



AGENDA
REGIONAL TRANSIT ADVISORY COMMITTEE

Thursday January 21, 2021
2:00 p.m. – 3:30 p.m.

***** VIA ZOOM WEBINAR *****

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 781-4833. Please note that 48 hours advance notice will be necessary to honor your request.

Important Notice Regarding COVID-19

Due to the Coronavirus (COVID-19) and in accordance with the Governor's Executive Order N-29-20, the Regional Transit Advisory Committee (RTAC) meeting on November 4, 2020 will be a virtual meeting held via Zoom webinar.

Members of the public are encouraged to participate & provide comments in the following ways:

To watch and participate in live public comment: To provide public comment during the meeting, use the Zoom webinar link below. Please use the following link to register in advance of the webinar. After registering, you will receive a confirmation email with details about joining the webinar:

https://us02web.zoom.us/webinar/register/WN_32NpQGeVTkGovwf_OD7aaw

HOW TO COMMENT:

- 1. Public Comments** – The Regional Transit Advisory Committee will still be accepting general public comments for items not on the agenda, as well as public comments on specific items in the agenda. Public members can submit comments by:
 - **Phone – Verbal Public Comments – Call: (805) 781-4833** – State and spell your name, state the agenda item number you are calling about and leave your

comment/s. **Verbal comments must be received no later than 11:30 p.m. on January 21, 2021** (the day of the meeting) and will be limited to **three (3) minutes**.

- **Email – Written Public Comments** – info@slorta.org with the subject line “public comment.” Include the agenda item number you are referencing or type “general comment,” if it is about an item not on the agenda. Emailed written comments must be submitted no later than **5:00 p.m. on Wednesday, January 20, 2021**.
- **Mail – Written Public Comments** – Public Comments by mail must be received no later than **5:00 p.m. on Wednesday, January 20, 2021**.

Mail to:
Clerk of the Board, RTA
179 Cross Street
San Luis Obispo, CA 93401

*****Note:** Every effort will be made to include your comments into the record, but due to time limitations, some comments may not be included

- 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**
- 5. A. INFORMATION AGENDA ITEMS:**
 - A-1 Executive Director’s Report (Verbal)
 - A-2 Member Comments / Reports from Jurisdictions (Verbal)
 - A-3 Review FY20-21 Budget Assumptions & Discuss FY21-22 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 November 4, 2020 (Approve)

D. ADJOURNMENT

Next Meeting: April 22, 2021

Future Meeting Date: July 22, 2021; October 21, 2021

**REGIONAL TRANSIT ADVISORY COMMITTEE
JANUARY 21, 2021
STAFF REPORT**

AGENDA ITEM: A-3

TOPIC: Review FY20-21 Budget Assumptions
& Discuss FY21-23 Budget Calendar

ACTION: Receive

PRESENTED BY: Geoff Straw

STAFF RECOMMENDATION: Receive

Proposed Budget Calendar for FY21-22

February 10 Detailed budget assumptions and revenue forecast to Executive Committee.

March 3 Obtain Board concurrence on proposed draft budget assumptions.

March 31 Based on feedback from Executive Committee draft FY22 Budget Draft complete.

April 14 Draft FY22 Budget presentation to Executive Committee

April 22 Formal FY22 Budget presentation to RTAC

May 5 Final Board Budget presentation; Board adoption of FY22 Budget

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
MARCH 4, 2020
STAFF REPORT**

AGENDA ITEM: B-3

TOPIC: Fiscal Year 2020-21 Budget Assumptions

ACTION: Approve FY20-21 Budget Assumptions

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Approve Budget Assumptions to Enable Staff to Begin Development of Operating and Capital Budgets

**EXECUTIVE COMMITTEE
RECOMMENDATION:**

BACKGROUND/DISCUSSION:

The following report outlines staff's recommended budget assumptions for the RTA's Fiscal Year 2020-21 Operating and Capital Budget, and it is the first step in the development of our operating budget and operating 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. Upon the Board's guidance and approval of these assumptions, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 8th meeting prior to the final draft budget presentation to the Board in May.

KEY ISSUES

1. The RTA will begin construction of the long-planned new Bus Maintenance Facility located at 253 Elks Lane toward the end of the current fiscal year. However, the majority of the roughly 18-month construction period will occur in FY20-21 so much of the staff's resources will be focused on this vital project.
2. Address the funding plan for the CalPERS liability due to the termination of the RTA's contract with CalPERS as of January 10, 2020.
3. Address SoCo Transit's request to consolidate with the RTA.
4. State Transit Assistance (STA) funds are projected to be flat to the region but they are higher than FY17-18 due to the Senate Bill 1 – Road Repair and Accountability Act (SB-1) funds, which include augmented STA funds and State of Good Repair funds.

5. Local Transportation Funds (LTF) used for operating purposes are projected to be down slightly to the region.
6. Liability costs continue to escalate, despite the RTA's good safety record (especially general liability costs).
7. We continue to focus on containment of Runabout costs, which had been escalating for several years but have recently leveled off.
8. Address staffing and retention, in particularly in the Bus Operator classification.
9. Fuel costs continue to be volatile; this also impacts ridership and fares.

Mission Statement

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.

Objectives and Revenue Impacts

- 1) Maintain service levels and hours of service 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 services.
 - a) RTA received \$1,093,860 for RTA core services in STA funding, which includes capital funding for the planned new RTA Bus Maintenance Facility project. Staff will work with SLOCOG staff to determine a realistic estimate for FY20-21.
 - b) Continue to monitor the results and impacts on ridership and fare revenue from the December 31, 2017 fare increase, both on RTA Fixed-Route and on the Runabout service, which included the establishment of a Runabout premium service fare.
 - c) The FY19-20 budget adopted in May 2019 included \$3,350,105 in LTF operating revenues. At that same meeting, the advisory FY20-21 LTF amount was \$4,690,010. Staff is still developing estimated annual FY19-20 expenses, which impacts the carryover amount that could reasonably be identified for the FY20-21 budget, but does expect this amount to be minimal.
 - d) Federal Transit Administration (FTA) Sections 5307, 5311 and 5339 operating funding and capital funding for FY20-21 will be presented in the same format as previously presented in May 2019, taking into account preliminary projected revenues identified in the Fixing America's Surface Transportation (FAST) Act. Should the actual annual authorizations for FTA programs increase or decrease for any of these programs, staff would adjust these assumptions accordingly. 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) FTA Section 5307 operating funding from the Santa Maria Urbanized Area for RTA Route 10 will be budgeted based on commitments with Santa Barbara County Association of Governments (SBCAG) and the City of Santa Maria.
 - f) Detailed miles/hours and span of service for each RTA core Fixed-Route and 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 and North County Local Services. As a consolidation date is reviewed for SoCo Transit, staff will present a mock consolidated budget for review. Assuming consolidation is ultimately adopted, staff will present a budget amendment for adoption by the Board.
 - g) Productivity of each RTA-operated fixed-route service during holiday time periods will be presented to the Board as part of the draft budget, specifically associated with the service provided the weeks of Christmas and New Years to determine if service levels should be reduced. Staff will present the results of the elimination of the commuter Express trips from December 2019.
 - h) Staff will continue to research and evaluate new revenue resources 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.
 - i) Due to changes in self-insured retention requirements, staff will review and provide recommendations regarding the RTA reserve policy once consolidation is completed. The reserve policy was originally adopted in May 2014, as part of the budget process.
- 2) Work with SLOCOG and our transit agency partners in the region to evaluate region-wide service efficiencies.
- a) Transit agencies across the country have experienced ridership declines due to the relatively low price of fuel and increasing private automobile ownership rates, which are affecting farebox recovery ratios. Other factors also include increasing costs due to the California minimum wage. These issues have caused farebox recovery ratios to decline for most transit agencies.
 - b) Review the tasks and financial impacts included in the SoCo Transit contract for administrative, financial, marketing, maintenance and dispatch services, and evaluate efficiencies with the RTA – including SoCo Transit's request to consolidate into the RTA.

- c) The RTA will work with SLOCOG staff and other transit providers to evaluate efficiencies in the provision of service throughout the county.
 - d) Staff will use the *2018-20 RTA Strategic Business Plan* as well as the *2016 Short Range Transit Plan* to evaluate potential efficiencies, and with Board concurrence, implement efficiencies.
- 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 portion of SB-1 funds. For FY17-18 and FY18-19, the RTA received funding for the design and engineering of the new RTA Bus Maintenance Facility. These new 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 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) Staff has completed the design/engineering phase and expects to soon complete the permitting process for the long-term RTA Bus Maintenance Facility. We continue to work with our Financial Advisor and Bond Counsel, and have also recently contracted for Commissioning Agent and Construction Manager services. Assuming sufficient funding can be identified, as will be reviewed during the March 2020 Board meeting, the RTA will then conduct the construction services procurement, with construction mobilization to begin in summer 2020.
- 4) Address projected changes in demand for Runabout service.
- a) Runabout service hours and miles are projected to increase slightly based on recent demand trends experienced over the year. Staff will closely monitor this, keeping in mind the ridership peaked in FY14-15 at over 45,000, and the ensuing annual decline to just under 40,000 in FY18-19, which was a result of variety of cost-saving and efficiency measures implemented at the Board's direction.
 - b) To ensure that only those persons truly eligible for Runabout service are initially registered or re-registered, staff will continue to conduct functional assessments as part of the Runabout application process. This process was added in early 2016. Staff will also provide mobility training for disabled persons who are able to use fixed-route services for some or all of their travel needs. Staff continue to work with groups such as the Paso Robles Independent Skills Program that have completed the RTA travel training review process and are now able to assist their clients with travel training.

- c) Staff does not foresee needing to move forward with using supplemental taxicab services at this time, but should future service expansions be required or if staffing shortages persist, staff will revisit this option.

Expenses Impacts

- 1) Fuel consumption and price will be budgeted conservatively; diesel fuel will be budgeted at \$3.30 per gallon. Included in the fuel line item will be diesel exhaust fluid (DEF), used to lower diesel exhaust emissions on the newer Fixed-Route vehicles.
- 2) Insurance Expenses:
 - a) 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, 2020 through April 30, 2021 rates. Estimates will be available from CalTIP in time to include in the RTA draft budget presented to the Executive Committee at its April 2020 meeting. Although the number of RTA losses based on mileage has been lower than the statewide pool average, the RTA did experience a large claim in February 2019 that will impact future premiums. The pool had experienced significant negative claims development 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 recently actuarial study on the application and formulas used in applying and calculating each agencies 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 minimally due to the added asset value of newer vehicles in the fleet, namely the six new 40-foot buses and eight new cutaway vehicles that RTA received in replacement for vehicles that had exceeded their useful life during the FY18-19.
 - c) Our annual Employment Risk Management Authority premium is estimated at \$27,000, 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. As noted previously, staff hopes to bring a revised reserve policy to the Board once consolidation is completed to address this reserve need.
 - d) Workers compensation premiums through the CSAC Excess Insurance Authority are projected to increase, 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 March. We continue to work with our employee committee that has evaluated workplace safety and has initiated a proactive program to address the number of claims and severity of the claims. The decline in FY18-19 was a result of these efforts, and 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 that are triggered by the changes in the California minimum wage.

- e) Property insurance will increase due to the significant losses in the property insurance market, namely the wildfires in California.
- f) For budget-making purposes, staff is assuming a 6% annual increase for healthcare costs for each of the next two fiscal years.

3) Staffing Expenses:

- a) The current 4-year Collective Bargaining Agreement (CBA) was ratified in November 2017, with new wage scales that began January 1, 2018. The FY20-21 budget will include significant changes in wages and benefits, primarily due to the effects of changes to the California minimum wage program. Should the January 2021 minimum wage change be delayed by the Governor, staff would bring a budget amendment to the Board. The draft budget will assume the minimum wage change will be implemented as planned.
- b) The number of FY20-21 budgeted full-time equivalent (FTE) positions will remain the same as in FY19-20.
- c) For FY20-21, the overall number of budgeted positions for the North County 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.
- d) An annual inflationary adjustment based on the December 2018 to December 2019 of 3.0% will be implemented in July 2020. The Operations Supervisor classification CPI increase adjustment will be implemented in January 2021, to coincide with Bus Operator wage scale adjustments identified in the CBA. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments.
- e) The RTA Board of Directors took action at its December 11, 2019 meeting to adjust the compensation and benefits of management, administration and confidential employees who are currently enrolled as CalPERS employees, including the transfer of their retirement plan to the San Luis Obispo County Pension Trust (SLOCPT). This transition will result in approximately \$220,000 in additional cost.

Proposed Budget Calendar

February 5 Detailed budget assumptions and revenue forecasts presented to Executive Committee

- March 4 Obtain Board concurrence on proposed draft budget assumptions
- March 4 Provide mid-year FY19-20 Budget data to Board (no additional budget amendments are being requested)
- March 31 Based on feedback from Executive Committee, develop FY20-21 Budget
- April 8 Present draft FY20-21 Budget to Executive Committee
- April 23 Present final draft FY20-21 Budget to RTAC
- May 6 Final Board Budget presentation; Board adoption of FY20-21 Budget

Staff Recommendation for Executive Committee:

Recommend staff provide the FY20-21 budget assumptions and budget calendar to the Board for approval at the March 4th Board meeting, so that a detailed work plan and budget may be developed.

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

November 4, 2020

DRAFT MINUTES

C-1

Members Present:

Dawn Patterson	Atascadero Transit
Gamaliel Anguiano	SLO Transit
Janeen Burlingame	Morro Bay Transit
Marlene Cramer	Cal Poly
Omar McPherson (<i>Vice Chair</i>)	South County Transit (SCT)
Todd Katz	Fixed Route Alternate Rep.
Wendy Hall	County of San Luis Obispo

Members Absent:

Eric Greening (<i>Chair</i>)	Fixed Route Representative
Mark Dariz	Runabout/DAR Representative
Mark Sanchez	Cuesta College

Staff Present:

Geoff Straw	RTA
Tania Arnold	RTA
Chelsea Sperakos	RTA

Guests:

Mark Schaffer	Ride-On
Sarah Woolsey	SLOCOG

CALL MEETING TO ORDER, ROLL CALL Omar McPherson called the meeting to order at 2:03 PM.

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.

A. INFORMATION AGENDA ITEMS:

A-1 Executive Director's Report (Receive)

Mr. Geoff Straw stated RTA had the first full staff meeting since the start of the pandemic on September 18th. A building intercom was installed and in use October 1st. Administration is discussing enhanced BMF air handling as of October 12th. The bus maintenance facility construction is on schedule. The RTA lease on the current building ends February 2022. Construction found some contaminated but not hazardous dirt under the former UHaul facility and all ground analysis is wrapping up. The agency Relay for Life cancer awareness walk on October 28th. A new utility employee started November 2nd and the new accounting technician is expected to start mid-November. There are two new bus operators in service and seven replacement vehicles will be delivered; 1 cutaway (December) and 6 minivans. There is increasing ridership and the agency

intends to keep city managers informed if service needs increase. Most marketing has been focused on COVID-19. The holiday schedule has been announced. A diversity and inclusion consultant was delayed due to personal leave. The analysis will resume in December or January kick off. Ridership and financial results will be presented at the December 2nd RTA Board Meeting.

Mr. Gamliel Anguiano asked if the RTA experienced any sick drivers and noted that two positive cases from community spread in SLO Transit.

Mr. Straw noted the RTA had four positive cases, all through community spread, not at work. Staff received more support from SLO County Public Health than Santa Barbara County.

Ms. Dawn Patterson stated one driver tested positive and recovered. Appropriate dial a ride passengers were notified.

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

Ms. Patterson noted they are picking up on service, adding a half day. A few school kids are scheduled for pick up. Templeton services picking up. New radio program might need assistance from RTA. Involves fire/PD/public works.

Ms. Marlene Cramer Cal Poly has been predominately virtual for fall, about 4,500 students on campus. 10-15% in person classes. Launched a very successful surveillance testing program. Conducted over 10,000 tests. Transit was closed for election but now back to normal. Last day students will be on campus is November 20th. Monday January 4th in person classes start again.

Ms. Janeen Burlingame discussed the City park transit hub improvement. Design is under way. Construction will be fall 2022. May want to coordinate with RTA for shared needs. CARES funding disbursement approved. MB Transit had to eliminate Saturday service, scaled back trolley season.

Mr. Mark Schaffer rotated staff and has been open the whole time. Maintaining social distancing within vehicles, about 2-3 passengers per vehicle. Up to 100 rides per day, a lot of Medi-Cal. One positive case, community spread, no exposure to staff or riders. TCRC has paid regular rates, only lost one driver. Mental health shuttle does 3 long distance rides per day. Also been doing food delivery.

Ms. Sarah Woolsey wrote to each of transit managers, improved fixed route passenger amenities, providing a report. Update for recommendations follow thru from triennial performance review.

Mr. Anguiano noted SLO Transit ridership is down 80%. Driven by Cal Poly and absence of students. There is a core group of people who rely on SLO Transit for lifeline services.

Vice Chairperson McPherson noted the decrease in Runabout services, up to 70%.

B. ACTION AGENDA ITEMS:

B-1 Fiscal Year 2020-21 Amendment #2 (Recommend Approval)

Ms. Tania Arnold stated this amendment reduces the LTF required from the jurisdictions. For FY20-21: \$105,209 and a projection for FY21-22: \$1,018,940. The agency will receive additional FTA 5307 CARES funding from the Santa Maria Urbanized Area. This does not include Phase 2 of 5311 CARES funds. Allocation of STA funds will be revised down at the SLOCOG Board meeting. FY20-21 changes to operating revenue and expenses include reducing debt service reserve which is now being spent with the close of the TIFIA loan in September 2020; an increase in offset reserve carryover to FY21-22; an increase in FTA 5307; CARES from Santa Maria UZA balance to capital funds; a decrease in LTF required. FY20-21 changes to capital revenue and expenses include a decrease in equipment replacement reserves and STA for the current year due to decrease in STA allocation from SLOCOG; an increase in FTA 5307 CARES from Santa Maria UZA for COVID related

capital items; an increase in revenue and expense related to bus maintenance facility due to refined schedule; an increase in loan repayments (interest). FY21-22 advisory changes to operating revenue and expenses include revised reserves; revised STA based on reduced STA in FY20-21 assuming same lower number moving forward; the use of offset reserve carryover generated in FY20-21; a reduction in office space rental. FY21-22 changes to capital revenue and expenses include revised reserves, revised STA based on reduced STA in FY20-21 assuming same lower number moving forward and a revised revenue and expense related to bus maintenance facility due to refined schedule.

Mr. Anguiano made a motion to approve, and **Ms. Patterson** seconded the motion. A voice vote was taken and the motion was approved unanimously.

B-2 Consolidation SoCo Transit into the RTA (Recommend Approval)

Mr. Straw stated the issue of local control has been a concern in this consolidation. South County will have control over their budget and service levels provided. Benefits of consolidation (originally presented in January 2018) include increased costs for employee health care and work comp but lower administration oversight/audit/planning costs, and lower vehicle-related insurance costs. Most importantly consolidation will help the County avoid future Farebox Recovery Ratio penalties. The result will be net operating cost savings through consolidation. Implementation will be effective at 12:00 AM January 1, 2021. Local control will remain with the South County Transit Committee (SCTC) which will be comprised of RTA Board members from Arroyo Grande, Grover Beach, Pismo Beach and one member from the County Board of Supervisors. There is concern that the term “core services” introduced in the amended RTA JPA is too vague and might not prevent future service cuts along El Camino Real in Atascadero. There is a joint letter from RTA & COG executive directors commit agency staff to follow policies. Staff could agendaize a discussion item on Dec. 2 RTA Board agenda to reinforce direction to staff. The Atascadero City Manager Rachelle Rickard was invited to provide context to this issue. Staff’s recommendation is to approve the attached resolution, which addresses the SoCo Transit Board’s support for the San Luis Obispo Regional Transit Authority amended and restated Joint Powers Agreement and terminates the current South County Area Transit Joint Powers Agreement. The Board will direct staff to work with the City Manager and Clerk at each jurisdiction to present a resolution seeking concurrence on termination of the South County Area Transit Joint Powers Agreement by SoCo Transit member jurisdictions, as well as execution of the San Luis Obispo Regional Transit Authority amended and restated Joint Powers Agreement. Following termination of the South County Area Transit Joint Powers Agreement, the Board will direct staff to file necessary paperwork with the California Secretary of State.

Mr. Todd Katz asked about the SCT sub group will continue to have their own bylaws? Setting up a tiered system rather than just core services.

Mr. Straw stated that there are laws protecting the areas from service elimination through TDA, FTA, and Title 6.

Mr. Anguiano noted the Item is scheduled for Nov 17th, minor question on language.

Mr. Katz made a motion to approve, and **Ms. Burlingame** seconded the motion. A voice vote was taken and the motion was approved unanimously.

B-3 Fiscal Year 2020-21 Amendment #3 for Consolidation of SoCo Transit into the RTA (Recommend Approval)

Ms. Arnold stated this amendment does not have an impact on LTF required for FY20-21. Additional columns in RTA budget to include services provided for South County. Staff is also presenting advisory FY21-22 budgetary information. The operating revenue for FY 2020-21 include no changes to RTA and the additional column for SoCo Transit. For FY 2021-22, there is a slight reduction in revenue for administrative services \$20,980 and an additional column for SoCo Transit. The capital revenue includes no changes to RTA and additional columns for SoCo Transit.

Ms. Burlingame made a motion to approve, and **Mr. Katz** seconded the motion. A voice vote was taken and the motion was approved unanimously.

C. CONSENT AGENDA ITEMS:

C-1 RTAC Minutes of July 16, 2020 (Approve)

Ms. Burlingame had one correction, her first name on page C-1-2.

Ms. Patterson made a motion to approve, and **Ms. Burlingame** seconded the motion. A voice vote was taken and the motion was approved unanimously, with **Ms. Wendy Hall abstaining**.

D. ADJOURNMENT AND COMMITTEE COMMENTS:

Mr. Todd Katz asked if masks available for passengers who show up without? And what type of masks are provided to Bus Operators?

Mr. McPherson noted yes, we do have masks available for passengers, and staff. Additional for staff we have made alternatives such as face shields available.

Mr. McPherson adjourned the meeting at 3:26 p.m.

Next Meeting: January 21, 2021

Future Meeting Date: April 22, 2021

Respectfully Submitted,

Acknowledged by,

Chelsea Sperakos
Administrative Assistant

Omar McPherson
RTAC Vice Chairperson 2020