



**PUBLIC TRANSPORTATION BOARD**

February 23, 2016

7:00 p.m.

The George Howard Building  
3430 Court House Drive, Ellicott City, MD 21043

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**AGENDA**

1. Approval of the October 27, 2015 Minutes
2. Announcements
3. Public Comment
4. Old Business
  - RTA bus replacement
  - RTA driver retention
  - Development review
5. New Business
  - Office of Transportation, role of the Public Transportation Board
  - Maryland Department of Transportation Priority Letter
  - Transportation Development Plan
  - Regional Transportation Agency Commission
  - Upcoming, agendas/ speakers
6. Adjournment

Future PTB Meetings Dates

- March 22, 2016
- April 26, 2016
- May 24, 2016
- June 28, 2016
- July 26, 2016
- September 27, 2016
- October 25, 2016

For confirmation, please call the Office of Transportation at 410-313-3130.

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**Members Present:** Ron Hartman, Chair  
Larry Schoen  
Astamay Curtis  
Alice Giles  
Jason Quan  
Earl Armiger

**Staff Present:** John Ainsley, Recording Secretary

**Excused:** Hector Garcia

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### **Approval of the September 22, 2015, Minutes**

- The Minutes were approved by a vote of 6-0.

### **Announcements**

- Mr. Ainsley informed the PTB Board that Mr. Lazdin's would not be attending tonight meeting due to illness
- Mr. Phil Nichols advised he had attended a summit at the Baltimore Metropolitan Council which presented a unified regional approach in developing future plans of future of transportation in Maryland. The BMC report included joining future Transportation, Housing, and Workforce development plans in Baltimore and the surrounding jurisdictions. Copies of the report are available for Board review.

### **Public Comments**

- There were not public comments.

### **RTA Update**

- Mark Pritchard of the Regional Transit Agency (RTA) presented a draft RTA report that was requested by the board at the last meeting
- In summary: The report is a work in progress and would provide a snapshot of the RTA providing the following performance measures:
  - Financial- Budget to Actual
  - Fixed and Paratransit Ridership
  - Customer Service totals including complaints
  - Missed trips
  - Road Calls
  - Accidents
  - Workers Compensation Claims
  - Staffing Costs- Operators, Mechanics and Administration
- Mr. Prichard made several general comments regarding the RTA:
  - Driver turnover is high due to MTA now hiring drivers
  - New driver training has resulting in less driver overtime
  - Fixed service bus replacement will need to be addressed due the aging bus fleet
  - There are frequent equipment issues that are causing delays of service
  - There are plans to review current routes to address and improve current run times

## **Board Discussion**

- The Board members suggested ways of bus replacement.
  - Possible collaborative lobbying efforts of several counties could request funding at the state level
  - Discussion also suggested Howard County might request a Bond to obtain replacement funding for needed buses
  - It was advised by Mr. Nichols that there are current conversations with MTA regarding Service Maintenance Plans that could help with the current aged fleet
- Mr. Hartman suggested that the MTA Administrator be invited to a future PTB meeting.
- A draft monthly report was presented by Mr. Pritchard that included the RTA's key monthly activity's including High Level Indicators
- Board members agreed that driver retention and bus replacement is a major concern. It was suggested that bus replacement is to be included in future annual transportation budgets
- The Board requested that future reporting that would include future capital budgets for bus replacement as well as a plan that hires and retains drivers
- The Board highly suggested that transportation be involved early in the planning stages of new development projects

## **New Business**

- Mr. Hartman requested that the PTB Board members submit transportation related topics for future PTB meetings so speakers may be arraigned from various agencies
- The board requested that Mr. Lazdins be invited back to present how the Office of Transportation will be part of the planning and development process

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## **Adjournment**

- Mr. Hartman adjourned the meeting at 8:00 pm. The next Public Transportation Board meeting is scheduled for **December 15, 2015 at 7:00 pm.**



John Ainsley  
Recording Secretary

11/1/15  
Date



December 10, 2015

Brian Connor  
Administrative Manager  
Ocean City Transportation  
204 65<sup>th</sup> Street, Building E  
Ocean City, Maryland 21842

RE: OCEAN CITY TRANSIT BUS RFP

*Brian*  
Dear Mr. Connor:

This is a follow up to the several conversations we have had with regard to the proposed Ocean City Request for Proposal "RFP" for heavy duty transit buses. The Regional Transportation Agency of Central Maryland "RTA" requests consideration for the inclusion for collaborative/cooperative purchase in your upcoming proposed solicitation.

RTA's current proposed replacement/fleet management plans reflects the need to replace twenty seven (27) buses over the next three fiscal cycles. These vehicles are envisioned to be thirty five (35) foot transit buses that will be utilized to provide fixed route service in the RTA service area.

As the RTA is dependent on its Regional Funding Partners for capital monies, this request should not be viewed as a guaranteed commitment of funding availability but rather a commitment in order for Ocean City to reserve a place for the 27 expected replacement 35 foot vehicles needed to operate the RTA fixed route system.

The replacement needs/plan and the request to collaborate with your RFP was discussed with the Director of the Office of Local Transit Support (OLTS), Elizabeth Kreider, and we were informed that this request was permissible.

Should you need further required information and/or have any questions/concerns please do not hesitate to contact. Thank you in advance for your consideration of our request.

Sincerely,

Ronald G. Skotz  
Chief Administrative Officer

Cc: Mark Pritchard  
Val Lazdins  
Kathleen Donodeo  
Brian Ulrich  
Jon Mayer  
Elizabeth Kreider  
Jason Kepple  
File

**Regional Transportation Agency of Central Maryland**

8510 Corridor Road, Suite 110 • Savage, Maryland 20763 • Phone (301) 957-3600



January 14, 2016

Ms. Jai Saunders  
Administrative Analyst  
Howard County Office  
Of Transportation  
3430 Court House Drive  
Ellicott City, Maryland 20143

RE: JUSTIFICATION FOR LEASED VEHICLES

Dear Ms. Saunders: *Jai*

Per our recent discussion the intent of this correspondence is to serve as justification for the inclusion of monies to be included in the upcoming FY17 Regional Transportation Agency "RTA" Budget to be utilized for the lease of eleven (11) heavy duty transit buses. I have taken the liberty of enclosing for your review and as an empirical tool for your consideration an informational spread sheet which reflects relevant data to back up this request.

The vehicles that are being requested are 35 foot Eldorado heavy duty transit buses with an expected useful/operational life of twelve (12) years and 500,000 miles. It is anticipated that the lease costs of these vehicles will be thirty eight thousand nine hundred thirty three dollars (\$38,933) each for a term on ten (10) years.

Please note that the current vehicles referenced on the attached inventory document are being operated in the RTA fixed route fleet which were procured from Duluth and St. Cloud Minnesota respectively and have surpassed their useful expected life as required by the Federal Transit Administration (FTA). In addition, the average cost to maintain each vehicle currently being operated in the RTA fleet has been thirty four thousand six hundred eighty dollars (\$34,680) per annum.

As stated above these vehicles were procured from Minnesota transit operations where the weather elements are extremely harsh. To date, the RTA has had to replace engines in five of the eleven vehicles at approximately sixteen thousand eight hundred seventy five dollars (\$16,875), one transmission at ten thousand dollars (\$10,000) and two wheel chair ramps at four thousand six hundred ninety dollars (\$4,695). It is anticipated that in the near future there will be the need to replace an additional six engines, eleven transmissions and ten wheelchair ramps for an estimated costs of two hundred fifty eight thousand two hundred dollars (\$258,200).

In addition to financial considerations, an equally important factor is the down time that is associated in maintaining the current Gilligs listed on the attached spread sheet. In some cases it may take up to thirty (30) days to replace an engine thus preventing the vehicle to operate revenue service. This puts pressure of RTA operations staff to provide enough buses to serve the citizens/taxpayers of Howard County and the entire RTA service area.

Predicated on the information above, the RTA expects it to be a compelling argument and justification for Howard County to consider the cost to lease of the Eldorado heavy duty vehicles which will come with service and parts warranties that will further reduce the costs to operate new vehicles as opposed the old undependable fleet currently being operated.

In closing, should you have any questions and/or concerns please do not hesitate to call upon me. Thank you for your consideration with regard to this matter.

Sincerely,

Ronald G. Skotz  
Chief Administrative Officer

Attachment

Cc; Kathleen Donodeo  
Mark Pritchard  
File

**Regional Transportation Agency of Central Maryland**

8510 Corridor Road, Suite 110 • Savage, Maryland 20763 • Phone (301) 957-3600



December 7, 2015

Mr. Jason Kepple  
Regional Planner  
Maryland Transit Administration  
9<sup>th</sup> Floor  
6 St. Paul Street  
Baltimore, MD 21202-1614

Subject: RTA TRANSIT FLEET MANAGEMENT PLAN  
FY 2016 THRU FY 2023

Dear Mr. Kepple:

This letter and the attached spreadsheet formally constitutes to the Maryland Transit Administration "MTA" the requested submittal from the Regional Transportation Agency of Central Maryland "RTA" Fleet Management Plan for the fiscal year of 2016 thru the fiscal year of 2023. This eight year plan has received a concerted planning effort predicated on the present and represents the unconstrained forecasted fiscal needs to efficiently and effectively institute a vehicle replacement and needs assessment during this period.

The attached spreadsheet includes all vehicles operated in the RTA Fleet, which is comprised of six different revenue services operated and managed by the RTA and which include; Howard Transit Fixed Route, Howard Transit Demand Response, Connect-A-Ride West Anne Arundel Fixed Route, West Anne Arundel ADA Demand Response, Prince George's/City of Laurel Fixed Route and ADA Demand Response. Under the current demand of peak pullout the RTA System requires 19 vehicles for Howard Transit, 8 vehicles for Prince George's/City of Laurel and 5 vehicles for West Anne Arundel which constitutes a total of 32 vehicles for the fixed route component of the RTA System. The demand response pullout requires a total of 22 vehicles, 20 for Howard Transit, 1 for Prince George's/City of Laurel and 1 for West Anne Arundel. The combination of both the fixed route and demand response requires an aggregate of 54 vehicles to meet peak period demands.

Also as contained in the attached spreadsheet, the RTA fleet is comprised of 23 Howard Transit fixed route vehicles, 11 Prince George's fixed route vehicles and 8 Anne Arundel fixed route vehicles for a total of 42 fixed route vehicles. The demand response fleet is comprised of 27 Howard Transit vehicles, Prince George's with zero for its mandated complimentary ADA service and West Anne Arundel also with zero vehicles to provide mandated complimentary ADA service. Thus the demand response component of the RTA System is comprised of a total 27 vehicles.

Given the data as contained in paragraphs two and three the RTA Fixed Route System currently operates with a spare ratio of 23.9% on its fixed route and a spare ratio of 18.6% on its demand response component for a combined system wide spare ratio of 21.9%. Note that the true spare ratio is far lower than the perceived and erroneous perception by some. To reach the requested 20% threshold the RTA must simply drop one revenue vehicle to attain it to 20.55%.

The current and long term goal of the RTA is to operate both its fixed route and demand response fleets with an emphasis of the reduction of types of vehicles and the utilization of conformity of its fleet. When the RTA first took over management and operation of the fleet, the fixed route fleet consisted of 9 different makes and models and the

demand response fleet was comprised of 10 different makes and models. Today, seventeen months later the fixed route made up of 5 different makes/models and the demand response made up of 4 makes models. This represents a reduction of almost 50% of the fleet in terms of different makes/models.

By implementing its conformity goal the RTA sees many advantages. First and foremost is the reduction of the costs of its parts inventory and the reduction of lag time to repair and get a vehicle back in service by alleviating the wait time of parts delivered that are not in stock. Conformity of fleet will also reduce the complications of drivers understanding the equipment they are charged to operate and make it easier to conduct training by RTA supervisory staff. Finally, it will help the vehicle maintenance staff by being able to focus and specialize in a specific product.

The RTA is well on its way to reaching its conformity goal. Today, the demand response fleet is made up primarily of Ford Fusion hybrid sedans and Ford Phoenix cut-a-way small buses. This translates into 78% of the fleet consisting of these two type of vehicles. On the fixed route side 69.5% of the fleet is either medium duty Internationals or Gillig small/medium heavy duty vehicles.

As illustrated on the attached spread sheet the RTA will continue to strive for 100% fleet conformity in its demand response fleet by utilizing small sedans and small cut-a-way buses with extra wheel chair placements to accommodate an aging population clientele. With regard to the fixed route it is RTA's goal to continue to operate medium heavy duty transit buses with an MTA mandated 12years/500,000 mile useful life cycle. However, it is the goal of the RTA to begin replacing its older model medium duty vehicles which have a mandated MTA useful life cycle of 8 years/250,000 miles with small heavy duty transit buses with a life cycle of 10years/350,000 miles. The implementation of the new fixed route strategy will afford for a more sensible replacement cycle.

With regard to the replacement schedule itself, the RTA faces many challenges and are at the mercy of its clients/funding partners. Traditionally the replacement schedule of RTA's predecessor, the Central Maryland Regional Transit Corporation "CMRT", the replacement schedule was simply predicated on a new contractual cycle with operating vendors such as Veolia (Transdev) and First Transit Contact management. The establishment of a regimented fleet replacement schedule is of utmost importance in the view of the RTA.

Currently because of past practices new vehicles are being utilized at an unacceptable and non-recommended level. What is occurring is that in essence they are exceeding the useful life cycle in terms of miles. This in turn is placing a tremendous burden on the RTA maintenance department to operate vehicles far beyond their recommended usefulness (please refer to the attached spread sheet to illustrate this issue).

In a hast to provide for vehicles to adequately address the operational needs of the RTA Fixed Route System the RTA had to piece together a fleet that was by all measures sub-standard to have met the functionality with efficient levels of service needed. Four vehicles were graciously leased to Howard County by the MTA to help to ensure revenue service of the Howard transit component of the system. Of the original four vehicles leased only two are operational at present. These vehicles had previously reached their useful life being over 12 years old when received from MTA. Prince George's County leased six Thomas small heavy duty buses to the RTA as well. Of the original six, only three are deemed operationally fit to operate current revenue service. These vehicles have consistently and continuously had electrical systems issues thus allowing the RTA to operate one to two of them on a daily basis.

Finally, the RTA was able to purchase eleven Gillig small heavy duties from Duluth and St. Cloud Minnesota respectively. Five of these vehicles have had to have engines replaced with rebuilt units. The maintenance costs have been significant to operate revenue service on a daily basis. The opportunity to purchase additional used Gillig vehicles from Minnesota in January 2016 appears to be a consideration. Given the track record of the initial Gillig units purchased would simply be kicking the proverbial can down the road and is not recommended.

As stated earlier in this correspondence, the attached spread sheet reflects that over the eight year period between fiscal cycle 2016 and fiscal cycle 2023 that the RTA forecast a capital expenditure of \$15,120,000 for the fixed route system and forecast of \$1,935,000 for the demand response system for a combined total of \$16,980,000. To further stress the immediate need for funding for vehicle replacement the forecast for the next three cycles (FY16-FY18) is projected at \$9,945,000, or roughly 58.6% of the eight year cycle as reflected of the attached spread sheet.

At present because of the continuation of flat level funding for operational expenditures, the RTA is not projecting any expansion or revenue service levels. The fact is that until there is a consensus of RTA funding level contributions by the respective RTA Funding Partners, the RTA may be forced into a position to actually recommend service cuts within the next couple fiscal cycles.

This Fleet management Plan will continually be updated at least on an annual basis by way of the MTA Annual Transportation Plan "ATP". It is also envisioned and encouraged that the this correspondence will be taken into consideration and incorporated into the Transit Development Plans "TDP" of Howard and Anne Arundel Counties that are slated for funding by the MTA in FY16.

Respectfully submitted,

Ronald G. Skotz  
Chief Administrative Officer

Attachment

Cc: TBD



	FLEET NUMBER	MODEL YEAR	VEHICLE MAKE	VEHICLE MODEL	SERVICE TYPE	ROUTE ASSIGNMENT	Vehicle Type	AVERAGE PASSENGERS PER HOUR	CURRENT LIFE MILES AS OF 11/30/15	CURRENT STATUS
			<b>ACTIVE/IN-RESPONSE</b>							
1	8902	1999	NABI	TRANSIT BUS	HCFR	SILVER/501	HEAVY DUTY	17.65	315,159	Active
2	8903	1999	NABI	TRANSIT BUS	HCFR	SILVER/501	HEAVY DUTY	17.65	11,710	Active
3	7001	2006	THOMAS	BUS	CARFR	SPARE	SMALL HD	N/A	24,934	SPARE
4	7003	2006	THOMAS	BUS	CARFR	SPARE	SMALL HD	N/A	288,484	SPARE
5	7004	2006	THOMAS	BUS	CARFR	SPARE	SMALL HD	N/A	227,803	SPARE
6	7005	2006	THOMAS	BUS	CARFR	G/302	SMALL HD	8.78	241,030	Active
7	7006	2006	THOMAS	BUS	CARFR	E/503	SMALL HD	9.28	260,930	Active
8	7007	2006	THOMAS	BUS	CARFR	B/502	SMALL HD	11.91	247,792	Active
9	9515	2006	FREIGHTLINER/ELDORADO	LF TRUCK BUS	HCFR	SPARE	SMALL HD	N/A	250,201	SPARE
10	9544	2002	GILLIG	TRANSIT BUS	AAFR	SPARE	SMALL HD	N/A	84,729	SPARE
11	9545	2002	GILLIG	TRANSIT BUS	AAFR	K/202	SMALL HD	11.03	29,935	Active
12	9546	2002	GILLIG	TRANSIT BUS	AAFR	SPARE	SMALL HD	N/A	73931	SPARE
13	9547	2002	GILLIG	TRANSIT BUS	AAFR	J/201	SMALL HD	10.01	28496	Active
14	9548	2002	GILLIG	TRANSIT BUS	AAFR	J/201	SMALL HD	10.01	81380	Active
15	9549	2002	GILLIG	TRANSIT BUS	AAFR	SPARE	SMALL HD	N/A	52,149	SPARE
16	9550	2002	GILLIG	TRANSIT BUS	CARFR	A/301	HEAVY DUTY	7.97	125095	Active
17	9551	2002	GILLIG	TRANSIT BUS	CARFR	A/301	HEAVY DUTY	7.97	81307	Active
18	9552	2002	GILLIG	TRANSIT BUS	CARFR	B/502	HEAVY DUTY	11.91	101612	Active
19	9553	2002	GILLIG	TRANSIT BUS	CARFR	E/503	HEAVY DUTY	9.28	40,150	Active
20	9554	2002	GILLIG	TRANSIT BUS	CARFR	G/302	HEAVY DUTY	8.78	259,000	Active
21	9710	2010	International	LF TRUCK BUS	AAFR	M/203	MEDIUM DUTY	3.65	167,665	Active
22	9711	2010	International	LF TRUCK BUS	AAFR	K/202	MEDIUM DUTY	11.03	124,426	Active
23	9528	2010	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	SPARE	MEDIUM DUTY	N/A	312,492	SPARE
24	9527	2010	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	YELLOW/405	MEDIUM DUTY	9.62	308,645	Active
25	9528	2010	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	YELLOW/405	MEDIUM DUTY	9.62	283,233	Active
26	9529	2010	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	GOLD/408	MEDIUM DUTY	6.37	282,897	Active
27	9530	2010	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	SPARE	MEDIUM DUTY	N/A	332,950	SPARE
28	9531	2010	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	GOLD/408	MEDIUM DUTY	6.37	299,334	Active
29	9532	2010	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	PURPLE/409	MEDIUM DUTY	9.34	295,730	Active
30	9533	2010	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	SPARE	MEDIUM DUTY	N/A	283,091	SPARE
31	9520	2008	Gillig Hybrid	TRANSIT BUS	HCFR	SILVER/501	HEAVY DUTY	17.65	191,677	Active
32	9521	2008	Gillig Hybrid	TRANSIT BUS	HCFR	GREEN/401	HEAVY DUTY	21.26	41,200	Active
33	9525	2009	Gillig Hybrid	TRANSIT BUS	HCFR	GREEN/401	HEAVY DUTY	21.26	80,099	Active
34	9537	2013	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	PURPLE/409	MEDIUM DUTY	9.34	194,933	Active
35	9538	2013	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	RED/406	MEDIUM DUTY	9.6	195,001	Active
36	9539	2013	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	RED/406	MEDIUM DUTY	9.6	195,343	Active
37	9540	2013	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	ORANGE/404	MEDIUM DUTY	10.27	108,765	Active
38	9541	2013	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	ORANGE/404	MEDIUM DUTY	10.27	115,060	Active
39	9542	2013	INTERNATIONAL/ELDORADO	TRUCK BUS	HCFR	BROWN/407	MEDIUM DUTY	11.56	100,942	Active
40	9534	2011	Gillig Hybrid	TRANSIT BUS	HCFR	RED/406	HEAVY DUTY	9.6	321,623	Active
41	9535	2011	Gillig Hybrid	TRANSIT BUS	HCFR	RED/406	HEAVY DUTY	9.6	334,835	Active
42	9536	2011	Gillig Hybrid	TRANSIT BUS	HCFR	BROWN/407	HEAVY DUTY	11.56	278,627	Active
			<b>ACTIVE/IN-RESPONSE</b>							
1	9519	2007	FORD E450	CUT-A-WAY	HCPT	SPARE	Small Cutaway	N/A	382,020	SPARE
2	9517	2007	FORD E450/Eldorado/240 Aerotech	CUT-A-WAY	HCPT	SPARE	Small Cutaway	N/A	296,888	SPARE
3	28	2006	FORD E450/Startrans	CUT-A-WAY	HCPT	AA ADA	Small Cutaway	1.41	284,606	Active
4	23	2009	FORD E450/Coach Bus	CUT-A-WAY	HCPT	SPARE	Small Cutaway	N/A	291,972	SPARE
5	24	2009	FORD E450/Coach Bus	CUT-A-WAY	HCPT	PG ADA	Small Cutaway	1.14	253,230	Inactive
6	8	2014	Ford Fusion Hybrid	Hybrid SEDAN	HCPT	RUN 160	Sedan	1.71	74,644	Active
7	9	2014	Ford Fusion Hybrid	Hybrid SEDAN	HCPT	RUN 190	Sedan	1.71	73,219	Active
8	10	2014	Ford Fusion Hybrid	Hybrid SEDAN	HCPT	RUNS 250/320	Sedan	1.71/1.69	71,165	Active
9	11	2014	Ford Fusion Hybrid	Hybrid SEDAN	HCPT	RUN 260	Sedan	1.71	86,563	Active
10	12	2015	Ford Fusion Hybrid	Hybrid SEDAN	HCPT	RUN 280	Sedan	1.71	23,231	Active
11	13	2015	Ford Fusion Hybrid	Hybrid SEDAN	HCPT	RUN 260	Sedan	1.71	25,249	Active
12	14	2015	Ford Fusion Hybrid	Hybrid SEDAN	HCPT	RUN 310	Sedan	1.71	21,139	Active
13	15	2015	Ford Fusion Hybrid	Hybrid SEDAN	HCPT	SPARE	Sedan	N/A	5,207	Active/ACCIDENT
14	200	2014	Ford Phoenix	CUT-A-WAY	HCPT	RUNS 110/330	Small Cutaway	1.71/1.69	87,122	Active
15	201	2014	Ford Phoenix	CUT-A-WAY	HCPT	RUNS 120/340	Small Cutaway	1.71/1.69	96,489	Active
16	202	2014	Ford Phoenix	CUT-A-WAY	HCPT	RUNS 130/350	Small Cutaway	1.71/1.69	87,751	Active
17	203	2014	Ford Phoenix	CUT-A-WAY	HCPT	RUN 140	Small Cutaway	1.71	84,478	Active
18	204	2014	Ford Phoenix	CUT-A-WAY	HCPT	RUNS 150/360	Small Cutaway	1.71/1.69	88,914	Active
19	205	2015	Ford Phoenix	CUT-A-WAY	HCPT	RUNS 170/370	Small Cutaway	1.71/1.69	13,170	Active
20	206	2015	Ford Phoenix	CUT-A-WAY	HCPT	RUN 180	Small Cutaway	1.71	11,661	Active
21	207	2015	Ford Phoenix	CUT-A-WAY	HCPT	RUN 200	Small Cutaway	1.71	9,000	Active
22	208	2015	Ford Phoenix	CUT-A-WAY	HCPT	RUN 220	Small Cutaway	1.71	7,221	Active
23	209	2015	Ford Phoenix	CUT-A-WAY	HCPT	RUN 230	Small Cutaway	1.71	7,758	Active
24	210	2015	Ford Phoenix	CUT-A-WAY	HCPT	RUN 210	Small Cutaway	1.71	4,063	Active
25	211	2015	Ford Phoenix	CUT-A-WAY	HCPT	RUN 240	Small Cutaway	1.71	6,618	Active
26	212	2015	Ford Phoenix	CUT-A-WAY	HCPT	RUN 270	Small Cutaway	1.71	4,818	Active
27	9543	2014	International/Eldorado	TRUCK BUS	HCPT	RUN 290	MEDIUM DUTY	1.71	85,770	Active

Company: Transit Managen

Org Category: ALL

From: 7/1/2014

Pay Group: ALL

Value: ALL

To: 6/30/2015

Employee Demographics

Gender Statistics

Age Statistics

Ethnicity Statistics

Head Counts

By Employment Category

By Tenure

Head Counts Trends

Head Counts for New Hires

Gross Payroll

Gross Payroll

Gross Payroll By Pay Type

Employee Turnover

Employee Turnover

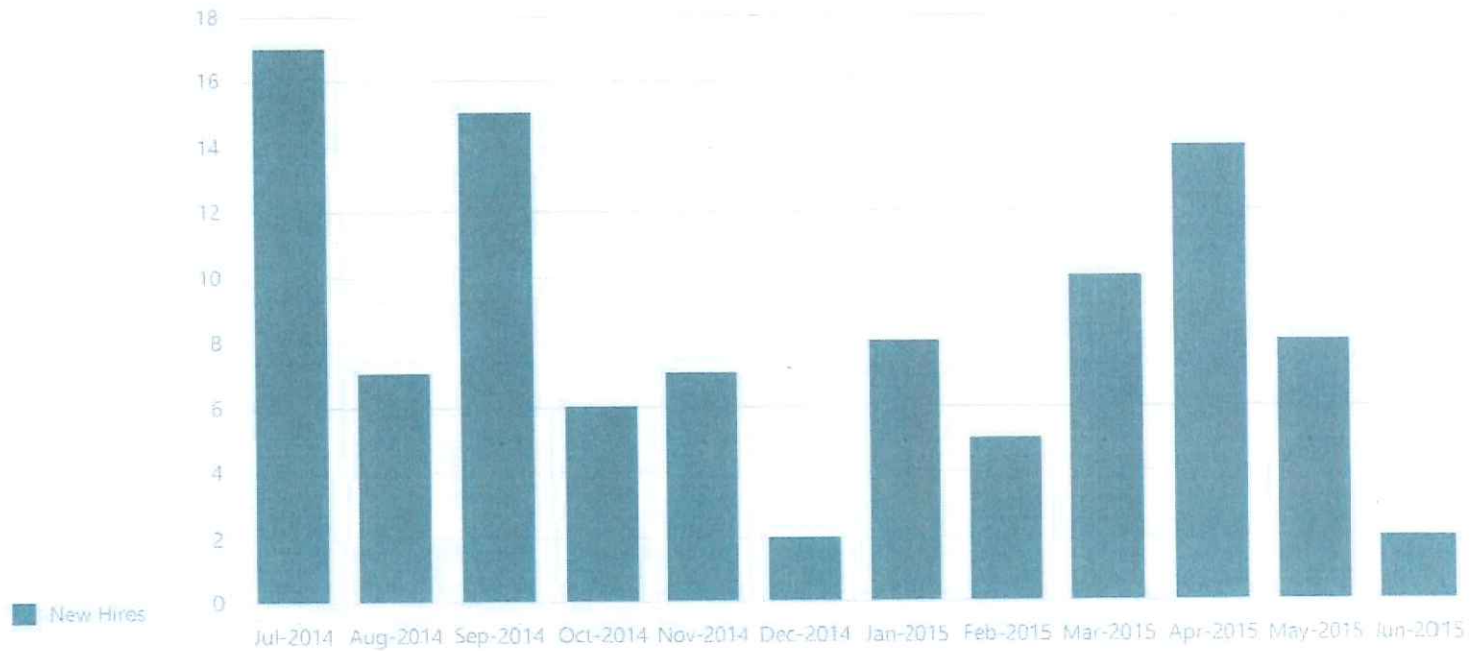
Current Statistics (as of today)

Current Month New Hires: 0

Date Range New Hires: 101

YTD New Hires: 11

Monthly Statistics for Date Range



Company: Transit Manager

Org Category: ALL

From: 7/1/2015

Pay Group: ALL

Value: ALL

To: 2/29/2016

Employee Demographics

Gender Statistics

Age Statistics

Ethnicity Statistics

Head Counts

By Employment Category

By Tenure

Head Counts Trends

Head Counts for New Hires

Gross Payroll

Gross Payroll

Gross Payroll By Pay Type

Employee Turnover

Employee Turnover

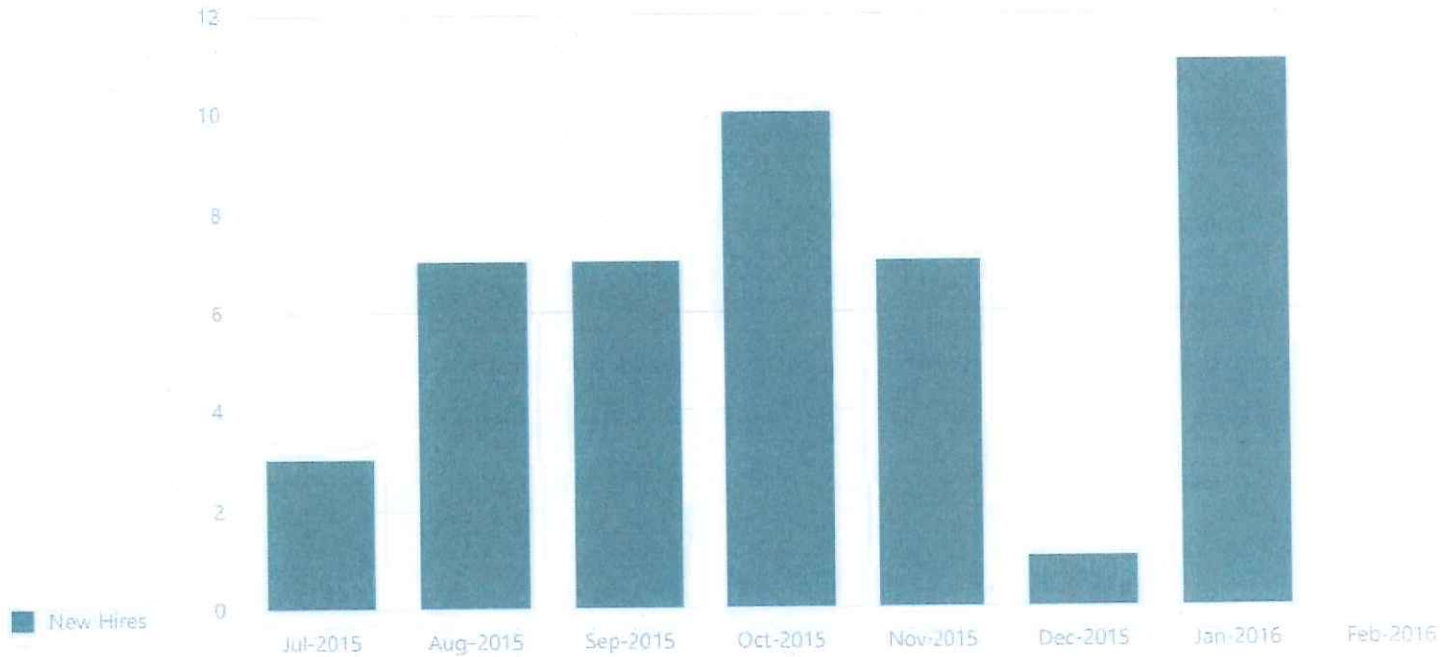
Current Statistics (as of today)

Current Month New Hires: 0

Date Range New Hires: 44

YTD New Hires: 11

Monthly Statistics for Date Range



# Driver Turnover Rates

2/23/2016

	7/1 2014 - 6/30/2015	7/1/2015 - 6/30/2016	Totals	%	5+ yrs	3-5yrs	1-3yrs	6mos -1yr	Less than 6mos
Safety	15	9	24	29%	2	1	1	5	15
Resign (Rehire)	6	3	9	11%	1		3	4	1
Resign (No Rehire)	4	3	7	8%				2	5
Resign / No Notice	8	4	12	15%				4	8
No Call No Show	6	4	10	14%				2	8
Drug & Alcohol	3	2	5	6%		3	1		1
Resign MTA (Rehire)	4	7	11	12%		3	6	2	
Moved Out of Area	2	1	3	4%	1	2			
Refused Run Pick Selection	0	1	1	1%					1
<b>Totals</b>	<b>48</b>	<b>34</b>	<b>82</b>		<b>4</b>	<b>9</b>	<b>11</b>	<b>19</b>	<b>39</b>
New Hires	101	44							
Turnover %	48%	77%							





RTA Master Fleet Management And Replacement Schedule FY 2016 Thru FY2023

FLEET NUMBER	MODEL YEAR	VEHICLE MAKE	VEHICLE MODEL	SERVICE TYPE	FUNDING SOURCE	GRANT FUND NUMBER	OWNER	Vehicle Type	LIFE AGE FTA/MTA	LIFE MILES FTA/MTA	CURRENT LIFE MILES AS OF 11/30/15	REMOVE FROM FLEET YEAR	FISCAL YEAR REPLACEMENT FY 2016	FISCAL YEAR REPLACEMENT FY 2017	FISCAL YEAR REPLACEMENT FY 2018	FISCAL YEAR REPLACEMENT FY 2019	FISCAL YEAR REPLACEMENT FY 2020	FISCAL YEAR REPLACEMENT FY 2021	FISCAL YEAR REPLACEMENT FY 2022	FISCAL YEAR REPLACEMENT FY 2023	CURRENT STATUS	
SERVICE VEHICLES																						
1	S10	2005	Kia Sedona	Van	Service	LOCAL	N/A	TMCM	VAN	4/5	100,000/100,000	133,603	TBD								TBD	Active
2	S11	2000	Dodge caravan	Van	Service	LOCAL	N/A	TMCM	VAN	4/5	100,000/100,000	121,319	TBD								TBD	Active
3	S12	2002	Plymouth T& C	Van	Service	LOCAL	N/A	TMCM	VAN	4/5	100,000/100,000	178,502	TBD								TBD	Active
4	S1	2014	Chevy Malibu	sedan	Service	LOCAL	N/A	First	Sedan	4/5	100,000/100,000	17,873	TBD								TBD	Active
5	S2	2014	Chevy Malibu	sedan	Service	LOCAL	N/A	First	Sedan	4/5	100,000/100,000	15,546	TBD								TBD	Active
6	S3	2014	Chevy Malibu	sedan	Service	LOCAL	N/A	First	Sedan	4/5	100,000/100,000	14,133	TBD								TBD	Active
7	S4	2004	Ford Explorer	SUV	Service	LOCAL	N/A	HC/HC	SUV	4/5	100,000/100,000	108,000	TBD								TBD	Active
8	M1	2015	FORD	Pickup F250	Service	LOCAL	N/A	First	Truck	4/5	100,000/100,000	9,855	TBD								TBD	Active
9	M2	1998	Chevy	Pickup 2500	Service	LOCAL	N/A	TMCM	Truck	4/5	100,000/100,000	92,590	TBD								TBD	Active
10	7	2007	FORD E450	CUT-A-WAY	Service	LOCAL	N/A	HC/HC	Small Cutaway	5/6	150,000/200,000	279,948		\$75,000.00							2016	Active
11	9516	2007	FORD E450/Eldorado/240 Aerotech	CUT-A-WAY	Service	LOCAL	N/A	HC/HC	Small Cutaway	5/6	150,000/200,000	294,957		\$25,000.00							2016	Active
12	9518	2007	FORD E450/Eldorado/240 Aerotech	CUT-A-WAY	Service	LOCAL	N/A	HC/HC	Small Cutaway	5/6	150,000/200,000	290,936		\$75,000.00							2016	Active