

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 AREA TRANSIT
April 29, 2015
STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2015-16 Operating and Capital Budget

ACTION: Adopt

PRESENTED BY: Geoff Straw

**EXECUTIVE COMMITTEE
RECOMMENDATION:** Adopt

BACKGROUND

We are pleased to present the proposed South County Transit Fiscal Year 2014-15 Operating and Capital Budget. The operating budget is proposed at \$1,084,480 and the capital budget at \$205,170. The budget is balanced. 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) fiscal year 2015-16 budget assumes the same levels of fixed route revenue service hours and miles for Route 21, 23, 24, and 25 as well as the Beach Trolley. Staff is proposing minor modifications to the Sunday schedule as well as the layover location to ensure proper breaks and lunch during all shifts. Specifically, staff is recommending that layovers solely occur at the Premium Outlets, rather than at both transfer centers. This will improve connections for passengers – both between SCT routes and to/from RTA Route 10 services – as well as provide more predictable layovers for SCT Bus Operators. Another proposal is to cease interlining SCT routes, which will improve the passenger experience by eliminating forced transfers; this recommendation was originally made in the Short Range Transit Plan.

Staff has not included the addition of Route 26 in this budget due to uncertainties within the organization, including the effort by the Bus Operators and Utility Workers to organize. Once these impacts are negotiated, staff will bring back a budget adjustment to address these changes and recommend an implementation plan for Route 26. 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 summary, staff has done a tremendous job of holding the line on expenses. The delivery of a fourth Gillig low-floor bus in March 2015, in addition to the three delivered in July and August 2013, helped reduce projected vehicle maintenance costs that had impacted the cost-effectiveness of the core SCT services in previous years. 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. 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.

Finally, due to the unrest in Eastern Europe, Northern Africa and the Middle East, fuel prices have continued to swing wildly over the past few years. Staff is budgeting fuel at a slightly lower cost per gallon in comparison to FY14-15, 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.

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 FY15-16 budget assumes that \$378,000 of FTA 5307 funds will be used for operating purposes, which will reduce the need for LTF from the SCT jurisdictions.

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

We are predicating the revenue stream for the FY15-16 budget on the latest information that we have available on LTF and STA funding for the region. The LTF program is projected to have a dramatic decrease and staff is unsure of what the projection for this revenue stream should be for the coming years. Staff concurs and applauds the principles laid out in the SLOCOG staff report that any future funding formulas include incentive funding for Vehicle Miles Traveled (VMT) and regional integration of the jurisdictional operations with the regional system as part of the regional funding formula.

To help SCT achieve the 20% farebox recovery ratio requirement by the FY17-18 determination year¹, staff solicited feedback regarding a fare increase at an April 15 public meeting. Staff will present a revised fare program in the coming months that would be implemented over the next four years, with the goal of implementing the first fare increase phase during FY15-16, ideally at the same time Route 26 service begins.

¹ 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).

Expenditures

SCT currently employs three full-time hourly Bus Operators, 16 part-time/casual hourly Bus Operators, two part-time hourly Utility Workers, and one part-time hourly Supervisor; one full-time salaried Supervisor is also employed. The proposed operating budget assumes a reasonable increase in wage rates for hourly SCT employees to keep wage rates in line with other transit programs in the region (RTA, SLO Transit and Santa Maria Area Transit). No other changes to the mix of full-time and part-time employees are assumed in FY15-16. Once the status of the request to organize is determined, a budget amendment will be presented to the Board.

Below is the wage scale that will be used.

| | FY13-14 | FY14-15 | FY15-16 |
|--------------------|---------|---------|---------|
| Training Rate | | \$10.19 | \$10.19 |
| New Hire (FY15-16) | | - | \$13.32 |
| New Hire (FY14-15) | | \$13.09 | \$13.66 |
| \$12.50 | | \$13.29 | \$13.49 |
| \$12.88 | | \$13.49 | \$14.08 |
| \$13.27 | | \$13.90 | \$14.51 |
| \$13.53 | | \$14.17 | \$14.79 |
| \$13.96 | | \$14.62 | \$15.26 |
| \$14.38 | | \$15.06 | \$15.72 |
| \$14.85 | | \$15.56 | \$16.24 |
| \$14.94 | | \$16.11 | \$16.82 |

With regard to County-contracted Beach Trolley service in the Pismo Beach and Avila Beach areas, staff is proposing to continue the four days per week service 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.

The three buses that were delivered in July and August 2013 resulted in somewhat of a “vacation” in maintenance repairs, although the full-bus warranty period expired in August 2014.² The replacement bus delivered in March 2015 will also result in this cost-savings for most of FY15-16. Overall, the net effect is that staff has projected FY15-16 maintenance costs to increase from the FY13-14 actual expenditure and FY14-15 projected expenditure. Nonetheless, staff is satisfied with the reliability and cost-effectiveness of these new buses in comparison to the 2003 buses that are being replaced.

After reviewing the California Transit Indemnity Pool (CalTIP) rates for bodily injury, property damage, personal liability, employment practices, and public officials errors and omissions policies, as well as California State Association of Counties Excess Insurance Authority (CSAC-EIA) rates for worker’s compensation coverage, with brokers of these services, staff has concluded that although there are significant

² Although the full-bus warranty expired in August 2014, major components (engine, transmission, HVAC system, etc.) have longer warranties that RTA closely manages.

increases, the CalTIP and CSAC-EIA policies offer the best economic and risk management service value in today's market. The costs for liability and auto physical damage coverage will increase by over \$25,000 in FY15-16 in comparison to budgeted FY14-15 costs. Some key factors driving that include the increase in the actual cost of the vehicles (including support vehicles), SCT's experience modification factor, the increase in pool coverage limits from \$20 million to \$25 million, and the increase in the actuarial confidence factor used by CalTIP due to current adverse claim development trends.

There is a minimal increase in the RTA support line items under Administration, Finance, and Dispatch is to keep in line inflationary pressures (1.36%). Staff continues to monitor RTA's time and resources dedicated to SCT, and we will continue to monitor these resources to ensure SCT receives strong value from RTA.

Capital Budget

The FY15-16 budget assumes 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. They are 2010 vehicles are spare vehicles in the RTA fleet and are not regularly used due to their passenger capacity (they are 35' like the other SCT vehicles, not 40' like RTA vehicles). Staff is proposing they be transferred to SCT so they get used and SCT can spread the vehicle replacements, as these vehicles will need to be funded for replacement in FY2021 due to exceeding the FTA fleet age based on mileage.

The Intelligent Transportation System (ITS) project is being funded fully with FTA Section 5307 funds, with SCT's fund balance providing the 20% local match. It should be noted that the large amount of fund balance available (\$243,562) for capital projects is due to the drastic reduction in fleet age with the replacement of four buses over the last two fiscal years, with two 2010 vehicles from RTA being transferred in FY1516.

Staff will be presenting a budget amendment to the Board (likely in October) to carry over any ITS funds that were not fully expended during FY14-15 for use in FY15-16. At this point in time, it is impossible to know the amount that should be carried over due to the milestone payment approach to rolling out the ITS project, but it should be noted that the project is fully funded and no additional funds will be needed.

A capital project that has been carried over to FY15-16 is the bus stop improvement program. This project was funded using a combination of new FTA Section 5307 Urbanized Area and Section 5339 Capital Program funds. However, delays by Caltrans in implementing the new 5339 funding program required the project to be carried over.

Also included are facility improvements that are needed for SCT's leased operations yard. Staff included costs to address some of the significant safety-related repairs needed for the facility. It should be noted that FY15-16 is the final year of the current lease, although extensions are expressly permitted in the lease document. Staff will negotiate with the County to extend the lease, taking into consideration the improvements that SCT would fund.

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, 2014 audited results, plus projected revenues for the fiscal year ending June 30, 2015, less projected expenses for the fiscal year ending June 30, 2015. The resulting amount is the projected fund balance, which will be available on July 1, 2015.
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 2015-16 Budget as presented by staff.

SOUTH COUNTY TRANSIT
April 29, 2015
(Adopted January 21, 2015)
STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2015-16 SCT Budget Assumptions

ACTION: Review and Approve

PRESENTED BY: Geoff Straw, SCT Administrator

**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 2015-16, staff is recommending – in conjunction with a slight fare structure change – implementation of a new weekday peak-period route that would improve connectivity between the Oceano area and major activity centers along the US-101 corridor on or about July 1, 2015.

The following are the staff recommended FY15-16 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.
- Continue to monitor reserves for the FY15-16 budget cycle using the adopted policy from April 2014.

- Continue to work with the SLOCOG Efficiencies Committee in evaluating region-wide service efficiencies, particularly those that will help SCT achieve the required minimum 20% farebox recovery ratio.
- Develop and implement an SCT-focused marketing plan.
- Work on addressing findings on current transportation options as identified in the Transit Needs Assessment, notably trying to address the long and circuitous route in Oceano. Review the possible addition of a Route 26, as tested on December 3, 2014, linking Oceano more directly to employment and shopping centers.

BUDGET ASSUMPTIONS

Revenue

- To assist SCT in achieving the TDA-mandated 20% minimum farebox recovery ratio, and as approved during the October 2014 Board Meeting, staff will be conducting workshops and will be bringing a recommendation back to the Board for a potential fare increase during the latter part of FY14-15. Staff anticipates that the overall financial impact will be moderate due to ridership losses that would occur with a fare increase. However, to be fiscally conservative, staff is assuming no overall growth in fare revenues for FY15-16.
- SCT received just over \$101,000 in STA funding in FY14-15. Staff will work with SLOCOG staff to determine a conservative figure for FY15-16.
- Federal Transit Administration (FTA) Section 5307 operating funding will be budgeted at 45% of allowable operating expenditures less farebox revenue.
- To partially fund the new Route 26 service, SCT will submit a Low-Carbon Transit Grant application for the maximum amount permitted (approximately \$100,000). The Oceano area's demographic profile suggests this new service will rank relatively high in San Luis Obispo County.
- TDA revenue will be budgeted at approximately \$380,000 for base Routes 21, 23, 24 and 25 operations. In comparison, the FY12-13 budget was \$677,788, prior to SCT receiving FTA Section 5307 funds.
- TDA revenue, net of new fares and Low-Carbon Transit Grant (of approximately \$100,000), for the new Route 26 service would be approximately \$20,000.
- 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 will recommend that the Board consider adjusting the TDA allocation from the three cities and the county.

Expenses

- Service levels, number of revenue service hours, miles and span of service for core fixed route and the senior shuttle will be budgeted at current levels.
- Assuming SCT is successful in attaining a Low-Carbon Transit Grant of \$100,000, the new Route 26 service will be added, focusing on the following weekday periods: 7:00AM to 10:00AM, and 4:00PM to 7:00PM.
- The Beach Trolley will operate from late-April through mid-October Thursday through Sunday, similar to what was implemented in April 2012. The Avila Fish and Farmer's Market Trolley will operate on Friday evenings from April to September. These services are provided through a contract from RTA and funded through the County.
- Staff is reviewing the hourly wage scale and recommends that any annual increases funded by the SCT Board be split into two elements: an inflationary increase that is provided on July 1st of each year, and a merit increase that is provided on each employee's anniversary date. Only those employees in good standing (i.e., not on probation for cause) and who have worked a minimum number of annual hours would be eligible for either increase element.
- Fuel consumption and price will be budgeted conservatively; diesel fuel will be budgeted at \$4.00 per gallon (which is lower than the \$4.25 amount budgeted in the last two fiscal years) 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 10%. The exact amount is not known at this time as CalTIP actuaries are still working on May 1, 2015 through April 30, 2016 rates. Estimates should be received from CalTIP in time to include in the SCT April 2015 draft budget. Although the number SCT losses based on mileage has been lower than the pool average, the pool has experienced some negative claims development.
- Health insurance premiums are projected to increase 8% 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 based on the lease agreement that was executed with SLO County on July 1, 2011. This will be the final year of a five year lease. Staff will explore exercising lease extension options as well as alternative locations.
- As part of the SCT and RTA budget making process, staff will continue to evaluate the pass-through charges for SCT Administration and Maintenance, with a minimum CPI increase projected.

CAPITAL

- Carryover some capital projects that may not be completed, including the facility improvements/bus stop amenities line item. Depending on the implementation, a portion of the ITS funds may need to be carried over as well.
- Staff is reviewing improvements needed to the facility and will providing estimated budgets for a number of projects that have been identified for the facility to ensure a safe work environment.
- Include a capital budget that includes a projection for the four future fiscal years to help identify upcoming projects.

BUDGET CALENDAR

| | |
|------------|---|
| January 21 | Board review and approval of FY15-16 budget assumptions |
| April 22 | Draft FY15-16 Budget presentation to Executive Committee |
| April 29 | Final Board Budget presentation and Board adoption of FY15-16 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
2015-16 Proposed Budget**

| | FY 13/14 Actual | FY 14/15 Adopted Operating | FY 14/15 Adopted Capital | FY 14/15 Projected | FY 15/16 Proposed Operating | FY 15/16 Proposed Capital | Net Increase (Decrease) in Budgets | |
|------------------------|--|---|---|-------------------------------|--|--|---|--------------|
| Funding Sources | | | | | | | | |
| | \$ 455,676 | \$ 201,733 | \$ 367,928 | \$ 606,795 | \$ 325,613 | \$ 308,998 | \$ 64,951 | |
| 1 | Estimated Fund Balance | \$ 455,676 | \$ 201,733 | \$ 367,928 | \$ 325,613 | \$ 308,998 | \$ 64,951 | |
| 2 | Less Required Reserves: | | | | | | | |
| | TDA Required Operating Reserve | \$ 161,523 | \$ 201,733 | \$ - | \$ 158,063 | \$ 202,678 | \$ - | \$ 945 |
| | Equipment Replacement Reserve | 253,465 | - | 308,998 | 308,998 | - | 65,436 | (243,562) |
| | Total Reserves | \$ 414,988 | \$ 201,733 | \$ 308,998 | \$ 467,061 | \$ 202,678 | \$ 65,436 | \$ (242,617) |
| 3 | Fund Balance Available (Required) | \$ 40,688 | \$ - | \$ 58,930 | \$ 139,734 | \$ 122,935 | \$ 243,562 | \$ 307,567 |
| | <u>Operating Revenues</u> | | | | | | | |
| | Fares | \$ 146,060 | \$ 135,000 | \$ - | \$ 144,260 | \$ 135,000 | \$ - | \$ - |
| | STA | 102,878 | 102,073 | - | 97,312 | 104,750 | - | 2,677 |
| | Federal Transit Adm (FTA) 5307 Operating | 400,000 | 423,600 | - | 384,161 | 378,000 | - | (45,600) |
| | SLO County Avila Trolley | 44,815 | 55,580 | - | 45,007 | 58,940 | - | 3,360 |
| | Advertising and other income | 2,618 | - | - | 438 | - | - | - |
| 4 | Total Non-TDA Funds | \$ 696,371 | \$ 716,253 | \$ - | \$ 671,178 | \$ 676,690 | \$ - | \$ (39,563) |
| 5 | Local Transportation Funds | \$ 376,388 | \$ 358,317 | \$ 110,977 | \$ 469,297 | \$ 283,055 | \$ (181,062) | \$ (367,301) |
| | Arroyo Grande | 143,404 | 136,519 | 42,282 | 178,801 | 107,561 | (68,804) | (140,044) |
| | Grover Beach | 109,153 | 103,912 | 32,183 | 136,095 | 81,520 | (52,146) | (106,721) |
| | Pismo Beach | 63,610 | 60,556 | 18,755 | 79,311 | 47,836 | (30,599) | (62,074) |
| | SLO County | 60,222 | 57,331 | 17,756 | 75,087 | 46,138 | (29,513) | (58,462) |
| 6 | Total Operating Revenues | \$ 1,072,759 | \$ 1,074,570 | \$ 110,977 | \$ 1,140,475 | \$ 959,745 | \$ (181,062) | \$ (406,864) |
| | <u>Non-Operating Resources</u> | | | | | | | |
| | Interest | \$ 1,861 | \$ 1,700 | \$ - | \$ 2,072 | \$ 1,800 | \$ - | \$ 100 |
| | Prop 1B - Vehicle Replacement/ITS | 1,256,549 | - | 22,144 | 24,712 | - | - | (22,144) |
| | Congestion Mitigation and Air Quality (CMAQ) | - | - | - | - | - | - | - |
| | Federal Transit Adm (FTA) 5307 Capital | - | - | 411,600 | 392,303 | - | 130,000 | (281,600) |
| | Federal Transit Adm (FTA) 5339 Capital | - | - | 54,400 | 36,114 | - | 12,670 | (41,730) |
| 7 | Total Non-Operating Resources | \$ 1,258,410 | \$ 1,700 | \$ 488,144 | \$ 455,201 | \$ 1,800 | \$ 142,670 | \$ (345,374) |
| 8 | Total Resources | \$ 2,371,858 | \$ 1,076,270 | \$ 658,050 | \$ 1,735,410 | \$ 1,084,480 | \$ 205,170 | \$ (444,670) |

**SOUTH COUNTY TRANSIT
2015-16 Proposed Budget**

| | FY 13/14 Actual | FY 14/15 Adopted Operating | FY 14/15 Adopted Capital | FY 14/15 Projected | FY 15/16 Proposed Operating | FY 15/16 Proposed Capital | Net Increase (Decrease) in Budgets |
|--|----------------------------|---|---|-------------------------------|--|--|---|
| Use of Resources | | | | | | | |
| <u>Administrative Expenditures</u> | | | | | | | |
| Insurance | | | | | | | |
| Liability & Physical Damage | \$ 33,428 | \$ 43,300 | \$ - | \$ 42,934 | \$ 68,400 | \$ - | \$ 25,100 |
| Workers Compensation | 33,676 | 50,000 | - | 47,246 | 51,000 | - | 1,000 |
| Property Insurance | 409 | 640 | - | 638 | 700 | - | 60 |
| Rent | 22,000 | 25,500 | - | 25,500 | 25,500 | - | - |
| Utilities | 7,577 | 8,050 | - | 8,242 | 8,450 | - | 400 |
| Radio Expense | 975 | 1,250 | - | 824 | 1,240 | - | (10) |
| Legal Services | 525 | 500 | - | - | 500 | - | - |
| Payroll Processing | 3,613 | 3,750 | - | 3,408 | 3,490 | - | (260) |
| Administration | 63,500 | 64,530 | - | 64,530 | 65,410 | - | 880 |
| Finance | 14,000 | 14,230 | - | 14,230 | 14,420 | - | 190 |
| Office Expense/Miscellaneous | 6,403 | 8,280 | - | 5,700 | 5,990 | - | (2,290) |
| Audit | 2,780 | 3,240 | - | 2,970 | 3,070 | - | (170) |
| Marketing/Community Relations/Printing | 10,058 | 16,000 | - | 10,000 | 16,000 | - | - |
| Uniforms/Laundry/Physicals/Ads | 7,079 | 7,600 | - | 3,952 | 7,550 | - | (50) |
| <u>Operating Expenditures</u> | | | | | | | |
| Salaries/Benefits | \$ 424,269 | \$ 455,000 | \$ - | \$ 420,516 | \$ 459,410 | \$ - | \$ 4,410 |
| Maintenance | 76,255 | 123,700 | - | 64,232 | 110,000 | - | (13,700) |
| Dispatch | 18,500 | 18,500 | - | 18,500 | 18,750 | - | 250 |
| Sign Maintenance | - | 3,000 | - | - | 3,000 | - | - |
| SCAT Bus Fuel | 189,417 | 214,200 | - | 166,862 | 206,600 | - | (7,600) |
| Contingency | - | 15,000 | - | - | 15,000 | - | - |
| 9 Total Operating Expenditures | \$ 914,465 | \$ 1,076,270 | \$ - | \$ 900,280 | \$ 1,084,480 | \$ - | \$ 8,210 |
| <u>Capital Service</u> | | | | | | | |
| Support Vehicle | \$ - | \$ - | \$ 102,000 | \$ 90,284 | \$ - | \$ - | \$ (102,000) |
| Computer Upgrade | 735 | - | 700 | - | - | - | (700) |
| Vehicles/ITS | 1,256,549 | - | 493,850 | 493,850 | - | 125,000 | (368,850) |
| Facility Improvements/Bus Stop Amenities | 8,301 | - | 61,500 | - | - | 80,170 | 18,670 |
| Transit Centers Improvements | - | - | - | - | - | - | - |
| Total Capital Service | \$ 1,265,585 | \$ - | \$ 658,050 | \$ 584,134 | \$ - | \$ 205,170 | \$ (452,880) |
| Increase Capital Reserves | \$ 151,119 | \$ - | \$ - | \$ 111,262 | \$ - | \$ - | \$ - |
| 10 Total Use of Resources | \$ 2,331,169 | \$ 1,076,270 | \$ 658,050 | \$ 1,595,680 | \$ 1,084,480 | \$ 205,170 | \$ (444,670) |

**SOUTH COUNTY TRANSIT
Five Year Capital Projection**

| | FY 14/15 Adopted Capital | FY 15/16 Projected Capital | FY 16/17 Projected Capital | FY 17/18 Projected Capital | FY 18/19 Projected Capital | FY 19/20 Projected Capital |
|----------------------------------|---|---|---|---|---|---|
| <u>Capital Service</u> | | | | | | |
| Support Vehicle | \$ 102,000 | \$ - | \$ - | \$ - | \$ - | \$ - |
| Computer Upgrade | 700 | - | - | 1,500 | - | - |
| Vehicles/ITS | 493,850 | 125,000 | - | - | - | - |
| Bus Stop Amenities | 61,500 | 50,170 | 39,380 | 40,360 | 41,370 | 42,400 |
| Facility Improvements | | | | | | |
| Gutters | - | 15,000 | - | - | - | - |
| Roof Repairs | - | 10,000 | - | - | - | - |
| Roll Up Door | - | 2,500 | - | - | - | - |
| Window Flashing | - | 2,500 | - | - | - | - |
| Transit Centers Improvements | - | - | 62,500 | - | 50,000 | - |
| Large Vehicle Repairs | - | - | - | - | - | - |
| Total Capital Service | \$ 658,050 | \$ 205,170 | \$ 101,880 | \$ 41,860 | \$ 91,370 | \$ 42,400 |
| Increase Capital Reserves | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 Total Use of Resources | \$ 658,050 | \$ 205,170 | \$ 101,880 | \$ 41,860 | \$ 91,370 | \$ 42,400 |

**SOUTH COUNTY TRANSIT
2014-2015 Proposed Budget
By Route**

| | Route 21 | Route 23 | Route 24 | Route 25 | Route 26 | Avila Trolley |
|--|---------------------|---------------------|---------------------|---------------------|---------------------|--------------------------|
| <u>Administrative Expenditures</u> | | | | | | |
| Insurance | | | | | | |
| Liability & Physical Damage | \$ 19,640 | \$ 23,300 | \$ 19,970 | \$ 1,080 | \$ - | \$ 4,410 |
| Workers Compensation | 14,650 | 17,370 | 14,890 | 800 | - | 3,290 |
| Property Insurance | 200 | 240 | 200 | 10 | - | 50 |
| Rent | 7,770 | 8,070 | 7,900 | 380 | - | 1,380 |
| Utilities | 2,570 | 2,670 | 2,620 | 130 | - | 460 |
| Radio Expense | 380 | 390 | 380 | 20 | - | 70 |
| Legal Services | 150 | 160 | 150 | 10 | - | 30 |
| Payroll Processing | 1,060 | 1,100 | 1,080 | 50 | - | 190 |
| Administration | 19,920 | 20,710 | 20,270 | 970 | - | 3,540 |
| Finance | 4,390 | 4,560 | 4,470 | 210 | - | 780 |
| Office Expense/Miscellaneous | 1,820 | 1,900 | 1,860 | 90 | - | 320 |
| Audit | 930 | 970 | 950 | 50 | - | 170 |
| Marketing/Community Relations/Printing | 4,870 | 5,060 | 4,960 | 240 | - | 870 |
| Uniforms/Laundry/Physicals/Ads | 2,300 | 2,390 | 2,340 | 110 | - | 410 |
| <u>Operating Expenditures</u> | | | | | | |
| Salaries/Benefits | \$ 146,750 | \$ 145,530 | \$ 149,370 | \$ 6,860 | \$ - | \$ 23,860 |
| Maintenance | 24,170 | 23,970 | 24,600 | 1,130 | - | 3,930 |
| Dispatch | 5,820 | 5,780 | 5,930 | 270 | - | 950 |
| Sign Maintenance | 930 | 920 | 950 | 40 | - | 150 |
| SCAT Bus Fuel | 59,340 | 70,370 | 60,320 | 3,250 | - | 13,320 |
| Contingency | 4,660 | 4,620 | 4,740 | 220 | - | 760 |
| 9 Total Operating Expenditures | \$ 322,320 | \$ 340,080 | \$ 327,950 | \$ 15,920 | \$ - | \$ 58,940 |
| <u>Capital Service</u> | | | | | | |
| Support Vehicle | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| Computer Upgrade | - | - | - | - | - | - |
| Vehicles/ITS | 40,900 | 40,560 | 41,630 | 1,910 | - | - |
| Facility Improvements/Bus Stop Amenities | 26,230 | 26,010 | 26,700 | 1,230 | - | - |
| Ramona Garden Park Improvements | - | - | - | - | - | - |
| Total Capital Service | \$ 67,130 | \$ 66,570 | \$ 68,330 | \$ 3,140 | \$ - | \$ - |
| Increase Capital Reserves | \$ - | \$ - | \$ - | \$ - | \$ - | \$ - |
| 10 Total Use of Resources | \$ 389,450 | \$ 406,650 | \$ 396,280 | \$ 19,060 | \$ - | \$ 58,940 |