

South County Transit

-Fiscal Year 2017/2018 Budget

-Projected Five Year Capital Budget



April 26, 2017

Vision Statement

The SCT of the future will help meet residents' and visitor's diverse transportation needs in the Five Cities Area.

Mission Statement

South County Transit is committed to providing safe, friendly, and reliable service to the citizens of and visitors to the Five Cities Area.

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.

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 private automobile Vehicle Miles Traveled (VMT).
- Improve SCT's farebox recovery ratio to avoid Transportation Development Act (TDA) penalties.

- Embrace technological improvements that will positively impact efficiency and quality of service.

Goals

1. Provide market-driven service that meets the needs of the communities that we serve but that will also attract discretionary riders.
2. Provide transportation services that are safe, reliable, economical and accessible in an efficient manner with innovative management practices and technological advancements.
3. Lead and participate in the analysis of the integration of transit operations throughout the county to ensure that customers are provided seamless transit alternatives and services that attract discretionary riders from every community that SCT serves.
4. Promote the value of SCT and public transportation to the quality of life in the Five Cities Area and the environmental rewards of utilizing public transportation and the reduction of vehicle miles traveled.

SOUTH COUNTY TRANSIT
April 26, 2017
STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2017-18 Operating and Capital Budget

ACTION: Adopt Fiscal Year 2017-18 Budget as Presented

PRESENTED BY: Tania Arnold, RTA CFO/Deputy Director

**EXECUTIVE COMMITTEE
RECOMMENDATION:**

BACKGROUND

We are pleased to present the proposed South County Transit Fiscal Year 2017-18 Operating and Capital Budget. The operating budget is proposed at \$1,399,120 and the capital budget at \$162,850. The budget is balanced, based on proposed service levels and anticipated funding levels. Staff is presenting this budget plan based on several significant assumptions regarding the Local Transportation Fund (LTF) and the State Transit Assistance (STA) programs, which will be discussed in the Revenue section below.

The South County Transit (SCT) FY17-18 budget assumes the same levels of fixed route revenue service hours and miles for all routes. A slight decrease in Beach Trolley service hours and miles is proposed, although this program is currently funded entirely by the County. Staff will also continue to evaluate service modifications during the year to improve efficiencies, and any such change would be brought back to the SCT Board for your consideration.

In April 2014 SCT adopted a reserve policy – one for cash flow purposes and one for capital projects. During prior fiscal years SCT came in under the adopted budget, and the fund balance increased more than original budget projections. The result of the savings, as well as a decrease in fuel prices, has resulted in staff is projecting a strong fund balance at the beginning of FY17-18. Staff will review this policy during the coming fiscal year to determine an appropriate reserve amount for the \$50,000 self-insured retention requirement for the new employment practices coverage provided by the Employment Risk Management Authority (ERMA). Coverage had previously been provided by CalTIP and had first dollar coverage (i.e., no “deductible”), but effective July 1, 2017 CalTIP is no longer providing that line of coverage.

In summary, staff has done a tremendous job of holding the line on expenses. The major challenge during the next few years will be increasing the SCT farebox recovery ratio to 20 percent, which is now required due to the *Arroyo Grande – Grover Beach Urbanized Area* designation as a result of the 2010 Census. The implementation of the new Routes 27/28 in July 2016 and the accompanying changes to the fare program are considered “major” and will exempt SCT from the 20 percent farebox recovery ratio for

the ensuing three years. TDA law requires transit providers in newly-designated urbanized areas to achieve a 20% farebox recovery ratio by the fifth full year of transit service. Failure to achieve it in the determination year (fiscal year 2017-18) would result in a financial penalty that would be assessed in the “penalty year” (fiscal year 2018-19). The new Routes 27/28 and new fare program will effectively push the determination year to FY18-19 and the penalty year to FY19-20.

It should be noted that the County-contracted Beach Trolley service is presented in a separate column from the core SCT fixed-route services in the monthly farebox reports to assist decision-makers in monitoring the performance of core SCT services. Any farebox or other shortfalls in the Beach Trolley are the responsibility of the County.

Revenue

Similar to FY13-14, the *Arroyo Grande – Grover Beach Urbanized Area* designation has resulted in SCT’s ability to access to Federal Transit Administration (FTA) Section 5307 Urbanized Area reimbursement funds. In total, the FY17-18 budget assumes that \$562,020 of FTA 5307 funds will be used for operating purposes, which will reduce the need for LTF from the SCT jurisdictions.

We are predicating the revenue stream for the FY17-18 budget on the latest information that we have available on Local Transportation Funds (LTF) and State Transit Assistance (STA) funding for the region. LTF funds are derived from the statewide ¼ percent sales tax, while STA is derived from the sales tax on diesel fuel. LTF has traditionally been used to fund operations, but can be used for capital projects as well. STA can only be used for capital projects.

The LTF program continues to be volatile and staff is unsure of what the projection for this revenue stream should be for the coming years. SLOCOG’s current countywide LTF projection is unchanged in FY17-18 in comparison to final FY16-17 amounts. The original assumption presented in January included an estimated LTF request of \$480,000, which has been reduced to \$441,640. Although it is a significant increase over recent years, it is similar to the amount request in FY14-15 when there was not a significant fund balance carryover.

However, STA funding for FY16-17 is roughly 20% lower for SCT than originally projected and staff is projecting continuing with this lower estimate in FY17-18. The result is that the planned Ramona Garden transit center improvements project will be delayed because of this STA reduction.

Staff concurs and applauds the principles laid out in the SLOCOG staff report that any future funding formulas include incentive funding for Vehicle Miles Traveled (VMT) and regional integration of the jurisdictional operations with the regional system as part of the regional funding formula.

The final revenue apportionment for the Low-Carbon Transit Operations Program (LCTOP) used to partially fund the new Route 27 (clockwise, weekdays-only) and Route 28 (counterclockwise, 7 days a week) came in higher than the original assumption.

To help SCT achieve the 20% farebox recovery ratio requirement, staff implemented the service and fare program change in July 2016. The new Routes 27/28 and new fare program pushed the determination year to FY18-19 to achieve the 20% farebox recovery ratio requirement and the penalty year to FY19-20.

Expenditures

The overall operating expense for SCT core services is relatively flat compared to last fiscal year. The proposed service delivery cost is up by roughly 9% from what was identified in the FY16-17 budget. The primary reasons for this increase are described below.

SCT currently employs four full-time hourly Bus Operators, a number of part-time/casual hourly Bus Operators, and one part-time hourly Utility Worker – all of whom are covered by a Collective Bargaining Agreement (CBA) with Teamsters Local 986. Two full time Road Supervisors are also employed by SCT with RTA contributing a portion in exchange for supervision support of RTA services operated in the South County. The CBA identifies annual increases based upon longevity for Bus Operators and Utility Workers. It should be noted that SCT ratified the CBA in September 2015, which runs through January 31, 2018. No changes to the mix of full-time and part-time employees are assumed in FY17-18. For budgetary planning purposes, the FY17-18 operating budget assumes increases after January 31, 2018 to be similar to those provided during the current CBA period.

With regard to County-contracted Beach Trolley service in the Pismo Beach and Avila Beach areas, staff is changing service from four days per week to three days per week with later service on Saturday nights to match the Friday schedule during the peak months. This service model seems to provide a good balance between providing high-quality services during peak tourism periods and in providing necessary linkages between the communities for residents. In the past, low-levels of service were provided year-round and the result was very low ridership during the non-peak months. This service model has been accepted by our partners at the County.

The three new replacement buses that were delivered in the summer of 2013 and spring of 2015 resulted in somewhat of a “vacation” in maintenance repairs during the warranty period. Overall, the net effect is that staff has projected FY17-18 maintenance costs to increase from the actual FY15-16 and projected FY16-17 expenditure. Nonetheless, staff is satisfied with the reliability and cost-effectiveness of these new buses in comparison to the 2003 buses that have been replaced.

Staff has included preliminary numbers for the CalTIP general liability and auto physical damage renewal, as well as the addition of employment practices liability coverage provided through ERMA. Although final numbers are not available for the Executive Committee meeting, they will be available for the SCT Board on April 26th. Staff will also be evaluating options for consolidating insurance coverage between RTA and SCT, which would reduce duplicative administrative charges.

Workers compensation insurance provided by CSAC Excess Insurance Authority continues to increase, with the realization that worker’s compensation for transit

services is especially challenging statewide as loss development trends for the state are not favorable. CSAC-EIA staff has provided a worst case estimate including their uncertainty with regarding to moving forward with a renewal with a carrier or if they will self-insure for a portion of the primary workers compensation layer. We continue to work with our employee committee that has evaluated workplace safety and have initiated a proactive program to address the number of claims and severity of the claims. It should be noted that this FY17-18 increase is lower than we originally projected in May 2016. Staff will also investigate any cost-savings that might be accrued if the SCT and RTA payrolls were to be consolidated.

Although there are significant increases, the CalTIP and CSAC-EIA policies offer the best economic and risk management service value in today's market.

Due to the unrest in Eastern Europe, Northern Africa and the Middle East, fuel prices continued fluctuate. Staff is budgeting fuel at the same cost per gallon in comparison to FY16-17, but we may need to adjust it if fuel prices rise significantly during the fiscal year. 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.

RTA provides oversight services on an annual fixed cost basis to SCT. These services include program administration, operations management, financial reporting and oversight, human resources, marketing, grants management, accounts payable, and Board meeting administration. The proposed *Administration - Staff Time* charge for FY17-18 is \$77,600 – an annual increase of \$2,850 (3.8%) in comparison to FY16-17. This equates to approximately 1,150 hours (the same hours as FY16-17) of administrative staff time. Items to note in this line item include the time for labor negotiations that will be occurring in FY17-18, whereas administrative time in FY16-17 focused on the service and fare program change. The proposed *Finance - Staff Time* charge is \$13,700. The *Marketing - Staff Time* charge of \$5,290 is proposed, and is based on 10 hours/month. *Dispatch - Staff Time* costs are also proposed at \$22,680 to account for actual proportional time spent by RTA dispatchers, schedulers and road supervisors handling SCT's needs.

It should be noted that staff implemented a new safety reward program in FY16-17 to both heighten awareness of how work injuries and vehicle collisions affect the bottom line, and to reward safe behaviors. This type of program is used across the transit industry, and is based on the one used at RTA. This cost is reflected in the *Office Expense/Miscellaneous* line-item.

Capital Budget

The FY15-16 budget included the transfer of Bus 1011 and 1012 from RTA in lieu of purchasing a replacement bus that was originally scheduled for delivery in June 2016. This allowed SCT to spread the vehicle replacements over a longer time period, as these vehicles will need to be funded for replacement in FY20-21 when those two buses reach the end of their FTA-defined economically useful lives.

Staff will be presenting a budget amendment to the Board (likely in October) to carry over any capital funds that were not fully expended during FY16-17. At this point in time, it is difficult to know the amount that should be carried over due to the milestone requirements of the ITS project, and for facility and bus stop improvements. In any case, all carryover capital projects are fully funded and no additional funds will be needed.

Budget Notes

Staff has segregated the budget document into sections, so that each section can be explained in relation to the total budget. The paragraph numbers below relate to the boxed numbers in the first column of the budget.

1. ESTIMATED FUND BALANCE – This amount includes carryover funds and general reserves. This amount represents the fund balance available according to the June 30, 2016 audited results, plus projected revenues for the fiscal year ending June 30, 2017, less projected expenses for the fiscal year ending June 30, 2017. The resulting amount is the projected fund balance, which will be available on July 1, 2017.
2. REQUIRED RESERVES – In April 2014, the SCT Board approved a new reserve policy, in accordance with TDA requirements, that maintains an operating reserve equivalent to one quarter of net annual operating expenses. Equipment replacement reserves have been calculated based on funding the local match on the average five-year capital replacement plan.
3. FUND BALANCE AVAILABLE – This is the fund balance or reserves used in the current year budget to fund operating and capital expenditures.
4. TOTAL NON-LTF FUNDS – This section details all the sources of operating revenue by type, except LTF. Included are fares, advertising revenues, and federal, state and local sources.
5. LOCAL TRANSPORTATION FUNDS – This is the total amount of LTF required to balance the budget. A population-based formula is used to distribute the amount among the four SCT JPA members. This formula applies to all SCT services. It is not tied to any one route or any one type of service.
6. TOTAL OPERATING REVENUES – This is the total of LTF and Non-LTF funds, excluding reserves.
7. TOTAL NON-OPERATING RESOURCES – This is the total of Capital Funds, Interest Revenue and other contributions.
8. TOTAL RESOURCES – This is the total of all funding sources, including reserves. It equals the Total Use of Resources proposed in the budget.
9. TOTAL OPERATING EXPENDITURES – This is the total of operating expenditures as detailed in the budget.
10. TOTAL USE OF RESOURCES – This is the total of all funding uses and equals the amount of funding sources.

Staff Recommendation

Adopt the Fiscal Year 2017-18 Budget as presented by staff.

SOUTH COUNTY TRANSIT

April 26, 2017

STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2017-18 SCT Budget Assumptions

ACTION: Review and Approve

PRESENTED BY: Tania Arnold, RTA Deputy Director/CFO

EXECUTIVE COMMITTEE RECOMMENDATION:

BACKGROUND:

Each year in connection with the annual budget process, staff reviews SCT operations to determine what operational changes will be recommended for implementation in the following fiscal year. Based on those recommended changes, staff develops the operational data, revenue and cost projections for presentation in the proposed Operating Budget. For Fiscal Year 2017-18, staff is recommending maintaining service levels and the current fare structure implemented in July 2016.

The following are the staff recommended FY17-18 Budget Assumptions that will provide staff the necessary policy guidance to prepare the appropriate operating and capital program for presentation to the Board at its April meeting.

Objectives

- Maintain and improve service levels and hours of service that meet the demand of our customers and communities through the effective and efficient delivery of SCT Fixed Route core services, as well as contracted Senior Shuttle and Trolley services.
- Monitor the Strategic Business Plan adopted in October 2014 detailing goals and objectives, as well as performance measures, and bring recommended plan revisions to the October 2017 Board meeting.
- Continue to monitor reserves using the adopted policy from April 2014.
- Conduct a customer perception survey in October 2017 to further guide the Board and staff. Should SCT be successful in obtaining the Sustainable Transportation Planning Grant to complete the South County Transit short range transit plan (SRTP) the survey would be conducted as part of the SRTP.

- Serve as administrator over the SCT jurisdictions' contract with Ride-On Transportation for supplementary Five Cities Senior Shuttle services.

BUDGET ASSUMPTIONS

Revenue

- Monitor the results and impact of the July 2016 fare increase.
- SCT was projected to receive just over \$89,300 in STA capital project funding in FY16-17. SLOCOG recently announced STA will likely be reduced by 20% for FY16-17. Staff will work with SLOCOG staff to determine a realistic estimate for FY17-18.
- Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Program grant funding will be budgeted at 45% of allowable operating expenditures less farebox revenue.
- To partially fund the new Route 27 (clockwise, weekdays-only) and Route 28 (counterclockwise, 7 days a week) services, SCT will use the balance of the Low-Carbon Transit Operations Program (LCTOP) grant. In addition, staff will submit an LCTOP funding grant application for the next round of funding in January 2017 to fund the service in FY17-18. The Oceano area's demographic profile suggests this service will continue to rank relatively high in San Luis Obispo County for these LCTOP grant funds.
- Local Transportation Funds (LTF) will be budgeted at approximately \$480,000 for SCT Routes 21, 24, 27 and 28 operations. Note that tripper service on Routes 27 and 28 only operates when Arroyo Grande High School is in full session. In comparison, the FY12-13 budget for LTF was \$677,788, prior to SCT receiving FTA Section 5307 funds. The FY17-18 LTF amount will likely be greater than in recent fiscal years, but SCT has used annual savings that had been carried forward as fund balance available to offset prior year requested LTF. Staff believes SCT will be able to carry forward savings in FY16-17 due to budgetary restraint and lower than budgeted fuel costs.
- Staff will continue to research and evaluate new revenue resources 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 SCT jurisdictions and/or adjust service levels.

Expenses

- Service levels, number of revenue service hours, miles and daily span of service for core fixed route will be budgeted at current levels.

- The Beach Trolley will operate from late-March through mid-October Thursday through Sunday from 10 a.m. – 6 p.m. From mid-June to mid-October, the Beach Trolley will operate extended evening service on Friday evenings from 6 p.m. until 9 p.m. in order to better serve the Avila Farmer's Market. These services are provided through a contract with RTA and entirely funded through the County. Staff will continue to evaluate service levels based on ITS data to determine if service levels should be adjusted.
- Fuel consumption and price will be budgeted conservatively; diesel fuel and diesel exhaust fluid will be budgeted at \$3.50 per gallon overall (which is the same as FY16-17), and miles per gallon figures for each vehicle type will be derived from RTA's computerized maintenance software program.
- SCT staff will continue to work with other transit agency staff to achieve feasible economies of scale in providing transit services.
- CalTIP liability insurance premiums may increase by up to 20%. The exact amount is not known at this time as CalTIP actuaries are still working on May 1, 2017 through April 30, 2018 rates. Estimates should be received from CalTIP in time to include in the SCT April 2017 draft budget. Although the number of SCT losses based on mileage has been lower than the pool average, the pool has experienced significant negative claims development and is working to ensure the stability of the pool and ensure equity between all members.
- The current Collective Bargaining Agreement (CBA) expires January 31, 2018 and the FY17-18 will include significant assumptions regarding the potential fiscal impacts of a new agreement. The effects of the recent changes to the California minimum wage program – including the fact that the new \$10.50/hour minimum exceeds the Training Wage identified in the CBA – will likely result in longer-term upward pressure on Bus Operator wages in the region.
- Health insurance premiums are projected to increase 5% in comparison to current rates. This will have a minimal impact on the budget due to the low number of employees under the plan. At this time, the Affordable Care Act has no impact on the budget, since SCT employs fewer than 50 employees. Nonetheless, staff will continue to monitor legislation should that provision change.
- Operations facility rental costs will not increase in FY17-18, as we will be entering the second year of a three-year lease extension.
- Based on language included in a new draft agreement between SCT and RTA for oversight services, the SCT annual budget serves as the de facto scope of services. Staff will provide sufficient detail in the budget document for the SCT Board to make informed decisions. In particular, the budget document will provide details on Administration, Finance, Maintenance and Dispatch expenses

– including projected number of annual staff hours in each area, per-mile cost estimates for Maintenance services, as well as narrative on any special projects that will be carried out in the fiscal year that will require RTA resources.

- To meet SCT Strategic Business Plan requirements, staff will conduct a comprehensive community survey in FY17-18 that will require additional staff time to coordinate, conduct and evaluate the data. We have established a target of March 2017, as long as can piggyback on an inter-regional study that is being led by the Santa Barbara County Association of Governments.

CAPITAL

- Staff will carry forward some capital projects that cannot be completed during the current fiscal year, including the transit center improvements line item that is affected by the reduction in STA funds in FY16-17.
- Staff will develop a capital budget that includes a projection for FY17-18 and the ensuing four fiscal years to help identify upcoming capital projects.

BUDGET CALENDAR

January 18	Board review and approval of FY17-18 budget assumptions
April 4	Draft FY17-18 Budget presentation to Executive Committee
April 26	Final Board Budget presentation and Board consideration of FY17-18 Budget
May - June	SLOCOG notifies all JPA members of TDA allotment for member agency budget consideration
July 1	Start of new fiscal year

Staff Recommendation

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

SOUTH COUNTY TRANSIT **2017-18 Proposed Budget**

	FY 15/16 Actual	FY 16/17 Amended Operating	FY 16/17 Amended Capital	FY 17/18 Proposed Operating	FY 17/18 Proposed Capital	Net Increase (Decrease) In Budgets
Funding Sources						
Beginning Fund Balance	\$ 753,017	\$ 546,030	\$ 127,905	\$ 320,810	\$ 127,110	\$ (226,015)
1 Estimated Fund Balance	\$ 753,017	\$ 546,030	\$ 127,905	320,810	127,110	\$ (226,015)
2 Less Required Reserves:						
TDA Required Operating Reserve	\$ 189,433	\$ 244,230	\$ -	\$ 274,990	\$ -	\$ 30,760
Equipment Replacement Reserve	65,436	-	109,340	-	164,840	55,500
Total Reserves	\$ 254,869	\$ 244,230	\$ 109,340	274,990	164,840	\$ 86,260
3 Fund Balance Available (Required)	\$ 498,148	\$ 301,800	\$ 18,565	\$ 45,820	\$ (37,730)	\$ (312,275)
<u>Operating Revenues</u>						
Fares	\$ 139,508	\$ 154,420	\$ -	\$ 141,700	\$ -	\$ (12,720)
STA	90,521	-	89,380	-	71,500	(17,880)
Low Carbon Transit Grant	-	89,240	-	134,420	-	45,180
Federal Transit Adm (FTA) 5307 Operating	372,691	501,200	-	562,020	-	60,820
SLO County Avila Trolley	46,729	57,060	-	57,660	-	600
RTA Operations Supervisor Contribution	-	8,240	-	8,490	-	250
Advertising and other income	4,538	-	-	-	-	-
4 Total Non-TDA Funds	\$ 653,987	\$ 810,160	\$ 89,380	\$ 904,290	\$ 71,500	\$ 76,250
5 Local Transportation Funds	\$ 101,993	\$ 168,670	\$ -	\$ 441,640	\$ -	\$ 272,970
Arroyo Grande	38,757	64,095	-	166,057	-	101,962
Grover Beach	29,374	48,577	-	125,426	-	76,849
Pismo Beach	17,237	28,505	-	76,404	-	47,898
SLO County	16,625	27,493	-	73,754	-	46,261
6 Total Operating Revenues	\$ 1,254,128	\$ 978,830	\$ 89,380	\$ 1,345,930	\$ 71,500	\$ 349,220
<u>Non-Operating Resources</u>						
Interest	\$ 4,344	\$ 3,940	\$ -	\$ 7,370	\$ -	\$ 3,430
Prop 1B - Vehicle Replacement/ITS	33,215	-	27,995	-	-	(27,995)
Federal Transit Adm (FTA) 5307 Capital	-	-	211,500	-	129,080	(82,420)
Federal Transit Adm (FTA) 5339 Capital	-	-	12,670	-	-	(12,670)
7 Total Non-Operating Resources	\$ 37,559	\$ 3,940	\$ 252,165	\$ 7,370	\$ 129,080	\$ (119,655)
8 Total Resources	\$ 1,291,687	\$ 1,284,570	\$ 360,110	\$ 1,399,120	\$ 162,850	\$ (82,710)

**SOUTH COUNTY TRANSIT
2017-18 Proposed Budget**

	FY 15/16 Actual	FY 16/17 Amended Operating	FY 16/17 Amended Capital	FY 17/18 Proposed Operating	FY 17/18 Proposed Capital	Net Increase (Decrease) In Budgets
Use of Resources						
<u>Administrative Expenditures</u>						
Insurance						
Liability & Physical Damage	\$ 69,658	\$ 82,800	\$ -	\$ 99,200	\$ -	\$ 16,400
Workers Compensation	48,137	57,000	-	71,180	-	14,180
Property Insurance	637	700	-	740	-	40
Rent	25,599	36,000	-	30,600	-	(5,400)
Utilities	8,279	8,450	-	8,980	-	530
Radio Expense	1,236	1,240	-	1,240	-	-
Legal Services	4,883	6,200	-	3,000	-	(3,200)
Payroll Processing	1,455	1,680	-	1,280	-	(400)
Administration - Staff Time	65,410	74,750	-	77,600	-	2,850
Finance - Staff Time	14,420	13,200	-	13,700	-	500
Marketing - Staff Time	-	5,100	-	5,290	-	190
Office Expense/Miscellaneous	9,470	10,370	-	12,790	-	2,420
Audit	3,075	3,000	-	3,150	-	150
Marketing/Community Relations/Printing	15,581	25,000	-	16,000	-	(9,000)
Uniforms/Laundry/Physicals	7,766	10,270	-	9,740	-	(530)
<u>Operating Expenditures</u>						
Salaries/Benefits	\$ 458,580	\$ 579,750	\$ -	\$ 611,270	\$ -	\$ 31,520
Maintenance	152,680	115,800	-	197,550	-	81,750
Dispatch - Staff Time	18,750	21,850	-	22,680	-	830
Sign Maintenance	-	3,000	-	-	-	(3,000)
SCT Bus Fuel	118,184	215,770	-	199,280	-	(16,490)
Contingency	-	12,640	-	13,850	-	1,210
9 Total Operating Expenditures	\$ 1,023,800	\$ 1,284,570	\$ -	\$ 1,399,120	\$ -	\$ 114,550
<u>Capital Service</u>						
Support Vehicle	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Computer Upgrade	-	-	-	-	1,500	1,500
Vehicles/ITS	33,215	-	156,600	-	-	(156,600)
Facility Improvements/Bus Stop Amenities	3,212	-	141,010	-	41,350	(99,660)
Transit Centers Improvements	-	-	62,500	-	120,000	57,500
Total Capital Service	\$ 36,427	\$ -	\$ 360,110	\$ -	\$ 162,850	\$ (197,260)
Extraordinary item - Wage order 9 penalty	\$ 38,409	\$ -	\$ -	\$ -	\$ -	\$ -
Carryover cost-savings to next fiscal year	193,051	-	-	-	-	-
10 Total Use of Resources	\$ 1,291,687	\$ 1,284,570	\$ 360,110	\$ 1,399,120	\$ 162,850	\$ (82,710)

SOUTH COUNTY TRANSIT Five Year Capital Projection

Capital Service

Support Vehicle
Computer Upgrade
Vehicles/ITS
Bus Stop Amenities
Passenger Protection 1300 buses
Facility Improvements
 Bus Bay Lighting
 Security Cameras
 Gutters
 Roof Repairs
 Roll Up Door
 Window Flashing
Transit Centers Improvements/Ticket Machine
Large Vehicle Repairs

Total Capital Service

Increase Capital Reserves

10 **Total Use of Resources**

FY 15/16 Amended Capital	FY 16/17 Amended Capital	FY 17/18 Proposed Capital	FY 18/19 Projected Capital	FY 19/20 Projected Capital	FY 20/21 Projected Capital	FY 21/22 Projected Capital
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
-	-	1,500	-	-	1,500	-
186,210	153,000	-	-	-	1,263,500	-
53,340	89,510	41,350	43,410	45,590	47,860	49,060
-	3,600	-	-	-	-	-
-	11,500	-	-	-	-	-
-	10,000	-	-	-	-	-
15,000	15,000	-	-	-	-	-
10,000	10,000	-	-	-	-	-
2,500	2,500	-	-	-	-	-
2,500	2,500	-	-	-	-	-
-	62,500	120,000	93,750	-	-	-
-	-	-	-	-	-	50,000
\$ 269,550	\$ 360,110	\$ 162,850	\$ 137,160	\$ 45,590	\$ 1,312,860	\$ 99,060
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
\$ 269,550	\$ 360,110	\$ 162,850	\$ 137,160	\$ 45,590	\$ 1,312,860	\$ 99,060

B-1-15

**SOUTH COUNTY TRANSIT
2017-18 Proposed Budget
By Route**

	Route 21	Route 24	Route 27	Route 28	Avila Trolley
Miles	65,510	48,520	39,220	53,100	15,120
Hours	3,480	3,280	2,760	3,990	590
<u>Administrative Expenditures</u>					
Insurance					
Liability & Physical Damage	\$ 29,340	\$ 21,730	\$ 17,570	\$ 23,780	\$ 6,770
Workers Compensation	21,060	15,590	12,610	17,070	4,860
Property Insurance	220	160	130	180	50
Rent	7,870	7,040	5,870	8,380	1,450
Utilities	2,310	2,060	1,720	2,460	430
Radio Expense	320	290	240	340	60
Legal Services	770	690	580	820	140
Payroll Processing	330	290	250	350	60
Administration - Staff Time	19,950	17,840	14,880	21,250	3,680
Finance - Staff Time	3,520	3,150	2,630	3,750	650
Marketing - Staff Time	1,360	1,220	1,010	1,450	250
Office Expense/Miscellaneous	3,290	2,940	2,450	3,500	610
Audit	810	720	600	860	150
Marketing/Community Relations/Printing	4,110	3,680	3,070	4,380	760
Uniforms/Laundry/Physicals	2,510	2,240	1,870	2,670	460
<u>Operating Expenditures</u>					
Salaries/Benefits	\$ 151,040	\$ 142,260	\$ 119,480	\$ 172,770	\$ 25,710
Maintenance	48,810	45,980	38,610	55,840	8,310
Dispatch - Staff Time	5,600	5,280	4,430	6,410	950
Sign Maintenance	-	-	-	-	-
SCT Bus Fuel	58,950	43,660	35,290	47,780	13,600
Contingency	4,100	3,030	2,450	3,320	950
9 Total Operating Expenditures	\$ 366,270	\$ 319,850	\$ 265,740	\$ 377,360	\$ 69,900
<u>Capital Service</u>					
Support Vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Computer Upgrade	390	360	310	440	-
Vehicles/ITS	-	-	-	-	-
Facility Improvements/Bus Stop Amenities	10,670	10,050	8,440	12,200	-
Transit Center Improvements/Ticket Machine	30,950	29,150	24,490	35,410	-
Total Capital Service	\$ 42,010	\$ 39,560	\$ 33,240	\$ 48,050	\$ -
10 Total Use of Resources	\$ 408,280	\$ 359,410	\$ 298,980	\$ 425,410	\$ 69,900

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