



AGENDA
REGIONAL TRANSIT ADVISORY COMMITTEE

Thursday, October 16, 2024
2:00 p.m. – 3:30 p.m.

253 Elks Lane, Cerro Conference Room
San Luis Obispo, CA 93401

Chair: Omar McPherson (SoCo Transit)

Vice-Chair: Alex Fuchs (SLO Transit)

Other RTAC Members:

Anel Perez (Atascadero Transit)

Josh Roberts (County of SLO)

Janeen Burlingame (Morro Bay Transit)

Mark Dariz (Runabout/DAR)

Todd Katz (Fixed-Route Transit alternative)

Marlene Cramer (Cal Poly)

Dan Troy (Cuesta College)

Ryan Cornell (Paso Express)

Eric Greening (Fixed-Route Transit)

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 your 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.

Note: The San Luis Obispo Regional Transit Advisory Committee (RTAC) will convene immediately after the joint session to conduct its normal business.

- 1. CALL JOINT RTAC/MTC MEETING TO ORDER, ROLL CALL**
- 2. PUBLIC COMMENTS:** This portion of the agenda is set aside for any members of the public to directly address the Regional Transit Advisory Committee and the Metropolitan Transit Committee on any items not on the agenda and within the jurisdiction of the Committees. Comments are limited to three minutes per speaker. The Committees 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.

Note: After RTAC and MTC accept public comments, the MTC Chair will turn over the gavel to the RTAC Chair so that both committees can discuss and provide direction on the Joint Short Range Transit Plan interim documents.

3. JOINT RTAC/MTC DISCUSSION ON SHORT RANGE TRANSIT PLAN INTERIM DOCUMENTS

Talking Points Attached

4. ADJOURNMENT OF JOINT SESSION TO RTAC SESSION:

5. A. PUBLIC COMMENTS:

This portion of the agenda is set aside for any members of the public to directly address the Regional Transit Advisory Committee on any items not on the agenda and within the jurisdiction of the Committee. Comments are limited to three minutes per speaker. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.

B. INFORMATION AGENDA ITEMS:

A-1 RTA Operations Manager's Report (Verbal)

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

C. ACTION AGENDA ITEMS:

B-1 Fiscal Year 2024-25 Capital Budget Amendment #1 (Recommend)

D. CONSENT AGENDA ITEMS:

The following item is considered routine and non-controversial by staff and will be approved by one motion if no member of the RTAC or public wishes the item be removed. If discussion is desired by anyone, the item will be removed from the consent agenda and will be considered separately. Questions of clarification may be made by RTAC members, without the removal of the item from the Consent Agenda. Staff recommendations for each item are noted following the item.

D-1 RTAC Minutes of January 18, 2024 (Approve)

D-2 RTAC Minutes of March 13, 2024 (Approve)

D-3 RTAC Minutes of June 5, 2024 (Approve)

E. ADJOURNMENT

Next Regular Meeting: January 16, 2025

Future Regular Meeting Dates: April 10, 2025, July 17, 2025 and October 16, 2025



**RTAC/MTC Joint Meeting #3
Transit Plan Update Talking Points
October 16, 2024**



Project Overview: The San Luis Obispo Regional Transit Authority (RTA) and San Luis Obispo Transit (SLO Transit) are the two largest public transit providers in San Luis Obispo County. The two agencies have retained LSC Transportation Consultants, Inc. to update each agency’s respective Short Range Transit Plan (SRTP). A transit plan acts as a business plan for the transit agency for the next five to seven years. At this point in the study, the consultant has prepared six technical memorandums:

- Working Paper#1 – Overview of Transit Services
- Working Paper#2 – Goals, Objectives and Performance Standards
- Working Paper #3 - Service and System Evaluation
- Working Paper #4 – Service Alternatives
- Working Paper #5 – Financial Alternatives and Projections
- Working Paper #7 – Capital Improvement Plans

On-board surveys and boarding and alighting counts have also been collected on RTA and SLO Transit buses.

Third Joint RTAC/MTC Meeting Purpose: Since our last meeting, the Consultant Team has prepared two more memorandums. Working Paper #5 projects funding levels for both operating and capital purposes and compares this to projected expenses in a status quo scenario. The memo also analyzes ridership and cost impacts from different fare strategies. Working Paper #7 outlines capital needs such as vehicle replacement and passenger amenities.

At the meeting, the consultant will give a short presentation of important findings from the most recently completed working papers. The consultant will also present the results of new service alternatives (extension of Working Paper #4) evaluated based on staff, stakeholder and public input. Lastly, the Consultant will present initial plan recommendations for RTA and SLO Transit which is based on the alternatives analysis and financial outlook and capital needs. Committee members will then have an opportunity to provide input on all items presented.

Feedback and How Your Input Will Help: The type of feedback we are looking for will include:

- Anything we overlooked in Working Paper#5 and #7?
- What do you think about the new alternatives evaluated?
- Comments on initial list of Draft Plan Elements

Your input combined with staff input will be used to develop the Draft Plans.

Next Steps: Draft Plans will be presented to City Council and RTA Board in January

Feel free to contact the Study Team with questions:

Genevieve Evans

LSC Transportation Consultants

genevieve@lsctrans.com

530-583-4053

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
REGIONAL TRANSIT ADVISORY COMMITTEE
OCTOBER 16, 2024
STAFF REPORT**

AGENDA ITEM: B-1

TOPIC: Fiscal Year 2024-25 Operating and Capital Budget Amendment #1

PRESENTED BY: Tania Arnold, Deputy Director/CFO

EXECUTIVE COMMITTEE & RTAC RECOMMENDATION: Bring the Fiscal Year 2024-25 Budget Amendment #1 as Presented to the Board for Approval

BACKGROUND/DISCUSSION:

The Fiscal Year 2024-25 RTA operating and capital budget was adopted on May 1, 2024 and was based on a range of assumptions, including pending delivery dates for FY23-24 capital projects. At this time, staff is bringing back capital items that are being carried over from FY23-24 to FY24-25. Please note, none of these adjustments require additional/new funds.

Additionally, as noted at the October 2, 2024 San Luis Obispo Council of Governments (SLOCOG) meeting, a reduction to the State Transit Assistance (STA) allocated to the region totaling nearly \$50,000 resulted in a slight reduction funding available for the RTA. The total incremental change is just over \$1,500. Given this small amount, the STA change is not being included in this budget adjustment.

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

Similar to last year, as part of the reconciliation process to determine fund balances at the start of FY24-25, the amounts have been adjusted by the Governmental Accounting Standards Board (GASB) Statement 68, which is used to improve the accounting and financial reporting by state and local governments for pensions. This adjustment is done as part of the financial statements but does not impact the current level of funding for the agency and is noted in the changes included below. One additional adjustment related to GASB 68, in the RTA financial statements the operating expenses used to calculate the farebox recovery ratio is now also net of the GASB 68 adjustment, in addition to depreciation. This is noted on page 19 of the financial statements, which can be found on the RTA website.

One new adjustment for FY23-24 to the farebox recovery ratio discussed previously, there is an addition of “Other Local Support – Federal Grants” to the net operating revenue in accordance with CA Public Utility Code § 99268.19. This has resulted in the farebox recovery ratio of nearly 40% for RTA-Core fixed routes and 47% for Runabout.

Changes in Capital Revenue for FY24-25:

- Beginning capital projects reserves has been increased, which is as a result of STA from FY23-24 that was allocated to projects not completed:
 - RTA: \$307,220,
 - South County Transit: \$10,550, and
 - SLOCAT: \$74,140.
- Changes in Non-TDA Sources for RTA includes:
 - State of Good Repair for:
 - Photovoltaic Solar Panels of \$465,920.
 - Transit and Intercity Rail Capital Program (TIRCP) and Zero Emission Transit Capital Program (ZETCP) for:
 - Implement BMF Phase 2 of BEB Direct-Current fast-charging system of \$500,000, and
 - Planning: Final engineering/design of \$200,000 for BEB Phase 3 & Master Plan for off-site BEB fast-charging systems. Off-site areas include park-outs in Paso Robles and Arroyo Grande, and opportunity charging at fixed-route layovers.
 - Carryover FTA Section 5307 funds for:
 - Short Range Transit Plan of \$73,050,
 - Runabout low floor vans of \$58,030,
 - Photovoltaic Solar Panels of \$400,000,
 - Maintenance equipment of \$134,370, and
 - Bus stop improvements of \$137,730.
 - Carryover FTA Section 5339 funds for:
 - Runabout low floor van of \$183,990,
 - Radio and HVAC for the facility of \$310,640,
 - Bus camera project balance of \$6,420, and
 - Engine replacements for heavy duty fixed route vehicles of \$27,470.
 - Other revenue for:
 - Contribution from SLO Transit for their portion of the local match for the Short-Range Transit Plan of \$18,980,
 - VW Mitigation funds for balance on e-bus order of 2301 and 2302 of \$320,650, and
 - Cuesta College match for bus stop improvements of \$6,120.
- Changes in Non-TDA Sources for South County Transit includes the carryover of FTA Section 5307 funds for bus stop improvements of \$42,200.
- Changes in Non-TDA Sources for SLOCAT includes:
 - Carryover of Rural Transit Funds for the replacement of a Nipomo Dial-A-Ride vehicle of \$9,490,

- Carryover of FTA Section 5339 funds for the replacement of a Nipomo Dial-A-Ride vehicle of \$52,220, and
- Carryover of FTA Section 5307 funds for replacement of an Avila Trolley vehicle and the balance of the Nipomo Dial-A-Ride vehicle of \$312,160.

Changes in Capital Expenditures:

- Carryover balance of computer system maintenance/upgrades of \$96,530,
- Carryover balance of maintenance equipment of \$169,960,
- Carryover balance of vehicle camera system replacement of \$18,030,
- Carryover balance of bus stop improvements of \$218,530,
- Carryover balance of large capital repairs of \$27,760,
- Carryover balance for fixed-route vehicle of \$320,650,
- Carryover balance for Avila Trolley replacement of \$293,200,
- Carryover balance for cutaway and Dial-A-Ride vehicles of \$154,810,
- Carryover balance for Runabout vehicle replacements of \$283,260,
- Carryover balance for the Joint Short Range Transit Plans of \$92,030, and
- Carryover balance for the Bus Maintenance Facility / Elks Lane Projects of:
 - Radio and HVAC for the facility of \$310,640,
 - Photovoltaic Solar Panels of \$965,920,
 - Implement Phase 2 of BEB Direct-Current fast-charging system of \$500,000, and
 - Planning: Final engineering/design of \$200,000 for Phase 3 fast-charging at BMF & Master Plan for off-site fast-charging systems. Off-site areas include park-outs in Paso Robles and Arroyo Grande, and opportunity charging at fixed-route layovers.

These amendments do **not** require any additional LTF funds for FY24-25.

Staff Recommendation for Executive Committee on October 9th:

Recommend staff provide Budget Amendment #1 to the Board for approval at the November 6, 2024 Board meeting.

Staff Recommendation to RTAC on October 16th:

Recommend staff provide Budget Amendment #1 to the Board for approval at the November 6, 2024 Board meeting.

Staff Recommendation:

Adopt Budget Amendment #1 as presented.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
CAPITAL AND PLANNING REVENUE BUDGET AMENDMENT #1 FOR 2024/2025**

		2023/2024 Combined Actual Capital Budget	2024/25 Adopted RTA Core Capital Budget	2024/25 Amendment #1 RTA Core Capital Budget	2024/25 Adopted SoCo Transit Capital Budget	2024/25 Amendment #1 SoCo Transit Capital Budget	2024/25 Adopted SLOCAT Capital Budget	2024/25 Amendment #1 SLOCAT Capital Budget	2024/25 Adopted North County Capital Budget	2025/26 Projected RTA Core Capital Budget	2025/26 Projected RTA Core Capital Budget
FUNDING SOURCES:											
BEGINNING CAPITAL PROJECTS RESERVE											
1.	ESTIMATED FUND BALANCE	1,244,550	663,950	971,170	135,080	145,630	38,190	112,330	10,420	1,013,660	1,013,660
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR	1,244,550	663,950	971,170	135,080	145,630	38,190	112,330	10,420	1,013,660	1,013,660
CAPITAL PROJECTS RESERVE											
		1,271,785	1,013,660	1,013,660	121,530	121,530	22,150	22,150	56,260	1,056,280	1,056,280
TOTAL		1,271,785	1,013,660	1,013,660	121,530	121,530	22,150	22,150	56,260	1,056,280	1,056,280
3.	FUND BALANCE AVAILABLE	(27,235)	(349,710)	(42,490)	13,550	24,100	16,040	90,180	(45,840)	(42,620)	(42,620)
NON TDA SOURCES											
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		685,476	524,760	524,760	142,500	142,500	4,960	4,960	112,660	362,370	362,370
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		254,963	-	-	-	-	-	-	-	-	-
STATE OF GOOD REPAIR		467,457	-	465,920	-	-	-	-	-	271,770	301,690
TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP) and (ZETCP)		-	-	700,000	-	-	-	-	-	10,316,340	9,644,340
RURAL TRANSIT FUND (Capital)		40,433	-	-	-	-	-	9,490	-	777,770	243,550
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		703,494	424,870	601,890	-	-	-	-	-	568,280	723,940
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities		1,000,283	300,000	828,510	-	-	-	52,220	-	4,202,250	6,775,140
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)		725,354	502,370	951,490	-	-	-	-	-	647,180	802,840
FEDERAL TRANSIT ADM (FTA) (Section 5307-Santa Maria) - CARES		-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)		703,494	424,870	601,890	46,500	88,700	-	312,160	-	568,280	723,940
OTHER		-	-	345,750	-	-	-	-	-	1,122,000	1,674,000
SUB TOTAL		4,580,954	2,176,870	5,020,210	189,000	231,200	4,960	378,830	112,660	18,836,240	21,251,810
4.	TOTAL FUND BALANCE & NON TDA FUNDING	4,553,720	1,827,160	4,977,720	202,550	255,300	21,000	469,010	66,820	18,793,620	21,209,190
TDA REQUIRED											
CITY OF ARROYO GRANDE		25,655	24,938	24,938	-	-	-	-	-	24,757	24,757
CITY OF ATASCADERO		42,743	42,378	42,378	-	-	-	-	-	41,726	41,726
CITY OF GROVER BEACH		17,820	18,631	18,631	-	-	-	-	-	17,222	17,222
CITY OF MORRO BAY		14,677	14,364	14,364	-	-	-	-	-	14,194	14,194
CITY OF PASO ROBLES		43,720	44,020	44,020	-	-	-	-	-	42,397	42,397
CITY OF PISMO BEACH		11,192	11,475	11,475	-	-	-	-	-	10,865	10,865
CITY OF SAN LUIS OBISPO		84,985	84,985	84,985	-	-	-	-	-	82,451	82,451
COUNTY OF SAN LUIS OBISPO		231,349	231,349	231,349	-	-	-	-	-	224,449	224,449
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		472,140	472,140	472,140	-	-	-	-	-	458,060	458,060
6.	FINANCING FOR BUS MAINTENANCE FACILITY	-	-	-	-	-	-	-	-	-	-
7.	TOTAL FUNDING SOURCES	5,025,860	2,299,300	5,449,860	202,550	255,300	21,000	469,010	66,820	19,251,680	21,667,250
FUNDING USES:											
CAPITAL		4,370,515	1,424,160	2,506,130	202,550	255,300	21,000	469,010	66,820	12,055,620	12,943,210
LOAN PAYMENTS		444,906	472,140	472,140	-	-	-	-	-	458,060	458,060
SHORT RANGE TRANSIT PLAN		158,686	-	92,030	-	-	-	-	-	-	-
REGIONAL CONTACTLESS CHARGING		-	-	-	-	-	-	-	-	2,238,000	2,266,000
ELKS LANE PROJECTS		51,753	403,000	2,379,560	-	-	-	-	-	4,500,000	3,800,000
MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING		-	-	-	-	-	-	-	-	-	2,200,000
9.	TOTAL FUNDING USES	5,025,860	2,299,300	5,449,860	202,550	255,300	21,000	469,010	66,820	19,251,680	21,667,270

Population
Based

18%
49%

	Actual Capital Expenditure FY2023-24	Amendment #1 Capital Budget FY 2023-24	Adopted Capital Budget FY 2024-25	Amendment #1 Capital Budget FY 2024-25	Projected Capital Budget FY 2025-26	Projected Capital Budget FY 2025-26	Projected Capital Budget FY 2026-27	Projected Capital Budget FY 2027-28	Projected Capital Budget FY 2028-29
Capital and Planning Expenditures									
Capital/Studies:									
Computer System Maintenance/Upgrades	84,216	180,750	296,730	393,260	111,570	111,570	117,150	123,010	129,160
Miscellaneous Capital									
Maintenance Equipment	27,325	46,500	48,800	218,760	49,600	49,600	50,400	51,200	51,970
Vehicle ITS/Camera System	126,013	138,000	-	18,030	-	-	-	-	-
Bus Stop Improvements	114,838	467,480	106,400	324,930	108,000	108,000	109,700	111,400	113,070
Large Capital Repairs	842,038	869,800	375,000	402,760	375,000	375,000	-	-	-
Vehicles									
Support Vehicles	259,206	256,070	45,600	45,600	46,600	46,600	76,900	37,800	80,750
Fixed Route Vehicles	2,916,879	3,130,460	-	320,650	15,075,780	18,163,370	5,361,600	3,930,800	4,091,900
Trolley replacement vehicles	-	293,200	-	293,200	-	-	-	350,000	-
Cutaway and Dial A Ride Vehicles	-	177,280	-	154,810	-	-	203,870	466,200	-
Runabout Vehicles	-	834,500	842,000	1,125,260	1,140,100	1,140,100	448,400	-	294,720
Total Capital Outlay	4,370,515	6,394,040	1,714,530	3,297,260	16,906,650	19,994,240	6,368,020	5,070,410	4,761,570
Loan Repayments	444,905	472,140	472,140	472,140	458,060	458,060	458,060	458,060	458,060
Short Range Transit Plan	158,686	250,000	-	92,030	-	-	-	-	-
Regional Contactless Charging	-	-	-	-	2,238,000	2,266,000	-	-	-
Elks Lane Projects	51,753	-	403,000	2,379,560	4,500,000	3,800,000	-	-	-
Master Planning & Implementation - Offsite fast charging	-	-	-	-	2,200,000	2,200,000	-	-	-
TOTAL FUNDING USES	5,025,859	7,116,180	2,589,670	6,240,990	26,302,710	28,718,300	6,826,080	5,528,470	5,219,630

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
REGIONAL TRANSIT ADVISORY COMMITTEE
JANUARY 18, 2024
DRAFT MINUTES
C-1

Members Present:

Janeen Burlingame	Morro Bay Transit
Ryan Cornell	City of Paso Robles
Marlene Cramer	Cal Poly
Mark Dariz	Runabout/DAR Representative
Alex Fuchs (<i>Vice Chair</i>)	SLO Transit
Eric Greening	Fixed Route Representative
Todd Katz	Fixed Route Alternate Rep.
Anel Perez	Atascadero Transit
Omar McPherson (<i>Chair</i>)	South County Transit (SCT)

Members Absent:

Josh Roberts	County of San Luis Obispo
Dan Troy	Cuesta College

Staff Present:

Geoff Straw	RTA
Tania Arnold	RTA
Anthony Kalvans	RTA

Guests:

Daniel Audelo	SLOCOG
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1. **CALL MEETING TO ORDER, ROLL CALL:** Chair Mark Dariz called the meeting to order at 2:02 PM and roll call was taken. There was a quorum present.
2. **PUBLIC COMMENTS:**
There were no public comments given for items not on the agenda.
3. **ELECTION OF OFFICERS: Elect RTAC Chair & Vice Chair 2023**
Mr. Dariz nominated Mr. Omar McPherson for Chairperson and Ms. Marlene Cramer seconded the nomination. The motion passed unanimously via voice vote.

Mr. McPherson nominated Mr. Alex Fuchs for Vice Chairperson and Mr. Dariz seconded the nomination. The motion passed unanimously via voice vote.

4. **Annual ADA Appeal Committee Assignment**

Chair McPherson: introduced the item and said that there has been one application that was denied. The applicant was given the option between the appeal committee and submitting additional paperwork. The applicant chose to appeal via back up paperwork, which was still denied. The ADA Committee has offered the applicant a hearing before the committee. **Chair McPherson** also noted that Ms. Burlingame, Mr. Dariz, and Mr. Katz are on the appeal committee.

Mr. Eric Greening moved to keep the ADA committee the same. The motion was seconded by **Chair McPherson**. The motion passed unanimously via voice vote.

A. INFORMATION AGENDA ITEMS:

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

Mr. Geoff Straw introduced his report and gave an overview on the operator shortages the RTA is facing. **Mr. Dariz** asked if there is a risk of operators burning out. **Mr. Straw** said yes and **Chair McPherson** added in that road supervisors and casual drivers (employees with no guaranteed hours), are helping to fill the open positions.

Mr. Straw also went over the status of the electric vehicles and that there is a purchase order for five more electric buses. The goal is to order buses with the largest battery pack and transitioning the fleet to electric.

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

Mr. Ryan Cornell had nothing to report for the group.

Mr. Mark Dariz had nothing to report for the group.

Ms. Cramer reported on the upcoming Cal Poly strike and that while the campus will still be open, there will be detours around the strike area. **Ms. Cramer** also reported that there will be a road diet for Grand Avenue to make room for bike lanes. The road diet is slated for the summer. **Mr. Greening** asked if the existing bus stops along Grand Avenue will be impacted. **Ms. Cramer** said no. **Mr. Straw** asked for clarification if SLO Transit will also be detouring around the strike areas. **Ms. Cramer** said yes.

Ms. Burlingame reported that the City of Morro Bay just released its Local Road Safety Plan for public comments with a closing date of January 31st.

Mr. Greening asked if the passenger counts are under counted and he also noted that his pass stopped working. **Chair McPherson** replied that the buses have a physical automatic counter and that the mag stripe on passes are easily affected, and the passes are not the primary method for counting passengers. **Mr. Greening** said that he was happy with the service and appreciative of the drivers.

Ms. Anel Perez reported that the City of Atascadero was in the process of ordering a new van, one of their drivers is switching to part time after 20 years, that the city's contract with MV is ending, and that they will be releasing a new RFP in March. **Mr. Greening** asked about their service to Templeton. **Ms. Perez** noted that the segment to Templeton is operating for doctor's appointments and Trader Joes.

Mr. Alex Fuchs reported that the City of San Luis Obispo is down six operators and are relying on casual drivers to fill the spots, that the city is conducting a transit innovation study which came back with 17 recommendations. **Mr. Fuchs** also noted that SLO Transit is looking at expanding K-12 fare options, and are looking at making the passenger code of conduct part of the city's Muni-Code. **Mr. Greening** asked if the city had missed any runs. **Mr. Fuchs** said that only operator illnesses impacted service in December. **Mr. Katz** asked if the city offers pay by phone for its routes. **Mr. Fuchs** said yes via the Token Transit App.

Mr. Straw reported that the Paso Express has now surpassed their pre COVID service levels thanks to ridership from K-12 students and Cuesta College students, he also welcomed **Mr. Anthony Kalvans** to the RTA. **Mr. Kalvans** thanked the group for the welcome.

Chair McPherson said that the RTA has a new transit app that will allow a rider to select a stop and get updates on bus service to that stop, and that the SMS system is back.

A-3 Discuss Short Range Transit Plan (Verbal)

Working Paper 1 – Overview of Transit Services (Receive)

Mr. Straw introduced the item and let the board know this is the draft of the first working paper.

Mr. Greening asked about Greyhound and Flix being in the report and if they actually serviced the county. **Mr. Straw** said that he would be checking that. **Mr. Greening** also questioned the defined service day in the report. **Mr. Straw** said that the definition is from the first run to the last bus. Discussion ensued about the definition and its applicability to riders.

Mr. Katz highlighted the impact of the unmet transit needs assessment and that the CTAC board voted to remove the 10 to 15-person response requirement for a specific need to be considered unmet. **Mr. Straw** noted that CTAC's recommendation will be before the SLOCOG board in February.

Mr. Straw commented that the stakeholder outreach was successful and that while the total number of surveys is down from 2,500 respondents five years ago, there was still over 1,000 respondents. **Mr. Fuchs** asked if the survey demographics reflected the county demographics. **Mr. Straw** said he would need to look into that. A discussion ensued about the results of the survey.

Mr. Straw noted that there will be eight working papers as part of the SRTP.

A-4 Review FY23-24 Budget Assumptions and Discuss FY24-25 Budget Calendar (Receive)

Mr. Straw introduced the item and said that there are only incremental changes to the budget and that overall funding is flat. He expects a draft of the upcoming budget around March 31st. **Mr. Fuchs** asked if the RTA always does a two-year budget. **Mr. Straw** said yes, this is to help keep all jurisdictions informed.

B. ACTION AGENDA ITEMS:

There were no action items for the board to consider.

C. CONSENT AGENDA ITEMS:

C-1 RTAC Minutes of October 19, 2023 (Approve)

Mr. Greening said that the minutes were great and only had one correction. On the second to last page, it should be constraint instead of constrain.

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

D. ADJOURNMENT AND COMMITTEE COMMENTS:

Ms. Cramer made a motion to adjourn, **Mr. Dariz** seconded the motion. A voice vote was taken and the motion was approved unanimously.

Chair McPherson adjourned the meeting at 3:01 p.m.

Next Meeting: March 13, 2024 with SLO Transit

Future Meeting Date: April 18, 2024, July 18, 2024, & October 17, 2024

Respectfully Submitted,

Acknowledged by,

Anthony Kalvans
Administrative Assistant

Omar McPherson
RTAC Chairperson 2024

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
REGIONAL TRANSIT ADVISORY COMMITTEE

March 13, 2024

DRAFT MINUTES

C-2

Members Present:

Janeen Burlingame	Morro Bay Transit
Ryan Cornell	City of Paso Robles
Marlene Cramer	Cal Poly
Mark Dariz	Runabout/DAR Representative
Alex Fuchs (<i>Vice Chair</i>)	SLO Transit
Eric Greening	Fixed Route Representative
Todd Katz	Fixed Route Alternate Rep.
Anel Perez	Atascadero Transit
Omar McPherson (<i>Chair</i>)	South County Transit (SCT)

Members Absent:

Josh Roberts	County of San Luis Obispo
Dan Troy	Cuesta College

Staff Present:

Geoff Straw	RTA
Anthony Kalvans	RTA
Mary Gardner	RTA
Jesse Stanley	SLO Transit
Genevieve Evans	LSC

Guests:

John DiNunzio	SLOCOG
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1. **CALL MEETING TO ORDER, ROLL CALL:** Mr. Omar McPherson Chair of the RTAC called the meeting to order at 2:31 PM and roll call was taken. There was a quorum present.

2. **PUBLIC COMMENTS:**

There were no public comments given for items not on the agenda.

3. **JOINT RTAC/MTC DISCUSSION ON SHORT RANGE TRANSIT PLAN INTERIM DOCUMENTS**

Ms. Genevieve Evans, the consultant from LSC, opened her presentation by presenting the data from the interim documents and providing the background on the Short-Range Transit Plan. **Ms. Evans** noted that step 1 of the plan has been completed, which involved gathering data on demographics and route performance. **Ms. Evans** noted that steps 2 will involve figuring out the frequency, demand, and costs of each route while step 3 will involve a financial plan. She gave an estimated completion date of Fall 2024.

Ms. Genevieve Evans discussed the goals and standards that were established as the basis for the short-range transportation study. She noted that this involved measuring how the routes were performing and compare them with similar routes. She noted that 2015/2016 is the ridership high

mark and was used for calculating standards. **Ms. Evans** also noted the definition of “Mode Split” which is the proportion of all trips taken by bus versus by car. Currently the mode split for the City of San Luis Obispo is 2%. **Mr. Eric Greening of RTAC** asked if the definition of mode split included paratransit and school bus trips. **Ms. Evans** said that the definition did include paratransit, but was unsure about school bus trips. **Mr. David Figueroa of the MTC** asked what the goal and metric was for the mode split. **Ms. Evans** said the goal is to double ridership.

Ms. Genevieve Evans discussed current population and trends across the region. She noted that countywide population growth is estimated at 1% while the City of San Luis Obispo is estimated at 5%. She also noted that most residents work in San Luis Obispo County with the major job centers being Paso Robles, Atascadero, San Luis Obispo, and Arroyo Grande. She also noted that only 22% of people who work in San Luis Obispo City actually live in the city. She then transitioned into the transit needs index which is based on households without a car. **Ms. Evans** noted that the places with the highest index rating were Grover Beach, Oceano, Arroyo Grande, Paso Robles, Los Osos, and San Luis Obispo. **Mr. Eric Greening** stated that he believes that the index should consider unreliable cars or homes with only 1 car.

Ms. Genevieve Evans presented an overview of RTA’s service. She highlighted that RTA ridership has declined from 2013-2014 to a low point in 2020-2021, but has since been rebounding. She also noted that Paso Robles City routes are above the 2015-2016 levels. A discussion ensued about school busing needs of students in the City of Paso Robles as many students are relying on RTA to get to school.

Ms. Genevieve Evans presented an overview of SLO Transit’s service. She noted that there was a dramatic drop in ridership since the COVID Pandemic. **Ms. Marlene Cramer of MTC & RTAC** noted that Cal Poly will be going through major changes which will impact SLO Transit. She noted that Cal Poly is switching to semesters and will be moving to year-round operations. She also said that Cal Poly has been pushing for more students living on campus and that the school may consider changing start times. **Mr. Eric Greening** expressed his hopes that by having more students living on campus, it will increase ridership on the buses in both directions instead of dropping students off on campus and then deadheading back.

Ms. Genevieve Evans presented ridership trends for SLO Transit. She noted that ridership is up 187% with SLO Transit route 4A as its best performing route and the 1B and 2B as the worst performing routes. **Mr. David Figueroa** noted that in 2016-2017 there was a route shift that may have depressed ridership.

Ms. Genevieve Evans presented the results from passenger survey of RTA riders. She noted that the survey was conducted in October of 2023 and they surveyed 568 RTA riders. The results showed that for RTA’s fixed routes most riders were under the age of 42, ride three days a week or more, and do not have a car. As for RTA’s Runabout service, most were older adults with no car. She then noted that most trips were work related, however the regional RTA routes had an increased level of university riders and Paso City routes had a high K-12 ridership. She also noted that the most popular requests were weekend service and later service.

Ms. Genevieve Evans presented the results from the passenger survey of SLO Transit riders. There were roughly 500 surveys conducted and the results were similar to the RTA results. **Mr. Alex Fuchs**

of RTAC & MTC asked for the definition of trip purpose in the surveys. **Ms. Evans** said it meant for the purpose of the trip during the survey.

A discussion ensued between the RTAC members and **Ms. Evans** regarding their desire that the short-range transit plans for both the RTA and SLO Transit are aligned. **Mr. Straw** noted that the working papers will be together but final plans will be separate to account for each agency's unique needs.

Mr. John DiNunzio of SLOCOG asked about emerging stops. **Mr. DiNunzio** was curious as to where ridership has increased since the last short range transit plan and if improvements have been made. **Chair McPherson** noted that there are established standards. **Mr. Figueroa** asked about the airport being an emerging stop and **Ms. Cramer** said that Cal Poly historically subsidized a shuttle that wasn't utilized.

A discussion about light rail and commuter rail ensued.

The joint RTAC/MTC meeting commenced into a break out session at 3:20pm to review the data boards presented by Ms. Evans and give feedback. The meeting was reconvened at 3:43pm.

Ms. Genevieve Evans reviewed the feedback from the break out session and noted that for both RTA and SLO Transit the consensus was more frequent service and improved connections with RTA.

Mr. Greening recognized the youth ride free program for boosting ridership.

Mr. Todd Katz of the RTAC asked about providing enhanced service to the airport. A discussion ensued regarding whether that would be a shuttle, micro transit, and if the county or airport should be spearheading that. **Mr. Straw** noted that the RTA route 10x used to stop at the airport for workers, but that route alignment missed providing service to riders needing to go to the Department of Social Services. **Ms. Robin Kisinger of the MTC** raised concerns about airport opposition as transit ridership may take away from parking revenue. **Mr. Straw** agreed that that could be a concern.

A discussion ensued regarding RTA route 9 with **Mr. Greening** raising concerns about zero emission buses going up the grade and the fact that last trip out of Paso Robles doesn't support service industry workers working the dinner shift.

D. ADJOURNMENT AND COMMITTEE COMMENTS:

Chair McPherson adjourned the meeting at 4:01 p.m.

Next Meeting: April 18, 2024

Future Meeting Date: July 18, 2024, & October 17, 2024

Respectfully Submitted,

Acknowledged by,

Anthony Kalvans
Administrative Assistant

Omar McPherson
RTAC Chairperson 2024

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
REGIONAL TRANSIT ADVISORY COMMITTEE

June 5, 2024

DRAFT MINUTES

C-3

Members Present:

Janeen Burlingame	Morro Bay Transit (Arrived at 2:48pm)
Ryan Cornell	City of Paso Robles
Mark Dariz	Runabout/DAR Representative
Alex Fuchs (<i>Vice Chair</i>)	SLO Transit
Eric Greening	Fixed Route Representative
Anel Perez	Atascadero Transit
Omar McPherson (<i>Chair</i>)	South County Transit (SCT)

Members Absent:

Josh Roberts	County of San Luis Obispo
Dan Troy	Cuesta College
Marlene Cramer	Cal Poly
Todd Katz	Fixed Route Alternate Rep.

Staff Present:

Geoff Straw	RTA
Anthony Kalvans	RTA
Mary Gardner	RTA
Jesse Stanley	SLO Transit
Genevieve Evans	LSC

1. **CALL MEETING TO ORDER, ROLL CALL:** Mr. David Figueroa Chair of the MTC called the meeting to order at 2:35 PM and roll call was taken. There was a quorum present of both the RTAC and MTC.

2. **PUBLIC COMMENTS:**

There were no public comments given for items not on the agenda.

3. **JOINT RTAC/MTC DISCUSSION ON SHORT RANGE TRANSIT PLAN INTERIM DOCUMENTS**

Ms. Genevieve Evans, the consultant from LSC, presented the data from the interim documents and provided the background on the Short-Range Transit Plan. **Ms. Evans** noted that this step of the process involved looking at potential service changes and their impacts with regards to ridership and costs. She mentioned that there will be workshops across the county to solicit feedback, and that she expects to have a draft plan for the RTA ready in the fall.

Ms. Evans went over the challenges and needs of the RTA routes. She explained that this is a high-level view. The first area she covered was reducing the travel time into San Luis Obispo; this included analyzing one express trip in the morning and evening for RTA routes 9 and 10. She then went over the need of increased service frequency and analyzing 30-minute headways during commute times. She also recommended restoring route 14. Analysis amongst additional improvements to service frequency included one additional weekend round trip for routes 9 and 10, and mid-day service to Cal Poly via route 9.

Ms. Evans discussed potential options for RTA's route 10. This included an express service between San Luis Obispo and Santa Maria, as well as an express route via Guadalupe. **Ms. Evans** did mention potential changes to Santa Maria service with options ranging from shifting stops to stopping service at Nipomo. **Mr. Geoff Straw** voiced his unconditional opposition to ending service to Santa Maria and saying that route 10 will stay the same through fiscal year 24-25. **Mr. Eric Greening** asked about the interval times aligning between RTA and Santa Maria Transit. **Ms. Evans** said that this was a high-level approach that may get fine tuned as the plan progresses.

Mr. Matthew Duffy of the MTC brought up improving route 12 service to Cal Poly. **Mr. Straw and Mr. McPherson** both said the concept was worth looking at but neither wanted to duplicate service. **Mr. Straw** offered that it might be worth looking at using the route 14 for Cal Poly service.

Ms. Evans discussed the South County Transit service RTA operates and started the conversation by going over the best locations for a transfer hub. She mentioned that they analyzed the existing Ramona Gardens Stop and compared it to the Grover Beach Train Station, and the Walmart stop. She noted that the Walmart stop was not very feasible for transfers and that the Grover Beach Train Station would offer increased connections at the expense of ridership. In addition to the transfer hub, she mentioned tripper service for Arroyo Grande High School, Saturday service on Route 27, and micro transit. She noted that the micro transit wouldn't meet cost standards. **Mr. Figueroa** asked if contracting out the service would make micro transit more effective. **Mr. Straw** noted that even with contracting, the service would still be expensive. A discussion then ensued on the ADA aspect of micro transit.

Ms. Evans discussed the North County Service the RTA operates, and highlighted that the Paso City routes are the best performing routes in the RTA system. Her presentation analyzed reestablishing a Route C, converting the Paso Robles Dial-A-Ride to micro transit, and addressing overcrowding around the school bell times. **Ms. Evans** said that the overcrowding merits further consideration.

Ms. Evans presented an overview of the challenges and needs of SLO Transit's service. She noted that the main focus here was on increasing frequency to attract more riders and meet climate goals. She mentioned adding two more trips on the 4A and 4B, doubling frequency, and the cost of doubling frequency across the full day: which would cost approximately 2.6 million dollars. **Mr. McPherson** asked if that number included related capital costs to implement the increase in service, **Ms. Evans** said no. A discussion ensued regarding climate and prioritization.

Ms. Evans discussed additional options that were analyzed including expanding B routes for weekend service and micro transit. **Mr. Ryan Meller of the MTC** asked to look at weekend only micro transit. **Mr. Greening** said he believe that the greatest need will be in the summer. A discussion ensued regarding Cal Poly going to an all-year schedule. **Ms. Evans** also presented some routing alternatives including reinstating route 6x and rerouting routes 1 and 3 to improve ridership.

Mr. Greening stated that he opposes eliminating the last run of the day for route 10, but likes the rest of the proposals. **Mr. Figueroa** asked if there could be changes to focus on denser areas. **Mr. Straw** said that the RTA provides service evenly and that the existing hourly service a lifeline for many. **Mr. Straw** also noted that Sunday service is most productive as buses are full. **Mr. Greening** also said that he would like better connections between SLO Transit and RTA.

Mr. Duffy asked if the goal was to increase ridership, but heard that increasing service doesn't always mean increasing ridership. **Ms. Evans** said that is correct, as there is an elasticity component.

Mr. Straw brought up wanting to discuss route 10 and fine tuning it to see if it is better to have it continue to stop at the Marion Medical Center or a nearby dense residential area. A discussion subsequently ensued on the topic.

Mr. Figueroa asked if a person could use Amtrak interchangeably with local buses. **Mr. Straw** said that SLOCOG is currently looking into it.

Mr. Greening asked if Santa Maria would be involved in this. **Mr. Straw** responded that the city doesn't have a citizens advisory committee, but their staff has been repeatedly invited to these meetings.

Mr. Straw said that these studies are helpful as it shows what happens and what is needed cost wise to double service levels.

Mr. Hans Hersberger of the MTC asked about analyzing consumer cost efficiency of a single occupancy vehicle versus a bus.

Ms. Evans said that the draft plan is expected to be released in October with a potential joint meeting in November, but cautioned that the timeline is not set in stone.

D. ADJOURNMENT AND COMMITTEE COMMENTS:

Mr. Mark Dariz made a motion to adjourn the meeting, **Mr. Greening** seconded the motion. the meeting was adjourned at 4:10 p.m.

Next Meeting: October 17, 2024

Future Meeting Date: January 16th, 2025

Respectfully Submitted,

Acknowledged by,

Anthony Kalvans
Administrative Assistant

Omar McPherson
RTAC Chairperson 2024

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