

REGIONAL TRANSIT AUTHORITY EXECUTIVE COMMITTEE AGENDA

*** VIA TELECONFERENCE ***
Call: +1 (805) 788-9200

Input the 4-digit Meeting Number followed by #: 5145#
Enter Attendee Access Code followed by #: 124578#

Wednesday April 8, 2020 10:00 a.m. – 11:30 a.m.

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

Individuals wishing accessibility accommodations at this meeting under the Americans with Disabilities Act (ADA) may request such accommodations to aid hearing, visual, or mobility impairment (including Limited English Proficiency) by contacting the RTA offices at 781-4833. 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 relating to the convening of public meetings, the RTA Executive Committee will still hold the April 8, 2020 meeting and will be conducted via teleconference. However, at this time, the meeting will be closed to members of the public and non-essential RTA staff. Below are instructions for the public on how to leave public comments.

Members of the public are encouraged to participate & provide comments in the following ways:

- 1. Public Comments The RTA Board will still be accepting general public comments for items not on the April agenda, as well as public comments on specific items in the agenda. Public members can submit comments by:
- Phone Verbal Public Comments Call: (805) 781-4833 State and spell your name, state the agenda item number you are calling about and leave your comment/s.
 Verbal comments must be received no later than 10:00 a.m. on April 8, 2020 (the day of the meeting) and will be limited to three (3) minutes. Every effort will be made to include your comments into the record but due to time limitations, some comments may not be included,
- Email Written Public Comments Email to: info@slorta.org Public comments (on any agenda item or on any item of interest not on the agenda within the jurisdiction of the RTA Board) can be submitted via email no later than 5:00 p.m. on Tuesday, April 7, 2020.

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

Mail – Written Public Comments – Public comments (on any agenda item or on any item of interest not on the agenda within the jurisdiction of the RTA Board) can be submitted by mail. Public Comments by mail must be received by RTA no later than 5:00 p.m. on Tuesday, April 7, 2020.

Mail to:

Clerk of the Board SLO RTA 179 Cross Street San Luis Obispo, CA 93401

***Note: Every effort will be made to include your comments into the record, but due to time limitations, some comments may not be included

- 1. Call Meeting to Order, Roll Call
- 2. **Public Comment**: The San Luis Obispo Regional Transit Authority Executive Committee reserves this portion of the agenda for members of the public to address any items not on the agenda and within the jurisdiction of the Committee. Comments are limited to three minutes per speaker. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.
- 3. Information Items
 - A-1 Executive Director's Report (Verbal; Receive)
 - A-2 Update on RTA Response to COVID-19 Pandemic (Verbal; Receive)
- 4. Action Items
 - B-1 Fiscal Year 2020-21 Operating and Capital Budget (Approve)
- 5. Consent Items
 - C-1 Executive Committee Meeting Minutes of February 5, 2020 (Approve)
- 6. **May 6, 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)

Action Items

- B-1 Approve Loan Agreement for Construction of 253 Elks Lane (Approve)
- B-2 Authorize Construction of 253 Elks Lane (Approve)
- B-3 Fiscal Year 2020-21 Operating and Capital Budget (Approve)

Consent Items

- C-1 Executive Committee Meeting Minutes of February 5, 2020 (Information)
- C-2 RTA Board Meeting Minutes of March 4, 2020 (Approve)
- C-3 RTA Board Meeting Minutes of April 1, 2020 (Approve)

- C-4 RTA Board Meeting Minutes of April 8, 2020 (Approve)
- C-5 Summer Youth Ride Free Promotion (Approve)
- C-6 Agreement Renewal with AGP Video (Approve)
- C-7 Agreement for County Auditor/Controller Services (Approve)
- C-8 Execute Grant Award for the SLOAPCD CAP Funds (Approve)
- C-9 Social Security Resolution for RTA Employees (Approve)
- C-10 Amendment to Agreement with Stantec Architects (Approve)
- C-11 Strategic Business Plan Results (Receive)
- C-12 Annual Fiscal & Compliance Audit for Fiscal Year 2018-19 (Accept)

7. Adjournment

Next RTA Executive Committee Meeting: June 3, 2020



SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY EXECUTIVE COMMITTEE APRIL 8, 2020 STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2020-21 Operating and Capital

Budget

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Bring the Fiscal Year 2020-21 Budget as

Presented to the Board for Approval

RTAC RECOMMENDATION:

BACKGROUND/DISCUSSION:

We appreciate the Board's support and leadership during these unprecedented times as we work to present a fiscally constrained Fiscal Year 2020-21 operating budget, and an advisory FY21-22 operating plan. In addition, we are presenting a five-year capital program.

The budget packet contains the following items:

- Our Vision and Mission statements,
- Budget Assumptions adopted by the Board at its March 4, 2020 meeting,
- Fiscally constrained FY20-21 operating and capital budgets,
- Fiscally unconstrained FY21-22 operating budget, and
- Fiscally unconstrained FY21-22 through FY24-25 capital budgets.

It should be noted that staff continues to present separate columns in the revenue and expense tables for Paso Robles Express fixed-route and dial-a-ride services, as well as for the County-funded (SLOCAT) transit services. This separation is presented so that readers can easily distinguish between core RTA services and those operated under contract for our partner agencies. As South County Transit consolidation discussions continue, information would be presented as a separate column should consolidation occur, as well. We have broken each fixed-route service into weekday, Saturday and Sunday sections to better understand the financial commitment necessary to operate these distinct services should service reductions become necessary due to funding or other constraints.

Please note: the budget presentation assumes a change in the core levels of service miles and hours for fixed-route services from what are currently being operated, please see Key Issue #10. During these uncertain times, staff is prepared to bring budget amendments as the impacts of the COVID-19 pandemic become clearer. In accordance with the adopted RTA Strategic Business Plan (SBP), the RTA will make consistent

efforts to explore new service and service delivery options as well as work with regional efficiencies in the delivery of transportation to the jurisdictions. The 2016 *Short Range Transit Plan* included a number of service improvements to meet current and projected future demand for regional transit services. In particular, new mid-day express runs on Routes 9 and 10, as well as later evening services, were recommended for FY17-18. However, those improvements have not been implemented due to a lack of funding and will remain financially-unconstrained until or unless new sustainable operating funds can be secured.

As noted during the presentation of the budget assumption at the March 4th RTA Board meeting, below are the key issues the RTA is working to address and they are:

KEY ISSUES

1. The RTA will begin construction of the long-planned new Bus Maintenance Facility located at 253 Elks Lane toward the end of the current fiscal year. However, the majority of the roughly 18-month construction period will occur in FY20-21 so much of the staff's resources will be focused on this vital project.

We continue to work with our Financial Advisor, Bond Counsel, Commissioning Agent and Construction Manager to address the funding needs. Based on the funding plan and construction authorization approved by the Board at the March 4, 2020 meeting, staff is in the process of requesting bids for construction of the new Bus Maintenance Facility. Staff will bring it to the Board at the May 6, 2020 for approval, assuming sufficient funding can be identified, and construction mobilization to begin in summer 2020.

2. Address the funding plan for the CalPERS liability due to the termination of the RTA's contract with CalPERS as of January 10, 2020.

The major increases in this year's administration budget that was not identified in prior projections is related to costs for the transition to the County Pension Trust program from the CalPERS program. Note: staff is still awaiting the final actuarial report and the negotiated payoff for leaving the CalPERS program. Once these numbers are received we will be amending the budget to identify that expense and the associated funding, which staff anticipates will include an additional LTF request as was presented as a draft during prior Board meetings.

3. Address SoCo Transit's request to consolidate with the RTA.

As a consolidation date is reviewed for SoCo Transit, staff will present a mock consolidated budget for review. Assuming consolidation is ultimately adopted, staff will present a budget amendment for adoption by the Board that identifies impacts but the budget as included does not include consolidation. Financial impacts that would be included in the budget amendment include

the SoCo Transit contract for administrative, financial, marketing, maintenance and dispatch services. Additionally staff will reserve policies after consolidation as part of the evaluation of insurance options and address options self-insured retentions.

4. State Transit Assistance (STA) funds are projected to be flat to the region but they are higher than FY17-18 due to the Senate Bill 1 – Road Repair and Accountability Act (SB-1) funds, which include augmented STA funds and State of Good Repair funds.

With the additional State Transit Assistance (STA) funds made available through the new Senate Bill 1 – Road Repair and Accountability Act of 2017 (SB1 Augmentation) fund, there have been no LTF requests for capital projects and has minimized the impact of LTF for operating purposes. Staff continues to apply for the competitive funds from SLOCOG under the State of Good Repair program added with SB-1, and unfortunately the RTA was not awarded discretionary funds for FY20-21.

5. Local Transportation Funds (LTF) used for operating purposes are projected to be down slightly to the region.

In May 2019, when staff presented the advisory FY20-21 operating budget, staff had originally estimated a roughly 6.3% increase in administration and service delivery costs, with a significant portion of the increase for wages as identified in the Collective Bargaining Agreement (CBA). Since that time, as noted in Key Issue #2 CalPERS to SLOCPT transition, the additional ongoing costs related to pensions resulted in approximately \$200,000 additional operating costs.

When staff presented the FY19-20 budget, we noted that we expected the FY20-21 carryover to be lower than in years past. Instead of attempting to "smooth" the variation by reserving FY19-20 funds for FY20-21 use, staff minimized the LTF request in FY19-20 so that the jurisdictions could maximize LTF for non-transit needs.

During the May 2019 budget presentation, staff also provided an early projection for FY20-21 LTF the RTA would need for operations, which was an increase of 41% from FY19-20 levels, or a total of just over \$4.9 million. With the revised revenue and expense projections, see additional Key Item #10 regarding service reduction, the LTF request has dropped to an increase of 30% and just under \$4.5 million. Although we were hoping this number would drop more, it is a positive sign given the noted unexpected increases in cost due to the CalPERS transition. And in comparison, this is just over a 15% increase from the LTF request in FY18-19.

No LTF is required for local match for any of the proposed capital projects in the current fiscal year. The budget does include the use of financing needed to fund construction of the long-term Bus Maintenance Facility, since those costs would begin when the project is completed in FY21-22.

6. Liability costs continue to escalate, despite the RTA's good safety record (especially general liability costs).

In March 2020, staff was pleasantly surprised to learn that workers compensation insurance provided by CSAC Excess Insurance Authority is projected to be in line with FY15-16 levels, with a notable reduction from the current fiscal year, especially in times of increasing wages. Most importantly, itis a significant drop from the preliminary estimates staff received in December 2019. The reduction in premiums continue to provide a welcome relief – especially with the realization that worker's compensation for transit services is especially challenging statewide across all employment sectors as loss development trends for the state are not favorable.

In late March 2020 we also received estimated premium for general liability and vehicle physical damage insurance policies. The annual premium cost for these two insurance policies is also lower as a result of staff's continual work with our employee committee that has evaluated workplace safety and has initiated a proactive program to reduce the number and severity of claims.

In addition to the items listed under Key Issue #3 SoCo Transit consolidation into the RTA, staff will be evaluating options for consolidating insurance coverage between the RTA and SoCo Transit, which would reduce duplicative administrative charges for both general liability and workers compensation.

7. We continue to focus on containment of Runabout costs, which had leveled off for several years but have recently increased slightly in the first part of FY19-20.

Runabout hours and miles are assumed to increase slightly based on July 2019 to February 2020 ridership trends. Staff will continue to monitor the Runabout service, including the premium fare charged to Tri-Counties Regional Center starting in January 2018 and the functional assessments as part of the certification and recertification process. Should service demands change significantly during the fiscal year, a budget amendment will be presented to the Board for consideration, which will include options such as taxicab service as noted in the budget assumptions.

8. Address staffing and retention, in particularly in the Bus Operator classification.

As included in the budget assumptions that your Board accepted in March 2019, the new 4-year CBA was ratified in November 2017, with new wage

scales that began January 1, 2018. The FY20-21 budget includes significant changes in wages and benefits, primarily due to the California Legislature's recent minimum wage hike to \$15.00 per hour by 2021 will result in wage compression issues. The RTA's current average hourly wage for Bus Operators is \$20.25 per hour, with a current starting wage rate of \$16.90 per hour. An annual inflationary adjustment for non-union employees (excluding Operations Supervisors) of 3% will be implemented in July 2020. The Operations Supervisor classification CPI increase adjustment will be implemented in January 2021, to coincide with Bus Operator wage scale adjustments identified in the CBA. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments. The wage scales for non-CBA employees is presented in tabular format at the end of this budget document. Note: this may change should the Governor make the election to not increase the minimum wage in January 2021.

9. Fuel costs continue to be volatile; this also impacts ridership and fares.

Due to the current global uncertainty, fuel prices have continued to swing wildly over the past few years, and noticeably in the last few weeks. Staff has tried to budget fuel somewhat conservatively, but we may need to adjust it if fuel prices change significantly during the fiscal year from the \$3.30 per gallon budgeted amount. It should be noted that diesel-powered buses manufactured after 2009 also require the use of Diesel Exhaust Fluid (DEF) to meet emissions requirements. DEF costs more than diesel fuel, and it is used at a roughly 5% ratio DEF to diesel; its use is included in the fuel line item.

ADDITIONAL KEY ISSUE:

10. Declining ridership and increasing operating costs suggest a service reduction should be implemented.

Ridership has declined on fixed-route services across the United States over the past several years – and has been exacerbated by the COVID-19 pandemic. Prior to the pandemic, this could be attributed to an improving economy and greater automobile ownership in California. The RTA was forced to reduce service with the onset of the COVID-19 pandemic in mid-March 2020, and it is likely that demand will slowly build once the pandemic recedes. For these reasons, the FY20-21 operating budget assumes a roughly 5% reduction in fixed-route services. In terms of service levels, this equates to a roughly 1,810 reduction in annual service hours $(36,170 \times 5\% = 1,809)$. Methods to achieve these reductions will be presented in a series of public meetings and a public hearing in late spring / early summer 2020 based on ridership trends on Routes 9, 10, 12 and 14; the Route 15 along the North Coast is already at essentially "lifeline" levels (5 roundtrips/day), so reductions would be too severe.

Revised Revenue Assumptions

In March 2020, the federal government approved the "Coronavirus Aid, Relief, and Economic Security Act" (CARES Act) which is a \$2 trillion emergency funding package designed to blunt the worst and most immediate impacts of the COVID-19 pandemic. At this time staff is uncertain how much additional funding will be coming to the region via traditional formula funding allocations but anticipates that these funds will be used to offset the additional costs incurred during the pandemic for items such as labor, additional supplies, and offset lost fare revenue.

Staff is working with SLOCOG, SoCo Transit, and the Cities of Atascadero, Paso Robles and San Luis Obispo to cooperatively program the funds for FY21-22.

Revised Expenses Assumptions

The overall Administration Expense for RTA core services is up by approximately 9% compared to last fiscal year. Labor has shifted due to the new pension program and professional development has increased with the large about of new hires over the last year. Marketing and Reproduction decreased because last fiscal year included an increased for the addition of Wi-Fi service on all fixed-route buses, which is a two year agreement and completion of the bi-annual customer perception survey in March 2020.

The proposed Service Delivery cost is up by roughly 5% from what was identified in the FY19-20 budget. The primary reasons for these increases as noted previously is the increase in wages as programed in the CBA and an increase in maintenance related cost due to the increasing average fleet age, reduced by 5% based on the service reduction noted in Key Issue #10.

Capital Program

The focus of our capital program will continue to be development and implementation of the new Bus Maintenance Facility on Elks Lane, as well as vehicle replacements for both fixed-route and Runabout services. We have also programmed the following minor capital projects:

- \$40,200 for specialized maintenance equipment to improve efficiencies;
- Bus stop improvements; and
- Miscellaneous computer equipment, including an update to the phone server ports which we will be able to move with us to the new facility.

It should be noted that a portion of the FY19-20 capital funds for fully funded projects, such as the design and engineering for the Bus Maintenance Facility and bus stop improvements had not been carried over to the proposed FY20-21 budget. This will happen with a budget amendment after the FY20-21 has started and the carryover will have no financial impact to local jurisdictions because the funding has been fully secured.

Also included is a projected five-year capital improvement program as part of the budget plan. While only the first year is financially constrained, the projects identified in the ensuing four years provide a snapshot of future capital needs and potential cost levels. It should be noted that staff has only identified replacement projects and easily identifiable on-going projects (i.e., computer needs and bus stop improvements) in the capital improvement program. No expansion vehicles are included in the base budget. Also of note is the significant amount included in FY22-23 and FY23-24 for 40' fixed-route bus replacements. No LTF funds are programed for capital projects in FY20-21.

Conclusion

Fiscal Year 2020-21 will be challenging year, including financial uncertainty. We look forward to working with our customers, the Board and other stakeholders in providing stability and the highest quality of transportation services to residents of and visitors to our community. We believe that this budget reflects the path set by your Board in previous years and, although we would like to do more, we believe that this budget provides the optimum levels of service within the confines of existing limited resources.

Staff Recommendation for Executive Committee:

Recommend staff provide the FY20-21 budget to the Board for approval at the May 6th Board meeting.

Staff Recommendation for the Board:

Recommend that the Board adopt the FY20-21 budget as presented and direct staff to conduct public participation process regarding the 5% service reduction.

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SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY PROPOSED OPERATING REVENUE BUDGET FOR 2020/2021

FUNDING SOURCES:	2018/2019 COMBINED ACTUAL	2019/2020 ADOPTED OPERATING BUDGET	2019/2020 ADOPTED SLOCAT BUDGET	2019/2020 ADOPTED N. COUNTY BUDGET	2020/2021 PROPOSED OPERATING BUDGET	2020/2021 PROPOSED SLOCAT BUDGET	2020/2021 PROPOSED N. COUNTY BUDGET	2021/2022 PROJECTED OPERATING BUDGET	2021/2022 PROJECTED SLOCAT BUDGET	2021/2022 PROJECTED N. COUNTY BUDGET
GENERAL RESERVES T. ESTIMATED FUND BALANCE	2,065,078	2,502,930	100,900	163,890	1,769,731	111,070	174,300	1,742,750	125,500	182,600
2. LESS REQUIRED RESERVES FOR FISCAL YEAR CASH FLOW REQUIREMENTS PER TDA TOTAL	1,823,580	1,648,570	111,070	174,300	1,742,750	125,500	182,600	1,836,380	132,500	205,040
3. FUND BALANCE AVAILABLE	241,498	854,360	(10,170)	(10,410)	26,981	(14,430)	(8,300)	(089'86)	(000'L)	(22,440)
NON TDA SOURCES										
FARES SCT MANAGEMENT CONTRACT COUNTY MANAGEMENT CONTRACT	1,367,564 124,660 90,130	1,228,770 122,650 88,680	49,450	106,170	1,228,770 126,660 91,580	28,900	106,170	1,253,350 137,110 99,140	29,480	58,730
NORTH COUNTY MANAGEMENT CONTRACT INTEREST STATE TRANSI T ASSISTANCE (STA) INCLUDING SB1	43,740 43,473 365,815	43,030 52,360 601,700	206,000	160,810	44,440 38,670 724,900	- 165,600	134,800	48,110 38,670 724,900	165,600	134,800
RUPAL TRANSIT FUND (Administration) RUPAL TRANSIT FUND (Operating Funds) FUERAL TRANSIT OWN (FTA) (Section 5307) - San Luis Obisco	30,000 402,464 574,340	30,000	1 1 1		30,000 250,000 633,210	1 1 1		30,000 250,000 633,210		
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	503,200	534,305		262,021	564,630 963,310		275,120	564,630 963,310		275,120
FEDERAL TRANSIT ADM (FTA) (Section 5:307-5N) - Operating FEDERAL TRANSIT ADM (FTA) (Section 5:307) - S. County Operating CUESTA CONTRIBUTION ROUTE 12 CLESTA CONTRIBUTION NORTH COUNTY COPERATE ADVANCE DEVANDED AND COMPANION OF THE COUNTY COPERATE OF COMPANION OF THE COUNTY COPERATE OF THE C	366,960 536,200 75,220 40,580	385,310 560,510 84,670		40,580	404,580 586,040 82,960	1 1 1	40,580	424,810 586,040 87,940		40,580
4. TOTAL FUND BALANCE & NON TDA FUNDING	5,713,835	5,554,865 6,409,225	255,450 245,280	569,581	5,769,750	194,500	556,670	5,841,220	195,080	509,230 486,790

		2018/2019 COMBINED ACTUAL	2019/2020 ADOPTED OPERATING	2019/2020 ADOPTED SLOCAT	2019/2020 ADOPTED N. COUNTY	2020/2021 PROPOSED OPERATING	2020/2021 PROPOSED SLOCAT	2020/2021 PROPOSED N. COUNTY	2021/2022 PROJECTED OPERATING	2021/2022 PROJECTED SLOCAT	2021/2022 PROJECTED N. COUNTY
FUNDING SOURCES: TDA RE	TDA REGULRED		BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET	BUDGET
CITY OF ARROYO GRANDE CITY OF ATASCADERO		227,552 396,446	203,346			267,190	1 1	1 1	299,134		
CITY OF GROVER BEACH	Population Based	172,409	153,940			202,276		' '	226,459		
CITY OF PASO ROBLES		965,767	358,273		456,909	466,999		515,270	522,831		632,880
CITY OF SAN LUIS OBISPO	18%	789,588	699,194			910,964			1,019,875		
COUNTY OF SAN LUIS OBISPO	49%	2,520,666	1,903,361	369,330	1	2,479,846	476,800	ı	2,776,325	506,010	1
TDA REQUIREMENTS BEFORE 5311 EXCHANGE LESS: RURAL TRANSIT FUND/5311 EXCHANGE	EXCHANGE EXCHANGE	5,316,312 (503,203)	3,884,410 (534,305)	369,330	456,909	5,060,909 (564,630)	476,800	515,270	5,665,970 (564,630)	506,010	632,880
6. NET TDA REQUIREMENTS		4,813,109	3,350,105	369,330	456,909	4,496,279	476,800	515,270	5,101,340	206,010	632,880
7. TOTAL FUNDING SOURCES		10,768,442	9,759,330	614,610	1,016,080	10,293,010	656,870	1,063,640	10,848,930	694,090	1,119,670
8. FUNDING USES:											
ADMINISTRATION INTEREST EXPENSE		1,690,076	1,633,470	7,500	117,250	1,782,910	7,870	129,960	1,918,900	7,500	139,410
MANAGEMENT CONTRACTS		258,530	122,650	88,680	43,030	126,660	91,580	44,440	137,110	99,140	48,110
SERVICE DELIVERY CONTINGENCY		6,289,218	95,500	493,740 24,690	843,950	100,700	26,540	12,100	106,130	27,960	12,690
9. TOTAL FUNDING USES		10,365,642	9,759,330	614,610	1,016,080	10,293,010	656,870	1,063,640	10,848,930	694,090	1,119,670

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SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY PROPOSED AMENDED CAPITAL REVENUE BUDGET FOR 2020/2021

FUNDING SOURCES:	2018/2019 COMBINED ACTUAL	2019/2020 AMENDED CAPITAL BUDGET	2019/2020 ADOPTED SLOCAT BUDGET	2019/2020 ADOPTED N. COUNTY BUDGET	2020/2021 PROPOSED CAPITAL BUDGET	2020/2021 PROPOSED SLOCAT BUDGET	2020/2021 PROPOSED N. COUNTY BUDGET	2021/2022 PROJECTED CAPITAL BUDGET	2021/2022 PROJECTED SLOCAT BUDGET	2021/2022 PROJECTED N. COUNTY BUDGET
CAPITAL PROJECTS RESERVE T ESTIMATED FUND BALANCE	1,039,110	530,800	119,330	342,580 342,580	171,870	119,330	5,320	470,460	119,330	5,320
2 LESS REQUIRED RESERVES FOR FISCAL YEAR CAPITAL PROJECTS RESERVE TOTAL	992,710	512,610 512,610	119,330	5,320	470,460	119,330	5,320	480,333	9,530	54,880
3 FUND BALANCE AVAILABLE	46,400	18,190		337,260	(298,590)	1	1	(9,873)	109,800	(49,560)
NON TDA SOURCES STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION	482,339	638,131	22,750	5,190	469,410	•		469,410	4,100	49,560
LOW CARBON TRANSIT DEFANTIONS PROGRAM (CTOP) PROPOSITION 1B ELINDING. SAFETY & SECURITY STA SB1 AUGMENTATION (Prior Years) & STATE OF GOOD REPAIR PROPOSITION 1B FUNDING. B-BUS REPACEMENT & BUS MAINTENANCE FACILITY CONGESTION MITIGATION AND AIR QUALITY (CMAC)	36,600 165,681 659,015 396,000	98,390 1,029,320 9,800			1,033,230			400,000		
RURAL TRANST FLIND (Capital) FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair	1,069,983	534,890			263,520	1 1 1	1 1 1	218,760		1 1 1
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities FEDERAL TRANSIT ADM (FTA) (Section 5307-North County) FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)	942,506 431,812 969,983	697,330 486,890		538,250	6,285,000 294,150 263,520			250,920 218,760		
4 SUB TOTAL FUND BALANCE & NON TDA FUNDING	5,153,917	3,494,750	22,750	543,440	8,608,830		1 1	1,557,850	4,100	49,560
6. NET TDA REQUIREMENTS/FINANCING NEEDED FOR BUS MAINTEANCE FACILITY	•		•	•	6,735,760	1	,	12,896,553		•
7. TOTAL FUNDING SOURCES	5,200,317	3,512,940	22,750	880,700	15,046,000	,		14,444,530	113,900	
8. FUNDING USES:										
CAPITAL LOAN PAYDOWN	4,988,014	3,512,940	22,750	880,700	15,046,000	1 1		14,444,530	113,900	
9. TOTAL FUNDING USES	5,200,317	3,512,940	22,750	880,700	15,046,000			14,444,530	113,900	

Projected Operating Budget FY2021-22	69,660	1,139,380	510,280	129,790	308,400	(48,110)	(137,110)	5,828,410	339,850 1,318,100 98,860	968,920	51,350	613,550	10,165,740	146,780		284,360	12,662,690
Proposed Operating Budget FY2020-21	69,370	1,052,530	493,320	117,400	297,900	(44,440)	(126,660)	5,486,590	1,241,050	968,920	48,340	633,320	092'069'6	139,340	1	262,680	12,013,520
Adopted Operating Budget FY 2019-20	70,210	879,630	476,920 20,710	112,860 44,970	292,950	(43,030)	(122,650)	5,086,120	347,740	1,048,730	44,900	628,670 125,900	9,245,610	132,040	1	254,360	11,390,020
Actual Combined FY 2018-19	70,279	819,672	460,186	154,634	306,107	(43,740)	(124,660)	4,276,507	438,094 1,000,133 127,455	1,021,026	45,476	504,564	8,289,218	120,361	7,457	258,530	10,365,642
	Hours	operations cost	operations cost	operations cost operations cost	operations cost hourly	operations cost operations cost	operations cost		hourly hourly	miles ent Practices miles	n/a n/a	miles	Total Operations	hourly	operations cost		
Administration and Service Delivery Totals		Administration: Labor Labor - Administration Workers Comp	Office Space Rental Property Insurance	Professional Technical Services Professional Development	Operating Expense Marketing and Reproduction	North County Management Contract County Management Contract		Service Delivery: Labor - Operations	Labor - Operations Workers Comp Labor - Maintenance Jahor - Maintenance Workers Comp	Fuel miles Insurance (Liability, Physical Damage, Employment Practices miles	Special Transportation (for SLOCAT) Avila Trolley	Maintenance (parts, supplies, materials) Maintenance Contract Costs	Total	Contingency	Interest Expense	Management Contracts	TOTAL FUNDING USES

	Actual	Amended	Proposed	Projected	Projected	Projected	Projected
	Capital	Capital	Capital	Capital	Capital	Capital	Capital
	Expenditures	Budget	Budget	Budget	Budget	Budget	Budget
Capital Expenditures	FY 2018-19	FY 2019-20	FY 2020-21	FY 2021-22	FY 2022-23	FY 2023-24	FY 2024-25
Capital/Studies:							
Computer System Maintenance/Upgrades	33,869	55,520	44,940	47,190	49,550	52,030	54,630
Miscellaneous Capital							
Maintenance Equipment		25,310	40,200				
Specialized Maintenance Tools		174,660					
Desks and Office Equipment	1	10,000	1				1
Radios			009'9	1	•	•	1
Vehicle ITS/Camera System	43,991	17,350					
Bus Stop Improvements/Bus Stop Solar Lighting	103,960	389,720	265,500	278,780	292,720	307,360	322,730
Bus Rehabilitation	,			•			•
Vehicles							
Support Vehicles		18,000	56,700	63,000		•	•
40' Coaches	3,144,199		631,800	0\$	1,326,700	4,875,600	
Trolley replacement vehicles					253,300		
Cutaway and Dial A Ride Vehicles	83,793	880,700		113,900	133,000		
Runabout Vehicles	668,692	560,200	261,300	316,600			513,100
Total Capital Outlay	4,078,504	2,131,460	1,307,040	819,470	2,055,270	5,234,990	890,460
Loan Pay down	212,303		,		721,000	721,000	721,000
Short Range Transit Plans - Nipomo	. '	22,750	,				
Elks Lane Project	909,510	2,262,180	13,738,960	13,738,960	1	1	
- SELECTION OF SELECT	5 200 317	A A16 200	15 046 000	14 558 430	0776 270	5 055 000	1 611 460
	0,200,017	0,000	0,040,000	14,000,400	2,110,210	011,001,0	1,011,400

Route 9		Total Adopted Budget FY 2019-20	Weekday Proposed Budget FY 2020-21	Saturday Proposed Budget FY 2020-21	Sunday Proposed Budget FY 2020-21	Total Proposed Budget FY 2020-21	Projected Budget FY 2021-22
	Hours Miles	13,710	11,750	660	430	12,840	12,840 345,010
Administration: Total Administration (Net of Contracts)		341,580	323,750	18,360	12,110	354,220	378,290
Service Delivery: Labor - Operations Markers Comp	hourly	946,320	885,460	49,740	32,400	967,600	1,023,600
Labor - Maintenance Morkers Comp	hourly	208,610	200,540	11,260	7,340	219,140	231,780
Fuel	miles	239,000	191,470	11,110	7,550	210,130	208,300
Insurance Maintenance (north guardian materials)	miles	154,050	138,620	8,040	5,460	152,120	158,100
Maintenance (parts, supplies, matenals) Maintenance Contract Costs	E S	27,880	24,670	1,430	970	27,070	28,700
Total Operations		1,798,620	1,628,260	92,340	06,930	1,781,530	1,854,840
Capital/Studies: Total Capital Outlay		315,110	4,907,490	278,300	183,640	5,369,430	5,132,900
Contingency	hourly	21,200	19,110	1,070	700	20,880	21,900
Interest Expense	operations cost						
TOTAL FUNDING USES		2,476,510	6,878,610	390,070	257,380	7,526,060	7,387,930
TOTAL NON-CAPITAL EXPENDITURES		2,161,400	1,971,120	111,770	73,740	2,156,630	2,255,030

Route 10		lotal Adopted Budget FY 2019-20	Weekday Proposed Budget FY 2020-21	Saturday Proposed Budget FY 2020-21	Sunday Proposed Budget FY 2020-21	Total Proposed Budget FY 2020-21	Projected Budget FY 2021-22
	Hours Miles	11,220	9,840	590	360	10,790	10,790
Administration: Total Administration (Net of Contracts)		296,330	284,940	17,170	10,420	312,530	333,150
Service Delivery: Labor - Operations	hourly	774,440	741,520	44,460	27,130	813,110	860,170
Labor - Operations Workers Comp Labor - Maintenance	nourly hourly	52,850	42,870 167,940	10,070	1,5/0	47,010 184,150	49,730 194,770
Labor - Maintenance Workers Comp	hourly	15,460	12,470	750	460	13,680	14,470
Fuel Insurance	miles	150,400	136,320	11,460	6,880	206,630	204,830 155,470
Maintenance (parts, supplies, materials)	miles	135,950	119,400	7,260	4,360	131,020	125,840
Maintenance Contract Costs Total Operations	miles	27,220	24,260 1,433,070	1,480	890 52,410	26,630 1,571,820	28,220 1,633,500
Capital/Studies: Total Capital Outlay		273,370	4,319,150	260,220	157,960	4,737,330	4,520,340
Contingency	hourly	17,340	16,000	096	290	17,550	18,400
nterest Expense	operations cost		٠				
TOTAL FUNDING USES		2,147,410	6,053,160	364,690	221,380	6,639,230	6,505,390
TOTAL NON-CAPITAL EXPENDITURES		1 874 040	1.734.010	104.470	63.420	1,901,900	1,985,050

Route 12, 14 and 15		Total Adopted Budget FY 2019-20	Weekday Proposed Budget FY 2020-21	Saturday Proposed Budget FY 2020-21	Sunday Proposed Budget FY 2020-21	Total Proposed Budget FY 2020-21	Projected Budget FY 2021-22
	Hours Miles	10,490	9,260	920	710	10,890	10,890
Administration: Total Administration (Net of Contracts)		266,630	260,490	25,960	19,420	305,870	326,430
Service Delivery: Labor - Operations	hourly	724,060	697,810	69,330	53,500	820,640	868,150
Labor - Operations Workers Comp Labor - Maintenance	hourly	49,420	40,340	4,010	3,090	47,440	50,190
Labor - Maintenance Workers Comp	hourly	14,460	11,740	1,170	006	13,810	14,600
Fuel	miles	194,730	161,700	16,220	11,290	189,210	187,580
Insurance	miles	125,510	117,070	11,750	8,170	136,990	142,370
Maintenance (parts, supplies, materials)	miles	113,460	102,540	10,290	7,160	119,990	115,240
Maintenance Contract Costs	miles	22,720	20,830	2,090	1,450	24,370	25,850
lotal Operations		1,403,970	0/0/018/1	130,360	97,080	1,538,310	000,000,1
Capital/Studies: Total Capital Outlay		245,970	3,948,430	393,500	294,400	4,636,330	4,429,190
Contingency	hourly	16,210	15,060	1,500	1,150	17,710	18,580
Interest Expense	operations cost						
TOTAL FUNDING USES		1,932,780	5,534,050	551,520	412,650	6,498,220	6,374,760
TOTAL NON-CAPITAL EXPENDITURES		1,686,810	1,585,620	158,020	118,250	1,861,890	1,945,570

Projected Budget FY 2021-22	27,700 478,110 733,790	2,208,230 127,660 500,020 37,140 28,660 219,090 177,340 3,597,920	362,240	47,250		4,741,200	4,378,960	
Total Proposed Budget FY 2020-21	27,410 464,490 674,260	2,065,560 119,410 467,810 34,740 282,890 282,890 17,4,810 17,4,810 36,430 36,430 36,430 36,430 36,430 36,430	302,910	44,570	,	4,412,800	4,109,890	
Total Adopted Budget FY 2019-20	27,120 450,870 597,220	1,871,930 127,750 412,660 37,390 191,120 191,120 34,600 3,144,720	080′609	41,910		4,392,930	3,783,850	
	Hours Miles s)	hourly hourly hourly hourly miles miles miles	λī	hourly	operations cost			
Runabout	Administration: Total Administration (Net of Contracts)	Service Delivery: Labor - Operations Labor - Operations Labor - Maintenance Labor - Maintenance Workers Comp Fuel Insurance Maintenance (parts, supplies, materials) Maintenance Contract Costs Total Operations	Capital/Studies: Total Capital Outlay	Contingency	Interest Expense	TOTAL FUNDING USES	TOTAL NON-CAPITAL EXPENDITURES	

Projected Budget FY 2021-22	106,640	275,150 18,810 60,650	5,470 20,700	16,760 51,350	72,730 31,010 6,860	559,490	113,900	27,960	1	807,990	694,090	
Proposed Budget FY 2020-21	99,450	259,010 17,710 57,100	5,150	15,990	68,460 32,010 6,410	530,880	1	26,540	i	656,870	656,870	
Adopted Budget FY 2019-20	96,180	239,950 16,380 52,900	4,790	14,940	63,590 29,660 5,940	493,750		23,530		613,460	613,460	
	(S)	hourly hourly hourly	hourly miles	miles n/a	n/a miles miles		ay	hourly	operations cost			
County Services	Administration: Total Administration (Net of Contracts)	Service Delivery: Labor - Operations Labor - Maintenance Labor - Maintenance	Labor - Maintenance Workers Comp Fuel	Insurance Special Transit (Senior Vans, Incentives, etc)	Avila Trolley Maintenance (parts, supplies, materials) Maintenance Contract Costs	Total Operations	Capital/Studies: Total Capital Outlay	Contingency Short Range Transit Plans - Nipomo	Interest Expense	TOTAL FUNDING USES	TOTAL NON-CAPITAL EXPENDITURES	

North County Services		Adopted Total Budget FY 2019-20	Proposed Route A & B Budget FY 2020-21	Proposed Paso DAR Budget FY 2020-21	Total Proposed Budget FY 2020-21	Projected Budget FY 2021-22
	Hours	7,670	6,160	1,280	7,440	7,440
Administration: Total Administration (Net of Contracts)		160,280	145,970	28,430	174,400	187,520
Service Delivery: Labor - Operations	hourly	529,410	464,200	96,460	560,660	593,110
Labor - Operations Workers Comp Labor - Maintenance	hourly hourly	36,130	26,840	5,580	32,420	34,290 134,300
Labor - Maintenance Workers Comp	hourly	10,570	7,810	1,620	9,430	9,970
Fuel	miles	64,460	52,340	7,030	59,370	58,850
misurance Maintenance (parts, supplies, materials)	miles	37,570	33,190	4,460	37,650	36,160
Maintenance Contract Costs		7,530	6,740	910	7,650	8,110
Total Operations	10	843,950	734,140	143,000	877,140	919,460
Capital/Studies: Total Capital Outlay		880,700		1	1	
Contingency	hourly	11,850	10,020	2,080	12,100	12,690
Interest Expense	operations cost		1		1	
TOTAL FUNDING USES		1,896,780	890,130	173,510	1,063,640	1,119,670
TOTAL NON-CAPITAL EXPENDITURES		1,016,080	890,130	173,510	1,063,640	1,119,670

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

April 8, 2020

AGENDA ITEM: B-1

FY2020-21 Budget

TOPIC:

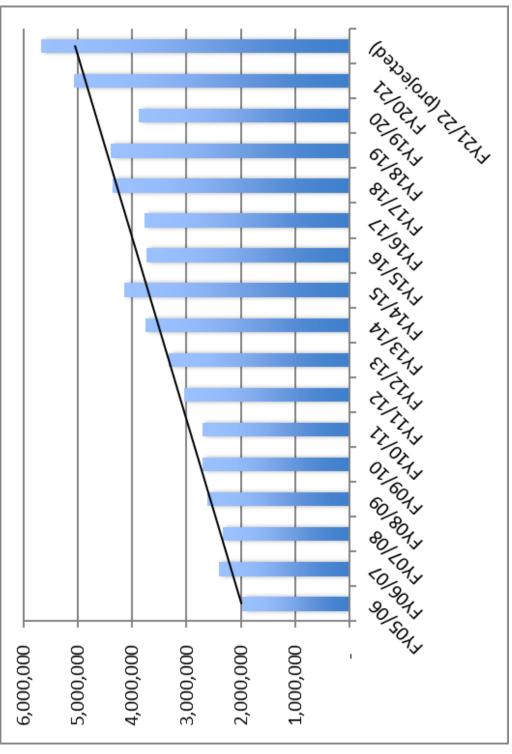
Recommendation: Bri

Bring the Fiscal
Year 2020-21
Budget as
Presented to the
Board for Approval

PRESENTED BY: Tania Arnold

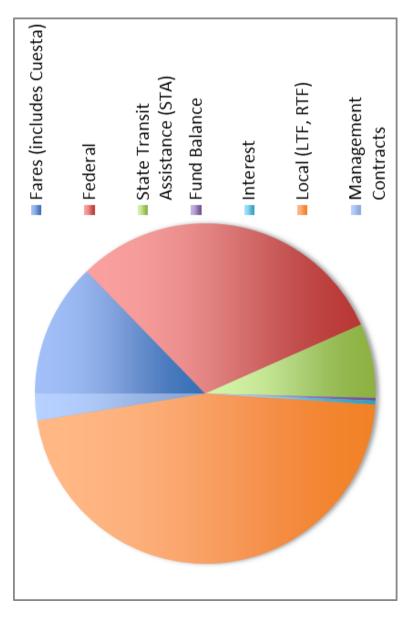


LOCAL TRANSIT FUNDS

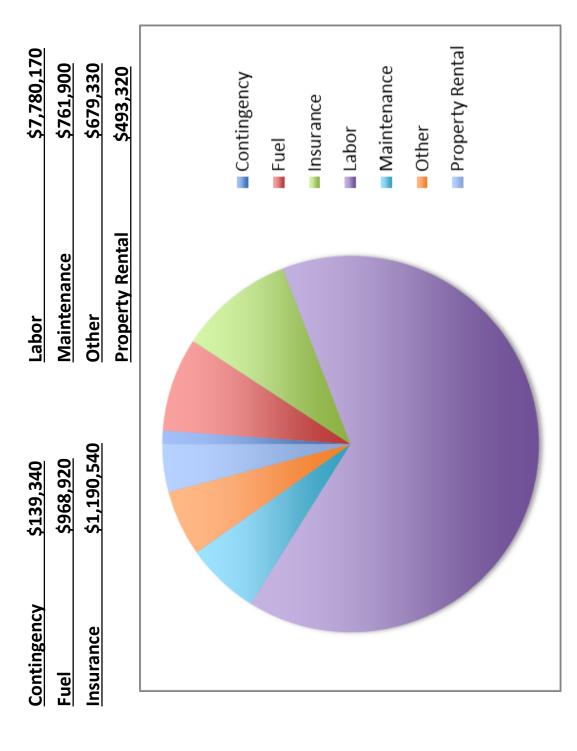


OPERATING REVENUE SOURCES

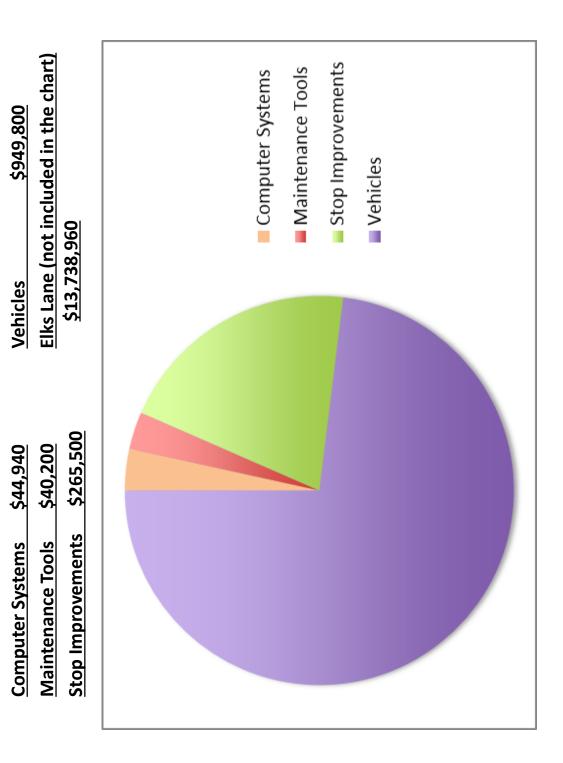
Fares	\$1,317,080	Interest	\$38,670
Federal	\$3,151,770	Local (LTF, RTF)	\$4,776,279
STA	\$724,900	Management Contracts	\$262,680
Fund Balance	\$26,981		



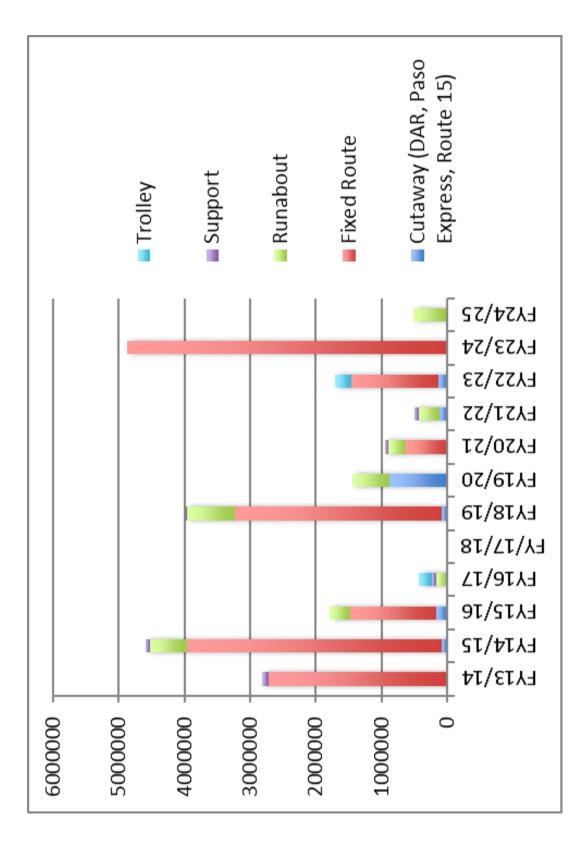
ADMINISTRATION & SERVICE DELIVERY



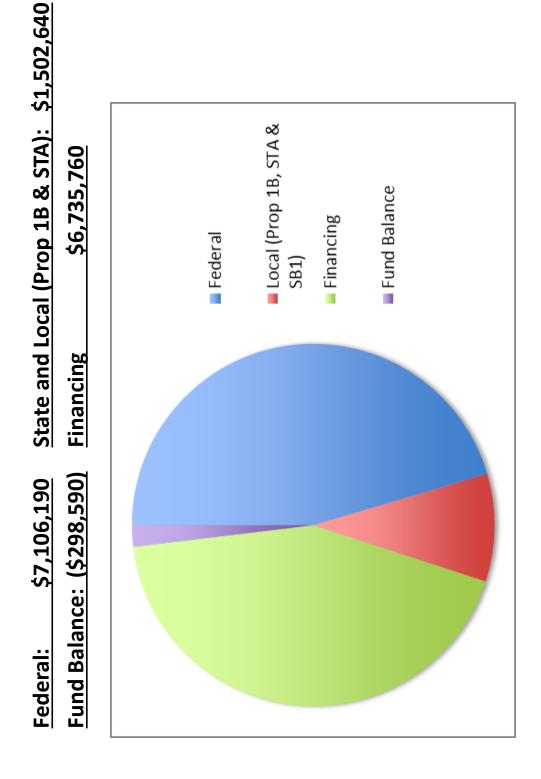
CAPITAL EXPENDITURES



VEHICLE CAPITAL EXPENDITURES BY SERVICE TYPE



CAPITAL REVENUE SOURCES



Recommendation on Agenda *Item B-1:*

Bring the Fiscal Year 2020-21 Budget as Presented to the **Board for Approval**

REGIONAL TRANSIT	
SAN LUIS OBISPO	

Adopted Year to Budget January February February Date FY 2019-20 Actual Budget Actual Variance FY 2019-30	70,210 6,073 5,851 5,680 171 1,563,240 139,255 130,270 129,708 562	879,630 77,734 73,303 66,986 51,300 11,834 78,920 36,465 39,743 36,465 20,710 6.353 9,405 33,203	44,970 2,946 3,748 292,950 24,245 24,413 133,240 3,626 11,103 (43,030) (3,586) (3,586)	t (88,680) (7,390) (7,390) (7,390) - (7,250) (7,390) - (7,250) (10,221) (10,221) (10,221) (10,221) (10,221) - (10,221) (10,221) - (10,221)	(*)	1,04,500 2,433 - 2,434 1,044,570 56,587 56,464 56,587 (12.2) 2,828 3,742 3,318 424	6.5,590 31,946 52,389 45,799 6,590 125,900 19,409 10,492 12,268 (1,777) 9,245,400 75,7480 727,759 577,789 149,970	46,020	89,460 6,971 (6,971) 252,860 6,7518 (67,618)	880,700 555,200 1,824,240 - 74,589 (74,589)	132,040 - 11,003 - 11,003	499,990 81,217 - 98,354 (98,354)	254,360 21,197 21,197 21,197 -	13,714,250 1,001,900 900,477 918,225 (17,749)	11,390,020 920,683 900,477 745,283 155,194
		operations cost operations cost operations cost operations cost	operations cost operations cost hourly	operations cost											

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY YEAR TO DATE THRU FEBRUARY 29, 2020 CURRENT FISCAL YEAR - 2019/2020

	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
REVENUES:										
FARES	\$ 255,471	\$ 256,837	\$ 174,350	\$ 18,981	\$ 24,870	\$ 730,508	\$ 84,798	\$ 4,507	\$ 102,846	\$ 922,658
TOTAL ROUTE REVENUES	\$ 255,471	\$ 256,837	\$ 174,350	\$ 18,981	\$ 24,870	\$ 730,508	\$ 84,798	\$ 4,507	\$ 102,846	\$ 922,658
EXPENDITURES:										
ADMINISTRATION MARKETING	\$ 270,218	\$ 228,159	\$ 147,177 15,095	\$ 14,706	\$ 68,117	\$ 728,377	\$ 23,406	\$ 5,281	\$ 560,173	\$ 1,317,236 74 908
OPERATIONS/CONTINGENCY FUEL INSURANCE	900,622 900,622 173,053 99,195	778,572 170,520 97,747	489,902 94,393 54,085	49,603 49,603 11,110 6,375	2	2,450,099 499,896 286,539	397,611 39,165 23,513	82,493 3,334 3,531	1,642,530 128,231 130,008	4,572,732 670,625 643,590
TOTAL EXPENDITURES	\$ 1,471,125	\$ 1,298,329	\$ 800,651	\$ 83,323	\$	\$ 4,039,818	\$ 483,695	\$ 94,638	\$ 2,460,941	\$ 7,079,092
FAREBOX RATIO	17.4%	19.8%	21.8%	22.8%	6.4%	18.1%	17.5%	4.8%	6 4.2%	13.0%
SERVICE MILES	739 947 7	236 457 0	130 843 8	15 350 4	70 472 7	693 066 2	2 528 95	0 609 8	314 741 0	1 073 291 9
SERVICE HOURS	8,914.8	7,526.5	4,855.3	472.8			4,080.9	920.4		
RIDERSHIP (Automatic Counters)	165,631	150,165	107,718	14,503	14,997	453,014	73,733	1,806	27,390	555,943
RIDERS PER MILE RIDERS PER HOUR COST PER PASSENGER SUBSIDY PER PASSENGER	0.69 18.4 \$ 8.88 \$ 7.34	0.63 19.8 \$ 8.65 \$ 6.94	0.83 22.5 \$ 7.43 \$ 5.81	0.94 30.7 \$ 5.75 \$	0.23 7.3 \$ 25.76 \$ 24.11	0.65 18.9 \$ 8.92 \$ 7.31	1.30 18.1 \$ 6.56 \$	0.21 2.0 \$ 52.40 \$ 49.91	0.09 1.5 \$ 89.85 \$ 86.09	0.52 11.7 \$ 12.73 \$ 11.07



San Luis Obispo Regional Transit Authority

Executive Committee Meeting Minutes 02/05/2020

Draft C-1

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

Also Present: Eric Greening

Call Meeting to Order, Roll Call

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.

President Fred Strong called the meeting to order 11:50 AM and a silent roll call was taken.

Public comment:

Mr. Eric Greening spoke regarding the construction on Palm & Osos.

A. Information Items

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

Mr. Geoff Straw stated that the construction project on Palm & Osos is delayed due to "artifact discovery". RTA is in open recruitment for a maintenance manager and SLO County will do the first round of interviews.

Vice President John Peschong arrived during item A-1.

Public comment:

None

B. Action Items

B-1 FY20-21 Budget Assumptions (Approve)

Mrs. Tania Arnold stated that the budget assumptions presented are included in the two-year operating budget and five-year capital budget. The Cal Pers contract terminated in January 2020. South County Transit requested the agency to review consolidation, and the new estimated date for execution is January 2021. LTF is projected to be down for the region, however it is the last option for funding. General liability will see a significant increase. RTA is monitoring increasing Runabout costs, working to address staffing and retention, and fuel costs. The objective is to maintain service levels and hours. The agency will monitor potential fare increases, however it is not expected for 2021. Staff will continue to seek federal funding for projects. FTA funds are distributed on a reimbursement basis or at the end of the fiscal year. Staff is evaluating holiday levels of service. Once RTA and SCT consolidation goes forward, there is projected savings by having a pool reserve policy. Staff will discuss funding for the bus maintenance facility at the March RTA Board meeting. RTA is making efforts to keep the demand on Runabout as low as possible. There was a large liability claim last February. Workers comp is projected increase. RTA and SCT are now part of County Pension Trust.

Mr. Waage asked if RTA has to cover expenses prior to being reimbursed by FTA funds, can reserves cover this?

Mrs. Arnold stated that we may need a bank loan but reserves should be fine given the swift reimbursement (no federal delay).

Public comment:

Mr. Eric Greening complimented the RTA staff for maintaining service and inquired about drivers' wages.

Mr. Waage made a motion to approve agenda item B-1 and Vice President Peschong seconded the motion. The motion passed unanimously with **Mr.** Waage, Vice President Peschong, and President Strong voting in favor of the motion, with none opposed and none absent.

C. Consent Items

- <u>C-1</u> Executive Committee Meeting Minutes of October 9, 2019 (Approve)
 - March 4, 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 Results of CPS HR Review (Accept) —Mr. Straw stated that this is in regards of a review of procedures and policies at RTA
- B-1 Finalize Funding for Construction of 253 Elks Lane (Approve)
- B-2 Authorize RFQ for Construction of 253 Elks Lane (Approve)
- B-3 FY20-21 Budget Assumptions (Approve)
- B-4 Annual Fiscal & Compliance Audit for Fiscal Year 2018-19 (Accept)

- C-2 RTA Board Meeting Minutes of January 8, 2020 (Approve)
- C-3 RTA Debt Policy (Approve)
- C-3 Authorize procurement of low floor minivans for Paso Robles Dial-A-Ride (Approve)
- C-4 Authorize FTA Section 5311 Grant Application (Approve)
- C-5 Authorize procurement of specialized testing & monitoring (Approve)—working with vendors

<u>Closed Session Items</u> – CONFERENCE WITH LEGAL COUNSEL: It is the intention of the Board to meet in closed session concerning the following items:

Conference with Labor Negotiator (CA Government Code Section 54957.6(a))

Negotiating Party: Fred Strong, President

Unrepresented Employee: Geoff Straw, Executive Director

Distribution of LTF funds will be included in B-1; C-3 is regards to TIFIA debt policy

Mr. Waage made a motion to approve agenda item C-1 and Vice President Peschong seconded the motion. The motion passed unanimously with **Mr.** Waage, Vice President Peschong, and President Strong voting in favor of the motion, with none opposed and none absent.

D. CLOSED SESSION – CONFERENCE WITH LEGAL COUNSEL: It is the intention of the Board to meet in closed session concerning the following items:

Conference with Labor Negotiator (CA Government Code Section 54957.6(a))

Negotiating Party: Fred Strong, President

Unrepresented Employee: Geoff Straw, Executive Director

President Strong opened closed session at 12:10 PM and ended closed session at 12:20 p.m.

Next RTA Executive Committee Meeting: April 8, 2020

Respectfully Submitted,	Acknowledged by,
Chelsea Sperakos	Fred Strong
Administrative Assistant	RTA President 2020