

## REGIONAL TRANSIT AUTHORITY EXECUTIVE COMMITTEE AGENDA

PLEASE NOTE THE DATE, TIME, AND LOCATION:

**Wednesday February 14, 2018**

**10:00 a.m. – 11:30 a.m.**

**SLOCOG Conference Room**  
**1114 Marsh Street**  
**San Luis Obispo, California**

This agenda is available/posted at: <http://www.slorta.org/board/rta-board-meetings>

Individuals wishing accessibility accommodations at this meeting under the Americans with Disabilities Act (ADA) may request such accommodations to aid hearing, visual, or mobility impairment (including Limited English Proficiency) by contacting the RTA offices at 781-4472. Please note that 48 hours advance notice will be necessary to honor a request.

1. **Call Meeting to Order, Roll Call**
2. **Public Comment:** The San Luis Obispo Regional Transit Authority Executive Committee reserves this portion of the agenda for members of the public to address any items not on the agenda and within the jurisdiction of the Committee. Comments are limited to three minutes per speaker. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.
3. **Information Items**
  - A-1 Executive Director's Report (Receive)
4. **Action Items**
  - B-1 FY18-19 Budget Assumptions (Approve)
5. **Consent Items**
  - C-1 Executive Committee Meeting Minutes of December 13, 2017 (Approve)

The Regional Transit Authority is a Joint Powers Agency serving the residents and visitors of:

**Arroyo Grande Atascadero Grover Beach Morro Bay Paso Robles Pismo Beach San Luis Obispo County of San Luis Obispo**

6. **March 7, 2018 Draft RTA Board Agenda:** The Executive Committee is asked to review and comment on the proposed agenda items.

Information Items

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

Action Items

- B-1 FY18-19 Budget Assumptions (Approve)  
B-2 RTA Strategic Business Plan Revision (Approve)  
B-3 South County Transit Request to Consolidate with RTA (Approve)

Consent Items

- C-1 Executive Committee Meeting Minutes of December 13, 2017 (Information)  
C-2 RTA Board Meeting Minutes of January 3, 2018 (Approve)  
C-3 State of California SB1 State of Good Repair Grant Program (Approve)  
C-4 MOU for Tire Leasing (Approve)  
C-5 Updated Policy and Procedures for Public Comment Regarding Fare or Service Changes (Approve)  
C-6 RTA Video Camera Policy Revision (Approve)

Closed Session

- D-1 Labor Negotiations with Executive Director

7. **Adjournment**

Next RTA Executive Committee Meeting: **April 11, 2018**

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**February 14, 2018**

**STAFF REPORT**

**AGENDA ITEM:** A-1

**TOPIC:** Executive Director's Report

**PRESENTED BY:** Geoff Straw, Executive Director

**STAFF RECOMMENDATION:** Accept as Information

**BACKGROUND/DISCUSSION:**

**Construction Progress and Mitigations Monitoring for Paso Bus Parking Yard:**

The Paso Robles bus parking yard construction project officially broke ground on November 6, 2017, and paving should be completed by February 12<sup>th</sup>. Installation of the modular office unit is slated for completion by the end of February. Staff from the Wallace Group is assisting RTA with on-going mitigations monitoring. A more detailed mitigations monitoring report will be provided at the March 2018 Board meeting, as required in the Mitigated Negative Declaration determination report adopted at the September 14, 2016 RTA Board meeting.

**Operations:**

On January 17<sup>th</sup> the South County Transit Board of Directors unanimously approved moving forward with consolidation into the RTA. Staff has sent a draft revised RTA Joint Powers Agreement to each City Manager and officials at the County for review and comment. In essence, a new South County Transit Committee would be established in the JPA, and its primary role would be to deliberate over service levels and budget for services provided exclusively within the Arroyo Grande – Grover Beach Urbanized Area. In addition, South County Transit would be abolished as a separate agency, and all assets/liabilities would be transferred to the RTA. All comments from the City Managers will be incorporated into a final draft RTA JPA, which will be presented at the March Board meeting and subsequently presented to each JPA jurisdiction's legislative body.

The Employee of the Quarter event was held in conjunction with an annual dinner on January 21<sup>st</sup> at the Pismo Beach Moose Lodge. RTA Bus Operator Michelle Whitten was selected as employee of the quarter, and RTA Supervisor Mike Buehre and SoCo Transit Bus Operator Liza Montano were selected for Outstanding Achievement awards. Also acknowledged was Rod Gill, long time RTA Bus Operator, who retired in January 2018 after 14 years with the RTA and predecessor contractors. Michelle and Rod will attend at the March RTA Board meeting. Rod will be missed, and we wish him well in retirement.

Staff has not received any recommended changes to the draft Strategic Business Plan that was presented at the January 2018 Board meeting and distributed to each City Manager and County Public Works. As such, we will present the plan for final adoption at the March 2018 RTA Board Meeting.

Revised bid documents for design and construction services to complete the Government Center passenger facility will be released by the end of the month, with bids being due in late March. Staff hopes construction can begin in early summer.

A Bus Operator training class began on January 22<sup>nd</sup>, with graduation slated for March 2<sup>nd</sup> for the eight trainees.

The RTA Board approved in-house purchasing of tires in 2014 at the end of a tire leasing program. In late 2014, staff implemented a computerized vehicle maintenance software program, which allows staff to evaluate costs per mile for various parts categories – including the cost and staff resources necessary to manage our own tire program. After comparing the per-mile costs of this in-house tire program against bids from tire leasing companies, we have discovered cost-savings can be realized under the lease program and we will be seeking the Board’s concurrence at the March meeting.

### **Service Planning & Marketing:**

Staff revised the Public Comment Policy for fare and service changes, and we will recommend the RTA Board adopt the revised document at the March meeting. Included in the revisions are items such as “wildcat” outreach at bus stops and the use of the technology now available (such as the LCD screens). A similar outreach effort was used for the December 31 fare change, and it resulted in less than anticipated complications and very little rider pushback.

Staff is finalizing the RTA Bus Garage Design and Engineering grant and procurement documents. We anticipate completing the FTA grant process in spring, and advertising the procurement in late-spring/early-summer. The procurement will include two innovative elements: a financial planning element, and development of a transportation electrification readiness plan. This design/engineering project is being funded with FTA Section 5307 funds, with local match provided by the new Senate Bill 1 – Road Repair and Accountability Act (SB-1) funds.

## Finance and Administration:

In early January 2018, Governor Brown released his proposed FY18-19 budget. At \$190.3 billion, the proposed budget is \$9.2 billion larger than last year's, yet it maintains the Governor's commitment to fiscal prudence by growing the state's rainy-day fund to \$13.5 billion. The budget also reduces the state's debt to \$6 billion, down from \$35 billion in 2011. More details are provided below (derived from data provided by the California Transit Association), as well as in the table at the end of this report:

- The FY18-19 Governor's Budget represent the first full year of new revenues from SB-1. Over the next decade, the \$55 billion transportation package will provide \$15 billion for state highway repairs and maintenance, \$4 billion in state bridge repairs, \$3.3 billion for state trade corridors, and \$2.5 billion for the state's most congested commute corridors. Local roads will receive more than \$15 billion in new funding for maintenance and repairs and \$2 billion in matching funds for local partnership projects. Transit and intercity rail will receive \$7.6 billion in additional funding, and local governments will have access to \$1 billion for active transportation projects. RTA staff will work with our SLOCOG partners to optimize the use of these new funds, including vital bus replacement and facility construction projects.
- The proposed budget estimates that STA revenue generated from the sales tax on diesel fuel in FY17-18 will be \$482.8 million (this is an increase of \$14 million over the State Controller's November estimate of \$468.8). In FY18-19, this number rises to \$554 million, an increase in \$71.2 million, largely due to a full year of SB-1 funding. Combined with other sources of revenue including the Transportation Improvement Fee, Low Carbon Transit Operations Program and Proposition 1B, the total funding that will flow through the STA formula stands at \$855 million in FY18-19.
- Absent from this year's proposed budget is a *Cap and Trade Expenditure Plan*. The proposed budget notes only that the market for Cap and Trade auction allowances rebounded in following the passage of AB 398 and that \$1.25 billion will be available for expenditure in FY18-19. However, based on information from the Department of Finance, the LCTOP will receive \$115-120 million and the TIRCP \$230-240 million in FY18-19. To date, the SLO County region has used the LCTOP to partially fund the Paso Bus Parking Yard and to implement service improvements at SoCo Transit.

Detailed RTA financial and operating results through December 31st – the first six months of the fiscal year – will be provided at the March Board meeting. However, below are some summary takeaways:

- In terms of overall non-capital expenses, we are slightly below budget – 45.8% through 50% of the fiscal year. Notable large-tickets variances include labor (combined 7.6% below budget), fuel (15.2% below budget), and total vehicle maintenance (12.1% below budget).
- RTA core fixed-route ridership totaled 367,168 through the end of December 2017. In comparison, the ridership for the same period last year was 386,355, which represents a decline of 5.0%. Ridership is down on Routes 10, 12, 14 and 15 in comparison to the same six months in 2016, although current year ridership is up on Routes 9. The greatest decline continues to be shown on Route 14 (10,779 in 2017 vs. 14,182 in 2016), which provides Tripper service along Route 12 between SLO and the Cuesta College campus. Staff had previously reported larger decreases on Route 14 but has since received revised information.
- Runabout ridership totaled 20,138, which is 10.5% lower than the total from the first six months of the previous year (22,500). The majority of this decline is due to the change in Tri-County Regional Center ridership, which started in February 2017.

## Road Maintenance and Accountability Act Funding

(Dollars in Millions)

Program		2017-18 Appropriation	2018-19 Appropriation
Local Allocations	Local Streets and Roads	\$451	\$1,193
	Transit and Intercity Rail Capital Program	\$330	\$330
	State Transit Assistance	\$280	\$355
	Local Partnership Program	\$200	\$200
	Active Transportation Program	\$100	\$100
	Commuter Rail and Intercity Rail	\$25	\$36
	Local Planning Grants	\$25	\$25
Total:		<b>\$1,411</b>	<b>\$2,239</b>
State Allocations	SHOPP/Maintenance	\$451	\$1,210
	Bridges and Culverts	\$400	\$400
	Commuter Corridors	\$250	\$250
	Trade Corridor Enhancement	\$153	\$306
	Department of Parks and Recreation*	\$53	\$79
	Air Resources Board Clean Freight	\$50	\$0
	Freeway Service Patrol	\$25	\$25
	Department of Food and Agriculture*	\$17	\$26
	Transportation-related CSU and UC Research	\$7	\$7
	Transportation Workforce Development Board	\$5	\$5
Total:		<b>\$1,411</b>	<b>\$2,308</b>
Administration	Department of Motor Vehicles	\$4	\$8
	Total:		<b>\$4</b>
Revenue	Transportation Improvement Fee	\$737	\$1,510
	Gasoline Excise Tax	\$1,250	\$1,852
	Diesel Excise Tax	\$405	\$672
	Diesel Sales Tax	\$200	\$286
	General Fund Loan Repayment	\$235	\$235
Total:		<b>\$2,827</b>	<b>\$4,555</b>

\*Revenue derived from fuel purchased for off-road vehicles.



**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**  
**February 14, 2018**  
**STAFF REPORT**

**AGENDA ITEM:** B-1

**TOPIC:** Fiscal Year 2018-19 Budget Assumptions

**ACTION:** Approve Budget Assumptions

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

**STAFF RECOMMENDATION:** Approve Budget Assumptions to Enable Staff to Begin Development of FY18-19 & FY19-20 Operating and Capital Budgets

**BACKGROUND/DISCUSSION:**

The following report outlines staff's recommended budget assumptions for the RTA's Fiscal Year 18-19 Operating and Capital Budget, and it is the first step in the development of our operating budget and operating program. It should be noted that the RTA is again developing a two-year operating budget and five-year capital budget. As in past years, only the first year would be financially-constrained, while the out-years should be considered advisory. Upon the Board's guidance and approval of these assumptions, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 11<sup>th</sup> meeting prior to the final draft budget presentation to the Board in May.

**KEY ISSUES**

1. Address SoCo Transit's request to consolidate with the RTA.
2. State Transit Assistance (STA) funds used for capital projects are projected to be up slightly due to new Senate Bill 1 – Road Repair and Accountability Act (SB-1) funds.
3. Local Transportation Funds (LTF) used for operating purposes are projected to be flat to the region.
4. Liability costs continue to escalate, despite the RTA's good safety record.
5. We continue to focus on Runabout costs, which had been escalating in recent years but have leveled off.
6. Fuel costs continue to remain low; this also results in declining ridership & fares.

## **Mission Statement**

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

## **Objectives and Revenue Impacts**

- 1) Maintain service levels and hours of service that meet the standards of productivity and demand of our customers and communities through the effective and efficient delivery of RTA Fixed Route and Runabout core services.
  - a) SLOCOG is working on STA funding projections for FY17-18 that take into account new SB-1 Road Repair and Accountability Act funds. RTA received just under \$450,000 in STA capital project funding in FY17-18. Staff will work with SLOCOG staff to determine a realistic estimate for FY18-19.
  - b) Continue to monitor the results and impacts of the December 31, 2017 fare increase, both on RTA Fixed Route and on the Runabout service, which included the establishment of a Runabout premium service fare.
  - c) The FY17-18 budget adopted in May 2017 included \$4,488,200 in LTF operating revenues. At that same meeting, the advisory FY18-19 LTF amount was \$5,479,010. Staff is still developing estimated annual FY17-18 expenses, which impacts the carryover amount that could reasonably be identified for the FY18-19 budget.
  - d) Federal Transit Administration (FTA) Section 5307, 5311 and 5339 operating funding and capital funding for FY18-19 will be presented as previously presented in May 2017, taking into account preliminary projected revenues identified in the Fixing America's Surface Transportation (FAST) Act. Should the actual annual authorizations for federal transportation programs increase or decrease for any of these programs, staff would adjust these assumptions accordingly.
  - e) FTA Section 5307 operating funding from the Santa Maria Urbanized Area for RTA Route 10 will be budgeted based on commitments with Santa Barbara County Association of Governments (SBCAG) and the City of Santa Maria. This amount is approximately \$28,000 lower than what was included in the projection for FY18-19 and staff continues discussions with SBCAG officials for Santa Maria UZA funding for RTA Route 10 operations.
  - f) Detailed miles/hours and span of service for each RTA core Fixed Route and Runabout will be provided with the draft budget. For context, detailed budgets based on miles/hours and span of service will also be provided separately for SLO County Services and North County Local Services. Staff will also present a mock budget that includes SoCo Transit under a possible consolidation scenario.

- g) 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 RTA jurisdictions and/or adjust service levels.
  - h) Due to changes in self-insured retention requirements, staff will review and provide recommendations regarding the RTA reserve policy, which was originally adopted in May 2014.
- 2) Work with the SLOCOG in evaluating region-wide service efficiencies.
- a) Transit agencies across the country have experienced ridership declines due to the relatively low price of fuel, which is affecting farebox recovery ratios. Other factors also include changes to the California minimum wage. We will continue discussions with SLOCOG regarding RTA's request to reduce the farebox recovery ratio in the three San Luis Obispo County urbanized areas to 15%.
  - b) Review the tasks and financial impacts included in the SoCo Transit contract for administrative, financial, marketing, maintenance and dispatch services, and evaluate efficiencies with the RTA – including SoCo Transit's request to consolidate into the RTA.
  - c) The RTA will work with SLOCOG staff and other transit providers to evaluate efficiencies in the provision of service throughout the county.
  - d) Staff will use the *2018-20 RTA Strategic Business Plan* as well as the *2016 Short Range Transit Plan* to evaluate potential efficiencies, and with Board concurrence, implement efficiencies.
- 3) Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs.
- a) Staff will work with SLOCOG on appropriate projects for the Augmented STA portion of SB-1 funds for RTA projects. For FY17-18, the RTA received funding for the design and engineering of the garage facility on Elks Lane as well as approximately \$59,000 that has been added to capital replacement reserves to match federal funds for three low floor Gillig buses to be delivered in the summer of 2020. These new SB-1 funds are an important source of capital revenues for the RTA and the other transit operators in our region.
  - b) Staff will work with SLOCOG on appropriate projects for future State of Good Repair portion of SB-1 funds for RTA projects, including funding toward the construction of the garage facility on Elks Lane, reducing the need for LTF or outside financing to fund the project.

- 4) Address duplicative and/or low producing Fixed Route runs due to decreasing ridership.
  - a) Review Route 10 Express trips that serve Orcutt due to proposed cuts to FTA Section 5307 operating funding from the Santa Maria Urbanized Area. Evaluate if the service meets productivity standards.
- 5) Address projected changes in demand for Runabout service.
  - a) Runabout service hours and miles are projected to remain flat based on recent demand trends, particularly with the shift in Tri-Counties Regional Center ridership that began in February 2017. In FY13-14, the burgeoning demand would have required significant Runabout service level increases but, with a variety of measures implemented at the Board's direction, Runabout demand has decreased.
  - b) To ensure that only those persons truly eligible for Runabout service are initially registered or re-registered, staff will continue to conduct functional assessments as part of the Runabout application process. This process was added in early 2016. Staff will also provide mobility training for disabled persons who are able to use Fixed Route services for some or all of their travel needs. Staff will also work with such as the Paso Robles Independent Skills Program to assist with travel training.
  - c) Staff does not foresee needing to move forward with using supplemental taxicab services, but should future service expansions be required staff will revisit this option.
- 6) Implement the RTA's strategy to develop a long-term administrative, operations and maintenance facility.

### **Expenses Impacts**

- 1) Fuel consumption and price will be budgeted conservatively; diesel fuel will be budgeted at \$3.30 per gallon. Included in the fuel line item will be diesel exhaust fluid (DEF), used to lower diesel exhaust emissions on the newer Fixed Route vehicles.
- 2) Insurance Expenses:
  - a) CalTIP liability insurance premiums are projected to increase. The exact amount is not known at this time, as CalTIP actuaries are still working on May 1, 2018 through April 30, 2019 rates. Estimates will be available from CalTIP in time to include in the RTA April 2018 draft budget. Although the number of RTA losses based on mileage has been lower than the pool average, the pool has experienced significant negative claims development, and the pool is working to ensure the stability of the pool and ensure equity between all members.

- b) CalTIP vehicle physical damage will increase minimally due to the added asset value of newer vehicles in the fleet.
- c) As of July 1, 2017 CalTIP no longer provides employment practices liability insurance coverage as part of the premiums paid for general liability coverage. The RTA was able to join the Employment Risk Management Authority (ERMA) to obtain coverage. The annual premium is estimated at \$25,000 with a \$50,000 self-insured retention.
- d) Workers compensation premiums through the CSAC Excess Insurance Authority are projected to increase, with the realization that workers compensation for transit services is especially challenging statewide as loss development trends in the state are not favorable. Staff will obtain a more refined estimate in early March. We continue to work with our employee committee that has evaluated workplace safety and has initiated a proactive program to address the number of claims and severity of the claims.
- e) Property insurance will increase due to the addition of the Paso yard and because of the significant losses in the property insurance market, namely the fires and mudslides in California and hurricanes in the southern United States.
- f) For budget-making purposes, staff is assuming an 8% annual increase for healthcare costs for each of the next two fiscal years.

### 3) Staffing Expenses:

- a) The new 4-year Collective Bargaining Agreement (CBA) was ratified in November 2017, with new wage scales that began January 1, 2018. The FY18-19 budget will include significant changes in wages and benefits, primarily due to the effects of changes to the California minimum wage program.
- b) For FY18-19 core RTA services, the number of budgeted full-time positions will increase slightly, by approximately a half-time person. More specifically, in an effort to address hiring, retention and losses, a part-time position in training will be converted to a full-time position.
- c) For FY17-18, the overall number of budgeted positions for the North County and SLO County services will remain the same. It should be noted that the marginal costs and revenues the services will be treated in the budget the same way as prior years: as separate and distinct columns.
- d) An annual inflationary adjustment based on the December 2016 to December 2017 Consumer Price Index (CPI) for non-union employees (excluding Operations Supervisors) of 3.6% will be implemented in July 2018. The Operations Supervisor classification CPI increase adjustment will be

implemented in January 2019, to coincide with Bus Operator wage scale adjustments identified in the CBA. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments.

### **Proposed Budget Calendar**

- February 14 Detailed budget assumptions and revenue forecast to Executive Committee
- March 7 Obtain Board concurrence on proposed draft budget assumptions
- March 7 Provide mid-year FY17-18 Budget data to Board (no additional budget amendments are being requested)
- March 31 Based on feedback from Executive Committee draft FY18-19 Budget Draft complete.
- April 11 Draft FY18-19 Budget presentation to Executive Committee
- April 17 Formal FY18-19 Budget presentation to RTAC
- May 2 Final Board Budget presentation; Board adoption of FY18-19 Budget

### **Staff Recommendation**

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



## San Luis Obispo Regional Transit Authority

### Executive Committee Meeting

Draft Minutes 12/13/2017

C-1

Members Present: Lynn Compton, President  
Tom O'Malley, Past President  
Jamie Irons, Vice President

Members Absent: None

Staff Present: Geoff Straw, Executive Director  
Tania Arnold, Deputy Director and CFO  
Shelby Walker, Administrative Assistant  
Tim McNulty, County Counsel

Also Present: Pete Rodgers, SLOCOG  
Ron De Carli, SLOCOG  
Aida Nicklin, SLOCOG  
Stephanie Hicks, SLOCOG

**1. Call to Order and Roll Call:**

**Vice President Jamie Irons** called the meeting to order at 10:04 a.m. Silent Roll Call was taken and a quorum was present. **President Lynn Compton** arrived at 10:19 a.m.

**2. Public Comments:**

**Mr. Eric Greening**, stated he is glad that **Mr. Geoff Straw** is responding to the Cal Poly Master Plan EIR. The plan calls for the RTA and SLO Transit buses to no longer go through campus and instead have a campus shuttle service. He asked if the shuttles would be scheduled to meet up with bus services and if so would there be dispatchers for Cal Poly in order to communicate with RTA and SLO Transit. **Mr. Geoff Straw** stated that he will be working with SLO Transit and San Luis Obispo Public Works to coordinate the comments the response to the Master Plan. He believes it would be in the best interest of Cal Poly if both RTA and SLO Transit systems continue to be allowed to drive on campus.

### 3. Information Items:

#### A-1 Executive Director's Report

**Mr. Straw** stated the construction project officially broke ground on November 6, 2017 and the majority of the underground and surface work will be completed by the end of December. The modular building will not be available until March but can use the parking if we get asked to leave our current location. We are currently out to bid for design/build services to complete the Government Center passenger facility. Bids are due on December 18th. If the bids are higher than the amount authorized at the March 2017 Board meeting, we will bring it back to the Board in January for consideration.

We are currently recruiting for our next Bus Operator training class. We currently have three full-time and six part-time openings at the RTA and one part-time opening at SoCo Transit. Staff is conducting outreach to alert riders of the new RTA and Runabout fares that go into effect on December 31. Notices are posted in all buses, at all major bus stops, and on our website. Staff is currently analyzing responses to Customer Perception Surveys conducted in October on all services either directly operated or managed by the RTA. The results from the rider and employee surveys will be presented at the January Board meeting and will help build the strategic business plan update.

RTA core fixed-route ridership is down 5.3%. The greatest decline continues to be shown on Route 14, working with Cuesta College staff to figure out possible reasons. Runabout ridership is 7.7% lower than the total from the first four months of the previous year. He mentioned that we will be recognizing **Mr. Omar McPherson** at the Board meeting for his 10 year anniversary.

**Mr. Straw** concluded his report.

**Vice President Irons** asked if there is any way that the County could set up a temporary job trailer at the Paso Yard if we are forced out of the current locations. **Mr. Straw** stated that different options have been discussed if that were to happen but that we do not want to take on the cost of renting a trailer if it is not necessary.

**Mr. Pete Rodgers** asked if there will be a ribbon cutting ceremony for the new Paso Robles Yard. **Mr. Straw** stated no, it is not necessary for this project.

### 4. Action Items

#### B-1 Consider Fiscal Year 2017-18 Capital Budget Amendment #2

**Ms. Tania Arnold** stated this is an operating and capital budget amendment, neither require additional funding from the jurisdictions. The revenue changes are driven by the SB 1 funding that is coming into the region. Additional SB 1 funding is going to the RTA design and engineering of the garage facility on Elks Lane based on the revised amount approved by the SLOCOG Board

at the December 6, 2017 meeting. Based on equipment replacement plans, the SB1 funding for the County has been added to capital replacement reserves and will be used as part of the local match for a Nipomo Dial-A-Ride vehicle. For Paso Robles SB 1 Augmentation, based on equipment replacement plans, the funding has been added to capital replacement reserves and will be used as part of the local match for the Paso Express fixed route vehicle replacements. The remaining balance of RTA STA SB 1 funds has been added to capital replacement reserves for the recently placed an order for three low floor Gillig buses to be delivered in the summer of 2020.

She stated that operations and maintenance labor cost went up as a result of the increases to wages and benefits identified in the new CBA. As a result of current year fuel savings, budgeted fuel costs can be reduced by \$106,100 – which fully funds the increased CBA-based costs presented above. Additional SB1 funds are added for design and engineering work needed for the Elks Lane bus maintenance facility.

**Ms. Arnold** concluded her report.

**Mr. Greening** asked if there is excess money not needed for operations does it go to the Elks Lane Project. Is there any thought being given to the increase future cost of labor wages, and we planning ahead for funds available for that as well. **Mr. Straw** stated that in terms of the Elks Lane Project, we identify capital funds that are necessary for the project and do not take away funds from the operational side. The Board did adopt the CBA and have discussed the impacts over time of the wage increases and they know that we may require more TDA funding.

**Board Member O'Malley** moved approval of action item B-1 and seconded by **Vice President Irons**. The motion carried on a voice vote.

5. **Consent Agenda Items**

C-1 Executive Committee Meeting Minutes of October 11, 2017

**Vice President Irons** moved approval of consent agenda and seconded by **Board Member O'Malley**. The motion carried on a voice vote.

6. **Agenda Review:**

**Mr. Straw** reviewed RTA Board Agenda items for the January 3, 2018 meeting.

**Board Member O'Malley** asked for some clarification on the committee assignment details, primarily the property subcommittee assignments.

7. **Adjournment:** **President Compton** adjourned RTA Executive Committee meeting at 10:30 a.m.

Respectfully Submitted,

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Shelby Walker  
Administrative Assistant

Acknowledged by,

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Tom O'Malley  
RTA President 2018