



**AGENDA**  
**REGIONAL TRANSIT ADVISORY COMMITTEE**

**Thursday, January 16, 2025**  
**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)  
vacant (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.

- 1. CALL 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 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.
- 3. ELECTION OF OFFICERS: Elect RTAC Chair & Vice Chair**
- 4. Annual ADA Appeal Committee Assignment**  
Current Committee Members:  
Ms. Janeen Burlingame, Mr. Mark Dariz, and Mr. Todd Katz

5. A. **INFORMATION AGENDA ITEMS:**  
A-1 Executive Director’s Report (Verbal update)  
A-2 Member Comments / Reports from Jurisdictions (Verbal)  
A-3 Discuss Short Range Transit Plan (Receive)  
A-4 Review FY24-25 Budget Assumptions & Discuss FY25-26 Budget Calendar (Receive)

B. **ACTION AGENDA ITEMS:**

None

C. **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.

- C-1 RTAC Minutes of January 18, 2024 (Approve)  
C-2 RTAC Minutes of March 13, 2024 (Approve)  
C-3 RTAC Minutes of June 5, 2024 (Approve)  
C-4 RTAC Minutes of October 16, 2024 (Approve)

D. **ADJOURNMENT**

**Next Regular Meeting: April 10, 2025**

**Future Regular Meeting Dates: July 17, 2025, October 16, 2025 and January 15, 2026**

**REGIONAL TRANSIT ADVISORY COMMITTEE  
JANUARY 16, 2025  
STAFF REPORT**

**AGENDA ITEM:** A-3

**TOPIC:** Update on Joint Short-Range Transit Plans Study

**PRESENTED BY:** Geoff Straw, Executive Director

**STAFF RECOMMENDATION:** Receive

**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 SRTPs study. We post interim working papers on the RTA website; since the November 2024 Board meeting we have added the following two public documents:

1. Working Paper #5 Financial Alternatives, and
2. Working Paper #7 Capital Improvements.

Staff has provided comments on the administrative draft Working Paper #8 Coordination Alternatives to the consultant team in mid-December. Once those minor editorial issues are addressed, we expect to post the public draft on our website in early January. We expect to receive the administrative draft of Working Paper #6 Marketing by the end of December, and will provide our comments to the consultants soon thereafter.

The study steering committee is focused on developing real-world feasible solutions that are financially constrained and improve transit services in the region. The consultant team has provided a wide range of service, institutional, capital and financial alternatives that address weaknesses discovered during the evaluation of existing services and those that were raised by members of the public. So far, staff is pleased with the breadth and scope of the alternatives developed and presented by the consultant team. Staff is asking RTAC members to review the six working papers that our posted on our website (<https://www.slorta.org/about-rta/agency-reports/>) and be prepared to discuss at the RTAC meeting.

The Draft Plan – which combines all interim working papers and provide final draft recommendations in an Executive Summary chapter – will be presented at the March 5<sup>th</sup> RTA Board meeting.

**Staff Recommendation for RTAC:**

Receive and file this as an information item.

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**REGIONAL TRANSIT ADVISORY COMMITTEE  
JANUARY 16, 2025  
STAFF REPORT**

**AGENDA ITEM:** A-4

**TOPIC:** Review FY24-25 Budget Assumptions  
& Discuss FY25-26 Budget Calendar

**ACTION:** Receive

**PRESENTED BY:** Tania Arnold

**STAFF RECOMMENDATION:** Receive

**Proposed Budget Calendar for FY25-26**

February 12 Detailed budget assumptions and revenue forecast to Executive Committee.

March 5 Obtain Board concurrence on proposed draft budget assumptions.

March 31 Based on feedback from Executive Committee draft FY26 Budget Draft complete.

April 9 Draft FY26 Budget presentation to Executive Committee

April 10 Formal FY26 Budget presentation to RTAC

May 7 Final Board Budget presentation; Board adoption of FY26 Budget

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**MARCH 6, 2024**

**STAFF REPORT**

**AGENDA ITEM:** C-1

**TOPIC:** Fiscal Year 2024-25 Budget Assumptions

**ACTION:** Approve FY24-25 Budget Assumptions

**PRESENTED BY:** Tania Arnold, Deputy Director/CFO

**STAFF RECOMMENDATION:** Adopt the Budget Assumptions and Budget Calendar So That a Detailed Work Plan and Budget May Be Developed

**STAFF RECOMMENDATION**

**FOR EXECUTIVE COMMITTEE:** Bring the Budget Assumptions and Budget Calendar to the Board So That a Detailed Work Plan and Budget May Be Developed

**BACKGROUND/DISCUSSION:**

The following report outlines staff's recommended budget assumptions for the RTA's Fiscal Year 2024-25 Operating and Capital Budget, and it is the first step in the development of our operating budget and capital program. It should be noted that the RTA is again developing a two-year operating budget and five-year capital budget. As in past years, only the first year would be financially-constrained, while the out-years should be considered advisory. The budget assumptions were presented to the RTA Executive Committee for review and their recommended staff bring the assumptions to the RTA Board at its March 6<sup>th</sup> meeting. Upon the Board's guidance and approval, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 10<sup>th</sup> meeting and the Regional Transit Advisory Committee (RTAC) at their April 18<sup>th</sup> meeting prior to the final draft budget presentation to the full Board on May 1<sup>st</sup>.

**KEY ISSUES**

1. Address the uncertainties the agency currently faces, including state funding uncertainty. Impacts of these uncertainties include:
  - a. Liability costs, which have recently stabilized due to the RTA's good safety record, but the market continues to be extremely volatile.
  - b. Continuing to focus on containment of Runabout subsidies, especially as ridership continues to increase as we recover from the pandemic.

- c. Address staffing and retention, particularly in the Bus Operator classification.
2. Continue efforts to implement Zero-Emission Bus technologies, including implementing our first two battery-electric buses (BEBs) in 2024 and expansion of recharging infrastructure for planned additional BEBs in the coming years.
3. State Transit Assistance (STA) funds are projected to be down slightly in the region compared to the original current fiscal year allocation.
4. Local Transportation Funds (LTF) are used primarily for operating purposes, and are also projected to be down in the region. The RTA will continue to maximize all other funding sources first before determining the need for LTF.
5. Federal Transit Administration (FTA) formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2024 are projected to be higher than in recent years, which may help reduce the need for LTF by all transit operators in the county.
6. Fuel costs continue to be volatile and are significantly higher than in prior years; this also impacts ridership and fare revenues.
7. Completion of the RTA's Joint Short Range Transit Plan (SRTP) in late calendar year 2024 will help guide future RTA services. Interim working papers will also inform FY24-25 budgetary priorities.

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### **Mission Statement**

As a reminder, the Mission of the RTA is to provide safe, reliable and efficient transportation services that improve and enhance the quality of life for the citizens of and visitors to San Luis Obispo County.

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## Objectives and Revenue Impacts

- 1) Maintain existing service levels and hours of service and, as feasible, increase service, including recommendations from the SRTP and other regional plans, that meet the standards of productivity and demand of our customers and communities through the effective and efficient delivery of RTA Fixed-Route and Runabout core<sup>1</sup> services:
  - a) The RTA originally received \$836,270 in STA funding in FY23-24 for RTA core services. Staff will work with SLOCOG staff to determine a realistic estimate for FY24-25.
  - b) Continue to monitor the results and impacts on ridership and fares based on the existing fare structure, including information received as part of the SRTP regarding likely changes to the fare structure. Staff is also eager to participate in moving to fare platforms such as the Cal-ITP system. The last system-wide fare change was implemented in December 31, 2017, both on RTA Fixed-Route and on the Runabout service, which included the establishment of a Runabout premium service fare.
  - c) The FY23-24 budget adopted in May 2023 included \$6,614,830 in LTF operating revenues. Also at the May 2023 Board meeting, the advisory FY24-25 LTF projection was \$7,365,570. Staff is still developing an estimated annual FY23-24 revenue and expense projection, which impacts the carryover amount that could reasonably be identified for the FY24-25 budget. Staff does anticipate an additional budget amendment for the Board to consider at the May Board meeting to record additional FTA Section 5307 funds for FY23-24, which will increase the LTF carryover for FY24-25.
  - d) FTA Sections 5307, 5311 and 5339 operating funding and capital funding for FY24-25 will be based on feedback received as staff works with SLOCOG and the other transit operators through the programming of projects process. Monies for FTA-funded projects are reimbursed either as progress payments or as full payment at the end of the project and/or fiscal year, which requires focused care by staff to ensure adequate cash flow.
  - e) Detailed miles/hours and span of service for each RTA core Fixed-Route and for Runabout will be provided with the draft budget. For context, detailed budgets based on miles/hours and span of service will also be provided separately for SLO County Services, South County Transit, and North County Local Services.

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<sup>1</sup> Core services are defined as:

1. Hourly weekday services on RTA Routes 9, 10 and 12;
2. Five trips/day on Saturdays for Routes 9, 10, 12, and Monday-Saturday on Route 15;
3. Three trips/day on Sundays for Routes 9, 10, 12 and 15;
4. Peak period weekday service on Route 14 during open session of Cuesta College;
5. Peak period commuter Express services on Routes 9, 10 and 12; and
6. Runabout service that matches the fixed-route service days operated in each community.

- f) Productivity of each RTA-operated Fixed-Route service during holiday time periods, specifically associated with the service provided during the weeks of Thanksgiving, Christmas and New Years, will be reviewed to determine appropriate service levels.
  - g) Staff will continue to research and evaluate new revenue sources should any potential shortfall in operating revenues arise. If we are unable to secure funding, staff would recommend that the Board consider adjusting the TDA allocation from the RTA jurisdictions and/or adjust service levels.
  - h) Due to changes in self-insured retention requirements, and now that consolidation has been completed, staff is recommending an actuarial study to specifically determine self-insured retentions and reserves for the general liability, workers compensation, and employment practices insurance programs. The estimated cost is \$15,000.
- 2) Work with SLOCOG and our transit agency partners in the region to evaluate region-wide service efficiencies:
- a) Transit agencies across the country were highly impacted by the COVID-19 pandemic, which continues to impact ridership and farebox revenues. As a result, the State of California suspended farebox recovery ratio requirements through the end of FY22-23. Although legislation has not yet been approved to make adjustments to existing TDA law regarding minimum fare recovery ratio requirements moving forward, staff is optimistic that revisions to the legislation will be approved ahead of the penalty year (which would be FY26-27<sup>2</sup>).
  - b) The RTA will work with SLOCOG staff and other transit providers to evaluate efficiencies in the provision of service throughout the county through both the SLOCOG Social Services Transportation Advisory Committee and through the RTAC.
  - c) Staff will use the *2018-20 RTA Strategic Business Plan* as well as the working papers as they are released for the SRTP that is in progress, to evaluate potential efficiencies and, with Board concurrence, implement efficiencies as appropriate. Additionally, the RTA will address the Zero Emission Bus requirements of the Innovative Clean Transit (ICT) Rollout Plan. The ICT was adopted at the March 2023 Board meeting.

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<sup>2</sup> In the event a transit claimant does not meet its farebox ratio, SLOCOG will comply with provision 6633.9, Non-Compliance with Required Ratio:

1. The first year of non-compliance is the grace year. (FY23-24)
2. The second year of non-compliance is the non-compliance year. (FY24-25)
3. The third year is the determination year. (FY25-26)
4. The fourth year is the penalty year: TDA funds are reduced by the difference between the required revenues (in non-compliance year) and the actual revenues. (FY26-27)

- 3) Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs:
  - a) Staff will continue to work with SLOCOG to prioritize capital projects using the State of Good Repair STA (SGR) portion of SB-1 funds. These SB-1 funds are an important source of revenues for the RTA and the other transit operators in our region. It directly impacts the RTA's need for LTF to fund operations and the local match for capital projects by reducing local match needed for federal funds, and interest when financing for capital projects is needed.
  - b) Other potential capital funds intended to support our transition to zero-emission buses include AB617 Clean Air Program, Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), Volkswagen Mitigation Funds, and LCTOP. Staff will continue to leverage all grant funds to the greatest extent possible in order to conserve local funds.
- 4) Address projected changes in demand for Runabout service:
  - a) Runabout service hours and miles are still lower than were originally projected for FY23-24, and staff is closely monitoring service needs to determine when service will return to pre-pandemic levels. Staff will seek the Board's direction as demand is anticipated to increase over time.
  - b) Staff suspended in-person Runabout service eligibility assessments during the pandemic and during the past year so that our training staff could focus on training newly-hired Bus Operator candidates. Staff plans to reinstitute this Runabout eligibility assessments program in FY24-25 to ensure that only those persons truly eligible for Runabout service are initially registered or re-registered as part of the Runabout application process. Staff will also provide mobility training for disabled persons who are able to occasionally use Fixed-Route services for some or all of their travel needs.
  - c) Staff does not foresee needing to move forward with using supplemental taxicab services at this time, but should future Runabout service expansions be required or if staffing shortages persist, staff will revisit this option or other staff classification options.

### **Expenses Impacts**

- 1) Fuel prices continue to be extremely volatile; fuel will be budgeted at \$5.10 per gallon in FY24-25. Included in the Fuel line-item will be diesel exhaust fluid (DEF), which is used to lower diesel exhaust emissions on model year 2015 and newer Fixed-Route vehicles. Should fuel prices substantially increase or decrease to such

a degree that it would have a profound effect on the overall budget, staff will address the change in a budget amendment.

- 2) Related, as we implement BEBs beginning in late FY23-24, we will get a better handle on per-mile electrical recharging costs. However, since only two BEBs will be operated, the overall impact to fueling/energy costs is expected to initially be relatively small in FY24-25.
- 3) Insurance Expenses:
  - a) California Transit Indemnity Pool (CalTIP) liability insurance premiums are projected to increase. The exact amount is not known at this time, as CalTIP actuaries are still working on May 1, 2024 through April 30, 2025 rates. Estimates will be available from CalTIP in time to include in the RTA draft budget presented to the Executive Committee at its April 10, 2024 meeting. Although the experience modification factor of RTA is in line with the statewide pool average, the RTA did experience large claims in February 2019 and January 2021, which continue to impact current and future premiums. The pool had experienced significant negative claims development several years ago but those have stabilized due to efforts of all the member agencies to ensure the stability of the pool and ensure equity in costing among all members. This included a recent actuarial study on the formulas used in applying and calculating each agency's experience modification factor. More importantly, the California liability market continues to contract, which also increases per-mile costs.
  - b) CalTIP vehicle physical damage will increase due to the added asset value of newer vehicles in the fleet and the recent property damage seen in the market, namely due to the recent wildfires and flooding in California and other weather-related disasters across the globe.
  - c) Our annual Employment Risk Management Authority premium is estimated at \$45,000, with a \$50,000 self-insured retention. This self-insured retention does not currently have a reserve in place to cover it should a loss develop.
  - d) Workers compensation premiums charged by our carrier (Public Risk Innovation, Solutions, and Management, or PRISM) are projected to increase slightly, with the realization that workers compensation for transit services is especially challenging statewide as loss development trends in the state are not favorable. Staff will obtain a more refined estimate in early February and again in late March. We continue to work with our employee Safety Committee that evaluates workplace safety and initiates proactive programs to address the number of claims and severity of the claims. Although premiums are expected to rise, a significant portion of that increase is attributable to the increase in wages identified in the collective bargaining agreement.

- e) Property insurance will increase due to now owning the facility at 253 Elks Lane and due to the significant losses in the property insurance market, most recently the wildfires in California and other weather-related disasters globally. Additionally, we are required to maintain flood insurance for our new Bus Maintenance Facility because its construction was federally funded.
- f) For budget-making purposes, staff is assuming an 8% annual increase for healthcare costs for each of the next two fiscal years. Staff believes that this estimate is reasonable based on historical price increases. This will include the paid family leave program that was implemented in July 2022, which brought the leave benefits closer to those offered under the state disability insurance program.

4) Staffing Expenses:

- a) In May 2023 the Board approved a 3-year Collective Bargaining Agreement (CBA) that will expire on December 31, 2025. Staff notes the fiscal uncertainty that the expiration has on the projected FY25-26 information that will be included in the budget presentation.
- b) The number of FY24-25 budgeted full-time equivalent (FTE) positions will remain the same as in FY23-24. Should adjustments to the FTE count need to be revised, staff will bring that proposal to the Board along with any new or revised job descriptions, if applicable.
- c) For FY24-25, the overall number of budgeted positions for the non-core services (North County, SoCo Transit, and SLO County services) will remain the same. It should be noted that the marginal costs and revenues the services will be treated in the budget the same way as prior years: as separate and distinct columns in the budget tables.
- d) An annual inflationary wage adjustment based on the December 2022 to December 2023 Consumer Price Index (CPI) of 3.5% will be implemented in July 2024 for those employees not covered by the collective bargaining agreement. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments and budgetary authority.
- e) The RTA Board of Directors took action at its September 6, 2023 meeting to implement the increase in contribution percentage of 0.43% for the retirement plan with San Luis Obispo County Pension Trust (SLOCPT) in July 2024 rather than January 2024. Traditionally and in line with how the County treated increases for unrepresented employees in June 2022 for FY22-23 through FY24-25, the RTA will assume the 0.43% pickup. 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.

## **Proposed Budget Calendar**

- February 14 Detailed budget assumptions and revenue forecast to Executive Committee.
- March 6 Obtain Board concurrence on proposed draft budget assumptions.
- March 31 Based on feedback from Executive Committee draft FY24-25 Budget Draft complete.
- April 10 Draft FY24-25 Budget presentation to Executive Committee
- April 18 Formal FY24-25 Budget presentation to RTAC
- May 1 Budget Amendment #2 for FY23-24; Final Board Budget presentation for FY24-25; Board adoption of FY24-25 Budget

### **Staff Recommendation for the Board:**

Approve the budget assumptions and budget calendar so that a detailed work plan and budget may be developed.

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 31<sup>st</sup>.

**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 31<sup>st</sup>. **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,

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Anthony Kalvans  
Administrative Assistant

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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,

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Anthony Kalvans  
Administrative Assistant

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Omar McPherson  
RTAC Chairperson 2024

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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 16<sup>th</sup>, 2025**

Respectfully Submitted,

Acknowledged by,

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Anthony Kalvans  
Administrative Assistant

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Omar McPherson  
RTAC Chairperson 2024

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SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE

October 16, 2024

**DRAFT** MINUTES

C-4

**Members Present:**

Janeen Burlingame	Morro Bay Transit
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.
Omar McPherson ( <i>Chair</i> )	South County Transit (SCT)

**Members Absent:**

Josh Roberts	County of San Luis Obispo
Dan Troy	Cuesta College
Anel Perez	Atascadero Transit
Ryan Cornell	City of Paso Robles

**Staff Present:**

Tania Arnold	RTA
Anthony Kalvans	RTA
Jesse Stanley	SLO Transit
Genevieve Evans	LSC
Lance Okuno	SLOCOG
Ivana Rodriguez	SLOCOG

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 capital projects, fares, and the supplemental memo for bus service.

**Ms. Evans** went over the capital needs of SLO Transit. She noted that the City has 19 vehicles in its fleet and 8 of those were new buses, which were not included in the capital planning figures. She did highlight that the California Air Resources Board (CARB) is pushing for zero emission transit by 2040. Outside of vehicles **Ms. Evans** highlighted electric vehicle charging, bus stop improvements, updated GPS system, and better onboard camera system as identified capital projects. For long term projects, **Ms. Evans** highlighted that SLO Transit should continue to focus on zero emission bus purchases, a mobility center, and a new transit center in downtown.

**Ms. Evans** transitioned into the capital plan for the RTA. She noted that the RTA has 69 vehicles in its fleet and will need roughly \$37 million for bus replacement over seven years and as well as investing opportunity charging. Over the long-term **Ms. Evans** said that the RTA should continue transitioning towards zero emission vehicles.

**Mr. Eric Greening** had a couple of questions regarding electric buses, how they will perform on the route 9, and how the opportunity charging will work. He asked if the RTA will need a larger bus fleet to meet the challenge. **Mr. Omar McPherson** said that the goal with opportunity charging to have buses charge while they layover at places like the Paso Robles Transit Center and noted that the RTA is currently testing the electric buses on the route 9.

**Ms. Evans** said that the state recognizes that electric buses are expensive and she also mentioned that a lot of projects are being funded via SB125 legislation. **Mr. Greening** asked if the changing technology could mean that electric buses are obsolete by the end of the SRTP. **Mr. David Figueroa of the MTC** noted the production backlog of electric buses. **Ms. Evans** responded by saying that it can be up to two years for an electric bus to be produced, but it is improving. A discussion ensued about hydrogen as an alternative energy source and the challenges this area faces in implementing it.

**Ms. Evans** transitioned the conversation by talking about fares and revenues. She noted that the farebox recovery ratio is 10% for rural areas, 20% for urban areas, and somewhere in between for agencies that serve both. She also noted that the RTA has not raised fares since 2017 and that riders are price sensitive.

**Ms. Evans** presented information regarding fares alternatives including increasing the minimum base fare to \$2, implementing student fares on South County Transit routes, an RTA only day pass, and a fare capping program. **Ms. Evans** brought up the issue of fare evasion through the senior discount program and recommended implementing a fare card. A discussion ensued about the difficulties for riders in need to get that card.

**Mr. Figueroa of the MTC** said that the transit agencies should be actively promoting the K-12 service and fares as well to help build a new generation of bus riders.

**Ms. Evans** presented the fare strategy for SLO Transit. She noted that SLO Transit should consider simplifying the number of pass types available as few riders get the 5-day or 7-day pass. She also mentioned that the City Council does not want to increase fares and the study looked at options like expanding the downtown access program to cover more areas. **Ms. Marlene Cramer** asked for more information about the downtown access program. **Mr. Alex Fuchs** said that the City is looking at reducing the administrative barriers for people to use the program with a goal to maximize the subsidy provided by the downtown parking program.

A discussion ensued about the open loop payment systems and fare capping. It was noted that people may tap on to ride transit, but not always tap off. Further, it was noted that fare capping only works by using the same card consistently.

**Ms. Evans** transitioned to the additional service alternatives that were studied as part of the SRTP. For SLO Transit, it was noted that the 2A and 2B are up to 15 minutes late, 45% of the time. Options that were considered was running the bus on a 90-minute headway, eliminating the lightly used

Descanso loop, and realigning the route to better serve San Luis Ranch and Avila Ranch housing tracts. She also mentioned that the City Council asked to study an alignment via Tank Farm Road, which unfortunately did not meet performance standards.

For the RTA routes, **Ms. Evans** said they looked at modifying the route 12 service due to the travel times between Los Osos and San Luis Obispo. An express route for commuters was studied along with running a clockwise and counter clockwise loop. The loop configuration would replace the existing route 12 alignment. The operational costs were noted to be a barrier of this method. **Mr. Greening** asked if using Foothill Boulevard instead of Los Osos Valley Road would be more efficient or cheaper. **Ms. Evans** said that was something that could be reviewed.

**Ms. Evans** presented the status quo financing scenario, and noted that both RTA and SLO Transit are in positions to keep operations going under the status quo. She also noted that RTA's capital plan is funded while SLO Transit's capital plan is funded except for the proposed downtown center.

**Ms. Evans** presented the draft recommendations for both agencies. For RTA, she noted that it is proposed to streamline route 10 service in the Santa Maria area and change the frequency of service around the Marian Medical Center to focus on peak demand times. In addition, it was proposed to operate in revenue service for the early morning run into Santa Maria and eliminate the final southbound night run into Santa Maria. For the other routes, it is recommended to introduce a tripper service to serve Paso Robles Schools, restoring route A service on Saturday, introducing Sunday service on one Paso Robles route, a mid-day route 9 service to Cal Poly, and adding a round trip to routes 9 and 10. A discussion ensued on climate change goals, shifting funding from capital projects to operational projects, and vehicle miles traveled. It was noted by the consultant that most of that would have to be discussed under a separate study.

For SLO Transit, **Ms. Evans** recommended to run A and B route on Saturday, increasing service on the route 4A and 4B, making the route 2A/2B more efficient, reinstating the pre-COVID routes, and increasing year-round service. **Mr. Figueroa of the MTC** asked about the Santa Maria to San Luis Obispo service. **Mr. McPherson** said that that is still being discussed. **Ms. Kinzinger of the MTC** said that the current A routes only format were not enough for weekend service. **Mr. Greening** said that he wanted smoother connections between RTA and SLO Transit on the weekend. A discussion ensued about mode shift and quantifying the proposed increase in ridership. **Mr. Figueroa of the MTC** asked about trying out service from Cal Poly to the Airport or Amtrak Station. **Ms. Evans** said they looked at Micro transit as an option and it did not meet standards. **Ms. Cramer** noted that Amtrak already provides service to Cal Poly and that when Cal Poly tried a shuttle service, it was lightly used.

**Ms. Evans** outlined the next steps in the SRTP noting that Studio 6 will be involved in the marketing plans, and there will be another working paper focusing on RTA and SLO Transit coordination of Runabout service. She said that the draft SRTP plan should be ready in January. It was also requested that the presentation be provided in high contrast for visually impaired viewers.

#### 4. ADJOURNMENT OF JOINT SESSION TO RTAC SESSION:

The joint RTAC/MTC meeting was adjourned at 3:37pm. **Ms. Cramer** left at 3:39pm. The RTAC only meeting opened up as an informational session due to a lack of quorum.

**Next Meeting: January 16, 2025**

**Future Meeting Date: April 10, 2025; July 17, 2025; & October 16, 2025**

Respectfully Submitted,

Acknowledged by,

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Anthony Kalvans  
Administrative Assistant

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Omar McPherson  
RTAC Chairperson 2024