398,380	<b>419,320</b>	433,770
Marketing and Reproduction	operations cost	130,169	148,920	<b>141,300</b>	170,930
North County Management Contract	operations cost	(52,870)	(55,770)	<b>(59,030)</b>	(62,400)
County Management Contract	operations cost	(108,970)	(114,950)	<b>(121,670)</b>	(128,610)
SCT Management Contract	operations cost	(126,430)	(133,360)	<b>(141,160)</b>	(149,210)
<b>Total Administration</b>		2,128,541	2,185,360	<b>2,381,810</b>	2,527,380
<b>Service Delivery:</b>					
Labor - Operations	hourly	7,017,330			
Bus Operators	hourly		5,268,100	<b>5,581,200</b>	5,817,440
Training Staff	hourly		403,910	<b>422,910</b>	440,890
Operations Supervisors/Schedulers	hourly		1,458,720	<b>1,551,600</b>	1,654,560
Ops. Mgt. / Oversight	hourly		414,340	<b>448,750</b>	469,870
Labor - Operations Workers Comp	hourly	322,174	346,030	<b>360,680</b>	375,950
Labor - Maintenance	miles	1,783,771	1,809,490	<b>1,998,840</b>	2,045,360
Labor - Maintenance Workers Comp	miles	86,580	94,750	<b>98,760</b>	102,940
Fuel	miles	1,643,778	1,651,890	<b>1,565,280</b>	1,565,280
Insurance (Liability, Physical Damage, Employment Practices)	miles	767,693	855,850	<b>1,010,430</b>	1,150,710
Special Transportation (for SLOCAT)	n/a	63,066	33,740	<b>33,500</b>	35,160
Maintenance (parts, supplies, materials)	miles	694,948	1,029,610	<b>1,059,720</b>	1,178,010
Maintenance Contract Costs	miles	83,598	167,990	<b>156,120</b>	160,220
<b>Total Operations</b>		12,462,938	13,534,420	<b>14,287,790</b>	14,996,390
<b>Contingency</b>	hourly	-	187,680	<b>200,040</b>	210,290
<b>PERS Buyout</b>	operations cost	178,308	178,310	<b>178,310</b>	178,310
<b>Building Decommissioning</b>		-	-	-	-
<b>Management Contracts</b>		288,270	304,080	<b>321,860</b>	340,220
<b>TOTAL FUNDING USES</b>		15,058,057	16,389,850	<b>17,369,810</b>	18,252,590

	<b>Actual Capital Budget FY 2022-23</b>	<b>Amendment #1 Capital Budget FY 2023-24</b>	<b>Proposed Capital Budget FY 2024-25</b>	<b>Projected 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>Capital and Planning Expenditures</b>							
<b>Capital/Studies:</b>							
Computer System Maintenance/Upgrades	72,787	180,750	<b>296,730</b>	111,570	117,150	123,010	129,160
Miscellaneous Capital							
Maintenance Equipment	186,898	46,500	<b>48,800</b>	49,600	50,400	51,200	51,970
Vehicle ITS/Camera System	-	138,000	-	-	-	-	-
Bus Stop Improvements	16,789	467,480	<b>106,400</b>	108,000	109,700	111,400	113,070
Large Capital Repairs	302,212	869,800	<b>375,000</b>	375,000	-	-	-
<b>Vehicles</b>							
Support Vehicles	34,948	256,070	<b>45,600</b>	46,600	76,900	37,800	80,750
Fixed Route Vehicles	689,850	3,130,460	-	15,075,780	5,361,600	3,930,800	4,091,900
Trolley replacement vehicles	-	293,200	-	-	-	350,000	-
Cutaway and Dial A Ride Vehicles	-	177,280	-	-	203,870	466,200	-
Runabout Vehicles	247,463	834,500	<b>842,000</b>	1,140,100	448,400	-	294,720
<b>Total Capital Outlay</b>	<b>1,550,947</b>	<b>6,394,040</b>	<b>1,714,530</b>	<b>16,906,650</b>	<b>6,368,020</b>	<b>5,070,410</b>	<b>4,761,570</b>
<b>Loan Repayments</b>	444,635	472,140	<b>472,140</b>	458,060	458,060	458,060	458,060
<b>Short Range Transit Plan</b>	-	250,000	-	-	-	-	-
<b>Regional Contactless Charging</b>	-	-	-	2,238,000	-	-	-
<b>Elks Lane Projects</b>	-	-	<b>403,000</b>	4,500,000	-	-	-
<b>Master Planning &amp; Implementation - Offsite fast charging</b>	-	-	-	2,200,000	-	-	-
<b>TOTAL FUNDING USES</b>	<b>1,995,582</b>	<b>7,116,180</b>	<b>2,589,670</b>	<b>26,302,710</b>	<b>6,826,080</b>	<b>5,528,470</b>	<b>5,219,630</b>



		Total Adopted Budget	Weekday Proposed Budget	Express Proposed Budget	Saturday Proposed Budget	Sunday Proposed Budget	Total Proposed Budget	Projected Budget
		FY 2023-24	FY 2024-25	FY 2024-25	FY 2024-25	FY 2024-25	FY 2024-25	FY 2025-26
<b>Route 9</b>								
	<u>Measure:</u>							
	Annual Hours	12,840	11,520	290	740	500	13,050	13,050
	Annual Miles	345,010	283,710	10,920	21,080	14,020	329,730	329,730
<b>Administration:</b>								
<b>Total Administration (Net of Contracts)</b>		\$ 328,090	\$ 334,500	\$ 10,340	\$ 22,940	\$ 15,380	\$ 383,160	\$ 395,660
<b>Service Delivery:</b>	<u>Basis:</u>							
Labor - Operations	hourly	\$ 1,100,770						
Bus Operators	hourly		\$ 766,170	\$ 19,290	\$ 49,220	\$ 33,250	\$ 867,930	\$ 876,830
Training Staff	hourly		\$ 58,060	\$ 1,460	\$ 3,730	\$ 2,520	\$ 65,770	\$ 66,450
Operations Supervisors/Schedulers	hourly		\$ 213,000	\$ 5,360	\$ 13,680	\$ 9,240	\$ 241,280	\$ 249,380
Ops. Mgt. / Oversight	hourly		\$ 61,600	\$ 1,550	\$ 3,960	\$ 2,670	\$ 69,780	\$ 70,820
Labor - Operations Workers Comp	hourly	\$ 50,480	\$ 49,510	\$ 1,250	\$ 3,180	\$ 2,150	\$ 56,090	\$ 56,670
Labor - Maintenance	miles	\$ 263,990	\$ 289,810	\$ 11,150	\$ 21,530	\$ 14,320	\$ 336,810	\$ 336,780
Labor - Maintenance Workers Comp	miles	\$ 13,820	\$ 14,320	\$ 550	\$ 1,060	\$ 710	\$ 16,640	\$ 16,950
Fuel	miles	\$ 313,530	\$ 234,390	\$ 9,020	\$ 17,420	\$ 11,580	\$ 272,410	\$ 266,190
Insurance	miles	\$ 162,440	\$ 151,310	\$ 5,820	\$ 11,240	\$ 7,480	\$ 175,850	\$ 195,690
Maintenance (parts, supplies, materials)	miles	\$ 195,420	\$ 159,050	\$ 6,120	\$ 11,820	\$ 7,860	\$ 184,850	\$ 201,110
Maintenance Contract Costs	miles	\$ 31,890	\$ 23,300	\$ 900	\$ 1,730	\$ 1,150	\$ 27,080	\$ 27,140
<b>Total Operations</b>		\$ 2,132,340	\$ 2,020,520	\$ 62,470	\$ 138,570	\$ 92,930	\$ 2,314,490	\$ 2,364,010
<b>Capital/Studies:</b>								
<b>Total Capital Outlay</b>		\$ 1,019,670	\$ 136,310	\$ 4,210	\$ 9,350	\$ 6,270	\$ 156,140	\$ 3,540,870
<b>Contingency</b>	hourly	\$ 27,510	\$ 28,260	\$ 870	\$ 1,940	\$ 1,300	\$ 32,370	\$ 31,880
<b>PERS Buyout</b>	operations cost	\$ 38,530	\$ 34,400	\$ 1,060	\$ 2,360	\$ 1,580	\$ 39,400	\$ 38,000
<b>Loan Repayment</b>	operations cost	\$ 102,020	\$ 91,080	\$ 2,820	\$ 6,250	\$ 4,190	\$ 104,340	\$ 97,620
<b>TOTAL FUNDING USES</b>		\$ 3,648,160	\$ 2,645,070	\$ 81,770	\$ 181,410	\$ 121,650	\$ 3,029,900	\$ 6,468,040
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,526,470	\$ 2,417,680	\$ 74,740	\$ 165,810	\$ 111,190	\$ 2,769,420	\$ 2,829,550

		<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>Projected Budget</b>
		<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
<b>Route 10</b>								
	<u>Measure:</u>							
	Annual Hours	10,790	<b>10,150</b>	-	<b>710</b>	<b>400</b>	<b>11,260</b>	11,260
	Annual Miles	339,270	<b>285,750</b>	-	<b>20,190</b>	<b>12,180</b>	<b>318,120</b>	318,120
<b>Administration:</b>								
<b>Total Administration (Net of Contracts)</b>		\$ 291,190	\$ <b>312,930</b>	\$ -	\$ <b>21,990</b>	\$ <b>12,800</b>	\$ <b>347,720</b>	\$ 359,200
<b>Service Delivery:</b>	<u>Basis:</u>							
Labor - Operations	hourly	\$ 925,030						
Bus Operators	hourly		\$ <b>675,050</b>	\$ -	\$ <b>47,220</b>	\$ <b>26,600</b>	\$ <b>748,870</b>	\$ 756,560
Training Staff	hourly		\$ <b>51,150</b>	\$ -	\$ <b>3,580</b>	\$ <b>2,020</b>	\$ <b>56,750</b>	\$ 57,340
Operations Supervisors/Schedulers	hourly		\$ <b>187,670</b>	\$ -	\$ <b>13,130</b>	\$ <b>7,400</b>	\$ <b>208,200</b>	\$ 215,170
Ops. Mgt. / Oversight	hourly		\$ <b>54,280</b>	\$ -	\$ <b>3,800</b>	\$ <b>2,140</b>	\$ <b>60,220</b>	\$ 61,110
Labor - Operations Workers Comp	hourly	\$ 42,430	\$ <b>43,620</b>	\$ -	\$ <b>3,050</b>	\$ <b>1,720</b>	\$ <b>48,390</b>	\$ 48,890
Labor - Maintenance	miles	\$ 221,840	\$ <b>291,890</b>	\$ -	\$ <b>20,620</b>	\$ <b>12,440</b>	\$ <b>324,950</b>	\$ 324,920
Labor - Maintenance Workers Comp	miles	\$ 11,620	\$ <b>14,420</b>	\$ -	\$ <b>1,020</b>	\$ <b>610</b>	\$ <b>16,050</b>	\$ 16,350
Fuel	miles	\$ 308,310	\$ <b>236,080</b>	\$ -	\$ <b>16,680</b>	\$ <b>10,060</b>	\$ <b>262,820</b>	\$ 256,820
Insurance	miles	\$ 159,740	\$ <b>152,400</b>	\$ -	\$ <b>10,770</b>	\$ <b>6,500</b>	\$ <b>169,670</b>	\$ 188,800
Maintenance (parts, supplies, materials)	miles	\$ 192,160	\$ <b>160,190</b>	\$ -	\$ <b>11,320</b>	\$ <b>6,830</b>	\$ <b>178,340</b>	\$ 194,030
Maintenance Contract Costs	miles	\$ 31,350	\$ <b>23,470</b>	\$ -	\$ <b>1,660</b>	\$ <b>1,000</b>	\$ <b>26,130</b>	\$ 26,190
<b>Total Operations</b>		\$ 1,892,480	\$ <b>1,890,220</b>	\$ -	\$ <b>132,850</b>	\$ <b>77,320</b>	\$ <b>2,100,390</b>	\$ 2,146,180
<b>Capital/Studies:</b>								
<b>Total Capital Outlay</b>		\$ 856,870	\$ <b>127,520</b>	\$ -	\$ <b>8,960</b>	\$ <b>5,220</b>	\$ <b>141,700</b>	\$ 3,214,600
<b>Contingency</b>	hourly	\$ 23,120	\$ <b>26,440</b>	\$ -	\$ <b>1,860</b>	\$ <b>1,080</b>	\$ <b>29,380</b>	\$ 27,510
<b>PERS Buyout</b>	operations cost	\$ 34,200	\$ <b>32,180</b>	\$ -	\$ <b>2,260</b>	\$ <b>1,320</b>	\$ <b>35,760</b>	\$ 34,500
<b>Loan Repayment</b>	operations cost	\$ 90,550	\$ <b>85,200</b>	\$ -	\$ <b>5,990</b>	\$ <b>3,490</b>	\$ <b>94,680</b>	\$ 88,630
<b>TOTAL FUNDING USES</b>		\$ 3,188,410	\$ <b>2,474,490</b>	\$ -	\$ <b>173,910</b>	\$ <b>101,230</b>	\$ <b>2,749,630</b>	\$ 5,870,620
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,240,990	\$ <b>2,261,770</b>	\$ -	\$ <b>158,960</b>	\$ <b>92,520</b>	\$ <b>2,513,250</b>	\$ 2,567,390

		<b>Total (12/14/15)</b> <b>Adopted</b> <b>Budget</b>	<b>Weekday</b> <b>Proposed</b> <b>Budget</b>	<b>Weekday Rte 14</b> <b>Proposed</b> <b>Budget</b>	<b>Saturday</b> <b>Proposed</b> <b>Budget</b>	<b>Sunday</b> <b>Proposed</b> <b>Budget</b>	<b>Total</b> <b>Proposed</b> <b>Budget</b>	<b>Projected</b> <b>Budget</b>
		<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
<b>Route 12, and Route 14 Tripper</b>								
	Measure:							
	Annual Hours	10,890	6,190	130	480	450	7,250	7,250
	Annual Miles	310,690	240,570	165,060	12,330	11,340	429,300	429,300
<b>Administration:</b>								
<b>Total Administration (Net of Contracts)</b>		\$ 283,940	\$ 224,580	\$ 86,150	\$ 14,190	\$ 13,200	\$ 338,120	\$ 350,210
<b>Service Delivery:</b>	Basis:							
Labor - Operations	hourly	\$ 933,600						
Bus Operators	hourly		\$ 411,680	\$ 8,650	\$ 31,920	\$ 29,930	\$ 482,180	\$ 487,130
Training Staff	hourly		\$ 31,190	\$ 660	\$ 2,420	\$ 2,270	\$ 36,540	\$ 36,920
Operations Supervisors/Schedulers	hourly		\$ 114,450	\$ 2,400	\$ 8,870	\$ 8,320	\$ 134,040	\$ 138,540
Ops. Mgt. / Oversight	hourly		\$ 33,100	\$ 700	\$ 2,570	\$ 2,410	\$ 38,780	\$ 39,340
Labor - Operations Workers Comp	hourly	\$ 42,820	\$ 26,600	\$ 560	\$ 2,060	\$ 1,930	\$ 31,150	\$ 31,480
Labor - Maintenance	miles	\$ 223,910	\$ 245,740	\$ 168,610	\$ 12,590	\$ 11,580	\$ 438,520	\$ 438,480
Labor - Maintenance Workers Comp	miles	\$ 11,720	\$ 12,140	\$ 8,330	\$ 620	\$ 570	\$ 21,660	\$ 22,070
Fuel	miles	\$ 282,340	\$ 198,750	\$ 136,370	\$ 10,190	\$ 9,370	\$ 354,680	\$ 346,570
Insurance	miles	\$ 146,280	\$ 128,300	\$ 88,030	\$ 6,580	\$ 6,050	\$ 228,960	\$ 254,780
Maintenance (parts, supplies, materials)	miles	\$ 175,980	\$ 134,860	\$ 92,530	\$ 6,910	\$ 6,360	\$ 240,660	\$ 261,840
Maintenance Contract Costs	miles	\$ 28,710	\$ 19,760	\$ 13,560	\$ 1,010	\$ 930	\$ 35,260	\$ 35,340
<b>Total Operations</b>		\$ 1,845,360	\$ 1,356,570	\$ 520,400	\$ 85,740	\$ 79,720	\$ 2,042,430	\$ 2,092,490
<b>Capital/Studies:</b>								
<b>Total Capital Outlay</b>		\$ 864,820	\$ 91,520	\$ 35,110	\$ 5,780	\$ 5,380	\$ 137,790	\$ 3,134,180
<b>Contingency</b>	hourly	\$ 23,340	\$ 18,970	\$ 7,280	\$ 1,200	\$ 1,120	\$ 28,570	\$ 17,710
<b>PERS Buyout</b>	operations cost	\$ 33,340	\$ 23,090	\$ 8,860	\$ 1,460	\$ 1,360	\$ 34,770	\$ 33,640
<b>Loan Repayment</b>	operations cost	\$ 88,300	\$ 61,150	\$ 23,460	\$ 3,860	\$ 3,590	\$ 92,060	\$ 86,410
<b>TOTAL FUNDING USES</b>		\$ 3,139,100	\$ 1,775,880	\$ 681,260	\$ 112,230	\$ 104,370	\$ 2,673,740	\$ 5,714,640
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,185,980	\$ 1,623,210	\$ 622,690	\$ 102,590	\$ 95,400	\$ 2,443,890	\$ 2,494,050

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		<b>Weekday Proposed Budget</b>	<b>Saturday Proposed Budget</b>	<b>Sunday Proposed Budget</b>	<b>Total Proposed Budget</b>	<b>Projected Budget</b>
		<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
<b>Route 15</b>						
	Measure:					
	Annual Hours	2,280	550	390	3,220	3,220
	Annual Miles	72,520	16,990	10,050	99,560	99,560
<b>Administration:</b>						
<b>Total Administration (Net of Contracts)</b>		\$ 74,530	\$ 17,720	\$ 11,550	\$ 103,800	\$ 107,270
<b>Service Delivery:</b>	Basis:					
Labor - Operations	hourly					
Bus Operators	hourly	\$ 151,640	\$ 36,580	\$ 25,940	\$ 214,160	\$ 216,350
Training Staff	hourly	\$ 11,490	\$ 2,770	\$ 1,970	\$ 16,230	\$ 16,400
Operations Supervisors/Schedulers	hourly	\$ 42,160	\$ 10,170	\$ 7,210	\$ 59,540	\$ 61,530
Ops. Mgt. / Oversight	hourly	\$ 12,190	\$ 2,940	\$ 2,090	\$ 17,220	\$ 17,470
Labor - Operations Workers Comp	hourly	\$ 9,800	\$ 2,360	\$ 1,680	\$ 13,840	\$ 13,980
Labor - Maintenance	miles	\$ 74,080	\$ 17,360	\$ 10,270	\$ 101,710	\$ 101,690
Labor - Maintenance Workers Comp	miles	\$ 3,660	\$ 860	\$ 510	\$ 5,030	\$ 5,120
Fuel	miles	\$ 59,910	\$ 14,040	\$ 8,300	\$ 82,250	\$ 80,370
Insurance	miles	\$ 38,680	\$ 9,060	\$ 5,360	\$ 53,100	\$ 59,090
Maintenance (parts, supplies, materials)	miles	\$ 40,650	\$ 9,520	\$ 5,630	\$ 55,800	\$ 60,720
Maintenance Contract Costs	miles	\$ 5,960	\$ 1,400	\$ 830	\$ 8,190	\$ 8,200
<b>Total Operations</b>		\$ 450,220	\$ 107,060	\$ 69,790	\$ 627,070	\$ 640,920
<b>Capital/Studies:</b>						
<b>Total Capital Outlay</b>		\$ 30,370	\$ 7,220	\$ 4,710	\$ 42,300	\$ 959,990
<b>Contingency</b>	hourly	\$ 6,300	\$ 1,500	\$ 980	\$ 8,780	\$ 7,870
<b>PERS Buyout</b>	operations cost	\$ 7,660	\$ 1,820	\$ 1,190	\$ 10,670	\$ 10,300
<b>Loan Repayment</b>	operations cost	\$ 20,290	\$ 4,830	\$ 3,150	\$ 28,270	\$ 26,470
<b>TOTAL FUNDING USES</b>		\$ 589,370	\$ 140,150	\$ 91,370	\$ 820,890	\$ 1,752,820
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 538,710	\$ 128,100	\$ 83,510	\$ 750,320	\$ 766,360

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		<b>Total Adopted Budget</b>	<b>Total Proposed Budget</b>	<b>Projected Budget</b>
		<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
<b>Runabout</b>				
	<u>Measure:</u>			
	Annual Hours	27,410	<b>22,890</b>	25,410
	Annual Miles	464,490	<b>360,550</b>	403,820
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>		\$ 615,090	\$ <b>561,230</b>	\$ 644,180
<b>Service Delivery:</b>	<u>Basis:</u>			
Labor - Operations	hourly	\$ 2,349,870		
Bus Operators	hourly		\$ <b>1,522,360</b>	\$ 1,707,290
Training Staff	hourly		\$ <b>115,360</b>	\$ 129,390
Operations Supervisors/Schedulers	hourly		\$ <b>423,220</b>	\$ 485,580
Ops. Mgt. / Oversight	hourly		\$ <b>122,400</b>	\$ 137,900
Labor - Operations Workers Comp	hourly	\$ 107,770	\$ <b>98,380</b>	\$ 110,340
Labor - Maintenance	miles	\$ 563,560	\$ <b>368,300</b>	\$ 412,450
Labor - Maintenance Workers Comp	miles	\$ 29,510	\$ <b>18,200</b>	\$ 20,760
Fuel	miles	\$ 422,100	\$ <b>297,870</b>	\$ 326,000
Insurance	miles	\$ 218,690	\$ <b>192,290</b>	\$ 239,660
Maintenance (parts, supplies, materials)	miles	\$ 263,090	\$ <b>202,120</b>	\$ 246,300
Maintenance Contract Costs	miles	\$ 42,930	\$ <b>29,620</b>	\$ 33,240
<b>Total Operations</b>		\$ 3,997,520	\$ <b>3,390,120</b>	\$ 3,848,910
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>		\$ 732,760	\$ <b>946,240</b>	\$ 1,205,980
<b>Contingency</b>	hourly	\$ 58,740	\$ <b>47,420</b>	\$ 62,070
<b>PERS Buyout</b>	operations cost	\$ 72,240	\$ <b>57,710</b>	\$ 61,870
<b>Loan Repayment</b>	operations cost	\$ 191,270	\$ <b>152,810</b>	\$ 158,940
<b>TOTAL FUNDING USES</b>		\$ 5,667,620	\$ <b>5,155,530</b>	\$ 5,981,950
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 4,743,590	\$ <b>4,056,480</b>	\$ 4,617,030

		<b>Total Adopted Budget</b>	<b>Proposed Route 21 Budget</b>	<b>Proposed Route 24 Budget</b>	<b>Proposed Route 27 Budget</b>	<b>Proposed Route 28 Budget</b>	<b>Total Proposed Budget</b>	<b>Projected Budget</b>
		<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
<b>South County Transit</b>								
	Measure:							
	Annual Hours	13,890	3,810	3,850	3,030	3,860	14,550	14,550
	Annual Miles	219,180	74,100	57,090	39,640	53,400	224,230	224,230
<b>Administration:</b>								
<b>Total Administration (Net of Contracts)</b>		\$ 306,620	\$ 100,580	\$ 92,590	\$ 70,170	\$ 90,880	\$ 354,220	\$ 365,150
<b>Service Delivery:</b>	Basis:							
Labor - Operations	hourly	\$ 1,190,800						
Bus Operators	hourly		\$ 253,390	\$ 256,050	\$ 201,520	\$ 256,720	\$ 967,680	\$ 977,610
Training Staff	hourly		\$ 19,200	\$ 19,400	\$ 15,270	\$ 19,450	\$ 73,320	\$ 74,090
Operations Supervisors/Schedulers	hourly		\$ 70,440	\$ 71,180	\$ 56,020	\$ 71,370	\$ 269,010	\$ 278,050
Ops. Mgt. / Oversight	hourly		\$ 20,370	\$ 20,590	\$ 16,200	\$ 20,640	\$ 77,800	\$ 78,960
Labor - Operations Workers Comp	hourly	\$ 54,620	\$ 16,380	\$ 16,550	\$ 13,020	\$ 16,590	\$ 62,540	\$ 63,180
Labor - Maintenance	miles	\$ 285,590	\$ 75,690	\$ 58,320	\$ 40,490	\$ 54,550	\$ 229,050	\$ 229,020
Labor - Maintenance Workers Comp	miles	\$ 14,950	\$ 3,740	\$ 2,880	\$ 2,000	\$ 2,700	\$ 11,320	\$ 11,530
Fuel	miles	\$ 199,180	\$ 61,220	\$ 47,170	\$ 32,750	\$ 44,120	\$ 185,260	\$ 181,020
Insurance	miles	\$ 103,200	\$ 39,520	\$ 30,450	\$ 21,140	\$ 28,480	\$ 119,590	\$ 133,080
Maintenance (parts, supplies, materials)	miles	\$ 124,150	\$ 41,540	\$ 32,000	\$ 22,220	\$ 29,940	\$ 125,700	\$ 136,760
Maintenance Contract Costs	miles	\$ 20,250	\$ 6,090	\$ 4,690	\$ 3,260	\$ 4,390	\$ 18,430	\$ 18,460
<b>Total Operations</b>		\$ 1,992,740	\$ 607,580	\$ 559,280	\$ 423,890	\$ 548,950	\$ 2,139,700	\$ 2,181,760
<b>Capital/Studies:</b>								
<b>Total Capital Outlay</b>		\$ 243,530	\$ 57,520	\$ 52,940	\$ 40,130	\$ 51,960	\$ 202,550	\$ 3,326,990
<b>Contingency</b>	hourly	\$ 29,770	\$ 8,500	\$ 7,820	\$ 5,930	\$ 7,680	\$ 29,930	\$ 35,540
<b>Loan Repayment</b>	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL FUNDING USES</b>		\$ 2,572,660	\$ 774,180	\$ 712,630	\$ 540,120	\$ 699,470	\$ 2,726,400	\$ 5,909,440
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 2,329,130	\$ 716,660	\$ 659,690	\$ 499,990	\$ 647,510	\$ 2,523,850	\$ 2,582,450

		<b>Adopted Budget</b>	<b>Total Proposed Budget</b>	<b>Projected Budget</b>
<b>County Services</b>		<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>		\$ 122,450	\$ <b>129,560</b>	\$ 136,780
<b>Service Delivery:</b>				
Labor - Operations	hourly	\$ 407,150		
Bus Operators	hourly		\$ <b>301,170</b>	\$ 313,920
Training Staff	hourly		\$ <b>22,820</b>	\$ 23,790
Operations Supervisors/Schedulers	hourly		\$ <b>83,730</b>	\$ 89,290
Ops. Mgt. / Oversight	hourly		\$ <b>24,220</b>	\$ 25,360
Labor - Operations Workers Comp	hourly	\$ 18,670	\$ <b>19,460</b>	\$ 20,280
Labor - Maintenance	miles	\$ 97,640	\$ <b>107,860</b>	\$ 110,370
Labor - Maintenance Workers Comp	miles	\$ 5,110	\$ <b>5,330</b>	\$ 5,560
Fuel	miles	\$ 37,860	\$ <b>35,870</b>	\$ 35,870
Insurance	miles	\$ 19,610	\$ <b>23,150</b>	\$ 26,360
Special Transit (Senior Vans, Incentives, etc)	n/a	\$ 33,740	\$ <b>33,500</b>	\$ 35,160
Maintenance (parts, supplies, materials)	miles	\$ 23,600	\$ <b>21,930</b>	\$ 22,510
Maintenance Contract Costs	miles	\$ 3,850	\$ <b>4,060</b>	\$ 4,260
<b>Total Operations</b>		\$ 647,230	\$ <b>683,100</b>	\$ 712,730
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>		\$ 10,870	\$ <b>21,000</b>	\$ 12,200
<b>Contingency</b>	hourly	\$ 9,240	\$ <b>9,750</b>	\$ 10,190
<b>Loan Repayment</b>	operations cost	\$ -	\$ -	\$ -
<b>TOTAL FUNDING USES</b>		\$ 789,790	\$ <b>843,410</b>	\$ 871,900
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 778,920	\$ <b>822,410</b>	\$ 859,700

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		<b>Total Adopted Budget</b>	<b>Proposed Route A &amp; B Budget</b>	<b>Proposed Paso DAR Budget</b>	<b>Total Proposed Budget</b>	<b>Projected Budget</b>
		<b>FY 2023-24</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2024-25</b>	<b>FY 2025-26</b>
<b>North County Services</b>						
	Measure:					
	Annual Hours	7,440	5,730	1,440	7,170	7,170
	Annual Miles	97,480	77,550	12,170	89,720	89,720
<b>Administration:</b>						
<b>Total Administration (Net of Contracts)</b>		\$ 157,990	\$ 134,030	\$ 29,950	\$ 163,980	\$ 168,930
<b>Service Delivery:</b>						
	Basis:					
Labor - Operations	hourly	\$ 637,840				
Bus Operators	hourly		\$ 381,090	\$ 95,770	\$ 476,860	\$ 481,750
Training Staff	hourly		\$ 28,880	\$ 7,260	\$ 36,140	\$ 36,510
Operations Supervisors/Schedulers	hourly		\$ 105,940	\$ 26,620	\$ 132,560	\$ 137,020
Ops. Mgt. / Oversight	hourly		\$ 30,640	\$ 7,700	\$ 38,340	\$ 38,910
Labor - Operations Workers Comp	hourly	\$ 29,250	\$ 24,630	\$ 6,190	\$ 30,820	\$ 31,130
Labor - Maintenance	miles	\$ 152,970	\$ 79,220	\$ 12,430	\$ 91,650	\$ 91,640
Labor - Maintenance Workers Comp	miles	\$ 8,010	\$ 3,910	\$ 610	\$ 4,520	\$ 4,610
Fuel	miles	\$ 88,590	\$ 64,070	\$ 10,050	\$ 74,120	\$ 72,430
Insurance	miles	\$ 45,890	\$ 41,360	\$ 6,490	\$ 47,850	\$ 53,250
Maintenance (parts, supplies, materials)	miles	\$ 55,220	\$ 43,470	\$ 6,820	\$ 50,290	\$ 54,720
Maintenance Contract Costs	miles	\$ 9,010	\$ 6,370	\$ 1,000	\$ 7,370	\$ 7,390
<b>Total Operations</b>		\$ 1,026,780	\$ 809,580	\$ 180,940	\$ 990,520	\$ 1,009,360
<b>Capital/Studies:</b>						
<b>Total Capital Outlay</b>		\$ 130,440	\$ 54,610	\$ 12,210	\$ 66,820	\$ 1,511,840
<b>Contingency</b>	hourly	\$ 15,940	\$ 11,320	\$ 2,530	\$ 13,850	\$ 17,520
<b>Loan Repayment</b>	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -
<b>TOTAL FUNDING USES</b>		\$ 1,331,150	\$ 1,009,540	\$ 225,630	\$ 1,235,170	\$ 2,707,650
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		\$ 1,200,710	\$ 954,930	\$ 213,420	\$ 1,168,350	\$ 1,195,810



SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE  
JANUARY 18, 2024  
**DRAFT** MINUTES  
C-1

**Members Present:**

Janeen Burlingame	Morro Bay Transit
Ryan Cornell	City of Paso Robles
Marlene Cramer	Cal Poly
Mark Dariz	Runabout/DAR Representative
Alex Fuchs ( <i>Vice Chair</i> )	SLO Transit
Eric Greening	Fixed Route Representative
Todd Katz	Fixed Route Alternate Rep.
Anel Perez	Atascadero Transit
Omar McPherson ( <i>Chair</i> )	South County Transit (SCT)

**Members Absent:**

Josh Roberts	County of San Luis Obispo
Dan Troy	Cuesta College

**Staff Present:**

Geoff Straw	RTA
Tania Arnold	RTA
Anthony Kalvans	RTA

**Guests:**

Daniel Audelo	SLOCOG
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1. **CALL MEETING TO ORDER, ROLL CALL:** Mr. Mark Dariz called the meeting to order at 2:02 PM and roll call was taken. There was a quorum present.
2. **PUBLIC COMMENTS:**  
There were no public comments given for items not on the agenda.
3. **ELECTION OF OFFICERS: Elect RTAC Chair & Vice Chair 2024**  
Mr. Dariz nominated Mr. Omar McPherson for Chairperson and Ms. Marlene Cramer seconded the nomination. The motion passed unanimously via voice vote.

Mr. McPherson nominated Mr. Alex Fuchs for Vice Chairperson and Mr. Dariz seconded the nomination. The motion passed unanimously via voice vote.

#### 4. **Annual ADA Appeal Committee Assignment**

**Mr. McPherson:** introduced the item and said that there has been one application that was denied. The applicant was given the option between the appeal committee and submitting additional paperwork. The applicant chose to appeal via back up paperwork, which was still denied. The ADA Committee has offered the applicant a hearing before the committee. Mr. McPherson also noted that Ms. Burlingame, Mr. Dariz, and Mr. Katz are on the appeal committee.

**Mr. Eric Greening** moved to keep the ADA committee the same. The motion was seconded by **Mr. McPherson**. The motion passed unanimously via voice vote.

#### A. INFORMATION AGENDA ITEMS:

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

**Mr. Straw** introduced his report and gave an overview on the operator shortages the RTA is facing. **Mr. Dariz** asked if there is a risk of operators burning out. **Mr. Straw** said yes and **Mr. McPherson** added in that road supervisors and casual drivers (employees with no guaranteed hours), are helping to fill the open positions.

**Mr. Straw** also went over the status of the electric vehicles and that there is a purchase order for five more electric buses. The goal is to order buses with the largest battery pack and transitioning the fleet to electric.

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

**Mr. Ryan Cornell** had nothing to report for the group.

**Mr. Mark Dariz** had nothing to report for the group.

**Ms. Cramer** reported on the upcoming Cal Poly strike and that while the campus will still be open, there will be detours around the strike area. **Ms. Cramer** also reported that there will be a road diet for Grand Avenue to make room for bike lanes. The road diet is slated for the summer. **Mr. Greening** asked if the existing bus stops along Grand Avenue will be impacted. **Ms. Cramer** said no. **Mr. Straw** asked for clarification if SLO Transit will also be detouring around the strike areas. **Ms. Cramer** said yes.

**Ms. Burlingame** reported that the city of Morro Bay just released its Local Road Safety Plan for public comments with a closing date of January 31<sup>st</sup>.

**Mr. Greening** asked if the passenger counts are under counted and he also noted that his pass stopped working. **Mr. McPherson** replied that the buses have a physical automatic counter and that the mag stripe on passes are easily affected but are not the primary method for counting passengers. **Mr. Greening** said that he was happy with the service and appreciative of the drivers.

**Ms. Anel Perez** reported that the City of Atascadero was in the process of ordering a new van, one of their drivers is switching to part time after 20 years, that the city's contract with MV is ending, and that they will be releasing a new RFP in March. **Mr. Greening** asked about their service to Templeton. **Ms. Perez** noted that the segment to Templeton is operating for doctor's appointments and Trader Joes.

**Mr. Alex Fuchs** reported that the city of San Luis Obispo is down six operators and are relying on casual drivers to fill the spots, that the city is conducting a transit innovation study that came back with 17 recommendations, looking at expanding K-12 fare options, and are looking at making the passenger code of conduct part of the Muni-Code. **Mr. Greening** asked if the city had missed any runs. **Mr. Fuchs** said that only operator illnesses impacted service in December. **Mr. Katz** asked if the city offers pay by phone for its routes. **Mr. Fuchs** said yes via the token transit app.

**Mr. Straw** reported that the Paso Express has now surpassed their pre COVID service levels thanks to ridership from K-12 students and Cuesta College students, he also welcomed **Mr. Anthony Kalvans** to the RTA. **Mr. Kalvans** thanked the group for the welcome.

**Mr. McPherson** said that the RTA has a new transit app that will allow a rider to select a stop and get updates on bus service to that stop, and that the SMS system is back.

A-3 Discuss Short Range Transit Plan (Verbal)

Working Paper 1 – Overview of Transit Services (Receive)

**Mr. Straw** introduced the item and let the board know this is the draft of the first working.

**Mr. Greening** asked about Greyhound and Flix being in the report and if they actually serviced the county. **Mr. Straw** said that he would be checking that. **Mr. Greening** also questioned the defined service day in the report. **Mr. Straw** said that the definition is from the first run to the last bus. Discussion ensued about the definition and its applicability to riders.

**Mr. Katz** highlighted the impact of the unmet transit needs assessment and that the CTAC board voted to remove the 10 to 15-person response requirement for a specific need to be considered unmet. **Mr. Straw** noted that CTAC's recommendation will be before the SLOCOG board in February.

**Mr. Straw** commented that the stakeholder outreach was successful and that while the total number of surveys is down from 2,500 respondents five years ago, there was still over 1,000 respondents. **Mr. Fuchs** asked if the survey demographics reflected the county demographics. **Mr. Straw** said he would need to look into that. A discussion ensued about the results of the survey.

**Mr. Straw** noted that there will be eight working papers as part of the SRTP.

A-4 Review FY23-24 Budget Assumptions and Discuss FY24-25 Budget Calendar (Receive)

**Mr. Straw** introduced the item and said that there are only incremental changes to the budget and that overall funding is flat. He expects a draft of the upcoming budget around March 31<sup>st</sup>.

**Mr. Fuchs** asked if the RTA always does a two-year budget. **Mr. Straw** said yes, this is to help keep all jurisdictions informed.

B. ACTION AGENDA ITEMS:

There were no action items for the board to consider.

C. CONSENT AGENDA ITEMS:

C-1 RTAC Minutes of October 19, 2023 (Approve)

**Mr. Greening** said that the minutes were great and only had one correction. On the second to last page it should be constraint instead of constrain.

**Mr. Greening** made a motion to approve the minutes, **Mr. Dariz** seconded the motion. A voice vote was taken and the motion was approved unanimously.

D. ADJOURNMENT AND COMMITTEE COMMENTS:

**Ms. Cramer** made a motion to adjourn, **Mr. Dariz** seconded the motion. A voice vote was taken and the motion was approved unanimously.

**Mr. McPherson** adjourned the meeting at 3:01 p.m.

**Next Meeting: March 13, 2024 with SLO Transit**

**Future Meeting Date: April 18, 2024, July 18, 2024, & October 17, 2024**

Respectfully Submitted,

Acknowledged by,

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Anthony Kalvans  
Administrative Assistant

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Omar McPherson  
RTAC Chairperson 2024

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE

March 13, 2024

**DRAFT** MINUTES

C-2

**Members Present:**

Janeen Burlingame	Morro Bay Transit
Ryan Cornell	City of Paso Robles
Marlene Cramer	Cal Poly
Mark Dariz	Runabout/DAR Representative
Alex Fuchs ( <i>Vice Chair</i> )	SLO Transit
Eric Greening	Fixed Route Representative
Todd Katz	Fixed Route Alternate Rep.
Anel Perez	Atascadero Transit
Omar McPherson ( <i>Chair</i> )	South County Transit (SCT)

**Members Absent:**

Josh Roberts	County of San Luis Obispo
Dan Troy	Cuesta College

**Staff Present:**

Geoff Straw	RTA
Anthony Kalvans	RTA
Mary Gardner	RTA
Jesse Stanley	SLO Transit
Genevieve Evans	LSC

**Guests:**

John DiNunzio	SLOCOG
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1. **CALL MEETING TO ORDER, ROLL CALL:** Mr. Omar McPherson Chair of the RTAC called the meeting to order at 2:31 PM and roll call was taken. There was a quorum present.

2. **PUBLIC COMMENTS:**

There were no public comments given for items not on the agenda.

3. **JOINT RTAC/MTC DISCUSSION ON SHORT RANGE TRANSIT PLAN INTERIM DOCUMENTS**

**Ms. Genevieve Evans**, the consultant from LSC, opened her presentation by presenting the data from the interim documents and providing the background on the Short-Range Transit Plan. **Ms. Evans** noted that step 1 of the plan has been completed, which involved gathering data on demographics and route performance. **Ms. Evans** noted that steps 2 will involve figuring out the frequency, demand, and costs of each route while step 3 will involve a financial plan. She gave an estimated completion date of Fall 2024.

**Ms. Genevieve Evans** discussed the goals and standards that were established as the basis for the short-range transportation study. She noted that this involved measuring how the routes were performing and compare them with similar routes. She noted that 2015/2016 is the ridership high

mark and was used for calculating standards. **Ms. Evans** also noted the definition of “Mode Split” which is the proportion of all trips taken by bus versus by car. Currently the mode split for the City of San Luis Obispo is 2%. **Mr. Eric Greening of RTAC** asked if the definition of mode split included paratransit and school bus trips. **Ms. Evans** said that the definition did include paratransit, but was unsure about school bus trips. **Mr. David Figueroa of the MTC** asked what the goal and metric was for the mode split. **Ms. Evans** said the goal is to double ridership.

**Ms. Genevieve Evans** discussed current population and trends across the region. She noted that countywide population growth is estimated at 1% while the City of San Luis Obispo is estimated at 5%. She also noted that most residents work in San Luis Obispo County with the major job centers being Paso Robles, Atascadero, San Luis Obispo, and Arroyo Grande. She also noted that only 22% of people who work in San Luis Obispo City actually live in the city. She then transitioned into the transit needs index which is based on households without a car. **Ms. Evans** noted that the places with the highest index rating were Grover Beach, Oceano, Arroyo Grande, Paso Robles, Los Osos, and San Luis Obispo. **Mr. Eric Greening** stated that he believes that the index should consider unreliable cars or homes with only 1 car.

**Ms. Genevieve Evans** presented an overview of RTA’s service. She highlighted that RTA ridership has declined from 2013-2014 to a low point in 2020-2021, but has since been rebounding. She also noted that Paso Robles City routes are above the 2015-2016 levels. A discussion ensued about school busing needs of students in the City of Paso Robles as many students are relying on RTA to get to school.

**Ms. Genevieve Evans** presented an overview of SLO Transit’s service. She noted that there was a dramatic drop in ridership since the COVID Pandemic. **Ms. Marlene Cramer of MTC & RTAC** noted that Cal Poly will be going through major changes which will impact SLO Transit. She noted that Cal Poly is switching to semesters and will be moving to year-round operations. She also said that Cal Poly has been pushing for more students living on campus and that the school may consider changing start times. **Mr. Eric Greening** expressed his hopes that by having more students living on campus, it will increase ridership on the buses in both directions instead of dropping students off on campus and then deadheading back.

**Ms. Genevieve Evans** presented ridership trends for SLO Transit. She noted that ridership is up 187% with SLO Transit route 4A as its best performing route and the 1B and 2B as the worst performing routes. **Mr. David Figueroa** noted that in 2016-2017 there was a route shift that may have depressed ridership.

**Ms. Genevieve Evans** presented the results from passenger survey of RTA riders. She noted that the survey was conducted in October of 2023 and they surveyed 568 RTA riders. The results showed that for RTA’s fixed routes most riders were under the age of 42, ride three days a week or more, and do not have a car. As for RTA’s Runabout service, most were older adults with no car. She then noted that most trips were work related, however the regional RTA routes had an increased level of university riders and Paso City routes had a high K-12 ridership. She also noted that the most popular requests were weekend service and later service.

**Ms. Genevieve Evans** presented the results from the passenger survey of SLO Transit riders. There were roughly 500 surveys conducted and the results were similar to the RTA results. **Mr. Alex Fuchs**

of RTAC & MTC asked for the definition of trip purpose in the surveys. **Ms. Evans** said it meant for the purpose of the trip during the survey.

A discussion ensued between the RTAC members and **Ms. Evans** regarding their desire that the short-range transit plans for both the RTA and SLO Transit are aligned. **Mr. Straw** noted that the working papers will be together but final plans will be separate to account for each agency's unique needs.

**Mr. John DiNunzio of SLOCOG** asked about emerging stops. **Mr. DiNunzio** was curious as to where ridership has increased since the last short range transit plan and if improvements have been made. **Chair McPherson** noted that there are established standards. **Mr. Figueroa** asked about the airport being an emerging stop and **Ms. Cramer** said that Cal Poly historically subsidized a shuttle that wasn't utilized.

A discussion about light rail and commuter rail ensued.

The joint RTAC/MTC meeting commenced into a break out session at 3:20pm to review the data boards presented by Ms. Evans and give feedback. The meeting was reconvened at 3:43pm.

**Ms. Genevieve Evans** reviewed the feedback from the break out session and noted that for both RTA and SLO Transit the consensus was more frequent service and improved connections with RTA.

**Mr. Greening** recognized the youth ride free program for boosting ridership.

**Mr. Todd Katz of the RTAC** asked about providing enhanced service to the airport. A discussion ensued regarding whether that would be a shuttle, micro transit, and if the county or airport should be spearheading that. **Mr. Straw** noted that the RTA route 10x used to stop at the airport for workers, but that route alignment missed providing service to riders needing to go to the Department of Social Services. **Ms. Robin Kisinger of the MTC** raised concerns about airport opposition as transit ridership may take away from parking revenue. **Mr. Straw** agreed that that could be a concern.

A discussion ensued regarding RTA route 9 with **Mr. Greening** raising concerns about zero emission buses going up the grade and the fact that last trip out of Paso Robles doesn't support service industry workers working the dinner shift.

- D. ADJOURNMENT AND COMMITTEE COMMENTS:  
**Chair McPherson** adjourned the meeting at 4:01 p.m.

**Next Meeting: April 18, 2024**

**Future Meeting Date: July 18, 2024, & October 17, 2024**

Respectfully Submitted,

Acknowledged by,

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Anthony Kalvans  
Administrative Assistant

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Omar McPherson  
RTAC Chairperson 2024

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