



RTA BOARD AGENDA

Wednesday, November 2, 2022 at 9:00 AM
BOARD OF SUPERVISORS' CHAMBERS
COUNTY GOVERNMENT CENTER
1055 Monterey Street, San Luis Obispo, California 93401

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

President: Ed Waage

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: Debbie Arnold

Heather Moreno (Atascadero)
Karen Bright (Grover Beach)
John Headding (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) by contacting the RTA offices at (805)541-2228 x4833. Please note that 48 hours advance notice will be necessary to honor a request.

RTA, de acuerdo con la Ley de Estadounidenses con Discapacidades (ADA), acomodará a las personas que requieran una modificación de la adaptación para participar en esta reunión. RTA también se compromete a ayudar a las personas con dominio limitado del inglés a acceder a los servicios públicos esenciales de la agencia y a la información pública en español. Para solicitar una adaptación, por favor llame al (805)541-2228 x4833. Requerimos al menos 48 horas de anticipación para proporcionar adaptaciones razonables.

FLAG SALUTE

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.

STATEWIDE UPDATE FROM STATE SENATOR JOHN LAIRD

A. CONSENT AGENDA:

- A-1 Executive Committee Meeting Minutes of July 13, 2022 (Information)
- A-2 RTA Board Meeting Minutes of August 3, 2022 (Approve)
- A-3 RTAC Minutes of April 21, 2022 (Information)

- A-4 RTAC Minutes of January 20, 2022 (Information)
- A-5 Authorize New SLOCPT Rates for July 2022 Implementation (Approve)
- A-6 FTA Transit Asset Management Plan Update (Receive)
- A-7 Purchase Order for Battery Electric Buses & Declare Vehicles Surplus (Approve)
- A-8 FY21-22 Strategic Business Plan Results (Receive)
- A-9 Purchase Order Amendment for Route 15 Vehicles & Declare Vehicles Surplus (Approve)
- A-10 Battery Electric Bus Infrastructure Funding Opportunities (Approve)

B. INFORMATION AGENDA:

- B-1 Executive Director's Report (Receive)
- B-2 Bus Maintenance Facility Update (Receive)

C. ACTION AGENDA:

- C-1 Fiscal Year 2022-23 Operating and Capital Budget Amendment #1 (Approve)

D. CLOSED SESSION ITEMS:

CONFERENCE WITH LABOR NEGOTIATORS (Gov. Code § 54957.6)

Agency designated representatives: Geoff Straw, Executive Director
Employee organization: Teamsters Local 986

E. BOARD MEMBER COMMENTS

The next regularly-scheduled RTA Board meeting is scheduled for January 4, 2023.



San Luis Obispo Regional Transit Authority

Executive Committee Meeting

Minutes 07/13/2022

A-1

Members Present: Debbie Arnold, District 5 Supervisor, **Vice President**
John Peschong, District 1 Supervisor
Ed Waage, City of Pismo Beach, **President**

Members Absent: None

Staff Present: Geoff Straw, Executive Director
Jon Ansolabehere, County Counsel

1. **Call to Order and Roll Call:** **President Ed Waage** called the meeting to order at 10:25 AM and roll call was taken. A quorum was present.
2. **Public Comment:** None
3. **CLOSED SESSION ITEMS:**
CONFERENCE WITH LABOR NEGOTIATORS (Gov. Code § 54957.6)
Agency designated representatives: Geoff Straw, Executive Director
Employee organization: Teamsters Local Union No. 986

PUBLIC COMMENT: None

The Board went into closed session at 10:30 AM and returned to open session at 10:50 AM

Mr. Jon Ansolabehere stated there was no reportable action from closed session.

4. **Consent Items**
A-1 Executive Committee Meeting Minutes of April 6, 2022 (Approve)
Board Member John Peschong made a motion to approve consent agenda item A-1 and **Vice President Debbie Arnold** seconded the motion. The motion passed unanimously via roll call vote.

BOARD MEMBER

DEBBIE ARNOLD
JOHN PESCHONG
ED WAAGE

YES

X
X
X

NO

ABSENT

5. **Information Items:** None

6. **Action Items:** None

7. **Mr. Straw** went over the agenda for the August 3, 2022 Board meeting agenda.

Public Comment: None

8. **Adjournment**

The meeting was adjourned at 10:55 AM.

Next RTA Executive Committee Meeting:

October 12, 2022

Respectfully Submitted,

Acknowledged by,

Geoff Straw
Executive Director

Ed Waage
RTA Board President 2022

DRAFT
SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
BOARD MEETING MINUTES OF AUGUST 3, 2022
A-2

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

KAREN BRIGHT, CITY OF GROVER BEACH
DAWN ORTIZ-LEGG, THIRD DISTRICT, COUNTY OF SAN LUIS OBISPO

STAFF PRESENT:

GEOFF STRAW, EXECUTIVE DIRECTOR
TANIA ARNOLD, CFO/DEPUTY DIRECTOR
JON ANSOLABEHERE, SAN LUIS OBISPO COUNTY COUNSEL

CALL MEETING TO ORDER, ROLL CALL: President Ed Waage called the meeting to order at 10:07 AM and roll call was taken. A quorum was present.

PUBLIC COMMENT:

Mr. Eric Greening continues to be very pleased with the service and noted service levels are considerably reduced compared to pre-pandemic. Drivers continue to work very hard and the Bus Operators deserve to be compensated like public safety professionals.

CLOSED SESSION ITEMS:

CONFERENCE WITH LABOR NEGOTIATORS (Gov. Code § 54957.6)

Agency designated representatives: Geoff Straw, Executive Director
Employee organization: Teamsters Local Union No. 986

PUBLIC COMMENT:

Mr. Eric Greening noted it is a painful place to be with the major budget uncertainties but the best solution for a labor shortage is to offer enough pay and benefits to retain existing employees and attract new candidates.

The Board went into closed session at 10:14 AM and returned to open session at 10:36 AM

Mr. Jon Ansolabehere stated there was no reportable action from closed session.

A. CONSENT AGENDA:

- A-1 RTA Board Meeting Minutes of May 3, 2022 (Approve)
- A-2 Ratification of Agreement for HVIP Funds (Approve)

Public Comment: None

Board Member John Peschong made a motion to approve the consent agenda, and **Board Member John Headding** 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 (Vice President)	X		
KAREN BRIGHT			X
LYNN COMPTON	X		
BRUCE GIBSON	X		
JOHN HEADDING	X		
STEVE MARTIN	X		
HEATHER MORENO	X		
DAWN ORTIZ-LEGG			X
JIMMY PAULDING	X		
ANDY PEASE	X		
JOHN PESCHONG	X		
ED WAAGE (President)	X		

B. INFORMATION AGENDA:

None

C. ACTION AGENDA:

None

The meeting was adjourned at 10:38 AM.

Next regularly-scheduled RTA Board meeting is November 2, 2022

Respectfully Submitted,

Acknowledged by,

Tania Arnold, Deputy Director/CFO

Ed Waage, RTA President 2022

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
REGIONAL TRANSIT ADVISORY COMMITTEE

April, 21, 2022

DRAFT MINUTES

A-3

Members Present:

Janeen Burlingame	Morro Bay Transit
Ryan Cornell	City of Paso Robles (arrived at 2:29 PM)
Marlene Cramer	Cal Poly
Mark Dariz (<i>Vice Chair</i>)	Runabout/DAR Representative
Eric Greening (<i>Chair</i>)	Fixed Route Representative
Todd Katz	Fixed Route Alternate Rep.
Omar McPherson	South County Transit (SCT)
Josh Roberts	County of San Luis Obispo

Members Absent:

Austin O'Dell	SLO Transit
Dawn Patterson	Atascadero Transit
Dan Troy	Cuesta College

Staff Present:

Geoff Straw	RTA
Tania Arnold	RTA

Guests:

Sarah Woolsey	SLOCOG
---------------	--------

1. **CALL MEETING TO ORDER, ROLL CALL** Mr. Eric Greening called the meeting to order at 2:03 PM and roll call was taken. There was a quorum present.
2. **PUBLIC COMMENTS:** None

A. INFORMATION AGENDA ITEMS:

A-1 Executive Director's Report (Receive)

Mr. Geoff Straw invited the Committee members and their families to the Bus Roadeo which is scheduled for Sunday, October 9th.

Mr. Straw updated the Committee on the facemask mandate that was repealed effective April, 19th. Masks are encouraged, and masks will be provided to riders and employees. **Mr. Straw** shared that there is some difficulty recruiting new employees; specifically Bus Operators. Currently RTA is down 16 Operators; 5 full-time positions are open as well as 11 out of 19 part-time positions. Currently there is one candidate in the pre-licensing training phase. He noted two supervisors have also separated within the past month. Staff has begun a new Google Ads program to help with recruitment, and will continue to monitor staffing levels.

Mr. Straw discussed the Governor's proposal to provide an incentive to operate discounted or fare free service for a minimum of 90 days. While there are no details at this time **Mr. Straw** has

reached out to other transit agencies across the county to discuss the implications of the proposal. He stated that we would need to go into this hand in hand because there are agreements with how regional riders are funded. The Governor's office has proposed funding that's essentially 55% of the collections for FY 19/20. If we get 55% of the fares for 90 days of service it would certainly be a financial benefit, and could bring back some of the riders to the service. There is concern about overcrowding at peak travel times as well as the cost of operating additional Runabout service. The City of Atascadero is interested in talking further about this, but no firm commitments from other transit agencies.

Ms. Marlene Cramer asked if the proposal specified a timeline. This is obviously an opportunity to market and promote transit. **Mr. Straw** replied that fare free service must start no later than 60 days after the bill has taken effect. **Mr. Greening** noted that when fares were suspended in the past, it was his understanding there were some problems. He went on to ask what the problems were, and if we anticipate them again? **Mr. Straw** replied that the main issue was overcrowding. At the time a guideline of no more than one round trip per boarding was implemented. A rider would need to get off the bus and transfer to a different vehicle after a round trip. **Ms. Janeen Burlingame** stated that Morro Bay might be interested, but would need details in regards to funding, as well as administrative costs. **Mr. Greening** stated that his understanding has been that this is part of a larger provision attached to rebates to drivers who are paying gas tax. **Mr. Straw** confirmed they are still part of the same package.

A-2 Member Comments / Reports from Jurisdictions (Receive)

Ms. Marlene Cramer Shared that Cal Poly campus has changed their face mask requirement on campus shuttles. Masking is still recommended but also no longer required. **Mr. Greening** stated that as the news spread about the mask requirement being lifted he noticed a good percentage of riders removed their masks while others felt more comfortable leaving them on. He went on to say that it appeared to alleviate some of the strain on the drivers to enforce the mandate.

Ms. Burlingame informed the committee that next week the Morro Bay City Council will be making a proclamation to mark Morro Bay Transit's 45th anniversary. Morro Bay Transit Week will be May 2 through May 6. **Mr. Greening** asked if there had been progress on the transit stop.

Ms. Burlingame replied it is still in the design phase. The project will go out to bid over the summer, with construction to tentatively start after Labor Day.

B. B-1 Fiscal Year 2022-23 Operating and Capital Budget (Recommend)

Ms. Tania Arnold reviewed the Fiscal Year 2022-2023 Operating and Capital Budget that was included in the agenda. She discussed the budget assumptions that were used to develop the current fiscal year budget and addressed some of the following key issues.

Ms. Arnold went over the operational and fiscal impacts of the pandemic. Even with increased wages, Workers Compensation is in line with previous years. General liability insurance has stayed relatively flat. There is however an increase in property insurance, that comes along with owning the new building. Staff continues to monitor the cost of the Runabout service while looking at containment strategies. Runabout ridership is anticipated to increase.

Ms. Arnold highlighted the difficulty with staffing and retention. Staff is hoping to address this by implementing paid family leave, as well as beginning a diversity, equity and inclusion training program next month. The current Collective Bargaining Agreement is set to expire on December 31st of this calendar year. With the Board's direction, negotiations will begin over the summer. The

annual inflationary adjustment for non-union employees is also included within this budget at a rate of 6.6% with an implementation date of July of 2022. If the COLA is lowered to 4% which is in line with what the Board approved for SLOCOG there would be a savings of just over \$30,000. Budgeted full time equivalent positions would be the same as the current fiscal year. Although we are looking at realigning a Utility position to fulfil the need for a dedicated Parts Clerk, as well as postponing an earlier recommendation for a new/elevated HR Manager position.

Ms. Arnold shared the progress of implementing zero emission bus technologies. Replacement of two diesel buses expected in the 2023 – 2024 Fiscal Year. The RTA was recently awarded a grant in combination with SLO Transit for 5 zero emission vehicles. Once the funding package is prepared, it will be brought back to the Board for approval.

Ms. Arnold stated that staff continues to monitor LTF funding. While it continues to be the last place we go for funding. It does come in at just over \$6.6 million, which is an increase over the projection from May 2021. Fuel costs contribute a large part in the increase. There were some significant savings over the past several years' budgets in being able to use the Federal stimulus funds, including CARES Act funding. This year the capital budget does include a small amount of LTF related specifically to the TIFIA loan which is required to be paid back with local funds.

Ms. Arnold noted that fuel costs continue to be volatile. Fuel was budgeted at \$4.30 a gallon in the initial budget assumptions from March, but with the continued increase we are now budgeting at \$4.80. Staff will monitor, and bring it back to the Board as needed.

Mr. Greening asked what the increase in professional technical services for ITS program in May 2023 meant. **Ms. Arnold** replied that the ITS program that helps riders see where their bus is and navigate the system is up for renewal in May 2023.

Mr. Greening asked if the supply chain issues have affected the ordering of replacement parts. **Mr. Straw** replied that supply chain issues have been a problem more so with vehicles than parts.

Mr. Todd Katz suggested that when staff references the move to zero emission bus technologies the fuel savings should be highlighted. **Mr. Straw** noted that it will be important to look at charging times as costs can rise during demand charging times. There are some routes like the 9 and possibly the 10 where current batteries do not have the ability to run on those longer trips without a recharge. At this point, it is difficult to predict how much less per mile the cost will be. **Mr. Katz** stated it sounds like an argument for better storage systems to store electricity at a cheaper rate.

Mr. Katz asked if the new paid family leave program will be accessible to Bus Operators, too? **Ms. Arnold** replied the program will apply to all employees.

Mr. Greening asked if solar panels at the Bus Maintenance Facility would insulate RTA from the high demand charges on electricity. **Mr. Straw** replied that, while it may help, realistically it takes a full acre of panels to charge one bus per day.

Mr. Straw spoke about the Urbanized Area (UZA) issue, and how the U.S. Census changed how they classify an area as urban vs. rural. It had previously been calculated using persons per square mile and now it is housing units per square mile. Within the county there are currently three small UZAs: North County, Central, and South County. Two of our three UZAs (North and South) may lose their

UZA designation. Losing the UZA designation would have a profound impact on funding in our area. If those areas are classified as rural, we will lose close to \$3 million annually starting in FY22-23. The changes in designations should be published sometime this summer. **Mr. Greening** asked if it would be possible to back fill using CMAQ money. **Mr. Straw** replied while that is a possibility there are some pretty stringent requirements for CMAQ, and those funds are already earmarked. **Mr. Katz** asked if the possibility of a self-help county with a half cent increase would help in a situation like this if we lose funding. **Mr. Straw** replied that it wouldn't immediately help but there have been discussions that it may go before the voters again in 2024.

Ms. Burlingame made a motion to bring Fiscal Year 2022-23 Operating and Capital Budget as presented to the Board for approval, and **Mr. Mark Dariz** seconded the motion. A voice vote was taken and the motion was approved unanimously via roll call vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
Janeen Burlingame		X	
Ryan Cornell		X	
Marlene Cramer		X	
Mark Dariz		X	
Eric Greening		X	
Omar McPherson		X	
Austin O'Dell			X
Dawn Patterson			X
Josh Roberts		X	
Dan Troy			X

C. CONSENT AGENDA ITEMS:

C-1 RTAC Minutes of January 20, 2022 (Approve)

Mr. Greening made a motion to approve the minutes, **Mr. McPherson** seconded the motion. A voice vote was taken and the motion was approved unanimously.

D. ADJOURNMENT AND COMMITTEE COMMENTS:

Chairperson Greening adjourned the meeting at 3:01 p.m.

Next Meeting: July 21, 2022

Future Meeting Date: October 20, 2022, January 19, 2023

Respectfully Submitted,

Acknowledged by,

Jenni Wilkes
Interim Administrative Assistant

Eric Greening
RTAC Chairperson 2022

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
REGIONAL TRANSIT ADVISORY COMMITTEE
January 20, 2022 (conducted via Zoom)

MINUTES

A-4

Members Present:

Janeen Burlingame	Morro Bay Transit
Marlene Cramer	Cal Poly
Mark Dariz	Runabout/DAR Representative
Eric Greening (<i>Chair</i>)	Fixed Route Representative (arrived 2:19 PM)
Todd Katz	Fixed Route Alternate Rep.
Omar McPherson (<i>Vice Chair</i>)	South County Transit (SoCo Transit)
Josh Roberts	County of San Luis Obispo

Members Absent:

Ryan Cornell	City of Paso Robles
Austin O'Dell	SLO Transit
Dawn Patterson	Atascadero Transit
Dan Troy	Cuesta College

Staff Present:

Geoff Straw	RTA
Tania Arnold	RTA
Shelby Walker	RTA

Guests:

Mark Schaffer	Ride-On
Sarah Woolsey	SLOCOG

1. **CALL MEETING TO ORDER, ROLL CALL** Ms. Tania Arnold called the meeting to order at 2:05 PM and roll call was taken. There was a quorum present.

2. **PUBLIC COMMENTS:** None

3. **ELECTION OF OFFICERS: Elect RTAC Chair & Vice Chair 2022**

Mr. Todd Katz nominated Mr. Eric Greening for Chairperson and **Mr. Omar McPherson** seconded the nomination. The motion passed unanimously via roll call vote.

Mr. Katz nominated Mr. Mark Dariz for Vice Chairperson and **Mr. McPherson** seconded the nomination. The motion passed unanimously via roll call vote.

4. **Annual ADA Appeal Committee Assignment**

Mr. McPherson moved to have the Appeals Committee members be Mr. Dariz, Mr. Katz, and Ms. Janeen Burlingame, and **Mr. Katz** seconded the motion. The motion passed unanimously via voice vote.

A. INFORMATION AGENDA ITEMS:

A-1 Executive Director's Report (Receive)

Mr. Geoff Straw stated that there are continued impacts to service due to COVID. Service alerts are posted on the website if any service cuts would be necessary. This is something that we do not take lightly and will continue to work hard to maintain service levels.

We are officially moved into the new Bus Maintenance Facility on Elks Lane. Still have some items that are missing due to shipping delays. Staff is working on the purchase order for two battery-electric buses. The buses would be used initially on RTA Routes 10 and 12, and Paso Express.

The USDOL made a decision in October that would have paused all Federal Transit Administration grants in California. The US District Court stopped the DOL from moving forward for now. We are working diligently to get grant applications submitted and we are working closely with our partners to work through this situation.

Mr. Eric Greening stated he was now able to get into the Zoom meeting. He asked if the service cuts are starting now. **Mr. McPherson** stated we are operating the published schedules, but we are prepared for it if we do have to cut service due to recent escalation of COVID cases in our county. **Mr. Greening** asked how much notice will the riders get about the cuts. **Mr. McPherson** said staff will do the best to notified riders at least 2 or 3 days before the cuts.

Further discussion ensued.

Mr. Todd Katz asked if other transit partners could help if riders need help getting home. **Ms. Sarah Woolsey** stated that if they are part of the Rideshare program, they are guaranteed a ride home using Lyft or Uber.

C. CONSENT AGENDA ITEMS:

Due to the potential of not having a quorum, the committee moved to the consent agenda.

C-1 RTAC Minutes of October 21, 2021 (Approve)

Mr. Dariz made a motion to approve with the minutes, and **Mr. Katz** seconded the motion. A voice vote was taken and the motion was approved unanimously via voice vote.

A. Continued

A-2 Member Comments / Reports from Jurisdictions (Verbal)

Ms. Marlene Cramer stated that for the Fall 2021 quarter, Cal Poly subsidized about 229 bus passes. She is looking forward to the program continuing and growing.

Mr. Schaffer noted that Ride-On had two Mechanics and one Driver get COVID. He stated that they have nine new Drivers in the last month and that ridership continues to increase.

Ms. Janeen Burlingame stated that there have been no issues at Morro Bay Transit due to COVID for Drivers or other staff. The newest Driver is up and running in service. Currently working with a consultant for the transit hub project.

Mr. Greening stated his gratitude to the Bus Operators who are working hard during these stressful times.

A-3 Review FY21-22 Budget Assumptions & Discuss FY22-23 Budget Calendar (Receive)

Ms. Tania Arnold reviewed the draft budget calendar that was included in the agenda. She discussed the budget assumptions that were used to develop the current fiscal year budget and addressed some of the key issues.

Mr. Greening asked that in the event of reduced service, how does that carry over to the next fiscal year. **Ms. Arnold** explained that if that was to happen it would be adjusted in a budget amendment to show the carryover in LTF. **Mr. Greening** asked about the farebox recovery ratio. **Ms. Woolsey** stated that TDA farebox recovery ratio is not being enforced until at least FY22-23.

The committee accepted it as information.

D. ADJOURNMENT AND COMMITTEE COMMENTS:

Mr. Straw stated that RTAC members are welcomed to schedule individual tours of the new facility.

Chairperson Greening adjourned the meeting at 2:52 p.m.

Next Meeting: April 21, 2022

Future Meeting Date: July 21, 2022; October 20, 2022

Respectfully Submitted,

Acknowledged by,

Shelby Walker
Administrative Assistant

Eric Greening
RTAC Chairperson 2022

This Page Left Intentionally Blank

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
NOVEMBER 2, 2022
STAFF REPORT**

AGENDA ITEM: A-5

TOPIC: Authorize New SLOCPT Rates for July 2023 Implementation

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Implement Rate Increase in July 2023

BACKGROUND:

As previously authorized by the RTA Board of Directors, the RTA joined the San Luis Obispo County Pension Trust in January of 2020.

Based on the County Pension Trust's 2022 actuarial study completed in June 2022, a pension contribution rate increase for miscellaneous employees (under which the eligible RTA employees fall) is required to achieve desired funding levels for the plan. The County of San Luis Obispo Board of Supervisors is expected to approve an amendment to the Pension Trust Retirement Plan adopting rate increases for the County and participating agencies, by the end of calendar year 2022. To meet our required funding obligation to the Pension Trust, the RTA must determine if the implementation date should be January 2023 or July 2023. A January 2023 implementation date would result in a 2.29% increase in rates, and a July 2023 implementation date would result in a 2.38% increase in rates.

Although the July 2023 rate increase (2.38%) is higher than the January 2023 rate (2.29%), staff is recommending this July implementation date to coordinate with the timeline of when pay rate and benefit changes are traditionally implemented as part of the annual budget-making process.

Additionally, the Board may also determine how the increase should be implemented. Traditionally, any increases to the retirement program contribution rates were paid fully by the RTA, although the Board can direct staff to change this moving forward should it desire. This staff report assumes the RTA allocation method would remain unchanged but would be included in the budget presentation in May 2023 for final Board consideration.

Staff Recommendation

Approve the implementation date of July 2023 at a rate of 2.38%.

This Page Left Intentionally Blank

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

NOVEMBER 2, 2022

STAFF REPORT

AGENDA ITEM: A-6

TOPIC: Transit Asset Management Plan Update

PRESENTED BY: Geoff Straw, Executive Director
Melissa C. Mudgett, Grants and Finance Manager

STAFF RECOMMENDATION: Receive and File FY22 TAM Plan Update

BACKGROUND/DISCUSSION:

In accordance with Federal Transit Administration (FTA) regulations, every transit agency must develop and periodically update 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. The RTA falls under the FTA's Tier II designation, and is a group sponsor for our 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. Non-Revenue support vehicles replacement goals is set at **25%** as these vehicles typically incur fewer annual miles and therefore their useful life can be extended until funding is made available. The truck and equipment goal is set at **20%** and is based on current age and when the replacement is tentatively scheduled to take place.

In January 2022 construction was completed on the new Bus Maintenance Facility located at 253 Elks Lane in San Luis Obispo. This facility supports maintenance, operations and the administrative functions for the RTA and is a new facility addition to the FY2022 TAM Plan. In accordance with federal requirements, a facility condition assessment of the Bus Maintenance Facility shall be reported to the National Transit Database (NTD) every four (4) years.

In FY22, the RTA remains on target to meet or exceed the vehicle replacement and facility condition performance measures as set forth in the TAM Plan. Performance details are reported annually to the NTD and are summarized in the table below.

Performance Measure	2022 Target (%)	2022 Performance (%)	Variance	Description
Heavy Duty Bus	40%	14%	26%	On Target to replace two (2) heavy-duty diesel-powered buses with zero-emission electric buses in FY23 and five (5) more zero-emission electric buses in FY24.
Cutaway	40%	28%	12%	On Target with two (2) Cutaway replacements for rural Route 15 and three (3) Medium-Duty Minibuses for South County in FY23.
ADA Minivan	40%	36%	4%	On Target with replacements of seven (7) ADA minivans in FY23.
Support Vehicles (Non-Revenue)	25%	58%	-33%	Revenue Vehicles remain top priority for replacement over non-revenue support vehicles. Support Vehicles (non-revenue vehicles) incur less miles and therefore useful life can be extended until funding is made available. On Target to replace one (1) hybrid support vehicle with an all electric support vehicle in FY23.
Trucks and Other Rubber Tire Vehicles & Equipment (Non-Revenue)	20%	0%	20%	On Target with two (2) non-revenue support maintenance truck replacements projected in FY24. On Target for replacement of one (1) non-revenue support equipment forklift in FY28.

Facilities (Bus Maintenance Facility)	40%	0%	40%	Construction was completed in January 2022. The facility condition assessment rates the facility as a "5 - Excellent Condition" with no visible defects, in new condition and under warranty. The RTA's facility condition assessment standard is to repair a facility assets that receive a condition rating of marginal (2) or poor (1) at a rate that will allow for no more than 40% of the facility assets beyond the NTD and FTA-defined condition five-point scale.
---------------------------------------	-----	----	-----	--

Staff recommendation

Receive and file the FY22 TAM Plan.

This Page Left Intentionally Blank



253 Elks Lane
San Luis Obispo, CA 93401
(805) 541-2228 Fax (805) 781-1291
www.slorta.org

October 11, 2022

National Transit Database Narrative Report FY2022:

The below annual narrative report provides a description of any change in the condition of the San Luis Obispo Regional Transit Authority (RTA) transit system from the previous year and describes the progress made during the year to meet the targets previously set for that year.

Agency Information

Reporter Name: San Luis Obispo Regional Transit Authority (RTA)

NTD ID#: 90206

Point of Contact: Tania Arnold, Deputy Director
& CFO

(805) 781- 4397 tarnold@slorta.org

Preparer: Melissa C. Mudgett, Grants and Finance Manager

Reporting Year: NTD 2022

REVENUE VEHICLES:

Useful Life Benchmark – Revenue Vehicles

The RTA and its subrecipient operates a total of 63 revenue vehicles. The revenue vehicle fleet for the RTA consists of 33 buses and 3 cutaways medium-duty buses that provide fixed-route services. Two (2) trolleys that provide seasonal fixed-route services. There are 12 cutaway light-duty and 14 ADA accessible minivan paratransit vehicles operated for the RTA Runabout program that provide demand-response services. Additionally, the City of Atascadero (subrecipient to the RTA) operates 4 demand-response light-duty cutaway buses as part of the Atascadero Dial-A-Ride program, which services the City of Atascadero only. Data on Atascadero's demand-response vehicles is included in the RTA's Group-Sponsored TAM Plan.

The RTA's regional transit service consists of five fixed-routes along the Central Coast as well as operates the complementary ADA paratransit (Runabout) service during the same days and hours as the fixed-route service. The RTA operates and maintains its fixed-route and Runabout paratransit services from a single Bus Maintenance Facility (for maintenance, operations and administration functions) located at 253 Elks Lane, San Luis Obispo. Construction of the new Bus Maintenance Facility was completed in January 2022 and is owned by the RTA

What Revenue Vehicle targets did your agency set?

- The RTA's fleet standard is to replace **buses, cutaways and ADA minivans** (revenue vehicles) at a rate that will allow for no more than **40%** of the vehicles beyond the FTA-defined useful life standard in terms of years or miles.

How did your agency calculate these targets?

Based on the RTA's Strategic Business Plan, the goal for all revenue vehicles is not-to-exceed more than 40% beyond the FTA-defined useful life standard in terms of years or miles. The RTA uses the TAM Fleet Replacement Module, the RTA Fleet Software and the RTA Vehicle Replacement Schedule to determine replacements. The Metropolitan Planning Organization (San Luis Obispo Council of Governments) in the Federal Transportation Infrastructure Plan (FTIP) and Program of Projects (POP) adopts vehicle Replacement Projects.

How has your agency made progress toward its targets?

Yes. The RTA continues to work towards these goals. The RTA uses its adopted Strategic Business Plan, RTA Vehicle Replacement Schedule, Condition Assessments and the TAM Fleet Replacement Module to justify the investment priority process of all of its fleet. In FY2022, the RTA replaced two (2) heavy-duty 40-ft buses. In FY2022, the RTA was also awarded grant funds to replace two diesel-powered 40-ft heavy-duty buses with zero-emission electric buses. The purchase order has been placed for two (2) electric buses that are anticipated to be delivered in late 2023/early 2024.

What challenges face your agency in making progress toward the targets?

The RTA services span the entire San Luis Obispo County, and as a result operates several high-mileage routes. The RTA's revenue vehicles (buses and demand-response vehicles) are well maintained and receive regularly scheduled preventative maintenance. As a result of longer routes and regular preventative maintenance, many of our buses approach their useful life in miles well in advance of their useful life in years. However, due to the routine preventative maintenance and mid-life engine replacement projects, these revenue vehicles remain in excellent working condition. The RTA has identified revenue vehicles as the top priority for replacement over non-revenue support vehicles. Support Vehicles incur less miles and therefore the useful-life in age can be extended until funding is made available.

As our agency transitions to zero-emission electric fleet, available funding remains a significant challenge. Zero-emission technologies are nearly double the cost of conventional diesel-powered buses, making the transition to a fully clean fleet a challenge for all transit agencies. The RTA will continue to plan for this transition through its Innovative Clean Fleet Roll-Out Plan and replace vehicles with zero-emission technologies as funding becomes available.

NON-REVENUE VEHICLES:

Useful Life Benchmark – Equipment (Non-Revenue Vehicles, Trucks and Other Rubber Tire Vehicles)

The RTA operates a total fleet of 17 non-revenue equipment and support-service vehicles. The total support fleet includes 12 support vehicles, 4 maintenance trucks and 1 forklift.

What non-revenue vehicle targets did your agency set?

- The RTA's fleet standard is to replace **support service vehicles** (non-revenue vehicles) at a rate that will allow for no more than **25%** of the vehicles beyond the FTA-defined useful life standard in terms of years or miles.
- The RTA's fleet standard is to replace **trucks and other rubber tire vehicles and equipment** (non-revenue vehicles) at a rate that will allow for no more than **20%** of the vehicles beyond the FTA-defined useful life standard in terms of years or miles.

How did your agency calculate these targets?

The support vehicle and equipment (non-revenue vehicle) goal is set based on the current age and when the replacement is tentatively scheduled to take place. The RTA has identified revenue vehicles as priority over non-revenue support vehicles. Since support vehicles incur less miles, their useful-life in age can be extended until funding is made available for replacement.

How has your agency made progress toward its targets?

Yes. The RTA works towards this goals but also uses the Fleet Replacement Module to justify the investment priority process of all of its fleet. Vehicle replacement is dependent upon available grant funds.

What challenges face your agency in making progress toward the targets?

The RTA Fleet vehicles are very well maintained and receive regularly scheduled preventative maintenance. The RTA has identified revenue vehicles as the top priority for replacement over non-revenue support vehicles. Support Vehicles incur less miles and therefore the useful-life in age can be extended until funding is made available. Available funding is a significant challenge for transit agencies. The Innovative Clean Fleet Rule mandates that fleet replacements shall be fully zero-emission by 2030. Currently, zero-emission technology buses are almost double the cost of a diesel-powered bus, making funding fleet replacements a challenge.

FACILITIES:

Bus Maintenance Facility located at 253 Elks Lane, San Luis Obispo, CA 93401

Currently the RTA operates and maintains its fleet and equipment from a single maintenance and administration facility (Bus Maintenance Facility) located at 253 Elks Lane in San Luis Obispo. Construction of Bus Maintenance Facility was completed in January 2022. The Bus Maintenance Facility was partially funded with FTA Section 5339 funds, various state grant funds and a TIFIA and private loan. The Bus Maintenance Facility is owned fully by the RTA. Currently this facility is rated as a **5** indicating the facility and associated assets are in “**Excellent Condition**” with no visible defects, is in new condition and currently under warranty.

What targets did your agency set?

- The RTA will use the condition measure five-point scale required by the NTD and FTA.

Rating	Condition	Description
5	Excellent	No visible defects, new or near new condition, may still be under warranty if applicable
4	Good	Good condition, but no longer new, may be slightly defective or deteriorated, but is overall functional
3	Adequate	Moderately deteriorated or defective; but has not exceeded useful life
2	Marginal	Defective or deteriorated in need of replacement; exceeded useful life
1	Poor	Critically damaged or in need of immediate repair; well past useful life

An Administration/Maintenance Facility Condition Assessment Form will be completed internally on a regular basis, updated, and reported to the NTD every four (4) years as required. An asset is deemed to be in good repair if it has a rating of 3, 4, or 5 on this scale. The RTA's facility condition assessment standard is to repair a facility assets that receive a condition rating of marginal (2) or poor (1) at a rate that will allow for no more than **40%** of the facility assets beyond the NTD and FTA-defined condition five-point scale.

San Luis Obispo Regional Transit Authority Transit Asset Management Plan

Tania Arnold, Accountable Executive

Last modified by Melissa C. Mudgett on 11 Oct 22 at 15:31

Introduction

The RTA is a Joint Powers Authority that was formed in 1989 that serves to connect various communities within San Luis Obispo County and nearby cities. Regional fixed-route and paratransit services throughout the region (including paratransit within the City of San Luis Obispo) are managed by the RTA. In addition, the RTA is contracted by the County of San Luis Obispo to operate community-based services in unincorporated areas (primarily in Nipomo, Shandon and Templeton), and by the City of Paso Robles to operate the Paso Express fixed-route services and the Paso Robles Dial-A-Ride service. The RTA also provides administrative oversight of the South County Transit's (SCT) fixed-route services in the Five Cities area. The RTA Board of Directors consists of a representative from all of the cities in which transportation services are provided, as well as all five San Luis Obispo County Supervisors. The Regional Transportation Advisory Committee (RTAC) meets quarterly and provides advice to the RTA Board. Services have been directly operated by the RTA employees since 2009, when the previously contracted services were brought in-house. The RTA's fleet standard is to replace 100% of all revenue vehicles with no more than 40% beyond the FTA-defined useful life standard in terms of years or miles. This is a Tier II Group Plan that also includes the City of Atascadero as a subrecipient to the RTA. The City of Atascadero provides only Dial-A-Ride services to their community.

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2023 Target	2024 Target	2025 Target	2026 Target	2027 Target
REVENUE VEHICLES						
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	N/A				
	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	N/A				
	MV - Mini-van	40%	40%	40%	40%	40%
	RT - Rubber-tire Vintage Trolley	40%	40%	40%	40%	40%
	SB - School Bus	N/A				
	SV - Sport Utility Vehicle	N/A				
	TB - Trolleybus	N/A				
	VN - Van	N/A				
	Custom 1	N/A				
	Custom 2	N/A				
	Custom 3	N/A				
EQUIPMENT						
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	25%	25%	30%	40%	40%
	Forklift	20%	20%	25%	30%	30%
	Custom 2	N/A				
	Custom 3	N/A				
FACILITIES						
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				

Target Setting Methodology

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. The equipment goal is set based on the current age and when the replacement is tentatively scheduled to take place.

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
Revenue Vehicles	67	6.0	221,420	\$535,373.13
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	33	7.8	344,948	\$950,606.06
<i>CU - Cutaway Bus</i>	18	4.3	128,794	\$150,000.00
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	0	-	-	-
<i>MV - Mini-van</i>	14	3.6	43,543	\$80,000.00
<i>RT - Rubber-tire Vintage Trolley</i>	2	8.5	76,738	\$340,000.00
<i>SB - School Bus</i>	0	-	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	-
<i>TB - Trolleybus</i>	0	-	-	-
<i>VN - Van</i>	0	-	-	-
<i>Custom 1</i>	0	-	-	-
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Equipment	17	6.9	91,329	\$58,823.53
<i>Non Revenue/Service Automobile</i>	12	7.1	108,271	\$52,500.00
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	4	5.8	63,283	\$80,000.00
<i>Forklift</i>	1	9.0	203	\$50,000.00
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Facilities	0	-	N/A	-
<i>Administration</i>	0	-	N/A	-
<i>Maintenance</i>	0	-	N/A	-
<i>Parking Structures</i>	0	-	N/A	-
<i>Passenger Facilities</i>	0	-	N/A	-
<i>Custom 1</i>	0	-	N/A	-
<i>Custom 2</i>	0	-	N/A	-
<i>Custom 3</i>	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
Revenue Vehicles	67	6.0	208,201	N/A	\$535,373.13	24%
<i>AB - Articulated Bus</i>	0	-	-	N/A	-	-
<i>AO - Automobile</i>	0	-	-	N/A	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	N/A	-	-
<i>BU - Bus</i>	33	7.8	344,948	N/A	\$950,606.06	15%
<i>CU - Cutaway Bus</i>	18	4.3	100,173	N/A	\$150,000.00	28%
<i>DB - Double Decked Bus</i>	0	-	-	N/A	-	-
<i>FB - Ferryboat</i>	0	-	-	N/A	-	-
<i>MB - Mini-bus</i>	0	-	-	N/A	-	-
<i>MV - Mini-van</i>	14	3.6	43,543	N/A	\$80,000.00	36%
<i>RT - Rubber-tire Vintage Trolley</i>	2	8.5	76,738	N/A	\$340,000.00	50%
<i>SB - School Bus</i>	0	-	-	N/A	-	-
<i>SV - Sport Utility Vehicle</i>	0	-	-	N/A	-	-
<i>TB - Trolleybus</i>	0	-	-	N/A	-	-
<i>VN - Van</i>	0	-	-	N/A	-	-
<i>Custom 1</i>	0	-	-	N/A	-	-
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
Equipment	17	6.9	91,329	N/A	\$58,823.53	18%
<i>Non Revenue/Service Automobile</i>	12	7.1	108,271	N/A	\$52,500.00	8%
<i>Steel Wheel Vehicles</i>	0	-	-	N/A	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	4	5.8	63,283	N/A	\$80,000.00	50%
<i>Forklift</i>	1	9.0	203	N/A	\$50,000.00	0%
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
Facilities	0	-	N/A	-	-	N/A
<i>Administration</i>	0	-	N/A	-	-	N/A
<i>Maintenance</i>	0	-	N/A	-	-	N/A
<i>Parking Structures</i>	0	-	N/A	-	-	N/A
<i>Passenger Facilities</i>	0	-	N/A	-	-	N/A
<i>Custom 1</i>	0	-	N/A	-	-	N/A
<i>Custom 2</i>	0	-	N/A	-	-	N/A
<i>Custom 3</i>	0	-	N/A	-	-	N/A

Decision Support

Investment Prioritization

The RTA uses the Fleet Replacement Module to identify replacements and 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 five years (2022-2027). The RTA Fleet Software system uses asset inventory and condition information to support the fleet replacement schedule.

Investment Prioritization

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

Appendices

Appendix A	Asset Register
Appendix B1	Revenue Vehicle (Rolling Stock) Condition Data
Appendix B2	Equipment Condition Data
Appendix B3	Facilities Condition Data
Appendix C	Proposed Investment Project List
Appendix D	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	2013	203	\$50,000.00
Equipment	Non Revenue/Service Automobile	506	HONDA	CIVIC HYBRID	1	JHMFA3F27A5000891	SLO RTA	2009	97,258	\$60,000.00
Equipment	Non Revenue/Service Automobile	516	DODGE	GRAND CARAVAN	1	2C7WDGBG4ER427019	SCT	2014	108,195	\$65,000.00
Equipment	Non Revenue/Service Automobile	517	DODGE	GRAND CARAVAN	1	2C7WDGBG0ER432170	SCT	2014	80,307	\$65,000.00
Equipment	Non Revenue/Service Automobile	518	FORD	ESCAPE	1	1FMCU0F79FUA82166	SLO RTA	2015	142,032	\$45,000.00
Equipment	Non Revenue/Service Automobile	519	FORD	ESCAPE	1	1FMCU07F0FUA82167	SLO RTA	2015	181,703	\$45,000.00
Equipment	Non Revenue/Service Automobile	520	FORD	ESCAPE	1	1FMCU0F72FUA82168	SLO RTA	2015	46,700	\$45,000.00
Equipment	Non Revenue/Service Automobile	521	FORD	ESCAPE	1	1FMCU0F71HUB03417	SLO RTA	2017	125,587	\$45,000.00
Equipment	Non Revenue/Service Automobile	1601	DODGE	BRAUN	1	2C7WDGBG8FR642808	SLO RTA	2016	82,865	\$52,000.00
Equipment	Non Revenue/Service Automobile	1602	DODGE	BRAUN	1	2C7WDGBG6FR652138	SLO RTA	2016	99,039	\$52,000.00
Equipment	Non Revenue/Service Automobile	1603	DODGE	BRAUN	1	2C7WDGBG6FR652141	SLO RTA	2016	110,599	\$52,000.00
Equipment	Non Revenue/Service Automobile	1604	DODGE	BRAUN	1	2C7WDGBG7FR652150	SLO RTA	2016	108,431	\$52,000.00
Equipment	Non Revenue/Service Automobile	1607	DODGE	BRAUN	1	2C7WDGBG8FR642792	SLO RTA	2016	116,535	\$52,000.00
Equipment	Trucks and other Rubber Tire Vehicles	511	FORD	F-250	1	1FT7X2A60EEB27771	SLO RTA	2014	94,488	\$80,000.00
Equipment	Trucks and other Rubber Tire Vehicles	512	FORD	F-250	1	1FD7X2A62EEB27850	SLO RTA	2014	60,759	\$80,000.00
Equipment	Trucks and other Rubber Tire Vehicles	522	FORD	F-250	1	1FD7X2A66GED42246	SLO RTA	2016	81,738	\$80,000.00
Equipment	Trucks and other Rubber Tire Vehicles	524	FORD	F-250	1	1FTFX1C50MKD87727	SLO RTA	2021	16,147	\$80,000.00
RevenueVehicles	BU - Bus	167	GILLIG	PHANTOM	1	15GCD271181112915	SLO RTA	2008	626,329	\$960,000.00
RevenueVehicles	BU - Bus	168	GILLIG	PHANTOM	1	15GCD271381112916	SLO RTA	2008	564,864	\$960,000.00
RevenueVehicles	BU - Bus	204	GILLIG	PHANTOM	1	15GCB201731112331	SCT	2003	550,809	\$960,000.00
RevenueVehicles	BU - Bus	1011	THOR	EZ RIDER	1	1N9MMACL2AC084310	SCT	2010	324,303	\$960,000.00
RevenueVehicles	BU - Bus	1012	THOR	EZ RIDER	1	1N9MMACL4AC084311	SCT	2010	257,152	\$960,000.00
RevenueVehicles	BU - Bus	1101	EL DORADO	BRT	1	1N9APACL6AC084207	SLO RTA	2011	254,159	\$650,000.00
RevenueVehicles	BU - Bus	1301	GILLIG	LOW FLOOR	1	15GGD2714D1182291	SLO RTA	2013	471,410	\$960,000.00
RevenueVehicles	BU - Bus	1302	GILLIG	LOW FLOOR	1	15GGD2716D1182292	SLO RTA	2013	420,968	\$960,000.00
RevenueVehicles	BU - Bus	1303	GILLIG	LOW FLOOR	1	15GGD2718D1182293	SLO RTA	2013	500,326	\$960,000.00
RevenueVehicles	BU - Bus	1304	GILLIG	LOW FLOOR	1	15GGD271XD1182294	SLO RTA	2013	475,848	\$960,000.00
RevenueVehicles	BU - Bus	1305	GILLIG	LOW FLOOR	1	15GGD2711D1182295	SLO RTA	2013	445,246	\$960,000.00
RevenueVehicles	BU - Bus	1306	GILLIG	LOW FLOOR	1	15GGD2713D1182296	SLO RTA	2013	481,242	\$960,000.00
RevenueVehicles	BU - Bus	1307	GILLIG	LOW FLOOR	1	15GGD2715D1182297	SLO RTA	2013	491	\$960,000.00
RevenueVehicles	BU - Bus	1308	GILLIG	LOW FLOOR	1	15GGB271XD1182298	SCT	2013	491,647	\$960,000.00
RevenueVehicles	BU - Bus	1309	GILLIG	LOW FLOOR	1	15GGB2711D1182299	SCT	2013	403,567	\$960,000.00
RevenueVehicles	BU - Bus	1310	GILLIG	LOW FLOOR	1	15GGB2714D1182300	SCT	2013	405,989	\$960,000.00
RevenueVehicles	BU - Bus	1501	GILLIG	LOW FLOOR	1	15GGD2719F1184847	SLO RTA	2015	441,104	\$960,000.00
RevenueVehicles	BU - Bus	1502	GILLIG	LOW FLOOR	1	15GGD2710F1184848	SLO RTA	2015	408,591	\$960,000.00
RevenueVehicles	BU - Bus	1503	GILLIG	LOW FLOOR	1	15GGD2712F1184849	SLO RTA	2015	395,418	\$960,000.00
RevenueVehicles	BU - Bus	1504	GILLIG	LOW FLOOR	1	15GGD2719F1184850	SLO RTA	2015	409,094	\$960,000.00
RevenueVehicles	BU - Bus	1505	GILLIG	LOW FLOOR	1	15GGD2710F1184851	SLO RTA	2015	402,720	\$960,000.00
RevenueVehicles	BU - Bus	1506	GILLIG	LOW FLOOR	1	15GGD2712F1184852	SLO RTA	2015	400,087	\$960,000.00
RevenueVehicles	BU - Bus	1507	GILLIG	LOW FLOOR	1	15GGD2714F1184853	SLO RTA	2015	329,000	\$960,000.00
RevenueVehicles	BU - Bus	1508	GILLIG	LOW FLOOR	1	15GGD2716F1184854	SLO RTA	2015	427,266	\$960,000.00

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	BU - Bus	1509	GILLIG	LOW FLOOR	1	15GGB2710F1184855	SCT	2015	316,886	\$960,000.00
RevenueVehicles	BU - Bus	1801	GILLIG	LOW FLOOR	1	15GGD2715J3190447	SLO RTA	2018	225,393	\$960,000.00
RevenueVehicles	BU - Bus	1802	GILLIG	LOW FLOOR	1	15GGD2717J3190448	SLO RTA	2018	215,551	\$960,000.00
RevenueVehicles	BU - Bus	1803	GILLIG	LOW FLOOR	1	15GGD2719J3190449	SLO RTA	2018	201,192	\$960,000.00
RevenueVehicles	BU - Bus	1910	GILLIG	LOW FLOOR	1	15GGD2710K3191300	SLO RTA	2019	182,421	\$960,000.00
RevenueVehicles	BU - Bus	1911	GILLIG	LOW FLOOR	1	15GGD2712K3191301	SLO RTA	2019	171,391	\$960,000.00
RevenueVehicles	BU - Bus	1912	GILLIG	LOW FLOOR	1	15GGD2714K3191302	SLO RTA	2019	173,297	\$960,000.00
RevenueVehicles	BU - Bus	2101	GILLIG	LOW FLOOR	1	15GGD2711M3197061	SLO RTA	2021	784	\$960,000.00
RevenueVehicles	BU - Bus	2102	GILLIG	LOW FLOOR	1	15GGD2713M3197062	SLO RTA	2021	8,742	\$960,000.00
RevenueVehicles	CU - Cutaway Bus	27	FORD	STARCRAFT E450	1	1FDFF4FSXEDB20055	ATASCADERO	2015		\$150,000.00
RevenueVehicles	CU - Cutaway Bus	28	FORD	STARCRAFT E450	1	1FDFF4FS3HDC33737	ATASCADERO	2017		\$150,000.00
RevenueVehicles	CU - Cutaway Bus	29	FORD	STARCRAFT E450	1	1FDFF4FS1HDC78904	ATASCADERO	2018		\$150,000.00
RevenueVehicles	CU - Cutaway Bus	30	FORD	STARCRAFT E450	1	1FDFF4FS5HDC78906	ATASCADERO	2018		\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1510	FORD	STARCRAFT E450	1	1FDFF4FS0GDC08468	SLO RTA	2015	392,353	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1511	FORD	STARCRAFT E450	1	1FDFF4FS4GDC09025	SLO RTA	2015	141,183	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1512	FORD	STARCRAFT E450	1	1FDFF4FS5GDC08448	SLO RTA	2015	390,083	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1608	FORD	STARCRAFT E450	1	1FDFF4FS3GDC45434	SLO RTA	2016	139,502	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1901	FORD	STARCRAFT E450	1	1FDFF4FS5KDC21600	SLO RTA	2019	84,751	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1902	FORD	STARCRAFT E450	1	1FDFF4FS7KDC26300	SLO RTA	2019	83,030	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1903	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26301	SLO RTA	2019	88,145	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1904	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26302	SLO RTA	2019	85,711	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1905	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26303	SLO RTA	2019	72,672	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1906	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26304	SLO RTA	2019	77,223	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1907	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26305	SLO RTA	2019	80,753	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1908	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26306	SLO RTA	2019	76,671	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	1909	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26299	SCT	2019	65,321	\$150,000.00
RevenueVehicles	CU - Cutaway Bus	2031	FORD	STARCRAFT E450	1	1FDFF4FN6MDC15074	SLO RTA	2019	25,177	\$150,000.00
RevenueVehicles	MV - Mini-van	1701	DODGE	BRAUN	1	2C7WDGBG7GR396495	SLO RTA	2017	97,507	\$80,000.00
RevenueVehicles	MV - Mini-van	1703	DODGE	BRAUN	1	2C7WDGBG4GR396504	SLO RTA	2017	103,303	\$80,000.00
RevenueVehicles	MV - Mini-van	1704	DODGE	BRAUN	1	2C7WDGBG1GR396508	SLO RTA	2017	102,333	\$80,000.00
RevenueVehicles	MV - Mini-van	1705	DODGE	BRAUN	1	2C7WDGBG7GR396514	SLO RTA	2017	95,519	\$80,000.00
RevenueVehicles	MV - Mini-van	1706	DODGE	BRAUN	1	2C7WDGBG6GR396519	SLO RTA	2017	81,538	\$80,000.00
RevenueVehicles	MV - Mini-van	2051	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG0KR798819	SLO RTA	2019	16,590	\$80,000.00
RevenueVehicles	MV - Mini-van	2052	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG9KR798818	SLO RTA	2019	15,983	\$80,000.00
RevenueVehicles	MV - Mini-van	2053	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG9KR798835	SLO RTA	2019	17,174	\$80,000.00
RevenueVehicles	MV - Mini-van	2054	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG9KR801121	SLO RTA	2019	17,972	\$80,000.00
RevenueVehicles	MV - Mini-van	2055	DODGE	BRAUN ENTRAVAN	1	2C7WDGBGXKR799394	SLO RTA	2019	14,298	\$80,000.00
RevenueVehicles	MV - Mini-van	2056	DODGE	BRAUN ENTRAVAN	1	2C7WDGBGXKR801077	SLO RTA	2019	11,933	\$80,000.00
RevenueVehicles	MV - Mini-van	2057	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG1KR808323	SLO RTA	2019	14,236	\$80,000.00
RevenueVehicles	MV - Mini-van	2151	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG7KR800808	Paso DAR	2020	12,401	\$80,000.00
RevenueVehicles	MV - Mini-van	2152	DODGE	BRAUN ENTRAVAN	1	2C7WDGBG3KR800918	Paso DAR	2020	8,811	\$80,000.00
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1013	DOUBLE K	VILLAGER	1	1F66F5DY7B0A04333	SLO RTA	2010	110,123	\$340,000.00
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1707	DOUBLE K	VILLAGER	1	1F66F5DY0H0A10659	SLO RTA	2017	43,352	\$340,000.00

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	BU - Bus	167	1	15GCD271181112915	14	626,329	\$960,000.00	12	Yes
RevenueVehicles	BU - Bus	168	1	15GCD271381112916	14	564,864	\$960,000.00	12	Yes
RevenueVehicles	BU - Bus	204	1	15GCB201731112331	19	550,809	\$960,000.00	12	Yes
RevenueVehicles	BU - Bus	1011	1	1N9MMACL2AC084310	12	324,303	\$960,000.00	12	Yes
RevenueVehicles	BU - Bus	1012	1	1N9MMACL4AC084311	12	257,152	\$960,000.00	12	Yes
RevenueVehicles	BU - Bus	1101	1	1N9APACL6AC084207	11	254,159	\$650,000.00	12	No
RevenueVehicles	BU - Bus	1301	1	15GGD2714D1182291	9	471,410	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1302	1	15GGD2716D1182292	9	420,968	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1303	1	15GGD2718D1182293	9	500,326	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1304	1	15GGD271XD1182294	9	475,848	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1305	1	15GGD2711D1182295	9	445,246	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1306	1	15GGD2713D1182296	9	481,242	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1307	1	15GGD2715D1182297	9	491	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1308	1	15GGB271XD1182298	9	491,647	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1309	1	15GGB2711D1182299	9	403,567	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1310	1	15GGB2714D1182300	9	405,989	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1501	1	15GGD2719F1184847	7	441,104	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1502	1	15GGD2710F1184848	7	408,591	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1503	1	15GGD2712F1184849	7	395,418	\$960,000.00	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	1504	1	15GGD2719F1184850	7	409,094	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1505	1	15GGD2710F1184851	7	402,720	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1506	1	15GGD2712F1184852	7	400,087	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1507	1	15GGD2714F1184853	7	329,000	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1508	1	15GGD2716F1184854	7	427,266	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1509	1	15GGB2710F1184855	7	316,886	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1801	1	15GGD2715J3190447	4	225,393	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1802	1	15GGD2717J3190448	4	215,551	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1803	1	15GGD2719J3190449	4	201,192	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1910	1	15GGD2710K3191300	3	182,421	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1911	1	15GGD2712K3191301	3	171,391	\$960,000.00	12	No
RevenueVehicles	BU - Bus	1912	1	15GGD2714K3191302	3	173,297	\$960,000.00	12	No
RevenueVehicles	BU - Bus	2101	1	15GGD2711M3197061	1	784	\$960,000.00	12	No
RevenueVehicles	BU - Bus	2102	1	15GGD2713M3197062	1	8,742	\$960,000.00	12	No
RevenueVehicles	CU - Cutaway Bus	27	1	1FDFE4FSXEDB20055	7		\$150,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	28	1	1FDFE4FS3HDC33737	5		\$150,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	29	1	1FDFE4FS1HDC78904	4		\$150,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	30	1	1FDFE4FS5HDC78906	4		\$150,000.00	5	No
RevenueVehicles	CU - Cutaway Bus	1510	1	1FDFE4FS0GDC08468	7	392,353	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1511	1	1FDFE4FS4GDC09025	7	141,183	\$150,000.00	5	Yes
RevenueVehicles	CU - Cutaway Bus	1512	1	1FDFE4FS5GDC08448	7	390,083	\$150,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1608	1	1FDFE4FS3GDC45434	6	139,502	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1901	1	1FDFE4FS5KDC21600	3	84,751	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1902	1	1FDFE4FS7KDC26300	3	83,030	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1903	1	1FDFE4FS9KDC26301	3	88,145	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1904	1	1FDFE4FS9KDC26302	3	85,711	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1905	1	1FDFE4FS9KDC26303	3	72,672	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1906	1	1FDFE4FS9KDC26304	3	77,223	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1907	1	1FDFE4FS9KDC26305	3	80,753	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1908	1	1FDFE4FS9KDC26306	3	76,671	\$150,000.00	7	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	1909	1	1FDFE4FS9KDC26299	3	65,321	\$150,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	2031	1	1FDFE4FN6MDC15074	3	25,717	\$150,000.00	7	No
RevenueVehicles	MV - Mini-van	1701	1	2C7WDGBG7GR396495	5	97,507	\$80,000.00	5	Yes
RevenueVehicles	MV - Mini-van	1703	1	2C7WDGBG4GR396504	5	103,303	\$80,000.00	5	Yes
RevenueVehicles	MV - Mini-van	1704	1	2C7WDGBG1GR396508	5	102,333	\$80,000.00	5	Yes
RevenueVehicles	MV - Mini-van	1705	1	2C7WDGBG7GR396514	5	95,519	\$80,000.00	5	Yes
RevenueVehicles	MV - Mini-van	1706	1	2C7WDGBG6GR396519	5	81,538	\$80,000.00	5	Yes
RevenueVehicles	MV - Mini-van	2051	1	2C7WDGBG0KR798819	3	16,590	\$80,000.00	5	No
RevenueVehicles	MV - Mini-van	2052	1	2C7WDGBG9KR798818	3	15,983	\$80,000.00	5	No
RevenueVehicles	MV - Mini-van	2053	1	2C7WDGBG9KR798835	3	17,174	\$80,000.00	5	No
RevenueVehicles	MV - Mini-van	2054	1	2C7WDGBG9KR801121	3	17,972	\$80,000.00	5	No
RevenueVehicles	MV - Mini-van	2055	1	2C7WDGBGXKR799394	3	14,298	\$80,000.00	5	No
RevenueVehicles	MV - Mini-van	2056	1	2C7WDGBGXKR801077	3	11,933	\$80,000.00	5	No
RevenueVehicles	MV - Mini-van	2057	1	2C7WDGBG1KR808323	3	14,236	\$80,000.00	5	No
RevenueVehicles	MV - Mini-van	2151	1	2C7WDGBG7KR800808	2	12,401	\$80,000.00	5	No
RevenueVehicles	MV - Mini-van	2152	1	2C7WDGBG3KR800918	2	8,811	\$80,000.00	5	No
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1013	1	1F66F5DY7B0A04333	12	110,123	\$340,000.00	10	Yes
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1707	1	1F66F5DY0H0A10659	5	43,352	\$340,000.00	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	9	203	\$50,000.00	15	No
Equipment	Non Revenue/Service Automobile	506	1	JHMFA3F27AS0008	13	97,258	\$60,000.00	10	Yes
Equipment	Non Revenue/Service Automobile	516	1	2C7WDGBG4ER427	8	108,195	\$65,000.00	9	No
Equipment	Non Revenue/Service Automobile	517	1	2C7WDGBG0ER432	8	80,307	\$65,000.00	9	No
Equipment	Non Revenue/Service Automobile	518	1	1FMCU0F79FUA821	7	142,032	\$45,000.00	8	No
Equipment	Non Revenue/Service Automobile	519	1	1FMCU0F70FUA821	7	181,703	\$45,000.00	8	No
Equipment	Non Revenue/Service Automobile	520	1	1FMCU0F72FUA821	7	46,700	\$45,000.00	8	No
Equipment	Non Revenue/Service Automobile	521	1	1FMCU0F71HUB03	5	125,587	\$45,000.00	8	No
Equipment	Non Revenue/Service Automobile	1601	1	2C7WDGBG8FR642	6	82,865	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	1602	1	2C7WDGBG6FR652	6	99,039	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	1603	1	2C7WDGBG6FR652	6	110,599	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	1604	1	2C7WDGBG7FR652	6	108,431	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	1607	1	2C7WDGBG8FR642	6	116,535	\$52,000.00	8	No
Equipment	Trucks and other Rubber Tire Vehicles	511	1	1FT7X2A60EEB2777	8	94,488	\$80,000.00	8	Yes
Equipment	Trucks and other Rubber Tire Vehicles	512	1	1FD7X2A62EEB278	8	60,759	\$80,000.00	8	Yes
Equipment	Trucks and other Rubber Tire Vehicles	522	1	1FD7X2A66GED422	6	81,738	\$80,000.00	8	No
Equipment	Trucks and other Rubber Tire Vehicles	524	1	1FTFX1C50MKD877	1	16,147	\$80,000.00	8	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
2018	40ft Transit Buses	RevenueVehicles	\$1,591,200.00	High
2018	Cutaway bus	RevenueVehicles	\$81,600.00	High
2019	40ft Transit Buses	RevenueVehicles	\$1,591,200.00	High
2019	MiniVans	RevenueVehicles	\$106,080.00	High
2020	35ft Transit Buses	RevenueVehicles	\$2,121,600.00	High
2020	Vintage trolley bus	RevenueVehicles	\$214,200.00	Low
2020	Cutaway bus	RevenueVehicles	\$652,800.00	Medium
2021	Cutaway bus	RevenueVehicles	\$244,800.00	Medium
2021	MiniBus	RevenueVehicles	\$816,000.00	High
2021	MiniVans	RevenueVehicles	\$371,280.00	Medium
2022	40ft Transit Buses	RevenueVehicles	\$530,400.00	Medium
2022	Cutaway bus	RevenueVehicles	\$81,600.00	Medium
2022	MiniVans	RevenueVehicles	\$318,240.00	Medium

Appendix D: Fleet Replacement Module Output

Total in Current Year \$	\$9,040,000.00		\$1,100,000.00		\$820,000.00		\$160,000.00		\$2,220,000.00	
Total in Year of Expenditure \$	\$9,220,800.00		\$1,122,000.00		\$836,400.00		\$163,200.00		\$2,264,400.00	
	2023		2024		2025		2026		2027	
Fleet Type (Year/Make/Model)	Number	Cost in 2022 \$	Number	Cost in 2022 \$	Number	Cost in 2022 \$	Number	Cost in 2022 \$	Number	Cost in 2022 \$
2003 GILLIG PHANTOM	2	\$1,920,000.00								
2008 GILLIG PHANTOM	2	\$1,920,000.00								
2010 DOUBLE K VILLAGER										
2017 DOUBLE K VILLAGER					1	\$340,000.00				
2010 THOR EZ RIDER										
2011 EL DORADO BRT	1	\$650,000.00	1	\$650,000.00						
2013 GILLIG LOW FLOOR									2	\$1,920,000.00
2015 GILLIG LOW FLOOR	1	\$960,000.00								
2015 FORD STARCRAFT E450	9	\$1,350,000.00								
2016 FORD STARCRAFT E450	2	\$300,000.00	1	\$150,000.00						
2017 DODGE BRAUN										
2018 GILLIG LOW FLOOR										
2019 GILLIG LOW FLOOR										
2019 FORD STARCRAFT E450									2	\$300,000.00
2017 FORD STARCRAFT E450	2	\$300,000.00								
2018 FORD STARCRAFT E450	4	\$600,000.00	2	\$300,000.00						
2019 DODGE BRAUN ENTRAVAN					6	\$480,000.00				
2020 DODGE BRAUN ENTRAVAN	1	\$80,000.00					2	\$160,000.00		
2021 GILLIG LOW FLOOR	1	\$960,000.00								

This Page Left Intentionally Blank

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

NOVEMBER 2, 2022

STAFF REPORT

AGENDA ITEM: A-7

TOPIC: Purchase Order for Battery-Electric Buses and Declare Vehicles Surplus

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Authorize Executive Director to: 1) Procure Five 40-foot Battery-Electric Buses, Spare Parts and Equipment, and Training at a Cost Not to Exceed \$5,215,200; 2) Submit Grant Applications for TIRCP, HVIP, APCD, LCTOP and VEMT; and 3) Declare Vehicles Surplus Authorizing the Executive Director to Transfer, Dispose of Vehicle Remains or Retain as Contingency Fleet.

BACKGROUND/DISCUSSION:

At its November 3, 2021 meeting, the RTA Board authorized staff to develop and submit a joint grant application for the RTA and the City of San Luis Obispo (SLO Transit) for discretionary Federal Transit Administration (FTA) Section 5339(b) Bus and Bus Facilities Grant funds. On March 15, 2022, the FTA awarded grant funding of \$8.8 million dollars for the purchase of eleven Battery-Electric Buses (BEBs) for the region – five for the RTA and six for SLO Transit – to replace aging diesel-powered buses. The RTA's project will be fully funded with FTA Section 5339(b) grant funds of \$4,000,000 and up to \$1,215,200 in Rural Transit Funds (RTF), Local Transportation Fund (LTF) and/or State Transportation Assistance (STA) funds.

The RTA seeks authorization to submit grant applications for alternative funding sources to serve as a local match in lieu of RTF, LTF and STA funds. Grant applications for alternative funding sources include, but are not limited to: Transit Intercity Rail Capital Program (TIRCP), Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), SLO County Air Pollution Control District (APCD) Clean Air Grant funds, Low Carbon Transit Operations Program (LCTOP) funds, and Volkswagen Environment Mitigation Trust (VEMT) program funds.

Should the RTA be successful in attaining VEMT Funds, the RTA would be required to destroy the diesel engine and salvage the vehicles within 60 days of receiving the new replacement BEBs. The salvage proceeds would offset the VEMT funds award. The RTA would also be responsible for submitting annual reports for three years, as well as other ministerial duties that we already complete (insure the vehicle, register with DMV, etc.).

The procurement of these five new BEBs is in alignment with the RTA *Zero Emission Vehicle Purchasing Policy*, which was adopted in March 2019 to guide the implementation of new technologies necessary to meet California's *Innovative Clean Transit* (ICT) fleet rule requirements. The ICT regulation requires new buses to be zero-emission beginning in 2026 and a 100% zero-emission fleet by 2040.

The RTA *Zero Emission Vehicle Purchasing Policy* requires staff to present its findings regarding life-cycle costs between existing diesel-powered and BEB technologies as part of any recommendation to pursue zero-emission vehicles. Staff reviewed two recent Federal agency studies (NREL *Financial Analysis of Battery Electric Transit Buses*¹, and USDOT *Life Cycle Cost Overview for Different Transit Technologies*²), and the studies suggest that there still remains a higher life-cycle cost gap for BEBs in comparison to diesel-powered buses. However, the authors recognize that grants available to purchase BEBs and related charging infrastructure narrows the gap, as well as the use or sale of "retired" battery packs that can be used as on-site storage. The rising cost of diesel is also narrowing gap to the point that current diesel prices have exceeded the stated "tipping point" that makes BEBs at least equal. The NREL study also went into great detail on the Net Present Value cost difference between BEBs and diesel-powered buses, and suggest that the BEB/charger costs vs. diesel-powered costs over the 12-year bus life equalize after approximately 3.5 years. Another recent study³ concluded that Stanford's Marguerite Shuttle's use of BEBs since 2014 had a lower "levelized" cost per mile over the life of the BEB vs. diesel-powered buses as long as the utilization of BEBs was maximized (20% greater) throughout each year. Staff concludes that, under current operating conditions, the presence of grant funding to implement BEBs, and the current trends regarding diesel prices vs. electric rates, the continued pursuit and evaluation of BEBs is recommended.

Staff recommends the Board authorize the Executive Director to solicit price proposals for the procurement of five BEBs that have the greatest battery capacity available in order to best meet our bus mileage range needs. These new buses will be consistent with our past fixed-route bus procurements by including spare parts and equipment, digital on-board surveillance systems, GPS-based passenger information systems, multiplex wiring systems, electronic fareboxes, LED front/side/rear destination signs, and bike racks. New to the procurement process will be: 1) inclusion of direct-current fast-chargers that the bus manufacturer will be responsible for acquiring and installing at our Bus Maintenance Facility, and 2) train-the-trainer training for Bus Operators and Mechanics on this new technology.

Declaration of Surplus

Staff has determined that the RTA currently would have no practical, efficient or appropriate use for the surplus vehicles presented in the table below once the new

¹ https://afdc.energy.gov/files/u/publication/financial_analysis_be_transit_buses.pdf,

²

<https://www.transportation.gov/sites/dot.gov/files/images/Life%20Cycle%20Cost%20Overview%20for%20Different%20Transit%20Technologies.pdf>

³ <https://www.gsb.stanford.edu/gsb-box/route-download/497616>

BEBs are accepted, nor will we have such a use for the surplus buses in the near future. The FTA useful life for heavy-duty buses is 500,000 miles or 12 years, whichever comes first. Vehicles #1011, #1012, #1303, #1306 and #1307 will have either met the FTA useful life requirements in years or mileage at time of replacement. These vehicles are starting to experience mechanical failures and higher-cost repairs, making it not economically prudent to keep them as a part of the Active Fleet. It should be noted that we listed three of the ten 1300-series Gillig buses that have accumulated the most miles as of September 2022. However, if one or more of the remaining seven 1300-series buses experiences a major component failure at or near the time the new BEBs arrive, staff may seek the Board's approval to switch-out the non-running bus in lieu of #1303, #1306 and/or #1307.

VEHICLE ID#	MILEAGE AS OF 9/1/2022	MAKE	MODEL	YEAR	VIN NUMBER	PLATE#	IN-SERVICE DATE	PASSENGER COUNT
1011	331,469	THOR	EZ Rider	2010	1N9MMACL2AC084310	1332659	11/17/2010	(40 ft) 38 + 2 w/c
1012	268,364	THOR	EZ Rider	2010	1N9MMACL4AC084311	1132660	11/17/2010	(40 ft) 38 + 2 w/c
1303	507,571	GILLIG	Low Floor	2013	15GGD2718D1182293	1328739	8/7/2013	(40 ft) 38 + 2 w/c
1306	486,573	GILLIG	Low Floor	2013	15GGD2713D1182296	1328741	8/7/2013	(40 ft) 38 + 2 w/c
1307	500,170	GILLIG	Low Floor	2013	15GGD2715D1182297	1328742	8/7/2013	(40 ft) 38 + 2 w/c

If the RTA decides to not pursue VEMT Funds, then staff recommends that the 1300-series buses either be retained as Contingency Fleet in accordance with FTA regulations, or disposed of according to the *RTA Purchasing Policy*. This might be important if the RTA finds that the BEBs are unable to be swapped-out one-for-one due to range or other operational issues. Staff does not recommend retaining either #1011 or #1012 due to on-going reliability issues with those two buses.

The *RTA Purchasing Policy* also requires staff to determine if surplus vehicles or equipment have a per-unit fair market value greater than \$5,000. Should a vehicle or equipment have a value greater than \$5,000 at time of disposal and was originally purchased using FTA funds, staff is required to return any remaining federal interest back to the FTA. Staff does not anticipate the value of these vehicles to exceed the \$5,000 threshold at time of disposal. Neither #1011 nor #1012 were purchased using FTA funds, although all ten 1300-series buses were partially funded with FTA funds.

Staff Recommendation

Authorize Executive Director to: 1) Procure Five 40-foot Battery-Electric Buses, Spare Parts and Equipment, and Training at a Cost Not to Exceed \$5,215,200; 2) Submit Grant Applications for TIRCP, HVIP, APCD, LCTOP and VEMT; and 3) Declare Vehicles Surplus Authorizing the Executive Director to Transfer, Dispose of Vehicle Remains or Retain as Contingency Fleet.

This Page Left Intentionally Blank

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
NOVEMBER 2, 2022
STAFF REPORT**

AGENDA ITEM: A-8

TOPIC: FY21-22 Strategic Business Plan Results

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Receive and File the Attached SBP Results through June 30, 2022

BACKGROUND/DISCUSSION:

In October 2008, the RTA Board, RTA staff, SLOCOG staff and members of the general public met in a day-long workshop to craft the elements of the first *RTA Strategic Plan*. The result of this workshop was a draft outline that contained the major sections and components of the plan. During the development of the FY09-10 Operating and Capital Program, staff developed the four key sections of the plan and this was approved by the Board during the budget process. The major components of the plan are the RTA Vision, Vision Elements, Mission of the Organization, and Strategies in achieving the Mission.

The 2012-14 Strategic Business Plan (SBP) was subsequently adopted in October 2011, and it incorporated goals and objectives developed as part of the *2010 RTA Short Range Transit Plan*. Staff used the measurable standards in the SBP to help guide the organization toward meeting the agency's goals and objectives. The subsequent 2015-2017 SBP was adopted in July 2014, and the most recent 2018-20 SBP was adopted in March 2018.

The 2018-20 SBP incorporated both new and revised standards developed in the 2016 *RTA Short Range Transit Plan*, as well as information gleaned from a customer perception survey completed in October 2017. Finally, the 2018-20 SBP examined real-time data gleaned from our comprehensive GPS-based Intelligent Transportation System (ITS), which helped determine appropriate performance standards.

As noted during the presentation at the March 2021 Board meeting, because the COVID-19 pandemic has drastically altered ridership patterns, and the RTA was seeking outside funding to update our 5-year Short Range Transit Plan, and staff recommended that the update to the 2018-20 SBP be postponed. Staff has since secured the funding for moving forward with the SRTTP in early 2023. The administrative draft scope of work includes a request for the consultant to help us determine new/interim standards that we can use to measure progress toward full ridership recovery. In the meantime, staff continues to provide bi-annual reports to the Board on our results in comparison the current objective and subjective performance standards.

It should be noted that two sections of the SBP include ridership-based metrics that will be impossible to meet due to the drastic reduction in demand caused by the COVID-19 pandemic. These currently unattainable standards include:

1. **Standards of Excellence Section 1: Service Quality and Efficiency** – We will deliver dependable, customer focused and efficient transit services to the communities that we serve. Further, we will look for opportunities to deploy innovative new service within budgetary constraints.

Standard 1: The Productivity (passengers per vehicle service hour) standards are presented below for regularly-scheduled / year-round services:

- A. Regional intercity fixed-route (RTA Routes 9, 10, 12 & 14) services shall be 22 or greater.
- B. Local fixed-route (Paso Express Routes A & B, and SoCo Transit Routes 21, 24, 27 & 28) shall be 17 or greater.
- C. Runabout and other demand response services will be 2.0 or greater.
- D. Route deviation services (such as RTA Route 15) will be 8.0 or greater.

Any recommended changes to seasonal or lifeline services (i.e., Shandon Dial-A-Ride) will include target productivity standards that must be met in order to qualify for continued funding.

2. **Standards of Excellence Section 2: Revenue and Resources** – While providing excellent service to our customers and communities, we will do so within the financial resources available to us. The financial health of the organization will not be compromised, and we will work to deliver good value for the taxpayers' investment in the RTA.

Standard 2: The Farebox Recovery Ratio for all regularly scheduled / year-round services shall be 20% greater than the minimum standard required by SLOCOG to meet TDA requirements. Measurement: Objective.

Staff plans to present updated SBP metrics over two Board meetings that coincide with planned Short-Range Transit Plan interim documents.

Staff Recommendation:

Receive and file the attached SBP results through June 30, 2022.

Strategic Business Plan Standards of Excellence

Standards of Excellence Section 1: Service Quality and Efficiency – We will deliver dependable, customer focused and efficient transit services to the communities that we serve. Further, we will look for opportunities to deploy innovative new service within budgetary constraints.

Standard 1: The Productivity (one-way passenger-boardings per vehicle service hour) standards are presented below for regularly-scheduled / year-round services:

- A. Regional intercity fixed-route (RTA Routes 9, 10, 12 & 14) services shall be 22 or greater.
- B. Route deviation services (such as RTA Route 15) will be 8.0 or greater.
- C. Local fixed-route (Paso Express Routes A & B, and SoCo Transit Routes 21, 24, 27 & 28) shall be 17 or greater.
- D. Runabout and other demand response services will be 2.0 or greater.

Any recommended changes to seasonal or lifeline services (i.e., Shandon Dial-A-Ride) will include target productivity standards that must be met in order to qualify for continued funding.

Measurement: Objective.

- Reviewed monthly by Operations Manager and reported by Executive Director at each Board meeting.

FY20-21 Productivity													
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD
RTA Fixed	8.5	9.3	9.5	9.9	10.2	9.6	8.9	9.7	10.3	10.6	11.0	11.1	9.9
Paso Express	8.4	8.3	8.6	9.9	9.4	8.6	8.6	11.2	13.3	16.6	18.3	16.4	11.5
Runabout	1.1	1.2	1.2	1.3	1.2	1.2	1.1	1.2	1.3	1.4	1.4	1.2	1.2
Paso DAR	1.4	1.6	1.7	1.7	1.8	3.2	1.6	1.7	1.6	1.6	1.8	1.7	1.8
Nipomo DAR	1.4	1.4	1.4	1.4	1.4	0.7	1.3	1.6	1.4	1.7	1.6	1.8	1.4

FY 21-22 Productivity													
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD
RTA Fixed	10.0	11.0	12.1	11.7	12.0	13.8	10.5	11.6	12.1	12.7	12.4	11.9	11.6
Paso Express	13.3	16.0	21.1	19.2	16.6	15.0	18.3	20.7	21.1	18.2	22.1	18.1	17.5
Runabout	1.2	1.2	1.2	1.2	1.1	1.0	1.2	1.1	1.1	1.4	1.1	1.1	1.2
Paso DAR	1.5	1.5	1.8	1.8	1.9	1.6	1.5	1.6	1.6	1.6	1.5	1.8	1.7
Nipomo DAR	1.7	2.5	3.4	3.6	3.1	2.3	2.3	3.3	3.4	3.1	3.4	2.6	2.8

The FY21-22 table above show that we did not meet the standards for RTA regional fixed-routes, Paso Dial-A-Ride, or Runabout. However, Paso Express and Nipomo DAR did meet the standards as a result of in-class school reopening for the 2021-22 academic year. Similar to national ridership trends, we continue to see declines/stagnation, which is an area of concern for the RTA and our partner transit agencies. In addition, the

COVID-19 pandemic and statewide stay at home orders beginning in March 2020 drastically reduced demand for public transit services, although productivity remained relatively high since service levels were reduced at the outset of the pandemic to coincide with demand. Overall ridership is modestly trending upwards, and staff will continue to look at alternatives to improve results.

Standard 2: The Service Delivery rate for all regularly-scheduled / year-round services shall be 99% or greater.

Measurement: Objective.

- Reviewed quarterly by Operations, and reported by Executive Director bi-annually to the Board.

As long as a scheduled fixed-route bus trip is delivered ahead of the next scheduled bus trip, then service is considered “delivered” (but that late trip will still be reported under the on-time performance measure discussed below). The service delivery goal is 99% or greater. The RTA delivers about 2,574 trips per month, and for FY21-22 we missed 22 trips, or a service delivery achievement of 99%. Paso Express delivers about 634 trips per month, and we missed 7 trips in FY21-22, resulting in a service delivery achievement of 99%.

Standard 3: “On-time” is defined as no later than six minutes from any time point in the published schedule. We recognize that making scheduled transfers between buses is vitally important to riders, and staff will explore methods of regularly measuring missed transfers. The following On-Time Performance (OTP) standards shall apply to regularly-scheduled / year-round services:

- Regional intercity fixed-route and Express runs shall be 85% or greater.
- Local fixed-route shall be 90% or greater.
- Route deviation services shall be 70% or greater.

Measurement: Objective.

- Reviewed quarterly by Operations, and reported by Executive Director bi-annually to the Board.

	FY 2021												
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD
RTA	91%	93%	92%	91%	91%	92%	93%	92%	91%	91%	90%	90%	91%
Paso	92%	92%	90%	92%	92%	91%	90%	93%	91%	90%	91%	92%	91%
Rte 15	86%	76%	83%	90%	92%	92%	86%	92%	90%	87%	86%	88%	87%

FY 2022													
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	YTD
RTA	88%	90%	88%	90%	88%	87%	90%	87%	88%	86%	88%	88%	88%
Paso	92%	96%	84%	86%	87%	87%	88%	86%	88%	87%	86%	91%	88%
Rte 15	88%	80%	84%	85%	81%	84%	85%	79%	75%	79%	78%	88%	82%

- The FY21 table above shows that we met or surpassed the standard for RTA intercity fixed-routes, local fixed routes, and RTA Route 15 deviated fixed-route service.
- For FY21-22, RTA intercity, and Route 15 are exceeding standards, while local Paso Express came in two percent short at 88%. Staff will continue to look for ways to improve this result.

Standard 4: The On-Time Performance (OTP) for Runabout and other demand response services shall be 95% or greater.

Measurement: Objective.

- Reviewed quarterly by Operations, and reported by Executive Director bi-annually to the Board.

Runabout service is considered on-time if the van arrives within 30 minutes of the appointed pick-up time. The goal is 95% or greater, and Runabout surpassed this goal in each month of FY20-21, achieving an overall OTP result of 98%. For FY21-22 we have exceeded the standard (98%). Staff will continue to monitor Runabout's OTP to ensure we continue to achieve this strong result.

Standard 5: 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

Measurement: Subjective.

- Reported by the Executive Director and Division Heads annually.
 1. Schedule revisions and minor route alignment changes are evaluated routinely to improve service delivery.
 2. Staff monitors ridership and customer comments looking for system improvements.

Standard 6: The RTA will measure Overcrowding as the frequency of instances that the number of passengers on a bus exceeds the number of seats (i.e., 34 passengers on a 34-seat bus equates to a Load Factor of 1.00), as well as the duration of exceedances. The Overcrowding standards are as follows:

- A. The standard for regular fixed-route services is no more than 10% of the monthly total number of bus trips that exceed a Load Factor of 1.25 for greater than 20 minutes.
- B. The standard for Express services is no more than 10% of the monthly total number of bus trips exceeds a Load Factor of 1.00 for greater than 20 minutes.

If the Load Factor standards are exceeded, staff will assign a larger vehicle (if possible); otherwise, the Board will direct staff to evaluate adding scheduled bus trips to spread out the passenger loads.

Measurement: Objective.

- Reviewed quarterly by Operations Manager and reported by the Executive Director biannually to the Board.

There were no trips exceeding the overcrowding standard in FY20-21. However, for FY21-22 there is one trip on the Paso Express that is experiencing overcrowding and this is primarily due to school district no longer providing school bus service. Staff will continue to monitor the service for overcrowding as it relates to riders' comfort levels.

Standards of Excellence Section 2: Revenue and Resources – While providing excellent service to our customers and communities, we will do so within the financial resources available to us. The financial health of the organization will not be compromised, and we will work to deliver good value for the taxpayers' investment in the RTA.

Standard 1: The annual operating budget will be based upon projected revenue and the total operating cost will not exceed the budget adopted by the Board.

Measurement: Objective.

- Tracked monthly in financial statements and reported bimonthly to the RTA Board.

FY15-16 Result: Operating Costs were 90% of the adopted budget

FY16-17 Result: Operating Costs were 89% of the adopted budget

FY17-18 Result: Operating Costs were 94% of the adopted budget

FY18-19 Result: Operating Costs were 95% of the adopted budget

FY19-20 Result: Operating Costs were 94% of the adopted budget

FY20-21 Result: Operating Costs were 88% of the adopted budget

FY21-22 Result: Operating Costs were 95% of the adopted budget unaudited

Budget versus actual expenses data is calculated and reviewed on a monthly basis by RTA staff. This information is reported to the Board at each meeting (typically every other month) to help inform decisions.

Standard 2: The Farebox Recovery Ratio for all regularly scheduled / year-round services shall be 20% greater than the minimum standard required by SLOCOG to meet TDA requirements.

Measurement: Objective.

- Tracked monthly and reported bimonthly to the RTA Board.

FY15-16 Result: 25.7% (including Paso Express)

FY16-17 Result: 21.4% (including Paso Express)

FY17-18 Result: 20.5% (including Paso Express)

FY18-19 Result: 18.2% (including Paso Express)

FY19-20 Result: 12.7% (including Paso Express); prior to the COVID-19 pandemic (through January 2020), we achieved a result 18.0%.

FY20-21 Result: 3.5% (including Paso Express and South County Transit from January 1 – June 30, 2021) – COVID-19 pandemic limited fare period

FY21-22 Result: 8.2% (including Paso Express and South County Transit) unaudited

In recent years, the RTA has struggled to meet this standard, particularly as the pre-pandemic economy improved, gas prices remained relatively low, and private automobile ownership increased. Staff will continue to closely monitor our FRR performance, particularly in light of recent gas price increases.

Standard 3: No significant annual fiscal and compliance audit findings.

Measurement: Objective.

- Finance and Administration will report any negative audit findings to the RTA Board.

The RTA consistently achieves positive annual fiscal and compliance reports with no significant financial audit findings. Staff strives to improve transparency and continues to implement procedures that exceed the auditors' expectations.

Standard 4: Ensure that all capital procurements provide good value to our customers and our employees.

Measurement: Subjective.

- Evaluated through the Marketing Department's biannual Community Perception Survey, feedback from communities, and review of the annual 5-year capital program by the RTA Board.

The annual capital program is developed by staff and presented to the Board as part of the annual budget-making process. In addition, staff presents budget revision recommendations if conditions change.

Standards of Excellence Section 3: Safety – We recognize the tremendous importance of safety in the operation of RTA service to our customers and communities. Therefore, the safety of our customers and employees will be an organizational priority and we will be proactive in promoting system safety.

Standard 1: Rate of preventable vehicle collisions will not exceed 1.0 per 100,000 miles.

Measurement: Objective.

- Rate shall be tracked by the Safety and Training Manager, and reported annually to the RTA Board.

FY15-16 Result: 1.03

FY16-17 Result: 0.37

FY17-18 Result: 0.94

FY18-19 Result: 1.14

FY19-20 Result: 2.56

FY20-21 Result: 1.65 RTA-only, and 1.48 combined RTA/SoCo

FY21-22 Result: 1.55 combined RTA/SoCo

Bus Operators are held to a higher safety standard than the general public. Staff will continue to track this KPI closely. We have put together a team to monitor causative factors, including trends by route, years of experience, location, type of collision, etc. New Bus Operators return for refresher training after three months after graduating from the training program.

Standard 2: Address all safety hazards identified by the Safety Resource Committee.

Measurement: Objective.

- List shall be compiled with action items and timelines by the Safety and Training Manager.

Employees are engaged in the Safety Resource and Employee Committee by submitting suggestions. Suggestions that are not directly related to the Committee's mission are forwarded to the appropriate department for resolution.

During FY21-22, the Safety Resource Committee closed eight action items, with five open action items and two recurring items remaining. Some of these action items are working with administration on body mechanics when lifting heavy items, resolving driver shield visibility, and making sure we are in compliance with OSHA. We continue to investigate and mitigate problem locations for our paratransit vehicles, and maintain quality service for our customers. RTA employees continue to demonstrate attentiveness and communication in mitigating hazards. The Maintenance Manager has been a significant resource in alleviating hazards pertaining to buses and facilities.

Our annual refresher-training classes for Bus Operators, Supervisors and Dispatchers will continue throughout the year. Additional courses presented during the 8-hour refresher training classes include Customer Service Skills, Fire Evaluation, Customer Safety, hands-on ramp, kneeler, and wheelchair users' safety.

Standard 3: Preventable workers compensation lost-time claims will not exceed six annually, and preventable medical-only claims will not exceed five annually.

Measurement: Objective.

- All work comp claims shall be duly investigated and immediately reported by Finance and Administration staff to our carrier.

FY15-16 Result: 1 lost-time claim (no medical only)

FY16-17 Result: 5 lost-time claims, and 3 medical only

FY17-18 Result: 0 lost-time claims, and 7 medical only

FY18-19 Result: 11 lost-time claims, and 5 medical only

FY19-20 Result: 7 lost-time claims (two are open as of August 31, 2022), and 14 first aid/incidents/medical only (all 14 have closed)

FY20-21 Result: 4 lost-time claims (all are closed as of August 31, 2022), and 14 first aid/incidents/medical only (all 14 have closed)

FY21-22 Result: 3 lost-time claims (one is open and two are closed as of August 31, 2022) and 5 first aid/incidents/medical only (they are all closed)

Standard 4: Customer and community perception of system safety will be at least 90%.

Measurement: Objective.

- As measured in biannual Community Perception Survey.

Based on the Customer Perceptions Survey conducted in March 2020 at the outset of the COVID-19 pandemic, customer perception of system safety was rated 3.6 out of 4, which equates to 90%. Staff strives to maintain and enhance satisfaction regarding this standard.

Standard 5: Total risk management costs shall not exceed industry norms. Staff will undertake alternating market surveys every four years for vehicle liability / physical damage coverage and for workers compensation coverage.

Measurement: Objective.

- Tracked monthly by Finance and Administration and reported bimonthly to the RTA Board.
- Reported monthly by Finance and Administration in financials and YTD budget reports.

FY14-15 Result: 8.7% of total operating costs

FY15-16 Result: 10.7% of total operating costs

FY16-17 Result: 13.7% of total operating costs

FY17-18 Result: 13.2% of total operating costs

FY18-19 Result: 10.8% of total operating costs

FY19-20 Result: 10.9% of total operating costs

FY20-21 Result: 7.6% of total operating costs

Staff has worked hard to close claims opened in prior years. More importantly, our workers compensation premium rates declined for the first time in many years.

Although this is good news, due to the tightening market in California, staff expects risk management costs to continue to escalate unless tort reform or other adjustments are made by the Legislature that could reduce transit agencies' exposure to frivolous lawsuits. If our exposure could be reduced, it would likely increase competition in the market and reduce our risk management costs. Staff is closely monitoring this issue and will report developments back to the Board as information is collected.

Standards of Excellence Section 4: Human Resources – Our employees are the foundation of the organization. We will support our employees in achieving excellence through training and development, teamwork, and continuous efforts at effective communication while treating each with integrity and dignity.

Standard 1: Recruit, promote and retain highly qualified employees to achieve our service standards.

Measurement: Subjective.

- Annual assessment by Executive Director and Department Heads.

The annual calendar year turnover rates for RTA are as follows:

2016 – 14%
 2017 – 19%
 2018 – 20%
 2019 – 18%
 2020 – 13%
 2021 – 19%
 2022 – 9.9% through June 2022

Standard 2: Provide continuous development of skills and capabilities through ongoing training and development programs that foster personal and professional growth. Department Heads develop training plans as part of annual budget-making process, according the following minimum standards:

- Maintenance: 30 Hours per technician annually.
- Operations Supervisors: 24 Hours annually.
- Bus Operators: 8 Hours Annually.
- Finance and Administration: 16 Hours per employee annually.

Measurement: Objective.

- Department Heads evaluated annually for achievement of training objectives.

Staff appreciates the Board’s commitment to funding a relatively robust training budget. It should be noted that ongoing training is a major part of what staff does on a daily basis to help both the organization and staff grow professionally and enhance safe operations.

- Maintenance: For FY21-22, our Technicians averaged nearly 30 hours per person, including training for Gillig multiplex systems, new facility equipment, and new vehicle orientation. The RTA has greatly benefited from membership in the Southern California Regional Transit Training Consortium, providing significant training resources albeit somewhat haltingly in a virtual world.
- Operations: In FY21-22, the average to date is 54 training hours per Supervisor; standard is 24 hours annually. The training staff has conducted 86 training hours with Operations Supervisors. COVID-19 provided the opportunity and requirement for more virtual training. These trainings included the following:
 - Mandatory two-hour Management Sexual Harassment Training every two years.

- The Operations Manager attended the CalACT conference in November 2021 and April 2022.
 - Operations Supervisors and Training staff attended two 40-hour TSI training classes for *Transit Safety and Security*, and *Transit Accident Investigation*. One of our training staff members is working toward an FTA Safety Certification.
 - All supervisors attended COVID-19 training required by CalOSHA.
 - *Mental Health First Aid National* developed by the Council for Behavioral Health.
 - *Navigating Difficult Situations* provided by CalTIP.
 - *Occurrence (Accident /Incident) Information Gathering for Supervisors*, two sessions in a single day. Totaling 90 combined training hours for Operations staff.
 - *Reducing the Hazards of Making Turns*, two training sessions in a single day. Totaling 53 combined training hours for Operations staff.
 - The FTA recently established a new *Individual Training Program (ITP)* in order to satisfy the requirements to obtain the *Public Transportation Safety Certification for Bus Operations*. Due to COVID travel restrictions, the RTA Transit Instructors were able to complete many of the courses via Zoom; on average each instructor was able to complete 111 hours of training. This new ITP was fully implemented during FY21-22.
- Bus Operator training included:
 Besides the required 8 hours of annual Verification of Transit Training, to date Bus Operators have received a combined total of 187.50 additional training hours conducted by our training department for topics listed below, but not limited to:
 - Three-month refresher training for new Bus Operators.
 - Focused and customized training designed specifically for Bus Operators on an as-needed basis (i.e., in response to a collision, customer complaint, or other incident).
 - Elks Lane Evacuation Procedures.
 - Bus Fleet Orientation and refresher training as needed
 - Finance and Administration: these training hours are used by each employee in various ways based on their responsibilities and in consultation with his or her direct supervisor. For FY21-22, these included the CALPELRA Human Resources Conference, National Transit Institute National Transit Database, information sessions on new leave and workers compensation requirements, training for on-site FTA Drug and Alcohol Testing, Human Resources virtual summits, CalTIP Board of Directors meetings, CalACT spring conference and various collaborations with other transit agencies. Staff also attended Cultural Intelligence training.

It should be noted that we constructed one of the restrooms in the new Bus Maintenance Facility to allow on-site drug/alcohol testing. In the past, we sometimes struggled to get our third-party testing sites to complete post-collision, reasonable suspicion or random tests completed in a timely manner.

Standard 3: Enable our employees to achieve excellence in serving our customers by building teamwork and understanding effective communication within the organization.

Measurement: Subjective.

- Employees provided opportunity to provide feedback on organizational communication as part of the Executive Director's annual evaluation.

We continually stress the tenets of *Verbal Defense and Influence*, which focuses on how to communicate more effectively with each other and our customers – particularly in difficult or threatening situations. Additionally, mandatory Cultural Intelligence training was held for all employees to enhance the awareness of staff and the impact that has on their communications. The Executive Director and the three RTA department heads meet weekly to ensure consistency in messaging and direction for the organization.

Standard 4: Employees will be evaluated annually in a fair and equitable way to judge performance and be provided a developmental plan for the next fiscal year.

Measurement: Objective.

- Employee merit evaluations will be provided to each employee annually with the evaluation grading measurement of attainment of department objectives developed during the budget process and achievement of RTA's Standards and RTA's KPIs.

The RTA currently completes formal annual evaluations for administration and management staff. For non-management staff not covered by the Collective Bargaining Agreement, we have implemented improved annual performance planning and appraisal documents to better reflect the role of each classification. Bus Operators, Technicians and Utility employees are evaluated based on the requirements of the Collective Bargaining Agreement (CBA) and to ensure the public's safety. Both Technicians and Bus Operators are also evaluated as part of the RTA Safety Awards program on their individual anniversary dates.

Standards of Excellence Section 5: Fleet and Facility – We will operate and maintain a modern and clean fleet and facilities that will be pleasing to our customers and a source of pride for our employees and our communities.

Standard 1: If funding permits, the RTA will match SLO Transit’s standard of replacing revenue vehicles when they reach the FTA-defined useful life minimums in terms of service years or miles. If funding remains constrained, negotiate with SLO Transit to ensure neither agency’s buses surpass 40% beyond the FTA standards.

Measurement: Objective.

- As tracked by Finance and Administration as part of grant-making efforts.

As of June 30, 2022 the average RTA fixed-route vehicle age is 8 years old and has accumulated 347,819 miles. The design life of a heavy-duty fixed-route bus is 12-years/500,000 miles. It should be noted that we use 5-year/150,000-mile cutaway vans on RTA Route 15, but (as noted in Agenda Item A-9) fleet #1510 or #1512 have accumulated over 400,000 miles each and are well beyond their economically useful lives.

The average demand response vehicle age (including Runabout and other Dial-A-Ride vans) is 4 years and has accumulated 59,564 miles. The design life of a demand response van is 4-years/100,000 miles. We are currently within the RTA’s standards for demand response vehicles.

Our capital program was updated as part of the 2016 SRTP update, which was adopted by the RTA Board in July 2016. In addition, a five-year capital program is included in each annual budget document.

Standard 2: Road calls will not exceed five per 100,000 vehicle service miles. A road call is defined as all mechanical or other vehicle-related failures that affect the completion of a scheduled revenue trip or the start of the next scheduled revenue trip, including failures during deadheading and layover.

Measurement: Objective.

- As tracked and reported by the Maintenance Department, and reported biannually to the RTA Board.

For FY21-22, there was a total of 168 road calls, which resulted in 26 major mechanical system failures and 66 other mechanical system failures. This equates to 6.48 failures per 100,000 vehicle revenue miles. In FY20-21 we experienced 4.93 failures per 100,000 vehicle revenue miles. Staff is working to ensure reporting (“vehicle service mile” vs. “vehicle revenue mile”) matches the information reported to NTD and will update this Standard moving forward with that information.

Standard 3: Maintain a clean, attractive fleet. Maintain our facilities so that they are safe and appealing to customers and employees.

Measurement: Subjective.

- As measured by employee and customer feedback.

Based on the results of the Customer Perception Survey that was conducted in March 2020 prior to the COVID-19 pandemic, two questions provide valuable information: “cleanliness of buses” and “bus exterior appearance,” which ranked at 3.4 and 3.5 out of four, respectively.

Employee surveys were conducted in October 2020, and we received 53 written responses regarding safety of the facilities, bus stops and buses for employees and passengers. The feedback was provided to the Maintenance and Utility team, as well as the Bus Stop Improvement Committee. This qualitative “direct feedback” procedure was selected as it provides specific information about what needs to be improved. We have been able to respond to many specific requests, including new outdoor seating at our Paso Robles park-out location, and a new approach on addressing the lighting needs of many stops is being addressed by the Bus Stop Improvement Committee.

Standard 4: Achieve an 80% favorable rating of bus stop appearance by customers and the communities that we serve.

Measurement: Objective.

- As measured in the biannual Community Perception Survey.

Bus stop appearance was included in the March 2020 customer perception survey, and we achieved a ranking of 3.2 out of 4, which equates to an 82% favorable rating. Although this meets the favorable standard, staff is developing a strategy to address this standard, including updating/replacing the bus stop signs for Paso Express and repair/enhancement of bus stop lighting. Staff also anticipates the remodel of the transit center downtown that was completed in May 2020 (after this survey was conducted) will favorably impact this ranking when the next survey is completed.

Standard 5: Achieve all federal- and state-mandated maintenance minimums, as well as vendor recommended maintenance schedules, for our fleet and facilities. The following standards apply:

- A. No negative CHP Annual Terminal Inspection, FTA Triennial Review or TDA Triennial Performance Audit findings.
- B. Preventative maintenance schedules for all equipment shall be done on a timely basis (3,000 mile intervals or as mandated by equipment OEM vendor).

Measurement: Objective.

- As tracked by the Maintenance Department, and reported annually to the RTA Board.

There were no negative findings in the 2019 TDA Triennial Performance Audit or in the 2019 FTA Triennial Review, nor in the most recent CHP Terminal Inspection. Preventive maintenance has been completed on a timely basis, with no CHP findings.

Standards of Excellence Section 6: Leadership – We will strive to be one of the nation’s leading small transit operators. We will work to maintain collaborative relationships within the industry, within our community, and with our stakeholders. We will develop future leaders from within our organization.

Standard 1: Maintain cooperative relationships with federal, state and local funding agencies.

Measurement: Subjective.

- Will be reviewed by staff and RTA Board.

Staff believes that we have fostered a strong relationship with our partners at the federal, state and local levels. If any issues arise (i.e., the recent COVID-19 pandemic), it is brought to the Board’s attention for direction so that staff can work with our cohorts in the region to provide a reasonably consistent response. The Executive Director serves on the CTA Small Operators Committee, and also was re-elected as the Chairperson for the CalTIP Board in April 2022. He also served on the County Department of Public Health COVID-19 Vaccination Task Force.

Standard 2: Develop partnerships with stakeholders, community leaders and decision makers, while keeping them well informed of the integral role of RTA and contributions to the communities that we serve.

Measurement: Subjective.

- To be evaluated and monitored by RTA Board.

The agency’s partnership successes are formally discussed by the Board during the Executive Director’s annual evaluation. However, issues and ideas are also forwarded by community members to both the Board and staff throughout the year. As we emerge from the pandemic, the Executive Director is attending public meetings to participate in resolving issues in each community. Recent examples include participation at the City of SLO’s Title VI and DBE hearings, and at the *Building a Better SLO* workshop. Senior staff also participated in the Avila Foundation’s Meet the Grantee’s meeting. The Executive Director also actively participates as a member of Rotary SLO de Tolosa.

Standard 3: Promote effective internal communications and promote the values of the organization.

Measure: Subjective.

- To be evaluated by Executive Director.

Promoting effective internal communication is a task that always requires high- and mid-level nurturing, which is especially important as we emerge from the pandemic. Senior staff members meet weekly to discuss effective communications and our

organizational values, while a broader group meets monthly to strive to ensure messaging is consistent and useful. The Executive Director also informs the Board President of on-going efforts to improve communications and employee morale within our organization. While we believe we are making strides in improving internal communications, this is an area in which the work is never “done.”

Standard 4: Provide effective leadership for public transportation within the County.

Measurement: Subjective.

- To be evaluated by Executive Director and RTA Board.

Similar to the discussion on Standard 3 above, the Executive Director’s leadership is evaluated annually as part of his review. The Executive Director also discusses leadership successes and goals with his three department heads as part of their annual evaluation. Finally, the Executive Director and other senior RTA staff discuss direction with other transit agency staff during quarterly RTAC meetings and other transit-focused meetings (i.e., FTA 5307 planning, UZA MOU discussions, SSTAC, etc.) throughout the year.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
NOVEMBER 2, 2022
STAFF REPORT**

AGENDA ITEM: A-9

TOPIC: Purchase Order Amendment for the Route 15 Vehicles & Declare Vehicles Surplus

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Authorize Executive Director to Amend Purchase Order for two (2) Cutaway Vehicles for Rural Route 15 Resulting from Force Majeure Price Increase at a Cost Not-to-Exceed \$315,000. Authorize Executive Director to Pursue Additional 5339 funds to Backfill the Price Increase. Declare Vehicles Surplus Authorizing the Executive Director to Transfer or Salvage.

BACKGROUND/DISCUSSION:

On April 21, 2021, the California Department of Transportation, Division of Rail and Mass Transportation (DRMT), provided pre-award authority of Federal Transportation Administration (FTA) Section 5339(a) Bus and Bus Facility funds in the amount of \$149,594 to the San Luis Obispo Regional Transit Authority (RTA) to replace two (2) existing aging medium-duty Cutaway vehicles that service rural RTA Route 15 along the North Coast. To fully fund the vehicle replacements, approximately \$49,000 in State Transportation Assistance (STA) and Transportation Development Act (TDA) funds were originally identified as the 20% required local match.

Per the Executive Director's purchasing authority at the time, a purchase order in the amount of \$197,980.91 was issued to Creative Bus Sales for two (2) Starcraft Class C Ford E450 (14-passenger + 2 Wheelchair) Cutaway vehicles. The CalACT-MBTA Bid Vehicle Purchasing Cooperative (Contract No. 15-03) was used to procure these vehicles at then current 2020 pricing rates.

On September 9, 2022 the RTA was provided notice of approved Force Majeure price increases for manufacturing plants in the production and distribution of the Starcraft models built on a Ford E450 chassis supplied through the CalACT-MBTA Purchasing Cooperative. The Force Majeure price increase represents a 67% increase (or \$97,800) over the previously secured 2020 pricing rates.

Two (2) Cutaway Starcraft Class C Ford E450	CalACT-MBTA Cooperative Purchasing Agrmnt (#15-03)	CalACT-MBTA Cooperative Purchasing Agrmnt (#20-01)*	*Force Majeure Price Increase	
	\$ 197,981	\$ 295,780	67%	\$ 97,800

As Creative Bus Sales is covered by the recent Force Majeure relief for this purchase order, the RTA may choose to continue with this transaction at the revised pricing or cancel the order. Staff does not recommend cancelling the current purchase order as the costs to procure these vehicles from another vendor will have similar Force Majeure pricing in place and will place the RTA at the back of the line for the vehicle re-order; substantially delaying the delivery time of these two model year 2015 vehicles that have already gone well beyond their design useful life (5 years or 150,000 miles). As shown in the table below, RTA fleet numbers 1510 and 1512 used on Route 15 are over seven years old, and each has surpassed 400,000 miles.

Staff has identified an existing FTA Section 5339 grant that could be used to help bridge the funding shortfall as a result of the recent Force Majeure price increase. Additionally, the California Department of Transportation DRMT is aware of the Force Majeure and its Procurement Branch is currently working with CalACT-MBTA and exploring other funding options to help backfill pending and upcoming vehicle purchases for transit agencies. The RTA will seek these alternative funding sources as they become available.

Staff is recommending the Board authorize the Executive Director to amend the purchase order with Creative Bus Sales for two (2) Cutaway vehicles to include the Force Majeure price increase and transit amenities (such as digital on-board surveillance systems, multiplex wiring systems, destination signs, bike racks, etc.), at a cost not-to-exceed \$315,000.

Declaration of Surplus

Following the replacement of the 2015 Cutaway vehicles, staff has determined that the RTA currently would have no practical, efficient or appropriate use for the vehicles presented in the table below, nor will it have such a use for it in the near future. As discussed earlier, the FTA useful life for medium-duty buses is 5 years or 150,000 miles. Vehicles #1510 and #1512 have exceeded the FTA useful life requirements in both years and mileage. Due to the advanced age and mileage, these vehicles regularly experience mechanical failures and the higher-cost repairs do not make it economically prudent to keep these vehicles as part of the active fleet.

Vehicle ID#	MILEAGE AS OF 9/30/22	MAKE	MODEL	YEAR	VIN NUMBER	PLATE#	IN-SERVICE DATE	PASSENGER COUNT
1510	410,283	FORD	STARCRAFT E450	2015	1FDFE4FS0GDC08468	1473582	10/19/2015	14 + 2 w/c
1512	414,736	FORD	STARCRAFT E450	2015	1FDFE4FS5GDC08448	1473581	10/19/2015	14 + 2 w/c

The RTA Purchasing Policy requires staff to determine if surplus vehicles or equipment have a per-unit fair market value greater than \$5,000. Should a vehicle or equipment have a value greater than \$5,000 at time of disposal and was originally purchased using FTA funds, staff is required to return any remaining federal interest back to the FTA. Staff has determined that the value of these vehicles will be well below the \$5,000 threshold at time of disposal.

The RTA Purchasing Policy also allows transfer of surplus vehicles to other municipal, non-profit and/or private organizations that commit in writing to use the surplus vehicles to transport elderly persons or persons with transportation disabilities in SLO County. I reached out to all specialized transportation providers in SLO County to determine if their organization has any interest in acquiring the surplus vehicles, and I requested a deadline of November 1st to inform me of their interest. As of this writing, one local non-profit agency and one for-profit company has expressed interest; I will provide an update during the November 2nd Board meeting.

In order of priority, staff recommends that these two vehicles be declared surplus and, following decommissioning, the vehicles be: 1) be transferred to another transportation agency should there be a need, 2) disposed of through an existing contract with Ken Porter Auctions, or 3) be salvaged if neither of the two alternatives discussed above prove possible.

Staff Recommendation

Authorize Executive Director to amend the purchase order with Creative Bus Sales (PO#042221-A) for two (2) Cutaway Vehicles to fund the recent Force Majeure price increase at a cost not-to-exceed \$315,000. Authorize Executive Director to pursue additional grant funds that become available to help backfill the pending and upcoming vehicle purchase price increases. Declare the two vehicles listed above as surplus, and once replaced, authorize the Executive Director to dispose of through transfer, auction or salvage.

This Page Left Intentionally Blank

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
NOVEMBER 2, 2022
STAFF REPORT**

AGENDA ITEM: A-10

TOPIC: Battery-Electric Bus Infrastructure Funding Opportunities

ACTION: Approve

PRESENTED BY: Geoff Straw

STAFF RECOMMENDATION: Authorize the Executive Director to Submit Grant Applications to PG&E, CCCE, and SLOAPCD to Expand Electric Vehicle Recharging Infrastructure.

BACKGROUND/DISCUSSION:

The RTA's contractor is currently installing two ChargePoint Express direct-current fast-charge power blocks – each with two dispensers – under the central canopy at the new Bus Maintenance Facility (BMF) in San Luis Obispo. This system will simultaneously fast-charge up to four buses. The longer term plan is to purchase a separate fast-charger along with each new heavy-duty battery-electric bus (BEB); the fast-chargers will be installed along the western boundary of our bus parking lot at the BMF. Another nearer-term need is to install back-end infrastructure at our two park-out facilities in Arroyo Grande and Paso Robles as the BEB fleet is expanded over time.

In order to implement these important future BEB infrastructure projects, staff is seeking the Board's authorization to submit grant applications to Pacific Gas & Electric (PG&E), Central Coast Community Energy (CCCE) and the San Luis Obispo Air Pollution Control District (APCD) for grant funding and/or rebates.

Our utility partners at PG&E and CCCE offer financial assistance programs to both install the back-end infrastructure and to provide rebates for the fast-chargers. The APCD also offers financial assistance to complete master planning for our remote recharging needs, along with grants to purchase and install EV chargers. The APCD and CCCE also offer financial assistance to install Level 2 chargers that we will need as we pursue non-revenue light-duty electric vehicles (i.e, staff cars and service vehicles).

As an example, I have attached a PG&E presentation on its BEB recharging funding program. In particular, the \$25,000 rebate for 50kW to 149.9kW fast-chargers would be beneficial as we purchase those units along with each BEB we purchase, and the "To The Meter" infrastructure assistance would be beneficial for our two park-out facilities.

If the RTA has been selected for award on any of these funding opportunities, staff would bring grant agreement and accompanying resolution documents before the RTA Board for deliberation and approval.

Staff Recommendation

Authorize the Executive Director to Submit Grant Applications to PG&E, CCCE, and SLOAPCD to Expand Electric Vehicle Recharging Infrastructure.



EV Fleet Program



EV Fleet Program overview

PG&E will help you install EV make-ready infrastructure for medium- and heavy-duty fleets

\$236 million
budget over 5 years
FROM 2020–2024

700+ sites
SUPPORTING
6,500 new EVs

Support conversion of commercial and public fleets to electric

EXAMPLES:

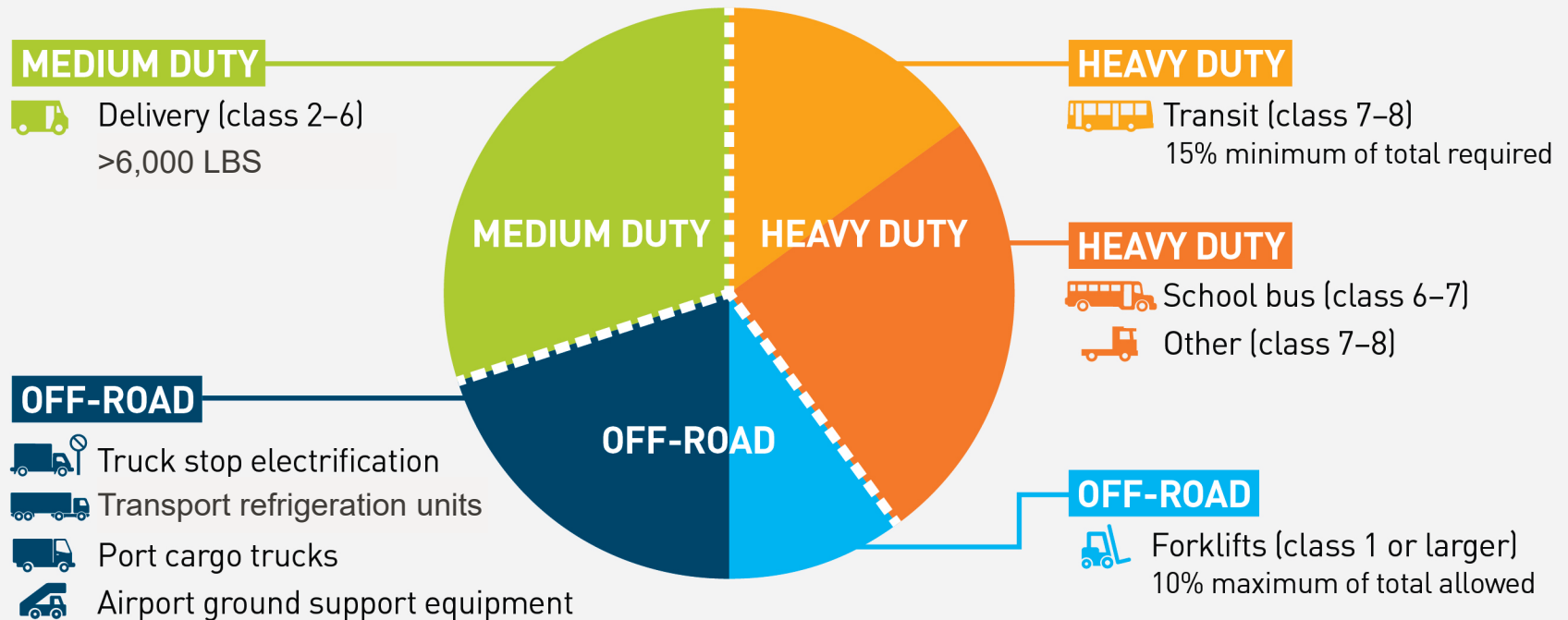
Delivery vehicles, school buses, transit buses, and more...



EV Fleet vehicle sector mix

EV Fleet will target a diverse mix of medium- and heavy-duty vehicle types*

VEHICLE TYPE ESTIMATES

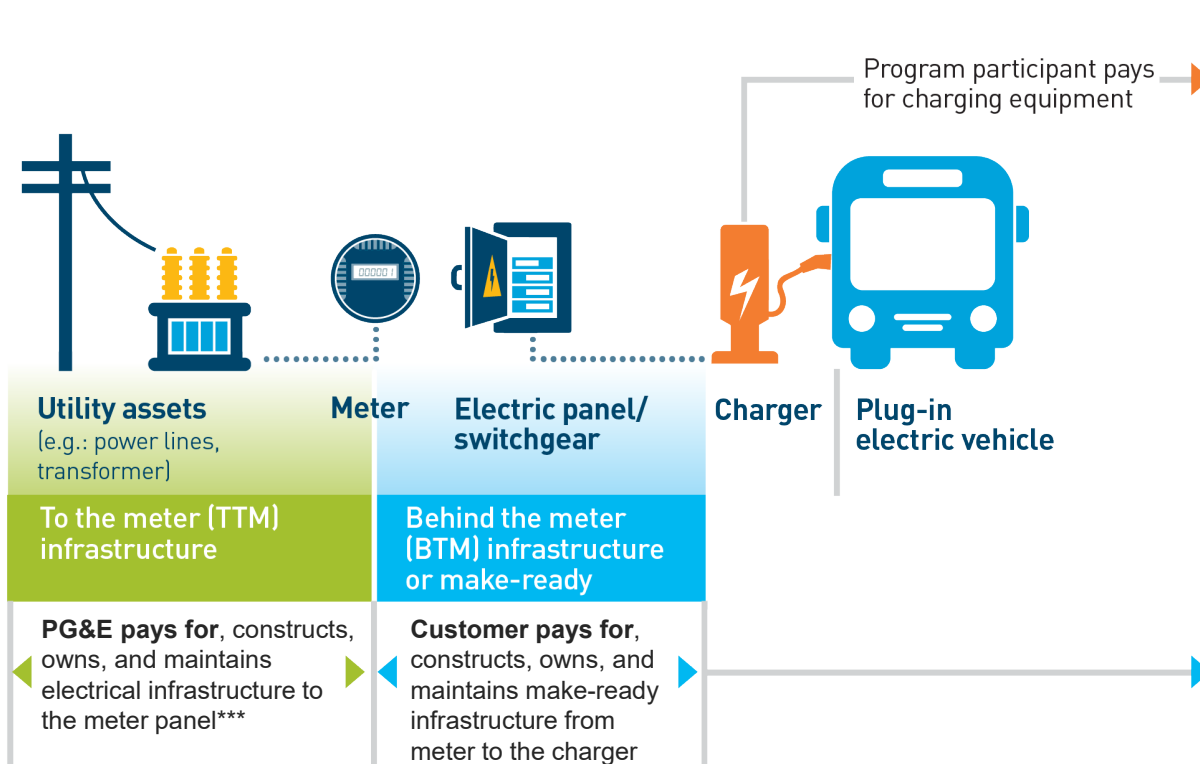


A-10-5

*Actual representation of vehicle types subject to vary based on program implementation, project costs, and market readiness

EV Fleet ownership—customer-owned

PG&E pays for infrastructure cost up to the customer meter*



Charging equipment rebates for schools, transit agencies and disadvantaged communities

EVSE power	Max. rebate amount**
Up to 50 kW	\$15,000 per charger
50.1kW – 149.9kW	\$25,000 per charger
150 kW and above	\$42,000 per charger

Customer-owned infrastructure

Eligible for incentive up to capped amount based on vehicle sector

Vehicle type	Per vehicle incentive cap
Transit buses and Class 8 trucks	\$9,000 per vehicle ⁺
Transportation refrigeration units, truck stop electrification, ground support equipment and forklifts	\$3,000 per vehicle ⁺
School buses, local delivery trucks, Yard Hostlers and other vehicles	\$4,000 per vehicle ⁺

* Some exceptions may apply to customers who hold Primary Service with PG&E.

** Rebate not to exceed 50% of charger equipment.

EVSE must meet minimum and standard requirements to be eligible for rebate.

Fortune 1000 companies are not eligible.

*** Customer-owned eligibility at PG&E discretion based on project scope and associated costs.

⁺ Limited to 25 vehicles per site.

[‡] Limited to 50 vehicles per site.

What we need from **you**



Demonstrate commitment
with **2 or more** EVs by end of
2026



Demonstrate long-term
electrification growth plan and
schedule of load increase



Provide data related to
charger usage for
a minimum of **5 years**



Own or lease the property
where chargers are installed, and
operate and maintain vehicles and
chargers for minimum of **10 years**

Ready to apply



1. Have a **vehicle and electrification plan**
2. **Knows the location** for charger placement (Map)
3. **Knows charger company, model and size** (KW) (Datasheet)
4. **Secured funding** for out of pocket cost.
ie: Grants or Approved Budget
5. Has **leadership approval** for EV Fleet program participation
6. At contract signing has a **paid vehicle invoice, approved vehicle grant**, or provides a **letter from their board/owner, city council**

EV Fleet electrification process

PRELIMINARY DESIGN (3–5 months)

FINAL DESIGN and EXECUTION (6–8 months)

- CUSTOMER TASK
- PG&E TASK



START

1 SUBMIT EV FLEET APPLICATION

Consult with your fleet OEM and/or electrical contractor to prepare and complete a PG&E EV Fleet program application pge.com/evfleetapp

2 CUSTOMER INFRASTRUCTURE DESIGN

Electrical contractor designs your charging system infrastructure behind-the-meter (BTM), which includes charging stations

6 SIGN CONTRACT

All parties review and approve the proposal. Contract is signed

5 PG&E ESTIMATE

PG&E calculates the time, effort and cost of your build-out (referred to as rough order of magnitude, or ROM)

PG&E INITIAL DESIGN

PG&E works with you and your electrical contractor on an optimal design

- 3 PG&E estimates how much electric capacity you'll need (referred to as a capacity check)
- 4 PG&E surveys your site and provides initial design of your to-the-meter (TTM) infrastructure build-out

7

CUSTOMER BEGINS BTM CONSTRUCTION PROCESS

Submit/obtain permit from local jurisdiction

8

PG&E FINAL DESIGN

PG&E finalizes TTM design

9

9 Construct electrical infrastructure behind the utility meter

10

10 Install EVSE/charging equipment

11

11 Complete municipal inspection(s)

CUSTOMER BTM CONSTRUCTION

12

PG&E TTM CONSTRUCTION

PG&E constructs utility infrastructure, installs meter and makes any necessary transformer upgrades

14

CUSTOMER COMMISSIONS EVSE EQUIPMENT

Ensure equipment is functioning as intended:

- Test EVSE for voltage
- Ensure connectivity to equipment manufacturer network

13

PG&E TURNS ON SERVICE

PG&E activates your service once inspections are complete

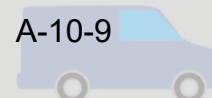
15

PG&E ISSUES QUALIFYING REBATES

COMPLETE



A-10-9



Business EV rate structure

1

Customers choose subscription level, based on charging needs

High Use EV Rate:

\$95.56

/ 50 kW block
over 100kW*

Low Use EV Rate:

\$12.41

/ 10 kW block
up to 100kW

Customers that want to **manage charging loads** can opt for a lower subscription level.

2

Subscription remains consistent month-to-month



If site charging power exceeds subscription, several customer communications are triggered, and overage fees may apply.

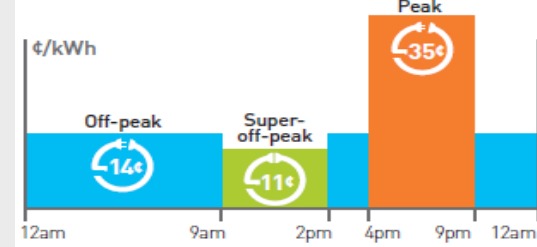
Customers **can change subscription level** to suit their charging needs.

3

Energy usage is billed based on time-of-use pricing

Energy Charge:

Time-of-use schedule**



~\$1.80
per e-gallon

Depends on vehicle type, season, and time of day for charging

* Values for Business High Use EV Rate Secondary (BEV2-S) voltage. For Business High Use EV Rate Primary (BEV2-P) voltage, the price of each 50 kW block is \$85.98.

**Business High Use EV Rate (BEV2) values shown for illustrative purposes. Business Low Use EV Rate (BEV1) values will vary slightly from the values shown above. The kWh values of the TOU periods above are rounded for clarity. Please refer to the [Business EV Tariff](#) for exact values.



EV Fleet Savings Calculator



INFORMATION ▾

CALCULATORS ▾

Planning

Grants

Vehicles

Fuel Savings

Total Costs

BEV Rate

LCFS

Electrify Your Fleet: Drive Change

Learn how you can start saving money and the planet.

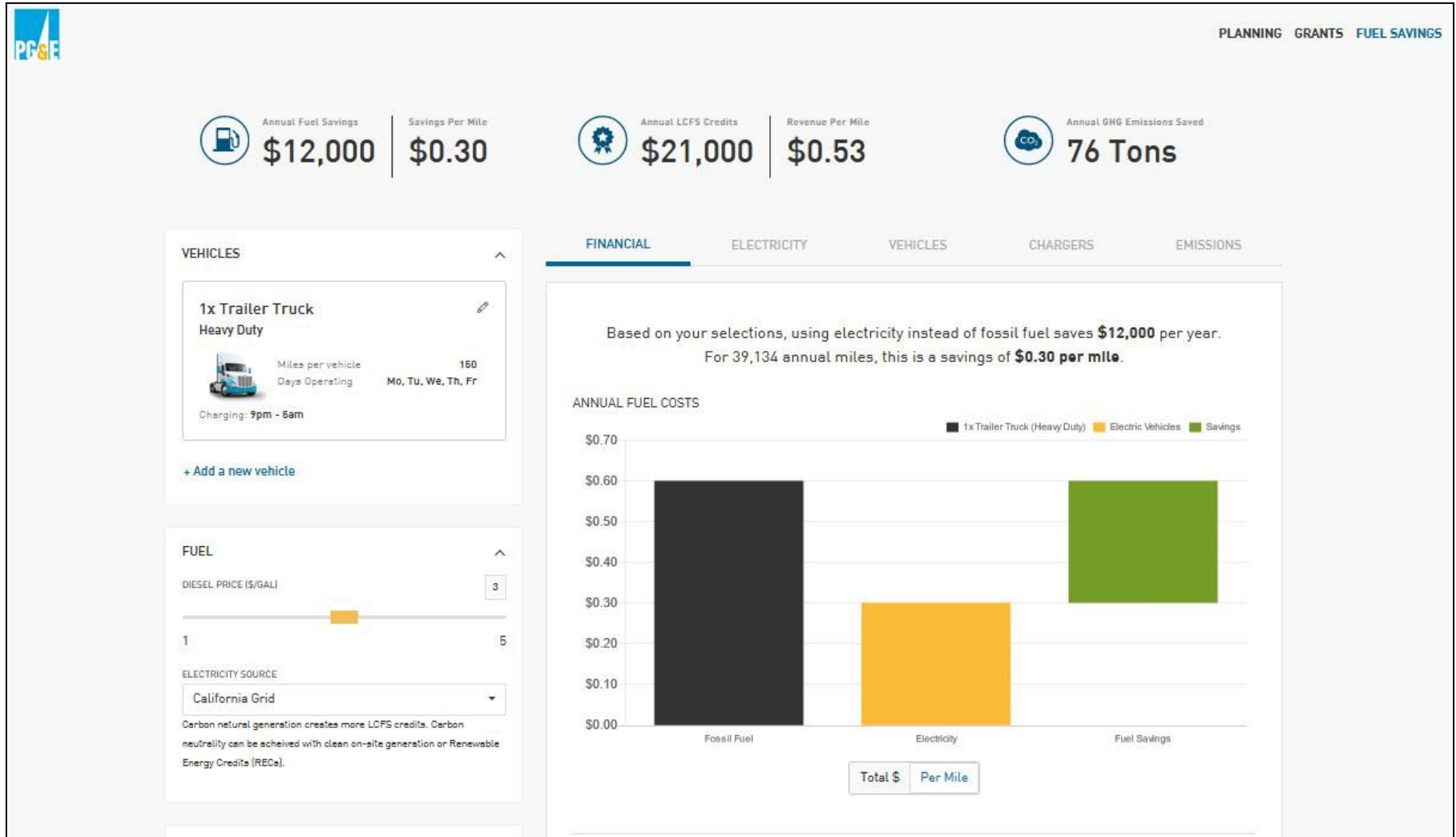
Calculate Fuel Savings

Total Cost of Ownership

Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](#) at [Fleets.pge.com](https://fleets.pge.com) for exact values.

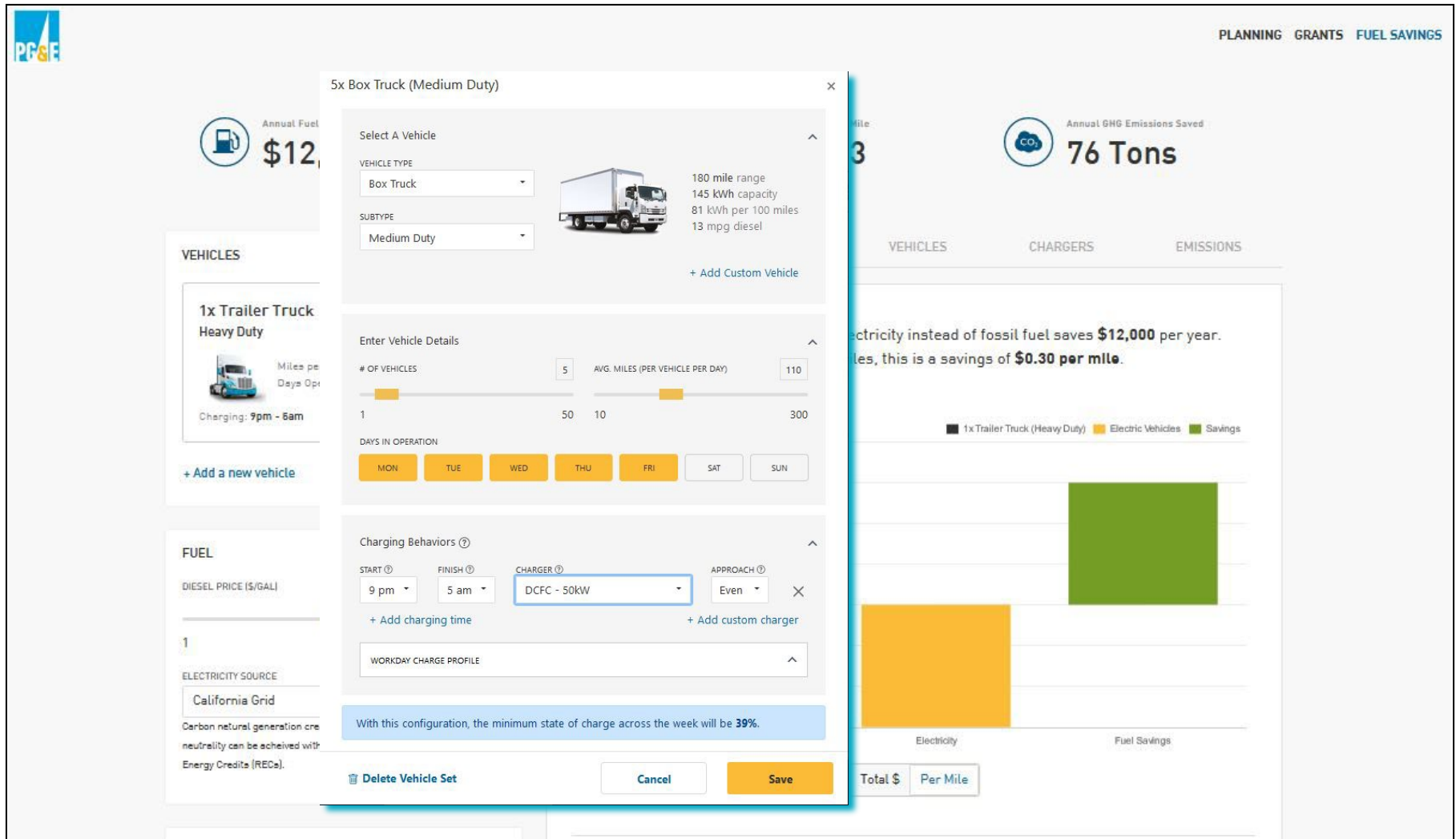


EV Fleet Savings Calculator



Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](https://fleets.pge.com) at **Fleets.pge.com** for exact values.

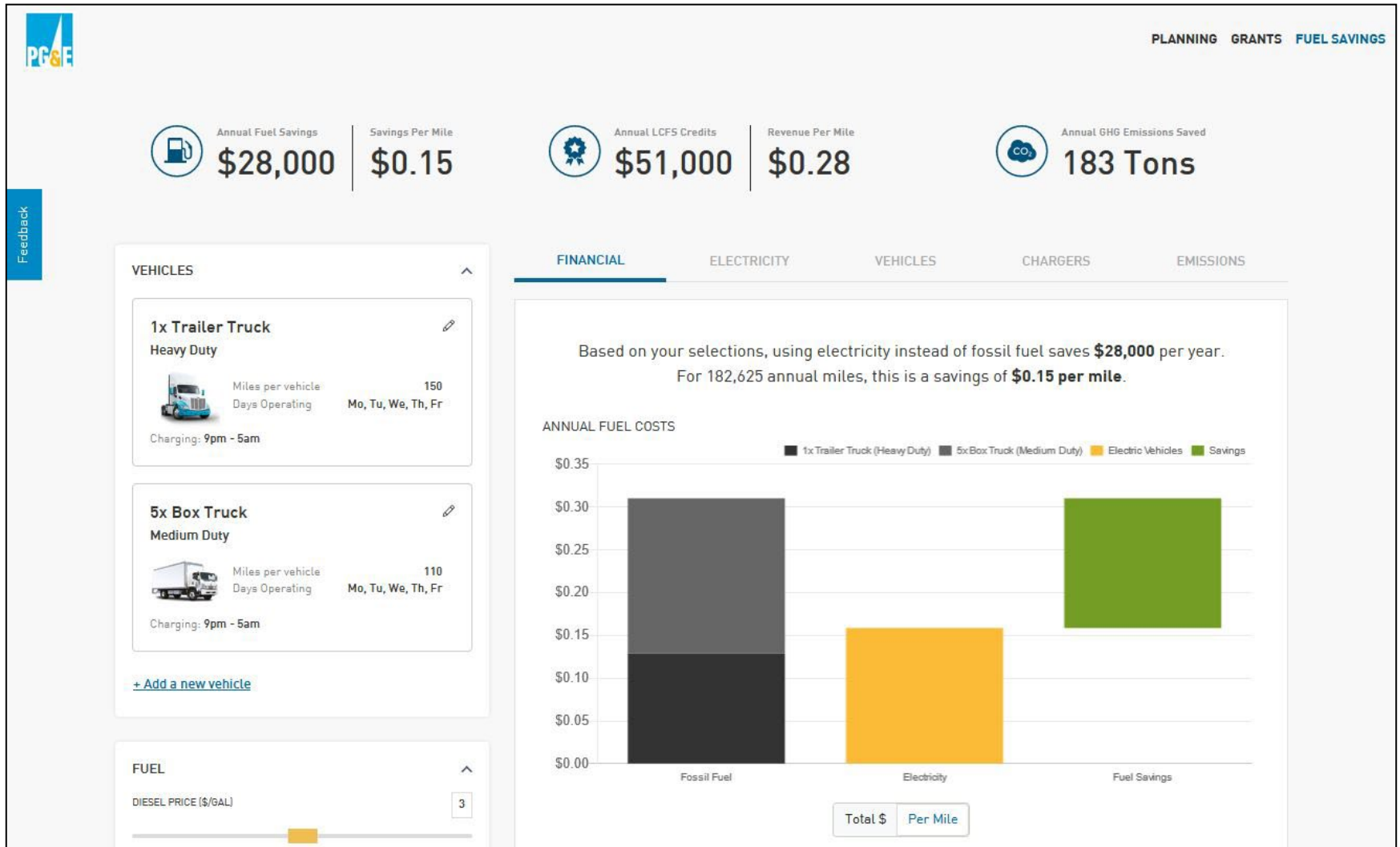
EV Fleet Savings Calculator



Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](https://fleets.pge.com) at [Fleets.pge.com](https://fleets.pge.com) for exact values.



EV Fleet Savings Calculator

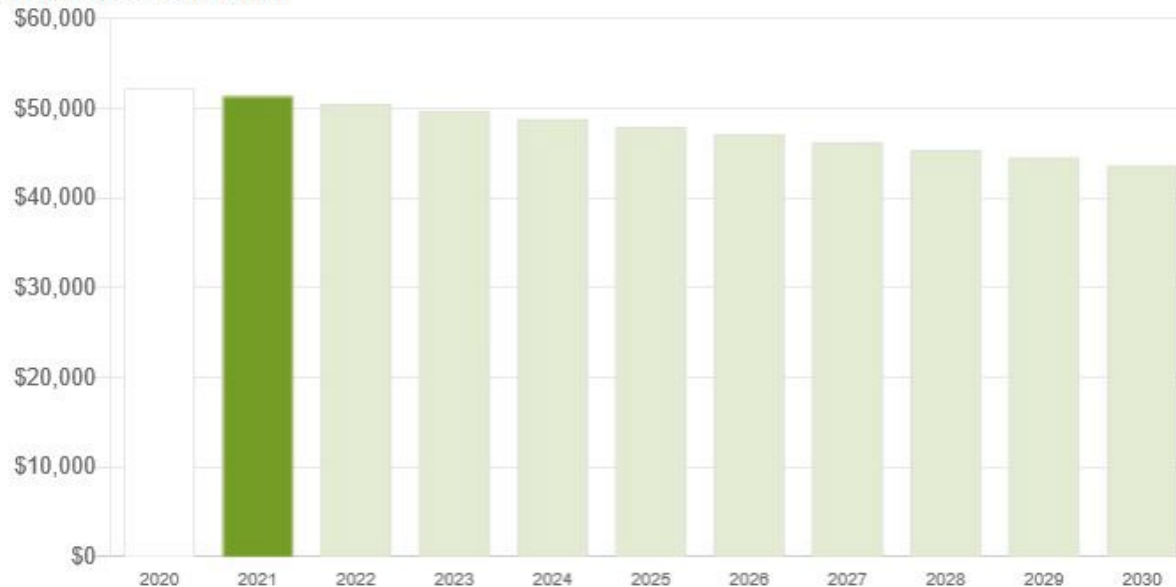


Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](#) at [Fleets.pge.com](#) for exact values.

EV Fleet Savings Calculator

Switching to electricity will also allow you to generate Low Carbon Fuel Standard (LCFS) credits, which could generate **\$51,000** per year.

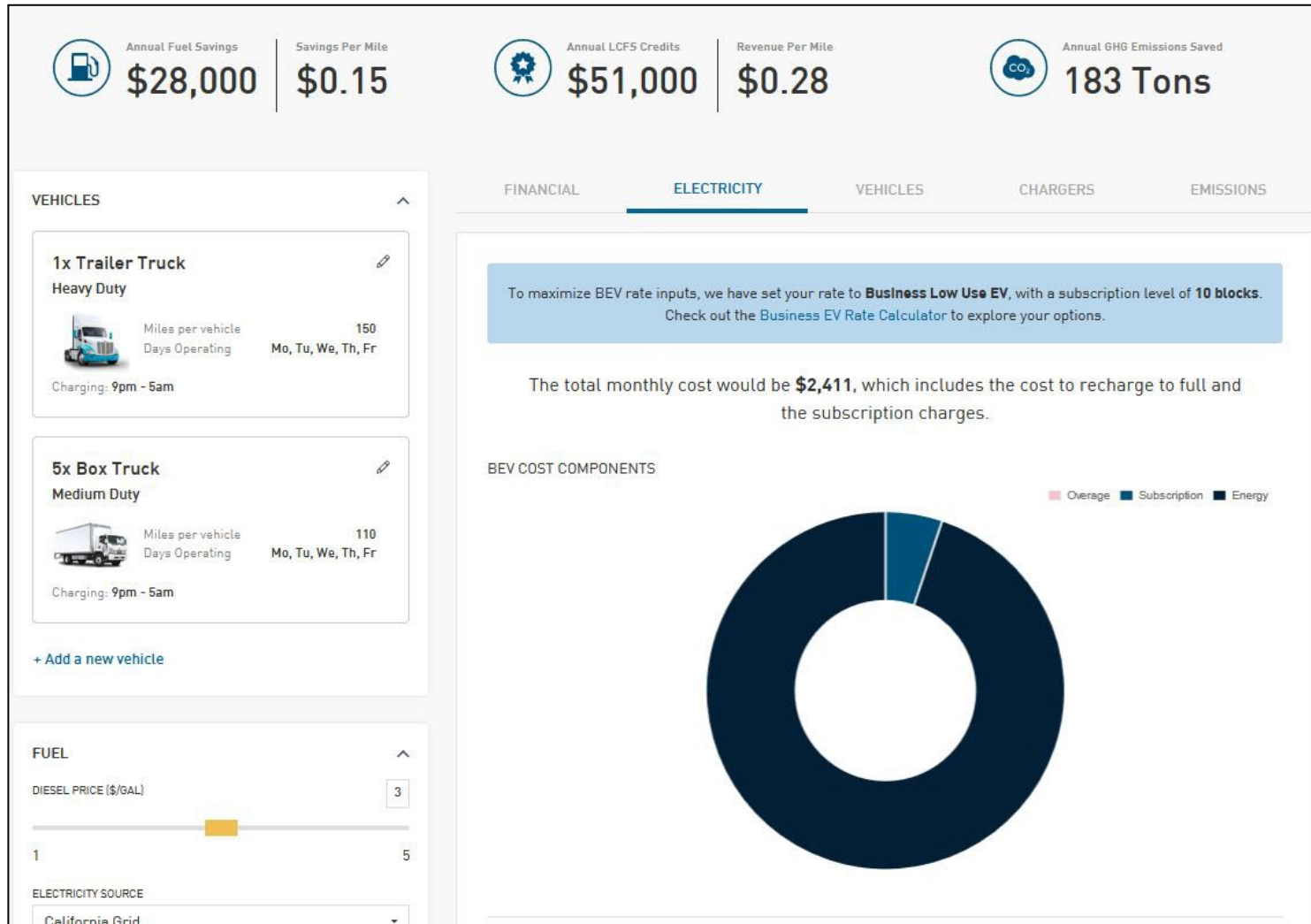
ESTIMATED LCFS REVENUES



For more on LCFS Credits, visit the [LCFS calculator](#).

Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](#) at [Fleets.pge.com](#) for exact values.

EV Fleet Savings Calculator



Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](#) at [Fleets.pge.com](#) for exact values.



EV Fleet Savings Calculator

Annual Fuel Savings

\$28,000

Savings Per Mile

\$0.15

Annual LCFS Credits

\$51,000

Revenue Per Mile

\$0.28

Annual GHG Emissions Saved

183 Tons

VEHICLES

1x Trailer Truck
Heavy Duty

Miles per vehicle
Days Operating

150
Mo, Tu, We, Th, Fr

Charging: 5pm - 5am

5x Box Truck
Medium Duty

Miles per vehicle
Days Operating

110
Mo, Tu, We, Th, Fr

Charging: 5pm - 5am

+ Add a new vehicle

FUEL

DIESEL PRICE (\$/GAL)

1

5

3

ELECTRICITY SOURCE

California Grid

Carbon neutral generation creates more LCFS credits. Carbon neutrality can be achieved with clean on-site generation or Renewable Energy Credits (RECs).

ASSUMPTIONS

Reset Inputs

FINANCIAL

ELECTRICITY

VEHICLES

CHARGERS

EMISSIONS

While saving money, you will also be saving the environment.

Item	Diesel	Gasoline	Notes
Fossil Fuel Volume	18,865 gal	0 gal	For each vehicle set, we applied each vehicle's mpg to the annual miles driven.
Fossil Fuel CO ₂ Emissions	22.38 lbs CO ₂ / gal	19.64 lbs CO ₂ / gal	Source: U.S. Energy Information Administration
CO ₂ Emissions by Fossil Fuel	422,189 lbs	0 lbs	"Fossil Fuel Volume" * "CO ₂ Emissions in Lbs/Gal"
Total CO ₂ Emissions	422,189 lbs CO ₂		"Diesel CO ₂ Emissions" + "Gasoline CO ₂ Emissions"
Electricity Equivalent	195 MWh		The amount of electricity required to replace the selected fleet of fossil fuel vehicles one-to-one with electric vehicles.
PG&E Electricity CO ₂ Emissions	294 lbs/MWh		Source: PG&E
CO ₂ Emissions from EV charging	57,289 lbs CO ₂		"Electricity Equivalent" * "PG&E Electricity CO ₂ Emissions"
CO ₂ Emissions Reduced	364,900 lbs CO ₂		"Total Emissions from Fossil Fuels" - "CO ₂ Emissions for Equivalent EVs"
CO ₂ to GHG conversion	1.00364		Conversion based on global warming potential of the primary greenhouse gases
GHG Emissions Reduced	366,228 lbs GHG		CO ₂ Emissions Reduced converted to GHG
GHG Emissions Reduced (Simplified)	183 tons GHG		A US ton is equivalent to 2,000 lbs

A tree absorbs 48 pounds of CO₂ per year, which makes this configuration equivalent to saving 7,630 trees annually.

Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](#) at [Fleets.pge.com](#) for exact values.

Thank you!

Dean Kunesh

Dean.Kunesh@pge.com

Helpful resources

- [EV Fleet Website](#)
- [EV Fleet Fact Sheet](#)
- [EV Fleet Interest Form](#)
- [PG&E Integration Capacity Analysis \(ICA\) Map](#)
- [EV Fleet Application](#) ***
- [Approved List of Chargers](#)
- [Guidance Document: Customer Owned EV Supply Infrastructure](#)
- [Requesting Letter of Support](#)
- [EV Permit Streamlining Map](#)
- [EV Fleet Terms and Conditions](#)
- [EV Fleet Easement](#)
- [EV Fleet Customer Information Sharing Agreement](#)
- [EV Fleet Non-Disclosure Agreement](#)
- [PG&E Service Territory Map](#)
- [PSPS Map and outage History](#)
- [PG&E Power Mix](#)

This Page Left Intentionally Blank

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
NOVEMBER 2, 2022
STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Executive Director's Report

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Receive and File

BACKGROUND/DISCUSSION:

Update on COVID-19 Pandemic Recovery Transition:

On October 14th, the California Department of Public Health issued new definitions of "Close Contact" with persons who have tested positive for COVID-19. This new public health order does not drastically impact our operations, since the RTA has essentially been using the same procedures since the face mask requirements were lifted in April.

In addition, the recently signed Assembly Bill (AB) 152 extended COVID-19 supplemental paid sick leave for RTA employees from September 30 to December 31, 2022. Through October 20th, a total of 61 cases of COVID-19 have been reported by RTA employees since the pandemic began in early 2020.

Finally, AB 2693 allows employers to post a COVID positivity notice in the workplace for 15 days in lieu of sending out individual notices to all employees who may have been exposed to COVID-19.

Operations & Maintenance:

The Regional Transit Advisory Committee (RTAC) met on October 20, 2022 to review a proposed FY22-23 budget amendment and to discuss other issues facing transit systems in the county. Although there was not a quorum, those representatives present recommended that the RTA Board adopt the budget amendment as presented (see Agenda Item C-1).

Since our last meeting in May, I am happy to report that we have graduated three Bus Operators into revenue service: Thelma C. and Timmy G. (both August 12th), and Chris. C. (October 10th). On the flip side, due to departures in the Operations Supervisor ranks, we promoted three former Bus Operators into a supervisory role – which resulted in a net zero increase in Bus Operators. Focusing on the positive, please join me in welcoming newly appointed Operations Supervisors Sean S., Marina M. (both promoted on May 19th) and Morgan B. (June 22nd). We have two Bus Operator candidates currently in training (Isaac R. and Betssey Q.), with an expected graduation in early

November – which will cover the departure of Jaramey H. (August 12th) and the retirement of Mike H. (August 15th). In other words, we are still treading water in the Bus Operator ranks: two full-time bids remain open, and five out of now eleven (formerly 19) part-time bids. One Bus Operator candidate is in the licensing/permitting stage.

Aside from the Operations related staffing discussed above, I am happy to report several new employees that have been hired into administrative positions. Former Administrative Assistant Shelby Walker has been selected to serve as our Human Resources Officer after serving admirably in an interim capacity for six weeks. I and the rest of my team have been extremely pleased with Shelby's work, and we expect great things from her in this new role. I am also happy to report that in early June we hired Erin Newman into the Accounting Technician – Administration position, and in early October we hired Tina Halterman to replace Shelby at our front desk and Vicki Ayala into the Accounting Technician - Maintenance position (replacing Carrie Hall who terminated her employment in late July). Finally, we welcomed Emilio Sandoval into the new RTA Parts Clerk position in August, which has freed up our Mechanics to focus on wrenching and not ordering parts or dealing with inventory.

I want to thank RTA Board President Ed Waage for joining us at our annual Bus Rodeo on Sunday October 9th at our new Bus Maintenance Facility. President Waage joined us for the entire event, and he seemed to enjoy greeting RTA employees and their families, as well as special guests. He



also helped with drawing ticket stubs for the employee raffle and kid's raffle. I also wish to thank our vendors for supporting the event, especially



Creative Bus Sales for donating a 55" TV and Gillig Corporation for donating an iPad (they volunteered as judges on the Bus Rodeo course, too). Our partners at

Teamsters Local 986 also donated funds to pay for the excellent fare cooked up by 805 Tacos. I want to also thank the dozens of Cal Poly students, employee family members, and SLOCOG staff members who served as volunteer judges. Finally, I want to thank the RTA Rodeo Committee for putting in long hours to plan and implement such a great team-building event – it will be tough to beat it in future years. Please join me in



congratulating RTA Mechanic Jose F. for winning the Rodeo, followed by a tie between Bus Operators Josh M. and Jason N.

Unfortunately, our purchase order for two standard mid-size ElDorado cutaway vans for RTA Route 15 services that was issued in April 2021 was cancelled when the vendor invoked Force Majeure proceedings after Ford notified them of cancellation of all medium-duty van chassis for the remainder of 2022. We are working with Caltrans to extend the discretionary FTA Section 5339 grant milestones and possibly secure additional funding to pay for the higher-cost 2023 model year vans. It is important that we move swiftly to “get back in line” to ensure that we replace these two model year 2015 vans as quickly as possible, since they have already almost tripled the design life miles (over 400k and rising daily). See Agenda Item A-9 for more details.

We are cautiously optimistic that our purchase order for three model year 2022 low-floor Arboc Specialty Vehicles mid-size buses for South County Transit services will still be built, since Chevrolet so far has not cancelled its model year 2022 medium-duty van chassis. I will inform the Board when we receive our assigned vehicle identification numbers for these three chassis, as well as potential delivery dates.

Marketing & Communications:

Happily we have finally switched our marketing messages from COVID-related issues to recruitment. Efforts include a Google ad campaign, radio, on the bus and even on the fence, we have hired 5 new drivers so far. In May RTA implemented the \$1,000 employee referral bonus and the \$2K bus operator hiring bonus.

Below are pictures of the two most recent RTA Employees of the Quarter, John H. and Greg R.:



Other marketing initiatives that have been implemented over the past few months include:

- New Route/Schedule materials (bus stop signage, brochures, web) for bid schedule changes.
- The Avila/Pismo Beach Trolley completed its summer season of operations. We streamlined the stops and schedule. We boarded twice as many riders this year over last year, although still below pre-pandemic ridership.
- We have begun to promote bus ridership, which had been on hold during the pandemic. The focus is on developing individual/personalized trip plans for the ads, which will begin after the holiday ad push. It includes development of a new supporting web page and videos/ads for print, radio and social media campaign. We originally looked at hiring an ad agency but decided to do it in-house.
- Completed a Token Transit audit (our mobile ticketing app) and updated about 30 of the on-bus tracking beacons. The system is back to running in tip top shape.
- We worked with our ITS vendor Connexionz for the launch of updated Transit Tracker web pages. It includes new functionality and an improved customer interface.
- We are continuing to work with Cuesta College officials in our joint hopes to continue offering fare-free rides to students. We will be sending them a proposal with estimated costs in early November.
- Exterior bus ads are sold out for the rest of the year. We had record ad sales of \$144K, which also helps the RTA farebox recovery ratio.
- Continue work on updating our Bus Stop Improvement Plan, including the recent installation of 34 solar lights. Improving in-shelter or ambient lighting at our more rural bus stops will continue to be a focus moving forward.
- The Wi-Fi has been re-implemented on all of our fixed-route buses for our riders. Feedback so far has been positive, since the new system is more reliable and usable.
- A Paso Robles High School Anatomy class used RTA Route 9 for a field trip to the Cal Poly campus. They shared a video, which can be seen at https://drive.google.com/file/d/1hq_Sm5x0pu0Hx7I56d_EBeuvJpF-jB7v/view
- Finally, attached at the end of this report is the Spring 2022 RTA Newsletter. Staff is currently developing the fall newsletter, which we will share with the Board at the January meeting. Marketing manager Mary Gardner will ask the

Board to pose for a picture during the November 2nd meeting so that we can include it in the next newsletter.

Finance and Administration:

The three RTA senior managers and I rekindled our annual strategic planning retreat – an effort that had been postponed during the pandemic – coincident with attending the Clean Air Summit hosted by Gold Coast Transit in Oxnard on October 13th. We focused on succession planning at the RTA, as well as the planned incorporation of zero-emission buses into our operations. We had the opportunity to discuss with our fellow transit agencies and vendors their challenges and successes implementing zero-emission programs – including which pathway each agency has chosen to attain the State’s goals as mandated by the *Innovative Clean Transit* fleet rule. Gold Coast Transit’s planned use of hydrogen fuel-cell electric buses (FCEB) was the focus of the Summit, and it will provide real-world results for an agency that operates services similar to those of the RTA.

Based on my experience with hydrogen technologies in my prior job, I continue to be wary of hydrogen use at SLO County transit agencies primarily due to a lack of nearby technical support. In addition, the current high per-mile cost of hydrogen (the fuel itself, compression costs, and human resource-heavy operating procedures) is a deterrent, as is the high upfront capital cost of the FCEBs themselves (~\$300k more than a BEB) and the fueling infrastructure. On the other hand, FCEBs offer range similar to our current diesel-powered buses, which would be a benefit for our long regional routes. We plan to bring the first draft of our State-mandated *Zero-Emission Rollout Plan* to the RTA Board at its January 2023 meeting, which will include an appendix on FCEBs. Over the long-term, I suggest that we continue to monitor small urban and rural transit agencies that are pursuing hydrogen technology to determine if FCEBs might be suitable at the RTA at a later date.

Staff continues to closely monitor the status of all three SLO County small Urbanized Areas (UZAs) following the decennial census. Obviously, if either the El Paso de Robles - Atascadero UZA or the Arroyo Grande - Grover Beach UZA is “downgraded” to rural, this would have a profound impact on transit funding in our county. We expect the Census Bureau to announce its findings in December 2022 (revised from previous reports of a summer issuance). In the meantime, I will work with our SLOCOG partners to seek legislative relief in case a downgrade occurs.

Unfortunately, we were informed in July that the RTA’s joint application with SLO Transit for TIRCP Cycle 5 funding was not selected by Caltrans for funding. As a reminder, we originally submitted the TIRCP proposal seeking full funding to purchase six SLO Transit and five RTA battery-electric buses, but we amended the grant application to only include the local 20% match after we were awarded discretionary FTA Section 5339(b) funding in March 2022. Staff is seeking the Board’s authority to resubmit an amended joint TIRCP grant application for Cycle 6 before the February 10, 2023 deadline (see Agenda Item A-7).

Staff has submitted the final auditor requested documents necessary to complete our annual fiscal and compliance audit for FY21-22. This audit is being conducted by Brown Armstrong CPAs, and we expect to have the final audit reports ready for the RTA Board's January 2023 meeting.

We also worked with SLOCOG staff to conduct the TDA triennial performance audit kick-off meeting October 4th with Michael Baker International, and we have submitted the requested documents by the October 21st deadline. The RTA's triennial review period covers FY19-20 through FY21-22, and the draft report is due to SLOCOG officials in May 2023.

Our unaudited operating and financial results for FY21-22 are presented in the tables and graphs beginning on page B-1-8. This year-to-date information is summarized as follows:

- RTA core fixed-route annual ridership totaled 372,569 through the end of the fiscal year. In comparison, the ridership in FY20-21 was 301,312, which represents an annual increase of 24.0%. The pre-pandemic FY18-19 total was 700,431 – so we still have a lot of ground to make up.
- Annual Runabout ridership totaled 19,434, which is an increase of 3.0% compared to FY20-21 (18,797). The pre-pandemic FY18-19 total was 39,848. We have recently seen an uptick in Runabout ridership as the COVID-19 cases leveled off again in June and riders are reportedly more comfortable riding in a shared vehicle.
- Trends over the past five years for ridership and productivity (which is defined as the average number of passenger-boardings per service hour) are provided in the graphs beginning on page B-1-12. The graphs illustrate the significant drop in ridership beginning in March 2020 corresponding with the onset of the pandemic, ridership recovery beginning in January 2021 and sustaining through the end of FY21-22.
- In terms of year-to-date financial results, staff worked hard to keep operating and capital costs within budget in light of the recovering ridership and other financial challenges. Some important takeaways include:
 - In terms of overall non-capital expenses, we were slightly below budget – 94.8% through the end of the budget year. The largest single line-item in our annual budget is for *Labor – Operations*, although we came in lower (almost \$600k, or 91.8% of budget) due to slightly lower service levels actually operated due to reduced demand and staff shortages (despite higher overtime to cover open Bus Operator shifts). We were essentially on budget for the second-highest line item, *Labor – Maintenance*. The third-greatest line-item is for *Fuel*, and the steady increase in price per

gallon has resulted in a significant overage –more than \$400,000 over budget (above by 36.3%).

- Not surprisingly, the farebox recovery ratio for core fixed-route services continues to suffer due to lower ridership compared to pre-pandemic periods at only 8.8% – but it is significantly better than our FY20-21 result (only 3.0%). Runabout achieved a ratio of 2.3%, which is slightly lower than the FY20-21 result of 2.4%. The results will remain below our standards until such time that recently high inflation abates and/or ridership recovers.
- The YTD subsidy per passenger-trip on core fixed-route services is improving at \$16.69 (\$21.41 in FY20-21). The Runabout subsidy per passenger-trip increased to \$145.00 (\$139.82 in FY20-21).

For South County Transit Committee reference, I have also included the unaudited FY21-22 financial and operating results in tabular format for SoCo Transit services on page B-1-14.

I have also included the RTA's financial and operating data for July and August 2022 on B-1-10 and B-1-11.

STAFF RECOMMENDATION:

Accept this as an information item.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU JUNE 30, 2022
FISCAL YEAR - 2021/2022

	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	RUNABOUT	SERVICES PROVIDED FOR THE CITY OF PASO ROBLES	SERVICES PROVIDED FOR SOUTH COUNTY TRANSIT	SERVICES PROVIDED FOR THE COUNTY OF SLO	SYSTEM TOTAL
REVENUES:											
FARES	\$ 209,773	\$ 218,527	\$ 159,977	\$ 193	\$ 14,276	\$ 602,746	\$ 66,505	\$ 107,561	\$ 93,181	\$ 16,236	\$ 886,229
TOTAL ROUTE REVENUES	\$ 209,773	\$ 218,527	\$ 159,977	\$ 193	\$ 14,276	\$ 602,746	\$ 66,505	\$ 107,561	\$ 93,181	\$ 16,236	\$ 886,229
EXPENDITURES:											
ADMINISTRATION	\$ 421,039	\$ 361,547	\$ 247,203	\$ 5,443	\$ 109,170	\$ 1,144,403	\$ 635,296	\$ 47,740	\$ 114,160	\$ 92,699	\$ 2,034,297
MARKETING	40,653	34,872	23,545	530	10,144	109,743	-	-	6,193	-	115,936
OPERATIONS/CONTINGENCY	1,511,418	1,334,591	895,299	18,335	400,947	4,160,592	1,953,800	848,777	1,597,105	429,546	8,989,820
FUEL	335,136	349,239	203,320	4,439	102,245	994,379	181,569	92,386	221,854	27,961	1,518,149
INSURANCE	138,954	144,965	84,360	1,828	42,504	412,610	113,848	43,879	96,126	14,489	680,952
TOTAL EXPENDITURES	\$ 2,447,200	\$ 2,225,214	\$ 1,453,727	\$ 30,574	\$ 665,011	\$ 6,821,726	\$ 2,884,513	\$ 1,032,782	\$ 2,035,439	\$ 564,695	\$ 13,339,154
FAREBOX RATIO	8.6%	9.8%	11.0%	0.6%	2.1%	8.8%	2.3%	10.4%	4.6%	2.9%	6.6%
SERVICE MILES	303,075.2	316,099.6	183,992.2	3,954.2	92,447.1	899,568.3	247,799.0	95,419.7	209,292.0	31,657.0	1,483,735.9
SERVICE HOURS	11,607.5	9,961.8	6,824.0	138.5	3,021.5	31,553.3	16,379.1	7,235.6	13,462.3	3,773.0	72,403.3
RIDERSHIP (Automatic Counters)	143,484	122,414	91,920	3,139	11,612	372,569	19,434	108,947	139,395	12,083	652,428
RIDERS PER MILE	0.47	0.39	0.50	0.79	0.13	0.41	0.08	1.14	0.67	0.38	0.44
RIDERS PER HOUR	12.4	12.3	13.5	22.7	3.8	11.8	1.2	15.1	10.4	3.2	9.0
COST PER PASSENGER	\$ 17.06	\$ 18.18	\$ 15.82	\$ 9.74	\$ 57.27	\$ 18.31	\$ 148.43	\$ 9.48	\$ 14.60	\$ 46.73	\$ 20.45
SUBSIDY PER PASSENGER	\$ 15.59	\$ 16.39	\$ 14.07	\$ 9.68	\$ 56.04	\$ 16.69	\$ 145.00	\$ 8.49	\$ 13.93	\$ 45.39	\$ 19.09

RTA Budget vs. Actual Expenses

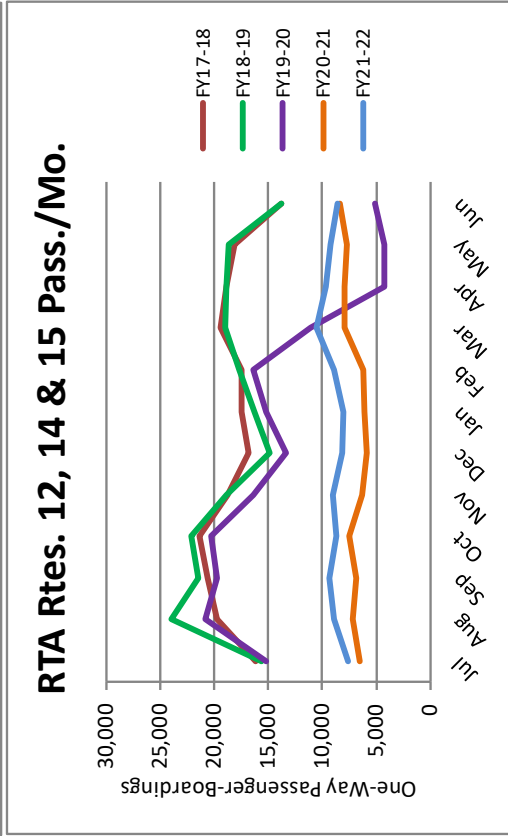
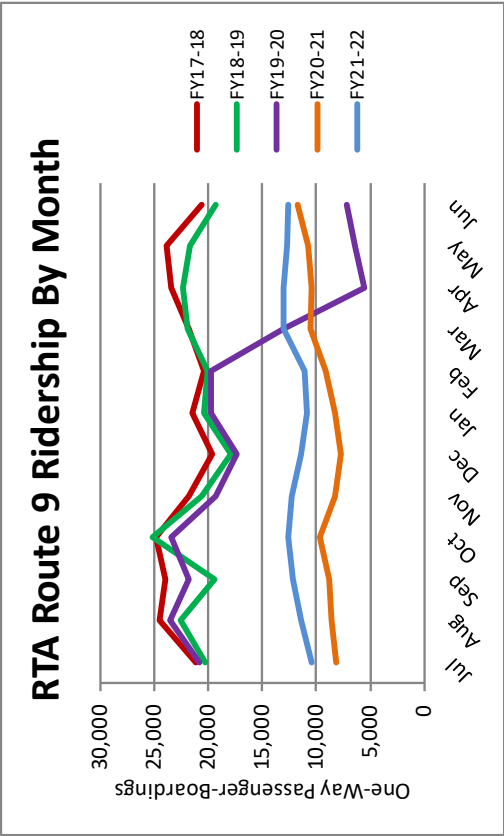
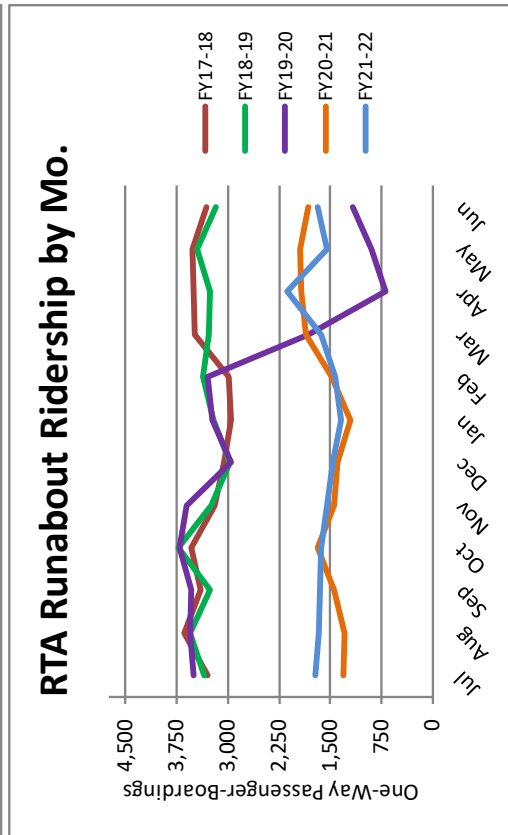
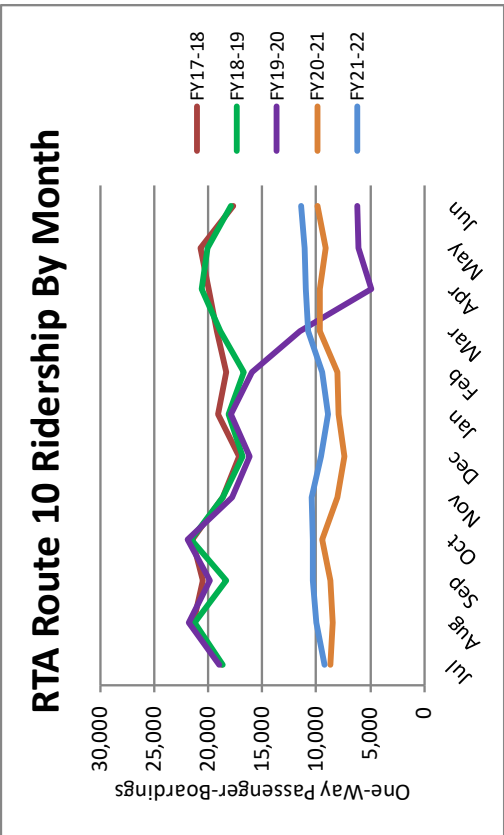
		Adopted Budget FY 2021-22	Year to Date FY 2021-22	Percent of Total Budget FY 2021-22
	Hours	84,010	68,800	81.9%
	Miles	1,792,340	1,454,696	81.2%
Administration:				
Labor	operations cost	1,079,020	1,155,727	107.1%
Labor - Administration Workers Comp	operations cost	44,970	36,430	81.0%
Office Space Rental	operations cost	407,450	320,704	78.7%
Property Insurance	operations cost	38,870	103,049	265.1%
Professional Technical Services	operations cost	167,100	101,515	60.8%
Professional Development	operations cost	66,470	28,826	43.4%
Operating Expense	operations cost	366,380	346,908	94.7%
Marketing and Reproduction	hourly	181,800	115,936	63.8%
North County Management Contract	operations cost	(47,740)	(47,740)	100.0%
County Management Contract	operations cost	(98,390)	(98,390)	100.0%
SCT Management Contract	operations cost	(114,160)	(114,160)	100.0%
Total Administration		2,091,770	1,948,805	93.2%
Service Delivery:				
Labor - Operations	hourly	6,622,980	6,077,507	91.8%
Labor - Operations Workers Comp	hourly	339,940	275,382	81.0%
Labor - Maintenance	hourly	1,581,620	1,556,213	98.4%
Labor - Maintenance Workers Comp	hourly	93,090	75,411	81.0%
Fuel	miles	1,113,670	1,518,152	136.3%
Insurance	miles	909,680	680,956	74.9%
Special Transportation (for SLOCAT and Paso)	n/a	44,480	20,668	46.5%
Avila Trolley	n/a	76,490	56,854	74.3%
Maintenance (parts, supplies, materials)	miles	695,930	623,832	89.6%
Maintenance Contract Costs	miles	136,900	91,680	67.0%
Total Operations		11,614,780	10,976,655	94.5%
Capital/ Studies:				
Computer System Maintenance/Upgrades		40,370	10,961	27.2%
Miscellaneous Capital				
Maintenance Equipment		42,500	830	2.0%
Radios		6,600	-	0.0%
Bus Stop Improvements/Bus Stop Solar Lighting		377,430	91,543	24.3%
Large Capital Repairs		575,000	346,679	60.3%
Vehicles				
Runabout vehicles		302,000	-	0.0%
40' Coaches		1,986,680	1,276,250	0.0%
Total Capital Outlay		3,330,580	1,726,262	51.8%
Contingency	hourly	164,480	-	0.0%
PERS Buyout		178,310	178,308	100.0%
Building Decommissioning		1,950,000	1,950,000	100.0%
Loan Repayments		108,240	94,523	87.3%
Elks Lane Project		10,213,970	8,199,548	80.3%
Management Contracts		260,290	260,290	100.0%
TOTAL FUNDING USES		29,912,420	25,334,392	84.7%
TOTAL NON-CAPITAL EXPENDITURES		16,259,630	15,408,582	94.8%

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU AUGUST 31, 2022
CURRENT FISCAL YEAR - 2022/2023

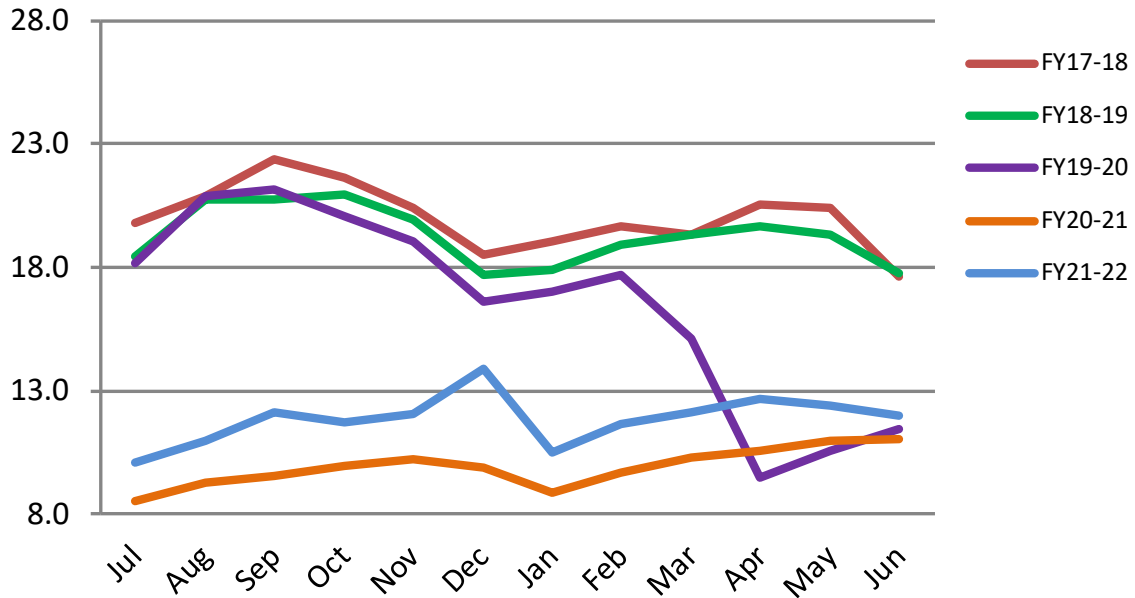
	RT 9 P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 10 S.M., NIPOMO, A.G., S.L.O.	RT 12 MORRO BAY, CUESTA, SAN LUIS	RT 14 CUESTA, SAN LUIS TRIPPER	RT 15 SAN SIM., CAMBRIA, CAYUCOS, M.B.	TOTAL RTA CORE SERVICES	RUNABOUT	SERVICES PROVIDED FOR THE CITY OF PASO ROBLES	SERVICES PROVIDED FOR SOUTH COUNTY TRANSIT	SERVICES PROVIDED FOR THE COUNTY OF SLO	SYSTEM TOTAL
REVENUES:											
FARES	\$ 32,008	\$ 38,117	\$ 25,837	\$ 9	\$ 2,691	\$ 98,663	\$ 12,214	\$ 21,418	\$ 18,610	\$ 1,797	\$ 152,701
TOTAL ROUTE REVENUES	\$ 32,008	\$ 38,117	\$ 25,837	\$ 9	\$ 2,691	\$ 98,663	\$ 12,214	\$ 21,418	\$ 18,610	\$ 1,797	\$ 152,701
EXPENDITURES:											
ADMINISTRATION	\$ 89,819	\$ 75,276	\$ 51,861	\$ 1,119	\$ 23,073	\$ 241,148	\$ 135,738	\$ 8,812	\$ 21,072	\$ 16,719	\$ 423,489
MARKETING	2,376	1,958	1,360	29	581	6,304	-	-	-	-	6,304
OPERATIONS/CONTINGENCY	251,866	215,592	145,866	3,127	65,700	682,152	353,773	143,169	263,573	73,867	1,516,534
FUEL	74,025	74,978	44,367	906	22,690	216,967	33,452	19,084	46,684	8,909	325,095
INSURANCE	26,592	26,993	15,960	327	8,174	78,046	23,665	8,387	18,385	3,846	132,330
TOTAL EXPENDITURES	\$ 444,679	\$ 394,796	\$ 259,414	\$ 5,509	\$ 120,219	\$ 1,224,617	\$ 546,629	\$ 179,451	\$ 349,714	\$ 103,341	\$ 2,403,752
FAREBOX RATIO	7.2%	9.7%	10.0%	0.2%	2.2%	8.1%	2.2%	11.9%	5.3%	1.7%	6.4%
SERVICE MILES	52,586.5	53,241.1	31,509.9	643.2	16,109.9	154,090.6	46,997.0	16,546.5	36,321.2	7,632.0	261,587.3
SERVICE HOURS	2,004.2	1,673.0	1,154.8	24.9	509.0	5,366.0	3,055.5	1,250.5	2,262.6	665.0	12,599.5
RIDERSHIP (Automatic Counters)	25,680	22,999	18,035	447	1,517	68,678	3,722	18,982	27,738	3,090	122,210
RIDERS PER MILE	0.49	0.43	0.57	0.70	0.09	0.45	0.08	1.15	0.76	0.40	0.47
RIDERS PER HOUR	12.8	13.7	15.6	17.9	3.0	12.8	1.2	15.2	12.3	4.6	9.7
COST PER PASSENGER	\$ 17.32	\$ 17.17	\$ 14.38	\$ 12.33	\$ 79.25	\$ 17.83	\$ 146.86	\$ 9.45	\$ 12.61	\$ 33.44	\$ 19.67
SUBSIDY PER PASSENGER	\$ 16.07	\$ 15.51	\$ 12.95	\$ 12.30	\$ 77.47	\$ 16.39	\$ 143.58	\$ 8.33	\$ 11.94	\$ 32.86	\$ 18.42

RTA Budget vs. Actual Expenses

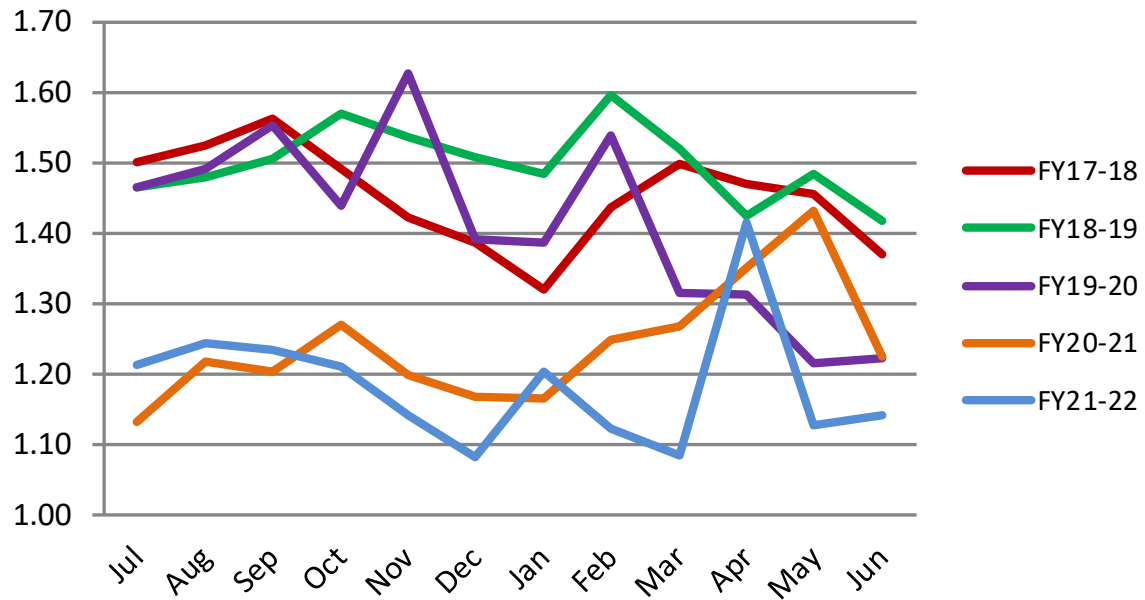
		Adopted Budget FY 2022-23	July Actual	August Budget	August Actual	August Variance	Year to Date FY 2022-23	Percent of Total Budget FY 2022-23
	Hours	83,260	5,637	6,938	6,297	641	11,935	14.3%
	Miles	1,776,120	119,424	148,010	134,532	13,478	253,955	14.3%
Administration:								
Labor	operations cost		90,119	99,586	95,853	3,733	185,972	15.6%
Labor - Administration Workers Comp	operations cost	42,990	10,455	-	-	-	10,455	24.3%
Office Space Rental	operations cost	54,370	4,356	4,531	4,356	175	8,712	16.0%
Property Insurance	operations cost	156,660	141,795	-	-	-	141,795	90.5%
Professional Technical Services	operations cost	224,350	433	18,696	6,691	12,005	7,125	3.2%
Professional Development	operations cost	89,800	-	7,483	4,348	3,136	4,348	4.8%
Operating Expense	operations cost	340,350	6,928	28,363	59,598	(31,235)	66,525	19.5%
Marketing and Reproduction	hourly	181,860	139	15,155	6,165	8,990	6,304	3.5%
North County Management Contract	operations cost	(52,870)	(4,406)	(4,406)	(4,406)	-	(8,812)	16.7%
County Management Contract	operations cost	(108,970)	(9,081)	(9,081)	(9,081)	-	(18,162)	16.7%
SCT Management Contract	operations cost	(126,430)	(10,536)	(10,536)	(10,536)	-	(21,072)	16.7%
Total Administration		1,997,140	230,203	149,791	152,988	(3,197)	383,191	19.2%
Service Delivery:								
Labor - Operations	hourly	7,110,700	469,286	592,558	520,700	71,859	989,985	13.9%
Labor - Operations Workers Comp	hourly	325,010	79,044	-	-	-	79,044	24.3%
Labor - Maintenance	hourly	1,696,010	129,076	141,334	112,323	29,011	241,399	14.2%
Labor - Maintenance Workers Comp	hourly	89,000	21,645	-	-	-	21,645	24.3%
Fuel	miles	1,519,610	157,365	126,634	167,736	(41,102)	325,100	21.4%
Insurance	miles	775,230	68,613	64,603	63,720	883	132,332	17.1%
Special Transportation (for SLOCAT and Paso)	n/a	44,480	1,945	3,707	3,417	290	5,362	12.1%
Avila Trolley	n/a	82,020	13,115	13,670	12,077	1,593	25,192	30.7%
Maintenance (parts, supplies, materials)	miles	808,540	49,928	67,378	69,393	(2,015)	119,321	14.8%
Maintenance Contract Costs	miles	160,720	4,465	13,393	5,341	8,052	9,807	6.1%
Total Operations		12,611,320	994,481	1,023,278	954,706	68,572	1,949,187	15.5%
Capital/ Studies:								
Computer System Maintenance/Upgrades		42,390	2,427	-	-	-	2,427	5.7%
Miscellaneous Capital								
Maintenance Equipment		43,750	-	-	-	-	-	0.0%
Bus Stop Improvements/Bus Stop Solar Lighting		96,500	-	-	-	-	-	0.0%
Large Capital Repairs		375,000	-	130,000	125,911	4,089	125,911	33.6%
Vehicles								
Support Vehicles		57,880	-	-	-	-	-	0.0%
Fixed Route Vehicles		2,134,840	-	-	-	-	-	0.0%
Trolley Vehicles		293,200	-	-	-	-	-	0.0%
Cutaway and Dial A Ride Vehicles		112,500	-	-	-	-	-	0.0%
Total Capital Outlay		3,156,060	2,427	130,000	125,911	4,089	128,338	4.1%
Contingency	hourly	175,300		14,608		14,608	-	0.0%
PERS Buyout		178,310	14,859	14,859	14,859	-	29,718	16.7%
Loan Repayments		503,170	-	-	-	-	-	0.0%
Short Range Transit Plan		250,000	-	-	-	-	-	0.0%
Management Contracts		288,270	24,023	24,023	24,023	-	48,045	16.7%
TOTAL FUNDING USES		19,159,570	1,265,993	1,356,558	1,272,487	84,072	2,538,479	13.2%
TOTAL NON-CAPITAL EXPENDITURES		15,250,340	1,263,566	1,226,558	1,146,575	79,983	2,410,141	15.8%



RTA Fixed Route Productivity



RTA Runabout Productivity



SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY YEAR TO DATE THRU JUNE 30, 2022 FISCAL YEAR - 2021/2022					
	RT 21	RT 24	RT 27	RT 28	SoCo Transit Total
REVENUES:					
FARES	\$ 28,978	\$ 24,718	\$ 12,280	\$ 27,205	\$ 93,181
TOTAL ROUTE REVENUES	\$ 28,978	\$ 24,718	\$ 12,280	\$ 27,205	\$ 93,181
EXPENDITURES:					
ADMINISTRATION	\$ 30,548	\$ 29,491	\$ 21,996	\$ 32,125	\$ 114,160
MARKETING	1,662	1,632	1,111	1,788	6,193
OPERATIONS/CONTINGENCY	426,485	411,688	310,539	448,392	1,597,105
FUEL	71,510	54,449	40,600	55,295	221,854
INSURANCE	31,062	23,686	17,402	23,976	96,126
TOTAL EXPENDITURES	\$ 561,267	\$ 520,947	\$ 391,648	\$ 561,577	\$ 2,035,439
FAREBOX RATIO	5.2%	4.7%	3.1%	4.8%	4.6%
SERVICE MILES	67,573.2	51,558.9	38,000.4	52,159.5	209,292.0
SERVICE HOURS	3,600.8	3,475.7	2,599.3	3,786.6	13,462.3
RIDERSHIP (Automatic Counters)	43,648	40,163	17,905	37,679	139,395
RIDERS PER MILE	0.65	0.78	0.47	0.72	0.67
RIDERS PER HOUR	12.12	11.56	6.89	9.95	10.35
COST PER PASSENGER	\$ 12.86	\$ 12.97	\$ 21.87	\$ 14.90	\$ 14.60
SUBSIDY PER PASSENGER	\$ 12.20	\$ 12.36	\$ 21.19	\$ 14.18	\$ 13.93

RTA Newsletter

Spring 2022



Geoff's Agency Update

Home Sweet Home! Move in and Ribbon Cutting

We now get to enjoy the fruits of multi-year efforts to plan, fund and build our beautiful new facility! Move-in was in January and the ribbon cutting ceremony was in March. The construction process and the move were a tremendous amount of work but worth it in the end. This building fulfills our needs now, and will evolve with us as we grow

and as more and more of our vehicles transition to electric power. Even though we are all moved in, there are still small fixes that are happening around the building. We are finalizing the design and construction of the EV charging systems, which should be completed by the end of the summer.

COVID-19 Update:

The most significant change to our COVID-19 prevention procedures is that in April the TSA no longer requires face masks on public transit vehicles or in our facilities. We still encourage riders and staff to use face masks if unvaccinated and to be respectful of a person's decision to wear a mask or not. We are grateful to everyone who chose to be vaccinated in order to help protect each other and keep ourselves healthy.

Staffing Shortage:

The staffing shortage of Bus Operators continues to be our biggest challenge. We know that this makes work harder for everyone and we have responded by changing our employee referral program from a \$100 incentive to \$1,000. We have also implemented a new hire incentive of \$2,000 for Bus Operator positions. We are grateful for everyone's extra work and care while we get through this shortage and hope that these extra measures will be what it takes to get closer to being fully staffed. Also, I strongly believe that our on-going Diversity, Equity and Inclusion training efforts will help us ensure that we fairly hire, promote and support each employee, which will make a more resilient and sustainable agency.

Ridership:

We continually monitor passenger loads and we are happy to see that the numbers are slowly increasing. We are surpassing the ridership of 2020 and, while we are not at our pre-COVID-19 numbers, it is nice to see the ridership grow. Thanks for warmly welcoming back our riders.

-Geoff



Where oh where is my crystal ball?

Each year the budget brings us a lot of questions that we need to make assumptions regarding and this year those questions were much larger and have a lot more uncertainty surrounding them. The key issues we are working to address:

1. The changing impacts of COVID, including the massive impact it has had on staffing and the likely recession we are headed towards.
2. The collective bargaining agreement that currently expires on December 31.
3. Implementing zero emission buses (see Melissa's update!).
4. Funding uncertainties – including the impacts of the census and the potential

loss of a large portion of our federal funding (could be around \$3 million dollars).

5. Fuel – the impacts to ridership and our costs.

The Board made some difficult decisions given the significant uncertainties, and again supported the budget which includes investments in training and a paid family leave program. The focus is on meeting the mission of the RTA – “to provide safe, reliable and efficient transportation services that improve and enhance the quality of life for the citizens and visitors of San Luis Obispo County.”

As a reminder, there is a policy to cash out vacation hours to address the rising cost of fuel. The memo was dated March 24, 2022 and is posted on ADP. It is currently slated to end on June 30, 2022 unless extended by Geoff. If you have questions, please talk to Shelby Walker in HR!



Oh, and if you find a crystal ball that can answer all the questions we are facing please share!

-Tania

New! Paid Family Leave Program

We received Board approval to implement a new paid-family-leave program starting July 1, 2022. This provides benefit payments to employees who need to take time off work to:

1. Bond with a new child
2. Care for a seriously ill family member (child, parent, parent in law, grandparent, sibling, spouse, registered domestic partner)
3. Participate in a qualifying event due to a family member's deployment (spouse, registered domestic partner, child)

The benefits coordination, of when to use short term disability versus paid family leave varies based on the reason for the leave. Employees can use up to 8 weeks of PFL within 12 months for multiple qualifying events. Employees can take the time in one continuous leave or intermittently in one day increments. The qualifying event must occur on or after the effective date of the policy (July 1, 2022).

This new benefit will be similar to those that are offered from the State Disability Insurance program. And you do not need to exhaust your vacation or sick time before being eligible for paid family leave.

You are automatically enrolled in the program which is provided by Lincoln Insurance. Additional information will be shared as the program rolls out after July 1, 2022. The existing disability and life insurance coverages will be transferred to Lincoln in order to complete the program.

-Tania

Operations



I want to thank all of the operators for their dedication to serving our community and contributing to RTA as we push forward in trying to get fully staffed. I want appeal to all drivers to help by covering at least one weekend day shift a month. This would make life a lot easier on our fellow co-worker as a whole.

I would like to welcome the two newest members of the supervisor team, Sean Conrad and Marina Macagni. We also have one opening for Operations Supervisor which we hope to fill next month.

For your calendar, here are the Bid Dates for August:

- o Send bids out to employees on July 18, 2022
- o Bid Proxy are due July 29, 2022 at noon
- o Bid Date is July 30, 2022.
- o Bid starts August 14th

Turn in your EOQ nomination, due by June 30, 2022: **We are planning to hold the next EOQ celebration on Bid Date - SATURDAY July 30!** If you havent been able to make it to an EOQ BBQ maybe this is the one you can get to!

-Omar



BioRetention

Did you know that all rainwater that falls at the 253 Elks Lane BMF is captured on-site rather than being diverted to local streams, creeks or the ocean?

Rain water is diverted to a bioretention area that is planted with native grasses. In addition to providing aesthetically pleasing habitat (look for lady bugs and other beneficial insects!), the plants help maintain the soil

and slow down the turbulent flow of rain water discharge. In a conventional storm water discharge system, pollutants and sediments would be carried downstream into the local watersheds. With our system, the rain water is naturally filtered of any pollutants that may be picked up by the water.

Bioretention areas can be kept short, similar to a lawn, or they can be left to grow long to resemble a meadow. This meadow look also encourages the grasses to flower and seed. RTA is planning to keep the grass short near the employee parking lot around the RTA monument sign and longer near the bus parking areas.



Irrigation is typically needed while the bioswale is being established. After a period of 2-3 years, the plants will need little irrigation to survive. They may enter a dormant stage and appear dried until rejuvenated by rains or supplemental irrigation. RTA is using treated sewer water (yep, even the stuff from the toilets) that is processed by the waste water treatment plant across the street.

Current challenges with the area are the excessive winds drying out the windward edges of the bioswale and blowing the sprinkled water off target, and the maple trees around the employee parking getting too much wind and leaning.

If you have any questions about the plants, trees, and grasses feel free to ask me! I also love to show off the fancy irrigation system and turn on the zones (we have 27 irrigation zones) with a push from a remote control radio.

-Andy



Safety & Training

Verification of Transit Training (VTT) 2022 Don't Learn Safety by Accident

Dates:

Saturday:

July 16 & July 23

Saturday:

August 20 & August 27

Wednesday:

September 7

Shelly schedules employees to attend VTT classes so if you need to change your assigned class date, please contact Shelly as soon as possible.

FYI: Federal Motor Carrier Safety Act (FMCSA) New Entry Level Driver Training (ELDT) Regulations – Commercial Driver License (CDL)

The FMCSA's new entry-level driver training (ELDT) rule took effect on February 7, 2022. Under the new rule, entry-level drivers (drivers who are applying for an initial CDL, upgrading a current CDL, or obtaining a hazardous material, passenger, or school bus endorsement) must successfully complete a prescribed program of theory and behind-the-wheel instruction prior to taking the CDL test. This training must also be provided by a school or entity (Regional Transit Authority) listed on the FMCSA's Training Provider Registry (TPR).

Tell your friends, RTA meets the FMCSA Entry Level Driver Training Regulations
We are looking forward to seeing you this year!





Grants & Purchasing

RTA PURCHASES OUR FIRST BATTERY ELECTRIC BUSES

The California Air Resources Board Innovative Clean Transit Regulation requires all transit agencies to begin purchasing Battery Electric Buses by 2029 and 100% of the agency's large buses must be battery electric (zero emissions) by 2040. It was recently announced that the RTA was

awarded a sizeable federal grant which will provide the necessary funding needed to replace five (5) aging diesel-powered buses with 5 new battery electric zero emission buses. With this new capital investment grant monies, the RTA will be launching its first ever Battery Electric Bus procurement ahead of the state regulation date of 2029 and hopes to eliminate all heavy-duty diesel buses from its fleet within the next decade. The RTA remains committed to sustainable choices that are environmentally responsible and financially stable. Not only will our electric bus program contribute to improved air quality for all San Luis Obispo County residents but it will reduce the costs of operating our fleet with fuel cost savings. One electric bus can save up to 135 tons of carbon emissions per year that the diesel bus it replaces produced. This type of commitment to sustainability and innovation is literally what is driving the RTA forward!

COME SEE THE BUTTERFLIES IN ADMIN

There have been a lot of recent changes within the Administration Team. Some wonderful faces have moved on, Kayleigh McLeod, HR Officer and Alison Stitzer, Accounting Tech. A new face has joined us, Erin Newman, Accounting Technician. And a familiar face is supporting a different role than they were before, Shelby Walker, new HR Officer. Change, while inevitable, can be difficult to manage (especially when there is a lot of it) so I would like to take this moment to share with you one of my favorite Maya Angelou quotes. She said "Without change, there would be no butterflies...we could learn a thing or two from the butterfly's relationship with change. We



delight in the beauty of the butterfly, but rarely admit the changes it has gone through to achieve that beauty." Change has not just been occurring with the Administration Team, but throughout ALL of the RTA. Collectively, we have already gone through many changes in 2022 ... a brand new building, a new workspace, new routines, new faces and new ways of doing things. I would like to take this time to invite you all to just take a moment, to sit back, and look around at all of the wonderful butterflies we are surrounded with here at the RTA every day.

It truly is a beautiful thing!

-Melissa B-1-20



Marketing Update

Free WiFi returning to buses soon!



Who remembers when all the buses had free WiFi service? I do! We had service from Sprint, but then Sprint was purchased by T-Mobile and that ended our service. The good news is that by the end of June, we should have free Wifi for our riders again. It will be a bit easier to use this time as there will not be a login to go through. And we will continue to have content-filtering, so that things stay normal on the bus. We hope that our riders are pleased with this free service and that it is an added benefit for riding the bus!

Another program that is coming back after two years off is **Summer Youth Ride Free** for kids K-12th grade. This program is an opportunity for kids to learn how to ride the bus or to use RTA to get to summer activities without needing a parent to give them a ride or pay for the fare. Summer camps have also used this as a way to move kids around the County for fun events. If you see a kid at one of your stops, welcome them aboard, for free.

-Mary



Shelby is our new Human Resources Officer

Hi Everyone!

I am so happy to be back at RTA and honored to be the new HR Officer. For those that do not know me, I was the Administrative Assistant from 2016-2018 and recently had the opportunity to come back to RTA in August 2021. I am happy to be in this role to help and support the wonderful team we have at RTA! Please come and see me if you have any questions, or even to just come say hi!

Here is some facts about me:

- I have a twin sister
- I am a huge Dodger fan! (Sorry-not sorry to the Giants fans)
- I have a Mini Australian Shepherd named Utah!
- Donuts are my favorite food!



Not the twin sister



Fun Company Events!

We're working on organizing lots of fun events for the company and our families. Here is a list of what we are hoping to do. More info will come out as we get closer to the event dates. **If you would like to help or would like be involved in any of these events or have ideas, just let me know!**

-Shelly

RTA Classic Golf Tournament plus Disc Golf: Sunday June 26: At Sea Pines in Los Osos. Best-ball team play. Starting time is 8AM. You don't have to be a good golfer to have fun playing golf! Interested? Talk to Kevin Cooksley

EOQ BBQ on Bid Day, Saturday July 30! Turn in your bid and have a BBQ lunch too

SLO Blues Baseball: Game day TBD. Free tickets for employees and a plus-one

Bus Roadeo! Sunday October 9: More info on the back page

Halloween Dress Up: Monday October 31. Yes there is money on the line! A little cash prize for the best costume.

Other ideas we are considering:

- South County Holiday Parade Trolley:TBD

Non RTA sponsored ideas:

- End of year party
- Kayaking, Softball
- Summer BBQ



Meet Erin Newman Accounting Technician

Sometimes you have to wait to find just the right person, and that's what we did for hiring our new Admin team mate. We are thrilled to have Erin Newman join RTA as our new Accounting Technician. Previously she worked at the County. RTA is a much better place to work, so I'm sure she'll be happy here. Come by and say Hi when you get a chance. B-1-22

Employees of the Quarter!



Cassandra: Q4 - 2021



Rachael: Q1 - 2022

A round of applause for our two most recent Employee of the Quarter winners, **Cassandra Johnson** and **Rachael Joyous**. Also we had two Outstanding Achievement Award winners in **Mike Howell** and **Liza Stelo Rosales**. We had a lot nominations and thank you to everyone who took a moment to recognize of of your coworkers. To all of the nominees and winners, thank you for all your caring and hard work and congratulations!

EOQ BBQ - Finally!



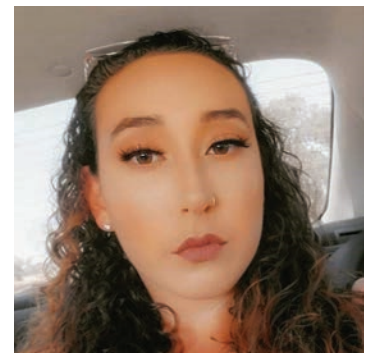
We got a beautiful sunny and not too windy day for our first EoQ BBQ in two years. The Maintenance team did a great job of cooking for us. We can't wait for the next one guys.

Team Green! Promotions to Operations Supervisor

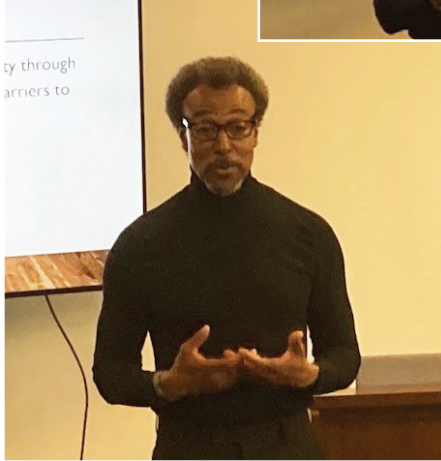
We are super proud of our bus operators who put time and effort into their jobs and have it pay off in a promotion to Operations Supervisor! We're all looking forward to seeing Sean Conrad and Marina Macagni in their awesome green shirts.



B-1-23 Sean



Marina



DEI Training

Thank you all for attending the Cultural Intelligence training held in May! The books that were referenced are available to checkout from the RTA library. Please check in with Shelby on which book you are interested in. Additionally, we are going to be moving forward with an eLearning class on this topic which will be available soon.

Diversity



The presence of differences within a given setting

Equity

Ensuring that processes and programs are impartial, fair and provide equal possible outcomes for every individual

Inclusion

The practice of ensuring that people feel a sense of belonging in the workplace



\$1K Referral Incentive & \$2K Bus Driver Hiring Incentive

More than anything else, the RTA needs two things to exist. We need buses and we need the people who drive them. And while we have enough buses to provide our services, we are lacking on the bus operator part. We are happy that we have not had to make major service cuts, but working this close to the minimum number of drivers is risky.

This is why we have implemented these two new programs, in the hopes that we can reward current employees who can help bring in bus operators, and the hiring incentive to attract applicants to RTA. **We would love to hire people you know, so if you can refer, please do it!**

New Facility Ribbon Cutting!

The FY 2021-2022 RTA Board



RTA Board President Ed Waage



Awesome taco dude from 805 Taco Party



A standing ovation for our very own Geoff Straw



Super cute table decor that Melissa made!



SLO City Mayor Erica Stewart

B-1-25



Our fabulous Kitchell team



**You wanna talk about
the holidays *now*?
But its JUNE!**

It's not too early!

We set up a new reduced service holiday bus schedule last year and we are planning to run a similar holiday schedule for this year's holiday season as well. Our goal is to give Bus Operators much needed time off and, at the same time, provide a sufficient level of service for our riders. In the current

format, Routes 9, 10 and 12 will all have special schedules just for the week of the holidays. We will publicize these special schedules before the holidays with signage at our major stops, on-board the buses, and with a holiday schedule handout. More info about the schedules will come out closer to the holidays.



OCTOBER 9th

RTA Bus Roadeo Returns!



Raise your hand if you haven't worked here long enough to have been to a Bus Roadeo? Welp, after taking a long break, we are planning for the next all-company Bus Roadeo on Sunday October 9th. It is a super fun bus driving competition with cash prizes for the top three competitors, lots of amazing raffle prizes for attending employees, food, music, games for kids and more. It is the biggest party we throw all year, and our first time to plan a roadeo at our new site.

**Drivers be sure to sign up as competitors. Its not a roadeo without drivers out there squishing cones and taking the turns.
Save the date and show up!**

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
NOVEMBER 2, 2022
STAFF REPORT

AGENDA ITEM: B-2

TOPIC: Bus Maintenance Facility Update

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Receive and File

BACKGROUND/DISCUSSION:

Due to on-going supply chain issues, the final remaining construction items to be installed and commissioned are related to the fast-charge electric bus recharging system. The subcontractor has installed all overhead and underground “utility yard” conduits, and the City of SLO inspected the site on October 21st. Concrete is scheduled to be poured the week of October 24th. According to the general contractor, the final equipment is scheduled to ship before November 1st, with construction and commissioning to be completed in December. The only remaining punch-list items are provision of the final as-built drawings and warranty/operating manuals – which will be completed after the fast-charge system is commissioned.

It should be noted that we have installed five ChargePoint Level 2 electric vehicle chargers in our employee/visitor parking lot, and they are fully operational. Based on current PG&E/CCCE rates, we have established public use rates of \$0.50/kWh (with higher rates after 10PM to discourage overnight parking), and reduced rates for employee use (essentially \$0.01/kWh more than the highest PG&E/CCCE rate). The modest revenue generated from this public/employee recharging program will be used to reduce our overall electricity costs.

RTA staff and counsel worked with our construction management firm and the general contractor in mid-May to negotiate the final change orders to install the fast-charge electric bus recharging system. These increased costs were necessary due to escalated supply chain related costs, as well as technological advances by the manufacturer since the time the design was completed in 2019. The final cost for upgraded bus recharging units and related equipment is \$216,654, and the additional cost conduit, cabling and related equipment is \$121,036. Both of these change orders are within my budgetary authority, as well as within our overall construction budget.

Two additional change orders were finalized since my prior update to the RTA Board in May:

1. Reimburse for building move design cost (credit of \$27,384.75), and
2. Stabilize overhead fans in shop (cost increase of \$5,639.39).

Finally, I authorized release \$361,077.85 in August of the remaining retainage to the general contractor so that their eligible subcontractors could close out their respective contracts.

Staff Recommendation:

Accept this as an information item.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
NOVEMBER 2, 2022
STAFF REPORT**

AGENDA ITEM: C-1

TOPIC: Fiscal Year 2022-23 Operating and Capital Budget Amendment #1

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Adopt Budget Amendment #1 as Presented

**EXECUTIVE COMMITTEE &
RTAC RECOMMENDATION:** Bring the Fiscal Year 2022-23 Budget Amendment #1 as Presented to the Board for Approval

BACKGROUND/DISCUSSION:

The Fiscal Year 2022-23 RTA operating and capital budget was adopted on May 4, 2022 and was based on a range of assumptions, including pending delivery dates for FY21-22 capital projects. At this time, staff is bringing back capital items that are being carried over from FY21-22 to FY22-23. Please note, none of the carried-over capital project require additional funds.

Additionally, as noted at the October 5, 2022 San Luis Obispo Council of Governments (SLOCOG), additional State Transit Assistance (STA) to the region over \$965,000 resulted in additional funding for the RTA, as well as for the other services the RTA. With the uncertainty related to the census bureau designations and the impact that may have on the FTA funding for FY23-24, the additional STA funding is being allocated to offset that potential impact.

There are a number of changes which staff has noted in yellow in the detailed pages. Note, although information for South County Transit, San Luis Obispo County Transit services, and Paso Robles Transit Services are included, the Board and Committee are only adopting the changes to the RTA Core budget.

Changes in Operating Revenue:

- Increase in *OFFSET RESERVE TO CARRYOVER TO FUTURE YEARS* from FY22-23 has been increased, which allows for a reduced LTF request in FY23-24 and address possible future revenue reductions, as follows:
 - \$214,330 for the RTA
 - \$40,329 for South County Transit
 - \$42,090 for San Luis Obispo County Transit services
 - \$40,280 for Paso Robles Transit Services
- Increase in *STATE TRANSIT ASSISTANCE (STA)* of:
 - \$214,330 for the RTA (from \$536,580 to \$750,910)

- \$42,770 for South County Transit (from \$272,950 to \$315,720)
 - Note: This is slightly different than the carryover which is due to a typo in the original budget
- \$42,090 for San Luis Obispo County Transit services (from \$256,800 to \$298,890)
- \$40,280 for Paso Robles Transit Services (from 173,370 to \$213,650)

Changes in Capital Revenue:

- Increase in *CAPITAL PROJECTS RESERVE* by the \$314,960 increase (from \$418,640 to \$733,600) in *OFFSET RESERVE TO CARRYOVER TO FY22/23*.
- Changes in NON TDA SOURCES:
 - Carryover in *PROPOSITION 1B* for bus stop improvement funds of \$14,900.
 - Carryover *FEDERAL TRANSIT ADMINISTRATION (FTA) (Section 5307)* funds for Runabout vehicle replacements of \$85,330 for each of three UZA's.
 - Carryover *FEDERAL TRANSIT ADMINISTRATION (FTA) (Section 5307-North County)* funds from the North County urbanized area for the bus stop improvements and vehicle maintenance equipment of \$33,620.
 - Carryover *FEDERAL TRANSIT ADMINISTRATION (FTA) (Section 5307-South County)* funds from the South County urbanized area for the bus engine rebuilds of \$267,820.

Changes in Operating Expenditure: None

Changes in Capital Expenditures:

- Carryover balance of *Computer System Maintenance/Upgrades* of \$29,410.
- Carryover balance of *Maintenance Equipment* of \$41,670.
- Carryover balance of *Bus Stop Improvements* of \$285,890.
- Carryover balance of *Large Capital Repairs* of \$228,320.
- Carryover balance for *Fixed-Route Vehicles* of \$689,840.
- Carryover balance for *Runabout Vehicles* of \$302,000.

These amendments do **not** require any additional LTF funds for FY22-23.

Executive Committee Recommendation on October 19th:

Recommend staff provide Budget Amendment #1 to the Board for approval at the November 2, 2022 Board meeting.

RTAC Recommendation on October 20th:

Recommend staff provide Budget Amendment #1 to the Board for approval at the November 2, 2022 Board meeting.

Staff Recommendation:

Adopt Budget Amendment #1 as Presented.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
PROPOSED AMENDMENT #1 TO OPERATING REVENUE BUDGET FOR 2022/2023

	2021/2022 Combined Actual	2022/2023 Adopted RTA Core Budget	2022/2023 Amendment #1 RTA Core Budget	2022/2023 Adopted SoCo Transit Budget	2022/2023 Amendment #1 SoCo Transit Budget	2022/2023 Adopted SLOCAT Budget	2022/2023 Amendment #1 SLOCAT Budget	2022/23 Adopted North County Budget	2022/2023 Amendment #1 North County Budget
FUNDING SOURCES:									
GENERAL RESERVES	6,784,140	2,537,280	2,537,280	360,640	360,640	133,450	133,450	194,810	194,810
1. ESTIMATED FUND BALANCE	6,784,140	2,537,280	2,537,280	360,640	360,640	133,450	133,450	194,810	194,810
2. LESS REQUIRED RESERVES FOR FISCAL YEAR									
CASH FLOW REQUIREMENTS PER TDA	3,055,911	2,067,870	2,067,870	352,950	352,950	147,440	147,440	202,870	202,870
PERS BUYOUT	-	-	-	-	-	-	-	-	-
DEBT SERVICE RESERVE FOR BUS MAINTENANCE FACILITY	-	-	-	-	-	-	-	-	-
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	663,050	-	214,330	-	40,329	-	42,090	-	40,280
TOTAL	3,718,961	2,067,870	2,282,200	352,950	393,279	147,440	189,530	202,870	243,150
3. FUND BALANCE AVAILABLE	3,065,179	469,410	255,080	7,690	(32,639)	(13,990)	(56,080)	(8,060)	(48,340)
NON TDA SOURCES									
FARES	886,229	800,000	800,000	90,000	90,000	14,500	14,500	111,500	111,500
SoCo TRANSIT MANAGEMENT CONTRACT	114,160	126,430	126,430	-	-	-	-	-	-
COUNTY MANAGEMENT CONTRACT	98,390	108,970	108,970	-	-	-	-	-	-
NORTH COUNTY MANAGEMENT CONTRACT	47,740	52,870	52,870	-	-	-	-	-	-
INTEREST	16,534	22,750	22,750	-	-	-	-	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	915,135	536,580	750,910	272,950	315,720	256,800	298,890	173,370	213,650
RURAL TRANSIT FUND (Administration)	30,000	30,000	30,000	-	-	-	-	-	-
RURAL TRANSIT FUND (Operating Funds)	313,600	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	621,300	652,400	652,400	-	-	-	-	-	-
FTA (Section 5307) - San Luis Obispo CARES/ARP.	238,734	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	586,252	762,130	762,130	-	-	-	-	-	-
FTA (Section 5311) - Operating CARES/CRRSAA	1,549,904	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	1,300,455	1,057,000	1,057,000	-	-	-	-	303,500	303,500
FTA (Section 5307-N. County) - Operating CARES/	687,784	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	-	-	-	-	-	-	-	-	-
FTA (Section 5307-SM) - Operating CARES	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	1,229,000	630,000	630,000	609,850	609,850	23,870	23,870	-	-
FTA (Section 5307) - S. County Operating CARES/	324,230	-	-	-	-	-	-	-	-
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	82,310	106,680	106,680	-	-	-	-	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	-	-	-	-	40,580	40,580
SPECIAL EVENTS REVENUE/OTHER	306,204	-	-	363,570	363,570	-	-	-	-
4. SUB TOTAL	9,388,541	4,885,810	5,100,140	1,336,370	1,379,140	295,170	337,260	628,950	669,230
5. TOTAL FUND BALANCE & NON TDA FUNDING	12,453,721	5,355,220	5,355,220	1,344,060	1,346,501	281,180	281,180	620,890	620,890
TDA REQUIRED									
CITY OF ARROYO GRANDE	206,977	349,296	349,296	317,418	317,418	-	-	-	-
CITY OF ATASCADERO	244,101	593,587	593,587	-	-	-	-	-	-
CITY OF GROVER BEACH	154,632	260,960	260,960	237,372	237,372	-	-	-	-
CITY OF MORRO BAY	82,739	201,200	201,200	-	-	-	-	-	-
CITY OF PASO ROBLES	503,143	616,575	616,575	-	-	-	-	508,470	508,470
CITY OF PISMO BEACH	95,244	160,735	160,735	146,603	146,603	-	-	-	-
CITY OF SAN LUIS OBISPO	489,517	1,190,374	1,190,374	-	-	-	-	-	-
COUNTY OF SAN LUIS OBISPO	1,719,995	3,240,463	3,240,463	137,436	137,436	448,190	448,190	-	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	3,496,349	6,613,190	6,613,190	838,829	838,829	448,190	448,190	508,470	508,470
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(586,250)	(762,130)	(762,130)	-	-	-	-	-	-
6. NET TDA REQUIREMENTS	2,910,099	5,851,060	5,851,060	838,829	838,829	448,190	448,190	508,470	508,470
7. TOTAL FUNDING SOURCES	15,363,820	11,206,280	11,206,280	2,182,889	2,185,330	729,370	729,370	1,129,360	1,129,360
8. FUNDING USES:									
ADMINISTRATION	1,998,566	1,725,850	1,725,850	165,740	165,740	7,500	7,500	98,050	98,050
PERS BUYOUT	178,308	178,310	178,310	-	-	-	-	-	-
BUILDING DECOMMISSIONING	1,950,000	-	-	-	-	-	-	-	-
MANAGEMENT CONTRACTS	260,290	-	-	126,430	126,430	108,970	108,970	52,870	52,870
SERVICE DELIVERY	10,976,655	9,178,170	9,178,170	1,865,350	1,865,350	604,250	604,250	963,550	963,550
CONTINGENCY	-	123,950	123,950	27,810	27,810	8,650	8,650	14,890	14,890
9. TOTAL FUNDING USES	15,363,820	11,206,280	11,206,280	2,185,330	2,185,330	729,370	729,370	1,129,360	1,129,360

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
PROPOSED AMENDMENT #1 TO CAPITAL AND PLANNING REVENUE BUDGET FOR 2022/2023

		2021/2022 Combined Actual Capital Budget	2022/2023 Adopted RTA Core Capital Budget	2022/2023 Amendment #1 RTA Core Capital Budget	2022/2023 Adopted SoCo Transit Capital Budget	2022/2023 Amendment #1 SoCo Transit Capital Budget	2022/2023 Adopted SLOCAT Capital Budget	2022/2023 Adopted North County Capital Budget
FUNDING SOURCES:								
BEGINNING CAPITAL PROJECTS RESERVE		1,201,690	418,640	733,600	182,220	348,070	119,330	4,680
1.	ESTIMATED FUND BALANCE	1,201,690	418,640	733,600	182,220	348,070	119,330	4,680
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR							
CAPITAL PROJECTS RESERVE		1,220,570	490,470	490,470	158,730	158,730	38,190	4,680
TOTAL		1,220,570	490,470	490,470	158,730	158,730	38,190	4,680
3.	FUND BALANCE AVAILABLE	(18,880)	(71,830)	243,130	23,490	189,340	81,140	-
<u>NON TDA SOURCES</u>								
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		554,691	219,310	219,310	58,340	58,340	-	43,830
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		-	244,700	244,700	-	-	-	-
PROPOSITION 1B FUNDING - SAFETY & SECURITY		-	-	-	-	-	-	-
STA SB1 STATE OF GOOD REPAIR		-	706,440	706,440	-	-	-	-
PROPOSITION 1B FUNDING - BUS REPLACEMENT & BUS MAINTENANCE FACILITY		185,438	-	14,900	-	-	-	-
APCD AB 617 FOR GARAGE PROJECT, CAP AND HVP FOR ELECTRIC BUSES		787,655	-	-	-	-	-	-
RURAL TRANSIT FUND (Capital)		-	565,000	565,000	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		-	82,100	167,430	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair		-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities		1,617,036	300,000	300,000	-	49,630	324,560	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)		12,465	152,100	271,050	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-Santa Maria) - CARES		-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)		255,823	1,096,400	1,449,550	-	474,360	-	-
4.	SUB TOTAL	3,413,108	3,366,050	3,938,380	58,340	582,330	324,560	43,830
5.	TOTAL FUND BALANCE & NON TDA FUNDING	3,394,228	3,294,220	4,181,510	81,830	771,670	405,700	43,830
<u>TDA REQUIRED</u>								
CITY OF ARROYO GRANDE		-	4,418	4,418	-	-	-	-
CITY OF ATASCADERO		-	7,507	7,507	-	-	-	-
CITY OF GROVER BEACH		-	3,300	3,300	-	-	-	-
CITY OF MORRO BAY		-	2,545	2,545	-	-	-	-
CITY OF PASO ROBLES		-	7,798	7,798	-	-	-	-
CITY OF PISMO BEACH		-	2,033	2,033	-	-	-	-
CITY OF SAN LUIS OBISPO		-	15,057	15,057	-	-	-	-
COUNTY OF SAN LUIS OBISPO		-	40,993	40,993	-	-	-	-
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		-	83,650	83,650	-	-	-	-
6.	FINANCING FOR BUS MAINTNEANCE FACILITY	7,557,454	-	-	-	-	-	-
7.	TOTAL FUNDING SOURCES	10,951,682	3,377,870	4,265,160	81,830	771,670	405,700	43,830
8. FUNDING USES:								
CAPITAL		10,857,159	2,874,700	3,761,990	81,830	771,670	405,700	43,830
LOAN PAYMENTS		94,523	503,170	503,170	-	-	-	-
9.	TOTAL FUNDING USES	10,951,682	3,377,870	4,265,160	81,830	771,670	405,700	43,830

			Actual Capital Budget FY 2021-22	Adopted Capital Budget FY 2022-23	Amendment #1 Capital Budget FY 2022-23
Capital and Planning Expenditures					
Capital/Studies:					
Computer System Maintenance/Upgrades	hourly		10,961	42,390	71,800
Miscellaneous Capital	hourly				
Maintenance Equipment			830	43,750	85,420
Specialized Maintenance Tools	hourly		-	-	-
Desks and Office Equipment	hourly		-	-	-
Radios	hourly		-	-	-
Vehicle ITS/Camera System	hourly		-	-	-
Bus Stop Improvements	hourly		91,543	96,500	382,390
COVID 19 Related Capital Items	hourly		-	-	-
Large Capital Repairs	hourly		346,679	375,000	603,320
Vehicles					
Support Vehicles	hourly		-	57,880	57,880
Fixed Route Vehicles	hourly		1,276,250	2,134,840	2,824,680
Trolley replacement vehicles	hourly		-	293,200	293,200
Cutaway and Dial A Ride Vehicles	hourly		-	112,500	112,500
Runabout Vehicles	hourly		-	-	302,000
Total Capital Outlay			1,726,262	3,156,060	4,733,190
Loan Repayments			94,523	503,170	503,170
Short Range Transit Plan			-	250,000	250,000
Elks Lane Project			9,130,896	-	-
TOTAL FUNDING USES			10,951,682	3,909,230	5,486,360

This Page Left Intentionally Blank

	SPECIAL DISTRICT	SAP DOCUMENT NO.
	<u>San Luis Obispo Regional Transit Authority</u> (Name)	
	BUDGET ADJUSTMENT REQUEST	DATE: 11/02/2022

COMMITMENT ITEM DESCRIPTION	DEPARTMENT OR PROJECT TITLE	FUND CENTER	COMMITMENT ITEM	FUNDED PROGRAM	AMOUNT
FINANCING SOURCES					
STA - State Transit Assist	RTA	74801	4200030		339,470
State Aid-St Awarded Grants	RTA	74801	4200105		14,900
SB325	RTA	74801	4200245		(2,441)
FTA 5307 Capital	RTA	74801	4250030		1,081,420
Fund balance available	RTA	74801	no entry		143,781
TOTAL FINANCING SOURCES					1,577,130
FINANCING USES					
Capital Equipment	RTA	74801	5500093		1,577,130
TOTAL FINANCING USES					1,577,130

JUSTIFICATION: (attach letter if required)

See attached staff reports

C-1 from the RTA November 2, 2022 Board Meeting

REQUESTED BY:

REVIEWED BY

APPROVED BY

11/02/2022

Date

Tania Arnold

Name

Date

Auditor-Controller

PASSED AND ADOPTED by the Board of Directors of the San Luis Obispo Regional Transit Authority, County of San Luis Obispo, State of California, this 2nd day of November, 20 22. Agenda Item No. C-1

President of the Board of Directors

Of San Luis Obispo Regional Transit Authority

This Page Left Intentionally Blank