

South County Transit

-Projected Fiscal Year 2016/2017 Budget

-Projected Five Year Capital Budget

Fiscal Year 2016/2017 Budget

May 5, 2016

South County Transit

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
MAY 5, 2016
STAFF REPORT**

AGENDA ITEM: B-4

TOPIC: Fiscal Year 2016-17 Operating and Capital Budget

ACTION: Adopt

PRESENTED BY: Tania Arnold, RTA CFO/Director of Admin.

**EXECUTIVE COMMITTEE
RECOMMENDATION:** Approve

BACKGROUND

We are pleased to present the proposed South County Transit Fiscal Year 2016-17 Operating and Capital Budget. The operating budget is proposed at \$1,270,060 and the capital budget at \$123,380. 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) fiscal year 2016-17 budget assumes the same levels of fixed route revenue service hours and miles for Route 21 and 24, as well as the Beach Trolley, with the replacement of Route 23 with bi-directional Route 27 (weekdays only) and Route 28 (weekdays, Saturdays and Sundays) services. 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. The implementation of the new Routes 27/28 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 years¹. 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

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). 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.

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 lower cost per gallon in comparison to FY15-16, 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 FY16-17 budget assumes that \$497,190 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 unchanged FY16-17 in comparison to final FY15-16 amounts. However, STA funding for FY15-16 roughly 13% lower for SCT than originally projected and staff is projecting continuing with this lower estimate in FY16-17.

We are predicating the revenue stream for the FY16-17 budget on the latest information that we have available on LTF and STA funding for the region. 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. 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 year, staff solicited feedback regarding a fare increase at an April 7, 2016 public meeting as well as during this Board meeting. Staff presented a revised fare program that would be implemented over the next four years, with the first fare increase phase in FY16-17, at the same time the new bi-directional Route 27 and 28 service begins.

Expenditures

SCT currently employs three 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 management employees (one part-time hourly Supervisor and one full-time salaried Supervisor) are also employed by SCT. 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. With the proposed service changes, one additional full-time hourly Bus Operator position is proposed, as well as one part time position. No other changes to the mix of full-time and part-time employees are assumed in FY16-17.

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. 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, although the full-bus warranty period expired.² Overall, the net effect is that staff has projected FY16-17 maintenance costs to increase from the FY14-15 actual expenditure, and remain flat from FY15-16 projected expenditure, with only a slight increase due to the additional service from Route 27 and 28 changes. Nonetheless, staff is satisfied with the reliability and cost-effectiveness of these new buses in comparison to the 2003 buses that have been replaced.

After reviewing the California Transit Indemnity Pool (CalTIP) rates for bodily injury, property damage, personal liability, employment practices, as well as California State Association of Counties Excess Insurance Authority (CSAC-EIA) rates for worker’s compensation coverage, staff has concluded that although there are significant 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 \$8,000 in FY16-17 in comparison to budgeted FY16-17 costs. Some key factors driving that include the increased service miles necessary for the new Routes 27/28 service plan, the increase in the actual value 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.

Staff was notified in November of a likely increase to the primary workers compensation insurance program for the FY16-17, after a significant increase in FY15-16. Staff notified the Executive Committee and Board during meetings earlier this year that

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

options for coverage were being reviewed. Since that time, staff received revised estimates, which are slightly lower than the November projections. Additional information was provided by the underwriter, including the fact that rates are calculated based on losses over the last seven years, and then an experience modification factor for the last three years is applied. Staff also received information regarding the effective rates for the primary workers compensation insurance. SCT has a \$0 self insured retention (SIR) level. Staff is getting quotes and analyzing options for FY16-17 to determine if an increase in the SIR or if contracting with another carrier would be more cost efficient. Although the final numbers will not be available prior to adoption of the budget, staff has included a “worst case scenario” cost estimate in the attached budget proposal.

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 FY16-17 is \$74,750 – an annual increase of \$9,340 in comparison to FY15-16. This equates to approximately 1,150 hours (an annual increase of 150 hours) of administrative staff time. The proposed *Finance - Staff Time* charge is \$13,200, which is down approximately \$1,120 from the current year. A new *Marketing - Staff Time* charge of \$5,100 is proposed, and is based on 10 hours/month. *Dispatch - Staff Time* costs are also proposed at a higher level (\$21,850 vs. \$18,750 in FY15-16) to account for actual proportional time spent by RTA dispatchers, schedulers and road supervisors handling SCT’s needs.

It should be noted that staff is proposing to implement a new safety reward program 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 additional 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 due to exceeding the FTA economically useful life standard.

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 FY15-16 for use in 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 various negotiations for facility and bus stop improvements, but it should be noted that the 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, 2015 audited results, plus projected revenues for the fiscal year ending June 30, 2016, less projected expenses for the fiscal year ending June 30, 2016. The resulting amount is the projected fund balance, which will be available on July 1, 2016.
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 2016-17 Budget as presented by staff. Should the sales tax measure pass in November 2016, bring a recommendation back to the Board in January 2017 the option of adding weekend service in early 2017 on Route 27.

SOUTH COUNTY TRANSIT

January 20, 2016

STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2016-17 SCT Budget Assumptions

ACTION: Review and Approve

PRESENTED BY: Tania Arnold, CFO / Director of Administration

EXECUTIVE COMMITTEE RECOMMENDATION: Receive and file

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 2016-17, staff is recommending – in conjunction with a slight fare structure change – implementation of a new weekday route and corresponding changes to the existing all-week Route 23 service. These two bi-directional routes – which would be named Route 27 and Route 28 – would improve connectivity between the Oceano / West Grover Beach / West Arroyo Grande area and major activity centers at/near the Wal-Mart shopping center in Arroyo Grande.

The following are the staff recommended FY16-17 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 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.
- Implement an SCT-focused marketing plan that focuses on the new SCT logo developed by the SCT Board logo subcommittee in late 2015 and will be considered by the full Board in early 2016.
- 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.

BUDGET ASSUMPTIONS

Revenue

- To assist SCT in achieving the TDA-mandated 20% minimum farebox recovery ratio, and as approved at the October 2015 Board Meeting, staff will implement a fare program increase. The fare program change includes the following revisions:

SCT REVISED FARE PROGRAM CHANGES			
Fare Type	Current	Potential Future	% Increase
Cash Regular	\$1.25	\$1.50	20.0%
Cash Discounted	\$0.60	\$0.75	25.0%
SCT 31-Day Pass Regular	\$30.00	\$37.00	23.3%
SCT 31-Day Pass Discounted	\$15.00	\$18.50	23.3%
20-Ride Regular	\$20.00	\$24.00	20.0%
20-Ride Discounted	\$8.00	\$12.00	50.0%
Regular SCT Day Pass	Not Applicable	\$3.00	N/A
Discounted SCT Day Pass	Not Applicable	\$1.50	N/A
Transfer	Free	No longer accepted	N/A

The fare program changes would be implemented at the same time that the new Route 27 and Route 28 services are implemented on or around July 1, 2016. Staff anticipates that the overall financial impact will be moderate due to slight ridership losses that typically occur with a fare increase. However, to be fiscally conservative, staff is assuming an overall growth in fare revenues for FY16-17 of 25% over the anticipated FY15-16 results.

- SCT received just over \$104,000 in STA funding in FY15-16. Staff will work with SLOCOG staff to determine a conservative figure for FY16-17.

- 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, 7 days/week) and Route 28 (counterclockwise, weekdays-only) services, SCT will use an existing \$97,348 Low-Carbon Transit Operations Program grant. In addition, staff will submit an LCTOP funding grant application for the next round of funding in February 2016 to also fund Route 28 service on weekends. The Oceano area's demographic profile suggests this new service will rank relatively high in San Luis Obispo County for these LCTOP grant funds.
- TDA revenue will be budgeted at approximately \$380,000 for SCT Routes 21, 24, 25, 27 and 28 operations. Note that Route 25 only operates when Arroyo Grande High School is in full session. In comparison, the FY12-13 budget was \$677,788, prior to SCT receiving FTA Section 5307 funds.
- TDA revenue, net of new fares and LCTOP grant funds for the new Route 27/28 bi-directional pair 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 daily span of service for core fixed route and the senior shuttle will be budgeted at essentially current levels. It should be noted that the annual operating costs for proposed new Route 27 (clockwise, all-week) and new Route 28 (counterclockwise, weekday-only) would actually be lower in comparison to those for the current Route 23 and the originally planned peak-period/weekday-only Route 26 service due to the relatively high number of miles each of those routes would operate.
- Assuming SCT is successful in attaining another LCTOP grant of \$150,000 – which is \$50,000 higher than the current LCTOP grant – the counterclockwise Route 28 could be operated on weekends, too.
- 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 from RTA and entirely funded through the County. Staff will continue to evaluate service levels based on ITS data for future years.

- Fuel consumption and price will be budgeted conservatively; diesel fuel will be budgeted at \$3.75 per gallon (which is lower than the \$4.00 amount budgeted in the current fiscal year) 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, 2016 through April 30, 2017 rates. Estimates should be received from CalTIP in time to include in the SCT April 2016 draft budget. Although the number of 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 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 are assumed to not increase in FY16-17. The current five-year agreement with SLO County was executed on July 1, 2011 and expires on June 30, 2016. Staff will explore exercising lease extension options as well as alternative locations.
- Based on draft language included in a new draft agreement between SCT and RTA for oversight services, the SCT annual budget would serve 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. For example, to meet SCT Strategic Business Plan requirements, staff will conduct a comprehensive community survey in FY16-17 (likely October 2016) that will require additional staff time to coordinate, conduct and evaluate the data.

CAPITAL

- Staff will carry forward some capital projects that cannot be completed during the current fiscal year, including the facility improvements/bus stop amenities line item.

- Staff will develop a capital budget that includes a projection for FY16-17 and the ensuing four fiscal years to help identify upcoming capital projects.

BUDGET CALENDAR

January 20	Board review and approval of FY16-17 budget assumptions
April 12	Draft FY16-17 Budget presentation to Executive Committee
April 20	Final Board Budget presentation and Board consideration of FY16-17 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
2016-17 Proposed Budget**

	FY 14/15 Actual	FY 15/16 Amended Operating	FY 15/16 Amended Capital	FY 16/17 Proposed Operating	FY 16/17 Proposed Capital	Net Increase (Decrease) in Budgets
Funding Sources						
	\$ 606,796	\$ 440,850	\$ 312,168	\$ 546,030	\$ 65,440	\$ (141,548)
1 Estimated Fund Balance	\$ 606,796	\$ 440,850	\$ 312,168	546,030	65,440	\$ (141,548)
2 Less Required Reserves:						
TDA Required Operating Reserve	\$ 157,310	\$ 214,928	\$ -	\$ 244,230	\$ -	\$ 29,303
Equipment Replacement Reserve	308,998	-	65,436	-	112,940	47,504
Total Reserves	\$ 466,308	\$ 214,928	\$ 65,436	244,230	112,940	\$ 76,807
3 Fund Balance Available (Required)	\$ 140,488	\$ 225,923	\$ 246,732	\$ 301,800	\$ (47,500)	\$ (218,355)
<u>Operating Revenues</u>						
Fares	\$ 149,222	\$ 141,750	\$ -	\$ 154,420	\$ -	\$ 12,670
STA	101,331	104,750	-	-	89,380	(15,370)
Low Carbon Transit Grant	-	32,450	-	89,240	-	56,790
Federal Transit Adm (FTA) 5307 Operating	384,161	372,690	-	501,200	-	128,510
SLO County Avila Trolley	45,553	58,940	-	57,060	-	(1,880)
Advertising and other income	3,090	-	-	-	-	-
4 Total Non-TDA Funds	\$ 683,357	\$ 710,580	\$ -	\$ 801,920	\$ 89,380	\$ 180,720
5 Local Transportation Funds	\$ 469,297	\$ 284,255	\$ (181,062)	\$ 168,670	\$ -	\$ 65,477
Arroyo Grande	178,801	108,017	(68,804)	64,432	-	25,219
Grover Beach	136,095	81,865	(52,146)	48,577	-	18,857
Pismo Beach	79,311	48,039	(30,599)	28,505	-	11,066
SLO County	75,087	46,334	(29,513)	27,156	-	10,335
6 Total Operating Revenues	\$ 1,152,654	\$ 994,835	\$ (181,062)	\$ 970,590	\$ 89,380	\$ 246,197
<u>Non-Operating Resources</u>						
Interest	\$ 2,640	\$ 1,800	\$ -	\$ 3,940	\$ -	\$ 2,140
Prop 1B - Vehicle Replacement/ITS	33,309	-	61,210	-	-	(61,210)
City of Grover Beach	3,237	-	-	-	-	-
Federal Transit Adm (FTA) 5307 Capital	389,066	-	130,000	-	81,500	(48,500)
Federal Transit Adm (FTA) 5339 Capital	36,114	-	12,670	-	-	(12,670)
7 Total Non-Operating Resources	\$ 464,366	\$ 1,800	\$ 203,880	\$ 3,940	\$ 81,500	\$ (120,240)
8 Total Resources	\$ 1,757,508	\$ 1,222,557	\$ 269,550	\$ 1,276,330	\$ 123,380	\$ (92,397)

**SOUTH COUNTY TRANSIT
2016-17 Proposed Budget**

	FY 14/15 Actual	FY 15/16 Amended Operating	FY 15/16 Amended Capital	FY 16/17 Proposed Operating	FY 16/17 Proposed Capital	Net Increase (Decrease) in Budgets
Use of Resources						
<u>Administrative Expenditures</u>						
Insurance						
Liability & Physical Damage	\$ 47,609	\$ 68,400	\$ -	\$ 82,800	\$ -	\$ 14,400
Workers Compensation	43,632	51,000	-	57,000	-	6,000
Property Insurance	638	700	-	700	-	-
Rent	25,500	25,500	-	36,000	-	10,500
Utilities	8,268	8,450	-	8,450	-	-
Radio Expense	1,130	1,240	-	1,240	-	-
Legal Services	2,580	500	-	6,200	-	5,700
Payroll Processing	3,148	3,490	-	1,680	-	(1,810)
Administration - Staff Time	64,530	65,410	-	74,750	-	9,340
Finance - Staff Time	14,230	14,420	-	13,200	-	(1,220)
Marketing - Staff Time	-	-	-	5,100	-	5,100
Office Expense/Miscellaneous	6,636	5,990	-	10,370	-	4,380
Audit	2,970	3,070	-	3,000	-	(70)
Marketing/Community Relations/Printing	7,619	18,000	-	25,000	-	7,000
Uniforms/Laundry/Physicals	5,932	7,550	-	10,270	-	2,720
<u>Operating Expenditures</u>						
Salaries/Benefits	\$ 427,441	\$ 509,760	\$ -	\$ 571,510	\$ -	\$ 61,750
Maintenance	64,272	111,200	-	115,800	-	4,600
Dispatch - Staff Time	18,500	18,750	-	21,850	-	3,100
Sign Maintenance	-	3,000	-	3,000	-	-
SCT Bus Fuel	158,140	208,800	-	215,770	-	6,970
Contingency	-	15,000	-	12,640	-	(2,360)
9 Total Operating Expenditures	\$ 902,775	\$ 1,140,230	\$ -	\$ 1,276,330	\$ -	\$ 136,100
<u>Capital Service</u>						
Support Vehicle	\$ 90,285	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles/ITS	458,309	-	186,210	-	-	(186,210)
Facility Improvements/Bus Stop Amenities	16,189	-	83,340	-	60,880	(22,460)
Transit Centers Improvements	-	-	-	-	62,500	62,500
Total Capital Service	\$ 564,783	\$ -	\$ 269,550	\$ -	\$ 123,380	\$ (146,170)
Extraordinary item - Wage order 9 penalty	\$ -	\$ 41,170	\$ -	\$ -	\$ -	\$ (41,170)
Carryover cost-savings to next fiscal year	289,950	41,157	-	-	-	(41,157)
10 Total Use of Resources	\$ 1,757,508	\$ 1,222,557	\$ 269,550	\$ 1,276,330	\$ 123,380	\$ (92,397)

**SOUTH COUNTY TRANSIT
Five Year Capital Projection**

	FY 14/15 Adopted Capital	FY 15/16 Amended Capital	FY 16/17 Projected Capital	FY 17/18 Projected Capital	FY 18/19 Projected Capital	FY 19/20 Projected Capital	FY 20/21 Projected Capital
<u>Capital Service</u>							
Support Vehicle	\$ 90,285	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Computer Upgrade	-	-	-	1,500	-	-	1,500
Vehicles/ITS	458,309	186,210	-	-	-	-	1,101,300
Bus Stop Amenities	16,189	53,340	39,380	40,360	41,370	42,400	43,460
Passenger Protection 1300 buses	-	-	3,600	-	-	-	-
Facility Improvements							
Bus Bay Lighting	-	-	11,500	-	-	-	-
Security Cameras	-	-	10,000	-	-	-	-
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	\$ 564,783	\$ 269,550	\$ 126,980	\$ 41,860	\$ 91,370	\$ 42,400	\$ 1,146,260
Increase Capital Reserves	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
10 Total Use of Resources	\$ 564,783	\$ 269,550	\$ 126,980	\$ 41,860	\$ 91,370	\$ 42,400	\$ 1,146,260

**SOUTH COUNTY TRANSIT
2016-17 Proposed Budget
By Route**

	Route 21	Route 24	Route 27	Route 28	Avila Trolley
<u>Administrative Expenditures</u>					
Insurance					
Liability & Physical Damage	\$ 25,340	\$ 19,550	\$ 14,060	\$ 19,050	\$ 4,810
Workers Compensation	17,440	13,460	9,680	13,110	3,310
Property Insurance	210	170	120	160	40
Rent	9,510	8,890	6,820	9,230	1,560
Utilities	2,230	2,090	1,600	2,170	370
Radio Expense	330	310	230	320	50
Legal Services	1,640	1,530	1,170	1,590	270
Payroll Processing	440	410	320	430	70
Administration - Staff Time	19,740	18,460	14,160	19,160	3,240
Finance - Staff Time	3,490	3,260	2,500	3,380	570
Marketing - Staff Time	1,350	1,260	970	1,310	220
Office Expense/Miscellaneous	2,740	2,560	1,960	2,660	450
Audit	790	740	570	770	130
Marketing/Community Relations/Printing	6,600	6,170	4,730	6,410	1,080
Uniforms/Laundry/Physicals	2,710	2,540	1,940	2,630	450
<u>Operating Expenditures</u>					
Salaries/Benefits	\$ 143,220	\$ 143,090	\$ 111,820	\$ 151,270	\$ 22,100
Maintenance	29,020	28,990	22,660	30,650	4,480
Dispatch - Staff Time	5,480	5,470	4,280	5,780	850
Sign Maintenance	750	750	590	790	120
SCT Bus Fuel	66,030	50,940	36,630	49,650	12,520
Contingency	3,870	2,980	2,150	2,910	730
9 Total Operating Expenditures	\$ 342,930	\$ 313,620	\$ 238,960	\$ 323,430	\$ 57,420
<u>Capital Service</u>					
Support Vehicle	\$ -	\$ -	\$ -	\$ -	\$ -
Vehicles/ITS	-	-	-	-	-
Facility Improvements/Bus Stop Amenities	15,870	15,860	12,390	16,760	-
Ramona Garden Park Improvements	16,290	16,280	12,720	17,210	-
Total Capital Service	\$ 32,160	\$ 32,140	\$ 25,110	\$ 33,970	\$ -
10 Total Use of Resources	\$ 375,090	\$ 345,760	\$ 264,070	\$ 357,400	\$ 57,420