



RTA BOARD AGENDA

**Wednesday, September 4, 2024 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: Andy Pease

Vice President: Jimmy Paulding

Board Members:

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

Heather Moreno (Atascadero)
Daniel Rushing (Grover Beach)
Carla Wixom (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.

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.

EMPLOYEE RECOGNITION:

- **Employees of the Quarter:** Cindy Herrera
- **Outstanding Achievement:** Hubert Clark and Damon Blalark
- **15-Year Service Certificate of Recognition:** Matt Adams, Donna Baxter, Bill Burrows, Roy Esmon, Rey Gonzalez, Patricia Grimes, David Guerrero, Shelly Horton, Lupe Martinez, Marisela Martinez, Mike Moore, Jay Newton, James Shafer, Scott Taylor, AJ Troncozo
- **10-Year Service Certificate of Recognition:** Erick Banks, Gisela Barry, Humberto De La Rosa, Mary Gardner, Jason Namla

A. CONSENT AGENDA:

- A-1 RTA Executive Committee Meeting Minutes April 10, 2024 (Information)
- A-2 RTA Executive Committee Meeting Minutes June 12, 2024 (Information)
- A-3 RTA Board Meeting Minutes of May 1, 2024 (Approve)
- A-4 Authorize New SLOCPT Rates for July 2025 Implementation (Approve)
- A-5 California SB1 State of Good Repair Revised FY24/25 Resolution (Approve)
- A-6 FTA Transit Asset Management Plan Update (Receive)
- A-7 Public Transportation Agency Safety Plan Update (Approve)

B. INFORMATION AGENDA:

- B-1 Executive Director's Report (Receive)
- B-2 Summary of Short-Range Transit Plans Working Papers (Receive)

C. ACTION AGENDA:

- C-1 Fare-Sharing Agreement with Monterey-Salinas Transit (Approve)

D. CLOSED SESSION:

None

BOARD MEMBER COMMENTS

The next regularly-scheduled RTA Board meeting is scheduled for November 6, 2024.



San Luis Obispo Regional Transit Authority
 Executive Committee Meeting
 Minutes 4/10/2024
 A-1

Members Present: Andy Pease, City of San Luis Obispo, **President**
 Jimmy Paulding, District 4 Supervisor, **Vice President**

Members Absent: Debbie Arnold, District 5 Supervisor, **Past President**

Staff Present: Geoff Straw, Executive Director
 Tania Arnold, Deputy Director/CFO
 Anthony Kalvans, Administrative Assistant
 Jon Ansolabehere, RTA Counsel
 James Worthley, SLOCOG Deputy Director

Public Present: Eric Greening

1. **Call to Order and Roll Call: President Andy Pease** called the meeting to order at 10:00 a.m. and roll call was taken. A quorum was present.
2. **Public Comment: Eric Greening** brought up concerns over the Dana Reserve housing project. He believes that there will be a need for more transit services due to the growth in the Nipomo area. He expressed his hope that RTA will be involved in the project mitigation. Mr. Greening also raised a point about Santa Maria Transit serving the Nipomo area.

Mr. James Worthley noted that SLOCOG will piggyback off of the RTA May 1st meeting. He wants to educate the Board on state transportation funding. Mr. Worthley also said that SLOCOG will be doing an outreach campaign for “Local Roads First.”

3. **Closed Session:** None

4. **Consent Items**

A-1 Executive Committee Meeting Minutes of October 11, 2023 (Approve)

Public Comment: Eric Greening noted that on page A-1-1 there should be a y for “county” and instead of “noted”, it should be “asked.”

Vice President Paulding made a motion to approve consent agenda item A-1 with the noted revisions and **President Pease** seconded the motion. The motion passed unanimously via voice vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD			X
JIMMY PAULDING	X		
ANDY PEASE	X		

5. **Information Items:**

B-1 Executive Director's Report (Verbal, Receive)

Mr. Straw discussed the RTA's route 10 into Santa Maria. He noted that there are a lot of riders that go from the Five Cities area into Santa Maria and vice versa. **Mr. Straw** noted that historically Route 10 had five express trips back in 2014 before ridership declines forced those to be curtailed. **Mr. Straw** pointed out that the City of Santa Maria has been talking with the City of San Luis Obispo to run Santa Maria Transit (SMRT) into the City of San Luis Obispo. He expressed his support for an increase in service but raised concerns about cannibalizing Route 10 ridership. **Mr. Straw** stated that a fare share agreement between the two agencies is vital and has been something RTA has pushed for during at least the time that he has been with the agency but likely longer.

Mr. Paulding asked what was Santa Maria specifically considering. **Mr. Straw** noted that SMRT is proposing to stop passing-through to RTA an allotment of Santa Maria's FTA 5307 funds. **Mr. Straw** also noted that SMRT doesn't have an advisory Board that can work through issues first before going to their Council. **Mr. Worthley** discussed the fare share agreement and raised concerns over the impact to the Regional Pass program, and other important local programs such as the summer Youth Ride Free program. **Mr. Paulding** asked if there should be an ad hoc committee meeting to discuss this, **Mr. Worthley** said yes, but that there needs to be a service plan from SMRT.

Ms. Pease said that this seems premature, and asked if the issue has been elevated to SLOCOG and SBCAG. **Mr. Worthley** said not really because SBCAG is hands off when it comes to Santa Maria. **Mr. Paulding** asked about the independent study that was supposed to be funded by SLOCOG And SBCAG. **Mr. Straw** responded that SBCAG didn't want to be involved, and instead SMRT did their own internal consultant-led study.

Mr. Straw said that the joint FTA 5339 grant proposal among the RTA and other regional transit partners is moving forward. There are seven Bus Operator candidates in the background check process with three more interviews scheduled. In addition, **Mr. Straw** noted that one new hire has begun, and one candidate is undergoing DMV permit testing. GILLIG is coming at the end of April to do training on the new electric buses, and a ribbon-cutting will be held on May 29th. **Mr. Straw** said that RTA Board agenda will include a one-year lease extension for the SCT yard, as well as an amendment to the operating agreement for the Paso Robles transit services.

Mr. Straw circled back to Mr. Greening's comment about Dana Reserve and noted that no additional running time will be needed to serve the area. **Mr. Paulding** noted that students won't have access to school buses due to the location and asked if the RTA can serve those students. **Mr. Straw** said that the RTA can look into it and that RTA staff did ensure that there would be a stop for the Dana Reserve project.

Public Comment:

Mr. Greening, said that he is glad to hear about the RTA's service to the Dana Reserve and asked if SMRT had been given the results from the SRTP. **Mr. Straw** said yes.

B-2 Summary of SRTP Working Papers (Verbal, Receive)

Mr. Straw said that the next working paper has just been released and that the next RTA/MTC joint meeting is slated for early June. He said that the study is on track and that the next working paper

will focus on service alternatives. He also said that the RTA may piggyback on SLOCOG’s October meeting.

Ms. Pease asked how ambitious can the SRTP be. **Mr. Straw** said that the goal is to be realistic especially with regards to operating and capital costs. He did highlight that there are unmet transit needs in both San Luis Obispo and Paso Robles. He also said that unfunded projects will be considered financially unconstrained.

Public Comment:

Mr. Greening said he will unfortunately miss the joint RTAC/MTC meeting due to having a conflicting meeting.

6. **Action Items:**

C-1 Fiscal Year 2023-24 Operating Budget Amendment #2 (Recommend)

Ms. Tania Arnold announced that the RTA has worked closely with SLOCOG and identified additional federal funds of approximately \$1 million dollars.

Public Comment:

No public comment was given on this item.

Vice President Paulding made a motion to approve action agenda item C-1. **President Pease** seconded the motion. The motion passed unanimously via voice vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD			X
JIMMY PAULDING	X		
ANDY PEASE	X		

C-2 Fiscal Year 2024-25 Operating and Capital Budget (Recommend)

Ms. Tania Arnold reviewed the proposed budget and noted that the columns for Paso and South County are separate from core RTA services. **Ms. Pease** asked for clarification, since they are a part of RTA. **Ms. Tania Arnold** said that the respective jurisdictions fund their local transit services and RTA operates it. **Mr. Straw** added that this set up allows for local control. **Ms. Tania Arnold** added that the current integration helps on spare vehicles, staffing, as well as reduced duplication of services.

A discussion ensued on the difference between a Joint Powers Authority and a Transit District.

Ms. Tania Arnold said that the budget information now splits out the Express trip cost information, as well as Tripper costs. Additionally, the cost of Route 15 has been separately identified instead of being include with the Route 12 as had been done in the past. She further explained that the RTA’s goal is to look at what is realistic and that the budget is presented when the money is spent, not programmed. She also said that the budget is designed to offset downturns and potential funding losses. **Mr. Paulding** asked if the RTA can put Local Transit Funding to Reserves. **Ms. Tania Arnold** said yes.

Mr. Straw discussed the RTA’s cash flow policy.

Ms. Tania Arnold discussed other key points in the budget. She also mentioned projects included in the bus stop improvements procurement, including upgrades to the Ramona Gardens Transit Center, and the Templeton Park and Ride bus stop. She also mentioned that the RTA is looking at upgrading the dispatching software, and that there is a reduction of approximately \$250,000 from what is noted in the draft due to the loss of FTA 5307 funding from Santa Maria.

Vice President Paulding made a motion to approve action agenda item C-2, and remove the money provided by Santa Maria from the budget and decrease the offset reserve by the same amount.

President Pease seconded the motion. The motion passed unanimously via voice vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD			X
JIMMY PAULDING	X		
ANDY PEASE	X		

7. **Mr. Straw** previewed the agenda for the May board meeting agenda and asked if the committee was fine with items A-7 and A-8 being pulled from consent. The committee was fine with that.

Public Comment:

No public comment was given on this item.

8. **Adjournment**

The meeting was adjourned at 11:18 a.m.

Next RTA Executive Committee Meeting: **June 12, 2024**

Respectfully Submitted,

Acknowledged by,

Anthony Kalvans
Administrative Assistant

Andy Pease
RTA Board President 2024



San Luis Obispo Regional Transit Authority

Executive Committee Meeting

Minutes 6/12/2024

A-2

Members Present: Andy Pease, City of San Luis Obispo, **President**
Jimmy Paulding, District 4 Supervisor, **Vice President**
Debbie Arnold, District 5 Supervisor, **Past President**

Members Absent:

Staff Present: Geoff Straw, Executive Director
Anthony Kalvans, Administrative Assistant
Jon Ansolabehere, RTA Counsel
Pete Rodgers, SLOCOG Executive Director

Public Present:

1. **Call to Order and Roll Call: President Andy Pease** called the meeting to order at 10:01 a.m. and roll call was taken. A quorum was present.
2. **Public Comment:**
There was no public comment for items not on the agenda.
3. **Closed Session:** None
4. **Consent Items**
A-1 Executive Committee Meeting Minutes of April 10, 2024 (Approve)

Public Comment:

There was no public comment given on this item.

There was a consensus to unanimously approve the meeting minutes as is.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD	X		
JIMMY PAULDING	X		
ANDY PEASE	X		

5. **Information Items:**

B-1 Executive Director's Report (Verbal, Receive)

Mr. Straw started his report by highlighting that the RTA has three new drivers in service and four more drivers in training. **Mr. Straw** also highlighted that the new electric bus is going through training for Route 12 and that the RTA sold some old buses. **Ms. Pease** asked if these were the buses that we needed to get rid of for the new electric bus. **Mr. Straw** said no, these were just old buses that were worn out.

Mr. Straw continued his report noting that the design work for the solar arrays is done and that we do not need the RTA Board to meet in July, though RTA staff may consider piggybacking off of the SLOCOG board meeting August.

Public Comment:

There was no public comment given on this item.

B-2 Summary of SRTP Working Papers (Verbal, Receive)

Mr. Straw went over the Short-Range Transit Plan (SRTP) presentation that was given to the joint RTAC/MTC Committee the prior week. **Mr. Straw** noted that the presentation discussed ridership opportunities and looked at options for Route 10 service. **Mr. Straw** said that there were several new ideas for Route 10, and acknowledged public feedback about Route 10 including issues with the afternoon service. He also stressed that staff will be looking at the financial costs of each option and that the options presented in the SRTP are just options not recommendations. He further added that there were three townhall meetings to discuss the SRTP and no one showed up to the townhall meeting in Nipomo.

Mr. Paulding wanted to see statistics regarding ridership to identify shortcomings of the existing system. **Mr. Straw** said that ridership data is already included in the SRTP and that the Santa Maria segment has strong ridership at RTA stops and occasionally results in to standing loads into San Luis Obispo. **Mr. Paulding** asked if the RTA is looking at express service. **Mr. Straw** said yes, but buses are not going to be full and that Santa Maria Transit is likely overestimating service demand.

Ms. Pease said that she likes the Dana Reserve being included in the consideration, but asked about new developments countywide. **Mr. Straw** said that development patterns will be along existing lines and that there is not going to be new routes. **Ms. Pease** asked what the next steps in the process would be. **Mr. Straw** said that working paper number five will include capital alternatives and working paper number six will include discussions around fares and other financial alternatives. A discussion ensued regarding costs and big ticket projects.

Public Comment:

There was no public comment given on this item.

B-3 Fare-Sharing Agreement with Monterey-Salinas Transit (Verbal, Receive)

Mr. Straw announced that progress has been made regarding a fare share agreement with Monterey Salinas Transit (MST). This agreement would look at covering three trips via MSTs route 84 along the segment that overlaps with Route 9, which could potentially mean that RTA will cover the fare of RTA riders onboard MST buses. **Mr. Rodgers** asked if the Fort Hunter Liggett service is still running. **Mr. Straw** said no because the new base commander opposed the service.

Public Comment:

There was no public comment given on this item.

6. **Action Items:**

July 10, 2024 Draft RTA Board Agenda: Staff suggests cancellation of July 10th meeting, and possibly piggyback onto SLOCOG Board meeting on August 14 (if necessary)

There was a consensus to not have an RTA meeting in July. There will be a SLOCOG Executive Committee meeting July 17th and an RTA Executive Committee meeting on August 14th.

Public Comment:

There was no public comment given on this item.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD	X		
JIMMY PAULDING	X		
ANDY PEASE	X		

7. **Adjournment**

The meeting was adjourned at 10:31 a.m.

Next RTA Executive Committee Meeting: **August 14, 2024**

Respectfully Submitted,

Acknowledged by,

Anthony Kalvans
Administrative Assistant

Andy Pease
RTA Board President 2024

This Page Left Intentionally Blank

DRAFT
SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
BOARD MEETING MINUTES OF May 1, 2024
A-3

BOARD MEMBERS PRESENT:

ANDY PEASE, CITY OF SAN LUIS OBISPO (President)
JIMMY PAULDING, FOURTH DISTRICT, COUNTY OF SAN LUIS OBISPO (Vice President)
DEBBIE ARNOLD, FIFTH DISTRICT, COUNTY OF SAN LUIS OBISPO (Past President)
JOHN PESCHONG, FIRST DISTRICT, COUNTY OF SAN LUIS OBISPO
DAWN ORTIZ-LEGG, THIRD DISTRICT, COUNTY OF SAN LUIS OBISPO
DANIEL RUSHING, CITY OF GROVER BEACH
JIM GUTHRIE, CITY OF ARROYO GRANDE
HEATHER MORENO, CITY OF ATASCADERO
FRED STRONG, CITY OF PASO ROBLES
ED WAAGE, CITY OF PISMO BEACH
CARLA WIXOM, CITY OF MORRO BAY

BOARD MEMBERS ABSENT:

BRUCE GIBSON, SECOND DISTRICT, COUNTY OF SAN LUIS OBISPO

STAFF PRESENT:

GEOFF STRAW, EXECUTIVE DIRECTOR
TANIA ARNOLD, DEPUTY DIRECTOR/CFO
OMAR MCPHERSON, OPERATIONS MANAGER
MARY GARDNER, MARKETING AND COMMUNITY RELATIONS MANAGER
JON ANSOLABEHERE, SAN LUIS OBISPO COUNTY COUNSEL
ANTHONY KALVANS, ADMINISTRATIVE ASSISTANT
WILL POMPE, BUS OPERATOR
PETE ROGERS, SLOCOG EXECUTIVE DIRECTOR

CALL MEETING TO ORDER, ROLL CALL: President Andy Pease called the meeting to order at 9:00 AM. President Pease led off the flag salute. Roll call was taken, and a quorum was present.

PUBLIC COMMENT:

Mr. Eric Greening wanted to recognize International Labor Day by thanking the employees of the RTA including Bus Operators, Supervisors, admins, maintenance crew, and the Board itself.

EMPLOYEE RECOGNITION:

Mr. Straw introduced RTA Operations Manager Omar McPherson who will present the Employee of the Quarter. **Mr. Omar McPherson** introduced Bus Operator Will Pompe, who is appreciated for his dedication to the RTA. **Mr. McPherson** noted that Mr. Pompe joined RTA back in 2022, and follows in the footsteps of his father who worked with the RTA back in 2008. **Mr. Pompe** thanked the RTA Board and everyone who voted for him for Employee of the Quarter.

Public Comment:

Mr. Greening personally thanked Mr. Pompe and highlighted his skills as a driver specifically commenting on him being able to successfully execute the most difficult turns on the RTA Route 9 southbound.

A. CONSENT AGENDA:

- A-1 RTA Executive Committee Meeting Minutes February 14, 2024 (Information)
- A-2 RTA Board Meeting Minutes of March 6, 2024 (Approve)
- A-3 Contract Renewal – AGP Video Taping of Board Meeting (Approve)
- A-4 Third-Party Fueling Services (Approve)
- A-5 Bus Stop Improvement Services (Approve)
- A-6 Strategic Business Plan Results (Receive)
- A-7 Short-Range Transit Plan Update (Receive)
- A-8 Amendment #1 to Agreement for Provision of Paso Robles Transit Services (Approve)
- A-9 New Customer Service Clerk Position (Approve)
- A-10 South County Park-Out Yard Lease Extension (Approve)
- A-11 Agreement for County Auditor/Controller Services (Approve)

Public Comment:

There was no public comment received for this item.

Mr. Straw asked the Board to approved the consent calendar with items allowing staff to make minor tweaks to items A-4 and A-5.

Vice President Paulding made a motion to approve consent agenda item A-1 through A-11 with the proposed changes and **Board Member Wixom** seconded the motion. The motion passed unanimously via roll call vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD (Past President)	X		
DANIEL RUSHING	X		
BRUCE GIBSON			X
JIM GUTHRIE	X		
HEATHER MORENO	X		
DAWN ORTIZ-LEGG	X		
JIMMY PAULDING (Vice President)	X		
ANDY PEASE (President)	X		
JOHN PESCHONG	X		
FRED STRONG	X		
ED WAAGE	X		
CARLA WIXOM	X		

B. INFORMATION AGENDA:

B-1 Executive Director’s Report (Receive)

Mr. Straw presented a slide show highlighting major RTA updates. In his presentation, **Mr. Straw** noted that the Short-Range Transportation Plan (SRTP) is still ongoing with Working Paper #3 now posted on our website and Working Paper #4 being reviewed by the Study Steering Committee now. Mr. Straw highlighted that Working Paper #4 presents potential service alternatives.

Mr. Straw gave an overview of the staffing situation at the RTA. He noted that there are three new Bus Operators in revenue service with an additional three in training and a further ten are in the background

check process. He also noted that the RTA currently has seven open bid positions with fifteen casual employees helping to cover the gaps.

Mr. Straw gave an update on the RTA’s new electric buses noting that there will be an unveiling on May 29th and the plan is to introduce the electric buses on RTA Route 12. He also noted that the electric bus can maintain 55mph going up the Cuesta Grade.

Mr. Straw highlighted that the Avila Beach Trolley is starting up May 3rd and that a new RTA app has been launched that has been downloaded several hundred times already. He also mentioned that the Youth Ride Free program will be happening this summer.

In terms of operational matters **Mr. Straw** noted that the farebox recovery ratio is lagging, but operating costs are slightly below budget. He also noted that boardings are up for the Paso Robles city routes and in the South County area. He also mentioned that about 16,000 ADA rides are provided via the fixed route service results in a much more palatable overall subsidy of \$88 per boarding.

Finally, **Mr. Straw** noted that the state is suspending all discretionary funding for state agencies and programs. It appears to be a freeze that will be addressed later in May, however any changes in discretionary spending from the state will not impact RTA’s operating budget.

President Pease thanked Mr. Straw for his report and noted that great things are going on. **Board Member Ortiz-Legg** congratulated Mr. Pompe again for winning Employee of the Quarter.

Public Comment: There was no public comment received for this item.

C. ACTION AGENDA:

C-1 Fiscal Year 2023-24 Operating Budget Amendment #2 (Approve)

Ms. Tania Arnold gave a presentation to the Board regarding the operating budget amendment. She explained that there is an increase in federal revenues of approximately \$1 million dollars. This funding is from federal sources and means that RTA will be able to reduce its Local Transportation Funding (LTF) request for FY24-25. She also noted that there was no feedback received from RTAC.

Public Comment:

Mr. Greening noted that there was no feedback and RTAC did not meet due a to a lack of quorum.

Board Member Waage made a motion to approve action agenda item C-1 and **Board Member Arnold** seconded the motion. The motion passed unanimously via roll call vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD (Past President)	X		
DANIEL RUSHING	X		
BRUCE GIBSON			X
JIM GUTHRIE	X		
HEATHER MORENO	X		
DAWN ORTIZ-LEGG	X		
JIMMY PAULDING (Vice President)	X		
ANDY PEASE (President)	X		
JOHN PESCHONG	X		
FRED STRONG	X		
ED WAAGE	X		
CARLA WIXOM	X		

C-2 Fiscal Year 2024-25 Operating and Capital Budget (Approve)

Ms. Tania Arnold presented the fiscal year 2024-2025 Operating and Capital Budget and gave an overview of what topics would be covered by the budget. She also noted some modifications that were made to the budget layout but staff continues to include separate columns for operating revenues and expenses to differentiate between Paso Robles city routes, South County services, SLOCAT, and RTA core services. She also mentioned that expenses were broken out for weekday, Saturday, Sunday, and express/tripper service, with maintenance labor costs being allocated by miles instead of hours for accounting purposes.

As part of the key issues of the budget, **Ms. Tania Arnold** highlighted that there was uncertainty around several subjects including funding for more zero emission buses, liability and insurance costs, staffing and retention. That being said, she noted that RTA staff will be working with SLOCOG to get the zero emission buses funded, and that workers comp cost estimates have been favorable. She also mentioned that RTA will be working with partner agencies to address Runabout services and cost containment. Staff has worked with partners of the RTA including Monterey-Salinas Transit (MST) and SLO Transit to collectively pursue grant opportunities for zero emission buses. In other good news, **Ms. Tania Arnold** said that the turnover rate has been slowing down and the RTA's recruitment drive is making progress.

In terms of key issues related to funding and costs, **Ms. Tania Arnold** said that Local Transportation Funding (LTF) is expected to be down. She also noted that fuel costs remain volatile but that the new fueling services RFP will hope to limit exposure to that volatility. It was stated that administration costs are up due to insurance costs as well as the RTA looking at updating the legacy software it is using. One of the goals is to look at the Cal-ITP contactless fare-capping system, which increases flexibility for passengers. For service delivery costs, it was noted that there was an increase due to wages and fuel.

For capital costs **Ms. Tania Arnold** noted that there was some carry over from fiscal year 2023-2024 to fiscal year 2024-2025, but that the RTA will not need additional funding and will bring those items to the Board in the first budget amendment, likely in November. She also explained that the 5-year capital budget is used to identify and pursue grants with the funding allocations based on when the item arrives.

Ms. Tania Arnold noted that budget was brought to the Executive Committee which recommended that the 5307 funding from the City of Santa Maria be removed from the budget and to reduce the offset reserves. She also noted that the RTAC did not review the budget due to a lack of quorum but feedback was requested and none was received.

Mr. Geoff Straw noted that the insurance market is getting harder because as the value of vehicle fleets increase so does insurance costs.

Board Member Strong asked if staff incorporated the Executive Committee's recommendations. **Ms. Tania Arnold** said yes. **Board Member Debbie Arnold** asked for clarification regarding the revised expense assumption slide. She asked if the cost increases noted where the changes in just one year. **Ms. Tania Arnold** said yes. **Board Member Waage** asked about the Santa Maria issue. **Mr. Straw** said additional discussion will be included in Agenda Item C-3. **Board Member Ortiz-Legg** said that she heard from the insurance commissioner who is trying to stabilize the insurance market situation with the goal of increasing availability. **President Pease** asked about the RTA's progress on solar panels and if it was going to be a part of capital projects. **Mr. Straw** responded that the project is already fully funded and the goal is to generate enough electricity to power the facility. He noted that the RTA is currently spending about \$10,000 per month on electricity costs.

Public Comment:

Mr. Greening thanked Ms. Tania Arnold for fielding his questions regarding the budget and expressed his concerns regarding the budget being shifted from hourly to miles based and hopes that will not have any impact on RTA employees. **Mr. Greening** also recommended that the RTA push back on the electric bus mandate because of the expenses tied to those buses and stated that he opposes the way the state uses emergency proclamations as it circumvents the public forum. Finally, **Mr. Greening** urged the RTA Board to approve the budget. **Mr. Straw** responded to Mr. Greening and said that the budget shift is just for accounting and budgeting relating to maintenance labor costs but that employee pay won't be changing.

Board Member Strong made a motion to approve action agenda Item C-2 and **Board member Moreno** seconded the motion. The motion passed unanimously via roll call vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD (Past President)	X		
DANIEL RUSHING	X		
BRUCE GIBSON			X
JIM GUTHRIE	X		
HEATHER MORENO	X		
DAWN ORTIZ-LEGG	X		
JIMMY PAULDING (Vice President)	X		
ANDY PEASE (President)	X		
JOHN PESCHONG	X		
FRED STRONG	X		
ED WAAGE	X		
CARLA WIXOM	X		

C-3 Public Participation Plan for Possible Changes on RTA Route 10 (Approve)

Mr. Straw noted the City of Santa Maria voted to no longer participate in the costs to operate RTA Route 10 between San Luis Obispo and Santa Maria, a program that been funded since 1994. He noted that RTA provides regional and ADA service into and out of Santa Maria. **Mr. Straw** noted that while roughly 20% of Route 10 riders go to Santa Maria, the 5307-funding provided by the City of Santa Maria only covered 13% of the cost to provide service to the city. **Mr. Straw** further noted that the SRTP is ongoing and will review these issues.

In terms of outreach, **Mr. Straw** said that RTA staff is looking at hosting a workshop in a South County community and might need to schedule a public hearing at the Board meeting on September 4th as these changes will have real impacts on riders.

Board Member Waage asked if Santa Maria providing express service would fill in the existing gaps of service. **Mr. Straw** expressed his support for increased service, but noted that there could be coordination issues and that SLOCOG required everyone in the County to accept the Regional Pass program. **Board Member Waage** asked if we know what the ridership demographics are for Santa Maria. **Mr. Straw** said that the RTA has reviewed data indicating many riders who live in the Five Cities area work and attend school in Santa Maria, and vice versa. **Mr. Straw** also said that the first two Route 10 buses deadhead to Santa Maria but that the RTA can look at opening the doors on those buses.

Board Member Strong commented that Southern California transit agencies are using a single ticket system that allows them to track and send money between each other and improve ridership.

Board member Moreno asked about the allegations Santa Maria is making regarding the RTA not being efficient. **Mr. Straw** responded by saying that some of Santa Maria's costs are lower because they are

using contractors to provide services and their organization does not have legacy issues. **Mr. Straw** also noted that the costs of providing local service will always be cheaper than providing regional services. He further highlighted that our annual audits are clean, and we are always looking for ways to improve efficiencies with a focus on achieving the full potential of the RTA.

Board Member Paulding asked if an ad hoc committee should be formed to explore the issue in depth. **Mr. Straw** said that will be an important part and noted that State law requires Santa Maria City to get permission before operating a transit service into another TDA recipient’s service area. **Mr. Straw** did note that the City of Santa Maria is talking to the City of San Luis Obispo. **Board Member Paulding** asked for information on how the RTA will reach out to Santa Maria riders. **Mr. Straw** said that the RTA will conduct “pop-up” meetings at the transit center and information on buses in addition to meetings that will be publicly noticed.

Board Member Ortiz-Legg said that it was important to address how many people and the demographics are using Route 10 as well as the timeline for potential service changes. **Mr. Straw** said that the RTA knows where people are going and will work to protect those riders; he also suggested using LTF funding to cover the shortfall.

Board Member Moreno asked if the pass through will stop July 1st. **Mr. Straw** said yes.

President Pease said that SLO Transit has been approached, but has not taken any action.

Public Comment:

Mr. Greening said that there were a lot of good questions posed by the RTA Board and asked if Santa Maria is going to provide service to the recently approved Dana Reserve Housing Project. **President Pease** noted that that conversation was too early.

Board Member Paulding made a motion to approve action agenda item C-3 and to talk about an ad hoc committee at the Executive Committee level **Board Member Moreno** seconded the motion. The motion passed unanimously via roll call vote.

BOARD MEMBER	YES	NO	ABSENT
DEBBIE ARNOLD (Past President)	X		
DANIEL RUSHING	X		
BRUCE GIBSON			X
JIM GUTHRIE	X		
HEATHER MORENO	X		
DAWN ORTIZ-LEGG	X		
JIMMY PAULDING (Vice President)	X		
ANDY PEASE (President)	X		
JOHN PESCHONG	X		
FRED STRONG	X		
ED WAAGE	X		
CARLA WIXOM	X		

Board Member Waage had a question regarding the legalities of the ad hoc committee and deferred to legal counsel for advice. **Mr. Ansolabehere** said that the item was to discuss the need for an ad hoc committee at the Executive Committee but it would be of member of the Board, not the Executive Committee itself. **Board Member Paulding** clarified that the ad hoc committee would be to work with staff and the City of Santa Maria.

D. CLOSED SESSION ITEMS: CONFERENCE WITH LEGAL COUNSEL

There were no items on the closed session agenda for the Board to review.

E. BOARD MEMBER COMMENTS:

There were no board member comments given.

The meeting was adjourned at 10:28 AM.

Next regularly-scheduled RTA Board meeting is **July 10, 2024**

Respectfully Submitted,

Acknowledged by,

Anthony Kalvans, Administrative Assistant

Andy Pease, RTA President 2024

This Page Left Intentionally Blank

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
SEPTEMBER 4, 2024
STAFF REPORT**

AGENDA ITEM: A-4

TOPIC: Authorize New SLOCPT Rates for July 2025 Implementation

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Implement Rate Increase in July 2025

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 2023 actuarial study completed in June 2024, 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 2024. To meet our required funding obligation to the Pension Trust, the RTA must determine if the implementation date should be January 2025 or July 2025. A January 2025 implementation date would result in a 1.53% increase in rates, and a July 2025 implementation date would result in a 1.61% increase in rates.

Although the July 2025 rate increase (1.61%) is higher than the January 2025 rate (1.53%), 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, the RTA allocation method remains in line with how the County treats increases for unrepresented employees and would be included in the budget assumptions for the Board's consideration in March 2025. This is related to management, administration and confidential employees, and does not include the employees who are covered by the CBA with Teamsters Local 986.

Staff Recommendation

Approve the implementation date of July 2025 at a rate of 1.61%.

This Page Left Intentionally Blank

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

SEPTEMBER 4, 2024

STAFF REPORT

AGENDA ITEM: A-5

TOPIC: California SB-1 State of Good Repair FY24/25 Revised Resolution

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

STAFF RECOMMENDATION: Approve Revised Resolution Authorizing the RTA Executive Director to Submit a Revised FY24-25 State of Good Repair Project in the amount of \$514,406 to Fund the Local Match for Four Battery-Electric Buses

BACKGROUND/DISCUSSION:

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

At its January 10, 2024 meeting, the Board authorized the RTA Executive Director to submit an SGR Grant Application in the amount up to \$479,899 (based on estimated regional discretionary and operator apportionments known at that time) to fund the local match for four heavy-duty low-floor 40-ft diesel-powered buses.

On July 11, 2024, the Federal Transit Administration (FTA) awarded to the RTA \$2,572,888 of discretionary competitive grant funds as part of its Section 5339(b) Bus and Bus Facilities grant program. This new grant funding will help cover the cost differential between a standard diesel-powered bus and a battery-electric bus, allowing the RTA to accelerate its transition to a zero-emission fleet.

On August 1, 2024, the State Controller's Office (SCO) released revised FY24/25 SGR funding allocations, resulting in an increase in both the RTA's regional competitive award from SLOCOG and its operator apportionment funding from previous estimates.

As a result, staff is seeking the Board's authorization of the recently revised SCO funding allocations and authorization to apply the FY24-25 SGR funds towards the local match to replace four diesel-powered buses with four battery-electric buses.

	Project	Regional Competitive	Operator Apportionment	Total
	Local Match for Four (4) Diesel Buses	\$479,899	\$22,051	\$501,950
8/1/2024 Revised	Local Match for Four (4) Zero Emission Battery Electric Buses	\$490,895	\$23,511	\$514,406
	<i>Difference</i>	<i>\$10,996</i>	<i>\$1,460</i>	<i>\$12,456</i>

STAFF RECOMMENDATION:

Approve revised resolution authorizing the RTA Executive Director to submit a revised SGR FY24-25 project for \$514,406 to help fund the local match for four battery-electric buses.

Attachment A

**San Luis Obispo Regional Transit Authority
Resolution No. 24-**

**AUTHORIZATION FOR THE SAN LUIS OBISPO REGIONAL TRANSIT
AUTHORITY (RTA) PROJECT LIST FOR THE CALIFORNIA STATE OF GOOD
REPAIR (SGR) FY2024-25 PROGRAM**

WHEREAS, The San Luis Obispo Regional Transit Authority, hereinafter referred to as the RTA, is an eligible recipient of SGR funds in the San Luis Obispo region; and

WHEREAS, the State Controller's Office released revised SGR FY24-25 allocations on August 1, 2024; and

WHEREAS, **\$490,895** in SGR regional discretionary funding and **\$23,511** in SGR Operator Apportionment is available for programs in FY24-25; and

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

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

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

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

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

WHEREAS, the RTA continues to be a leading agency in sustainability efforts and has set significant goals to reduce greenhouse gas (GHG); and

WHEREAS, the RTA is requesting up to **\$514,406** from the SGR program to fund the local match for the replacement of four diesel buses with four battery-electric buses; and

NOW, THEREFORE, BE IT RESOLVED that the RTA acting as the recipient, does hereby authorize the RTA's FY24-25 SGR Project List to include the Battery-Electric Bus Replacement and Recharging Equipment Project.

On a motion by Delegate _____ seconded by Delegate _____ and on the following roll call vote, to wit: the foregoing resolution is hereby adopted this 4th day of September 2024.

AYES:

NOES:

ABSENT:

ABSTAINING:

The foregoing resolution is hereby adopted this 4^h day of September 2024.

President of the RTA Board of Directors

ATTEST:

Geoff Straw, Executive Director
San Luis Obispo Regional Transit Authority

APPROVED AS TO FORM AND LEGAL EFFECT:

By: _____
Jon Ansolabehere, Counsel
San Luis Obispo Regional Transit Authority

Date: _____

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

SEPTEMBER 4, 2024

STAFF REPORT

AGENDA ITEM: A-6

TOPIC: Transit Asset Management (TAM) Plan

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Receive and File Update to the FY23-24 TAM Plan

BACKGROUND/DISCUSSION:

In accordance with Federal Transit Administration (FTA) regulations, every transit agency must develop a performance-based 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 its subrecipient of federal funds (the City of Atascadero). As a Tier II agency, the RTA must meet the following four elements:

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

This staff report, along with the attached updated performance results, shall constitute the update to the TAM Plan for FY23-24.

Transit Asset Management Plan

The RTA's Strategic Business Plan and 2024 TAM Performance goals were set for all revenue vehicles to allow no more than **18.18%** of Heavy Duty Buses, **25%** Cutaways and **20%** ADA Minivans to exceed the FTA-defined useful life standard in terms of years or miles. Non-Revenue support vehicles, truck and equipment replacement goals is set at **46.15%** as these vehicles typically incur fewer annual miles and therefore their useful

life can be extended until funding is made available. The non-revenue vehicle goal is based on current age and when the replacement is tentatively scheduled to take place.

In January 2022 construction was substantially completed on the new Bus Maintenance Facility (BMF) located at 253 Elks Lane in San Luis Obispo. This facility supports maintenance, operations and the administrative functions for the RTA. As the BMF building is still so new, the RTA's facility condition assessment goal is set at **0.0%** of facility assets expected to come into a state of repair, or receiving a condition rating of marginal (2) or poor (1). In accordance with federal requirements, a formal facility condition assessment of the BMF shall be reported to the National Transit Database (NTD) every four (4) years. The next NTD facility condition assessment will be due in 2026.

In FY2023-24, the RTA remained on-target to meet or exceed the vehicle replacement and facility condition performance measures as set forth in the 2023-24 TAM Plan. Performance details are reported annually to the NTD and are summarized below in Table 1.

Table 1: NTD – TAM Plan 2023-24 Performance Measure Targets (Form A-90)

Performance Measure	2024 Target (%)	Total Vehicles Allowed to Exceed State of Good Repair	ACTUAL 2024 Performance (%)	ACTUAL Vehicles Exceeding State of Good Repair in 2024	Target Met / Unmet
Heavy Duty Bus (BU)	18.18%	7	8.33%	3	Met
Description: The RTA replaced (2) battery electric buses and (1) diesel bus in 2024. The RTA is on target to replace five (5) more heavy-duty diesel-powered buses with zero-emission electric buses to be delivered end of December 2025. The RTA was recently awarded a discretionary grant to fund the replacement of four (4) more heavy-duty diesel-powered buses with zero-emission electric buses and anticipates issuing this purchase order in January 2025 with delivery anticipated by Summer 2027.					
Cutaway (CU)	25.00%	5	21.05%	4	Met
Description: The RTA is on target to replace one (1) cutaway vehicle for Nipomo Dial-A-Ride by Fall 2024. The City of Atascadero (subrecipient) is on target to replace one (1) ADA transit cutaway with a Mobility Transit Van by Fall 2024.					
ADA Accessible Minivan (MV)	20.00%	3	46.65%	7	Unmet
Description: Replacement of ADA Minivans is currently in-progress and it is anticipated that the performance target will be met in FY25. The RTA is on target to replace three (3) ADA minivans by Fall 2024. One (1) seasonal-service Trolley for the County is scheduled for replacement in 2025.					

Performance Measure	2024 Target (%)	Total Vehicles Allowed to Exceed State of Good Repair	ACTUAL 2024 Performance (%)	ACTUAL Vehicles Exceeding State of Good Repair in 2024	Target Met / Unmet
(Non-Revenue) Service Vehicles, Trucks and Equipment	46.15%	6	7.14%	1	Met
Description: Revenue Vehicles remain top priority for replacement over non-revenue support vehicles, trucks and equipment. Support vehicles acquire less miles and therefore useful life can be extended until funding is made available. The RTA replaced (7) support vehicles with fully-electric sedans in FY2024. The RTA is on-target to replace (2) service maintenance trucks and (1) electric support vehicle in FY25.					
Facilities (Bus Maintenance Facility (BMF))	0.00%	0	0.00%	0	Met
Description: 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 total facility assets beyond the NTD and FTA-defined condition five-point scale.					

Staff recommendation

Receive and file the FY23-24 update to the TAM Plan.

This Page Left Intentionally Blank

San Luis Obispo Regional Transit Authority Transit Asset Management Plan

Geoff Straw, Accountable Executive

Last modified by Melissa C. Mudgett on 08 Aug 24 at 12:26

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.

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.

- The RTA's fleet performance measurement standard for Rolling Stock is to not allow more than 25% of revenue-service vehicles to exceed its FTA-defined useful life standard in terms of years or miles.
- The RTA's fleet performance measurement standard for Rolling Stock (Trolley) is to not allow more than 50% of revenue-service Trolley's to exceed its FTA-defined useful life standard in terms of years or miles. (Only two (2) Trolleys in inventory).
- The RTA's fleet performance measurement standard for Equipment (non-revenue support automobile, truck or equipment) is to not allow more than 30% of non-revenue vehicles/equipment to exceed its FTA-defined useful life standard in terms of years or miles.
- The RTA's facility performance measurement standard for Facilities is to not allow more than 40% of its facilities to exceed a Condition Assessment of 3.0 or below. (Bus Maintenance Facility).

Performance Targets & Measures

Asset Category - Performance Measure	Asset Class	2025 Target	2026 Target	2027 Target	2028 Target	2029 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	28%	25%	25%	25%	25%
	CU - Cutaway Bus	11%	25%	25%	25%	25%
	DB - Double Decked Bus	N/A				
	FB - Ferryboat	N/A				
	MB - Mini-bus	28%	25%	25%	25%	25%
	MV - Mini-van	13%	25%	25%	25%	25%
	RT - Rubber-tire Vintage Trolley	50%			50%	
	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	20%	30%	30%	30%	30%
	Steel Wheel Vehicles	N/A				
	Trucks and other Rubber Tire Vehicles	20%			30%	
	Forklift	20%			100%	
	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	1%				
	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 (excluding Trolleys) is to not exceed more than 25% beyond the FTA-defined useful life standard in terms of years or miles. The Performance Target for Trolleys is set at 50% as there is only two (2) Trolley's in the RTA's fleet inventory. The equipment goal (non-revenue support vehicles, trucks and equipment) is set at 30% and based on the current age and when the replacement is tentatively scheduled to take place. The Bus Maintenance Facility (BMF) is the RTA's only facility included in its Facility Performance Standard. The BMF performance measurement standard is to not allow more than 40% of its facility Condition Assessment to be rated 3.0 or below.

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	70	6.3	210,395	\$696,785.71
<i>AB - Articulated Bus</i>	0	-	-	-
<i>AO - Automobile</i>	0	-	-	-
<i>BR - Over-the-road Bus</i>	0	-	-	-
<i>BU - Bus</i>	33	8.2	373,847	\$1,300,000.00
<i>CU - Cutaway Bus</i>	17	5.2	101,175	\$180,000.00
<i>DB - Double Decked Bus</i>	0	-	-	-
<i>FB - Ferryboat</i>	0	-	-	-
<i>MB - Mini-bus</i>	3	2.0	8,018	\$230,000.00
<i>MV - Mini-van</i>	15	3.7	31,546	\$85,000.00
<i>RT - Rubber-tire Vintage Trolley</i>	2	10.5	86,742	\$425,000.00
<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	19	5.0	57,202	\$71,894.74
<i>Non Revenue/Service Automobile</i>	14	4.0	52,834	\$66,142.86
<i>Steel Wheel Vehicles</i>	0	-	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	4	7.8	86,716	\$91,250.00
<i>Forklift</i>	1	8.0	294	\$75,000.00
<i>Custom 2</i>	0	-	-	-
<i>Custom 3</i>	0	-	-	-
Facilities	1	3.0	N/A	\$24,000,000.00
<i>Administration</i>	0	-	N/A	-
<i>Maintenance</i>	1	3.0	N/A	\$24,000,000.00
<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	70	6.3	210,395	N/A	\$696,785.71	20%
<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	8.2	373,847	N/A	\$1,300,000.00	9%
<i>CU - Cutaway Bus</i>	17	5.2	101,175	N/A	\$180,000.00	18%
<i>DB - Double Decked Bus</i>	0	-	-	N/A	-	-
<i>FB - Ferryboat</i>	0	-	-	N/A	-	-
<i>MB - Mini-bus</i>	3	2.0	8,018	N/A	\$230,000.00	0%
<i>MV - Mini-van</i>	15	3.7	31,546	N/A	\$85,000.00	47%
<i>RT - Rubber-tire Vintage Trolley</i>	2	10.5	86,742	N/A	\$425,000.00	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	20	5.5	60,155	N/A	\$72,550.00	20%
<i>Non Revenue/Service Automobile</i>	15	4.7	57,062	N/A	\$67,400.00	13%
<i>Steel Wheel Vehicles</i>	0	-	-	N/A	-	-
<i>Trucks and other Rubber Tire Vehicles</i>	4	7.8	86,716	N/A	\$91,250.00	50%
<i>Forklift</i>	1	8.0	294	N/A	\$75,000.00	0%
<i>Custom 2</i>	0	-	-	N/A	-	-
<i>Custom 3</i>	0	-	-	N/A	-	-
Facilities	1	3.0	N/A	5.0	\$24,000,000.00	N/A
<i>Administration</i>	0	-	N/A	-	-	N/A
<i>Maintenance</i>	1	3.0	N/A	5.0	\$24,000,000.00	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.

- The RTA uses the Facility Condition Assessment to identify repairs to the facility and to justify investment priorities.
- The RTA uses the ICT Zero-Emission Bus Roll-Out Plan to support investment decision-making and prioritization for the RTA, SCT and Paso Robles services.
- The City of Atascadero (Subrecipient to the RTA) uses its adopted ICT Zero-Emission Bus Roll-Out Plan to support investment decision-making and prioritization for the Atascadero Dial-A-Ride service.
- All Fleet Replacement Projects and Costs are reflective of the region's FY25-FY27 FTIP, adopted August 2024.

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 their useful life and condition of the fleet over the next five years (2023-2028). The RTA Fleet Software system uses asset inventory and condition information to support the fleet replacement schedule. The "Project Year" and "Costs" identified in Appendix C - Project List are reflective of the adopted FY25-FY27 FTIP fleet replacement projects and funding levels known as of August 2024.
RTA Facility Condition Assessment	The RTA will complete a Condition Assessment for the Bus Maintenance Facility located at 253 Elks Lane in San Luis Obispo. This Condition Assessment uses the NTD and FTA 5-point assessment rating scale for all assets related to the facility. The Condition Assessment will be conducted every 4 years and reported to the NTD and FTA.
RTA Innovative Clean Transit (ICT) Fleet Roll-Out Plan	The RTA ICT Zero-Emission Bus Roll-Out Plan was adopted in March 2023. This Plan projects the replacement year & cost for vehicles with a Gross Vehicle Weight (GVW) greater than 14,000 lbs to 2040. The RTA will use this plan to support investment decision-making and prioritization.
Atascadero (Subrecipient) Innovative Clean Transit (ICT) Fleet Roll-Out Plan	Atascadero (Subrecipient) ICT Zero-Emission Plan was adopted in June 2023. Atascadero will use this plan to support investment decision-making and prioritization for the Atascadero Dial-A-Ride service.

Investment Prioritization

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

Appendices

[Appendix A](#)

[Appendix B1](#)

[Appendix B2](#)

[Appendix B3](#)

[Appendix C](#)

Asset Register

Revenue Vehicle (Rolling Stock) Condition Data

Equipment Condition Data

Facilities Condition Data

Proposed Investment Project List

Appendix A: Asset Register

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
Equipment	Forklift	523	Toyota	forklift	1	67498	SLO RTA	2016	294	\$75,000.00
Equipment	Non Revenue/Service Automobile	506	HONDA	CIVIC HYBRID	1	JHMFA3F27A5000891	SLO RTA	2009	116,261	\$85,000.00
Equipment	Non Revenue/Service Automobile	520	FORD	ESCAPE	1	1FMCU0F72FU82168	SLO RTA	2015	58,023	\$52,000.00
Equipment	Non Revenue/Service Automobile	521	FORD	ESCAPE	1	1FMCU0F71HUB03417	SLO RTA	2017	157,183	\$52,000.00
Equipment	Non Revenue/Service Automobile	525	CHEVROLET	EUV E-Bolt	1	1G1FY6S07P4139265	SLO RTA	2023	15,642	\$52,000.00
Equipment	Non Revenue/Service Automobile	528	CHEVROLET	E-BOLT	1	1G1FY6S01P4189353	SLO RTA	2023	2,995	\$52,000.00
Equipment	Non Revenue/Service Automobile	529	CHEVROLET	E-BOLT	1	1G1FY6S06P4189428	SLO RTA	2023	4,588	\$52,000.00
Equipment	Non Revenue/Service Automobile	530	CHEVROLET	E-BOLT	1	1G1FY6S02P4193962	SLO RTA	2023	3,809	\$85,000.00
Equipment	Non Revenue/Service Automobile	531	CHEVROLET	E-BOLT	1	1GYFY6S05P4193969	SLO RTA	2023	2,991	\$85,000.00
Equipment	Non Revenue/Service Automobile	532	CHEVROLET	E-BOLT	1	1G1FY6S08P4195408	SLO RTA	2023	841	\$52,000.00
Equipment	Non Revenue/Service Automobile	533	CHEVROLET	E-BOLT	1	1GYFY6S08P4187292	SLO RTA	2023	712	\$52,000.00
Equipment	Non Revenue/Service Automobile	534	CHEVROLET	E-BOLT	1	1G1FY6S03P4193937	SLO RTA	2023	403	\$52,000.00
Equipment	Non Revenue/Service Automobile	1601	DODGE	BRAUN	1	2C7WDGBG8FR642808	SLO RTA	2016	104,006	\$85,000.00
Equipment	Non Revenue/Service Automobile	1602	DODGE	BRAUN	1	2C7WDGBG6FR652138	SLO RTA	2016	120,757	\$85,000.00
Equipment	Non Revenue/Service Automobile	1603	DODGE	BRAUN	1	2C7WDGBG6FR652141	SLO RTA	2016	133,244	\$85,000.00
Equipment	Non Revenue/Service Automobile	1604	DODGE	BRAUN	1	2C7WDGBG7FR652150	SLO RTA	2016	134,479	\$85,000.00
Equipment	Trucks and other Rubber Tire Vehicles	511	FORD	F-250	1	1FT7X2A60EEB27771	SLO RTA	2014	116,261	\$85,000.00
Equipment	Trucks and other Rubber Tire Vehicles	512	FORD	F-250	1	1FD7X2A62EEB27850	SLO RTA	2014	69,207	\$100,000.00
Equipment	Trucks and other Rubber Tire Vehicles	522	FORD	F-250	1	1FD7X2A66GED42246	SLO RTA	2016	110,180	\$80,000.00
Equipment	Trucks and other Rubber Tire Vehicles	524	FORD	F-250	1	1FTFX1C50MKD87727	SLO RTA	2021	51,215	\$100,000.00
Facilities	Maintenance	Bus Maintenance Facility (BMF)			1	253 Elks Lane, San Luis Obispo, CA 93401	SLO RTA	2021		\$24,000,000.00
RevenueVehicles	BU - Bus	1011	THOR	EZ RIDER	1	1N9MMACL2AC084310	SCT	2010	338,325	\$1,300,000.00
RevenueVehicles	BU - Bus	1012	THOR	EZ RIDER	1	1N9MMACL4AC084311	SCT	2010	267,833	\$1,300,000.00
RevenueVehicles	BU - Bus	1101	EL DORADO	BRT	1	1N9APACL6AC084207	SLO RTA	2011	290,379	\$1,300,000.00
RevenueVehicles	BU - Bus	1301	GILLIG	LOW FLOOR	1	15GGD2714D1182291	SLO RTA	2013	560,790	\$1,300,000.00
RevenueVehicles	BU - Bus	1302	GILLIG	LOW FLOOR	1	15GGD2716D1182292	SLO RTA	2013	500,533	\$1,300,000.00
RevenueVehicles	BU - Bus	1303	GILLIG	LOW FLOOR	1	15GGD2718D1182293	SLO RTA	2013	579,934	\$1,300,000.00
RevenueVehicles	BU - Bus	1304	GILLIG	LOW FLOOR	1	15GGD271XD1182294	SLO RTA	2013	553,280	\$1,300,000.00
RevenueVehicles	BU - Bus	1305	GILLIG	LOW FLOOR	1	15GGD2711D1182295	SLO RTA	2013	524,830	\$1,300,000.00
RevenueVehicles	BU - Bus	1306	GILLIG	LOW FLOOR	1	15GGD2713D1182296	SLO RTA	2013	557,172	\$1,300,000.00
RevenueVehicles	BU - Bus	1307	GILLIG	LOW FLOOR	1	15GGD2715D1182297	SLO RTA	2013	579,248	\$1,300,000.00
RevenueVehicles	BU - Bus	1308	GILLIG	LOW FLOOR	1	15GGB271XD1182298	SCT	2013	489,612	\$1,300,000.00
RevenueVehicles	BU - Bus	1309	GILLIG	LOW FLOOR	1	15GGB2711D1182299	SCT	2013	486,152	\$1,300,000.00
RevenueVehicles	BU - Bus	1310	GILLIG	LOW FLOOR	1	15GGB2714D1182300	SCT	2013	490,293	\$1,300,000.00
RevenueVehicles	BU - Bus	1501	GILLIG	LOW FLOOR	1	15GGD2719F1184847	SLO RTA	2015	516,450	\$1,300,000.00
RevenueVehicles	BU - Bus	1502	GILLIG	LOW FLOOR	1	15GGD2710F1184848	SLO RTA	2015	486,754	\$1,300,000.00
RevenueVehicles	BU - Bus	1503	GILLIG	LOW FLOOR	1	15GGD2712F1184849	SLO RTA	2015	484,370	\$1,300,000.00

Asset Category	Asset Class	Asset Name	Make	Model	Count	ID/Serial No.	Asset Owner	Acquisition Year	Vehicle Mileage	Replacement Cost/Value
RevenueVehicles	BU - Bus	1504	GILLIG	LOW FLOOR	1	15GGD2719F1184850	SLO RTA	2015	490,052	\$1,300,000.00
RevenueVehicles	BU - Bus	1505	GILLIG	LOW FLOOR	1	15GGD2710F1184851	SLO RTA	2015	460,546	\$1,300,000.00
RevenueVehicles	BU - Bus	1506	GILLIG	LOW FLOOR	1	15GGD2712F1184852	SLO RTA	2015	417,342	\$1,300,000.00
RevenueVehicles	BU - Bus	1507	GILLIG	LOW FLOOR	1	15GGD2714F1184853	SLO RTA	2015	419,014	\$1,300,000.00
RevenueVehicles	BU - Bus	1508	GILLIG	LOW FLOOR	1	15GGD2716F1184854	SLO RTA	2015	506,618	\$1,300,000.00
RevenueVehicles	BU - Bus	1509	GILLIG	LOW FLOOR	1	15GGD2710F1184855	SCT	2015	398,046	\$1,300,000.00
RevenueVehicles	BU - Bus	1801	GILLIG	LOW FLOOR	1	15GGD2715J3190447	SLO RTA	2018	317,306	\$1,300,000.00
RevenueVehicles	BU - Bus	1802	GILLIG	LOW FLOOR	1	15GGD2717J3190448	SLO RTA	2018	309,818	\$1,300,000.00
RevenueVehicles	BU - Bus	1803	GILLIG	LOW FLOOR	1	15GGD2719J3190449	SLO RTA	2018	282,790	\$1,300,000.00
RevenueVehicles	BU - Bus	1910	GILLIG	LOW FLOOR	1	15GGD2710K3191300	SLO RTA	2019	277,104	\$1,300,000.00
RevenueVehicles	BU - Bus	1911	GILLIG	LOW FLOOR	1	15GGD2712K3191301	SLO RTA	2019	269,334	\$1,300,000.00
RevenueVehicles	BU - Bus	1912	GILLIG	LOW FLOOR	1	15GGD2714K3191302	SLO RTA	2019	268,897	\$1,300,000.00
RevenueVehicles	BU - Bus	2101	GILLIG	LOW FLOOR	1	15GGD2711M3197061	SLO RTA	2021	104,104	\$1,300,000.00
RevenueVehicles	BU - Bus	2102	GILLIG	LOW FLOOR	1	15GGD2713M3197062	SLO RTA	2021	106,457	\$1,300,000.00
RevenueVehicles	BU - Bus	2301	GILLIG	ELECTRIC	1	15GGD281XR3198795	SLO RTA	2024	1,721	\$1,300,000.00
RevenueVehicles	BU - Bus	2302	GILLIG	ELECTRIC	1	15GGD281R3198796	SLO RTA	2024	1,462	\$1,300,000.00
RevenueVehicles	BU - Bus	2401	GILLIG	LOW FLOOR	1	15GGD2713R200338	SLO RTA	2024	371	\$1,300,000.00
RevenueVehicles	CU - Cutaway Bus	27	FORD	STARCRAFT E450	1	1FDFF4FSXEDB20055	ATASCADERO	2015	84,161	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	28	FORD	STARCRAFT E450	1	1FDFF4FS3HDC33737	ATASCADERO	2017	75,315	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	29	FORD	STARCRAFT E450	1	1FDFF4FS1HDC78904	ATASCADERO	2018	81,591	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	30	FORD	STARCRAFT E450	1	1FDFF4FS5HDC78906	ATASCADERO	2018	72,122	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1511	FORD	STARCRAFT E450	1	1FDFF4FS4GDC09025	SLO RTA	2015	182,407	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1901	FORD	STARCRAFT E450	1	1FDFF4FS5KDC21600	SLO RTA	2019	119,690	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1902	FORD	STARCRAFT E450	1	1FDFF4FS7KDC26300	SLO RTA	2019	124,104	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1903	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26301	SLO RTA	2019	132,747	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1904	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26302	SLO RTA	2019	126,482	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1905	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26303	SLO RTA	2019	115,994	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1906	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26304	SLO RTA	2019	121,868	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1907	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26305	SLO RTA	2019	123,827	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1908	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26306	SLO RTA	2019	118,068	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	1909	FORD	STARCRAFT E450	1	1FDFF4FS9KDC26299	SCT	2019	95,860	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	2031	FORD	STARCRAFT E450	1	1FDFF4FN6MDC15074	SLO RTA	2019	42,587	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	2334	FORD	STARCRAFT E450	1	1FDFF4FN1PDD37488	SLO RTA	2023	57,400	\$180,000.00
RevenueVehicles	CU - Cutaway Bus	2335	FORD	STARCRAFT E450	1	1FDFF4FN1PDD37474	SLO RTA	2023	45,758	\$180,000.00
RevenueVehicles	MB - Mini-bus	2331	CHEVROLET	ARBOC	1	1HA6GUB78NN011454	SLO RTA	2022	7,055	\$230,000.00
RevenueVehicles	MB - Mini-bus	2332	CHEVROLET	ARBOC	1	1HA6GUB77NN011459	SLO RTA	2022	12,684	\$230,000.00
RevenueVehicles	MB - Mini-bus	2333	CHEVROLET	ARBOC	1	1HA6GUB70NN011464	SLO RTA	2022	4,315	\$230,000.00
RevenueVehicles	MV - Mini-van	2051	DODGE	BRAUN ENTRAVAN	1	2C7WDG8G0KR798819	SLO RTA	2019	53,008	\$85,000.00
RevenueVehicles	MV - Mini-van	2052	DODGE	BRAUN ENTRAVAN	1	2C7WDG8G9KR798818	SLO RTA	2019	52,307	\$85,000.00
RevenueVehicles	MV - Mini-van	2053	DODGE	BRAUN ENTRAVAN	1	2C7WDG8G9KR798835	SLO RTA	2019	51,411	\$85,000.00
RevenueVehicles	MV - Mini-van	2054	DODGE	BRAUN ENTRAVAN	1	2C7WDG8G9KR801121	SLO RTA	2019	51,242	\$85,000.00
RevenueVehicles	MV - Mini-van	2055	DODGE	BRAUN ENTRAVAN	1	2C7WDG8G9KR799394	SLO RTA	2019	54,469	\$85,000.00
RevenueVehicles	MV - Mini-van	2056	DODGE	BRAUN ENTRAVAN	1	2C7WDG8G9KR801077	SLO RTA	2019	49,112	\$85,000.00
RevenueVehicles	MV - Mini-van	2057	DODGE	BRAUN ENTRAVAN	1	2C7WDG8G1KR808323	SLO RTA	2019	53,872	\$85,000.00
RevenueVehicles	MV - Mini-van	2151	DODGE	BRAUN ENTRAVAN	1	2C7WDG8G7KR800808	Paso DAR	2020	27,234	\$85,000.00
RevenueVehicles	MV - Mini-van	2152	DODGE	BRAUN ENTRAVAN	1	2C7WDG8G3KR800918	Paso DAR	2020	32,398	\$85,000.00
RevenueVehicles	MV - Mini-van	2351	CHRYSLER	VOYAGER	1	2C4RC1CG3NR163073	SLO RTA	2022	25,152	\$85,000.00
RevenueVehicles	MV - Mini-van	2352	CHRYSLER	VOYAGER	1	2C4RC1CG3NR171738	SLO RTA	2022	12,067	\$85,000.00
RevenueVehicles	MV - Mini-van	2353	CHRYSLER	VOYAGER	1	2C4RC1CG3NR171741	SLO RTA	2022	10,114	\$85,000.00
RevenueVehicles	MV - Mini-van	2451	CHRYSLER	VOYAGER	1	2C4RC1CG3NR224230	SLO RTA	2022	262	\$85,000.00
RevenueVehicles	MV - Mini-van	2452	CHRYSLER	VOYAGER	1	2C4RC1CG3NR224230	SLO RTA	2022	264	\$85,000.00
RevenueVehicles	MV - Mini-van	2453	CHRYSLER	VOYAGER	1	2C4RC1CG6NR212170	SLO RTA	2022	275	\$85,000.00
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1013	DOUBLE K	VILLAGER	1	1F665DY7B0A04333	SLO RTA	2010	111,655	\$425,000.00

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	1011	1	1N9MMACL2AC084310	14	338,325	\$1,300,000.00	12	Yes
RevenueVehicles	BU - Bus	1012	1	1N9MMACL4AC084311	14	267,833	\$1,300,000.00	12	Yes
RevenueVehicles	BU - Bus	1101	1	1N9APACL6AC084207	13	290,379	\$1,300,000.00	12	Yes
RevenueVehicles	BU - Bus	1301	1	15GGD2714D1182291	11	560,790	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1302	1	15GGD2716D1182292	11	500,533	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1303	1	15GGD2718D1182293	11	579,934	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1304	1	15GGD271XD1182294	11	553,280	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1305	1	15GGD2711D1182295	11	524,830	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1306	1	15GGD2713D1182296	11	557,172	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1307	1	15GGD2715D1182297	11	579,248	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1308	1	15GGB271XD1182298	11	489,612	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1309	1	15GGB2711D1182299	11	486,152	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1310	1	15GGB2714D1182300	11	490,293	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1501	1	15GGD2719F1184847	9	516,450	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1502	1	15GGD2710F1184848	9	486,754	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1503	1	15GGD2712F1184849	9	484,370	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1504	1	15GGD2719F1184850	9	490,052	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1505	1	15GGD2710F1184851	9	460,546	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1506	1	15GGD2712F1184852	9	417,342	\$1,300,000.00	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	1507	1	15GGD2714F1184853	9	419,014	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1508	1	15GGD2716F1184854	9	506,618	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1509	1	15GGB2710F1184855	9	398,046	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1801	1	15GGD2715J3190447	6	317,306	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1802	1	15GGD2717J3190448	6	309,818	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1803	1	15GGD2719J3190449	6	282,790	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1910	1	15GGD2710K3191300	5	277,104	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1911	1	15GGD2712K3191301	5	269,334	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	1912	1	15GGD2714K3191302	5	268,897	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	2101	1	15GGD2711M3197061	3	104,104	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	2102	1	15GGD2713M3197062	3	106,457	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	2301	1	15GGD281XR3198795		1,721	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	2302	1	15GGD2811R3198796		1,462	\$1,300,000.00	12	No
RevenueVehicles	BU - Bus	2401	1	15GGD2713R200338		371	\$1,300,000.00	12	No
RevenueVehicles	CU - Cutaway Bus	27	1	1FDFE4FSXEDB20055	9	84,161	\$180,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	28	1	1FDFE4FS3HDC33737	7	75,315	\$180,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	29	1	1FDFE4FS1HDC78904	6	81,591	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	30	1	1FDFE4FS5HDC78906	6	72,122	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1511	1	1FDFE4FS4GDC09025	9	182,407	\$180,000.00	7	Yes
RevenueVehicles	CU - Cutaway Bus	1901	1	1FDFE4FS5KDC21600	5	119,690	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1902	1	1FDFE4FS7KDC26300	5	124,104	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1903	1	1FDFE4FS9KDC26301	5	132,747	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1904	1	1FDFE4FS9KDC26302	5	126,482	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1905	1	1FDFE4FS9KDC26303	5	115,994	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1906	1	1FDFE4FS9KDC26304	5	121,868	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1907	1	1FDFE4FS9KDC26305	5	123,827	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1908	1	1FDFE4FS9KDC26306	5	118,068	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	1909	1	1FDFE4FS9KDC26299	5	95,860	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	2031	1	1FDFE4FN6MDC15074	5	42,587	\$180,000.00	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	2334	1	1FDFE4FN1PDD37488	1	57,400	\$180,000.00	7	No
RevenueVehicles	CU - Cutaway Bus	2335	1	1FDFE4FN1PDD37474	1	45,758	\$180,000.00	7	No
RevenueVehicles	MB - Mini-bus	2331	1	1HA6GUB78NN011454	2	7,055	\$230,000.00	12	No
RevenueVehicles	MB - Mini-bus	2332	1	1HA6GUB77NN011459	2	12,684	\$230,000.00	12	No
RevenueVehicles	MB - Mini-bus	2333	1	1HA6GUB70NN011464	2	4,315	\$230,000.00	12	No
RevenueVehicles	MV - Mini-van	2051	1	2C7WDGBG0KR798819	5	53,008	\$85,000.00	5	Yes
RevenueVehicles	MV - Mini-van	2052	1	2C7WDGBG9KR798818	5	52,307	\$85,000.00	5	Yes
RevenueVehicles	MV - Mini-van	2053	1	2C7WDGBG9KR798835	5	51,411	\$85,000.00	5	Yes
RevenueVehicles	MV - Mini-van	2054	1	2C7WDGBG9KR801121	5	51,242	\$85,000.00	5	Yes
RevenueVehicles	MV - Mini-van	2055	1	2C7WDGBGXKR799394	5	54,469	\$85,000.00	5	Yes
RevenueVehicles	MV - Mini-van	2056	1	2C7WDGBGXKR801077	5	49,112	\$85,000.00	5	Yes
RevenueVehicles	MV - Mini-van	2057	1	2C7WDGBG1KR808323	5	53,872	\$85,000.00	5	Yes
RevenueVehicles	MV - Mini-van	2151	1	2C7WDGBG7KR800808	4	27,234	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2152	1	2C7WDGBG3KR800918	4	32,398	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2351	1	2C4RC1CG3NR163073	2	25,152	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2352	1	2C4RC1CG3NR171738	2	12,067	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2353	1	2C4RC1CG3NR171741	2	10,114	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2451	1	2C4RC1CG3NR224230	2	262	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2452	1	2C4RC1CG3NR224230	2	264	\$85,000.00	5	No
RevenueVehicles	MV - Mini-van	2453	1	2C4RC1CG6NR212170	2	275	\$85,000.00	5	No
RevenueVehicles	RT - Rubber-tire Vintage Trolley	1013	1	1F66F5DY7B0A04333	14	111,655	\$425,000.00	12	Yes

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	RT - Rubber-tire Vintage Trolley		1707	1 1F66F5DY0H0A10659	7	61,828	\$425,000.00	12	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	8	294	\$75,000.00	12	No
Equipment	Non Revenue/Service Automobile	506	1	JHMFA3F27AS0008 91	15	116,261	\$85,000.00	9	Yes
Equipment	Non Revenue/Service Automobile	520	1	1FMCU0F72FUA821 68	9	58,023	\$52,000.00	9	Yes
Equipment	Non Revenue/Service Automobile	521	1	1FMCU0F71HUB03 417	7	157,183	\$52,000.00	8	No
Equipment	Non Revenue/Service Automobile	525	1	1G1FY6S07P413926 5	1	15,642	\$52,000.00	9	No
Equipment	Non Revenue/Service Automobile	528	1	1G1FY6S01P418935 3	1	2,995	\$52,000.00	9	No
Equipment	Non Revenue/Service Automobile	529	1	1G1FY6S06P418942 8	1	4,588	\$52,000.00	9	No
Equipment	Non Revenue/Service Automobile	530	1	1G1FY6S02P419396 2	1	3,809	\$85,000.00	9	No
Equipment	Non Revenue/Service Automobile	531	1	1GYFY6S05P419396 9	1	2,991	\$85,000.00	9	No
Equipment	Non Revenue/Service Automobile	532	1	1G1FY6S08P419540 8	1	841	\$52,000.00	9	No
Equipment	Non Revenue/Service Automobile	533	1	1GYFY6S08P418729 2	1	712	\$52,000.00	9	No
Equipment	Non Revenue/Service Automobile	534	1	1G1FY6S03P419393 7	1	403	\$52,000.00	9	No
Equipment	Non Revenue/Service Automobile	1601	1	2C7WDGBG8FR642 808	8	104,006	\$85,000.00	10	No
Equipment	Non Revenue/Service Automobile	1602	1	2C7WDGBG6FR652 138	8	120,757	\$85,000.00	10	No
Equipment	Non Revenue/Service Automobile	1603	1	2C7WDGBG6FR652 141	8	133,244	\$85,000.00	10	No
Equipment	Non Revenue/Service Automobile	1604	1	2C7WDGBG7FR652 150	8	134,479	\$85,000.00	10	No
Equipment	Trucks and other Rubber Tire Vehicles	511	1	1FT7X2A60EEB2777 1	10	116,261	\$85,000.00	9	Yes
Equipment	Trucks and other Rubber Tire Vehicles	512	1	1FD7X2A62EEB278 50	10	69,207	\$100,000.00	9	Yes
Equipment	Trucks and other Rubber Tire Vehicles	522	1	1FD7X2A66GED422 46	8	110,180	\$80,000.00	9	No
Equipment	Trucks and other Rubber Tire Vehicles	524	1	1FTFX1C50MKD877 27	3	51,215	\$100,000.00	9	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
Facilities	Maintenance	Bus Maintenance Facility (BMF)	1	253 Elks Lane, San Luis Obispo, CA 93401	3	5	\$24,000,000.00

Appendix C: Proposed Investment Project List

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2023	Replace - 40ft Transit Buses - Electric (5)	RevenueVehicles	\$6,853,300.00	High
2024	Replace - Cutaway Medium Duty (1) (#1511)	RevenueVehicles	\$153,100.00	High
	Atascadero (Subrecipient)			
2024	Replace - Cutaway with High Floor Van (1) (#A-27)	RevenueVehicles	\$179,000.00	High
2025	Replace - 40ft Transit Buses - Electric (4) with 5339b Funds(#1305, #1308, #1309 & #1310)	RevenueVehicles	\$5,937,988.00	High
2025	Replace - 40ft Transit Buses - Electric (3) with TIRCP Funds (#1301, ##1302, #1304)	RevenueVehicles	\$4,675,000.00	High
2025	Replace - Cutaway Medium Duty (5) - gasoline (#1905 - #1909)	RevenueVehicles	\$842,000.00	High
2025	Replace - Support Vehicle (non-revenue) - electric (1) (#521)	Equipment	\$45,600.00	High
2025	Replace - Trolley Bus (County funded) (#1013)	RevenueVehicles	\$293,200.00	Medium
	Atascadero (Subrecipient)			
2025	Replace - Cutaway (1) (#A-28)	RevenueVehicles	\$165,100.00	Medium
2026	Replace - 40ft Transit Buses - Electric (2) (#1501 & #1502)	RevenueVehicles	\$3,149,500.00	Medium
2026	Replace - 40ft Transit Buses - Diesel (3) (#1503 & #1504 & #1505)	RevenueVehicles	\$2,212,100.00	Medium
2026	Replace - Cutaway Medium Duty (3) - gasoline (#1906, #1907 & #1908)	RevenueVehicles	\$531,100.00	Medium
2026	Replace - Cutaway Medium Duty (1) - electric (#1909)	RevenueVehicles	\$263,200.00	Medium
2026	Replace - ADA Runabout Minivans (7) - (#2051-#2057)	RevenueVehicles	\$609,000.00	Medium
2026	Replace - Support Vehicle (non-revenue) - electric (1) (#520)	Equipment	\$46,600.00	Medium
2027	Replace - 40ft Transit Buses - Electric (1) (#1506)	RevenueVehicles	\$1,602,000.00	Medium
2027	Replace - 40ft Transit Buses - Diesel (3) (#1507 & #1508 & #1509)	RevenueVehicles	\$2,328,800.00	Medium
2027	Replace - ADA Runabout Minivans (2) - (#2151 & #2152)	RevenueVehicles	\$185,200.00	Medium
2027	Replace - Support Vehicle/Truck (non-revenue) - (1) (#522)	Equipment	\$76,900.00	Medium

Project Year	Project Name	Asset/Asset Class	Cost	Priority
2027	Atascadero (Subrecipient) Replace - Cutaway (2) (#A-29 & #A-30)	RevenueVehicles	\$382,500.00	Medium
2028	Replace - 40ft Transit Buses - Electric (1) (#1801)	RevenueVehicles	\$1,695,300.00	Low
2028	Replace - 40ft Transit Buses - Diesel (3) (#1802, #1803 & #1910)	RevenueVehicles	\$2,396,600.00	Low
2028	Replace - Cutaway Medium Duty (2) - gasoline - Rte 15 (#2334 & #2335)	RevenueVehicles	\$466,200.00	Low
2028	Replace - Support Equipment (non-revenue) - Forklift (1) (#523)	Equipment	\$37,800.00	Low
2028	Replace - Trolley Bus (County funded) (#1707)	RevenueVehicles	\$350,000.00	Low

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
SEPTEMBER 4, 2024
STAFF REPORT**

AGENDA ITEM: A-7

TOPIC: RTA Public Transportation Agency Safety Plan (PTASP)

ACTION: Approve Plan Updates

PRESENTED BY: Omar McPherson, Operations Manager

STAFF RECOMMENDATION: Approve Updates to the PTASP as Presented

BACKGROUND/DISCUSSION:

The *Moving Ahead for Progress in the 21st Century Act* (MAP-21) of 2012 granted the Federal Transit Administration (FTA) the authority to establish and enforce a comprehensive framework to oversee the safety of public transportation throughout the United States. That authority was reimplemented in subsequent transportation law (the *Fixing America's Surface Transportation Act* of 2015, and the *Bipartisan Infrastructure Law* of 2021).

As a component of this safety oversight framework, federal law requires recipients of FTA funding to develop and implement a Public Transit Agency Safety Plan (PTASP) that addresses performance measures, strategies, and staff training opportunities. MAP-21 expanded the regulatory authority of FTA to oversee safety, providing an opportunity for FTA to assist transit agencies in moving towards a more holistic, performance-based approach in *Safety Management Systems (SMS)*. SMS is an integrated collection of policies, processes and behaviors that ensures a formalized, proactive and data-driven approach to safety risk management. The aim of SMS is to increase the safety of transit systems by proactively identifying, assessing and controlling safety risks.

The FTA and the California Department of Transportation (Caltrans) provides guidance that strengthens the use of safety data to support management decisions, improves the commitment of transit leadership to safety, and fosters a culture of safety that promotes awareness and responsiveness to safety risks. The approach is flexible and scalable, so that transit agencies of all types and sizes can efficiently meet the basic requirements of MAP-21 and subsequent federal transportation law. In March 2020, to maintain local control and to ensure meaningful data is appropriately used, the RTA Board approved opting-out of the Caltrans statewide Agency Safety Plan and authorized the RTA Executive Director, serving as the designated PTASP Accountable Executive, to draft and certify our own PTASP. The RTA has drafted our own PTASP consistent with and in support of an SMS approach to safety risk management.

At its May 2020 meeting, the RTA Board of Directors approved the inaugural PTASP to guide RTA's decisions through regular and comprehensive analysis of key safety indicators. Subsequently, the FTA issued revised guidance, and staff updated the PTASP to address the new requirements. The RTA Board approved the revised PTASP at its January 2023 meeting and then approved the annual changes that reflects whether or not RTA meeting the targets set for FY22-23 at its September 2023 meeting.

The currently proposed updates reflect what we learned for FY23-24 as to whether we are meeting the 2024 targets and if changes should be considered for 2025. This will be an annual process, as required by the FTA. The currently proposed amendments to the original PTASP can be considered ministerial and are listed as Appendix B of the attached document.

Staff Recommendation

Approve Updates to the Public Transportation Agency Safety Plan as presented.



Public Transportation Agency Safety Plan (PTASP)

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

A Small Public Transportation Provided

September 4, 2024

Revisions Dates:

May 6, 2020

January 11, 2023

September 6, 2023

¹ A small public transportation provider is a recipient or subrecipient of Federal financial assistance under 49 U.S.C. § 5307 that has one hundred (100) or fewer vehicles in peak revenue service and does not operate a rail fixed guideway public transportation system. 49 C.F.R. § 673.5.



Public Transportation Agency Safety Plan Revisions 2023-2024

Plan Development, Approval, and Updates

Development

The San Luis Obispo Regional Transit Authority drafted this plan. By signature below, the Accountable Executive confirms the development of this plan.

Accountable Executive/Geoff Straw

Date Signed

Approval

The San Luis Obispo Regional Transit Authority Board of Directors approved this plan as so indicated by the signature of the Board of Directors’ Chair on the date noted below and as specified in Plan Approval and Self Certification of Compliance Signatures. [Appendix A](#) can be located on the RTA internal computer network; “G Drive”, and on the employee “ADP” computer Network and the public website labelled “PTASP - RTA OPT-out letter” executed **September 4, 2024 Board Meeting**, website: www.slorta.org

San Luis Obispo Regional Transit Authority Board Chair

Date Signed

Self-Certification

Public Transportation Agency Safety Plan (PTASP)
Plan Approval and Self-Certification of Compliance Signatures

The San Luis Obispo Regional Transit Authority PTASP was certified by the Accountable Executive, Geoff Straw, RTA Executive Director, on **September 4, 2024**, as is attested to by Public Transportation Agency Safety Plan (PTASP), which can be viewed and maintained at RTA Cross Street facility on the internal computer network, “G Drive”, internal employee website, “ADP” and the public website: www.slorta.org.

Certification of Compliance on an annual basis	Public Transportation Agency Safety Plan (PTASP) Plan Approval	Date of Certification September 4, 2024
	Regional Transit Authority, Geoff Straw, Executive Director/PTASP Accountable Executive and San Luis Obispo Board of Directors	
	Relevant Documentation Appendix A	



Public Transportation Agency Safety Plan Revisions 2023-2024

Record of Revisions

Annual Review and Update of the Public Transportation Agency Safety Plan. A table that records the history of revisions made to the Agency's PTASP is contained in Appendix B of this document. The history of the changes was placed in the appendix to help preserve the page numbering to the extent possible.

Annual Review and Update of the Public Transportation Agency Safety Plan (PTASP)

The PTASP Committee will review RTA's PTASP:

- Annually, each year in July.
- During the Annual Review or during the year when identified the PTASP Committee will:
 - Determine if its approach to mitigating safety deficiencies is effective;
 - Makes significant changes to service delivery as necessary;
 - Introduce new processes or procedures that may impact safety;
 - Change or re-prioritize resources available to support Safety Management Systems (SMS); and/or
 - Significantly change its organizational structure.

Revisions will be submitted to the Board annually at their September Board Meeting in which the revision will be voted upon for approval. Amendments to the PTASP will be published to the employees and the public at large in accordance with RTA's standard communication process. The RTA internal computer network; "G Drive", and on the employee "ADP" computer Network and the public website: www.slorta.org : Board Meetings.

The RTA's PTASP Committee will consist of the Accountable Executive/Chief Safety Officer, Maintenance Manager, Operations Manager, Chief Financial Officer, Safety & Training Manager, Human Resources Administrator and a Vehicle Operator.

Safety Performance Targets

RTA developed safety performance targets that are reviewed monthly, bi-monthly or quarterly and updated annually. The specific performance targets are based on the safety performance measures established under the *National Public Transportation Safety Plan* and additional performance goals set by RTA outline in RTA's Strategic Business Plan.



Public Transportation Agency Safety Plan Revisions 2023-2024

Safety Performance Targets							
The safety performance targets will be evaluated over a fiscal year period with a baseline year of Fiscal Year 2023-2024							
Rates for the safety performance targets are calculated per 100,000 vehicle revenue miles.							
VRM=Vehicle Revenue Miles							
Mode of Transit Service	Fatalities (total)	Fatalities (per 100,000 VRM) Rate	Injuries (total)	Injuries (per 100,000 VRM) Rate	Safety Events (total)	Safety Events (per 100,000 VRM) Rate	System Reliability (VRM / failures)
Fixed Route Bus	0	0	1	.08	12	.67	32,335
ADA / Paratransit	0	0	2	.62	4	1.11	59,916

RTA has set additional safety performance measures with specify numerical targets and are based on the safety performance measures established by FTA in the National Public Transportation Safety Plan. These are listed in an Excel Spreadsheet under tab labeled, **#1 “Safety Hazard Identification”** and attached as Appendix C to help preserve the page numbering to the extent possible.

Safety Performance Target Coordination

Safety Performance Target Coordination		
The San Luis Obispo Council of Governments (SLOCOG) is an association of local governments in the San Luis Obispo County region. ... SLOCOG is the designated regional transportation planning agency, metropolitan planning organization (MPO), regional census data affiliate and service authority for freeways and expressways. SLOCOG works in coordination with other regional agencies that include San Luis Obispo Regional Transit Authority, the Air Pollution Control District and the California Department of Transportation.		
Targets Transmitted to the State	California Department of Transportation (Cal-Trans)	Date Targets Transmitted
	Brian Travis Senior Transportation Planner RTAP and Legislative Management Caltrans Division of Rail and Mass Transportation PO Box 942874 Sacramento, CA 94274-0001 brian_travis@dot.ca.gov (916) 654-9842	
Targets Transmitted to the Metropolitan Planning Organization (s)	Metropolitan Planning Organization(s) Name	Date Targets Transmitted
	San Luis Obispo Council of Governments (SLOCOG) Annually – November 2024 for 2023-24 changes & November of each year, thereafter	

San Luis Obispo Regional Transit Authority

[Hazard Identification.xlsx](#)

SAFETY HAZARD IDENTIFICATION MATRIX FYI 2023-2024					
Tab #1	The Safety Performance Matrix allows Regional Transit Authority RTA to organize, monitor and evaluate identified safety goals and objectives/outcomes.				
	Completed by: Patricia Grimes	Last Updated: August 21, 2024	49C.F.R. §673.25(C)(1)	§673.11(a)(3)	
	OBJECTIVE/OUTCOME	METRICS	BASELINES	SAFETY PERFORMANCE TARGETS	Met/Not Met
	Develop a corrective action plan and mitigation strategies to address identified hazards	Percent of corrective action strategies completed per specified period of time	Identify Baseline A baseline is a point in time measure of a known performance level used as reference for subsequent measurements. A minimum or starting point used for comparison.	A level of performance we are aiming to reach in the future.	Met/Not Met
SMS Goal	GOAL 1: SMS TO REDUCE CASUALTIES/OCCURRENCES RTA/SoCo/Paso will utilize a safety management systems framework to identify safety hazards, mitigate risk and reduce casualties and occurrences resulting from transit operations.				
1	Safety Officer, and Safety & Training Manager	3 years of Transit Safety and Training experience, Transit Safety and Security Program (TSSP) certification. Within three years. Bus Curriculum FTA Office of Safety and Oversight Recommendation • Transit Bus System Safety Certification Training Program website <input type="checkbox"/> Fundamentals of Bus Collision Investigation <input type="checkbox"/> SMS Awareness Transportation Safety Institute (TSI) <input type="checkbox"/> SMS Safety Assurance <input type="checkbox"/> SMS Principles for Transit	FY 2022-2023 Achieved Performance Target 2023 - One RTA Employee: TSSP Certification • High school diploma or equivalent, required. • TSI Safety Certification required.	Transit professional that successfully completes the four (4) required courses within a consecutive three (3) year timeframe is eligible.	
2	Fatality of any person when related to the movement of a transit vehicle. The total number of injuries and fatalities is the total number of reportable injuries and fatalities per total vehicle revenue miles. The total number (includes non-preventable incidents)	RTA 1,352,742 revenue miles per year	FY 2022-2023 RTA 0 – Zero Fatalities Achieved Performance Target	Zero fatalities 15 year period	
3	Reduce the number Third Party Injuries- such as; collision, bike, pedestrian	Measured by annual claims rate. Third Party Injuries- such as; collision, bike, pedestrian	FY 2022-2023 zero third party injury claims	NO more than 2 annually	
4	Reduce the number of Passenger transit related injuries	Measured by annual Accident/Incident Reports or claims rate and severity Review Quarterly	FY 2022-2023 3 injures reported	Reduce by 50% or no more than 10 injuries	
5	Reduce the number of Driver related injuries	All work comp claims are reported to RTA carrier and investigated immediately. Measured Worker Comp claims rate and severity. Review Quarterly with Strategic Business Plan.	FY 2022-2023 4 Driver Injury Claims filed. Severity is Marginal	No more 5 injuries - Severity is Marginal	
6	Reduce the number of Mechanic/Utility related injuries	All work comp claims are reported to RTA carrier and investigated immediately. Measured Worker Comp claims rate and severity. Review Quarterly with Strategic Business Plan.	FY 2022-2023: 0 Mechanic/Utility Achieved Performance Target	Not to exceed 1 - annually	
7	Reduce the number of Administrative Employee injuries	All claims are reported to RTA carrier and investigated immediately. Review Quarterly with Strategic Business Plan.	FY 2022-2023: Zero Injury Claims Achieved Performance Target	Not to exceed 1 - annually	
8	All Employee (Preventable) workers compensation lost-time claims	All work comp claims are reported to RTA carrier and investigated immediately. Measured Worker Comp claims rate and severity.	FY 2022-2023: 7 Preventable lost time claims Severity is Marginal	No more than 6- Preventable lost time claims, annually - Severity is Marginal FY 2021-2022	
9	All Employee (Preventable) medical-only claims	All work comp claims are reported to RTA carrier and investigated immediately. Measured Worker Comp claims rate and severity.	FY 2022-2023- 8 Preventable first aid only /incidents/medical only. Severity is Marginal	No More than 5 - Preventable medical only, annually - Severity is Marginal - First Aid only	

	OBJECTIVE/OUTCOME Develop a corrective action plan and mitigation strategies to address identified hazards	METRICS Percent of corrective action strategies completed per specified period of time	BASELINES Identify Baseline A baseline is a point in time measure of a known performance level used as reference for subsequent measurements. A minimum or starting point used for comparison.	SAFETY PERFORMANCE TARGETS A level of performance we are aiming to reach in the future.	Met/Not Met
SMS Goal	GOAL 2: Safety Events	The total number of reportable events and rate per total in service revenue vehicle miles by all modes of service (fixed route and paratransit, Dial-A-Ride). (Typically reported safety violations, customer safety related complaints, employee close call / near miss reporting, etc.)			
10	Preventable vehicle collisions. Fixed Route	Rate of preventable vehicle collisions will not exceed 1.0 per 100,000 revenue service miles Review Monthly	FY 2022-2023: 19 incidents 1.56%	Rate of preventable vehicle collisions will not exceed 1.0 per 100,000 miles.	
11	Demand Response Preventable vehicle collisions	Measured by monthly Preventable collision Reports and revenue service miles annually	FY 2022-2023 8 incidents 2.49%	Reduce by 50% or 1 incident	
12	Backing Transit Vehicles related to the movement of a transit vehicle	Measured by monthly Preventable collision Reports and revenue service miles annually	FY 2022-2023: 26.09%, Total of 6 preventable collisions	NO more than 1 annually/reduce by 50%	
13	Fixed Objects related to the movement of a transit vehicle	Measured by monthly Preventable collision Reports, and revenue service miles annually	FY 2022-2023 total of 2 incidents 8.70%	Reduce by 50% or 1 incident	
14	Safety Resource Committee Reports	Address all safety hazards identified by the Safety Resource Committee. Monitored and tracked agenda items are completed- closed-out. Meets Every other month, on the first Tuesday of the month. Bi-Monthly	FY 2022-2023 Achieved Performance Target 7 open action items remaining on the agenda at the end of the fiscal year	No more than 10 open action items on the agenda at the end of each fiscal year. Complete items as soon as reported or in a timely manner.	
15	Service Delivery rate for all regularly-scheduled / year-round services	Scheduled fixed route bus trip is delivered ahead of the next scheduled bus trip, then service is considered "delivered". Review Quarterly	2022-2023- RTA missed a total of 49 trips for FY23, which is a 98% delivery rate.	99% or greater Reviewed quarterly by Operations. Reported bi-annually by the Executive Director to the Board.	
16	On-Time Performance Fixed Route	"On-time" is defined as no later than six minutes from any time point in the published schedule. Review Quarterly	2022-2023 - 2022-2023- 84% Average	85% or greater on time performance fixed route and Route deviation services 70% or greater	
17	On-Time Performance Paratransit	on-time if the van arrives within 30 minutes of the appointed pick-up time. Review Quarterly	FY 2022-2023 99% Average	Runabout and other demand response services shall be 95% or greater.	
18	Annual fiscal and compliance audit findings. and 2026 FTA Triennial Audit	Finance and Administration will report any negative audit findings to the RTA Board.	FY 2022-2023 Achieved Performance Target	No significant annual fiscal and compliance audit findings.	
19	Customer and community perception of system safety	Due to COVID unable to conduct customer survey	Calendar Year 2023 Short Range Transit Plan Delayed 2024	Based on Community Perception Survey At least 90% overall Rating system safety.	
20	Total risk management costs	Reported monthly in financials and YTD budget. Reported bimonthly to the RTA Board meetings.	FY 2022-2023 9.3% of total operating cost	Not exceed 10% of total annual operating cost	
21	Recruit, promote and retain highly qualified employees to achieve our service standards. Increase employee safety training opportunities and attendance	Provide continuous development of skills and capabilities through ongoing training and development programs. Ongoing Department Heads develop training plans as part of annual budget-making process, according the following minimum standards: Strategic Business Plan	FY 2022-2023 Achieved Performance Target	A. Maintenance: 30 Hours per technician annually. B. Operations Supervisors: 24 Hours annually. C. Finance and Administration: 16 Hours per employee annually.	

	OBJECTIVE/OUTCOME Develop a corrective action plan and mitigation strategies to address identified hazards	METRICS Percent of corrective action strategies completed per specified period of time	BASELINES Identify Baseline A baseline is a point in time measure of a known performance level used as reference for subsequent measurements. A minimum or starting point used for comparison.	SAFETY PERFORMANCE TARGETS A level of performance we are aiming to reach in the future.	Met/Not Met
22	Bus Operator Training	Training Manual and Content based on policies, procedures, state and federal laws and regulations. Completed all mandated for employees annually. Six-week training program for all newly hired bus operators.	<i>FY 2022-2023: Achieved Performance Target</i>	A. State-mandated minimum of 8 hours of Verification of Transit Training annually. B. Six-month refresher for new Bus Operators. C. Focused and customized training designed specifically for Bus Operators at second anniversary. D. Retraining as requested	

	OBJECTIVE/OUTCOME Develop a corrective action plan and mitigation strategies to address identified hazards	METRICS Percent of corrective action strategies completed per specified period of time	BASELINES Identify Baseline A baseline is a point in time measure of a known performance level used as reference for subsequent measurements. A minimum or starting point used for comparison.	SAFETY PERFORMANCE TARGETS A level of performance we are aiming to reach in the future.	Met/Not Met
23	Fatigue Awareness	Fatigue is the state of feeling very tired, weary or sleepy resulting from insufficient sleep, prolonged mental or physical work, or extended periods of stress or anxiety. Boring or repetitive tasks can intensify feelings of fatigue. Fatigue can be described as either acute or chronic.	FY 2022-2023: Achieved Performance Target	Continue with training, awareness and current programs. Maintain effective procedures to ensure employee fitness for duty and medical qualification. Employee Health Incentives, Outside Employment Tracking, Comply with state and federal laws, hours of service, Employee Assistance Hotline. Pre-employment, for cause, random, drug testing, and pass DOT physical examination.	
24	Assault Prevention	We continually stress the tenets of Verbal Defense and Influence. Employee Health Incentives, Outside Employment Tracking, Comply with state and federal laws, hours of service, Employee Assistance Hotline. Pre-employment, for cause, random, drug testing, and pass DOT physical examination. Focused how to communicate more effectively with each other and our customers – particularly in difficult or threatening situations. Training drivers and staff regarding Mental Health and Human Trafficking Situations	FY 2022-2023: Achieved Performance Target	Review and train as needed. Discussions during Monthly Operations Staff Meetings, Maintenance Meetings, and Department Heads meetings	
25	Employee Performance	Grading measurement of attainment of department objectives developed during the budget process and achievement of RTA's Standards and RTA's KPIs	FY 2022-2023: Achieved Performance Target	Employees will be evaluated annually. Goals and Objectives established previous year	
26	Bus Operators Evaluations	On Board, Follow Behind and Yard Check Evaluations to ensure the public's safety.	FY 2022-2023: Achieved Performance Target Based on Collective Bargaining Agreement (CBA) and Both Technicians and Bus Operators are evaluated as part of the RTA Safety Awards program. Bus Operator Driver matrix	Conduct individual evaluations annually. Safety Award on anniversary dates. Must meet RTA/SoCo performance standards. Employee retraining as needed.	
27	Fixed Route Fleet Road Calls - System Reliability	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. 5.0 per 1000,000 miles is Industry Standards-The RTA uses the same definition of a road call as used in the National Transit Database. Strategic Business Plan. Review Quarterly	FY 2022-2023: 4.83	Road calls will not exceed Standard 5.0 per 100,000 vehicle service miles. Reasonable measures are based on past and present performance data and trends. Tracked and reported by the Maintenance Department, and reported bi-annually to the RTA Board. Strategic Business Plan	
28	Demand Response Fleet Road Calls - System Reliability	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. 5.0 per 1000,000 miles is Industry Standards-The RTA uses the same definition of a road call as used in the National Transit Database. Strategic Business Plan. Review Quarterly	FY 2022-2023: 0.31	Road calls will not exceed Standard 5.0 per 100,000 vehicle service miles. Reasonable measures are based on past and present performance data and trends. Tracked and reported by the Maintenance Department, and reported bi-annually to the RTA Board. Strategic Business Plan	
29	Achieve all federal and state-mandated maintenance minimums, as well as vendor recommended maintenance schedules, for our fleet and facilities.	Preventative maintenance schedules for all equipment shall be done on a timely basis (3,000 mile intervals or as mandated by equipment OEM vendor).	FY 2022-2023: Achieved Performance Target No significant findings in area for all listed categories	No significant findings during the CHP Annual Terminal Inspection. FYI: 2025-2026 FTA Triennial Review or TDA Triennial Performance Audit findings. Reported annually to the RTA Board.	

	OBJECTIVE/OUTCOME	METRICS	BASELINES	SAFETY PERFORMANCE TARGETS	
	Develop a corrective action plan and mitigation strategies to address identified hazards	Percent of corrective action strategies completed per specified period of time	Identify Baseline A baseline is a point in time measure of a known performance level used as reference for subsequent measurements. A minimum or starting point used for comparison.	A level of performance we are aiming to reach in the future.	Met/Not Met
SMS Goal	GOAL 3: CULTURE				
	TRANSIT AGENCY will foster agency-wide support for transit safety by establishing a culture where management is held accountable for safety and everyone in the organization takes an active role in securing transit safety.				
30	Hazards	Building Design walkway employee parking through bus yard to operations building.	FY 2022-2023 Achieved Performance Target Placed Speed Limit Sign in yard and directional arrows. Stops Signs in employee parking lot	Review annually for hazards	
31	Establish regular transit safety meetings comprised of staff at varying levels, including executives, officers, managers, operators and maintenance personnel	Safety Committee/Employee Suggestion Report Meetings and Collision Prevention Team/PTASP meetings	FY 2022-2023 Achieved Performance Target Meetings are held the second Tuesday every other month. Collision Prevention Team/PTASP meetings are held the third Wednesday of every month	Assigned tasks to appropriate department member, follow up, agenda items monitored and tracked and completed.	
32	Develop and promote a Non-Punitive Reporting Policy	100% of staff receiving Non-Punitive Reporting Policy - Safety Suggestion Forms	FY 2022-2023 Achieved Performance Target Non-Punitive with the exception of violating Drug & Alcohol Policy (positive testing results), Violation of Sexual Harassment or Policy Against Violence in the Workplace or false accusations of any policy listed above.	Encourage all employees to participate in Reporting, follow up agendas printed for all employees at all locations after meetings.	
33	Increase the reporting of near miss occurrences and incidents that would otherwise go unreported	Number of near miss occurrences. Incidents reported or per specified period of time	FY 2022-2023 Total # Zero reported Achieved Performance Target	No more than 10 reported incidents, safety issues or customer service valid complaints.	
34	Increase safety material distributed amongst employees and the general public	Manuals, brochures, posters or Safety Campaign Posters, distributed (monthly, bi-monthly, quarterly, annually). Operations Supervisor/Dispatcher Monthly Meetings, Administrative Monthly Meetings, Mechanic Monthly Meetings, Utilities Monthly Meetings, Facility Inspection Checklists (monthly, bi-monthly, quarterly, annually) Onboard Bus Car Cards, ADP Website for employees, Public Website	FY 2022-2023 Achieved Performance Target New Fleet, Cal-Tip Training, Safety Posters-	Training New Fleet to all drivers, Monthly Safety Posters, Two Full Day Cal-Tip Training Classes annually Maintain current information on Collision electronic board and bulletin boards	
SMS Goal	GOAL 4: SYSTEMS/EQUIPMENT:				
	TRANSIT AGENCY will provide a safe and efficient transit operation by ensuring that all vehicles, equipment and facilities are regularly inspected, maintained and serviced as needed.				
35	Scheduled preventative maintenance	Monthly, Semi- annually and annually preventative maintenance inspections are completed and per specified period of time or specified vehicle mileage	FY 2021-2022 - Achieved Performance Target There were no significant findings;TDA Triennial Performance Audit nor in the last FTA Triennial Review. Preventable maintenance has been completed on a timely basis, with no significant CHP findings. All inspections are documented and filed	FY 2025-2026 Next TDA Triennial Performance Audit and FTA Triennial Review. No significant findings or the annual CHP audits.	
	Facility/Property Damage Emergency Preparedness Near Misses				

Narrowly avoided safety event. Serves as an early warning system that focuses on programs instead of people. The system also provides incentives to learn from errors rather than try to conceal them, and seeks to target the root cause of an issue, not the symptoms.”



Appendix B

Annual Review and Update of the Public Transportation Agency Safety Plan

Described below are the process and timeline for conducting an annual review and update of the Public Transportation Agency Safety Plan.

Regional Transit Authority management will review the PTASP annually, update the document as necessary, and implement the changes within a timeframe that will allow the agency to timely submit the annual self-certification of compliance to the California Department of Transportation (CA DOT), Federal Transit Administration (FTA). Annual self-certification will consist of the Executive Director signing and dating page 1 of this document and submitting to CA DOT for review. RTA as part of the PTASP review will conduct the annual review of the PTASP in **July** of each fiscal year. Necessary updates outside the annual update window will be handled as PTASP addendums, which will be incorporated in the body of the PTASP. Reviews of the PTASP by the local agency, any subsequent updates and addendums, adoption, and distribution activities will be documented in the PTASP Document Activity Log included at the beginning of this document.

Record of Revisions

A table that records the history of revisions made to the agency’s PTASP is contained in the table that follows. The history of the changes was placed in this appendix to help preserve the page numbering to the extent possible.

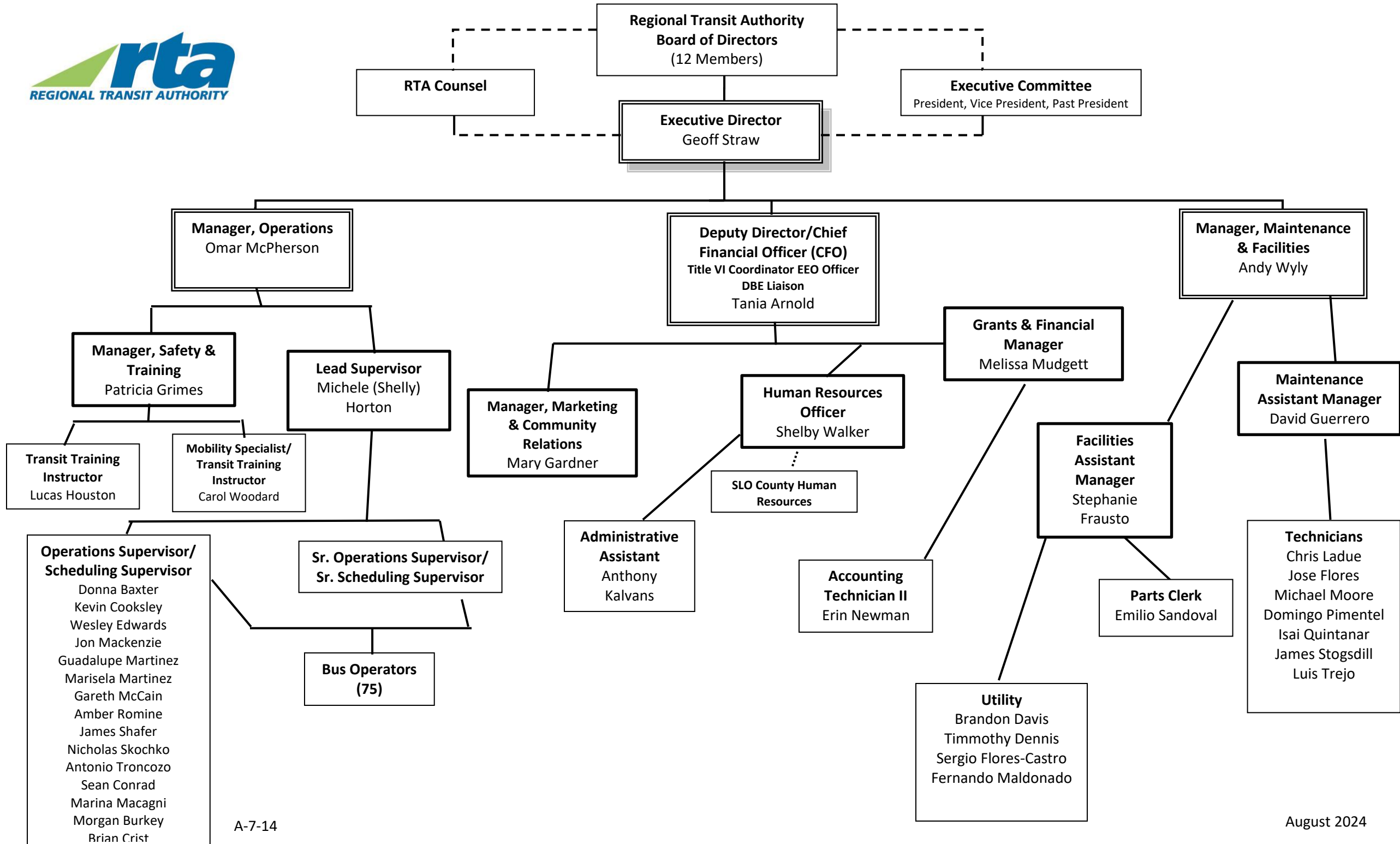
Version Number and Updates			
Record the complete history of successive versions of this plan			
Version Number	Section/Pages Affected	Activity- Reason for Change (Review/Update/Addendum/Adoption/Distribution)	Date Issued
4	Cover Page	Current Revision Date – Month and Year	08/26/2024
4	Appendix B	Annual Review of the PTASP in July of each Fiscal Year	08/26/2024
4	Page 3	Revisions will be submitted to the Board annually at their November Board Meeting	09/04/2024
4	Page 3	Update Safety Performance Targets to Baseline Year	08/26/2024
4	Page 7	Safety Management Policy Communication Insert data dates 2024/2025	09/04/2024
4	Page 7	Board to Adopt September 4, 2024 and publishing to the public and all RTA employees at large in accordance with RTA’s standard communication process.	09/04/2024
4	Page 7	RTA Organizational Chart Appendix E	08/26/2024



Appendix B

Annual Review and Update of the Public Transportation Agency Safety Plan

4	Page 8	Safety Resource Committee Suggestion Form update Contact Information Appendix H	08/26/2024
3	Page 9	Hazard Identification (Tab #1) Appendix C	08/26/2024
3	Page 10	Risk Log (Tab #2) Appendix C	08/23/2024
3	Page 10	Updated Annually Monitored Monthly (Tab #3) Appendix C	08/23/2024
3	Appendix B	End of Fiscal Year all Statistics Compiled	08/26/2024
3	Appendix C	Plan Updated Annually Monitored Monthly (Tab #3)	08/23/2024
3	Appendix E	RTA Organizational Chart	08/26/2024
3	Appendix F	Prioritize Safety Risk Log	08/23/2024
3	Appendix H	Employee Suggestion Form Contact person change	08/26/2024



This Page Left Intentionally Blank

APPENDIX J

REGIONAL TRANSIT AUTHORITY PRIORITIZED SAFETY RISK LOG

This Prioritized Safety Risk Log is used to organize identified safety risks facing REGIONAL TRANSIT AUTHORITY . The Log should be updated frequently to demonstrate continual progress towards risk reduction through mitigation strategies. A timeline is used to highlight projected completion dates.

Completed by: Collision Prevention Team	Last Updated: Monthly Meetings 2023
--	--

Priority	Risk Description	Planned Mitigation Strategies	Outcomes of Planned Mitigation Strategies	•Responsible Staff Safety Assurance •Operations Manager •Maintenance Manager •Safety & Training Manager •Human Resources Officer •Operations Supervisor •Operations Driver	Timeline	Status
1	Non-compliance with RTA maintenance protocols	<ul style="list-style-type: none"> • Introduce compliance monitoring • Effective supervision including work compliance assessment • Competency assessments • Maintenance policy to reinforce need for compliance 	<ul style="list-style-type: none"> •Mitigate Hazard •Coaching & Counseling •Letter of Warning •Suspension 	<ul style="list-style-type: none"> •Maintenance Manager 	<ul style="list-style-type: none"> •Begin February 2023 •Complete July 2023 	Open Report @ monthly meetings
2	Loss of revenue service vehicles and budget	<ul style="list-style-type: none"> • Compare & Chart - collisions with Number of Days Vehicles are out of Service 	<ul style="list-style-type: none"> •Mitigate Loss of revenue service vehicles and repairs •Compare vendors 	<ul style="list-style-type: none"> •Maintenance Manager 	<ul style="list-style-type: none"> •Begin February 2023 •Complete July 2023 	Open Report @ monthly meetings
3	Non-compliance with RTA operations protocol <ul style="list-style-type: none"> • Monitor and Track Bus Collision Data: Driver, Type, location etc. • Monitor and Track: Passenger Falls Other miscellaneous hazards Requests to place hazards on Safety Committee agenda 	<ul style="list-style-type: none"> • Introduce compliance monitoring • Effective supervision including work compliance assessment • Competency assessments • Operations policy to reinforce need for compliance 	<ul style="list-style-type: none"> •Mitigate Hazard •Coaching & Counseling •Letter of Warning •Suspension 	<ul style="list-style-type: none"> •Operations Supervisor 	<ul style="list-style-type: none"> •Begin February 2023 •Complete July 2023 	Open Report @ monthly meetings
4	<ul style="list-style-type: none"> • Non-compliance with RTA training protocol 	<ul style="list-style-type: none"> • Introduce compliance monitoring • Effective supervision including work compliance assessment • Competency assessments • Training -Operations policy to reinforce need for compliance 	<ul style="list-style-type: none"> • Re-training-classroom and behind the wheel • 3- month refresher training all new hired bus operators 	<ul style="list-style-type: none"> •Safety & Training Manager 	<ul style="list-style-type: none"> •Begin February 2023 •Complete July 2023 	Open Report @ monthly meetings
5	Non-compliance with RTA protocol, <ul style="list-style-type: none"> • Monitor and Track employee injuries, 	<ul style="list-style-type: none"> • Report to Department Manager 	<ul style="list-style-type: none"> • Mitigate Hazard • Coaching & Counseling • 	<ul style="list-style-type: none"> •Human Resources Officer 	<ul style="list-style-type: none"> •Begin February 2023 •Complete July 2023 	Open Report @ monthly meetings
6	Report Route Hazards such as, but not limited to bus stops, buildings, yard, routings	<ul style="list-style-type: none"> • Report at Collision Prevention Team meeting • Report Immediately if hazard might cause, injury, property damage, etc. 	<ul style="list-style-type: none"> • Mitigate Hazard 	<ul style="list-style-type: none"> •Operations Driver •Appropriate department manager 	<ul style="list-style-type: none"> •Begin February 2023 •Complete July 2023 	Open Report @ monthly meetings
7		•	•	•	•	

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
SEPTEMBER 4, 2024
STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Executive Director's Report

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Receive and File

BACKGROUND/DISCUSSION:

RTA Awarded \$2.6M in Discretionary FTA Funds for E-Buses:

As I last reported in May, the RTA partnered with SLO Transit, Monterey-Salinas Transit, Santa Barbara Metropolitan Transit District and Santa Cruz METRO to develop a joint FTA Section 5339 grant application called *Electrifying the California Central Coast*. However, only the RTA's and SBMTD's projects were selected for this discretionary funding at \$2.6M and \$2.9M, respectively. This discretionary funding will pay the difference between four diesel-powered buses and four battery-electric buses for the RTA.

Related to the Section 5339 award above, Congressman Salud Carbajal launched a Press Conference Tour of Bipartisan Infrastructure Law-funded projects in SLO County at the RTA Bus Maintenance Facility on August 8th. I wish to thank RTA Board President Pease for her thoughtful comments as we welcomed the Congressman and other regional and national dignitaries. The RTA's recent capital projects received attention in news pieces aired on KCBX and KSBY, and in a story in The Tribune.

Possible Morro Bay Transit & Atascadero DAR Consolidation into the RTA:

In April, Morro Bay officials met with me to seek possible consolidation of Morro Bay Transit services into the RTA. MBT currently operates one weekday route-deviated fixed-route (similar to RTA Route 15) and seasonal trolley services. After collecting and reviewing Morro Bay Transit records, I provided a memorandum on July 5th, including proposed annual operating costs based on the RTA's FY24-25 cost model and possible next steps. At its August 21st meeting, the City's Public Works Advisory Board recommended that the City Council direct staff to enter negotiations to consolidate. If the City Council so directs, a 10-year agreement – similar to the one executed with the City of Paso Robles in 2014 and extended in 2024 – will be developed and presented in draft format to the RTA Board at its November 6th meeting, with possible ratification at its January 8, 2025 meeting. The start date would be May 2025 (to correspond with the start of seasonal trolley services), with interviews of MV Transportation's drivers beginning in March 2025.

My staff and I also met with Atascadero officials in July about possibly consolidating the City's transit services into the RTA. The Atascadero Dial-A-Ride uses a peak of two wheelchair-accessible vans on weekdays, and its services are also contracted to MV Transportation. We are currently reviewing the requested records. I plan to provide a proposal letter to City staff within two weeks, and I will provide an update at the November RTA Board meeting.

Employee Recognition:

Long-time Assistant Manager of Maintenance David Guerrero has announced his retirement in October 2024. Mr. Guerrero's affiliation with the RTA pre-dates our transition from a contracted service to in-house operations (August 2009) – he worked for third-party contractors on RTA buses (known back then as Central Coast Area Transit) as far back as 1982. There is no doubt that David has had an outsized influence on the RTA over the past four decades and we will miss him. But we are also excited that he will be able to spend more time with his family.

The Employee of the Quarter – Bus Operator Cindy H. – was celebrated at an employee event on August 3rd. We are currently collecting nominations for the most recent quarter, and we plan to announce the EOQ winner at the annual Bus Rodeo on October 6th. I hope that RTA Board members and their guests will join us.

As noted above, the RTA assumed direct operation and maintenance of transit services in August 2009. We celebrate this milestone each August as "Safety Day," when managers ride the buses and ask riders to thank their Bus Operator for doing such a great job ensuring riders' safety. It was an especially notable Safety Day for the 21 employees who were here in 2009 and remain with our organization now. I have included pictures of those who achieved 10 and 15 years of service awards at the end of this report.

Operations & Maintenance:

Since the previous Board meeting in May, four Bus Operators (Wade, Caiyan, Monica, and Steven) have completed training and are operating in revenue service. Two other candidates are finishing training (Deanna and Salvador), and they will enter revenue service in the coming weeks. One more candidate (Dionne) began training in mid-July, and three more candidates are in the permitting or background check phases. In addition, one employee returned to work after a short-term leave in early August, with four employees still on extended leave. In total, we still have four open Bus Operator bids – three full-time, and one part-time.

The RTA has secured \$956,722 in outside funding to implement a photovoltaic solar system with a goal to make our BMF a net zero energy facility. Funding sources include FTA Section 5307, STA, and State of Good Repair. We also have another \$403,000 in FTA Section 5307 and STA grant funds in the final stage of FTA review, which brings to total to \$1,359,722. We are working with GECE in Santa Maria to develop performance specifications based on our electrical usage history. GECE's preliminary findings are a need for a 282.9 kWdc solar array, which translates to 480.8 MWh in annual production.

With today's market-available solar panels, outfitting panels on our canopy will provide 94% of our need, with the remaining 6% on our maintenance building roof (both of which were designed and constructed as "solar ready"). Based on preliminary estimates, the total funding secured will allow us to implement on-site solar generation, as well as a battery back-up storage system to both reduce peak loads on the grid and to provide up to three days' power in case of an extended blackout in the region. We are finalizing the performance specifications with GECE and have drafted the solicitation documents. We expect to seek RTA Board authorization to issue a Design-Build Request for Qualifications at the November meeting for this important project.

Initial Battery-Electric Bus Operating Results:

Our first two battery-electric buses (BEBs) that were delivered in late March entered revenue service on July 15, 2024. As discussed in previous Board meetings, we have operated the BEBs on RTA Route 12, since the terrain is relatively flat and the average speed relatively low. On the positive side, the amount of energy being used per mile is significantly lower than we assumed in the *Electrification Readiness Plan* completed in 2018 as part of the Bus Maintenance Facility master plan. We assumed the buses would average 2.5 kilowatt hours per mile, but in our first six weeks of BEB operation bus number 2301 averaged 1.83 kWh/mi (11,056 kWh used in 6,339 miles between July 15 and August 25). Unfortunately, the electric-powered air compressor failed on the other BEB (number 2302) on July 24th, and the part was severely back-ordered; we received the part on August 23rd and the repair was completed on August 26th. While it only operated three bus blocks since placed in revenue service, bus 2302's energy usage was essentially the same as that of bus 2301 – 1.83 kWh/mi.

The BEBs have proven successful on RTA Route 12, which provides service between SLO, Morro Bay and Los Osos. On weekdays, Route 12 requires four Bus Operator blocks, with the blocks staggered along two tracks. This allows one BEB to operate almost 350 miles in a single service day. More precisely, the BEB on block 121 operates in revenue service beginning at 6:00AM and arriving back at the Bus Maintenance Facility at 1:21PM – typically traveling 171 miles and using ~295 to 325 kWh of energy, which results in a ~40% ending state of charge. Upon signing-off, block 121's Bus Operator plugs the BEB into our direct-current fast charging system – "topping up" the batteries for the Bus Operator assigned to block 124 (typically back up to 65% or 70%). The Bus Operator on block 124 unplugs the BEB at ~2:15PM and re-enters the BEB into revenue service at 2:33PM until signing off at 10:21PM back at the BMF – typically traveling 175 miles and using ~280 to 310 kWh of energy, with an ending state of charge of ~20%. Our VeriCity software package allows us to track energy usage in real-time by Bus Operator and bus block, taking into account weather and passenger loads. We recorded our highest energy usage when Cuesta College classes resumed on August 14th, due to elevated passenger loads and longer dwell times at bus stops – resulting in 2.01 kWh/mi.

We are excited to begin mixing and matching blocks on other RTA routes domiciled at the BMF to determine energy usage by route, by Bus Operator, and by time of day. We plan to begin experimenting with BEB use on RTA Route 10 that operates between SLO

and Santa Maria, since that route's terrain is a lot less challenging than RTA Route 9 between SLO and Paso Robles. Once we develop a robust Route 10 operating profile, we will begin experimenting on Route 9. I will provide updates as these details emerge.

Marketing & Communications:

Since we last reported at the RTA Board meeting in May, our recent marketing initiatives include:

- Continue to provide *Personal Trip Planning* to increase ridership. Especially valuable for Cuesta College and high school students, with ads on social media and in print ads. Completed over 50 personal plans in the run up to Cuesta College classes that began on August 12th.
- New partnership with five school districts in SLO County to send passes to students through mobile ticketing app Token Transit, including focuses marketing materials for students who are old enough to ride independently.
- As authorized at the May 2024 meeting, the RTA participated in the countywide *Youth Ride Free* program from June 10th through August 14th.
- Working with SLOCOG, SLO Transit and Morro Bay Transit to plan Cal-ITP, which includes electronic fare-paying and fare-capping.
- New *How to Ride* video is available on our website.
- Our construction vendor is completing bus stop improvement projects, including replacement of passenger shelters at the Ramona Garden Transit Center in Grover Beach and at the Templeton Park-n-Ride bus stop.
- The RTA newsletter published in mid-July. A copy is attached at the end of this report.
- Coordinated with Congressman Carbajal's office to kick-off the Press Conference Tour on August 8th.
- Worked with SRTP consultants to conduct workshops in SLO, Paso Robles and Nipomo regarding service alternatives.
- Currently conducting social media ad blitz to help recruit open positions in the RTA Maintenance department, including Utility, Mechanic and Assistant Manager positions.
- Working with Monterey-Salinas Transit officials to finalize changed MST Route 84 service to better serve riders traveling between San Miguel and Paso Robles, including incorporating those two round-trips into the RTA Route 9 map/schedule.

- Planning for participation at student activity booths at the two Cuesta College campuses.
- Planning the Bus Rodeo, which will be conducted on Sunday October 6th. Stay tuned for an e-invitation soon.
- Working with SLO Rideshare staff for the Fare-Free Week on October 7th through 11th.
- The seasonal Avila Trolley service ended September 1st. We will provide a summary at the November RTA Board meeting.

Possible Lockdown of FTA Grants Due to On-Going Lawsuits

Staff continues to work with our California Transit Association partners and other transit agencies in the region on determining if the flow of FTA funds could be curtailed due to lawsuits mentioned in prior RTA Board meetings. In February 2023, the United States District Court for the Eastern District of California (District Court) entered summary judgment in *Amalgamated Transit Union International v. U.S. Department of Labor*, which permanently enjoined the USDOL from failing to process federal grant applications submitted by California transit agencies to the extent required under 49 U.S.C. Section 5333(b) and implementing regulations and relying on California's Public Employees' Pension Reform Act (PEPRA) of 2013 as the basis for denying, withholding, delaying, or otherwise limiting the certification of such grants.

This judgment directly responded to USDOL's October 28, 2021 determination letter, which argued that *"...PEPRA effectively precludes certification under Section 13(c) for those transit agencies subject to its reforms..."* and which noted that *"...PEPRA's impact on transit workers' collective bargaining rights is material and significant even if it does not eliminate collective bargaining over pension benefits altogether or alter collective bargaining procedures."*

In March 2023, USDOL and ATU filed appeals of the District Court's February 2023 judgment with the United States Court of Appeals for the Ninth Circuit (Appellate Court).

On July 29, the Appellate Court issued its ruling in the appeal, which determined that neither it nor the District Court has jurisdiction over the case, because USDOL's 2021 Determination *"was not a decision in response to any pending grant application,"* and thus, not prudentially ripe. Importantly, the ruling vacates the earlier judgment in favor of the State and the injunction issued by the District Court (which has facilitated the flow of federal transit grants to California transit agencies); and remands the case to the District Court with instructions to dismiss the case for lack of jurisdiction.

We understand that, while the District Court responds to the Appellate Court's instructions, we will continue to see federal transit grants owed to California transit agencies certified by USDOL. However, after the District Court responds (expected as

soon as September 19, 2024), California transit agencies *may* again see their federal transit grants withheld prospectively, if subject to PEPRA-based objections by transit labor.

RTA staff has submitted our “normal” Section 5307 grants, and we expect USDOL review to be completed prior to the September 19th target date. However, the recently awarded Section 5339b funds for BEBs will not be entered into the FTA’s online TrAMS grants-making system until sometime in October, when we expect the 5339b funds to be made available to us and the TrAMS system is reopened following the normal annual shutdown for on-going grants review.

SB125 Projects Planning:

Staff is aligning our resources to begin implementing the various projects identified in the SLOCOG SB125 Allocation Package, which are funded with new discretionary *Transit Intercity Rail Capital Program* and *Zero Emission Transit Capital Program* funds. All of the projects were authorized at the SLOCOG Board of Directors meeting on December 6, 2023 in Agenda Item E-2. Of particular interest are the RTA’s electric vehicle and recharging projects, which are summarized below:

1. FY23-24 Funded Electric Vehicle Supply Equipment Projects (in order of staff’s priority):
 - a. RTA-2: Implement Phase 1b DC fast-charging system at BMF (\$500k) – seek RTA Board authority at November 2024 meeting to issue purchase order for equipment and Design-Build RFQ for implementation.
 - b. RTA-3: Planning, Engineering & Design for Phase 2 at BMF & Master Planning of off-site charging (\$200k) – seek RTA Board authority at November 2024 meeting to issue RFP.
 - c. RTA-9: Implement Phase 2 BEB DC fast-charging system (\$4M) – seek RTA Board authority for Design-Build at May 2025 meeting.
2. FY23-24 Funded Other Projects (in order of staff’s priority):
 - a. RTA-1: Funding gap for five BEBs (\$1.778M) – carryover project that will be part of budget amendment at RTA Board’s November 2024 meeting.
 - b. RTA-4: Purchase three BEBs (\$1.4M in FY23-24 and \$3.275M in FY24-25) – seek RTA Board authority to issue purchase order at January 2025 meeting.
 - c. RTA-12: Opportunity Charging in SLO (\$600k over two years) – await completion of study identified in RTA-3 above.

- d. RTA-13: Opportunity Charging in Paso (\$600k) – await completion of study identified in RTA-3 above.
- e. RTA-11: Opportunity Charging in Santa Maria (\$550k over two years) – await completion of study identified in RTA-3 above.

3. FY24-25 Funded Projects:

- a. RTA-7: Depot Charging in Paso Robles & Arroyo Grande park-out yards (\$2M) – await completion of study identified in RTA-3 above.
- b. RTA-10: Opportunity Charging in Morro Bay (\$550k) – await completion of study identified in RTA-3 above.
- c. RTA-8: Purchase two BEBs including dispensers (25% maximum, or \$877k) – await completion of SRTP.

RTA staff will work with our SLOCOG partners to parse out these SB125 funds, since several projects are intermingled. For example, all of the RTA’s BEB projects (RTA-1, RTA-4 and RTA-8) include recharging dispensers that are also identified in RTA-7 and in RTA-9, and I believe if any savings – for any and all SB125 projects – are realized SLOCOG should put any unused funds back “into the pot” for other possible SB125-eligible projects.

RTA staff is also working with our SLOCOG, Caltrans, SLO Transit and Morro Bay Transit partners to implement a Cal-ITP contactless fare payment system, which is identified as SLOCOG-5 on the SB125 project list. To date, we have conducted three virtual meetings with the Cal-ITP implementation team. This project is intended to provide the backend infrastructure, payment methods (including fare-capping for riders), on-bus equipment, and operating costs for the first five-year period. A total of \$2.6M is identified for this important regional project.

Finance and Administration:

Our unaudited year-end operating results for FY23-24. Graphs showing ridership trends are provided at the end of this report, and a summary narrative is as follows:

- RTA core fixed-route annual ridership totaled 448,691 in FY23-24, which is an increase of 9.5% over last year (409,939) but still 35.9% lower than the pre-pandemic total of 700,431. We still have a lot of catching-up to do.
- When looking at non-core fixed-route services operated by the RTA, the Paso Express ridership is actually up 15% in comparison to pre-pandemic levels (125,839 vs. 109,410).

- South County Transit ridership is still 17.7% below pre-pandemic (181,370 vs. 220,528), but is up 7.7% compared to FY22-23 ridership (181,370). These results are in line with the experience of many intercity fixed-route operators across the globe, where the ridership of local fixed-route operators has essentially recovered while longer/intercity routes continue to lag behind.
- Runabout ridership totaled 26,912 in FY23-24, which is a 15.3% increase compared to FY22-23 (22,963). The pre-pandemic total was 39,848.
- Trends over the past five years for ridership and productivity, which is defined as the average number of passenger-boardings per service hour, are shown in graphs at the end of this report. The graphs illustrate the significant pandemic-related drop in ridership beginning in March 2020, ridership recovery beginning in January 2021, and sustaining through the end of the FY23-24.

In terms of FY23-24 financial results, we have reconciled operating and financial data. 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 expended slightly below budget – 95.6% of the annual budget.
- Not surprisingly, the farebox recovery ratio (FRR) for core RTA fixed-route services continues to suffer due to lower ridership compared to pre-pandemic periods at only 9.4%, which is greater than the level achieved in FY22-23 (7.2%). The FRR was 15.1% for Paso Robles local fixed-route services, and 4.7% for South County fixed-route services. Runabout’s FRR remains low at 2.9%, but is higher than the FY22-23 result (2.3%). The results will remain below our standards until such time that recent high inflation abates and/or ridership fully recovers.
- The YTD subsidy per passenger-trip on core fixed-route services is lower in comparison to last year (\$14.95 in FY23-24 vs. \$16.59 in FY22-23), due to ridership increasing faster than costs. The FY23-24 Runabout subsidy per passenger-trip remains high but is also lower than the previous fiscal year (\$134.65 vs. \$146.11). The subsidy per passenger-trip in FY23-24 was \$6.87 for Paso Robles services and \$11.91 for South County services.

STAFF RECOMMENDATION

Accept this as an information item.

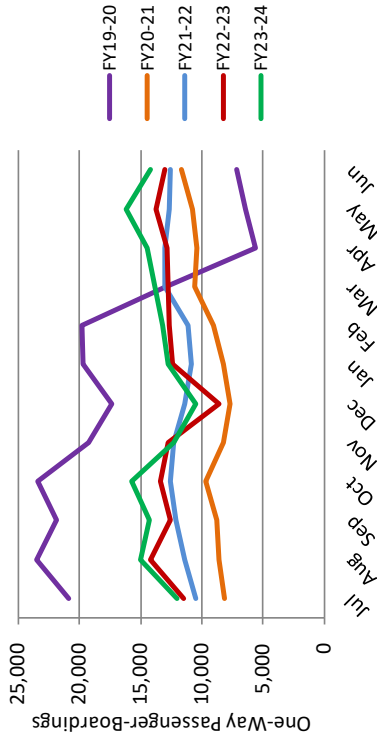
**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU JUNE 30, 2024 - Unaudited
CURRENT FISCAL YEAR - 2023/2024**

	RT9 P.R. TEMP., ATAS, S.M., CAL POLY, S.L.O.	RT10 S.M., NIPOMO, A.G., S.L.O.	RT12 MORRO BAY, CUESTA, SAN LUIS	RT14 CUESTA, SAN LUIS TRIPPER	RT15 SAN SIMA, CAMBRUA, CATUOGOS, M.B.	TOTAL CORE SERVICES	RUNABOUT	SERVICES PROVIDED FOR THE CITY OF PASO ROBLES	SERVICES PROVIDED FOR THE CITY OF SAN LUIS TRANSIT	SERVICES PROVIDED FOR THE COUNTY OF SLO	SYSTEM TOTAL
REVENUES:											
FARES	\$ 264,965	\$ 256,198	\$ 151,462	\$ 340	\$ 19,227	\$ 692,192	\$ 109,605	\$ 156,205	\$ 107,313	\$ 20,572	\$ 1,085,887
TOTAL ROUTE REVENUES	\$ 264,965	\$ 256,198	\$ 151,462	\$ 340	\$ 19,227	\$ 692,192	\$ 109,605	\$ 156,205	\$ 107,313	\$ 20,572	\$ 1,085,887
EXPENDITURES:											
ADMINISTRATION	\$ 485,517	\$ 410,155	\$ 281,811	\$ 2,864	\$ 131,350	\$ 1,311,697	\$ 741,953	\$ 55,484	\$ 133,360	\$ 109,884	\$ 2,352,377
MARKETING	27,071	22,875	15,824	168	7,020	72,958	-	-	-	-	72,958
OPERATIONS/CONTINGENCY	1,635,649	1,423,612	964,174	9,610	453,936	4,486,983	2,604,354	850,830	1,788,296	519,031	10,249,494
FUEL	350,164	352,994	212,169	2,257	111,328	1,028,911	210,267	82,133	231,451	36,734	1,589,496
INSURANCE	169,527	170,886	102,802	1,081	54,004	498,300	176,847	47,271	115,215	20,413	858,046
TOTAL EXPENDITURES	\$ 2,667,928	\$ 2,380,523	\$ 1,576,780	\$ 15,981	\$ 757,637	\$ 7,398,849	\$ 3,733,421	\$ 1,035,718	\$ 2,268,321	\$ 686,062	\$ 15,122,371
FAREBOX RATIO	9.9%	10.8%	9.6%	2.1%	2.5%	9.4%	2.9%	15.1%	4.7%	3.0%	7.2%
SERVICE MILES	307,527.5	310,002.5	186,330.1	1,992.6	97,581.9	903,434.5	320,845.0	85,682.7	208,364.9	37,028.0	1,555,355.2
SERVICE HOURS	12,106.2	10,217.2	7,052.3	71.9	3,213.7	32,661.3	19,924.8	6,705.1	13,814.4	4,201.0	77,306.6
RIDERSHIP (Automatic Counters)	164,244	153,197	117,627	1,622	12,001	448,691	26,912	127,982	181,370	13,736	798,691
RIDERS PER MILE	0.53	0.49	0.63	0.81	0.12	0.50	0.08	1.49	0.87	0.37	0.51
RIDERS PER HOUR	13.6	15.0	16.7	22.6	3.7	13.7	1.4	19.1	13.1	3.3	10.3
COST PER PASSENGER	\$ 16.24	\$ 15.54	\$ 13.40	\$ 9.85	\$ 63.13	\$ 16.49	\$ 138.73	\$ 8.09	\$ 12.51	\$ 49.95	\$ 18.93
SUBSIDY PER PASSENGER	\$ 14.63	\$ 13.87	\$ 12.12	\$ 9.64	\$ 61.53	\$ 14.95	\$ 134.65	\$ 6.87	\$ 11.91	\$ 48.45	\$ 17.57

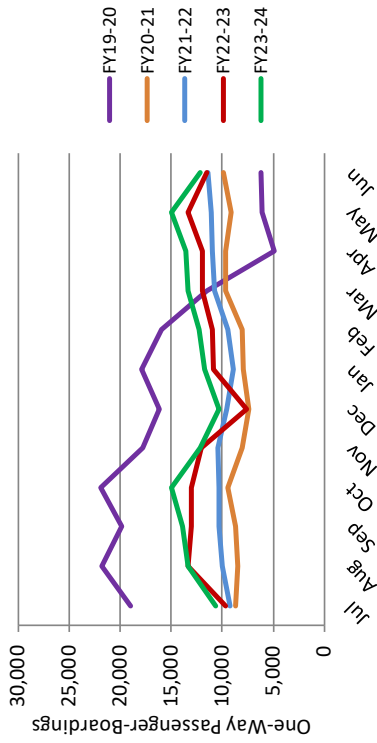
RTA Budget vs. Actual Expenses

		Adopted Budget <u>FY 2023-24</u>	Year to Date <u>FY 2023-24</u>	Percent of Total Budget <u>FY 2023-24</u>
	Hours	83,260	73,105	87.8%
	Miles	1,776,120	1,517,880	85.5%
Administration:				
Labor	operations cost	1,260,560	1,268,712	100.6%
Labor - Administration Workers Comp	operations cost	45,630	37,458	82.1%
Office Space Rental	operations cost	58,030	5,594	9.6%
Property Insurance	operations cost	239,060	258,330	108.1%
Professional Technical Services	operations cost	247,410	256,841	103.8%
Professional Development	operations cost	91,450	65,762	71.9%
Operating Expense	operations cost	398,380	391,788	98.3%
Marketing and Reproduction	hourly	148,920	72,958	49.0%
North County Management Contract	operations cost	(55,770)	(55,770)	100.0%
County Management Contract	operations cost	(114,950)	(114,950)	100.0%
SCT Management Contract	operations cost	(133,360)	(133,360)	100.0%
Total Administration		2,185,360	2,053,362	94.0%
Service Delivery:				
Labor - Operations	hourly	7,545,070	6,985,040	92.6%
Labor - Operations Workers Comp	hourly	346,030	284,057	82.1%
Labor - Maintenance	hourly	1,809,490	1,811,764	100.1%
Labor - Maintenance Workers Comp	hourly	94,750	77,780	82.1%
Fuel	miles	1,651,890	1,589,496	96.2%
Insurance	miles	855,850	858,046	100.3%
Special Transportation (for SLOCAT and Paso)	n/a	33,740	27,694	82.1%
Maintenance (parts, supplies, materials)	miles	1,029,610	859,099	83.4%
Maintenance Contract Costs	miles	167,990	188,092	112.0%
Total Operations		13,534,420	12,681,069	93.7%
Capital/Studies:				
Computer System Maintenance/Upgrades		180,750	84,216	46.6%
Miscellaneous Capital				
Maintenance Equipment		46,500	27,325	58.8%
Vehicle ITS/Camera System		138,000	126,013	91.3%
Bus Stop Improvements		467,480	114,838	24.6%
Large Capital Repairs		869,800	842,038	96.8%
Vehicles				
Support Vehicles		256,070	259,206	101.2%
Fixed Route Vehicles		3,130,460	2,916,879	93.2%
Trolley Vehicles		293,200	-	0.0%
Cutaway and Dial A Ride Vehicles		177,280	-	0.0%
Runabout Vehicles		834,500	-	0.0%
Total Capital Outlay		6,394,040	4,370,515	68.4%
Contingency	hourly	187,680	-	0.0%
PERS Buyout		178,310	178,308	100.0%
Loan Repayments		472,140	444,905	94.2%
Short Range Transit Plan		250,000	158,686	63.5%
Elks Lane Project		-	51,753	#DIV/0!
Management Contracts		304,080	304,080	100.0%
TOTAL FUNDING USES		23,506,030	20,242,678	86.1%
TOTAL NON-CAPITAL EXPENDITURES		16,389,850	15,661,725	95.6%

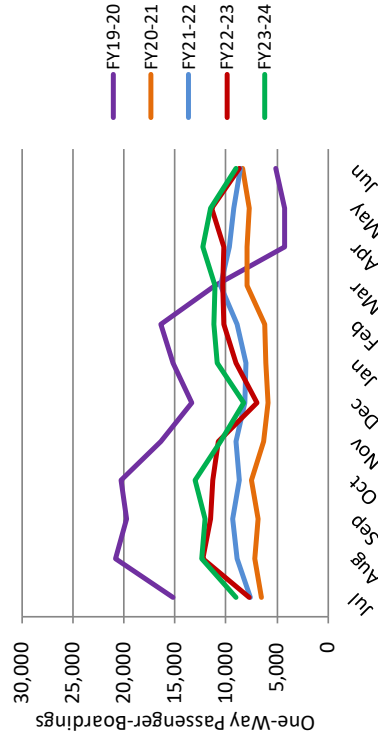
RTA Route 9 Ridership By Month



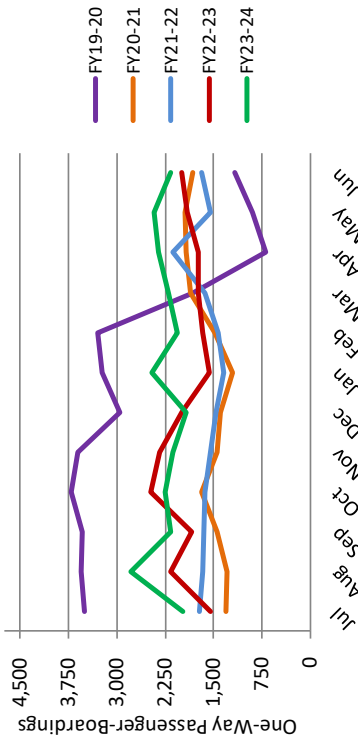
RTA Route 10 Ridership By Month



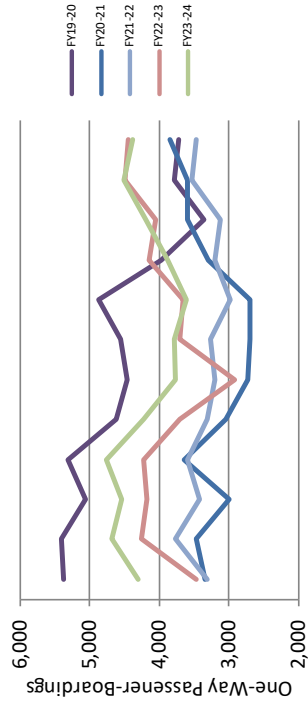
RTA Rtes. 12, 14 & 15 Pass./Mo.



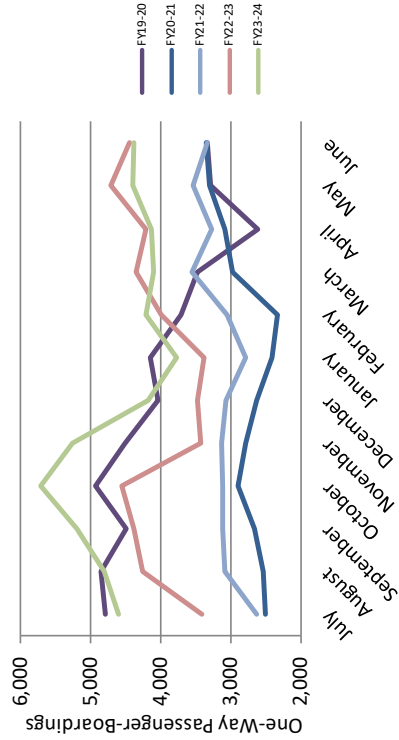
RTA Runabout Ridership by Mo.



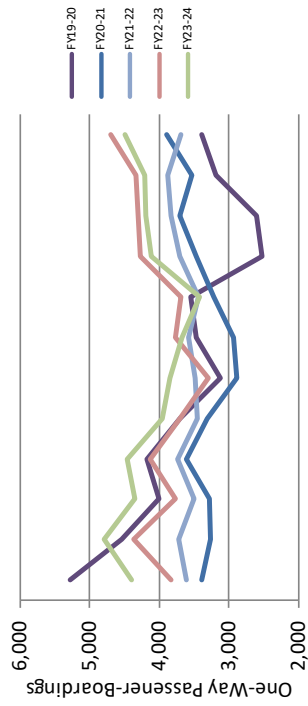
Route 24 Ridership By Month



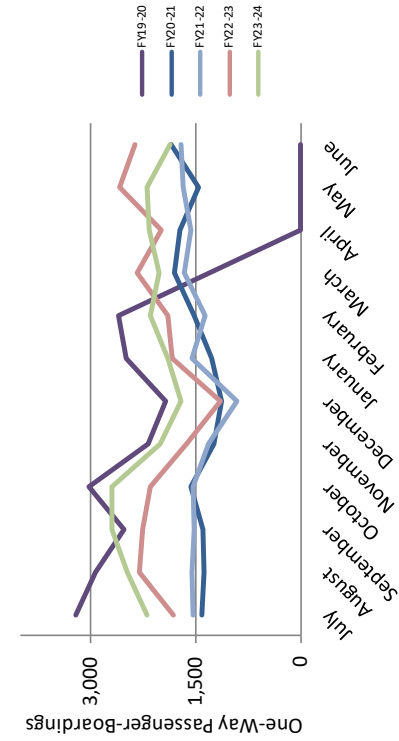
Route 28 Ridership By Month

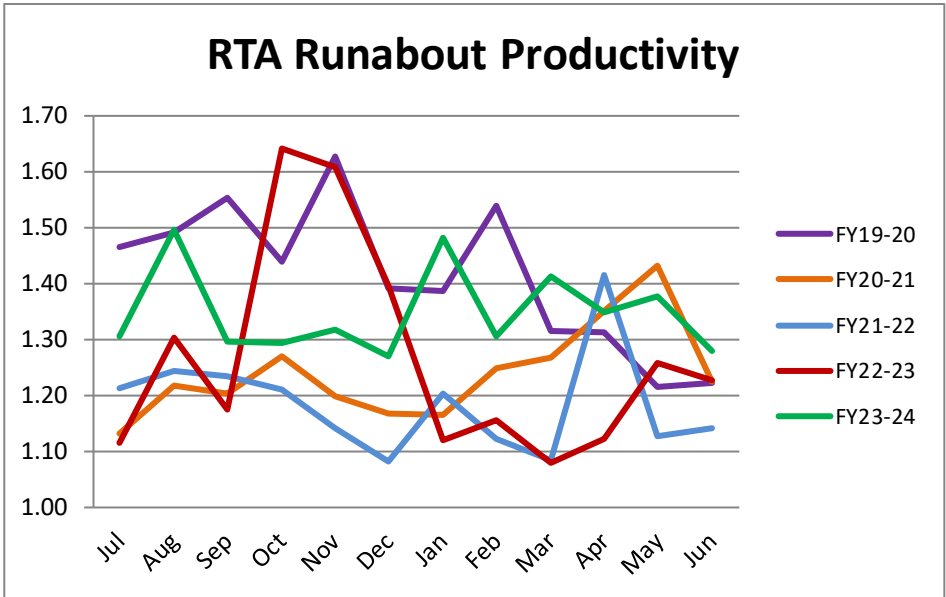
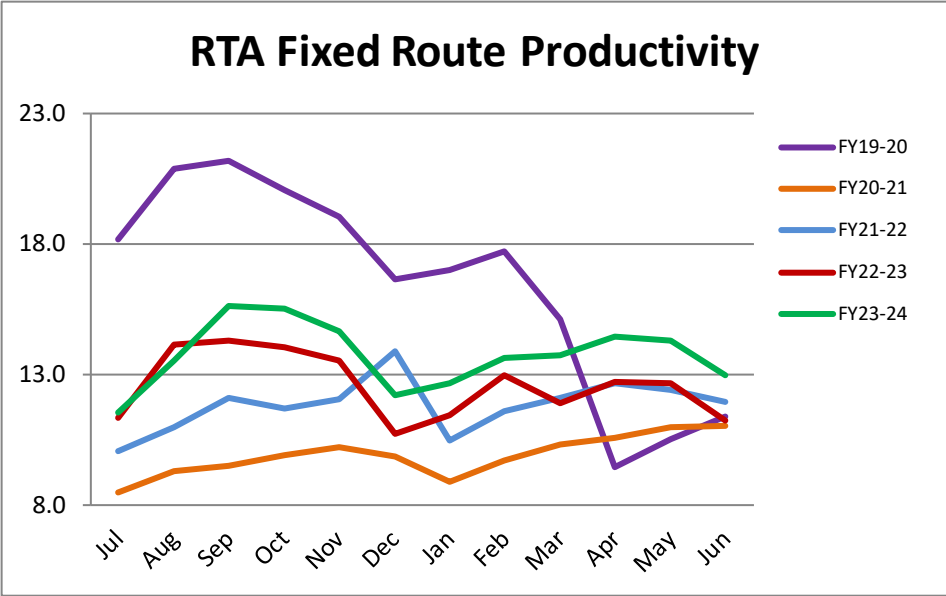


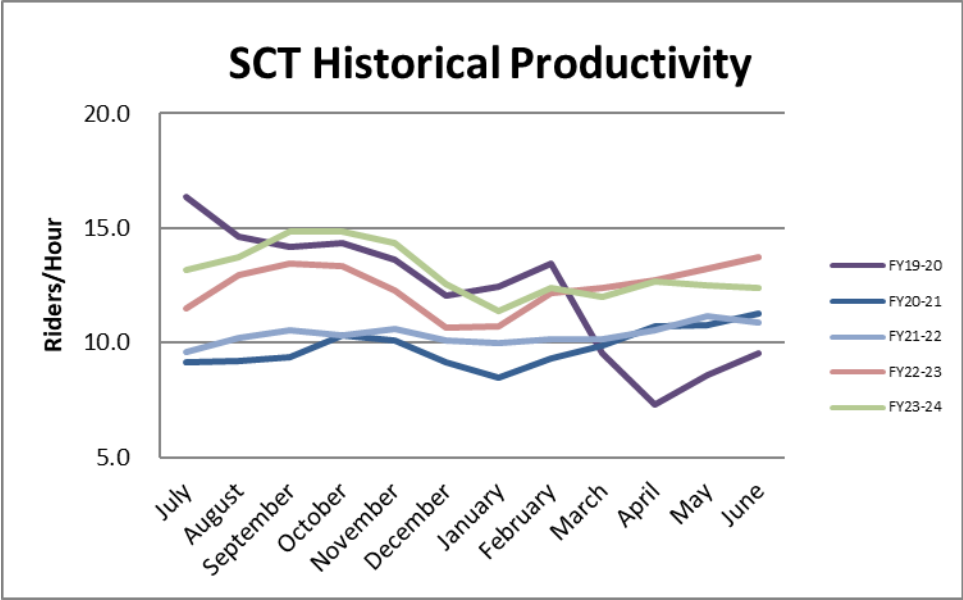
Route 21 Ridership By Month



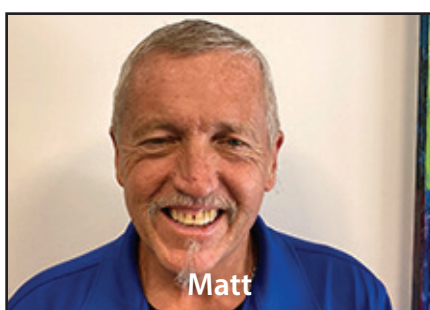
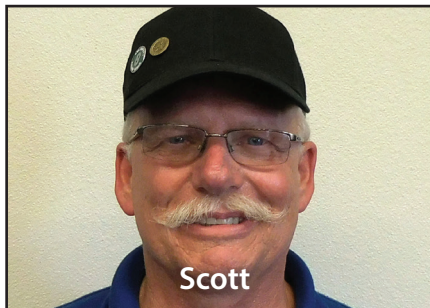
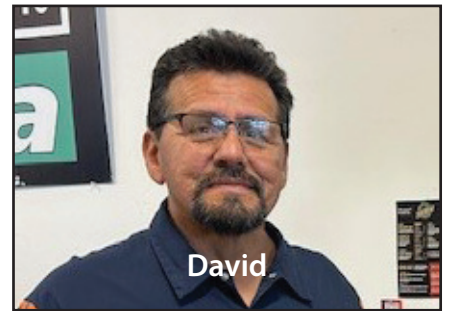
Route 27 Ridership By Month







15 Years of Service



10 Years of Service



Gisela



Humberto



Eric



Mary



Jason



Jose

RTA

Summer
Newsletter
2024



Geoff's Company Update

Our first two **battery-electric buses (BEBs)** were delivered in late March, and they were introduced to our Board of Directors at the end of May. We expect these two BEBs to enter revenue service in July. We will initially deploy the BEBs on Route 12, since the terrain is relatively flat and the average speed is one of the lowest of our intercity fixed-routes. We will also test operations on Route 9 SLO-Paso Robles and on Route 10 SLO-Santa Maria to collect and evaluate battery usage/capacity on these more difficult routes, followed by the local fixed-routes in Paso Robles and the Five Cities Area.

Employees! At this time, we have six open bids (four full-time and two part-time). We have four Bus Operator candidates in training and two in background checks. Our goal is to fully staff current routes and then, when possible, begin to bring back services (Express routes, school trippers, Route A on Saturdays, etc.) that we have had to suspend due to staffing shortages. I know that many of you sacrifice your personal time to cover open trips, and I'm grateful for your commitment and willingness to help.

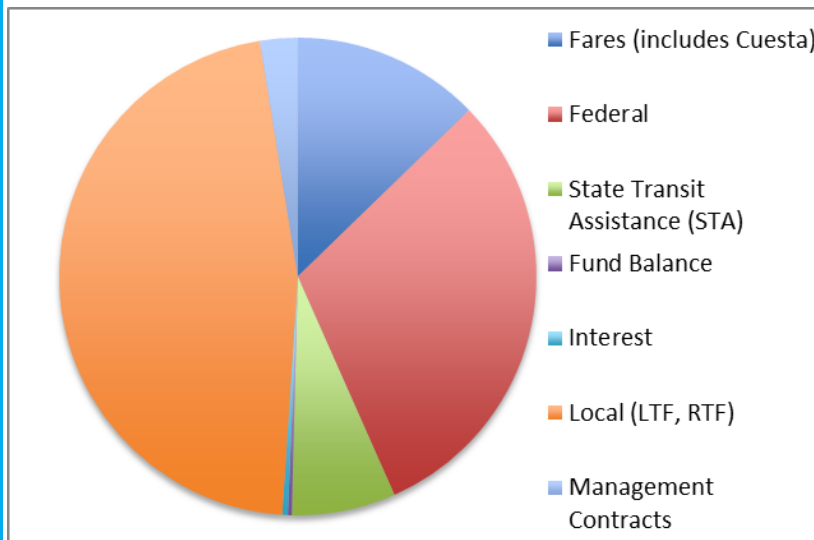
Short-Range Transit Plan (S RTP): The S RTP is completed every five to seven years, and it helps us plan for the future of the agency and provides guidelines for making decisions. We have partnered with SLO Transit to conduct this S RTP jointly so that we can coordinate things like connections between our fixed-routes, daily service levels, fares, marketing campaigns, and other administrative efforts. Omar's article goes into more detail about the S RTP and how you can find interim reports on our website. Do you wonder what our riders said in the survey? Go look. Do you wonder what possible changes were evaluated for South County? You can go read them.

The next couple months look to be busy ones for the RTA in every department. I'm looking forward to the progress and changes, and thanks for all you do.

Where does the money come from, and then where does it go?

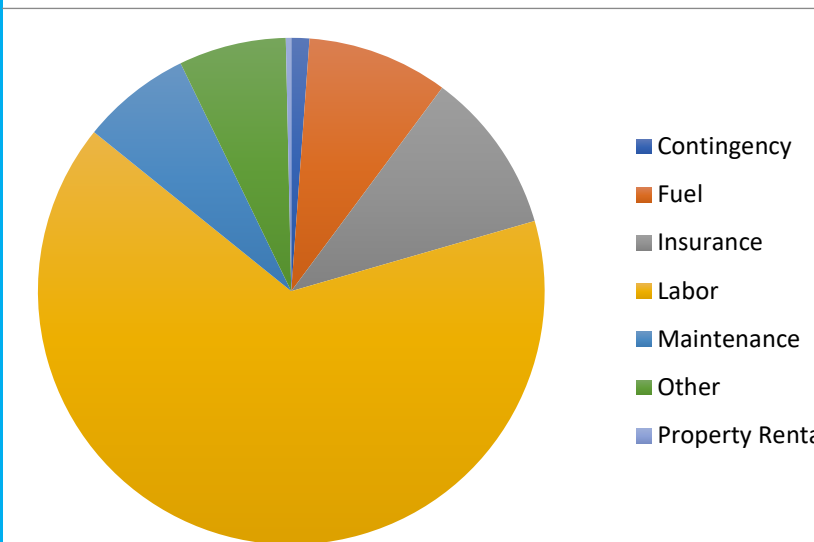


In May of each year the Board adopts a budget and this year was no different. The budget they approved goes into effect on July 1, 2024 and will take us through June 30, 2025. The budget includes significant investment in employee wages, benefits and training. Other large line items are for fuel, insurance and maintenance (parts, supplies, tools). We are thankful for the continued community support for our operations and the support that we are in turn able to provide back to the community! We have been able to leverage federal revenue but half of our funding comes from local sources (Local Transportation Funds which are derived from ¼ cent of the state’s general sales tax). Those local funds in addition to our federal funds pay for about 80% of our costs. We look forward to what the new fiscal year holds! *Tania*



Operating Revenue Sources
 Fares (includes Cuesta) \$896,870
 Federal (including 5311) \$3,715,910
 State Transit Assistance (STA) \$350,270
 Fund Balance \$1,076,540
 Interest \$60,000
 Local (LTF, RTF) \$6,433,750
 Management Contracts \$321,860

And here is how the funds are spent with Labor, meaning what we pay employees as the largest cost by far, followed by the cost of fuel.



Administration and Service Delivery
 Contingency \$200,040
 Fuel \$1,565,280
 Insurance \$1,801,000
 Labor \$11,337,560
 Maintenance \$1,215,840
 Other \$1,190,320
 Property Rental \$59,770

The Short Range Transit Plan (SRTP)



RTA is still in the middle of a process that results in a document called our Short-Range Transit Plan, or the SRTP. The SRTP is important because it plays a large role in determining what the RTA is going to be doing in the coming years. We are working with consultants who are conducting the studies and surveys and delivering options. The process of making an SRTP is in stages, and at the end of each stage the contractors produce a working paper. I'll walk you through these papers and then you'll see why we think the SRTP is so dang interesting.

Working paper #1 is called Existing Conditions and it reviews our current system and the services we provide. Most of us know this info, right?

Working paper #2: Goals Objectives and Standards. This is where they look at the guidelines that we use for making decisions. For example, when do we put benches at a bus stop, or when do we increase or decrease service on a route. We also look at the goals that were set in the last SRTP plan and if we achieved those goals.

Working paper #3: Service and System Evaluation. The main info in this paper is the rider survey. This survey produced 700 response. If you go read it, you can see what our riders are saying is important to them. This also affects our decision making.

Working paper #4. Service Alternatives: This paper examines each route and offers possible efficiencies and improvements. These are then evaluated for cost and our ability to deliver the service.

continues next page...

As part of the SRTP, we have conducted three public workshops: one in SLO, one North County and one South County. In these meetings we reviewed the alternatives that could affect that area and got some feedback from the public.

Upcoming work papers will be the Operating & Financial projections, Marketing Plan, Capital Plan and then a study on the Coordination between RTA and SLO Transit, including Runabout.

Then we publish the Draft and Final Plan in the Fall of 2024. And in five years we'll do it all again.

Here is a list of alternatives which meet standards and should be considered further for plan development:

- Provide a mid-day stop at Cal Poly on Route 9.
- Convert one of the existing Route 10 southbound deadhead runs into a 6:03 AM southbound Route 10 scheduled run
- Increase Route 9 Saturday service frequency
- Increase Route 10 Saturday service frequency
- Provide Paso Robles Route A service on Saturdays
- Provide Paso Robles Route B service on Sundays

Here is a list of alternatives which could also be considered, depending on funding availability

- Re-establish Route 14 service
- Streamline Route 10 service in Santa Maria
- Eliminate the Route 10 8:33 PM southbound run
- Increase weekday service frequency on Route 12
- Provide tripper service to Paso Robles High School and Daniel Lewis Middle School
- Provide Route 27 service on Saturdays

If you'd like to read any of these reports, they are all posted for public access on our website under the "About" section, on the Agency Reports page.

Omar



Training Update



Bus Operator Trainees - Since July 1, 2023, the training staff have graduated 15 bus operator trainees, and are expecting more to start training.

Verification of Transit Training (VTT) – “Safety is a Choice, not a Chance”. We plan to schedule our 18 remaining employees to attend VTT in September. We look forward to seeing all of you in class.

QPOD’s 3-Point Securement System - Training Staff and Operations Supervisors are working together to train drivers on the QPOD’s 3-Point Securement System. This securement system is installed in the diesel Gillig #2401 and the two new Electric Buses. The 3-Point Securement System and integrated restraints make securing wheelchair customers, other mobility aids and grocery carts, quicker and easier.

Electric Buses - The training staff are excited to start training drivers on the new electric buses. Electric buses hardly make any noise at all! Once you start driving it, it’s a game changer and a win-win. The instructors, trainees and anyone that has driven the electric bus are happy, and it will make for a perfect day.

Without bus drivers, many people would have a hard time getting to work, school, or wherever they need to go. You play a vital role at RTA and in our society. Thank you for the job you do each and every day!

Patricia

Drivers at risk for Dehydration



The Summer heat is coming! Did you know that throughout the transportation industry, that there is a known susceptibility of dehydration for drivers?

Of course you do! For bus operators its something you deal with every day. Long hours on the road and limited bathroom access can lead to low fluid intake. Dehydration can lead to mental fatigue, slow reaction times, and weakened concentration, which all lead to an increased risk of road accidents. Our body and brain need water to function well, averaging 2-3 liters of water per day. So keep a bottle of water on you! Drink when you’re thirsty or if you’re feeling tired. Its recommended that you plan to drink water about 20 minutes before your reach a terminal stop. Its an important part of taking care of yourself and for keeping everyone safe.

Also, if you ever have any benefits questions or issues, I’m here to help you!

Shelby



So Many Bus Stop Improvements!

BUS STOP IMPROVEMENTS & YOUR TEAM

Your Bus Stop Improvement (BSIP) team: Andy (Maint), Mary (Marketing), Melissa (Grants) & Stephanie (Maint)) have been hard at work with some much-needed improvements! Not to mention our Utilities Crew who are out there on a regular basis maintaining & cleaning our bus

stops! With 325 bus stops to maintain throughout the County, we're definitely kept busy!!!

#1 BEST Utilities Crew! Thanks for all of the hard work you do!



Shelter Lighting Repairs – Smith Electric has been out & about repairing the much-needed bus shelter solar lighting. If you see a bus stop shelter that needs lighting repairs, send Mary a shout-out to make sure it's on our list!

We **DEPEND UPON YOU** to tell us when you see a bus stop in need of some TLC. Got a recommendation for an improvement – tell Mary to get it on our list! (mgardner@slorta.org #805-788-2706 or stop by her office).

BUS STOP IMPROVEMENTS AT TEMPLETON

PARK & RIDE This shelter location has experienced some damage and was also in need of replacement. A new bus shelter and amenities have been ordered and AVENTUS has been contracted to complete this replacement work. Work should be complete by the time this newsletter publishes.





RAMONA GARDEN TRANSIT CENTER

Ramona Garden is getting some TLC this summer!! These shelters are aging, have been subject to the salty marine air and are in need of replacement. The RTA has contracted with AVENTUS to replace the shelters and transit amenities at this location.

This will also be complete by the time this newsletter is out. It's going to look great when it's finished!

DVR SECURITY CAMERA UPGRADES ON BUSES

The Bus Surveillance System Update will replace the DVR recording systems on 22 buses that still have the original equipment. These technology updates are needed to ensure the recording equipment is compatible with current technologies. Having these security systems on the buses help keep YOU (our prized drivers) and our riders safe!



RUNABOUT ADA MINIVAN REPLACEMENTS

Three new replacement BraunAbility Chrysler Minivans were delivered in May and staff is working hard to get these new vehicles outfitted with safety lights & radios and ready for service!

THANK YOU RTA BUS OPERATORS

Just a little reminder that YOU make a HUGE difference in the lives of others!

Melissa



Marketing Update



The marketing department has been busy! Let's catch up on some of the projects that are happening.

The trolley is running! It runs Friday afternoons, Saturday and Sunday until September 1. A really fun trip to try is to park at the Bob Jones bike trail. Take the trolley on the short ride to the Friday Farmer's market, buy some carmel corn and local tomatoes and then take the trolley back to your car. Its fun and you don't have to deal with parking.

We ran another recruitment ad campaign and now have new bus operator friends named Will, Mat, Floyd, Wade, Miss Ling and Monica. At the time of this newsletter we also have four peeps in training which we are very excited about.

Our recent social media ridership campaign that included Personal Trip Planning also generated a good amount of responses. This is where a rider can email in the trip they want to take and they receive a plan made with instructions just for them. Here is a quote from someone that used the service: "Thank you again for explaining everything to me (again!). Everyone is so kind and patient and cares — it's such a treat to be treated so well by RTA!" I'm glad that people like the individual help and service.

The new RTA app has launched and is available for download. We are promoting it on our buses and people are starting to use it. Note that an updated App was the number one request from riders in the SRTP survey responses. Download the app for iPhones or Android and see how handy it is. The opening page has a quick "When



will my bus arrive" reference tool that is really useful. In your app store search for SLO RTA or San Luis Obispo RTA.



Youth Ride Free is running from June 10 through August 14 for all fixed-routes in SLO County. Its a great way for kids K-12 to learn how to use transit.

Mary

New Bus Operators!



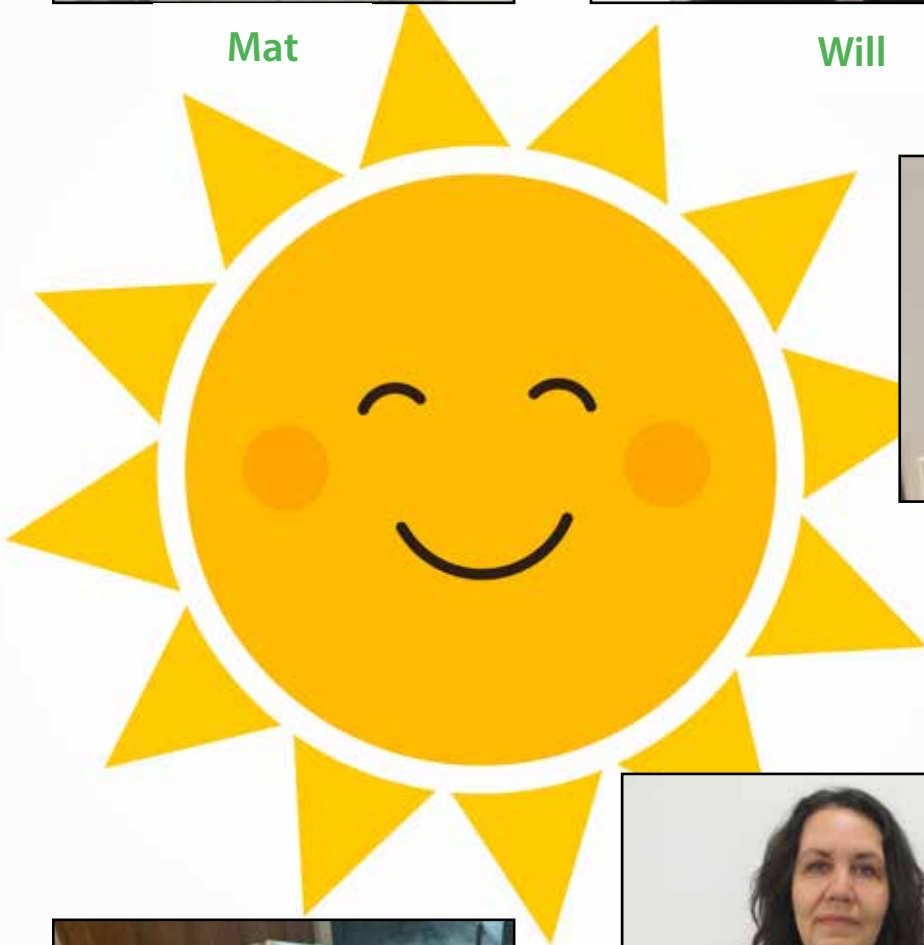
Mat



Will



Floyd/Max



Caiyan/Miss Ling



I didn't even know that Taylor still worked here...



Monica



Wade/Starlord

We're SO happy to have you as part of the RTA family!

Meet the e-bus!



The new Gillig E-buses are getting closer to being placed in revenue service. I thought some of you might enjoy taking a closer look at under the hood and “bus-nerding” out on some fun facts.

Bus 2301 and 2302 are made by Gillig in San Ramon and they cost approximately \$1,053,000 each after tax and delivery. When we order the buses, we had the option to include between 4-7 battery packs. More batteries equal more range at the expense of weight and cost. These buses weigh 35,320lbs empty, compared to Diesel bus 2401’s weigh-in of 27,580lbs....a little over 8,000lbs heavier. Each of the 7 battery pack weigh about 2,000lbs and are rated about 98kWh for a total energy storage of 686kWh. We are estimating between 200-250 miles of usable range on a full charge. For comparison, the Chevy Bolt eUV’s we recently purchased each have one 65kWh battery.



Engine Hatch with two batteries

It would take over 10 Chevy Bolt eUV's to have the same storage as one of our e-buses! The batteries are located: four on the roof, two in the rear "engine compartment" and one underneath where the fuel tank normally is.

The mechanics have gone through training on the e-buses on how to safely work on them and only authorized users can open the compartment access doors. Since many of you may not get a chance to peak "under the hood", I have included some photos!



A view of the roof and four battery packs



Under engine view



Traction Motor

Golf 2024!



We had another beautiful day to golf together in the annual tournament organized by Kevin Cooksley and supported by Gareth McCain. The winning team this year was Kevin Cooksley, Kevin Platt, Geoff Straw and Hubert Clark. There were all levels of golfers and even a few disc golfers in the mix. Thanks for a super fun day, and lets do it next year too!





Upcoming Events

Even more super fun events have been planned for you. All you have to do is sign up and show up. These are a great way to spend time with your RTA friends and a great way to make new friends here. Don't miss out! If you want more info on any of these, please check with Shelly.

- Now through July 27: Free SLO Blues entry tickets while supplies last
- July 21: Volleyball & BBQ
- August 4: Rancho Bowl
- October 6: The RTA Rodeo
- December 12: Holiday Melodrama



Employee of the Quarter!



Congratulations and a pat on the back to Mike Coyes and Will Pompe for winning Employee of the Quarter! Both bus operators received enthusiastic, loving and compelling nominations. All you gotta do is be great to win this accolade. Congrats also go out to our Outstanding Achievement award winners Derrick, Betssy, Madison and David Alm!



Cookie Champion!

Behold! The humble winner of the best cookie, Gareth and his Lemon Crinkle Cookie *(It really was the best one)*

- 1/2 cup unsalted butter
- 1 1/4 cups granulated sugar
- 1 tablespoon lemon zest
- 1 tablespoon lemon juice
- large egg + 1 large egg yolk
- 1 teaspoon vanilla extract
- 6 drops yellow food color, optional
- 1/2 teaspoon lemon extract (optional)
- 3/4 teaspoon baking powder
- 2 cups all purpose flour
- 1/4 teaspoon baking soda
- 1/2 teaspoon salt
- 1/3 cup granulated sugar
- 1/3 cup powdered sugar

Instructions

1. Preheat the oven to 350°F and line a cookie sheet with parchment paper. Set aside.
2. In a small bowl combine the sugar and the lemon zest, using your fingers to rub the zest into the sugar until the sugar starts to clump together and is fragrant.
3. In a stand mixer fitted with the paddle attachment, combine the butter and the lemon sugar. Beat on medium speed, gradually increasing to high until the butter is light and fluffy, and pale in color; about 3 minutes.
4. Use a rubber spatula to scrape the down the sides of the bowl. Add the egg, egg yolk, lemon juice, and vanilla extract (and lemon extract and yellow food coloring if using). Beat until smooth and completely combined.
5. Scrape down the bowl and add the flour, baking powder, baking soda, and salt. Stir on low speed until combined and no streaks of flour remain. Do not over mix.
6. Fill one bowl with granulated sugar and one bowl with powdered sugar. Use a 1.5 ounce cookie scoop. Roll the balls first in the granulated sugar and then in the powdered sugar to completely coat the cookie balls.
7. Place the cookies 2 inches apart on your cookie sheet. Bake for 10 to 12 minutes or until the edges are set and the centers have puffed up, but are still gooey. Remember, the cookies will continue to cook as they cool so you want them to be a little under baked when you take them out. Allow the cookies to cool completely. Enjoy!

We love the bees!

And the bees like us enough to have wanted to live here with us. When a hive swarmed at the SLO location, Andy got to put on the cool bee keeper suit. He and a local bee keeper moved the bees into a new portable hive and then the bees were moved somewhere that we hope is fabulous and full of pollen and where they can live bee-utiful lives making honey.



In Case of Emergency...

RTA partnered with the local fire department to help with a training. The fire crew were practicing what to do in an emergency or crash landing at an airport, which could include moving passengers. If a local emergency does happen, RTA can be called upon to be part of a response team.



VTT on a Saturday is actually pretty fun. There was lots to learn, and as a bonus, most of these drivers volunteered to be photographed for an upcoming ad campaign. We will let you know when that is going live.

Recent 10-73's



Are you like me and thought that the EoQ was the only place for bus operator recognition? Well, its not because there are also the 10-73's. These are feedback forms where riders and other drivers can recognize the great work of another driver with a short little note. It doesn't come with a BBQ or a new shirt, but its still so dang nice. Here is a list of nice comments that have been recently turned in:

- Riley Allen- helped find stolen keys
- Damon Blalark- wonderful and patient driver. Had an issue with the lift but handled it perfectly
- Damon Blalark- He is the best. Never had a bad interaction with him.
- Damon Blalark- Courteous and friendly and a great driver
- Humberto De La Rosa- professionalism. Got a new bus and got underway in timely manner
- Tracey Johnson- Friendly, caring, and nice. Points out details. Makes the riders smile. Concerned and always acts fast to problems consistently.
- James S is a great Supervisor.
- Francine Ladd-Great driver.
- Kevin Reeder- goes above and beyond for his passengers and is very good with elderly and disabled.
- Greg Rowan- avoided collision
- James Shafer- Excellent Service helping them get a bus pass from the machine.
- Michelle Whitten- Super friendly and helpful to passenger with walker.
- All- Morro bay bus stop
- Gisela Barry- Appreciation for driver
- Kevin Reeder- Driver professionalism
- Gisela Barry- Does a great job
- Michelle Whitten-great driver
- Damon Blalark- enjoys his driving
- Tina Barnes- Always willing to help her passengers
- Michelle Whitten- Great job handling breakdown
- Sean Shealy- very helpful
- Scott Taylor, Jason Gilliespie, and Hector Segura- Great drivers
- Riley Allen-very considerate of cyclist
- Charlie Cheney- goes above and beyond
- Cassondra Johnson- amazing driver
- Amber Romine- excellent service
- Carlos, Todd Lisher and Jason Namla- good service
- John Guyton- great driver
- Liza Sotelo- great driver
- David Alm- great driver



If you are inspired by this to write compliments to bus operators remember to fill out EOQ forms and turn them in to a supervisor.

Shelly

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
SEPTEMBER 4, 2024
STAFF REPORT

AGENDA ITEM: B-2

TOPIC: Update on Joint Short-Range Transit Plan Study

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Receive and File

BACKGROUND/DISCUSSION:

Staff continues to work closely with the SRTP consultant team, as well as our partners at SLO Transit and SLOCOG, to conduct the Joint SRTP study. All interim working papers are posted on the RTA website, including the most recent one following review and comment from a joint RTAC / SLO Mass Transportation Committee meeting on June 5th: *Working Paper #4 Service Alternatives*. The Study Steering Committee will begin reviewing *Working Paper #5 Operations Plans and Budgets* and *Working Paper #6 Capital Improvement Plans* once they are issued by the consultant team on or before September 14th. The next joint RTAC/MTC meeting is slated for November, when the administrative draft SRTPs will be ready for review.

I executed a \$8,295 amendment to the SRTP agreement, which is allowed under my purchasing authority. A copy of the amendment is attached at the end of this report. The increased scope will address new service ideas that were developed as a result of the public outreach efforts we conducted in June on Working Paper #4. For the RTA, additional analyses will be completed to address more direct services between Los Osos and SLO, while additional analyses will be completed for SLO Transit in regards to possible changes to Route 2 and for services near the Avila Ranch development. The additional not-to-exceed amount is \$8,295 amount will be split \$4,835 for SLO Transit and \$3,460 for the RTA.

Staff Recommendation for the Board:

Accept this as an information item.

This Page Left Intentionally Blank



Geoff Straw, General Manager
San Luis Obispo Regional Transit Authority
253 Elks Lane
San Luis Obispo, CA 93401

PO Box 5875
Tahoe City, CA 96145

RE: SLO Joint SRTP 2024 Update – Contract
Amendment

Dear Mr. Straw:

Per your request, this letter is to outline work and labor costs associated with expanding the scope of the joint San Luis Obispo Regional Transit Authority / City of San Luis Obispo Short Range Transit Plan (SRTP) to include additional analysis of service alternatives for RTA and SLO Transit.

RTA Additional Alternatives Analysis

- **Expand discussion on serving Los Osos more directly** – In an effort to better address public and stakeholder comments, LSC will expand the current discussion on how to provide more direct service between Los Osos and San Luis Obispo. Specifically, the Study Team will analyze a new bi-directional Route 12 travelling along LOVR as well as Hwy 1.

SLO Transit Additional Alternatives Analysis


- **Evaluate new alternatives which would provide transit service to new developments** – Avila Ranch and San Luis Ranch are approved community development projects located in southeast San Luis Obispo. The Study Team will evaluate three scenarios for serving these developments with SLO Transit:
 1. Expand Route 2 to serve both new developments and increase the run time from 1 hour to one and one-half hours.
 2. Expand Route 2 to serve San Luis Ranch only and increase the run time from one hour to one and one-half hours.
 3. Establish a new route that serves Avila Ranch and bridges Higuera and Broad via Tank Farm Rd.

As shown in Table 1, this additional work is estimated to cost \$8,295.

TABLE 1: Fee Schedule

Amendment to SLO Joint SRTP 2024 Update


Description	Personnel and Hourly Rates			Totals	
	Project Manager \$185	Senior Advisor \$250	Graphics Support \$90	Total Hours	Total Cost
RTA Additional Alternatives Analysis	10	5	4	19	\$3,460
SLO Transit Additional Alternatives Analysis	15	5	9	29	\$4,835
Total Hours	25	10	13	48	
Total Personnel Cost	\$4,625	\$2,500	\$1,170		\$8,295



LSC is happy to work with RTA and the City of San Luis Obispo to revise this cost estimate and the associated scope of work to meet your needs.



Respectfully submitted,
LSC TRANSPORTATION CONSULTANTS, INC.



Genevieve Evans
LSC Transportation Consultants, Inc.

SLO RTA agrees to the work scope and cost estimate above.

SLO Regional Transit Authority

Geoff Straw

Geoff Straw, Executive Director

This Page Left Intentionally Blank

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

SEPTEMBER 4, 2024

STAFF REPORT

AGENDA ITEM: C-1

TOPIC: Fare-Sharing Agreement with Monterey-Salinas Transit

PRESENTED BY: Geoff Straw

STAFF RECOMMENDATION: Authorize the Executive Director to sign the MOU with MST for those using Regional Passes to board MST Route 84

BACKGROUND/DISCUSSION:

In order to promote ridership and provide the best customer service for riders on the California Central Coast, staff has approached transit agencies both to the north and to the south of the RTA service area to develop fare-sharing and other agreements. Previous successes include the California Central Coast Area Public Transit Operators Mutual Aid Agreement ratified by the RTA Board at its January 2019 meeting; the other mutual aid agencies include Santa Barbara MTD, Santa Cruz METRO, and Monterey-Salinas Transit (MST).

Building upon this relationship, staff has successfully negotiated a fare-sharing agreement with MST that will allow holders of a Regional Pass to ride MST Route 84, which operates between Paso Robles and King City, including a bus stop at 14th and Mission in San Miguel. Under this proposed new arrangement, riders traveling between Paso Robles and San Miguel – whether on RTA Route 9 or on MST Route 84 – can use a Regional Pass instead of having to buy separate RTA and MST passes. Covered passes include the Regional Day Pass (\$5.50) and the Regional 31-Day Pass (the general public pass for \$68.00 or the discounted pass for \$34.00).

RTA and MST staff reviewed recent boarding data along the corridor, and we estimated 3,180 annual passenger-boardings would occur on an MST Route 84 bus in either San Miguel or Paso Robles under a fare-sharing arrangement. We negotiated a flat amount of \$4,770 for the initial year of service based on MST's average fare per passenger-boarding and the estimated ridership level discussed above. MST has agreed to provide quarterly passenger information to the RTA, and the parties have agreed to revisit actual ridership levels to help establish future year funding.

Staff values the partnership we have fostered with MST and some of other transit agencies in the region, particularly as it relates to technical assistance, knowledge sharing, joint grants-making and other benefits. This relationship helped pave the way

for this fare-sharing agreement, which we believe will result in better service to SLO County residents at very little cost to the RTA.

Staff Recommendation

Authorize the Executive Director to sign the MOU with MST for those using Regional Passes to board MST Route 84.

MEMORANDUM OF UNDERSTANDING
FOR LINE 84 TRANSIT SERVICE

This Memorandum of Understanding (“MOU”), made and entered into this ____ day of ____, 2024 (the “Effective Date”) by and between **Monterey-Salinas Transit**, a political subdivision of the State of California, hereinafter “MST” and **San Luis Obispo Regional Transit Authority**, a joint powers agency created pursuant to Section 6500 et seq of the California Government Code, hereinafter “RTA”, who agree as follows:

I. Recitals

MST is a public entity whose primary objective is providing public transportation and has its principal office located at One Ryan Ranch Road, Monterey, CA 93940.

RTA is a public entity whose primary objective is providing public transportation and has its principal office at 253 Elks Lane, San Luis Obispo, CA 93401.

II. Use of Regional Passes

MST operates Route 84 (“Route 84”) which extends from Monterey County and into northern San Luis Obispo County. Route 84 benefits the customers of both RTA and MST by providing this public transportation between the two counties. Accordingly, subject to the payment provisions of Section III below and for the term of this MOU, MST agrees to accept any RTA customer onto its transit system who has a validly issued San Luis Obispo County regional pass.

III. Compensation

Payments to MST

Within 30 days of the Effective Date of this MOU, RTA shall pay MST \$4,770 (the “Annual Payment”) which both parties acknowledge is the estimated fare revenue for San Luis Obispo County regional pass riders who are using Route 84 and MST’s transit system (3,180 customers at \$1.50 per average fare). Each year, RTA shall pay MST the Annual Payment on the anniversary date of said payment.

Quarterly Surveys

MST will conduct quarterly surveys or use other means agreed to by the parties to determine the ridership levels of customers using San Luis Obispo County regional passes on MST’s transit system. MST shall provide the quarterly survey results to RTA. MST and RTA agree to modify the Annual Payment based on changes in actual ridership levels on a pro rata basis.

IV. Hold Harmless Agreements

Hold Harmless Agreement From RTA to MST:

In the performance of this Agreement, RTA shall indemnify, keep and save harmless MST, its officers, agents and employees against all suits or claims that may be based on any injury to persons or property that may occur, or that may be alleged to have occurred, in the course of the

performance of this Agreement by RTA, arising out of a negligent or intentional act or omission of RTA or its officers, employees or agents, and RTA shall, at its own expense, pay all charges of attorneys and all costs and other expenses arising therefrom or incurred in connection therewith, and if any judgment shall be rendered against MST or any of its officers, agents or employees in any such action, RTA shall at its own expense, satisfy and discharge the same.

Hold Harmless Agreement from MST to RTA:

In the performance of this Agreement, MST shall indemnify, keep and save harmless RTA, its officers, agents and employees against all suits or claims that may be based on an injury to persons or property that may occur, or that may be alleged to have occurred, in the course of the performance of this Agreement by MST, arising out of a negligent or intentional act or omission of MST or its officers, employees or agents, and MST shall, at its own expense, pay all charges of attorneys and all costs and other expenses arising therefrom or incurred in connection therewith, and if any judgment shall be rendered against RTA, or any of its officers, agents or employees in any such action, MST shall at its own expense, satisfy and discharge the same.

V. Term and Termination

The term of this Agreement is for three (3) years and may be extended for two successive three (3) year terms upon mutual agreement of the parties in writing.

Any party may terminate their participation in this MOU upon 90 days written notification to the other parties to this MOU. Any party may terminate this MOU immediate "for cause" provided the terminating party notifies the other party of the basis for termination and provides the other party with a reasonable opportunity to cure.

In the event of termination of participation by a party, the rights and obligations of the terminating party, which by their nature survive termination of the services covered by this Agreement, shall remain in full force and effect after termination. Compensation and revenues due from one party to the other under this Agreement shall be paid or refunded on a pro-rata basis.

VI. General Provisions

Independent Contractor

No relationship of employer and employee is created by this MOU.

In the performance of its work and duties, MST is at all times acting and performing as a public entity providing public transportation services. The other parties to this MOU shall neither have nor exercise control or direction over the methods by which MST performs the services pursuant to this MOU; provided, however, that MST agrees that all work performed pursuant to this MOU shall be in strict accordance with currently approved methods and practices in its profession.

The sole interest of the parties to this MOU is to insure that such services are performed and rendered in a competent and cost-effective manner and in accordance with this MOU.

Federal, State and Local Laws

The parties to this MOU warrant that in the performance of this MOU, each party shall comply with all applicable Federal, State and local laws and ordinances and all lawful orders, rules and regulations thereunder.

No Conflict of Interest

Each party to this MOU represents that it currently has no interest, and shall not have any interest, direct and indirect, that would conflict in any manner with the performance of services required under this MOU.

Time of the Essence

Time is of the essence in this MOU.

Consent to Breach Not Waiver

No term or provision hereof shall be deemed waived and no breach excused, unless such waiver or consent shall be in writing and signed by the party claimed to have waived or consented. Any consent by any party to, or waiver of, a breach by the other, whether express or implied, shall not constitute a consent to, waiver of, or excuse for any other different or subsequent breach.

Non-Assignment

No party to this MOU shall encumber, assign or otherwise transfer this MOU or any right or any interest in this MOU without prior express written consent of each of the parties. A consent to one assignment shall not be deemed to be a consent to any subsequent assignment. Any encumbrance, assignment or transfer or assignment of interest in this MOU without prior written permission or consent of the parties, whether it be voluntary or involuntary by operation of law or otherwise, is void and shall be just cause at the option of each party to terminate this MOU.

Force Majeure: This Agreement may be suspended upon the written notification of one party to the other when causes beyond the control and without the fault or negligence of the party giving the notice irrevocably disrupt or render impossible that party's performance of this Agreement.

Audit and Records: Each party to this Agreement shall maintain books, accounts, records and data related to this Agreement in accordance with applicable federal and/or state requirements and shall maintain those books, accounts, records and data for three (3) years after the termination of this Agreement. For the duration of the Agreement and for a period of three (3) years thereafter, either party's representatives and representatives of the United States Department of Transportation, the Comptroller General of the United States and the Auditor General of the State of California shall have the right to examine these books, accounts, records, data and other information relevant to this Agreement for the purpose of auditing and verifying statements, invoices, bills and revenues pursuant to this Agreement.

Notices

All notices under this MOU shall be deemed duly given upon delivery, if delivered by hand; or three days after posting, if sent by registered mail, return receipt requested; to a party hereto at the address set forth herein or to such other address as a party may designate by notice pursuant hereto:

MST:
General Manager/CEO
Monterey-Salinas Transit
One Ryan Ranch Rd.
Monterey, CA 93940

RTA:
Executive Director
San Luis Obispo Regional Transit Authority
253 Elks Lane
San Luis Obispo, CA 93401.

Amendment

This MOU may be amended at any time by mutual agreement of the parties, but any such amendment must be in writing, dated, signed by duly authorized representatives of each party to the MOU and attached hereto.

Entire MOU

This MOU, together with all subordinate and other documents incorporated by reference herein, constitutes the entire agreement between the parties with respect to the subject matter contained herein and may only be modified by an amendment executed in writing by both parties hereto. All prior agreements, representations, statements, negotiations, understandings and undertakings are superseded hereby.

Authority

Each party has full power and authority to enter into and perform this MOU, and the person signing this MOU on behalf of each has been properly authorized and empowered to enter into this MOU. Each party further acknowledges that it has read this MOU, understands it, and agrees to be bound by it.

IN WITNESS THEREOF, this Agreement is executed by Monterey-Salinas Transit and San Luis Obispo Regional Transit Authority the day and year first hereinabove written.

MONTEREY-SALINAS TRANSIT:

BY: _____
CARL G. SEDORYK
General Manager/CEO

Approved as to form:

BY: _____
Michael Laredo
MST Legal Counsel

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY (RTA)

BY: _____
Geoff Straw
Executive Director

Approved as to form:

BY: _____
Jon Ansolabehere
Regional Transit Authority (RTA) Counsel

Attachments:

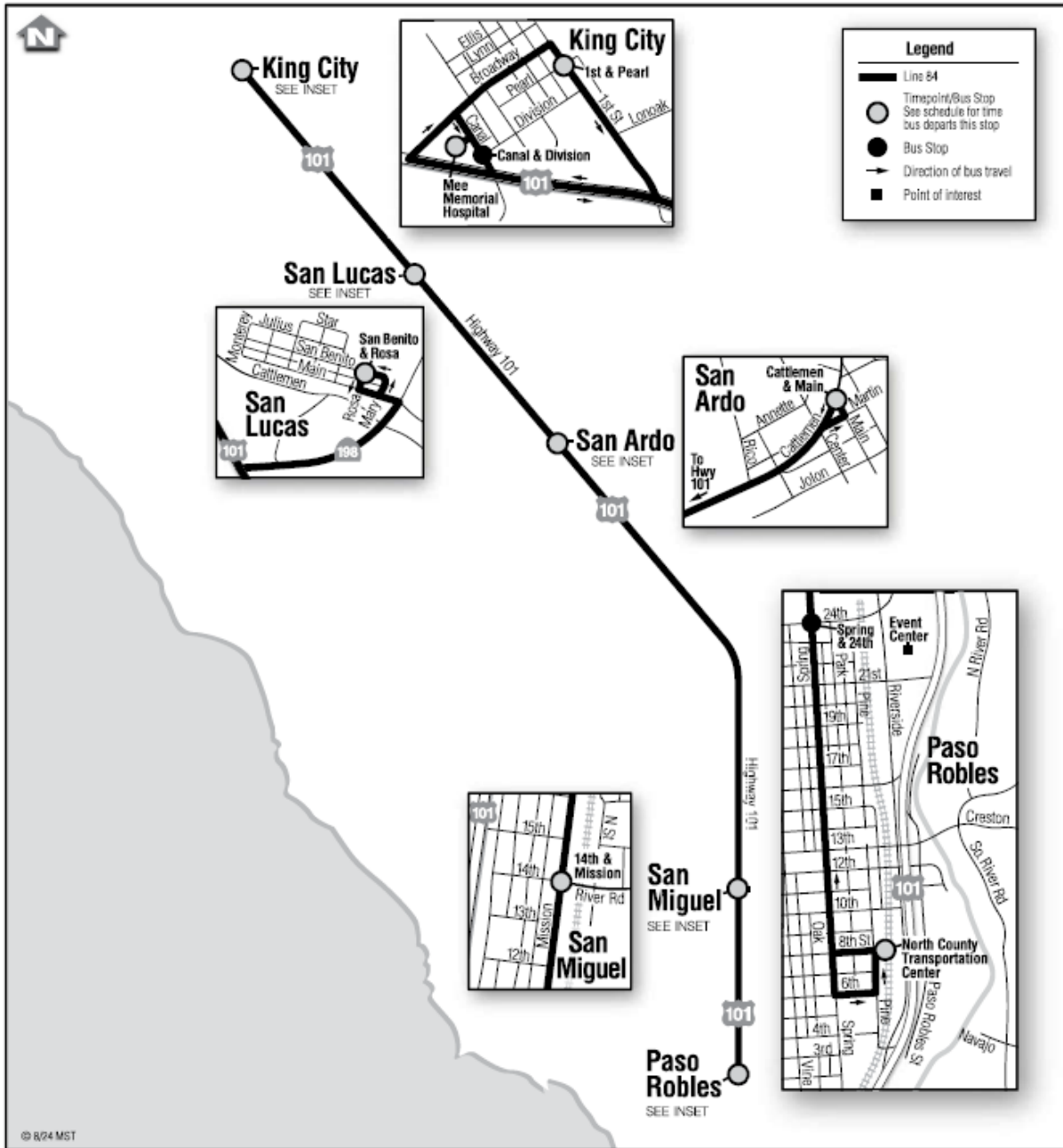
Exhibit A: Line 84 Route Map

Exhibit B: Line 84 Schedule and Bus Stop List

EXHIBIT A:

84 King City–Paso Robles **H**

Regular / Discount
Regular / Descuento
\$2 / \$1



Effective 8/31/24 83

EXHIBIT B:

84 Paso Robles						
Weekdays*/Días de la semana*						
Notes	King City 1st & Pearl	King City Mee Memorial Hospital	San Lucas San Benito & Rosa St	San Ardo Cattlemen Rd & Main St	San Miguel Mission St & 14th St	Paso Robles Transit Center 8th & Pine
	9:35 3:35	9:42 3:42	9:57 3:57	10:12 4:12	10:38 4:38	10:56 4:56
Saturdays & Sundays/Sábados y Domingos						
	10:45 2:45	10:52 2:52	11:07 3:07	11:22 3:22	11:48 3:48	12:06 4:06

Light Type = AM **Bold Type = PM**

84 King City						
Weekdays*/Días de la semana*						
Notes	Paso Robles Transit Center 8th & Pine	San Miguel Mission St & 14th St	San Ardo Cattlemen Rd & Main St	San Lucas San Benito & Rosa St	King City Mee Memorial Hospital	King City 1st & Pearl
	-- 11:10 5:10	-- 11:26 5:26	6:50 11:52 5:52	7:05 12:07 6:07	7:19 12:21 6:21	-- 12:27 6:27
Saturdays & Sundays/Sábados y Domingos						
A	1:15	1:31	1:57	2:12	2:26	2:32
A	5:15	5:31	5:57	6:12	6:26	6:32

Light Type = AM **Bold Type = PM**

Notes:

*Line 84 does not operate on Thanksgiving, Christmas, and New Year's Day

A - Trip continues as Line 23 to Salinas