



## RTA BOARD AGENDA

**\*\*\* VIA ZOOM WEBINAR \*\*\***

**Wednesday, January 6, 2021 at 9:30 AM**

**The RTA Meeting will immediately follow adjournment of the SLOCOG Board Meeting**

The AGENDA is available/posted at: <http://www.slorta.org>

**President: vacant**

Board Members:

John Peschong (First District – SLO County)  
Bruce Gibson (Second District – SLO County)  
Dawn Ortiz-Legg (Third District – SLO County)  
Lynn Compton (Fourth District – SLO County)  
Debbie Arnold (Fifth District – SLO County)  
Jimmy Paulding (Arroyo Grande)

**Vice President: vacant**

Heather Moreno (Atascadero)  
Karen Bright (Grover Beach)  
Robert Davis (Morro Bay)  
Fred Strong (Paso Robles)  
Ed Waage (Pismo Beach)  
Andy Pease (San Luis Obispo)

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 [LEP]) by contacting the RTA offices at 781-4833. Please note that 48 hours advance notice will be necessary to honor a request.

## Important Notice Regarding COVID-19

Due to the Coronavirus (COVID-19) and in accordance with the Governor's Executive Order N-29-20, the RTA Board meeting on January 6, 2021 will be a virtual meeting held via Zoom webinar.

### HOW TO WATCH:

1. **To Watch:** To watch the meeting online via livestream (on your computer or mobile device), go to: [www.slo-span.org](http://www.slo-span.org), or watch the meeting via Cable TV Public Access Channel 21.
2. **To Watch and Participate in Live Public Comment:** To provide public comment during the meeting, use the Zoom webinar link below. Please use the following link to register in advance of the webinar. After **registering**, you will receive a confirmation email with details about joining the webinar:

**[https://us02web.zoom.us/webinar/register/WN\\_ZWDT-M4vT4GL5QP9LQCgDQ](https://us02web.zoom.us/webinar/register/WN_ZWDT-M4vT4GL5QP9LQCgDQ)**

### HOW TO COMMENT:

The RTA is accepting general public comments for items on the RTA Board August agenda as well as items of interest not on the agenda within the jurisdiction of the RTA Board.

\*\*\*Note: Every effort will be made to include your comments into the record, but due to time limitations, some comments may not be included. Members of the public can submit comments by:

#### **Zoom webinar – Verbal, Live Public Comments**

- See details on page 1 of this agenda under ‘How to Watch.’

#### **Email – Written Public Comments to: [info@slorta.org](mailto:info@slorta.org) with the subject line “public comment.”**

- Include the agenda item number you are referencing or type “general comment,” if it is about an item not on the agenda.
- **Emailed written comments must be submitted no later than 5:00 p.m. on Monday, January 4, 2021.**

#### **Mail – Written Public Comments**

- Mail to:  
Clerk of the Board  
SLO RTA  
179 Cross Street  
San Luis Obispo, CA 93401
- **Mailed written comments must be received by the RTA no later than 5:00 p.m. on Monday, January 4, 2021.**

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**FLAG SALUTE** *(completed during Joint RTA/SLOCOG meeting at 8:30 AM)*

#### **CALL MEETING TO ORDER, ROLL CALL**

**PUBLIC COMMENT:** The Board reserves this portion of the agenda for members of the public to address the San Luis Obispo Regional Transit Authority Board on any items not on the agenda and within the jurisdiction of the Board. Comments are limited to three minutes per speaker. The Board 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.

- A. CONSENT AGENDA:** (Roll Call Vote) the following items are considered routine and non-controversial by staff and will be approved by one motion if no member of the RTA or public wishes an item be removed. If discussion is desired by anyone, the item will be removed from the consent agenda and will be considered separately. Questions of clarification may be made by RTA Board members, without the removal of the item from the Consent Agenda. Staff recommendations for each item are noted following the item.

- A-1 Executive Committee Meeting Minutes of November 4, 2020 (Information)
- A-2 RTA Board Meeting Minutes of December 2, 2020 (Approve)
- A-3 BMF Construction Change Order Summary (Approve)
- A-4 Paso Robles Bus Parking Yard CEQA Mitigations 3<sup>rd</sup> Annual Monitoring Report (Receive)
- A-5 FTA Transit Asset Management Plan (Approve)
- A-6 Authorize FTA Annual Certifications and Assurances Submittal (Approve)
- A-7 Authorize FTA Section 5311 Grant Application Submittal (Approve)
- A-8 Authorize Administration of FTA Sections 5307, 5539 and CMAQ Grant Programs (Approve)
- A-9 Authorize Rural Transit Funds Grant Application Submittal (Approve)
- A-10 Revised Agreement with the Goodyear Tire and Rubber Company (Approve)
- A-11 Authorizing Executive Director to Submit Application for State of California SB-1 State of Good Report (SGR) Grant Program Funds (Approve)

**B. INFORMATION AGENDA**

B-1 Executive Director's Report (Receive)

**C. ACTION AGENDA**

C-1 South County Transit Committee Assignments (Approve)

**D. CLOSED SESSION ITEMS –**

D-1 CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION (Government Code section 54956.9.) It is the intention of the Executive Committee to meet in closed session concerning the following item: Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of section 54956.9. Number of potential cases: One.

D-2 It is the intention of the RTA Board to meet in closed session concerning the following item: Executive Director Performance Evaluation (Govt. Code Section 54957)

**E. BOARD MEMBER COMMENTS**

Next regularly-scheduled RTA Board meeting on March 3, 2021

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## San Luis Obispo Regional Transit Authority

### Executive Committee Meeting

Minutes 11/04/2020

Members Present: Fred Strong, City of Paso Robles, **President**  
Ed Waage, City of Pismo Beach  
John Peschong, District 1 Supervisor, **Vice President**

Members Absent: None

Staff Present: Geoff Straw, Executive Director  
Tania Arnold, Deputy Director/CFO  
Nina Negranti, County Counsel  
Chelsea Sperakos, Administrative Assistant

#### **Call Meeting to Order, Roll Call:**

**President Fred Strong** called the meeting to order at 10:37 AM and a quorum was present.

**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.

**Mr. Eric Greening** asked how the COVID-19 tier response and social distancing will affect load capacity on the buses?

**Mr. Straw** stated that would be addressed in the Director's report.

#### **A. Information Items**

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

**Mr. Geoff Straw** stated RTA had the first full staff meeting since the start of the pandemic on September 18<sup>th</sup>. A building intercom was installed and in use October 1<sup>st</sup>. Administration is discussing enhanced BMF air handling as of October 12<sup>th</sup>. The bus maintenance facility construction is on schedule. The RTA lease on the current building ends February 2022. Construction found some contaminated but not hazardous dirt under the former UHaul facility and all ground analysis is wrapping up. The agency Relay for Life cancer awareness walk on October 28<sup>th</sup>. A new utility employee started November 2<sup>nd</sup> and the new accounting technician is expected to start mid-November. There are two new bus operators in service and seven replacement

vehicles will be delivered; 1 cutaway (December) and 6 minivans. There is increasing ridership and the agency intends to keep city managers informed if service needs increase. Most marketing has been focused on COVID-19. The holiday schedule has been announced. A diversity and inclusion consultant was delayed due to personal leave. The analysis will resume in December or January kick off. Ridership and financial results will be presented at the December 2nd RTA Board Meeting.

Questions:

**Vice President John Peschong** asked if the diversity and inclusion consultant is a state required program? If so, will the hired consultant be able to meet required standards?

**Mr. Straw** stated that the staff is not aware of a mandate from the state, this is an action taken in response to this year's cultural climate.

**Mrs. Tania Arnold** stated the consultant will make recommendations for policy changes.

**Vice President Peschong** stated that the Board should be involved in the changes.

**Ms. Nina Negranti** stated she will look into a statutory requirements.

**Vice President Peschong** made a motion to receive and file agenda item A1, and **Mr. Waage** seconded the motion. The motion passed unanimously via voice vote.

**B. Action Items**

**B-1                      Fiscal Year 2020-21 Amendment #2 (Approve)**

**Mrs. Tania Arnold** stated this amendment reduces the LTF required from the jurisdictions. For FY20-21: \$105,209 and a projection for FY21-22: \$1,018,940. The agency will receive additional FTA 5307 CARES funding from the Santa Maria Urbanized Area. This does not include Phase 2 of 5311 CARES funds. Allocation of STA funds will be revised down at the SLOCOG Board meeting. FY20-21 changes to operating revenue and expenses include reducing debt service reserve which is now being spent with the close of the TIFIA loan in September 2020; an increase in offset reserve carryover to FY21-22; an increase in FTA 5307; CARES from Santa Maria UZA balance to capital funds; a decrease in LTF required. FY20-21 changes to capital revenue and expenses include a decrease in equipment replacement reserves and STA for the current year due to decrease in STA allocation from SLOCOG; an increase in FTA 5307 CARES from Santa Maria UZA for COVID related capital items; an increase in revenue and expense related to bus maintenance facility due to refined schedule; an increase in loan repayments (interest). FY21-22 advisory changes to operating revenue and expenses include revised reserves; revised STA based on reduced STA in FY20-21 assuming same lower number moving forward; the use of offset reserve carryover generated in FY20-21; a reduction in office space rental. FY21-22 changes to capital revenue and expenses include revised reserves, revised STA based on reduced STA in FY20-21 assuming same lower number moving forward and a revised revenue and expense related to bus maintenance facility due to refined schedule.

Public Comment:

**Mr. Greening** asked is there any date assumption when the allowable capacity on the buses will increase and is it included in the farebox revenue for the budget?

**Mr. Straw** stated we are monitoring CDC, state and national responses. We will follow instructions; San Francisco is attempting to put into effect a 3 feet social distancing policy. The staff is continuing to act conservatively and monitoring demand. There is no clear date or formula. Interim cash fare was implemented because there is no place to sell passes.

Questions:

**President Strong** asked are driver barriers portable or removable for reuse if needed?

**Mr. Straw** said they are used all the time in larger cities, so the agency most likely will keep barriers in place even after the pandemic.

**Mr. Waage** made a motion to approve agenda item B-1, and **Vice President Peschong** seconded the motion. The motion passed unanimously via roll call vote as follows:

<b><u>BOARD MEMBER</u></b>	<b><u>YES</u></b>	<b><u>NO</u></b>	<b><u>ABSENT</u></b>
JOHN PESCHONG	X		
FRED STRONG	X		
ED WAAGE	X		

**B-2 Consolidation SoCo Transit into the RTA (Approve)**

**Mr. Straw** stated the issue of local control has been a concern in this consolidation. South County will have control over their budget and service levels provided. Benefits of consolidation (originally presented in January 2018) include increased costs for employee health care and work comp but lower administration oversight/audit/planning costs, and lower vehicle-related insurance costs. Most importantly consolidation will help the County avoid future Farebox Recovery Ratio penalties. The result will be net operating cost savings through consolidation. Implementation will be effective at 12:00 AM January 1, 2021. Local control will remain with the South County Transit Committee (SCTC) which will be comprised of RTA Board members from Arroyo Grande, Grover Beach, Pismo Beach and one member from the County Board of Supervisors. There is concern that the term “core services” introduced in the amended RTA JPA is too vague and might not prevent future service cuts along El Camino Real in Atascadero. There is a joint letter from RTA & COG executive directors commit agency staff to follow policies. Staff could agendize a discussion item on Dec. 2 RTA Board agenda to reinforce direction to staff. The Atascadero City Manager Rachelle Rickard was invited to provide context to this issue. Staff’s recommendation is to approve the attached resolution, which addresses the SoCo Transit Board’s support for the San Luis Obispo Regional Transit Authority amended and restated Joint Powers Agreement and terminates the current South County Area Transit Joint Powers Agreement. The Board will direct staff to work with the City Manager and Clerk at each jurisdiction to present a resolution seeking concurrence on termination of the South County Area Transit Joint Powers Agreement by SoCo Transit member jurisdictions, as well as execution of the San Luis Obispo Regional Transit Authority amended and restated Joint Powers Agreement. Following termination of the South County Area Transit Joint Powers Agreement, the Board will direct staff to file necessary paperwork with the California Secretary of State.

Questions:

**Ms. Rachelle Rickard** stated the city of Atascadero is behind consolidation, however the language in the JPA provided a vague definition of “Core Services”. There were concerns over levels of service provided to Atascadero. The city is looking for some discussion by the Board and commitment to Atascadero’s continuing services.

**Mr. Pete Rodgers** said SLOCOG can work to memorialize funding formula and tie together core services.

**Mr. Straw** stated the funding formula is in the SLOCOG JPA not RTA JPA, any current amendments would restart the process and delay SCT consolidation.

**President Strong** asked is the formula totally population based? Is there no consideration for miles in the jurisdiction?

**Mr. Straw** stated the funding formula is 49% SLO County contribution, 18% city of San Luis Obispo contribution and the rest is divided by population per jurisdiction.

**President Strong** stated we should all work together as a county and look out for each other, and the county has no intention of taking away services from Atascadero.

**Ms. Rickard** stated per the letter provided by Geoff and Pete, Atascadero is willing to work with RTA.

**Vice President Peschong** stated that SLOCOG is the representative to move this forward, then let's not forget San Miguel.

**Mr. Waage** made a motion to approve agenda item B-2, and **Vice President Peschong** seconded the motion. The motion passed unanimously via roll call vote as follows:

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
JOHN PESCHONG	X		
FRED STRONG	X		
ED WAAGE	X		

**B-3                      Fiscal Year 2020-21 Amendment #3 for Consolidation of SoCo Transit into the RTA**

**(Approve)**

**Mrs. Tania Arnold** stated this amendment does not have an impact on LTF required for FY20-21.

Additional columns in RTA budget to include services provided for South County. Staff is also presenting advisory FY21-22 budgetary information. The operating revenue for FY 2020-21 include no changes to RTA and the additional column for SoCo Transit. For FY 2021-22, there is a slight reduction in revenue for administrative services \$20,980 and an additional column for SoCo Transit. The capital revenue includes no changes to RTA and additional columns for SoCo Transit.

There were no questions or comments.

**Mr. Waage** made a motion to approve agenda item B-3, and **Vice President Peschong** seconded the motion. The motion passed unanimously via roll call vote as follows:

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
JOHN PESCHONG	X		
FRED STRONG	X		
ED WAAGE	X		

**C.    Consent Items**

**C-1    Executive Committee Meeting Minutes of August 12, 2020 (Approve)**

**Mr. Waage** made a motion to approve consent agenda item C-1, and **Vice President Peschong** seconded the motion. The motion passed unanimously via roll call vote as follows:

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
JOHN PESCHONG	X		
FRED STRONG	X		
ED WAAGE	X		

**December 2, 2020 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)
- A-2    Update Bus Maintenance Facility Construction (Receive)

Action Items



- B-1 Fiscal Year 2020-21 Amendment #2 (Approve)
- B-2 Consolidation SoCo Transit into the RTA (Approve)
- B-3 Fiscal Year 2020-21 Amendment #3 for Consolidation of SoCo Transit into the RTA (Approve)

Consent Items

- C-1 Executive Committee Meeting Minutes of August 12, 2020 (Information)
- C-2 RTA Board Meeting Minutes of August 5, 2020 (Approve)
- C-3 RTA Board Meeting Minutes of September 2, 2020 (Approve)
- C-4 Procurement of Replacement Vehicles (Approve)
- C-5 Declare Vehicles Surplus (Approve)
- C-6 Designate Executive Director as Alternate on CalTIP Board (Approve)
- C-7 BMF Construction Change Order Summary (Approve)
- C-8 Final Social Security Resolution for RTA Employees (Approve)

Closed Session Item:

CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION (Government Code section 54956.9.) It is the intention of the Executive Committee to meet in closed session concerning the following item: Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of section 54956.9. Number of potential cases: One..

**Mr. Waage** made a motion to approve the agenda for the RTA Board meeting December 2nd, and **Vice President Peschong** seconded the motion. The motion passed unanimously via roll call vote as follows:

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
JOHN PESCHONG	X		
FRED STRONG	X		
ED WAAGE	X		

- D. **Closed Session:** CONFERENCE WITH LEGAL COUNSEL - ANTICIPATED LITIGATION (Government Code section 54956.9.) It is the intention of the Executive Committee to meet in closed session concerning the following item: Significant exposure to litigation pursuant to paragraph (2) or (3) of subdivision (d) of section 54956.9. Number of potential cases: One.

The Executive Committee went into closed session at 11:42 AM and returned to open session at 11:53 AM. There was no reportable action taken.

**E. Adjournment**

The meeting was adjourned at 11:54 AM.

Next RTA Executive Committee Meeting: **December 9, 2020**

Respectfully Submitted,

Acknowledged by,

\_\_\_\_\_  
Chelsea Sperakos  
Administrative Assistant

\_\_\_\_\_  
Fred Strong  
RTA President 2020

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**DRAFT**  
**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**  
**BOARD MEETING MINUTES OF DECEMBER 2, 2020**  
**A-2**

**BOARD MEMBERS PRESENT:**

LYNN COMPTON, FOURTH DISTRICT, COUNTY OF SAN LUIS OBISPO  
BRUCE GIBSON, SECOND DISTRICT, COUNTY OF SAN LUIS OBISPO  
ROBERT DAVIS, CITY OF MORRO BAY  
KAREN BRIGHT, CITY OF GROVER BEACH  
JIMMY PAULDING, CITY OF ARROYO GRANDE  
JOHN PESCHONG, FIRST DISTRICT, COUNTY OF SAN LUIS OBISPO (Vice President)  
ANDY PEASE, CITY OF SAN LUIS OBISPO  
HEATHER MORENO, CITY OF ATASCADERO  
FRED STRONG, CITY OF PASO ROBLES (President)  
ED WAAGE, CITY OF PISMO BEACH  
DEBBIE ARNOLD, FIFTH DISTRICT, COUNTY OF SAN LUIS OBISPO

**BOARD MEMBERS ABSENT:**

THIRD DISTRICT REPRESENTATIVE, COUNTY OF SAN LUIS OBISPO

**STAFF PRESENT:**

GEOFF STRAW, EXECUTIVE DIRECTOR  
TANIA ARNOLD, DEPUTY DIRECTOR & CFO  
NINA NEGRANTI, SAN LUIS OBISPO COUNTY COUNSEL  
CHELSEA SPERAKOS, ADMINISTRATIVE ASSISTANT

**CALL MEETING TO ORDER, ROLL CALL:**

**President Fred Strong** called the meeting to order at 11:07 AM via Zoom conference call and a quorum was present. **\*\*NOTE\*\***: ***Board Member Lynn Compton and Vice President John Peschong experienced technical difficulties and were absent after item A-1.***

**PUBLIC COMMENT:** The Board reserves this portion of the agenda for members of the public to address the San Luis Obispo Regional Transit Authority Board on any items not on the agenda and within the jurisdiction of the Board. Comments are limited to three minutes per speaker. The Board 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.

**Mr. Eric Greening** stated that to his understanding, no transmission of COVID-19 has occurred via transit and he wanted to commend staff for this accomplishment.

## **A. INFORMATION AGENDA**

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

**Mr. Geoff Straw** stated RTA had the first full staff meeting since the start of the pandemic on September 18<sup>th</sup>. A building intercom was installed and in use October 1<sup>st</sup>. Administration is discussing enhanced BMF air handling as of October 12<sup>th</sup>. The bus maintenance facility construction is on schedule. The RTA lease on the current building ends February 2022. Construction found some contaminated but not hazardous dirt under the former UHaul facility and all ground analysis is wrapping up. The agency Relay for Life cancer awareness walk on October 28th. A new utility employee started November 2<sup>nd</sup> and the new accounting technician is Allison Stitzer. There are two new bus operators in service and one in training; four additional candidates are in background check. There are still four open bus operator positions. Seven replacement vehicles will be delivered; 1 cutaway (December) and 6 minivans. There is increasing ridership and the agency intends to keep city managers informed if service needs increase. Most marketing has been focused on COVID-19. The holiday schedule has been announced. RTA has been providing bus operator and utility worker coverage for SoCo Transit. Employee shortages have stabilized, however if the shortage worsens due to COVID-19, the agency may be forced to cut service. The agency could possibly revert to a modified Saturday schedule and Mr. Straw would alert City Managers and RTA Board prior to announcing any emergency service cuts. The Employee of the Quarter has been awarded to CB Bidleman. CPS HR Consulting will be conducting a diversity and inclusion survey on December 7-8.

#### Questions:

**Mr. Ed Waage** asked has RTA considered security for the bus maintenance facility?

**Mr. Straw** said encampments along San Luis Creek have been a concern. Staff has obtained approval from the city to get a variance on the fence height and type of fence. There are cameras for the facility. Staff will continue to monitor the situation and discuss security approach with CAPSLO.

**Mr. Jimmy Paulding** asked is there further information why the per passenger subsidy is so high?

**Mr. Straw** stated operating cost has increased due to sanitation, and not having revenue is a big hit.

**Mr. Paulding** made a motion to receive and file agenda item A-1, and **Ms. Heather Moreno** seconded the motion. The motion passed unanimously via voice vote.

## **B. ACTION AGENDA**

### **B-1 Fiscal Year 2020-21 Amendment #2 (Approve)**

**Ms. Tania Arnold** stated this amendment reduces the LTF required from the jurisdictions. For FY20-21: \$105,209 and a projection for FY21-22: \$1,018,940. The agency will receive additional FTA 5307 CARES funding from the Santa Maria Urbanized Area. This does not include Phase 2 of 5311 CARES funds. Allocation of STA funds will be revised down at the SLOCOG Board meeting. FY20-21 changes to operating revenue and expenses include reducing debt service reserve which is now being spent with the close of the TIFIA loan in September 2020; an increase in offset reserve carryover to FY21-22; an increase in FTA 5307; CARES from Santa Maria UZA balance to capital funds; a decrease in LTF required. FY20-21 changes to capital revenue and expenses include a decrease in equipment replacement reserves and STA for the current year due to decrease in STA allocation from SLOCOG; an increase in FTA 5307 CARES from Santa Maria UZA for COVID related capital items; an increase in revenue and expense related to bus maintenance facility due to refined schedule; an increase in loan repayments (interest). FY21-22 advisory changes to operating revenue and expenses include revised reserves; revised STA based on reduced STA in FY20-21 assuming same lower number moving forward; the use of offset reserve carryover generated in FY20-21; a reduction in office space rental. FY21-22 changes to capital revenue and expenses include revised reserves, revised STA based on reduced STA in FY20-21 assuming same lower number moving forward and a revised revenue and expense related to bus maintenance facility due to refined schedule.

**Mr. Waage** made a motion to approve agenda item B-1, and **Mr. Robert Davis** seconded the motion. The motion passed unanimously via roll call vote as follows:

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD	X		
LYNN COMPTON			X
BRUCE GIBSON	X		
JOHN PESCHONG (Vice President)			X
ROBERT DAVIS	X		
KAREN BRIGHT	X		
JIMMY PAULDING	X		
ANDY PEASE	X		
HEATHER MORENO	X		
FRED STRONG (President)	X		
ED WAAGE	X		
3RD DISTRICT REPRESENTATIVE			X

## **B-2 Consolidation SoCo Transit into the RTA (Approve)**

**Mr. Straw** stated the issue of local control has been a concern in this consolidation. South County will have control over their budget and service levels provided. Benefits of consolidation (originally presented in January 2018) include increased costs for employee health care and work comp but lower administration oversight/audit/planning costs, and lower vehicle-related insurance costs. Most importantly consolidation will help the County avoid future Farebox Recovery Ratio penalties. The result will be net operating cost savings through consolidation. Implementation will be effective at 12:00 AM January 1, 2021. Local control will remain with the South County Transit Committee (SCTC) which will be comprised of RTA Board members from Arroyo Grande, Grover Beach, Pismo Beach and one member from the County Board of Supervisors. There is concern that the term “core services” introduced in the amended RTA JPA is too vague and might not prevent future service cuts along El Camino Real in Atascadero. There is a joint letter from RTA & COG executive directors commit agency staff to follow policies. Staff’s recommendation is to approve the attached resolution, which addresses the SoCo Transit Board’s support for the San Luis Obispo Regional Transit Authority amended and restated Joint Powers Agreement and terminates the current South County Area Transit Joint Powers Agreement. The Board will direct staff to work with the City Manager and Clerk at each jurisdiction to present a resolution seeking concurrence on termination of the South County Area Transit Joint Powers Agreement by SoCo Transit member jurisdictions, as well as execution of the San Luis Obispo Regional Transit Authority amended and restated Joint Powers Agreement. Following termination of the South County Area Transit Joint Powers Agreement, the Board will direct staff to file necessary paperwork with the California Secretary of State.

### **Public Comment:**

**Mr. Eric Greening** stated he does support the consolidation and also Templeton feels well served now. The downtown of Templeton and Oceano seem abandoned in service and he would welcome deeper discussion about the areas.

### **Questions:**

**Ms. Karen Bright** asked do all of the cities had to be involved even though they are not part of SCT?

**Mr. Straw** stated all jurisdictions are required to approve the consolidation because the RTA Joint Powers Agreement is being amended.

**Ms. Bright** asked what was the issue with core services?

**Mr. Straw** stated RTA has no intention of changing core services, and the city of Atascadero was concerned about losing service. SLOCOG and RTA would not be in support of removing reasonable services.

**Ms. Moreno** stated as contract services and core services expand, the city of Atascadero would like stronger definitions in the JPA moving forward.

**Mr. Pete Rodgers** stated the funding formula has been managed to be equitable. SLOCOG has pledged to look into this.

**President Strong** asked if there is any coordination between bus and rail services moving forward for a commuter rail.

**Mr. Straw** said rail is not a core service, but it is an ongoing discussion.

**Mr. Rodgers** said it would be a future consideration.

**Mr. Paulding** stated South County is in full support of this, and would also support a future action item of identifying core services in the JPA.

**Mr. Waage** stated he appreciates all the effort.

**Mr. Waage** made a motion to approve agenda item B-2, and **Ms. Debbie Arnold** seconded the motion. The motion passed unanimously via roll call vote as follows:

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD	X		
LYNN COMPTON			X
BRUCE GIBSON	X		
JOHN PESCHONG (Vice President)			X
ROBERT DAVIS	X		
KAREN BRIGHT	X		
JIMMY PAULDING	X		
ANDY PEASE	X		
HEATHER MORENO	X		
FRED STRONG (President)	X		
ED WAAGE	X		
3RD DISTRICT REPRESENTATIVE			X

**B-3 Fiscal Year 2020-21 Amendment #3 for Consolidation of SoCo Transit into the RTA (Approve)**

**Ms. Tania Arnold** stated this amendment does not have an impact on LTF required for FY20-21.

Additional columns in RTA budget to include services provided for South County. Staff is also presenting advisory FY21-22 budgetary information. The operating revenue for FY 2020-21 include no changes to RTA and the additional column for SoCo Transit. For FY 2021-22, there is a slight reduction in revenue for administrative services \$20,980 and an additional column for SoCo Transit. The capital revenue includes no changes to RTA and additional columns for SoCo Transit.

**Mr. Waage** made a motion to approve agenda item B-3, and **Mr. Bruce Gibson** seconded the motion. The motion passed unanimously via roll call vote as follows:

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD	X		
LYNN COMPTON			X
BRUCE GIBSON	X		

JOHN PESCHONG (Vice President)		X
ROBERT DAVIS	X	
KAREN BRIGHT	X	
JIMMY PAULDING	X	
ANDY PEASE	X	
HEATHER MORENO	X	
FRED STRONG (President)	X	
ED WAAGE	X	
3RD DISTRICT REPRESENTATIVE		X

### C. CONSENT AGENDA

- C-1 Executive Committee Meeting Minutes of August 12, 2020 (Information)**
- C-2 RTA Board Meeting Minutes of August 5, 2020 (Approve)**
- C-3 RTA Board Meeting Minutes of September 2, 2020 (Approve)**
- C-4 Procurement of Replacement Vehicles (Approve)**
- C-5 Declare Vehicles Surplus (Approve)**
- C-6 Designate Executive Director as Alternate on CalTIP Board (Approve)**
- C-7 BMF Construction Change Order Summary (Approve)**
- C-8 Final Social Security Resolution for RTA Employees (Approve)**
- C-9 Annual Fiscal & Compliance Audit for Fiscal Year 2019-20 (Accept)**
- C-10 Cuesta College Proposal for Transit Improvements at North Campus (Approve)**

### Questions:

**Ms. Bright** asked if no MDA is normal protocol for RTA and were there any findings from the audit?  
**Ms. Arnold** stated there were no findings and no MDA is standard.

**Ms. Andy Pease** made a motion to approve consent agenda items C-1 through C-10, and **Mr. Paulding** seconded the motion. The motion passed unanimously via roll call vote as follows:

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD	X		
LYNN COMPTON			X
BRUCE GIBSON	X		
JOHN PESCHONG (Vice President)			X
ROBERT DAVIS	X		
KAREN BRIGHT	X		
JIMMY PAULDING	X		
ANDY PEASE	X		
HEATHER MORENO	X		
FRED STRONG (President)	X		
ED WAAGE	X		
3RD DISTRICT REPRESENTATIVE			X

**D. CLOSED SESSION: CONFERENCE WITH LEGAL COUNSEL – ANTICIPATED LITIGATION (Government Code section 54956.9.)** It is the intention of the Board to meet in closed session concerning the following item: **(1) Significant exposure to litigation pursuant to subdivision (d) of section 54956.9.**  
Number of potential cases: One.

The board went into closed session at 12:13 PM and returned to open session at 12:36 PM.

**Ms. Nina Negranti** stated there was no action to report from closed session.

**E. BOARD MEMBER COMMENTS**

**Mr. Strong** reiterated his support for local transit connection to rail system.

**Next RTA Board meeting: January 6, 2021**

Respectfully Submitted,

Acknowledged by,

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Chelsea Sperakos, Administrative Assistant

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Fred Strong, RTA President 2020



**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
JANUARY 6, 2021  
STAFF REPORT**

**AGENDA ITEM:** A-3

**TOPIC:** 2<sup>nd</sup> Update on BMF Change Orders

**ACTION:** Approve

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

**STAFF RECOMMENDATION:** Approve Change Orders to Specialty Construction, Inc. Agreement to construct new Bus Maintenance Facility as presented.

**BACKGROUND/DISCUSSION:**

The RTA Board of Directors awarded construction of the Bus Maintenance Facility to Specialty Construction, Inc. (SCI) at its July 2020 meeting. The award resolution also delegates to the Executive Director and the Director's designee(s) the authority to order any changes or additions to the plans, designs or any other provisions of the work so long as any such change or addition is deemed consistent with the proper completion of the Project under the sound discretion of the Director or his designee. The dollar amount of any such change or addition shall not exceed the maximum dollar amount allowed her Public Contract Code Section 20142. Any changes or additions shall be in writing and administered as specified in the Contract Documents. The original contract with SCI was for \$16,873,000. Public Contract Code Section 20142 states that for no change or addition can exceed \$25,000, plus 5% of the original contract cost – but in no case greater than \$210,000. All of the change orders listed below comply with this limitation.

The change order process has been developed and authorized under our contract with Kitchell CEM for construction management services, and has been accepted by our designer/engineer (Stantec Architecture) and by our general contractor (Specialty Construction Inc., or SCI). When an issue is discovered by the general contractor, by a regulatory agency or by RTA staff, it is reported to Kitchell, which then develops a Cost Request Bulletin (CRB) that is submitted to SCI. SCI then submits a cost proposal, which is reviewed by Kitchell and Stantec. Kitchell then recommends approval or further investigation; only the RTA Executive Director or his designee can approve a Change Order.

I reported at the December 2, 2020 RTA Board meeting that to date I had received thirteen CRBs and authorized six Change Orders. However, I mistakenly counted each item separately, when in reality four Change Orders are officially amended into the Agreement with SCI; one of the four Change Orders includes three CRB items. In any

case, I was correct in reporting that all of the Change Orders that I authorized sum up to \$143,372.99, or 0.8% of the original \$16,873,000 agreement with SCI. The resulting contract was thus increased to \$17,016,393.99 as of December 2, 2020.

For the current reporting period, as of December 15, 2020, no new CRBs have been submitted, while one pending CRB been authorized as a Change Order. Specifically, *CRB-08 Equipment and Labor to Dispose 75 Tons of Soil at Previous U-Haul Building* has been formally authorized for \$2,913.75, which increases the total Change Orders to \$146,286.74 (0.9% of original contract). The resulting Agreement with SCI has been increased to \$17,019,286.74.

**Staff Recommendation**

Approve Change Order to Specialty Construction, Inc. Agreement to construct new Bus Maintenance Facility as presented.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**JANUARY 6, 2021**

**STAFF REPORT**

**AGENDA ITEM:** A-4

**TOPIC:** Paso Robles Bus Parking Yard CEQA Mitigations  
Third Annual Monitoring Report

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

**STAFF RECOMMENDATION:** Accept as Information

**BACKGROUND/DISCUSSION:**

The RTA Board of Directors certified a Mitigated Negative Declaration (MND) report for the *RTA Use of County Yard for Bus Parking Facility in Paso Robles* project on September 14, 2016. The MND identified 19 mitigations<sup>1</sup> that were required to minimize to less-than-significant or completely avoid on-going/long-term environmental impacts that would occur as a result of the project.

As background, the purpose of the project is to provide storage for up to fourteen 40-foot and 45-foot fixed route coaches, five 25-foot cutaway vans, and 26 employee parking spaces, as well as placement of a modular office building. Construction of the project was completed in April 2018, and all North County transit operations were transitioned to the new facility on May 20, 2018. As denoted in the Mitigations Monitoring Report table at the end of this document, all construction-related mitigations were fully implemented and are now considered complete. One on-going monitoring issue is #10, which is cut/pasted below:

***Mitigation Measure: BIO-7 – Operations-Related Erosion Control Measures.***  
*Erosion control measures shall be implemented to prevent runoff to the Salinas River corridor and associated tributaries. Silt fencing, in conjunction with other methods, shall be used to prevent erosion and avoid and/or minimize silts and sediments from entering adjacent waterways.*

To ensure that operations-related erosion control measures continue to be implemented and monitored, we continue to work with our landscaping contractor to help us monitor and document our efforts. In addition, if replacement of lighting or other future site maintenance requires changes that could impact a mitigation category, that action would be monitored and reported.

Finally, as required by our *Policy and Procedures for Environmental Evaluation of RTA Projects* adopted in May 2016, staff will report our compliance annually to the RTA

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<sup>1</sup> Three of the mitigations were combined into one, resulting in 17 categories reported in the table below.

Board for a period of five years. This report represents the third of the five required annual reports.

**Staff Recommendation**

Accept and file this annual Mitigations Monitoring Report as an information item.

<b>Bus Parking Yard in Paso Robles Mitigations Monitoring Report</b>		
11-Jul-18		
<b>#</b>	<b>Summary Description</b>	<b>Status</b>
1	<b>Mitigation Measure AES-1 – Exterior Lighting Controls and Site Screening.</b> An exterior lighting plan will be developed, which will include the height, location, and intensity of all exterior lighting. All light poles, fixtures, and hoods shall be dark (non-reflective) colored. Lighting shall be designed to eliminate any off site glare. All exterior site lights shall utilize full cut-off, “hooded” lighting fixtures to prevent offsite light spillage and glare. In addition, the Project will implement a landscape buffer and other design features to screen the new modular office building, parked buses and parked employee automobiles from view by motorists traveling along the US101 corridor.	Completed.
2	<b>Mitigation Measure AQ-1 – Construction Equipment Emission Control Measures.</b> As identified in the APCD CEQA Air Quality Handbook, construction mitigation measures are designed to reduce emissions (ROG, NOx, DPM, PM10 and GHG) from heavy-duty construction equipment and may include emulsified fuels, catalyst and filtration technologies, engine replacement, and new alternative fueled trucks.	Completed.
3	<b>Mitigation Measure AQ-2 – Construction-Related Dust Control Measures.</b> Since the proposed Project site is within 1,000 feet of a sensitive receptor, dust generated by construction activities shall be kept to a minimum.	Completed.
4	<b>Mitigation Measure (same for all three): BIO-1, GEO-1 &amp; HWQ-1 – Construction Storm Water Plan and SWPPP.</b> Prior to construction, RTA shall – in close consultation with San Luis Obispo County officials – prepare an operations-based Stormwater Pollution Prevention Plan (SWPPP) acceptable to the City of Paso Robles; this SWPPP will focus on the operations of RTA independent of County Corp Yard activities. RTA shall also develop in detail a Construction Storm Water Plan in conjunction with the Project’s final design and grading plan for implementation during construction activities. Specific details are provided in the City of Paso Robles Construction Site Storm Water Quality Requirements.	Completed.

5	<b>Mitigation Measure: BIO-2 – Construction-Related Erosion Control BMPs.</b> Prior to and during construction, the contractor shall implement erosion control best management practices. To reduce the potential for inadvertent release of sediment from construction area to adjacent stream, drainage, wetland, or other sensitive resource areas, the contractor shall install appropriate erosion control devices around the perimeter of areas that require disturbance of the ground surface. Storm drains and gutters leading to drainage and wetland areas shall be blocked to prevent water entry. Erosion control devices shall be checked on a daily basis to ensure proper function.	Completed.
6	<b>Mitigation Measure: BIO-3 – Construction Outside Nesting Season.</b> If feasible, construction activities will take place outside of the nesting bird season (i.e., March 15 to August 15). If construction activities occur within nesting bird season, a qualified biologist shall perform pre-activity nesting bird surveys to determine if breeding/nesting birds are present within the proposed Project site. If an active bird nest is identified, then CDFG and/or USWFS shall be consulted to determine appropriate buffer during construction activities.	Completed.
7	<b>Mitigation Measure: BIO-4 – Qualified Biologist Preconstruction Survey.</b> A qualified biologist shall be retained to conduct a preconstruction survey of the proposed Project site and the adjacent habitats. In the event that any special-status species are identified within the proposed Project area, all work shall cease and the appropriate agencies shall be contacted for further consultation.	Completed.
8	<b>Mitigation Measure BIO-5 – Construction Worker Education Program.</b> A construction worker education program shall be prepared and presented to all construction personnel at the beginning of the proposed Project. The program shall discuss sensitive species with potential to occur in the construction zone, with emphasis on special-status wildlife and plant species. The program shall explain the importance of minimizing disturbance and adhering to other disturbance minimizing measures.	Completed.
9	<b>Mitigation Measure: BIO-6 – Defining Project Site Limits.</b> The use of heavy equipment and vehicles shall be limited to the proposed Project limits, existing roadways, and defined staging areas/access points. The boundaries of each work area shall be clearly defined and marked with visible flagging and/or orange protective fencing.	Completed.

10	<b>Mitigation Measure: BIO-7 – Operations-Related Erosion Control Measures.</b> Erosion control measures shall be implemented to prevent runoff to the Salinas River corridor and associated tributaries. Silt fencing, in conjunction with other methods, shall be used to prevent erosion and avoid and/or minimize silts and sediments from entering adjacent waterways.	Occupancy on May 20, 2018. Continue to monitor and report annually to Board.
11	<b>Mitigation Measure: BIO-8 – Protection of Salinas River.</b> During construction, washing of concrete, paint, or equipment and refueling and maintenance of equipment shall occur only in designated areas a minimum of 50 feet from the Salinas River. Straw bales, sandbags, and sorbent pads shall be available to prevent water and/or spilled fuel from entering the stream channel. In addition, all equipment and materials shall be stored/stockpiled away from the swale. Construction equipment shall be inspected by the operator on a daily basis to ensure that equipment is in good working order and no fuel or lubricant leaks are present.	Completed.
12	<b>Mitigation Measure: BIO-9 – Oak Tree Protection.</b> Oak tree protection and replacement procedures shall be implemented during the Project. This includes procedures for protecting oak trees to remain in place during construction, and replacing oak trees that are impacted. Oak tree protections must comply with the City of Paso Robles Tree Ordinance No. 835 N.S.	Completed.
13	<b>Mitigation Measure: BIO-10 – Exterior Lighting Controls.</b> To minimize the effects of future exterior lighting on special status wildlife species, all outdoor lighting fixtures shall be positioned and/or shielded to avoid direct lighting to adjacent streams and surrounding habitat areas.	Completed.
14	<b>Mitigation Measure: CUL-1 – Discovery of Human Remains.</b> If human remains are uncovered during ground disturbing activities, RTA and its contractor(s) will immediately halt potentially damaging excavation in the area of the burial and will notify the SLO County Coroner and a professional archaeologist to determine the nature of the remains.	Completed.
15	<b>Mitigation Measure: CUL-2 – Discovery of Prehistoric/Historic Deposits.</b> If prehistoric or historic deposits or features are discovered during ground disturbing activities, activities in the area should cease and a qualified archaeologist shall inspect the discovery and prepare a recommendation for a further course of action.	Completed.
16	<b>Mitigation Measure: NOI-1 – Construction-Related Noise Control.</b> RTA shall ensure that the construction contractor employs noise reducing measures during construction activities.	Completed.

17	<b>Mitigation Measure TRA-1 – Traffic Crossing Warning Sign.</b> A Traffic Crossing Ahead warning sign will be installed on Paso Robles Street upstream from the entrance to the Project site.	Completed.
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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**  
**JANUARY 6, 2021**  
**STAFF REPORT**

**AGENDA ITEM:** A-5

**TOPIC:** Transit Asset Management (TAM) Plan

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

**STAFF RECOMMENDATION:** Receive and File FY20-21 TAM Plan

**BACKGROUND/DISCUSSION:**

In accordance with the Federal Transit Administration (FTA) every transit agency must develop a transit asset management (TAM) plan if it owns, operates, or manages capital assets used to provide public transportation and receives federal financial assistance under 49 U.S.C. Chapter 53 as a recipient or subrecipient. There are two categories for transit agencies and the RTA fall under Tier II and is a group sponsor for its subrecipient of federal funds (the City of Atascadero). As a Tier II agency, the RTA must meet the following four elements:

1. An inventory of assets – A register of capital assets and information about those assets.
2. A condition assessment of inventoried assets – A rating of the assets' physical state; to be completed for assets an agency has direct capital responsibility for; should be at a level of detail sufficient to monitor and predict performance of inventoried assets.
3. Description of a decision support tool – An analytic process or tool that (1) assists in capital asset investment prioritization and/or (2) estimates capital needs over time *does not necessarily mean software*.
4. A prioritized list of investments – A prioritized list of projects or programs to manage or improve the State of Good Repair (SGR) of capital assets.

**Transit Asset Management Plan**

The RTA's Strategic Business Plan set our goal for all revenue vehicles to be no more than 40% beyond the FTA-defined useful life standard in terms of years or miles. There is one exception of the existing over-the-road buses, as there are no plans to replace these vehicles at the current time. Equipment goal is set based on current age and when the replacement is tentative to take place.

In FY20-21, the RTA is on target to meet or exceed the vehicle replacement performance measures set forth in the TAM Plan. Performance details, as reported annually to the National Transit Database (NTD) are provided in the table below.

<b>Performance Measure</b>	<b>2020 Target (%)</b>	<b>2020 Performance (%)</b>	<b>Variance</b>	<b>Description</b>
Over-the-Road Bus	100%	100%	0%	100% are beyond their useful life as there are no plans to replace this vehicle type
Heavy Duty Bus	40%	9%	31%	On Target with additional bus replacements scheduled to occur in FY20-21 as funding is made available
Cutaway	40%	39%	1%	On Target with additional Cutaway replacements scheduled to occur in FY20-21 as funding is made available
ADA Minivan	40%	60%	-20%	On Target. Additional ADA minivans replacements occurred just after the close of the fiscal year. Additional replacements shall occur in FY20-21 as funding is made available
Support Vehicles (Non-Revenue)	25%	92%	-67%	Revenue Vehicles remain top priority for replacement. As a result, replacement of Support Vehicles are often deferred as they incur less miles and their useful life can be extended without significant impact to the agency. Replacement of Support Vehicles occur as funding is made available
Forklift	20%	20%	0%	On Target

#### **Staff recommendation**

Receive and file the FY20-21 TAM Plan.

<b>NTD ID</b>	90206
<b>Reporter Name</b>	San Luis Obispo Regional Transit Authority
<b>Report</b>	2020 (Original Submission)

## Transit Asset Management Performance Measure Targets (A-90)

### 1) Rolling Stock - Percent of revenue vehicles that have met or exceeded their useful life benchmark

Performance Measure	2020 Target (%)	2020 Performance (%)	2020 Difference	2021 Target (%)
AB - Articulated Bus	N/A			N/A
AO - Automobile	N/A			N/A
BR - Over-the-road Bus	100.00	100.00	0.00	100.00
BU - Bus	40.00	9.09	30.91	40.00
CU - Cutaway	40.00	38.89	1.11	40.00
DB - Double Decker Bus	N/A			N/A
MV - Minivan	40.00	60.00	-20.00	40.00
OR - Other	N/A			N/A
SB - School Bus	N/A			N/A
SV - Sports Utility Vehicle	N/A			N/A
VN - Van	N/A			N/A

### 2) Equipment - Percent of service vehicles that have met or exceeded their useful life benchmark

Performance Measure	2020 Target (%)	2020 Performance (%)	2020 Difference	2021 Target (%)
Automobiles	25.00	91.67	-66.67	25.00
Trucks and other Rubber Tire Vehicles	20.00	20.00	0.00	20.00
Steel Wheel Vehicles	N/A			N/A

### 3) Facility - Percent of facilities rated below 3 on the condition scale

Performance Measure	2020 Target (%)	2020 Performance (%)	2020 Difference	2021 Target (%)
Passenger / Parking Facilities	N/A			N/A
Administrative / Maintenance Facilities	N/A			N/A

## Getting Started

The following information is for reference purposes and document control. Please be sure to complete these fields before proceeding with the tool.

TAM Plan Type:   
*Scroll down to list your subrecipients*

Sponsoring Agency Name:

Sponsoring Agency Accountable Executive:

Last Modified By (your name):

Last Modified:

## Related Documents

As a first step, there are a number of documents that may be helpful in facilitating development of your TAM plan, if you have them. Please indicate below by using the dropdown menus where this information is available. While your agency may not have the specifically named reports, you may have the information stored in other formats. If not available, the information can be collected through workshops or conversations with staff.

Select a response from the drop down menu:

Asset register or inventory information including for spare parts or equipment	Have
Routine checklist for inspections or other preventive maintenance activities	Have
Reports or information on asset condition	Have
Original Equipment Manufacturer (OEM) Manual	Have
Warranty information for any asset types	Have
Fleet management plan or documentation on how you manage your fleet	Have
Facilities management plan or documentation on how you manage your facilities	Have
Work plans or schedules (preventive maintenance schedules and/or reports)	Have
Trouble log (information on asset defects, faults, and/or unplanned maintenance)	Have
Any documentation related to risks and/or risk management	Do Not Know
Standard operating procedures (SOPs)	Have
Asset transition (or hand over) protocol or policy	Do Not Know

## Group TAM Plan Subrecipients

**If you are a Group TAM Plan Sponsor, please list your subrecipients below:**

[illegible]

## Introduction

### \*\*BASIC\*\*

Provide a brief overview of/introduction to your agency. You may include general information including state geography, demographics, interdependencies between asset classes, etc.:

The RTA is a Joint Powers Authority (formed in 1989) that provides Regional fixed-route and paratransit services throughout the County of San Luis Obispo. The RTA Board of Directors consists of a representative from all of the cities in which transportation services are provided and 5 Elected Supervisors. The Regional Transportation Advisory Committee (RTAC) meets quarterly & provides advice to the RTA Board. The RTA's fleet standard is to replace revenue vehicles with no more than 40% of those vehicles beyond the FTA-defined useful life. This is a Tier II Group Plan that also includes the Subrecipient of the RTA (City of Atascadero). The City of Atascadero provides only Dial-A-Ride services to their community.

**Performance Targets & Measures:** What are the annual targets set for the FTA performance measures? Refer to Part I of the Guide for definitions of the performance measures and information on how to set targets. Provide your targets in the table below. If you have other asset classes to include, specify the asset class in the yellow cells labeled 'Custom'.

**For Group TAM Plan Sponsors:** You may set targets for your subrecipients. If you choose to do so, click the "Hide Targets" button below before you send the template out. You may leave this question to obtain input from subrecipients on appropriate targets.

Asset Category - Performance Measure	Asset Class	2021 Target	2022 Target	2023 Target	2024 Target	2025 Target
<b>REVENUE VEHICLES</b>						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus					
	AO - Automobile					
	BR - Over-the-road Bus	100%	100%	100%	100%	100%
	BU - Bus	40%	40%	40%	40%	40%
	CU - Cutaway Bus	40%	40%	40%	40%	40%
	DB - Double Decked Bus					
	FB - Ferryboat					
	MB - Mini-bus	40%	40%	40%	40%	40%
	MV - Mini-van	40%	40%	40%	40%	40%
	RT - Rubber-tire Vintage Trolley	40%	40%	40%	40%	40%
	SB - School Bus					
	SV - Sport Utility Vehicle					
	TB - Trolleybus					
	VN - Van					
	Custom 1					
	Custom 2					
	Custom 3					
<b>EQUIPMENT</b>						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	25%	25%	30%	40%	40%
	Steel Wheel Vehicles					
	Trucks and other Rubber Tire Vehicles	25%	25%	30%	40%	40%
	Forklift	25%	25%	30%	40%	40%
	Custom 2					
	Custom 3					
<b>FACILITIES</b>						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration					
	Maintenance					
	Parking Structures					
	Passenger Facilities					
	Custom 1					
	Custom 2					
	Custom 3					



You may provide text explaining the methods used in setting the targets here:

Based on the RTA's Strategic Business Plan, the goal for all revenue vehicles is to not exceed more than 40% beyond the FTA-defined useful life standard in terms of years or miles. There is one exception of the existing over-the-road buses as there are no plans to replace these vehicles at the current time. The equipment goal is set based on the current age and when the replacement is tentatively scheduled to take place.

**\*\*These buttons are for Group TAM Plan Sponsor use only\*\***

Capital Asset Inventory

**BASIC**

Asset Inventory Listing: To complete the inventory list, use the following steps:

- 1. On the table to the right, list all the capital assets that you own, operate, or manage that support the delivery of public transportation services. This should include leased assets, assets operated under contract, and all assets that would be included in a program of projects. You may include assets used in the provision of public transportation even if acquired without FTA funds. Complete the table and use the drop down menus where provided. An example is shown for guidance.
- 2. Click the "Add More" button only after some yellow cells are filled.
- 3. Be sure to click "Finish" when complete.
- 4. Click the "Summarize" button to populate the summary table.
- 5. Click "Continue" to proceed to the next sheet.

Asset Category/Class	Total Number	Avg Age	Avg Mileage	Avg Value
Revenue Vehicles	73	5.5	192,917	\$366,643.84
AB - Articulated Bus	0	-	-	-
AO - Automobile	0	-	-	-
BR - Over-the-road Bus	3	20.0	344,464	\$700,000.00
BU - Bus	31	6.3	311,642	\$650,000.00
CU - Cutaway Bus	18	2.7	86,460	\$121,111.11
DB - Double Decked Bus	0	-	-	-



FB - Ferryboat	0	-	-	-	-
MB - Mini-bus	4	7.0	117,973	\$200,000.00	
MV - Mini-van	15	4.0	81,459	\$65,000.00	
RT - Rubber-tire Vintage Trolley	0	-	-	-	
SB - School Bus	0	-	-	-	
SV - Sport Utility Vehicle	0	-	-	-	
TB - Trolleybus	2	6.5	69,307	\$280,000.00	
VN - Van	0	-	-	-	
Custom 1	0	-	-	-	
Custom 2	0	-	-	-	
Custom 3	0	-	-	-	
<b>Equipment</b>	<b>17</b>	<b>6.6</b>	<b>99,786</b>	<b>\$34,235.29</b>	
Non Revenue/Service Automobile	16	6.8	106,014	\$34,812.50	
Steel Wheel Vehicles	0	-	-	-	
Trucks and other Rubber Tire Vehicles	0	-	-	-	
Forklift	1	4.0	140	\$25,000.00	
Custom 2	0	-	-	-	
Custom 3	0	-	-	-	
<b>Facilities</b>	<b>0</b>	<b>-</b>	<b>N/A</b>	<b>-</b>	
Administration	0	-	N/A	-	
Maintenance	0	-	N/A	-	
Parking Structures	0	-	N/A	-	
Passenger Facilities	0	-	N/A	-	

Inventory Table

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Facilities*	Maintenance	York Street Maintenance Building	N/A	N/A	1	MAINT0010	Example Agency	2000		\$50,000.00
RevenueVehicles	BU - Bus	1801	GILLIG	LOW FLOOR	1	15GGD2715J3 190447	SLO RTA	2018	131,837	\$650,000.00
RevenueVehicles	BU - Bus	1802	GILLIG	LOW FLOOR	1	15GGD2717J3 190448	SLO RTA	2018	127,379	\$650,000.00
RevenueVehicles	BU - Bus	1803	GILLIG	LOW FLOOR	1	15GGD2719J3 190449	SLO RTA	2018	104,191	\$650,000.00
RevenueVehicles	BU - Bus	1910	GILLIG	LOW FLOOR	1	15GGD2710K3 191300	SLO RTA	2019	78,539	\$650,000.00
RevenueVehicles	BU - Bus	1911	GILLIG	LOW FLOOR	1	15GGD2712K3 191301	SLO RTA	2019	71,868	\$650,000.00
RevenueVehicles	BU - Bus	1912	GILLIG	LOW FLOOR	1	15GGD2714K3 191302	SLO RTA	2019	79,848	\$650,000.00
RevenueVehicles	BU - Bus	167	GILLIG	PHANTOM	1	15GCD271181 112915	SLO RTA	2008	581,503	\$650,000.00
RevenueVehicles	BU - Bus	168	GILLIG	PHANTOM	1	15GCD271381 112916	SLO RTA	2008	520,440	\$650,000.00
RevenueVehicles	BU - Bus	1011	THOR	EZ RIDER	1	1N9MMAC12A C084310	SCT	2010	306,290	\$650,000.00
RevenueVehicles	BU - Bus	204	GILLIG	PHANTOM	1	15GCB201731 112331	SCT	2003	515,736	\$650,000.00
RevenueVehicles	BR - Over-the-road Bus	635	MCI	102-DL3	1	1M8PDMPA8Y P052439	SLO RTA	2000	443,896	\$700,000.00
RevenueVehicles	CU - Cutaway Bus	1909	FORD	STARCRAFT E450	1	1FDFF4F59KDC 26299	SCT	2019	27,376	\$90,000.00
RevenueVehicles	BR - Over-the-road Bus	638	MCI	102-DL3	1	1M8PDMPA8Y P052442	SLO RTA	2000	167,794	\$700,000.00
RevenueVehicles	BR - Over-the-road Bus	644	MCI	102-DL3	1	1M8PDMPA9Y P052448	SLO RTA	2000	421,703	\$700,000.00
RevenueVehicles	TB - Trolleybus	1013	DOUBLE K	VILLAGER	1	1F66F5DY7B0 A04333	SLO RTA	2010	106,436	\$280,000.00
RevenueVehicles	TB - Trolleybus	1907	DOUBLE K	VILLAGER	1	1F66F5DY0H0 A10659	SLO RTA	2017	32,178	\$280,000.00
RevenueVehicles	BU - Bus	1101	EL DORADO	BRT	1	1N9APACL6AC 084207	SLO RTA	2011	228,160	\$650,000.00
RevenueVehicles	BU - Bus	1012	THOR	EZ RIDER	1	1N9MMAC14A C084311	SCT	2010	240,787	\$650,000.00



RevenueVehicles	BU - Bus	1301 GILLIG	LOW FLOOR	15GGD2714D1 1 182291	SLO RTA	2013	400,945	\$650,000.00
RevenueVehicles	BU - Bus	1302 GILLIG	LOW FLOOR	15GGD2716D1 1 182292	SLO RTA	2013	355,560	\$650,000.00
RevenueVehicles	BU - Bus	1303 GILLIG	LOW FLOOR	15GGD2718D1 1 182293	SLO RTA	2013	435,171	\$650,000.00
RevenueVehicles	BU - Bus	1304 GILLIG	LOW FLOOR	15GGD271XD1 1 182294	SLO RTA	2013	400,236	\$650,000.00
RevenueVehicles	BU - Bus	1305 GILLIG	LOW FLOOR	15GGD2711D1 1 182295	SLO RTA	2013	383,256	\$650,000.00
RevenueVehicles	BU - Bus	1306 GILLIG	LOW FLOOR	15GGD2713D1 1 182296	SLO RTA	2013	414,114	\$650,000.00
RevenueVehicles	BU - Bus	1307 GILLIG	LOW FLOOR	15GGD2715D1 1 182297	SLO RTA	2013	409,754	\$650,000.00
RevenueVehicles	BU - Bus	1308 GILLIG	LOW FLOOR	15GGD271XD1 1 182298	SCT	2013	318,448	\$650,000.00
RevenueVehicles	BU - Bus	1309 GILLIG	LOW FLOOR	15GGD2711D1 1 182299	SCT	2013	322,945	\$650,000.00
RevenueVehicles	BU - Bus	1310 GILLIG	LOW FLOOR	15GGD2714D1 1 182300	SCT	2013	326,248	\$650,000.00
RevenueVehicles	BU - Bus	1501 GILLIG	LOW FLOOR	15GGD2719F1 1 184847	SLO RTA	2015	361,751	\$650,000.00
RevenueVehicles	BU - Bus	1502 GILLIG	LOW FLOOR	15GGD2710F1 1 184848	SLO RTA	2015	326,122	\$650,000.00
RevenueVehicles	BU - Bus	1503 GILLIG	LOW FLOOR	15GGD2712F1 1 184849	SLO RTA	2015	340,398	\$650,000.00
RevenueVehicles	BU - Bus	1504 GILLIG	LOW FLOOR	15GGD2719F1 1 184850	SLO RTA	2015	334,043	\$650,000.00
RevenueVehicles	BU - Bus	1505 GILLIG	LOW FLOOR	15GGD2710F1 1 184851	SLO RTA	2015	337,802	\$650,000.00
RevenueVehicles	BU - Bus	1506 GILLIG	LOW FLOOR	15GGD2712F1 1 184852	SLO RTA	2015	341,619	\$650,000.00
RevenueVehicles	BU - Bus	1507 GILLIG	LOW FLOOR	15GGD2714F1 1 184853	SLO RTA	2015	272,439	\$650,000.00
RevenueVehicles	BU - Bus	1508 GILLIG	LOW FLOOR	15GGD2716F1 1 184854	SLO RTA	2015	339,364	\$650,000.00
RevenueVehicles	BU - Bus	1509 GILLIG	LOW FLOOR	15GGD2710F1 1 184855	SCT	2015	254,095	\$650,000.00
RevenueVehicles	CU - Cutaway Bus	1510 FORD	STARCRAFT E450	1FDFE4FS0GD 1 C08468	SLO RTA	2015	299,363	\$650,000.00
RevenueVehicles	CU - Cutaway Bus	1511 FORD	STARCRAFT E450	1FDFE4FS4GD 1 C09025	SLO RTA	2015	108,584	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1512 FORD	STARCRAFT E450	1FDFE4FS5GD 1 C08448	SLO RTA	2015	294,070	\$90,000.00
RevenueVehicles	MB - Mini-bus	725 AL INTERNATION	EL DORADO	1 5WEASAAAM3D H361877	SLO RTA	2013	122,844	\$200,000.00

Revenue Vehicles	MB - Mini-bus	726	INTERNATIONAL	EL DORADO	1	SWEASAM5D H361878	SLO RTA	2013	107,856	\$200,000.00
Revenue Vehicles	MB - Mini-bus	727	INTERNATIONAL	EL DORADO	1	SWEASAM7D H361879	SLO RTA	2013	114,249	\$200,000.00
Revenue Vehicles	MB - Mini-bus	728	INTERNATIONAL	EL DORADO	1	SWEASAM3D H361880	SLO RTA	2013	126,943	\$200,000.00
Revenue Vehicles	MV - Mini-van	729	DODGE	BRAUN ENTRANVAN	1	2C4RDGBG8DR 787211	SLO RTA	2013	72,235	\$65,000.00
Revenue Vehicles	MV - Mini-van	730	DODGE	BRAUN ENTRANVAN	1	2C4RDGBGXD R787212	SLO RTA	2013	69,190	\$65,000.00
Revenue Vehicles	CU - Cutaway Bus	1204	FORD	STARCRAFT E450	1	1FDFF4FS3CDB 24669	SLO RTA	2012	181,141	\$90,000.00
Revenue Vehicles	CU - Cutaway Bus	1901	FORD	STARCRAFT E450	1	1FDFF4FS5KDC 21600	SLO RTA	2019	47,091	\$90,000.00
Revenue Vehicles	CU - Cutaway Bus	1902	FORD	STARCRAFT E450	1	1FDFF4FS7KDC 26300	SLO RTA	2019	39,452	\$90,000.00
Revenue Vehicles	CU - Cutaway Bus	1903	FORD	STARCRAFT E450	1	1FDFF4FS9KDC 26301	SLO RTA	2019	46,791	\$90,000.00
Revenue Vehicles	CU - Cutaway Bus	1904	FORD	STARCRAFT E450	1	1FDFF4FS9KDC 26302	SLO RTA	2019	48,015	\$90,000.00
Revenue Vehicles	CU - Cutaway Bus	1905	FORD	STARCRAFT E450	1	1FDFF4FS9KDC 26303	SLO RTA	2019	36,078	\$90,000.00
Revenue Vehicles	CU - Cutaway Bus	1906	FORD	STARCRAFT E450	1	1FDFF4FS9KDC 26304	SLO RTA	2019	41,473	\$90,000.00
Revenue Vehicles	CU - Cutaway Bus	1907	FORD	STARCRAFT E450	1	1FDFF4FS9KDC 26305	SLO RTA	2019	46,678	\$90,000.00
Revenue Vehicles	CU - Cutaway Bus	1908	FORD	STARCRAFT E450	1	1FDFF4FS9KDC 26306	SLO RTA	2019	42,300	\$90,000.00
Revenue Vehicles	CU - Cutaway Bus	1608	FORD	STARCRAFT E450	1	1FDFF4FS3GD C45434	SLO RTA	2016	113,708	\$90,000.00
Revenue Vehicles	MV - Mini-van	1601	DODGE	BRAUN	1	2C7WDGBG8F R642808	SLO RTA	2016	64,315	\$65,000.00
Revenue Vehicles	MV - Mini-van	1602	DODGE	BRAUN	1	2C7WDGBG6F R652138	SLO RTA	2016	78,858	\$65,000.00
Revenue Vehicles	MV - Mini-van	1603	DODGE	BRAUN	1	2C7WDGBG6F R652141	SLO RTA	2016	92,764	\$65,000.00
Revenue Vehicles	MV - Mini-van	1604	DODGE	BRAUN	1	2C7WDGBG7F R652150	SLO RTA	2016	93,006	\$65,000.00
Revenue Vehicles	MV - Mini-van	1605	DODGE	BRAUN	1	2C7WDGBG6F R652155	SLO RTA	2016	91,387	\$65,000.00
Revenue Vehicles	MV - Mini-van	1606	DODGE	BRAUN	1	2C7WDGBG8F R642789	SLO RTA	2016	102,327	\$65,000.00
Revenue Vehicles	MV - Mini-van	1607	DODGE	BRAUN	1	2C7WDGBG8F R642792	SLO RTA	2016	102,313	\$65,000.00
Revenue Vehicles	MV - Mini-van	1701	DODGE	BRAUN	1	2C7WDGBG7G R396495	SLO RTA	2017	82,640	\$65,000.00



Revenue/Vehicles	MV - Mini-van	1702 DODGE	BRAUN	1 2C7WDGBG7G R396500	SLO RTA	2017	74,284	\$65,000.00
Revenue/Vehicles	MV - Mini-van	1703 DODGE	BRAUN	1 2C7WDGBG4G R396504	SLO RTA	2017	81,037	\$65,000.00
Revenue/Vehicles	MV - Mini-van	1704 DODGE	BRAUN	1 2C7WDGBG1G R396508	SLO RTA	2017	81,921	\$65,000.00
Revenue/Vehicles	MV - Mini-van	1705 DODGE	BRAUN	1 2C7WDGBG7G R396514	SLO RTA	2017	74,187	\$65,000.00
Revenue/Vehicles	MV - Mini-van	1706 DODGE	BRAUN	1 2C7WDGBG6G R396519	SLO RTA	2017	61,423	\$65,000.00
Equipment	Non Revenue/Service Automobile	506 HONDA	CIVIC HYBRID	1 JHMF3F27AS 000891	SLO RTA	2009	78,188	\$35,000.00
Equipment	Non Revenue/Service Automobile	511 FORD	F-250	1 1F7X2A60EEB 27771	SLO RTA	2014	76,736	\$25,000.00
Equipment	Non Revenue/Service Automobile	512 FORD	F-250	1 1FD7X2A62EE 827850	SLO RTA	2014	47,296	\$35,000.00
Equipment	Non Revenue/Service Automobile	513 FORD	FOCUS	1 1FADP3E24EL2 55951	SLO RTA	2014	69,987	\$18,000.00
Equipment	Non Revenue/Service Automobile	514 FORD	FOCUS	1 1FADP3E22EL2 55950	SLO RTA	2014	125,638	\$18,000.00
Equipment	Non Revenue/Service Automobile	515 FORD	FOCUS	1 1FADP3E26EL2 55952	SLO RTA	2014	123,895	\$16,000.00
Equipment	Non Revenue/Service Automobile	516 DODGE	GRAND CARAVAN	1 2C7WDGBG4E R427019	SCT	2014	87,437	\$65,000.00
Equipment	Non Revenue/Service Automobile	517 DODGE	GRAND CARAVAN	1 2C7WDGBG0E R432170	SCT	2014	53,206	\$65,000.00
Equipment	Non Revenue/Service Automobile	518 FORD	ESCAPE	1 1FMCU0F79FU A82166	SLO RTA	2015	104,336	\$20,000.00
Equipment	Non Revenue/Service Automobile	519 FORD	ESCAPE	1 1FMCU07F0FU A82167	SLO RTA	2015	163,456	\$20,000.00
Equipment	Non Revenue/Service Automobile	520 FORD	ESCAPE	1 1FMCU0F72FU A82168	SLO RTA	2015	39,373	\$20,000.00
Equipment	Non Revenue/Service Automobile	521 FORD	ESCAPE	1 1FMCU0F71H UB03417	SLO RTA	2017	79,913	\$20,000.00
Equipment	Non Revenue/Service Automobile	522 FORD	F-250	1 1FD7X2A66GE D42246	SLO RTA	2016	57,010	\$35,000.00
Equipment	Non Revenue/Service Automobile	504 DODGE	RAM 2500	1 386KC26Z92M 250794	SCT	2002	183,398	\$35,000.00
Equipment	Non Revenue/Service Automobile	1201 DODGE	BRAUN	1 2D4RN4DG78R 794997	SLO RTA	2012	223,173	\$65,000.00
Equipment	Non Revenue/Service Automobile	1203 DODGE	BRAUN	1 2C4RDGBG6CR 180660	SLO RTA	2012	183,188	\$65,000.00
Equipment	Forklift	523 Toyota	forklift	1 67498	SLO RTA	2016	140	\$25,000.00
Revenue/Vehicles	CU - Cutaway Bus	27 FORD	STARCRAFT E450	1 1FDFF4FSXEDB 20055	ATASCADERO	2015	86,524	\$90,000.00
Revenue/Vehicles	CU - Cutaway Bus	28 FORD	STARCRAFT E450	1 1FDFF4FS3HD C33737	ATASCADERO	2017	41,795	\$90,000.00

[illegible]

RT - Rubber-tire Vintage Trolley	0	-	-	-	N/A	-	-	-
SB - School Bus	0	-	-	-	N/A	-	-	-
SV - Sport Utility Vehicle	0	-	-	-	N/A	-	-	-
TB - Trolleybus	2	6.5	69,307		N/A	\$280,000.00		50.00%
VN - Van	0	-	-	-	N/A	-	-	-
Custom 1	0	-	-	-	N/A	-	-	-
Custom 2	0	-	-	-	N/A	-	-	-
Custom 3	0	-	-	-	N/A	-	-	-
<b>Equipment</b>	<b>17</b>	<b>6.6</b>	<b>99,786</b>		<b>N/A</b>	<b>\$34,235.29</b>		<b>23.53%</b>
Non Revenue/Service Automobile	16	6.8	106,014		N/A	\$34,812.50		25.00%
Steel Wheel Vehicles	0	-	-	-	N/A	-	-	-
Trucks and other Rubber Tire Vehicles	0	-	-	-	N/A	-	-	-
Forklift	1	4.0	140		N/A	\$25,000.00		0.00%
Custom 2	0	-	-	-	N/A	-	-	-
Custom 3	0	-	-	-	N/A	-	-	-
<b>Facilities</b>	<b>0</b>	<b>-</b>	<b>N/A</b>		<b>-</b>	<b>-</b>		<b>N/A</b>
Administration	0	-	N/A		-	-		N/A
Maintenance	0	-	N/A		-	-		N/A
Parking Structures	0	-	N/A		-	-		N/A
Passenger Facilities	0	-	N/A		-	-		N/A
Custom 1	0	-	N/A		-	-		N/A
Custom 2	0	-	N/A		-	-		N/A
Custom 3	0	-	N/A		-	-		N/A



## Revenue Vehicles Condition Table

\*\*Age is the surrogate performance measure for condition as determined by the FTA.

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BR - Over-the-road Bus	635	1	1M8PDMIPA8YF	20	443,896	\$700,000.00	12	Yes
RevenueVehicles	BR - Over-the-road Bus	638	1	1M8PDMIPA8YF	20	167,794	\$700,000.00	12	Yes
RevenueVehicles	BR - Over-the-road Bus	644	1	1M8PDMIPA9YF	20	421,703	\$700,000.00	12	Yes
RevenueVehicles	BU - Bus	167	1	15GCD2711811	12	581,503	\$650,000.00	12	Yes
RevenueVehicles	BU - Bus	168	1	15GCD2713811	12	520,440	\$650,000.00	12	Yes
RevenueVehicles	BU - Bus	204	1	15GCB2017311	17	515,736	\$650,000.00	12	Yes
RevenueVehicles	BU - Bus	1011	1	1N9MMAC12A0	10	306,290	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1012	1	1N9MMAC14A0	10	240,787	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1101	1	1N9APAC16ACC	9	228,160	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1301	1	15GGD2714D11	7	400,945	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1302	1	15GGD2716D11	7	355,560	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1303	1	15GGD2718D11	7	435,171	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1304	1	15GGD271XD11	7	400,236	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1305	1	15GGD2711D11	7	383,256	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1306	1	15GGD2713D11	7	414,114	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1307	1	15GGD2715D11	7	409,754	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1308	1	15GGB271XD11	7	318,448	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1309	1	15GGB2711D11	7	322,945	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1310	1	15GGB2714D11	7	326,248	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1501	1	15GGD2719F11	5	361,751	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1502	1	15GGD2710F11	5	326,122	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1503	1	15GGD2712F11	5	340,398	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1504	1	15GGD2719F11	5	334,043	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1505	1	15GGD2710F11	5	337,802	\$650,000.00	12	No



RevenueVehicles	BU - Bus	1506	1 15GGD2712F11	5	341,619	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1507	1 15GGD2714F11	5	272,439	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1508	1 15GGD2716F11	5	339,364	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1509	1 15GGB2710F11	5	254,095	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1801	1 15GGD2715J31	2	131,837	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1802	1 15GGD2717J31	2	127,379	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1803	1 15GGD2719J31	2	104,191	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1910	1 15GGD2710K31	1	78,539	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1911	1 15GGD2712K31	1	71,868	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1912	1 15GGD2714K31	1	79,848	\$650,000.00	12	No
RevenueVehicles	CU - Cutaway Bus	27	1 1FD4FE4FSXEDB:	5	86,524	\$90,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	28	1 1FD4FE4FS3HDC	3	41,795	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	29	1 1FD4FE4FS1HDC	2	28,830	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	30	1 1FD4FE4FS5HDC	2	27,018	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1204	1 1FD4FE4FS3CDB:	8	181,141	\$90,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1510	1 1FD4FE4FS0GDC	5	299,363	\$650,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1511	1 1FD4FE4FS4GDC	5	108,584	\$90,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1512	1 1FD4FE4FS5GDC	5	294,070	\$90,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1608	1 1FD4FE4FS3GDC	4	113,708	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1901	1 1FD4FE4FS5KDC:	1	47,091	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1902	1 1FD4FE4FS7KDC:	1	39,452	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1903	1 1FD4FE4FS9KDC:	1	46,791	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1904	1 1FD4FE4FS9KDC:	1	48,015	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1905	1 1FD4FE4FS9KDC:	1	36,078	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1906	1 1FD4FE4FS9KDC:	1	41,473	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1907	1 1FD4FE4FS9KDC:	1	46,678	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1908	1 1FD4FE4FS9KDC:	1	42,300	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1909	1 1FD4FE4FS9KDC:	1	27,376	\$90,000.00	5	No
RevenueVehicles	MB - Mini-bus	725	1 5WEASAAAM3DI	7	122,844	\$200,000.00	7	Yes
RevenueVehicles	MB - Mini-bus	726	1 5WEASAAAM5DI	7	107,856	\$200,000.00	7	Yes
RevenueVehicles	MB - Mini-bus	727	1 5WEASAAAM7DI	7	114,249	\$200,000.00	7	Yes
RevenueVehicles	MB - Mini-bus	728	1 5WEASAAAM3DI	7	126,943	\$200,000.00	7	Yes
RevenueVehicles	MV - Mini-van	729	1 2C4RDGGBG8DR	7	72,235	\$65,000.00	5	Yes
RevenueVehicles	MV - Mini-van	730	1 2C4RDGGBGXDR	7	69,190	\$65,000.00	5	Yes
RevenueVehicles	MV - Mini-van	1601	1 2C7WDGGBG8FR	4	64,315	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1602	1 2C7WDGGBG6FR	4	78,858	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1603	1 2C7WDGGBG6FR	4	92,764	\$65,000.00	4	Yes

RevenueVehicles	MV - Mini-van	1604	1 2C7WDGBG7FR	4	93,006	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1605	1 2C7WDGBG6FR	4	91,387	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1606	1 2C7WDGBG8FR	4	102,327	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1607	1 2C7WDGBG8FR	4	102,313	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1701	1 2C7WDGBG7GF	3	82,640	\$65,000.00	4	No
RevenueVehicles	MV - Mini-van	1702	1 2C7WDGBG7GF	3	74,284	\$65,000.00	4	No
RevenueVehicles	MV - Mini-van	1703	1 2C7WDGBG4GF	3	81,037	\$65,000.00	4	No
RevenueVehicles	MV - Mini-van	1704	1 2C7WDGBG1GF	3	81,921	\$65,000.00	4	No
RevenueVehicles	MV - Mini-van	1705	1 2C7WDGBG7GF	3	74,187	\$65,000.00	4	No
RevenueVehicles	MV - Mini-van	1706	1 2C7WDGBG6GF	3	61,423	\$65,000.00	4	No
RevenueVehicles	TB - Trolleybus	1013	1 1F66F5DY7B0A	10	106,436	\$280,000.00	10	Yes
RevenueVehicles	TB - Trolleybus	1707	1 1F66F5DY0H0A	3	32,178	\$280,000.00	10	No

## Equipment Condition Table

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\*\*Age is the surrogate performance measure for condition as determined by the FTA.

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Forklift	523	1	67498	4	140	\$25,000.00	20	No
Equipment	Automobile	504	1	3B6KC26Z92M2	18	183,398	\$35,000.00	10	Yes
Equipment	Automobile	506	1	JHMF3F27AS0	11	78,188	\$35,000.00	10	Yes
Equipment	Automobile	511	1	1FT7X2A60EEB	6	76,736	\$25,000.00	7	No
Equipment	Automobile	512	1	1FD7X2A62EEB	6	47,296	\$35,000.00	7	No
Equipment	Automobile	513	1	1FADP3E24EL2	6	69,987	\$18,000.00	7	No
Equipment	Non Revenue/Service	514	1	1FADP3E22EL2	6	125,638	\$18,000.00	7	No
Equipment	Non Revenue/Service	515	1	1FADP3E26EL2	6	123,895	\$16,000.00	7	No
Equipment	Non Revenue/Service	516	1	2C7WDGBG4ER	6	87,437	\$65,000.00	7	No
Equipment	Non Revenue/Service	517	1	2C7WDGBG0ER	6	53,206	\$65,000.00	7	No
Equipment	Automobile	518	1	1FMCU0F79FU	5	104,336	\$20,000.00	7	No
Equipment	Automobile	519	1	1FMCU07F0FU	5	163,456	\$20,000.00	7	No
Equipment	Non Revenue/Service	520	1	1FMCU0F72FU	5	39,373	\$20,000.00	7	No
Equipment	Automobile	521	1	1FMCU0F71HU	3	79,913	\$20,000.00	7	No
Equipment	Non Revenue/Service	522	1	1FD7X2A66GED	4	57,010	\$35,000.00	7	No
Equipment	Non Revenue/Service	1201	1	2D4RN4DG7BR	8	223,173	\$65,000.00	7	Yes
Equipment	Non Revenue/Service	1203	1	2C4RDGBG6CR	8	183,188	\$65,000.00	7	Yes

Decision Support

NOTE: Complete some yellow cells before clicking "Add More" under each question.

**\*\*BASIC\*\***

Decision Support: List and briefly describe the processes and/or tools in place to support investment decision-making, including project selection and prioritization. Enter this information in the table below. Click the button to add more rows.

Process/Tool	Brief Description
Example Asset Condition Information System	A software system that uses asset inventory and condition information to generate 5 to 10-year condition forecasts.
Fleet Replacement Module	Fleet replacement module was used to generate the projected replacement of the fleet
RTA Vehicle Replacement Schedule	This data is compared with the RTA Fleet Replacement Schedule which is based upon
FTIP / Program of Projects	Fleet replacement projects are approved by the MPO (SLOCOG) as part of the Region's

Investment Prioritization: How do you determine what priority investments are needed in order to maintain a state of good repair? Describe your agency's investment prioritization process.

The RTA uses the Fleet Replacement Module and the RTA Vehicle Replacement Schedule to justify the investment priority process.



Investment Prioritization

NOTE: Complete some yellow cells before clicking "Add More" under each question.

**\*\*BASIC\*\***

**Proposed Investments:** Provide a list of the selected projects and programs prioritized based on your agency's criteria. Rank the projects and order them by year of planned implementation. Enter this information in the table below. Click the button to add more rows. The optional **Fleet Replacement Module** may be used to determine your fleet replacement projects - activate this by clicking on the button provided.

Project Year	Project Name	Asset Category	Asset Class	Cost	Priority
2016	Diesel-Hybrid Bus Acquisition	30ft Bus		\$5,000,000.00	Medium
2020	Cutaway bus	RevenueVehicles	CU - Cutaway Bus	\$696,000.00	High
2020	MiniVans	RevenueVehicles	MV - Mini-van	\$412,000.00	Medium
2021	Cutaway bus	RevenueVehicles	CU - Cutaway Bus	\$77,600.00	High
2021	40 ft Transit Buses	RevenueVehicles	BU - Bus	\$1,014,300.00	High
2022	40 ft Transit Buses	RevenueVehicles	BU - Bus	\$1,530,960.00	High
2022	Cutaway bus	RevenueVehicles	CU - Cutaway Bus	\$83,200.00	High
2022	Trolley	RevenueVehicles	RT - Rubber-tire Vintage Trolley	\$234,560.00	Medium
2022	Support Vehicle	Equipment	Non Revenue/Service Automobile	\$46,300.00	Low
2023	Cutaway bus	RevenueVehicles	CU - Cutaway Bus	\$684,560.00	High
2023	Support Vehicle	Equipment	Non Revenue/Service Automobile	\$190,560.00	Low
2024	40ft Transit Buses	RevenueVehicles	BU - Bus	\$3,730,480.00	High
2024	Cutaway bus	RevenueVehicles	CU - Cutaway Bus	\$168,360.00	High
2024	MiniVans	RevenueVehicles	MV - Mini-van	\$117,000.00	Medium
2024	Support Vehicle	Equipment	Non Revenue/Service Automobile	\$51,000.00	Low

## Fleet Retirement & Replacement Computation Module

Asset Category
RevenueVehicles

This worksheet is built to inform your fleet replacement schedule. Follow the instructions in italics above each table going from left to right. After calculating the last table, enter your selected projects into the Investment Prioritization sheet by clicking on the tab names at the bottom. Clicking 'RESET' will clear all your data. Return to the previous sheet to finish your TAM Plan.

### Existing Fleet

*This is a listing of your revenue vehicle assets. Do not make any changes in this table.*

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Fleet Type (Year/Make/Model)
RevenueVehicles	BU - Bus	1801	GILLIG	LOW FLOOR	1	15GGD2715J3 1 190447	SLO RTA	2018	\$650,000.00	12	2018 GILLIG LOW FLOOR
RevenueVehicles	BU - Bus	1802	GILLIG	LOW FLOOR	1	15GGD2717J3 1 190448	SLO RTA	2018	\$650,000.00	12	2018 GILLIG LOW FLOOR
RevenueVehicles	BU - Bus	1803	GILLIG	LOW FLOOR	1	15GGD2719J3 1 190449	SLO RTA	2018	\$650,000.00	12	2018 GILLIG LOW FLOOR
RevenueVehicles	BU - Bus	1910	GILLIG	LOW FLOOR	1	15GGD2710K 1 3191300	SLO RTA	2019	\$650,000.00	12	2019 GILLIG LOW FLOOR
RevenueVehicles	BU - Bus	1911	GILLIG	LOW FLOOR	1	15GGD2712K 1 3191301	SLO RTA	2019	\$650,000.00	12	2019 GILLIG LOW FLOOR
RevenueVehicles	BU - Bus	1912	GILLIG	LOW FLOOR	1	15GGD2714K 1 3191302	SLO RTA	2019	\$650,000.00	12	2019 GILLIG LOW FLOOR
RevenueVehicles	BU - Bus	167	GILLIG	PHANTOM	1	15GCD271181 1 112915	SLO RTA	2008	\$650,000.00	12	2008 GILLIG PHANTOM
RevenueVehicles	BU - Bus	168	GILLIG	PHANTOM	1	15GCD271381 1 112916	SLO RTA	2008	\$650,000.00	12	2008 GILLIG PHANTOM
RevenueVehicles	BU - Bus	204	GILLIG	PHANTOM	1	15GCB201731 1 112331	SCT	2003	\$650,000.00	12	2003 GILLIG PHANTOM
RevenueVehicles	BR - Over-the-road Bus	635	MCI	102-DL3	1	1M8PDMPPA8 1 YP052439	SLO RTA	2000	\$700,000.00	12	2000 MCI 102-DL3
RevenueVehicles	CU - Cutaway Bus	1909	FORD	STARCRAFT E450	1	1FDFE4FS9KD 1 C26299	SCT	2019	\$90,000.00	5	2019 FORD STARCRAFT E450
RevenueVehicles	BR - Over-the-road Bus	638	MCI	102-DL3	1	1M8PDMPPA8 1 YP052442	SLO RTA	2000	\$700,000.00	12	2000 MCI 102-DL3
RevenueVehicles	BR - Over-the-road Bus	644	MCI	102-DL3	1	1M8PDMPPA9 1 YP052448	SLO RTA	2000	\$700,000.00	12	2000 MCI 102-DL3
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1013	DOUBLE K	VILLAGER	1	1F66F5DY780 1 A04333	SLO RTA	2010	\$280,000.00	10	2010 DOUBLE K VILLAGER
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1707	DOUBLE K	VILLAGER	1	1F66F5DY0H0 1 A10659	SLO RTA	2017	\$280,000.00	10	2017 DOUBLE K VILLAGER
RevenueVehicles	BU - Bus	1011	THOR	EZ RIDER	1	1N9MMACL2 1 AC084310	SCT	2010	\$650,000.00	12	2010 THOR EZ RIDER
RevenueVehicles	BU - Bus	1012	THOR	EZ RIDER	1	1N9MMACL4 1 AC084311	SCT	2010	\$650,000.00	12	2010 THOR EZ RIDER
RevenueVehicles	BU - Bus	1101	EL DORADO	BRT	1	1N9APAC16AC 1 084207	SLO RTA	2011	\$650,000.00	12	2011 EL DORADO BRT
RevenueVehicles	BU - Bus	1301	GILLIG	LOW FLOOR	1	15GGD2714D 1 1182291	SLO RTA	2013	\$650,000.00	12	2013 GILLIG LOW FLOOR
RevenueVehicles	BU - Bus	1302	GILLIG	LOW FLOOR	1	15GGD2716D 1 1182292	SLO RTA	2013	\$650,000.00	12	2013 GILLIG LOW FLOOR













# San Luis Obispo Regional Transit Authority Transit Asset Management Plan

Tania Arnold, Accountable Executive

Last modified by Melissa C. Mudgett on 30 Oct 20 at 14:08

## Introduction

The RTA is a Joint Powers Authority (formed in 1989) that provides Regional fixed-route and paratransit services throughout the County of San Luis Obispo. The RTA Board of Directors consists of a representative from all of the cities in which transportation services are provided and 5 Elected Supervisors. The Regional Transportation Advisory Committee (RTAC) meets quarterly & provides advice to the RTA Board. The RTA's fleet standard is to replace revenue vehicles with no more than 40% of those vehicles beyond the FTA-defined useful life. This is a Tier II Group Plan that also includes the Subrecipient of the RTA (City of Atascadero). The City of Atascadero provides only Dial-A-Ride services to their community.

## Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2021 Target	2022 Target	2023 Target	2024 Target	2025 Target
<b>REVENUE VEHICLES</b>						
Age - % of revenue vehicles within a particular asset class that have met or exceeded their Useful Life Benchmark (ULB)	AB - Articulated Bus	N/A				
	AO - Automobile	N/A				
	BR - Over-the-road Bus	100%	100%	100%	100%	100%
	BU - Bus	40%	40%	40%	40%	40%
	CU - Cutaway Bus	40%	40%	40%	40%	40%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	40%	40%	40%	40%	40%
	MV - Mini-van	40%	40%	40%	40%	40%
	RT - Rubber-tire Vintage Trolley	N/A				
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	Target Required				
	VN - Van	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
<b>EQUIPMENT</b>						
Age - % of vehicles that have met or exceeded their Useful Life Benchmark (ULB)	Non Revenue/Service Automobile	25%	25%	30%	40%	40%
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	N/A				
	Forklift	25%	25%	30%	40%	40%
	Custom 2	N/A				
	Custom 3	N/A				
<b>FACILITIES</b>						
Condition - % of facilities with a condition rating below 3.0 on the FTA Transit Economic Requirements Model (TERM) Scale	Administration	N/A				
	Maintenance	N/A				
	Parking Structures	N/A				
	Passenger Facilities	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				

## Capital Asset Inventory

Please see Appendix A (Asset Register) for the asset inventory listing.

### Asset Inventory Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg Value
<b>Revenue Vehicles</b>	<b>73</b>	<b>5.5</b>	<b>192,917</b>	<b>\$366,643.84</b>
AB - Articulated Bus	0	-	-	-
AO - Automobile	0	-	-	-
BR - Over-the-road Bus	3	20.0	344,464	\$700,000.00
BU - Bus	31	6.3	311,642	\$650,000.00
CU - Cutaway Bus	18	2.7	86,460	\$121,111.11
DB - Double Decked Bus	0	-	-	-
FB - Ferryboat	0	-	-	-
MB - Mini-bus	4	7.0	117,973	\$200,000.00
MV - Mini-van	15	4.0	81,459	\$65,000.00
RT - Rubber-tire Vintage Trolley	0	-	-	-
SB - School Bus	0	-	-	-
SV - Sport Utility Vehicle	0	-	-	-
TB - Trolleybus	2	6.5	69,307	\$280,000.00
VN - Van	0	-	-	-
Custom 1	0	-	-	-
Custom 2	0	-	-	-
Custom 3	0	-	-	-
<b>Equipment</b>	<b>17</b>	<b>6.6</b>	<b>99,786</b>	<b>\$34,235.29</b>
Non Revenue/Service Automobile	16	6.8	106,014	\$34,812.50
Steel Wheel Vehicles	0	-	-	-
Trucks and other Rubber Tire Vehicles	0	-	-	-
Forklift	1	4.0	140	\$25,000.00
Custom 2	0	-	-	-
Custom 3	0	-	-	-
<b>Facilities</b>	<b>0</b>	<b>-</b>	<b>N/A</b>	<b>-</b>
Administration	0	-	N/A	-
Maintenance	0	-	N/A	-
Parking Structures	0	-	N/A	-
Passenger Facilities	0	-	N/A	-
Custom 1	0	-	N/A	-
Custom 2	0	-	N/A	-
Custom 3	0	-	N/A	-

## Condition Assessment

Please see Appendix B (Asset Condition Data) for individual asset condition listing.

### Asset Condition Summary

Asset Category	Total Number	Avg Age	Avg Mileage	Avg TERM Condition	Avg Value	% At or Past ULB
<b>Revenue Vehicles</b>	<b>73</b>	<b>5.5</b>	<b>192,917</b>	<b>N/A</b>	<b>\$366,643.84</b>	<b>34%</b>
AB - Articulated Bus	0	-	-	N/A	-	-
AO - Automobile	0	-	-	N/A	-	-
BR - Over-the-road Bus	3	20.0	344,464	N/A	\$700,000.00	100%
BU - Bus	31	6.3	311,642	N/A	\$650,000.00	10%
CU - Cutaway Bus	18	2.7	86,460	N/A	\$121,111.11	28%
DB - Double Decked Bus	0	-	-	N/A	-	-
FB - Ferryboat	0	-	-	N/A	-	-
MB - Mini-bus	4	7.0	117,973	N/A	\$200,000.00	100%
MV - Mini-van	15	4.0	81,459	N/A	\$65,000.00	60%
RT - Rubber-tire Vintage Trolley	0	-	-	N/A	-	-
SB - School Bus	0	-	-	N/A	-	-
SV - Sport Utility Vehicle	0	-	-	N/A	-	-
TB - Trolleybus	2	6.5	69,307	N/A	\$280,000.00	50%
VN - Van	0	-	-	N/A	-	-
Custom 1	0	-	-	N/A	-	-
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
<b>Equipment</b>	<b>17</b>	<b>6.6</b>	<b>99,786</b>	<b>N/A</b>	<b>\$34,235.29</b>	<b>24%</b>
Non Revenue/Service Automobile	16	6.8	106,014	N/A	\$34,812.50	25%
Steel Wheel Vehicles	0	-	-	N/A	-	-
Trucks and other Rubber Tire Vehicles	0	-	-	N/A	-	-
Forklift	1	4.0	140	N/A	\$25,000.00	0%
Custom 2	0	-	-	N/A	-	-
Custom 3	0	-	-	N/A	-	-
<b>Facilities</b>	<b>0</b>	<b>-</b>	<b>N/A</b>	<b>-</b>	<b>-</b>	<b>N/A</b>
Administration	0	-	N/A	-	-	N/A
Maintenance	0	-	N/A	-	-	N/A
Parking Structures	0	-	N/A	-	-	N/A
Passenger Facilities	0	-	N/A	-	-	N/A
Custom 1	0	-	N/A	-	-	N/A
Custom 2	0	-	N/A	-	-	N/A
Custom 3	0	-	N/A	-	-	N/A

Decision Support

Investment Prioritization

The RTA uses the Fleet Replacement Module and the RTA Vehicle Replacement Schedule to justify the investment priority process.

Decision Support Tools

The following tools are used in making investment decisions:

Process/Tool	Brief Description
Fleet Replacement Module	Fleet replacement module was used to generate the projected replacement of the fleet based on thier useful life and condition of the fleet over the next four years (2020-2024).

## Investment Prioritization

The list of prioritized investment projects is provided in Appendix C.

### Appendices

Appendix A

Appendix B1

Appendix B2

Appendix B3

Appendix C

Appendix D

Asset Register

Revenue Vehicle (Rolling Stock) Condition Data

Equipment Condition Data

Facilities Condition Data

Proposed Investment Project List

Fleet Replacement Module Output

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Forklift	523 Toyota		forklift	1	67498	SLO RTA	2016	140	\$25,000.00
Equipment	Non Revenue/Service Automobile	504 DODGE		RAM 2500	1	1386/KC26Z92M250794	SCT	2002	183,398	\$35,000.00
Equipment	Non Revenue/Service Automobile	506 HONDA		CIVIC HYBRID	1	1JHMF3F27A5000891	SLO RTA	2009	78,188	\$35,000.00
Equipment	Non Revenue/Service Automobile	511 FORD		F-250	1	1F17X2A60EEB27771	SLO RTA	2014	76,736	\$25,000.00
Equipment	Non Revenue/Service Automobile	512 FORD		F-250	1	1FD7X2A62EEB278S0	SLO RTA	2014	47,296	\$35,000.00
Equipment	Non Revenue/Service Automobile	513 FORD		FOCUS	1	1FADP3E24EL255951	SLO RTA	2014	69,987	\$18,000.00
Equipment	Non Revenue/Service Automobile	514 FORD		FOCUS	1	1FADP3E22EL255950	SLO RTA	2014	125,638	\$18,000.00
Equipment	Non Revenue/Service Automobile	515 FORD		FOCUS	1	1FADP3E26EL255952	SLO RTA	2014	123,895	\$16,000.00
Equipment	Non Revenue/Service Automobile	516 DODGE		GRAND CARAVAN	1	1C7WDGBG64ER427019	SCT	2014	87,437	\$65,000.00
Equipment	Non Revenue/Service Automobile	517 DODGE		GRAND CARAVAN	1	1C7WDGBG60ER432170	SCT	2014	53,206	\$65,000.00
Equipment	Non Revenue/Service Automobile	518 FORD		ESCAPE	1	1FMCU0F79FUA82166	SLO RTA	2015	104,336	\$20,000.00
Equipment	Non Revenue/Service Automobile	519 FORD		ESCAPE	1	1FMCU07F0FUA82167	SLO RTA	2015	163,456	\$20,000.00
Equipment	Non Revenue/Service Automobile	520 FORD		ESCAPE	1	1FMCU0F72FUA82168	SLO RTA	2015	39,373	\$20,000.00
Equipment	Non Revenue/Service Automobile	521 FORD		ESCAPE	1	1FMCU0F71HUB03417	SLO RTA	2017	79,913	\$20,000.00
Equipment	Non Revenue/Service Automobile	522 FORD		F-250	1	1FD7X2A66GED42246	SLO RTA	2016	57,010	\$35,000.00
Equipment	Non Revenue/Service Automobile	1201 DODGE		BRAUN	1	1D4RN4DG7BR794997	SLO RTA	2012	223,173	\$65,000.00
Equipment	Non Revenue/Service Automobile	1203 DODGE		BRAUN	1	1C4RDRGBG6CR1B0660	SLO RTA	2012	183,188	\$65,000.00
Revenue Vehicles	BR - Over-the-road Bus	635 MCI		102-DL3	1	1M8PDMPPABYP052439	SLO RTA	2000	443,896	\$700,000.00
Revenue Vehicles	BR - Over-the-road Bus	638 MCI		102-DL3	1	1M8PDMPPABYP052442	SLO RTA	2000	167,794	\$700,000.00
Revenue Vehicles	BR - Over-the-road Bus	644 MCI		102-DL3	1	1M8PDMPPABYP052448	SLO RTA	2000	421,703	\$700,000.00
Revenue Vehicles	BU - Bus	167 GILLIG		PHANTOM	1	15GCD271181112915	SLO RTA	2008	581,503	\$650,000.00
Revenue Vehicles	BU - Bus	168 GILLIG		PHANTOM	1	15GCD271381112916	SLO RTA	2008	520,440	\$650,000.00
Revenue Vehicles	BU - Bus	204 GILLIG		PHANTOM	1	15GCB201731112331	SCT	2003	515,736	\$650,000.00
Revenue Vehicles	BU - Bus	1011 THOR		EZ RIDER	1	1N9MMACL2AC084310	SCT	2010	306,290	\$650,000.00
Revenue Vehicles	BU - Bus	1012 THOR		EZ RIDER	1	1N9MMACL4AC084311	SCT	2010	240,787	\$650,000.00
Revenue Vehicles	BU - Bus	1101 EL DORADO		BRT	1	1N9APACL6AC084207	SLO RTA	2011	228,160	\$650,000.00
Revenue Vehicles	BU - Bus	1301 GILLIG		LOW FLOOR	1	15GGD2714D1182291	SLO RTA	2013	400,945	\$650,000.00
Revenue Vehicles	BU - Bus	1302 GILLIG		LOW FLOOR	1	15GGD2716D1182292	SLO RTA	2013	355,560	\$650,000.00
Revenue Vehicles	BU - Bus	1303 GILLIG		LOW FLOOR	1	15GGD2718D1182293	SLO RTA	2013	435,171	\$650,000.00
Revenue Vehicles	BU - Bus	1304 GILLIG		LOW FLOOR	1	15GGD271XD1182294	SLO RTA	2013	400,236	\$650,000.00
Revenue Vehicles	BU - Bus	1305 GILLIG		LOW FLOOR	1	15GGD2711D1182295	SLO RTA	2013	383,256	\$650,000.00
Revenue Vehicles	BU - Bus	1306 GILLIG		LOW FLOOR	1	15GGD2713D1182296	SLO RTA	2013	414,114	\$650,000.00
Revenue Vehicles	BU - Bus	1307 GILLIG		LOW FLOOR	1	15GGD2715D1182297	SLO RTA	2013	409,754	\$650,000.00
Revenue Vehicles	BU - Bus	1308 GILLIG		LOW FLOOR	1	15GGB271XD1182298	SCT	2013	318,448	\$650,000.00
Revenue Vehicles	BU - Bus	1309 GILLIG		LOW FLOOR	1	15GGB2711D1182299	SCT	2013	322,945	\$650,000.00
Revenue Vehicles	BU - Bus	1310 GILLIG		LOW FLOOR	1	15GGB2714D1182300	SCT	2013	326,248	\$650,000.00
Revenue Vehicles	BU - Bus	1501 GILLIG		LOW FLOOR	1	15GGD2719F1184847	SLO RTA	2015	361,751	\$650,000.00
Revenue Vehicles	BU - Bus	1502 GILLIG		LOW FLOOR	1	15GGD2710F1184848	SLO RTA	2015	326,122	\$650,000.00



Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	BU - Bus	1503 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2712F1184849	SLO RTA	2015	340,398	\$650,000.00
RevenueVehicles	BU - Bus	1504 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2719F1184850	SLO RTA	2015	334,043	\$650,000.00
RevenueVehicles	BU - Bus	1505 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2710F1184851	SLO RTA	2015	337,802	\$650,000.00
RevenueVehicles	BU - Bus	1506 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2712F1184852	SLO RTA	2015	341,619	\$650,000.00
RevenueVehicles	BU - Bus	1507 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2714F1184853	SLO RTA	2015	272,439	\$650,000.00
RevenueVehicles	BU - Bus	1508 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2716F1184854	SLO RTA	2015	339,364	\$650,000.00
RevenueVehicles	BU - Bus	1509 GILLIG	LOW FLOOR	LOW FLOOR	1	15GG82710F1184855	SCT	2015	254,095	\$650,000.00
RevenueVehicles	BU - Bus	1801 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2715J190447	SLO RTA	2018	131,837	\$650,000.00
RevenueVehicles	BU - Bus	1802 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2717J190448	SLO RTA	2018	127,379	\$650,000.00
RevenueVehicles	BU - Bus	1803 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2719J190449	SLO RTA	2018	104,191	\$650,000.00
RevenueVehicles	BU - Bus	1910 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2710K1913100	SLO RTA	2019	78,539	\$650,000.00
RevenueVehicles	BU - Bus	1911 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2712K1913101	SLO RTA	2019	71,868	\$650,000.00
RevenueVehicles	BU - Bus	1912 GILLIG	LOW FLOOR	LOW FLOOR	1	15GGD2714K1913102	SLO RTA	2019	79,848	\$650,000.00
RevenueVehicles	CU - Cutaway Bus	27 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F5XEDB20055	ATASCADERO	2015	86,524	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	28 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F53HDC33737	ATASCADERO	2017	41,795	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	29 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F51HDC78904	ATASCADERO	2018	28,830	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	30 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F5SHDC78906	ATASCADERO	2018	27,018	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1204 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F53CDB24669	SLO RTA	2012	181,141	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1510 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F50GDC08468	SLO RTA	2015	299,363	\$650,000.00
RevenueVehicles	CU - Cutaway Bus	1511 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F54GDC09025	SLO RTA	2015	108,584	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1512 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F55GDC08448	SLO RTA	2015	294,070	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1608 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F53GDC45434	SLO RTA	2016	113,708	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1901 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F5SKDC21600	SLO RTA	2019	47,091	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1902 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F57KDC26300	SLO RTA	2019	39,452	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1903 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F59KDC26301	SLO RTA	2019	46,791	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1904 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F59KDC26302	SLO RTA	2019	48,015	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1905 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F59KDC26303	SLO RTA	2019	36,078	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1906 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F59KDC26304	SLO RTA	2019	41,473	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1907 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F59KDC26305	SLO RTA	2019	46,678	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1908 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F59KDC26306	SLO RTA	2019	42,300	\$90,000.00
RevenueVehicles	CU - Cutaway Bus	1909 FORD	STARCRRAFT E450	STARCRRAFT E450	1	1FDFE4F59KDC26299	SCT	2019	27,376	\$90,000.00
RevenueVehicles	MB - Mini-bus	725 INTERNATIONAL	EL DORADO	EL DORADO	1	5WEASAM3DH361877	SLO RTA	2013	122,844	\$200,000.00
RevenueVehicles	MB - Mini-bus	726 INTERNATIONAL	EL DORADO	EL DORADO	1	5WEASAM3DH361878	SLO RTA	2013	107,856	\$200,000.00
RevenueVehicles	MB - Mini-bus	727 INTERNATIONAL	EL DORADO	EL DORADO	1	5WEASAM7DH361879	SLO RTA	2013	114,249	\$200,000.00
RevenueVehicles	MB - Mini-bus	728 INTERNATIONAL	EL DORADO	EL DORADO	1	5WEASAM3DH361880	SLO RTA	2013	126,943	\$200,000.00
RevenueVehicles	MV - Mini-van	729 DODGE	BRAUN ENTRAVAN	BRAUN ENTRAVAN	1	12C4RDBG8DR787211	SLO RTA	2013	72,235	\$65,000.00
RevenueVehicles	MV - Mini-van	730 DODGE	BRAUN ENTRAVAN	BRAUN ENTRAVAN	1	12C4RDBGXDR787212	SLO RTA	2013	69,190	\$65,000.00
RevenueVehicles	MV - Mini-van	1601 DODGE	BRAUN	BRAUN	1	12C7WDG8G8F642808	SLO RTA	2016	64,315	\$65,000.00
RevenueVehicles	MV - Mini-van	1602 DODGE	BRAUN	BRAUN	1	12C7WDG8G8F652138	SLO RTA	2016	78,858	\$65,000.00
RevenueVehicles	MV - Mini-van	1603 DODGE	BRAUN	BRAUN	1	12C7WDG8G8F652141	SLO RTA	2016	92,764	\$65,000.00
RevenueVehicles	MV - Mini-van	1604 DODGE	BRAUN	BRAUN	1	12C7WDG8G7F652150	SLO RTA	2016	93,006	\$65,000.00
RevenueVehicles	MV - Mini-van	1605 DODGE	BRAUN	BRAUN	1	12C7WDG8G8F652155	SLO RTA	2016	91,387	\$65,000.00
RevenueVehicles	MV - Mini-van	1606 DODGE	BRAUN	BRAUN	1	12C7WDG8G8F642789	SLO RTA	2016	102,327	\$65,000.00
RevenueVehicles	MV - Mini-van	1607 DODGE	BRAUN	BRAUN	1	12C7WDG8G8F642792	SLO RTA	2016	102,313	\$65,000.00
RevenueVehicles	MV - Mini-van	1701 DODGE	BRAUN	BRAUN	1	12C7WDG8G7Gr396495	SLO RTA	2017	82,640	\$65,000.00
RevenueVehicles	MV - Mini-van	1702 DODGE	BRAUN	BRAUN	1	12C7WDG8G7Gr396500	SLO RTA	2017	74,284	\$65,000.00
RevenueVehicles	MV - Mini-van	1703 DODGE	BRAUN	BRAUN	1	12C7WDG8G4Gr396504	SLO RTA	2017	81,037	\$65,000.00
RevenueVehicles	MV - Mini-van	1704 DODGE	BRAUN	BRAUN	1	12C7WDG8G1Gr396508	SLO RTA	2017	81,921	\$65,000.00
RevenueVehicles	MV - Mini-van	1705 DODGE	BRAUN	BRAUN	1	12C7WDG8G7Gr396514	SLO RTA	2017	74,187	\$65,000.00
RevenueVehicles	MV - Mini-van	1706 DODGE	BRAUN	BRAUN	1	12C7WDG8G6Gr396519	SLO RTA	2017	61,423	\$65,000.00



Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Revenue Vehicles	TB - Trolleybus	1013	DOUBLE K	VILLAGER	1	1F66F5DY7B0A04333	SLO RTA	2010	106,436	\$280,000.00
Revenue Vehicles	TB - Trolleybus	1707	DOUBLE K	VILLAGER	1	1F66F5DY0H0A10659	SLO RTA	2017	32,178	\$280,000.00

## Appendix B: Asset Condition Data

### B1: Revenue Vehicle Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BR - Over-the-road Bus		635	1 1M8PDMPA8YP052439	20	443,896	\$700,000.00	12	Yes
RevenueVehicles	BR - Over-the-road Bus		638	1 1M8PDMPA8YP052442	20	167,794	\$700,000.00	12	Yes
RevenueVehicles	BR - Over-the-road Bus		644	1 1M8PDMPA9YP052448	20	421,703	\$700,000.00	12	Yes
RevenueVehicles	BU - Bus		167	1 15GCD271181112915	12	581,503	\$650,000.00	12	Yes
RevenueVehicles	BU - Bus		168	1 15GCD271381112916	12	520,440	\$650,000.00	12	Yes
RevenueVehicles	BU - Bus		204	1 15GCB201731112331	17	515,736	\$650,000.00	12	Yes
RevenueVehicles	BU - Bus		1011	1 1N9MMACL2AC084310	10	306,290	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1012	1 1N9MMACL4AC084311	10	240,787	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1101	1 1N9APACL6AC084207	9	228,160	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1301	1 15GGD2714D1182291	7	400,945	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1302	1 15GGD2716D1182292	7	355,560	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1303	1 15GGD2718D1182293	7	435,171	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1304	1 15GGD271XD1182294	7	400,236	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1305	1 15GGD2711D1182295	7	383,256	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1306	1 15GGD2713D1182296	7	414,114	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1307	1 15GGD2715D1182297	7	409,754	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1308	1 15GGB271XD1182298	7	318,448	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1309	1 15GGB2711D1182299	7	322,945	\$650,000.00	12	No
RevenueVehicles	BU - Bus		1310	1 15GGB2714D1182300	7	326,248	\$650,000.00	12	No

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	BU - Bus	1501	1	15GGD2719F1184847	5	361,751	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1502	1	15GGD2710F1184848	5	326,122	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1503	1	15GGD2712F1184849	5	340,398	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1504	1	15GGD2719F1184850	5	334,043	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1505	1	15GGD2710F1184851	5	337,802	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1506	1	15GGD2712F1184852	5	341,619	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1507	1	15GGD2714F1184853	5	272,439	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1508	1	15GGD2716F1184854	5	339,364	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1509	1	15GG82710F1184855	5	254,095	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1801	1	15GGD2715J3190447	2	131,837	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1802	1	15GGD2717J3190448	2	127,379	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1803	1	15GGD2719J3190449	2	104,191	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1910	1	15GGD2710K3191300	1	78,539	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1911	1	15GGD2712K3191301	1	71,868	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1912	1	15GGD2714K3191302	1	79,848	\$650,000.00	12	No
RevenueVehicles	CU - Cutaway Bus	27	1	1FDFF4FSXED820055	5	86,524	\$90,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	28	1	1FDFF4FS3HDC33737	3	41,795	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	29	1	1FDFF4FS1HDC78904	2	28,830	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	30	1	1FDFF4FS5HDC78906	2	27,018	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1204	1	1FDFF4FS3CDB24669	8	181,141	\$90,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1510	1	1FDFF4FS0GDC08468	5	299,363	\$650,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1511	1	1FDFF4FS4GDC09025	5	108,584	\$90,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1512	1	1FDFF4FS5GDC08448	5	294,070	\$90,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1608	1	1FDFF4FS3GDC45434	4	113,708	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1901	1	1FDFF4FS5KDC21600	1	47,091	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1902	1	1FDFF4FS7KDC26300	1	39,452	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1903	1	1FDFF4FS9KDC26301	1	46,791	\$90,000.00	5	No

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	CU - Cutaway Bus	1904	1	1FDFE4FS9KDC26302	1	48,015	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1905	1	1FDFE4FS9KDC26303	1	36,078	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1906	1	1FDFE4FS9KDC26304	1	41,473	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1907	1	1FDFE4FS9KDC26305	1	46,678	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1908	1	1FDFE4FS9KDC26306	1	42,300	\$90,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1909	1	1FDFE4FS9KDC26299	1	27,376	\$90,000.00	5	No
RevenueVehicles	MB - Mini-bus	725	1	5WEASAAAM3DH361877	7	122,844	\$200,000.00	7	Yes
RevenueVehicles	MB - Mini-bus	726	1	5WEASAAAM5DH361878	7	107,856	\$200,000.00	7	Yes
RevenueVehicles	MB - Mini-bus	727	1	5WEASAAAM7DH361879	7	114,249	\$200,000.00	7	Yes
RevenueVehicles	MB - Mini-bus	728	1	5WEASAAAM3DH361880	7	126,943	\$200,000.00	7	Yes
RevenueVehicles	MV - Mini-van	729	1	2C4RDG8G8DR787211	7	72,235	\$65,000.00	5	Yes
RevenueVehicles	MV - Mini-van	730	1	2C4RDG8G8DR787212	7	69,190	\$65,000.00	5	Yes
RevenueVehicles	MV - Mini-van	1601	1	2C7WDGBG8FR642808	4	64,315	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1602	1	2C7WDGBG6FR652138	4	78,858	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1603	1	2C7WDGBG6FR652141	4	92,764	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1604	1	2C7WDGBG7FR652150	4	93,006	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1605	1	2C7WDGBG6FR652155	4	91,387	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1606	1	2C7WDGBG8FR642789	4	102,327	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1607	1	2C7WDGBG8FR642792	4	102,313	\$65,000.00	4	Yes
RevenueVehicles	MV - Mini-van	1701	1	2C7WDGBG7GR396495	3	82,640	\$65,000.00	4	No
RevenueVehicles	MV - Mini-van	1702	1	2C7WDGBG7GR396500	3	74,284	\$65,000.00	4	No
RevenueVehicles	MV - Mini-van	1703	1	2C7WDGBG4GR396504	3	81,037	\$65,000.00	4	No
RevenueVehicles	MV - Mini-van	1704	1	2C7WDGBG1GR396508	3	81,921	\$65,000.00	4	No
RevenueVehicles	MV - Mini-van	1705	1	2C7WDGBG7GR396514	3	74,187	\$65,000.00	4	No

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
RevenueVehicles	MV - Mini-van	1706	1	2C7WDG8G6GR396519	3	61,423	\$65,000.00	4	No
RevenueVehicles	TB - Trolleybus	1013	1	1F66F5DY7B0A04333	10	106,436	\$280,000.00	10	Yes
RevenueVehicles	TB - Trolleybus	1707	1	1F66F5DY0H0A10659	3	32,178	\$280,000.00	10	No

Appendix B: Asset Condition Data

B2: Equipment Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	Vehicle Mileage	Replacement Cost/Value	Useful Life Benchmark (Yrs)	Past Useful Life Benchmark
Equipment	Forklift	523	1	67498	4	140	\$25,000.00	20	No

Appendix B: Asset Condition Data

B3: Facilities Assets

Asset Category	Asset Class	Asset Name	Count	ID/Serial No.	Age (Yrs)	TERM Scale Condition	Replacement Cost/Value

# Appendix C: Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2020	Cutaway bus	RevenueVehicles	\$696,000.00	High
2020	MiniVans	RevenueVehicles	\$412,000.00	Medium
2021	Cutaway bus	RevenueVehicles	\$77,600.00	High
2021	40 ft Transit Buses	RevenueVehicles	\$1,014,300.00	High
2022	40 ft Transit Buses	RevenueVehicles	\$1,530,960.00	High
2022	Cutaway bus	RevenueVehicles	\$83,200.00	High
2022	Trolley	RevenueVehicles	\$234,560.00	Medium
2022	Support Vehicle	Equipment	\$46,300.00	Low
2023	Cutaway bus	RevenueVehicles	\$684,560.00	High
2023	Support Vehicle	Equipment	\$190,560.00	Low
2024	40ft Transit Buses	RevenueVehicles	\$3,730,480.00	High
2024	Cutaway bus	RevenueVehicles	\$168,360.00	High
2024	MiniVans	RevenueVehicles	\$117,000.00	Medium



Appendix D: Fleet Replacement Module Output

Total in Current Year \$		\$7,160,000.00		\$2,430,000.00		\$4,460,000.00		\$90,000.00		\$1,970,000.00	
Total in Year of Expenditure \$		\$7,303,200.00		\$2,478,600.00		\$4,549,200.00		\$91,800.00		\$2,009,400.00	
Fleet Type (Year/Make/Model)		2021		2022		2023		2024		2025	
		Number	Cost in 2020 \$	Number	Cost in 2020 \$	Number	Cost in 2020 \$	Number	Cost in 2020 \$	Number	Cost in 2020 \$
2003 GILLIG PHANTOM		3	\$1,950,000.00	3	\$1,950,000.00	2	\$1,300,000.00				
2008 GILLIG PHANTOM		2	\$1,300,000.00								
2000 MCI 102-DL3											
2010 DOUBLE K VILLAGER						2	\$560,000.00				
2017 DOUBLE K VILLAGER											
2010 THOR EZ RIDER						4	\$2,600,000.00				
2011 EL DORADO BRT										2	\$1,300,000.00
2013 GILLIG LOW FLOOR											
2015 GILLIG LOW FLOOR											
2015 FORD STARCRAFT E450		3	\$690,000.00								
2013 INTERNATIONAL EL DORADO											
2013 DODGE BRAUN ENTRAVAN											
2012 FORD STARCRAFT E450		3	\$270,000.00					1	\$90,000.00		
2016 FORD STARCRAFT E450		1	\$90,000.00	1	\$90,000.00						
2016 DODGE BRAUN		2	\$130,000.00								
2017 DODGE BRAUN		2	\$130,000.00	6	\$390,000.00					2	\$130,000.00
2018 GILLIG LOW FLOOR											
2019 GILLIG LOW FLOOR		4	\$2,600,000.00								
2019 FORD STARCRAFT E450										6	\$540,000.00

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**January 6, 2021**

**STAFF REPORT**

**AGENDA ITEM: A-6**

**TOPIC: Federal FY 2021 Certifications and Assurances for  
Federal Transit Administration Assistance  
Programs**

**PRESENTED BY: Melissa Mudgett, Grants and Financial Manager**

**STAFF RECOMMENDATION: Authorize the Executive Director and RTA  
Counsel to Execute and Submit the 2021  
Certifications and Assurances**

**BACKGROUND/DISCUSSION:**

Each year, the California Department of Transportation (Caltrans) and the RTA must recertify to the Federal Transit Administration (FTA) that all applicable Federal requirements are adhered to when administering Federal grants. To this end, Caltrans and the RTA obtain certification from sub-recipient agencies that they too will comply with applicable Federal requirements.

The RTA needs to execute and submit the attached 2021 Certifications and Assurances documentation to the appropriate agencies to remain an eligible grantee and sub-recipient of FTA funds. The RTA fulfills this requirement annually and ensures that these Federal requirements are followed.

**STAFF RECOMMENDATION:**

Staff recommends the Board authorize the Executive Director and RTA Counsel to execute and submit the 2021 Certifications and Assurances to the appropriate agencies on behalf of the RTA.

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**FEDERAL FISCAL YEAR 2021 CERTIFICATIONS AND ASSURANCES FOR FTA  
ASSISTANCE PROGRAMS**

(Signature pages alternate to providing Certifications and Assurances in TrAMS.)

Name of Applicant: SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

The Applicant certifies to the applicable provisions of categories 01–20.   X  

*Or,*

The Applicant certifies to the applicable provisions of the categories it has selected:

Category	Certification
01    Certifications and Assurances Required of Every Applicant	_____
02    Public Transportation Agency Safety Plans	_____
03    Tax Liability and Felony Convictions	_____
04    Lobbying	_____
05    Private Sector Protections	_____
06    Transit Asset Management Plan	_____
07    Rolling Stock Buy America Reviews and Bus Testing	_____
08    Urbanized Area Formula Grants Program	_____
09    Formula Grants for Rural Areas	_____
10    Fixed Guideway Capital Investment Grants and the Expedited Project Delivery for Capital Investment Grants Pilot Program	_____
11    Grants for Buses and Bus Facilities and Low or No Emission Vehicle Deployment Grant Programs	_____

12 Enhanced Mobility of Seniors and Individuals with Disabilities Programs

13 State of Good Repair Grants

14 Infrastructure Finance Programs

15 Alcohol and Controlled Substances Testing

16 Rail Safety Training and Oversight

17 Demand Responsive Service

18 Interest and Financing Costs

19 Construction Hiring Preferences

20 Cybersecurity Certification for Rail Rolling Stock and Operations

**FEDERAL FISCAL YEAR 2021 FTA CERTIFICATIONS AND ASSURANCES SIGNATURE**

**PAGE**

(Required of all Applicants for federal assistance to be awarded by FTA in FY 2021)

**AFFIRMATION OF APPLICANT**

Name of the Applicant: SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

BY SIGNING BELOW, on behalf of the Applicant, I declare that it has duly authorized me to make these Certifications and Assurances and bind its compliance. Thus, it agrees to comply with all federal laws, regulations, and requirements, follow applicable federal guidance, and comply with the Certifications and Assurances as indicated on the foregoing page applicable to each application its Authorized Representative makes to the Federal Transit Administration (FTA) in federal fiscal year 2021, irrespective of whether the individual that acted on his or her Applicant's behalf continues to represent it.

FTA intends that the Certifications and Assurances the Applicant selects on the other side of this document should apply to each Award for which it now seeks, or may later seek federal assistance to be awarded during federal fiscal year 2021.

The Applicant affirms the truthfulness and accuracy of the Certifications and Assurances it has selected in the statements submitted with this document and any other submission made to FTA, and acknowledges that the Program Fraud Civil Remedies Act of 1986, 31 U.S.C. § 3801 *et seq.*, and implementing U.S. DOT regulations, "Program Fraud Civil Remedies," 49 CFR part 31, apply to any certification, assurance or submission made to FTA. The criminal provisions of 18 U.S.C. § 1001 apply to any certification, assurance, or submission made in connection with a federal public transportation program authorized by 49 U.S.C. chapter 53 or any other statute

In signing this document, I declare under penalties of perjury that the foregoing Certifications and Assurances, and any other statements made by me on behalf of the Applicant are true and accurate.

Signature \_\_\_\_\_ Date: \_\_\_\_\_

Name Geoff Straw, Executive Director Authorized Representative of Applicant

#### AFFIRMATION OF APPLICANT'S ATTORNEY

For (Name of Applicant): SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

As the undersigned Attorney for the above-named Applicant, I hereby affirm to the Applicant that it has authority under state, local, or tribal government law, as applicable, to make and comply with the Certifications and Assurances as indicated on the foregoing pages. I further affirm that, in my opinion, the Certifications and Assurances have been legally made and constitute legal and binding obligations on it.

I further affirm that, to the best of my knowledge, there is no legislation or litigation pending or imminent that might adversely affect the validity of these Certifications and Assurances, or of the performance of its FTA assisted Award.

Signature \_\_\_\_\_ Date: \_\_\_\_\_

Name \_\_\_\_\_ Attorney for Applicant

*Each Applicant for federal assistance to be awarded by FTA must provide an Affirmation of Applicant's Attorney pertaining to the Applicant's legal capacity. The Applicant may enter its electronic signature in lieu of the Attorney's signature within TrAMS, provided the Applicant has on file and uploaded to TrAMS this hard-copy Affirmation, signed by the attorney and dated this federal fiscal year.*



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January 6, 2021

Federal Transit Administration (FTA)  
Mr. Ray Tellis, Regional Administrator  
90 Seventh Street, Suite 15-300  
San Francisco, CA 94103-6701

SLORTA EXECUTIVE AUTHORIZATION TO PIN IN TRAMS

Dear Mr. Tellis:

I, Geoff Straw, serving as the Executive Director for San Luis Obispo Regional Transit Authority (RTA), authorize Melissa Mudgett (Grants & Finance Manager) and Tania Arnold (Deputy Director/Chief Financial Officer) to pin Certification and Assurances on my behalf for the RTA as it relates to the administering Federal Transit Administration (FTA) Sections 5307, 5339, 5311 and CMAQ in the TrAMS system. I have reviewed the Certifications and Assurances submitted by the grantee and apprised the grantee of FTA's regulatory requirements as described in the Certifications and Assurances.

Please do not hesitate to contact me if you have any further questions.

Sincerely,

Geoff Straw  
RTA Executive Director

January 6, 2021

U.S. Department of Transportation  
Federal Transit Administration, TRO-9  
Attention: Mr. Ray Tellis, Regional Administrator  
90 Seventh Street, Suite 15-300  
San Francisco, CA 94103-6701

LEGAL COUNSEL AUTHORIZATION TO PIN IN TRAMS

Dear Mr. Tellis:

I, Nina Negranti, serving as the Legal Counsel for the San Luis Obispo Regional Transit Authority (RTA), authorize Melissa Mudgett (Grants and Finance Manager) and Tania Arnold (Deputy Director/Chief Financial Officer) to pin Certification and Assurances on my behalf for the RTA as it relates to the administering Federal Transit Administration (FTA) Sections 5307, 5339, 5311 and CMAQ in the TrAMS system. I have reviewed the Certifications and Assurances submitted by the grantee and apprised the grantee of the FTA's regulatory requirements as described in the Certifications and Assurances.

Please do not hesitate to contact me if you have any further questions.

Sincerely,

Nina Negranti, San Luis Obispo County Counsel  
RTA Legal Counsel

**FORM OF**  
**OPINION OF COUNSEL**

January 6, 2021

Geoff Straw, Executive Director  
San Luis Obispo Regional Transit Authority  
179 Cross Street  
San Luis Obispo, CA 93401

RE: FTA

Dear Mr. Straw:

As you know, the undersigned below is an attorney at law admitted to practice in the state of California and is legal counsel to San Luis Obispo Regional Transit Authority (the "Applicant"). This communication will serve as the requisite opinion of counsel to be filed with the Federal Transit Administration (FTA), United States Department of Transportation, in connection with the application of the Applicant for Federal transportation assistance authorized by Chapter 53 of title 49, United States Code and other Federal statutes authorizing activities administered by the Federal Transit Administration.

1. The Applicant is authorized by the San Luis Obispo Regional Transit Authority Joint Powers Agreement to own, operate and administer a county-wide public transportation system within the boundaries of the seven incorporated cities and unincorporated County of San Luis Obispo with the concurrence of the metropolitan planning organization (San Luis Obispo Council of Governments).
2. The authority of the Applicant to provide funds for the non-Federal share of Federal assistance for eligible transportation-related activities is set forth in Article IV, Section 1 of the San Luis Obispo Regional Transit Authority Joint Powers Agreement dated April 16, 2013.
3. I have reviewed the pertinent Federal, State, and local laws, and I have concluded that there is no legal impediment to your filing an application for Federal financial assistance for eligible transportation activities. Furthermore, as a result of my examination, I find that there is currently no pending or threatened litigation or other action which might in any way adversely affect the capability of the Applicant to carry out transportation-related activities.
4. The Applicant has received authority from the Designated Recipient (California State Department of Transportation) to apply for and receive Urbanized Area Formula Program assistance authorized by 49 U.S.C. 5307, 5339, 5311, CMAQ and any FTA discretionary funding.

5. The Applicant is hereby advised to seek and file with FTA a new Opinion of Counsel if there is a material change in circumstances affecting the matters contained herein and upon which this Opinion of Counsel is based.

Very truly yours,

RITA L. NEAL  
County Counsel

By: Nina Negranti  
RTA legal Counsel

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
JANUARY 6, 2021  
STAFF REPORT**

**AGENDA ITEM:** A-7

**TOPIC:** FTA Section 5311 Funds

**PRESENTED BY:** Melissa C. Mudgett, Grants and Financial Manager

**STAFF RECOMMENDATION:** Adopt Resolution Authorizing Executive Director to Submit Application for 5311 Funds

**BACKGROUND/DISCUSSION:**

Since FY03-04, the San Luis Obispo Council of Governments (SLOCOG) and the San Luis Obispo Regional Transit Authority (RTA) agreed to program all federal funding from the Federal Transit Administration (FTA) Section 5311 Program to the RTA. In exchange, SLOCOG programs a similar amount of Transportation Development Act (TDA) funds for rural transit operators in the county. The resulting Rural Transit Funds (RTF) can be used by transit operators that provide public transportation services outside of the three small urbanized areas in San Luis Obispo County.

In connection with the RTF exchange program, the RTA must submit an annual grant application to Caltrans for the FTA Section 5311 funds. The grant application must include a resolution, approved by the RTA Board, authorizing submittal of the grant application and authorizing the Executive Director to execute and file all assurances and any other documentation required by Caltrans and the FTA.

Once approved, the attached resolutions will become part of the grant application for FTA Section 5311 funding for FY20-21 and possibly FY21-22.

**Staff Recommendation**

Approve the attached resolution authorizing the Executive Director to submit a grant application for the entire amount of FTA Section 5311 funds apportioned in San Luis Obispo County for the purchase of various materials, supplies, equipment, and/or operations costs.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**  
**RESOLUTION NO. 21-\_\_\_\_\_**

**RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION, AN OPERATING ADMINISTRATION OF THE UNITED STATES DEPARTMENT OF TRANSPORTATION, FOR FEDERAL TRANSPORTATION ASSISTANCE (FTA) FUNDING UNDER FTA SECTION 5311 (49 U.S.C. SECTION 5311) FORMULA GRANTS FOR RURAL AREAS.**

**WHEREAS**, the U. S. Department of Transportation is authorized to make grants to states through the Federal Transit Administration to support operating assistance projects for non-urbanized public transportation systems under Section 5311 of the Federal Transit Act (**FTA C 9040.1F**); and

**WHEREAS**, the California Department of Transportation (Department) has been designated by the Governor of the State of California to administer Section 5311 grants for transportation projects for the general public for the rural transit and intercity bus; and

**WHEREAS**, the San Luis Obispo Regional Transit Authority desires to apply for said financial assistance to permit operation of service in San Luis Obispo County; and

**WHEREAS**, the San Luis Obispo Regional Transit Authority has, to the maximum extent feasible, coordinated with other transportation providers and users in the region (including social service agencies).

**NOW, THEREFORE, BE IT RESOLVED AND ORDERED** that the San Luis Obispo Regional Transit Authority does hereby authorize the Executive Director, to file and execute applications on behalf of San Luis Obispo Regional Transit Authority with the Department to aid in the financing of capital/operating assistance projects pursuant to Section 5311 of the Federal Transit Act (**FTA C 9040.1F**), as amended.

That the Executive Director or designee is authorized to execute and file all certification of assurances, contracts or agreements or any other document required by the Department; and

That the Executive Director or designee is authorized to execute and file such applications, assurances or any other documents for the purpose of complying with Title VI of the Civil Rights Act of 1964 required by the Department in connection with the application for the Section 5311 projects; and

That Executive Director is authorized to submit and approve request for reimbursement of funds from the Department for the Section 5311 project(s).

On a motion of Delegate \_\_\_\_\_, seconded by Delegate \_\_\_\_\_, and on the following roll call, to wit: the foregoing resolution is hereby passed and adopted by the San Luis Obispo Regional Transit Authority of San Luis Obispo County, State of California, at a regular meeting of said Board of Directors held on the 6<sup>th</sup> day of January 2021.

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAINING:**

\_\_\_\_\_  
Fred Strong  
RTA Board President

ATTEST:

\_\_\_\_\_  
Geoff Straw  
RTA Executive Director

APPROVED AS TO FORM AND LEGAL EFFECT:

Rita Neal  
County Counsel

By: \_\_\_\_\_  
Nina Negranti  
RTA Counsel

Dated: \_\_\_\_\_  
(Original signature in BLUE ink)

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY (RTA)**

**JANUARY 6, 2021**

**STAFF REPORT**

**AGENDA ITEM:** A-8

**TOPIC:** FTA 5307, 5339 and CMAQ Grants Administration

**PRESENTED BY:** Melissa Mudgett, Grants and Financial Manager

**STAFF RECOMMENDATION:** Authorize Staff to Administer FTA Grants on Behalf of the RTA and Subgrantees

**BACKGROUND/DISCUSSION:**

The cities of Atascadero and Paso Robles and certain limited populations of northern San Luis Obispo County were designated as an “urbanized area” based upon the results of the 2000 US Census. In addition, the cities of Arroyo Grande, Grover Beach and Pismo Beach and certain limited populations of southern San Luis Obispo County area were designated as an urbanized area based on the results of the 2010 US Census. The transit agencies in these two small urbanized areas and the San Luis Obispo Council of Governments developed two Operators Agreements relative to the governance and transit planning needs as they relate to Federal Transit Administration (FTA) Sections 5307, 5339 and CMAQ funding eligibility. These Agreements allow the transit agencies to use these FTA funding sources for capital, operating, and planning assistance. However, the FTA requires that there be a single “grant recipient” who will perform grant administration activities for each urbanized area. For the benefit of all transit agencies included in these two urbanized areas, the RTA has served the role of Grant Recipient.

For the RTA to continue serving as the administrator of FTA Section 5307, 5339 and CMAQ grant funding on behalf of the cities of Atascadero and Paso Robles, as well as for South County Transit, FTA requires the Grant Recipient (RTA) to have access to the electronic grants management program known as Transit Award Management System (TrAMS). For this reason, the attached resolution is required.

**STAFF RECOMMENDATION:**

Approve the attached resolution requesting FTA to grant the RTA Executive Director or designee access to TrAMS to administer FTA Section 5307, 5339 and CMAQ grants based on the Operators Agreement between SLOCOG, the cities of Atascadero and Paso Robles, and the RTA, as well as the Operator Agreement between SLOCOG, South County Transit and the RTA.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
RESOLUTION NO. 21-\_\_\_\_\_**

**RESOLUTION AUTHORIZING THE FILING OF APPLICATIONS WITH THE  
FEDERAL TRANSIT ADMINISTRATION, AN OPERATING ADMINISTRATION OF  
THE UNITED STATES DEPARTMENT OF TRANSPORTATION, FOR FEDERAL  
TRANSPORTATION ASSISTANCE AUTHORIZED BY 49 U.S.C CHAPTER 53 TITLE  
23 UNITED STATES CODE AND OTHER FEDERAL STATUTES ADMINISTERED BY  
THE FEDERAL TRANSIT ADMINISTRATION**

**WHEREAS**, the Federal Transit Administration (FTA) has been delegated authority by the United States Department of Transportation to award Federal financial assistance for transit projects; and

**WHEREAS**, a grant or cooperative agreement for Federal financial assistance will impose certain obligations upon the San Luis Obispo Regional Transit Authority (RTA), and may require the RTA to provide the local share of the project cost; and

**WHEREAS**, the RTA has or will provide all annual certifications and assurances to the FTA required for the projects included in a grant application; and

**WHEREAS**, the RTA as the Grantee will file and execute applications on behalf of the cities of Atascadero and El Paso de Robles, the San Luis Obispo Council of Governments (SLOCOG), and for South County Transit, as sub-recipients of FTA Section 5307, 5339 and Congestion Mitigation and Air Quality (CMAQ) funds required for the identified projects.

**NOW, THEREFORE, BE IT HEREBY RESOLVED**, that the Board of Directors of the San Luis Obispo Regional Transit Authority:

1. Authorize the Executive Director or designee to execute and file applications for Federal assistance on behalf of RTA with the FTA for Federal Assistance authorized by 49.U.S.C. Chapter 53, Title 23, United States Code, or other Federal statutes authorizing a project administered by the FTA and has received authority from the San Luis Obispo Council of Government, San Luis Obispo, California, the Designated Recipient, to apply for Urbanized Area Formula Program Assistance authorized by 49 U.S.C. 5307, 5339 and CMAQ transferred and administered as 5307.
2. Authorize the Executive Director or designee to execute and file with its application the annual Certifications and Assurances required by the FTA before awarding a Federal assistance grant or cooperative agreement.
3. Authorize the Executive Director or designee to execute and file such applications, assurances or any other documents required by FTA for the purpose of complying with Title VI of the Civil Rights Act of 1964.

4. Authorize the Executive Director or designee to furnish such additional information as the FTA may require in connection with the program of projects identified in applications.
5. The President of the RTA Board of Directors is authorized to execute grant and cooperative agreements with the FTA on behalf of the RTA.

On a motion of Delegate \_\_\_\_\_, seconded by Delegate \_\_\_\_\_, and on the following roll call, to wit: the foregoing resolution is hereby passed and adopted by the San Luis Obispo Regional Transit Authority of San Luis Obispo County, State of California, at a regular meeting of said Board of Directors held on the 6<sup>th</sup> day of January 2021.

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAINING:**

\_\_\_\_\_  
Fred Strong  
RTA Board President

ATTEST:

\_\_\_\_\_  
Geoff Straw  
RTA Executive Director

APPROVED AS TO FORM AND LEGAL EFFECT:

Rita Neal  
County Counsel

By: \_\_\_\_\_  
Nina Negranti  
RTA Counsel

Dated: \_\_\_\_\_  
(Original signature in BLUE ink)

January 6, 2021

**DESIGNATION OF SIGNATURE AUTHORITY**  
**for the**  
**TRANSIT AWARD MANAGEMENT SYSTEM**  
**(TrAMS)**

The San Luis Obispo Regional Transit Authority hereby authorizes the Executive Director, the Deputy Director/Chief Financial Officer, the Grants and Financial Manager, and the RTA Legal Counsel to be assigned, and to use a Personal Identification Number (PIN) in TrAMS, for the execution of annual Certification and Assurances issued by the Federal Transit Administration (FTA), submission of all FTA grant applications, and the execution of all FTA grant awards, on behalf of the official below and on behalf of San Luis Obispo Regional Transit Authority. This Designation of Signature Authority serves only to authorize the above-referenced persons to take actions in TrAMS; original Certifications and Assurances and original FTA grant agreements must be executed by the Recipient's Designated Official, identified in its Authorizing Resolution, and its legal counsel, unless otherwise delegated in accordance with the Recipient's internal procedures.

---

Geoff Straw  
RTA Executive Director

---

Nina Negranti  
RTA Legal Counsel



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**SAN LUIS OBISPO REGIONAL TRANIST AUTHORITY**  
**JANUARY 6, 2021**  
**STAFF REPORT**

**AGENDA ITEM:** A-9

**TOPIC:** Resolution Authorizing Executive Director to Submit Application for Rural Transit Funds

**PRESENTED BY:** Melissa C. Mudgett, Grants and Finance Manager

**STAFF RECOMMENDATION:** Authorize the Executive Director to Submit an RTF Grant Application

**BACKGROUND/DISCUSSION:**

In 2003, the San Luis Obispo Council of Governments and the RTA agreed to exchange Federal Transit Administration (FTA) Section 5311 funds for Transportation Development Act (TDA) funds to create the local Rural Transit Fund (RTF) Program. The RTF program includes the same eligibility of public transportation recipients and projects as the Section 5311 program, and made the access and availability of funds much easier for the rural transit operators, including the RTA.

SLOCOG has estimated the total available funding of \$504,632 for fiscal year 2021-22. Eligible recipients of the rural transit funds include the RTA, the City of Morro Bay, County services, and Runabout. RTF grant applications are due to SLOCOG by February 8, 2021. The RTA is seeking a total of \$364,225 in RTF funds to partially support RTA operating expenses for fiscal year 2021-22 and to use as a local funding match for three upcoming vehicle replacements for rural RTA Route 15 and the Nipomo Dial-A-Ride services.

**STAFF RECOMMENDATION:**

Approve the attached resolution authorizing the Executive Director to submit an RTF grant application of up to \$364,225 for operational costs (\$313,600) and the local match for the purchase of three replacement vehicles and related equipment (\$50,625).

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
RESOLUTION NO. 21-\_\_\_\_\_**

**A RESOLUTION OF THE SAN LUIS OBISPO REGIONAL TRANSIT  
AUTHORITY BOARD OF DIRECTORS,  
AUTHORIZING SUBMITTAL OF A GRANT APPLICATION TO THE  
SAN LUIS OBISPO COUNCIL OF GOVERNMENTS  
RURAL TRANSIT FUND PROGRAM**

**WHEREAS**, the San Luis Obispo Regional Transit Authority is under contract to fully administer transit services for the County of San Luis Obispo; and

**WHEREAS**, the San Luis Obispo Regional Transit Authority and the County of San Luis Obispo are eligible applicants for Rural Transit Program funds (RTF, formerly FTA Section 5311); and,

**WHEREAS**, the San Luis Obispo Regional Transit Authority and the County of San Luis Obispo are in need of various materials, supplies, and equipment, all of which are eligible for purchase under the Rural Transit Fund Program Policies and Procedures; and

**WHEREAS**, the San Luis Obispo Regional Transit Authority and the County of San Luis Obispo will continue to provide transportation services, including complementary ADA paratransit service, in San Luis Obispo County; and

**WHEREAS**, the San Luis Obispo Regional Transit Authority and the County of San Luis Obispo are seeking grant funding to optimize the use of local TDA funds provided by the various agencies included in the Joint Powers Agency Agreement; and

**WHEREAS**, the San Luis Obispo Regional Transit Authority and the County of San Luis Obispo are requesting up to **\$313,600** from the Rural Transit Fund Program in support of operational expenses; and

**WHEREAS**, the San Luis Obispo Regional Transit Authority and the County of San Luis Obispo are requesting up to **\$50,625** for the local funding match in the purchase of replacement vehicles and related equipment;

**NOW, THEREFORE, BE IT HEREBY RESOLVED**, that the San Luis Obispo Regional Transit Authority Board of Directors authorizes the Executive Director to submit a proposal to the San Luis Obispo Council of Governments for the Rural Transit Fund Program of up to **\$364,225** for operational costs and the local match for the purchase of replacement vehicles and related equipment.

**BE IT FURTHER RESOLVED**, that the President of the Board is directed to sign this resolution to authorize the submittal of said funding requests.

**BE IT FURTHER RESOLVED**, that the Executive Director is hereby authorized to submit said funding requests.

Upon motion of Director \_\_\_\_\_, seconded by Director \_\_\_\_\_, and on the following roll call, to wit:

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAINING:**

The foregoing resolution is hereby adopted this 8<sup>th</sup> day of January 2021.

\_\_\_\_\_  
President of the RTA Board of Directors

**ATTEST:**

\_\_\_\_\_  
Geoff Straw, Executive Director  
San Luis Obispo Regional Transit Authority

**APPROVED AS TO FORM AND LEGAL EFFECT:**

Rita L. Neal  
County Counsel

By: \_\_\_\_\_  
Nina Negranti, Counsel  
San Luis Obispo Regional Transit Authority

Date: \_\_\_\_\_

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
JANUARY 6, 2021  
STAFF REPORT**

**AGENDA ITEM:** A-10

**TOPIC:** Supplemental Agreement with Goodyear for Tire Leasing

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

**STAFF RECOMMENDATION:** Authorize Executive Director to Execute Supplemental Agreement with Goodyear

**BACKGROUND/DISCUSSION:**

At the March 2018 RTA Board meeting, the Board approved an agreement with the Goodyear Tire & Rubber Company (Goodyear) to provide leased tires for fixed-route vehicles as a result of a competitive bid process.

The original term was set to expire in February 2021 and staff reviewed the agreement to determine if revisions were needed or if the automatic renewal condition was appropriate. During that review staff determined that the agreement overall still meets the needs of the RTA, but that additional insurance requirements needed to be added. The attached draft supplemental agreement includes those new clauses.

**RECOMMENDATION:**

Staff recommends the Board authorize the Executive Director to execute the Supplemental Agreement with Goodyear to expand insurance requirements as a part of the tire leasing program.

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SUPPLEMENTAL AGREEMENT

Akron, Ohio    December 10, 2020

The MEMORANDUM OF AGREEMENT, dated March 1, 2018, by and between SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY, of SAN LUIS OBISPO, CALIFORNIA (“RTA”) and THE GOODYEAR TIRE & RUBBER COMPANY, a corporation of Akron, Ohio (“Goodyear”), is hereby amended as follows.

1.     Effective as of January 1, 2021, Article 20. MISCELLANEOUS is hereby replaced with the following:

The terms and provisions set forth in Exhibit B, Exhibit C, and Exhibit D are hereby incorporated in this Agreement by reference and made a part hereof. If any provision hereof is held to be illegal or invalid, the validity of the remaining portions of the Agreement shall not be affected and the rights and obligations of the parties shall be construed and enforced as if the Agreement did not contain the particular provision held to be illegal or invalid. The terms and conditions of this Agreement shall be construed under and governed by the laws of the State of California without giving effect to the principles of conflict of laws thereof. Any action to enforce any of the terms and provisions of this Agreement shall be filed in state court in San Luis Obispo County, California or in federal court in Los Angeles, California.

2.     Effective as of January 1, 2021, Exhibit D is incorporated into the Memorandum of Agreement (Exhibit D attached to this Supplemental Agreement).

With the above-noted exceptions, the Agreement, dated March 1, 2018, shall remain in full force and effect.

.....  
[Next page is signature page.]

The undersigned parties have caused this Agreement to be signed in duplicate.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

BY \_\_\_\_\_

PRINTED NAME \_\_\_\_\_

TITLE \_\_\_\_\_

THE GOODYEAR TIRE & RUBBER COMPANY

BY \_\_\_\_\_

Walter L. Welker  
Manager Business Operations  
Mileage Sales, Lease & Service

## EXHIBIT D

### INSURANCE REQUIREMENTS

Goodyear shall carry insurance as follows for the duration of the contract.

#### Comprehensive General Liability

Goodyear shall, at his own expense, self-insure Commercial General Liability with a minimum coverage of \$1,000,000 combined single occurrence for any occurrence for Bodily Injury, Personal Injury and Property Damage.

Goodyear can provide a letter of self-insurance, upon request.

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# **SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**January 6, 2021**

## **STAFF REPORT**

**AGENDA ITEM:** A-11

**TOPIC:** Resolution Authorizing Executive Director to Submit Application for State of California SB-1 State of Good Report (SGR) Grant Program Funds

**PRESENTED BY:** Melissa C. Mudgett, Grants and Finance Manager

**STAFF RECOMMENDATION:** Authorize the Executive Director Submit an SB-1 SGR Grant Application

### **BACKGROUND/DISCUSSION:**

Senate Bill 1 (SB-1) is a 2017 transportation measure that provides over \$50 billion in through 2027 to maintain and improve California's transportation system. SB-1's State of Good Repair (SGR) program will provide approximately \$105 million annually to transit operators in California for eligible transit maintenance, rehabilitation and capital projects. The SGR is funded from Transportation Improvement Fees on vehicle registrations, as permitted under Public Utilities Code (PUC) Section 99312.1 and according to population and transit operator revenues. The SGR Program benefits the public by providing public transportation agencies with a consistent and dependable revenue source to invest in the upgrade, repair and improvement of their agency's transportation infrastructure, and in turn to improve transportation services.

As a recipient agency and pursuant to Public Utilities Code 99312.1(d)(1), the RTA reports annually on all activities completed with SGR funds to the Caltrans and includes the SGR revenues and expenditures in its annual Transportation Development Act fiscal and compliance audit.

The San Luis Obispo Council of Governments (SLOCOG) anticipates \$439,034 in SGR regional discretionary funding will be available for programming in FY21-22. These funds may only be used for transit capital projects. Applications for SGR funding are due to SLOCOG by February 8, 2021. Staff recommends SGR funding of \$350,000 toward the local match required for the replacement of two 2008 Gillig Phantom 40-foot heavy-duty diesel-powered buses (fleet numbers 167 and 168) with two new Battery Electric Buses.

**STAFF RECOMMENDATION:**

Approve the attached resolution authorizing the Executive Director to submit an SGR grant application of up to \$350,000 to serve as local match for two new Battery Electric Buses.

**ATTACHMENT A**  
**Resolution No. 21-\_\_\_\_\_**

**AUTHORIZATION FOR THE SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
(RTA) PROJECT LIST FOR THE FY 2021-22 CALIFORNIA STATE OF GOOD  
REPAIR (SGR) PROGRAM**

**WHEREAS**, the San Luis Obispo Regional Transit Authority, hereinafter referred to as the RTA, is a recipient of SB-1 SGR funds in the San Luis Obispo region; and

**WHEREAS**, the RTA is an eligible project sponsor and may receive State Transit Assistance funding from the State of Good Repair (SGR) Account now or sometime in the future for transit projects; and

**WHEREAS**, the statutes related to state-funded transit projects require a local or regional implementing agency to abide by various regulations; and

**WHEREAS**, Senate Bill 1 (2017) named the Department of Transportation (Department) as the administrative agency for the SGR; and

**WHEREAS**, the Department has developed guidelines for the purpose of administering and distributing SGR funds to eligible project sponsors; and

**WHEREAS**, the Department requires eligible SGR recipient agencies to submit an annual list of proposed SGR projects.

**WHEREAS**, the San Luis Obispo Regional Transit Authority is requesting up to **\$350,000** from the SGR program to fund the local match required for the replacement of two (2) 40-foot heavy-duty diesel buses with two (2) Electrical Vehicle Buses; and

**NOW, THEREFORE, BE IT RESOLVED** that the RTA acting as the recipient, does hereby authorize the FY 2021-22 RTA SGR Project List to include **the San Luis Obispo Regional Transit Authority (RTA) Electric Bus Replacements.**

On a motion by Delegate \_\_\_\_\_, seconded by Delegate \_\_\_\_\_, and on the following roll call vote, to wit: the foregoing resolution is hereby adopted this 8<sup>th</sup> day of January 2021.

**AYES:**

**NOES:**

**ABSENT:**

**ABSTAINING:**



\_\_\_\_\_  
RTA Board President

**ATTEST:**

\_\_\_\_\_  
Geoff Straw, Executive Director

APPROVED AS TO FORM AND LEGAL EFFECT:

\_\_\_\_\_  
Nina Negranti, RTA Legal Counsel

Date: \_\_\_\_\_

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**  
**JANUARY 6, 2021**  
**STAFF REPORT**

**AGENDA ITEM:** B-1

**TOPIC:** Executive Director's Report Summary

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

**STAFF RECOMMENDATION:** Information

**BACKGROUND/DISCUSSION:**

**Update on COVID-19 Pandemic Impacts** (as of December 15, 2020):

In May 2020, the RTA implemented mandatory control measures for COVID-19 as recommended by Cal/OSHA and included the new procedures as a supplemental chapter to the RTA Injury & Illness Prevention Program (IIPP). As part of that process, staff identified the need to review the entire IIPP to ensure the RTA is following best practices, since the IIPP has not been updated for over ten years. In September 2020, Governor Gavin Newsom signed legislation to protect California's workforce amid the COVID pandemic, including newly enacted SB-1159 and AB-685. Accordingly, staff developed new procedures to ensure the required workers compensation reporting process will be followed in case of a COVID-19 outbreak. In November, Cal/OSHA adopted new emergency regulations to address recent spikes in COVID-19 cases and identified methods to prevent future outbreaks in workplaces; the RTA again revised our IIPP procedures to ensure compliance with the new Cal/OSHA COVID-19 prevention program. Given the ever-changing landscape, staff has not finalized proposed changes to the IIPP, but we aim to bring a fully-revised IIPP (with the required new supplements), to the RTA Board at its meeting in March 2021.

**Update on Bus Maintenance Facility Construction**

The contractor has encountered some minor delays, particularly as it relates to the installation of sub-grade electrical infrastructure and resulting delay in the installation of the concrete floor. The contractor has requested a contract extension for final completion from February 7, 2022 to February 23, 2020; as of this writing, staff is working with our construction management consultant (Kitchell CEM) to develop our response. To date, it does not appear that the uptick in COVID-19 cases has impacted staff levels by the contractor or its subcontractors, but the project is expecting delays for delivery of some long-lead supplies and equipment due to COVID-related supply chain challenges. Weather has cooperated so far, and the recent rains did not result in significant clean-up or delays.

Below are some significant BMF milestones since my prior report on December 2<sup>nd</sup>:

1. The bus wash bay and lubrication/compressor room concrete was poured on December 8<sup>th</sup>. Pour of the vehicle maintenance floor was delayed but completed on December 15<sup>th</sup>. Pour of the admin/ops floor is slated for December 21<sup>st</sup>.
2. The fourth (November) pay request was processed on December 11<sup>th</sup>.
3. Several COG staff toured the site on December 14<sup>th</sup>.
4. The Cement Masonry Units that will comprise the exterior maintenance area walls – the critical path for the project – have been manufactured locally by Air-Vol Block. Erection of the walls will begin the week of December 21<sup>st</sup>.
5. Base and grading of the realigned portion of Elks Lane is slated to begin December 21<sup>st</sup> and be completed by December 24<sup>th</sup>. Once grading is completed, the access gate on Prado Road will be abandoned and all access to the site will be provided from Elks Lane.

**Operations, and Marketing & Service Planning:** nothing new to report since the previous December 2<sup>nd</sup> Board meeting.

**Finance and Administration:**

The Diversity, Equity and Inclusion consultant completed on-site and telephone interviews on December 7<sup>th</sup> and 8<sup>th</sup>. An administrative draft report will be provided to staff in January, and the final draft will be presented at the March 2021 RTA Board meeting.

Year to date ridership and financial results are presented in the tables and graphs at the end of this staff report. As noted during the December 2<sup>nd</sup> RTA Board meeting, we encountered increasing passenger loads in November and early December, and staff became concerned that we might need to deny boardings if passenger capacity limits are encountered. However, the passenger load increases seem to have abated somewhat, due primarily to the Governor's December 6<sup>th</sup> stay at home order as well as reduced demand during recent inclement weather. We intend to enforce passenger limits (based on social distancing requirements inside each bus) more stringently in January 2021, which will likely result in passenger dissatisfaction.

**STAFF RECOMMENDATION:**

Accept this as an information item.

	Adopted Budget FY 2020-21	September Actual	October Budget	October Actual	October Variance	Year to Date FY 2020-21	Percent of Total Budget FY 2020-21
<b>Administration:</b>							
Labor	69,370	4,349	5,781	4,633	1,148	17,726	25.6%
Hours							
Miles	1,556,940	98,323	129,745	105,407	24,338	402,650	25.9%
operations cost							
operations cost	1,042,550	75,369	86,879	112,639	(25,760)	341,928	32.8%
Office Space Rental	47,000	-	11,750	10,206	1,544	20,412	43.4%
Property Insurance	493,320	37,371	41,110	37,371	3,739	149,482	30.3%
Professional Technical Services	28,040	-	-	-	-	30,154	107.5%
Professional Development	117,400	5,522	9,783	14,658	(4,875)	25,213	21.5%
Operating Expense	60,070	5,310	5,006	4,313	693	9,937	16.5%
Marketing and Reproduction	297,900	30,318	24,825	29,125	(4,300)	91,513	30.7%
North County Management Contract	87,160	7,274	7,263	5,503	1,760	16,914	19.4%
County Management Contract	(44,440)	(3,703)	(3,703)	(3,703)	-	(14,813)	33.3%
SCT Management Contract	(91,580)	(7,632)	(7,632)	(7,632)	-	(30,527)	33.3%
operations cost	(126,660)	(10,555)	(10,555)	(10,555)	-	(42,220)	33.3%
<b>Total Administration</b>	<b>1,910,760</b>	<b>139,274</b>	<b>164,727</b>	<b>191,925</b>	<b>(27,199)</b>	<b>597,994</b>	<b>31.3%</b>
<b>Service Delivery:</b>							
Labor - Operations	5,477,760	347,347	456,480	503,175	(46,695)	1,627,908	29.7%
Labor - Operations Workers Comp	319,920	-	79,980	69,470	10,510	138,940	43.4%
Labor - Maintenance	1,235,670	85,862	102,973	132,276	(29,304)	401,804	32.5%
Labor - Maintenance Workers Comp	93,080	-	23,270	20,212	3,058	40,424	43.4%
Fuel	968,920	65,523	80,743	69,145	11,599	277,207	28.6%
Insurance	702,500	53,502	58,542	52,560	5,982	213,066	30.3%
Special Transportation (for SLOCAT and Paso)	48,340	1,585	4,028	2,119	1,910	6,649	13.8%
Avila Trolley	68,460	31,877	52,777	41,900	10,877	146,974	0.0%
Maintenance (parts, supplies, materials)	633,320	3,112	10,715	3,334	7,381	13,813	23.2%
Maintenance Contract Costs	128,580	3,112	10,715	3,334	7,381	13,813	10.7%
<b>Total Operations</b>	<b>9,676,550</b>	<b>588,808</b>	<b>869,508</b>	<b>894,191</b>	<b>(24,683)</b>	<b>2,866,786</b>	<b>29.6%</b>
<b>Capital/Studies:</b>							
Computer System Maintenance/Upgrades	44,940	-	3,500	3,273	227	3,273	7.3%
Miscellaneous Capital							
Maintenance Equipment	40,200	-	3,000	2,520	480	2,520	6.3%
Radios	6,600	-	-	-	-	-	-
Bus Stop Improvements/Bus Stop Solar Lighting	265,500	-	11,000	10,982	18	10,982	4.1%
COVID 19 Related Capital Items	453,060	-	-	-	-	-	-
Vehicles							
Support Vehicles	56,700	-	-	-	-	-	0.0%
40' Coaches	631,800	-	-	-	-	-	-
Runabout Vehicles	261,300	-	385,000	382,631	2,369	382,631	146.4%
<b>Total Capital Outlay</b>	<b>1,760,100</b>	<b>-</b>	<b>402,500</b>	<b>399,406</b>	<b>3,094</b>	<b>399,406</b>	<b>22.7%</b>
<b>Contingency</b>	<b>139,050</b>	<b>3,725</b>	<b>11,588</b>	<b>5,515</b>	<b>6,073</b>	<b>32,240</b>	<b>23.2%</b>
<b>Debt Service Reserve</b>	<b>203,960</b>	<b>-</b>	<b>16,997</b>	<b>-</b>	<b>16,997</b>	<b>-</b>	<b>0.0%</b>
<b>Loan Repayment</b>	<b>24,010</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>0.0%</b>
<b>Elks Lane Project</b>	<b>15,298,090</b>	<b>878,361</b>	<b>165,000</b>	<b>163,551</b>	<b>1,449</b>	<b>1,566,964</b>	<b>10.2%</b>
<b>Management Contracts</b>	<b>262,680</b>	<b>21,890</b>	<b>21,890</b>	<b>21,890</b>	<b>-</b>	<b>87,560</b>	<b>33.3%</b>
<b>TOTAL FUNDING USES</b>	<b>29,275,200</b>	<b>1,632,058</b>	<b>1,652,208</b>	<b>1,676,478</b>	<b>(24,269)</b>	<b>5,550,951</b>	<b>19.0%</b>
<b>TOTAL NON-CAPITAL EXPENDITURES</b>	<b>12,193,000</b>	<b>753,697</b>	<b>1,084,708</b>	<b>1,113,521</b>	<b>(28,812)</b>	<b>3,584,581</b>	<b>29.4%</b>

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
YEAR TO DATE THRU OCTOBER 31, 2020  
CURRENT FISCAL YEAR - 2020/2021**

	RT 9 P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 10 S.M., NIPOMO, A.G., S.L.O.	RT 12 MORRO BAY, CUESTA, SAN LUIS	RT 14 CUESTA, SAN LUIS TRIPPER	RT 15 SAN SIM., CAMBRIA, CAYUCOS, M.B.	TOTAL RTA CORE SERVICES	TOTAL PASO EXPRESS FIXED ROUTE	PASO EXPRESS DIAL A RIDE	RUNABOUT	SYSTEM TOTAL
<b>REVENUES:</b>										
FARES	\$ 17,980	\$ 22,028	\$ 15,645	\$ -	\$ 1,927	\$ 57,581	\$ 20,653	\$ 1,583	\$ 20,685	\$ 100,501
<b>TOTAL ROUTE REVENUES</b>	\$ 17,980	\$ 22,028	\$ 15,645	\$ -	\$ 1,927	\$ 57,581	\$ 20,653	\$ 1,583	\$ 20,685	\$ 100,501
<b>EXPENDITURES:</b>										
ADMINISTRATION	\$ 160,713	\$ 134,526	\$ 93,659	\$ 1,505	\$ 39,987	\$ 430,389	\$ 12,691	\$ 2,123	\$ 194,707	\$ 639,910
MARKETING	6,295	5,301	3,693	57	1,569	16,914	-	-	-	16,914
OPERATIONS/CONTINGENCY	523,663	447,225	306,689	5,026	133,201	1,415,803	250,325	43,513	597,265	2,306,907
FUEL	71,607	74,716	44,411	844	22,369	213,947	13,836	1,389	41,707	270,879
INSURANCE	53,363	55,687	33,079	630	16,639	159,398	15,504	1,483	34,120	210,505
<b>TOTAL EXPENDITURES</b>	\$ 815,640	\$ 717,454	\$ 481,531	\$ 8,062	\$ 213,765	\$ 2,236,452	\$ 292,356	\$ 48,507	\$ 867,799	\$ 3,445,115
<b>FAREBOX RATIO</b>	2.2%	3.1%	3.2%	0.0%	0.9%	2.6%	7.1%	3.3%	2.4%	2.9%
<b>SERVICE MILES</b>	102,317.2	106,723.5	63,413.3	1,205.9	31,906.3	305,566.2	29,639.5	2,843.0	65,482.0	403,530.7
<b>SERVICE HOURS</b>	3,947.3	3,308.3	2,301.9	37.2	981.7	10,576.4	2,078.3	349.8	4,747.0	17,751.5
<b>RIDERSHIP (Automatic Counters)</b>	35,191	35,269	22,716	996	4,274	98,446	18,350	567	5,737	123,100
<b>RIDERS PER MILE</b>	0.33	0.32	0.34	0.83	0.14	0.32	0.62	0.20	0.09	0.31
<b>RIDERS PER HOUR</b>	8.6	10.2	9.5	26.8	4.5	9.3	8.8	1.6	1.2	6.9
<b>COST PER PASSENGER</b>	\$ 23.18	\$ 20.34	\$ 21.20	\$ 8.09	\$ 50.02	\$ 22.72	\$ 15.93	\$ 85.55	\$ 151.26	\$ 27.99
<b>SUBSIDY PER PASSENGER</b>	\$ 22.67	\$ 19.72	\$ 20.51	\$ 8.09	\$ 49.56	\$ 22.13	\$ 14.81	\$ 82.76	\$ 147.66	\$ 27.17