



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

**Thursday, October 20, 2022**  
**2:00 p.m. – 3:30 p.m.**  
**253 Elks Lane**  
**San Luis Obispo, CA 93401**

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.

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. **A. INFORMATION AGENDA ITEMS:**
  - A-1 Executive Director's Report (Verbal)
  - A-2 Member Comments / Reports from Jurisdictions (Verbal)
  - A-3 SRTP Discussion (Verbal)**B. ACTION AGENDA ITEMS:**
  - B-1 Fiscal Year 2022-23 Operating and Capital Budget Amendment #1 (Recommend)**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 April 21, 2022 (Approve)**D. ADJOURNMENT**

**Next Meeting: January 19, 2023; Future Meeting Dates: April 20, 2023, July 20, 2023, October 19, 2023**

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE  
OCTOBER 20, 2022  
STAFF REPORT**

**AGENDA ITEM:** B-1

**TOPIC:** Fiscal Year 2022-23 Operating and Capital Budget Amendment #1

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

**STAFF RECOMMENDATION  
FOR EXECUTIVE**

**COMMITTEE AND RTAC:** Bring the Fiscal Year 2022-23 Budget Amendment #1 as Presented to the Board for Approval

**BACKGROUND/DISCUSSION:**

The Fiscal Year 2022-23 RTA operating and capital budget was adopted on May 4, 2022 and was based on a range of assumptions, including pending delivery dates for FY21-22 capital projects. At this time, staff is bringing back capital items that are being carried over from FY21-22 to FY22-23. Please note, none of the carried-over capital project require additional funds.

Additionally, as noted at the October 5, 2022 San Luis Obispo Council of Governments (SLOCOG), additional State Transit Assistance (STA) allocated to the region totaling over \$965,000 resulted in additional funding for the RTA, as well as for the services that the RTA operates on behalf of other agencies. With the uncertainty related to the Census Bureau small urbanized area designations and the impact that may have on the FTA funding for FY23-24, staff is recommending that the additional STA funding be reserved to offset that potential reduction in funding.

There are a number of changes which staff has noted 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.

**Changes in Operating Revenue:**

- Offset reserve to carryover to FY23-24 has been increased, which allows for a reduced LTF request in FY23-24 and address revenue reductions by:
  - \$214,330 for the RTA
  - \$40,329 for South County Transit
  - \$42,090 for San Luis Obispo County Transit services
  - \$40,280 for Paso Robles Transit Services

- Increase in STA of:
  - \$214,330 for the RTA
  - \$42,770 for South County Transit
    - Note: This is slightly different than the carryover, which is due to a typographical error in the original budget
  - \$42,090 for San Luis Obispo County Transit services
  - \$40,280 for Paso Robles Transit Services

**Changes in Capital Revenue:**

- Increase in starting reserves by the increase in offset reserve carried over from FY22/23.
- Changes in Non TDA Sources
  - Carryover in Prop 1B for bus stop improvement funds of \$14,900.
  - Carryover FTA (Section 5307) funds for Runabout vehicle replacements of \$85,330 for all three UZA's.
  - Carryover FTA (Section 5307) funds from the North County urbanized area for the bus stop improvements and vehicle maintenance equipment of \$33,620.
  - Carryover FTA (Section 5307) funds from the South County urbanized area for the bus engine rebuilds of \$267,820.

**Changes in Operating Expenditure:** None

**Changes in Capital Expenditures:**

- Carryover balance of computer system maintenance of \$29,410.
- Carryover balance of maintenance equipment of \$41,670.
- Carryover balance of bus stop improvements of \$285,890.
- Carryover balance of large capital repairs of \$285,890.
- Carryover balance for fixed route vehicle of \$689,840.
- Carryover balance for Runabout vehicle replacements of \$302,000.

These amendments do **not** require any additional LTF funds for FY22-23.

**Staff Recommendation for Executive Committee on October 19<sup>th</sup>:**

Recommend staff provide Budget Amendment #1 to the Board for approval at the November 2, 2022 Board meeting.

**Staff Recommendation to Executive Committee RTAC on October 20<sup>th</sup>:**

Recommend staff provide Budget Amendment #1 to the Board for approval at the November 2, 2022 Board meeting.

**Staff Recommendation:**

Adopt Budget Amendment #1 as presented.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
PROPOSED AMENDMENT #1 TO OPERATING REVENUE BUDGET FOR 2022/2023

	2021/2022 Combined Actual	2022/2023 Adopted RTA Core Budget	2022/2023 Amendment #1 RTA Core Budget	2022/2023 Adopted SoCo Transit Budget	2022/2023 Amendment #1 SoCo Transit Budget	2022/2023 Adopted SLOCAT Budget	2022/2023 Amendment #1 SLOCAT Budget	2022/23 Adopted North County Budget	2022/2023 Amendment #1 North County Budget
FUNDING SOURCES:									
GENERAL RESERVES	6,784,140	2,537,280	2,537,280	360,640	360,640	133,450	133,450	194,810	194,810
1. ESTIMATED FUND BALANCE	6,784,140	2,537,280	2,537,280	360,640	360,640	133,450	133,450	194,810	194,810
2. LESS REQUIRED RESERVES FOR FISCAL YEAR									
CASH FLOW REQUIREMENTS PER TDA	3,055,911	2,067,870	2,067,870	352,950	352,950	147,440	147,440	202,870	202,870
PERS BUYOUT	-	-	-	-	-	-	-	-	-
DEBT SERVICE RESERVE FOR BUS MAINTENANCE FACILITY	-	-	-	-	-	-	-	-	-
OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	663,050	-	214,330	-	40,329	-	42,090	-	40,280
TOTAL	3,718,961	2,067,870	2,282,200	352,950	393,279	147,440	189,530	202,870	243,150
3. FUND BALANCE AVAILABLE	3,065,179	469,410	255,080	7,690	(32,639)	(13,990)	(56,080)	(8,060)	(48,340)
NON TDA SOURCES									
FARES	886,229	800,000	800,000	90,000	90,000	14,500	14,500	111,500	111,500
SoCo TRANSIT MANAGEMENT CONTRACT	114,160	126,430	126,430	-	-	-	-	-	-
COUNTY MANAGEMENT CONTRACT	98,390	108,970	108,970	-	-	-	-	-	-
NORTH COUNTY MANAGEMENT CONTRACT	47,740	52,870	52,870	-	-	-	-	-	-
INTEREST	16,534	22,750	22,750	-	-	-	-	-	-
STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	915,135	536,580	750,910	272,950	315,720	256,800	298,890	173,370	213,650
RURAL TRANSIT FUND (Administration)	30,000	30,000	30,000	-	-	-	-	-	-
RURAL TRANSIT FUND (Operating Funds)	313,600	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	621,300	652,400	652,400	-	-	-	-	-	-
FTA (Section 5307) - San Luis Obispo CARES/ARP.	238,734	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	586,252	762,130	762,130	-	-	-	-	-	-
FTA (Section 5311) - Operating CARES/CRRSAA	1,549,904	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	1,300,455	1,057,000	1,057,000	-	-	-	-	303,500	303,500
FTA (Section 5307-N. County) - Operating CARES/	687,784	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	-	-	-	-	-	-	-	-	-
FTA (Section 5307-SM) - Operating CARES	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	1,229,000	630,000	630,000	609,850	609,850	23,870	23,870	-	-
FTA (Section 5307) - S. County Operating CARES/	324,230	-	-	-	-	-	-	-	-
CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	82,310	106,680	106,680	-	-	-	-	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	-	-	-	-	40,580	40,580
SPECIAL EVENTS REVENUE/OTHER	306,204	-	-	363,570	363,570	-	-	-	-
4. SUB TOTAL	9,388,541	4,885,810	5,100,140	1,336,370	1,379,140	295,170	337,260	628,950	669,230
5. TOTAL FUND BALANCE & NON TDA FUNDING	12,453,721	5,355,220	5,355,220	1,344,060	1,346,501	281,180	281,180	620,890	620,890
TDA REQUIRED									
CITY OF ARROYO GRANDE	206,977	349,296	349,296	317,418	317,418	-	-	-	-
CITY OF ATASCADERO	244,101	593,587	593,587	-	-	-	-	-	-
CITY OF GROVER BEACH	154,632	260,960	260,960	237,372	237,372	-	-	-	-
CITY OF MORRO BAY	82,739	201,200	201,200	-	-	-	-	-	-
CITY OF PASO ROBLES	503,143	616,575	616,575	-	-	-	-	508,470	508,470
CITY OF PISMO BEACH	95,244	160,735	160,735	146,603	146,603	-	-	-	-
CITY OF SAN LUIS OBISPO	489,517	1,190,374	1,190,374	-	-	-	-	-	-
COUNTY OF SAN LUIS OBISPO	1,719,995	3,240,463	3,240,463	137,436	137,436	448,190	448,190	-	-
TDA REQUIREMENTS BEFORE 5311 EXCHANGE	3,496,349	6,613,190	6,613,190	838,829	838,829	448,190	448,190	508,470	508,470
LESS: RURAL TRANSIT FUND/5311 EXCHANGE	(586,250)	(762,130)	(762,130)	-	-	-	-	-	-
6. NET TDA REQUIREMENTS	2,910,099	5,851,060	5,851,060	838,829	838,829	448,190	448,190	508,470	508,470
7. TOTAL FUNDING SOURCES	15,363,820	11,206,280	11,206,280	2,182,889	2,185,330	729,370	729,370	1,129,360	1,129,360
8. FUNDING USES:									
ADMINISTRATION	1,998,566	1,725,850	1,725,850	165,740	165,740	7,500	7,500	98,050	98,050
PERS BUYOUT	178,308	178,310	178,310	-	-	-	-	-	-
BUILDING DECOMMISSIONING	1,950,000	-	-	-	-	-	-	-	-
MANAGEMENT CONTRACTS	260,290	-	-	126,430	126,430	108,970	108,970	52,870	52,870
SERVICE DELIVERY	10,976,655	9,178,170	9,178,170	1,865,350	1,865,350	604,250	604,250	963,550	963,550
CONTINGENCY	-	123,950	123,950	27,810	27,810	8,650	8,650	14,890	14,890
9. TOTAL FUNDING USES	15,363,820	11,206,280	11,206,280	2,185,330	2,185,330	729,370	729,370	1,129,360	1,129,360

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
PROPOSED AMENDMENT #1 TO CAPITAL AND PLANNING REVENUE BUDGET FOR 2022/2023

		2021/2022 Combined Actual Capital Budget	2022/2023 Adopted RTA Core Capital Budget	2022/2023 Amendment #1 RTA Core Capital Budget	2022/2023 Adopted SoCo Transit Capital Budget	2022/2023 Amendment #1 SoCo Transit Capital Budget	2022/2023 Adopted SLOCAT Capital Budget	2022/2023 Adopted North County Capital Budget
FUNDING SOURCES:								
BEGINNING CAPITAL PROJECTS RESERVE		1,201,690	418,640	733,600	182,220	348,070	119,330	4,680
1.	ESTIMATED FUND BALANCE	1,201,690	418,640	733,600	182,220	348,070	119,330	4,680
2.								
LESS REQUIRED RESERVES FOR FISCAL YEAR								
CAPITAL PROJECTS RESERVE		1,220,570	490,470	490,470	158,730	158,730	38,190	4,680
TOTAL		1,220,570	490,470	490,470	158,730	158,730	38,190	4,680
3.								
FUND BALANCE AVAILABLE		(18,880)	(71,830)	243,130	23,490	189,340	81,140	-
NON TDA SOURCES								
STATE TRANSIT ASSISTANCE (STA) WITH SB1 AUGMENTATION		554,691	219,310	219,310	58,340	58,340	-	43,830
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		-	244,700	244,700	-	-	-	-
PROPOSITION 1B FUNDING - SAFETY & SECURITY		-	-	-	-	-	-	-
STA SB1 STATE OF GOOD REPAIR		-	706,440	706,440	-	-	-	-
PROPOSITION 1B FUNDING - BUS REPLACEMENT & BUS MAINTENANCE FACILITY		185,438	-	14,900	-	-	-	-
APCD AB 617 FOR GARAGE PROJECT, CAP AND HVP FOR ELECTRIC BUSES		787,655	-	-	-	-	-	-
RURAL TRANSIT FUND (Capital)		-	565,000	565,000	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		-	82,100	167,430	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair		-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities		1,617,036	300,000	300,000	-	49,630	324,560	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)		12,465	152,100	271,050	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-Santa Maria) - CARES		-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)		255,823	1,096,400	1,449,550	-	474,360	-	-
4.								
SUB TOTAL		3,413,108	3,366,050	3,938,380	58,340	582,330	324,560	43,830
5.								
TOTAL FUND BALANCE & NON TDA FUNDING		3,394,228	3,294,220	4,181,510	81,830	771,670	405,700	43,830
TDA REQUIRED								
CITY OF ARROYO GRANDE		-	4,418	4,418	-	-	-	-
CITY OF ATASCADERO		-	7,507	7,507	-	-	-	-
CITY OF GROVER BEACH		-	3,300	3,300	-	-	-	-
CITY OF MORRO BAY		-	2,545	2,545	-	-	-	-
CITY OF PASO ROBLES		-	7,798	7,798	-	-	-	-
CITY OF PISMO BEACH		-	2,033	2,033	-	-	-	-
CITY OF SAN LUIS OBISPO		-	15,057	15,057	-	-	-	-
COUNTY OF SAN LUIS OBISPO		-	40,993	40,993	-	-	-	-
TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT		-	83,650	83,650	-	-	-	-
6.								
FINANCING FOR BUS MAINTNEANCE FACILITY		7,557,454	-	-	-	-	-	-
7.								
TOTAL FUNDING SOURCES		10,951,682	3,377,870	4,265,160	81,830	771,670	405,700	43,830
8.								
FUNDING USES:								
CAPITAL		10,857,159	2,874,700	3,761,990	81,830	771,670	405,700	43,830
LOAN PAYMENTS		94,523	503,170	503,170	-	-	-	-
9.								
TOTAL FUNDING USES		10,951,682	3,377,870	4,265,160	81,830	771,670	405,700	43,830

			Actual Capital Budget FY 2021-22	Adopted Capital Budget FY 2022-23	Amendment #1 Capital Budget FY 2022-23
Capital and Planning Expenditures					
Capital/Studies:					
Computer System Maintenance/Upgrades	hourly		10,961	42,390	71,800
Miscellaneous Capital	hourly				
Maintenance Equipment			830	43,750	85,420
Specialized Maintenance Tools	hourly		-	-	-
Desks and Office Equipment	hourly		-	-	-
Radios	hourly		-	-	-
Vehicle ITS/Camera System	hourly		-	-	-
Bus Stop Improvements	hourly		91,543	96,500	382,390
COVID 19 Related Capital Items	hourly		-	-	-
Large Capital Repairs	hourly		346,679	375,000	603,320
Vehicles					
Support Vehicles	hourly		-	57,880	57,880
Fixed Route Vehicles	hourly		1,276,250	2,134,840	2,824,680
Trolley replacement vehicles	hourly		-	293,200	293,200
Cutaway and Dial A Ride Vehicles	hourly		-	112,500	112,500
Runabout Vehicles	hourly		-	-	302,000
Total Capital Outlay			1,726,262	3,156,060	4,733,190
Loan Repayments			94,523	503,170	503,170
Short Range Transit Plan			-	250,000	250,000
Elks Lane Project			9,130,896	-	-
TOTAL FUNDING USES			10,951,682	3,909,230	5,486,360

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SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
REGIONAL TRANSIT ADVISORY COMMITTEE

April, 21, 2022

**DRAFT** MINUTES

C-1

**Members Present:**

Janeen Burlingame	Morro Bay Transit
Ryan Cornell	City of Paso Robles (arrived at 2:29 PM)
Marlene Cramer	Cal Poly
Mark Dariz ( <i>Vice Chair</i> )	Runabout/DAR Representative
Eric Greening ( <i>Chair</i> )	Fixed Route Representative
Todd Katz	Fixed Route Alternate Rep.
Omar McPherson	South County Transit (SCT)
Josh Roberts	County of San Luis Obispo

**Members Absent:**

Austin O'Dell	SLO Transit
Dawn Patterson	Atascadero Transit
Dan Troy	Cuesta College

**Staff Present:**

Geoff Straw	RTA
Tania Arnold	RTA

**Guests:**

Sarah Woolsey	SLOCOG
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1. **CALL MEETING TO ORDER, ROLL CALL** Mr. Eric Greening called the meeting to order at 2:03 PM and roll call was taken. There was a quorum present.
2. **PUBLIC COMMENTS:** None

- A. INFORMATION AGENDA ITEMS:  
A-1 Executive Director's Report (Receive)

**Mr. Geoff Straw** invited the Committee members and their families to the Bus Roadeo which is scheduled for Sunday, October 9<sup>th</sup>.

**Mr. Straw** updated the Committee on the facemask mandate that was repealed effective April, 19<sup>th</sup>. Masks are encouraged, and masks will be provided to riders and employees. **Mr. Straw** shared that there is some difficulty recruiting new employees; specifically Bus Operators. Currently RTA is down 16 Operators; 5 full-time positions are open as well as 11 out of 19 part-time positions. Currently there is one candidate in the pre-licensing training phase. He noted two supervisors have also separated within the past month. Staff has begun a new google ads program to help with recruitment, and will continue to monitor staffing levels.

**Mr. Straw** discussed the Governor's proposal to provide an incentive to operate discounted or fare free service for a minimum of 90 days. While there are no details at this time **Mr. Straw** has

reached out to Operators across the county to discuss the implications of the proposal. He stated that Operators would need to go into this hand in hand because there are agreements with how regional riders are funded. The Governor's office has proposed funding that's essentially 55% of the collections for FY 19/20. If we get 55% of the fares for 90 days of service it would certainly be a financial benefit, and could bring back some of the riders to the service. There is concern about overcrowding at peak travel times as well as the cost of operating additional Runabout service. The City of Atascadero is interested in talking further about this, but no firm commitments from other partners.

**Ms. Marlene Cramer** asked if the proposal specified a timeline. This is obviously an opportunity to market and promote transit. **Mr. Straw** replied that fare free service must start no later than 60 days after the bill has taken effect. **Mr. Greening** noted that when fares were suspended in the past, it was his understanding there were some problems. He went on to ask what the problems were, and if we anticipate them again? **Mr. Straw** replied that the main issue was overcrowding. At the time a guideline of no more than one round trip per boarding was implemented. A rider would need to get off the bus and transfer to a different vehicle after a round trip. **Ms. Janeen Burlingame** stated that Morro Bay might be interested, but would need details in regards to funding, as well as administrative costs. **Mr. Greening** stated that his understanding has been that this is part of a larger provision attached to rebates to drivers who are paying gas tax. **Mr. Straw** confirmed they are still part of the same package.

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

**Ms. Marlene Cramer** Shared that Cal Poly campus has changed their face mask requirement on campus shuttles. Masking is still recommended but also no longer required. **Mr. Greening** stated that as the news spread about the mask requirement being lifted he noticed a good percentage of riders removed their masks while others felt more comfortable leaving them on. He went on to say that it appeared to alleviate some of the strain on the drivers to enforce the mandate. **Ms. Burlingame** informed the committee that next week the Morro Bay City Council will be making a proclamation to mark Morro Bay Transit's 45<sup>th</sup> anniversary. Morro Bay Transit Week will be May 2 through May 6. **Mr. Greening** asked if there had been progress on the transit stop. **Ms. Burlingame** replied it is still in the design phase. The project will go out to bid over the summer, with construction to tentatively start after Labor Day.

#### B. B-1 Fiscal Year 2022-23 Operating and Capital Budget (Recommend)

**Ms. Tania Arnold** reviewed the Fiscal Year 2022-2023 Operating and Capital Budget that was included in the agenda. She discussed the budget assumptions that were used to develop the current fiscal year budget and addressed some of the following key issues.

**Ms. Arnold** went over the operational and fiscal impacts of the pandemic. Even with increased wages Workers Compensation is in line with previous years. General liability insurance has stayed relatively flat. There is however an increase in property insurance, that comes along with owning the new building. Staff continues to monitor the cost of the Runabout service while looking at containment strategies. Runabout ridership is anticipated to increase.

**Ms. Arnold** highlighted the difficulty with staffing and retention. Staff is hoping to address this by implementing paid family leave, as well as beginning a diversity, equity and inclusion training program next month. The current Collective Bargaining Agreement is set to expire on December 31<sup>st</sup> of this calendar year. With the Board's input negotiations will begin over the summer. The

annual inflationary adjustment for non-union employees is also included within this budget at a rate of 6.6% with an implementation date of July of 2022. If the COLA is lowered to 4% which is in line with what the Board approved for SLOCOG there would be a savings of just over \$30,000. Budgeted full time equivalent positions would be the same as the current Fiscal year. Although we are looking at realigning a utility position to fulfil the need for a dedicated parts clerk, as well as pulling back an earlier recommendation for an HR Manager position.

**Ms. Arnold** shared the progress of implementing zero emission bus technologies. Replacement of two diesel buses expected in the 2023 – 2024 Fiscal Year. RTA was recently awarded a grant in combination with SLO Transit for 5 zero emission vehicles. Once the funding package is prepared it will be brought back to the Board for approval.

**Ms. Arnold** stated that staff continues to monitor LTF funding. While it continues to be the last place we go for funding. It does come in at just over 6.6 million which is an increase over the projection from May 2021. Fuel costs play a large part in the increase. There were some significant savings over the past several year's budgets in being able to use the stimulus funds including CARES Act funding. This year the capital budget does include a small amount of LTF related specifically to the TIFIA loan which is required to be paid back with local funds.

**Ms. Arnold** noted that fuel costs continue to be volatile. Fuel was budgeted at \$4.30 a gallon in the initial budget assumptions from March, but with the continued increase we are now budgeting at \$4.80. Staff will monitor, and bring it back to the Board as needed.

**Mr. Greening** asked what the increase in professional technical services for ITS program in May 2023 meant. **Ms. Arnold** replied that the ITS program that helps riders see where their bus is and navigate the system us up for renewal in May 2023.

**Mr. Greening** asked if the supply chain issues have affected the ordering of replacement parts. **Mr. Straw** replied that supply chain issues have been a problem more so with vehicles than parts.

**Mr. Todd Katz** suggested that when staff references the move to zero emission bus technologies the fuel savings should be highlighted. **Mr. Straw** noted that it will be important to look at charging times as costs can rise during demand charging times. There are some routes like the 9 and possibly the 10 where current batteries do not have the ability to run on those longer trips without a charge. Meaning they may need to be topped off throughout the day. At this point it's hard to predict how much less per mile it will be. **Mr. Katz** stated it sounds like an argument for better storage systems to store electricity at a cheaper rate.

**Mr. Katz** asked if the new paid family leave program will be accessible to Bus Operators too? **Ms. Arnold** replied yes the program will apply to all employees.

**Mr. Greening** asked if solar panels at the Bus Maintenance Facility would insulate RTA from the high demand charges on electricity. **Mr. Straw** replied that while it may help realistically it takes a full acre of panels to charge one bus per day.

**Mr. Straw** spoke about the urbanization issue. Sharing the Census changed how they classify an area as urban vs rural. It had previously been calculated at person per square mile and now its housing unit per square mile. Within the county there are currently three small urban areas North

County, Central, and South County. Two of our three urbanized areas North, and South may lose their designation. Losing the urban designation would have a profound impact on funding in our area. If those areas are classified as rural will lose close to \$3,000,000 a year starting in FY 22/23. The changes in designations should be published sometime this summer. **Mr. Greening** asked if it would be possible to back fill using CMAQ money. **Mr. Straw** replied while that is a possibility there are some pretty stringent requirements for CMAQ, and those funds are already earmarked. **Mr. Katz** asked if the possibility of a self-help county with a half cent increase would help in a situation like this if we lose funding. **Mr. Straw** replied that it wouldn't immediately help but there have been discussions that it may go before the voters again in 2024.

**Ms. Burlingame** made a motion to bring Fiscal Year 2022-23 Operating and Capital Budget as presented to the Board for approval, and **Mr. Mark Dariz** seconded the motion. A voice vote was taken and the motion was approved unanimously via roll call vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
Janeen Burlingame	X		
Ryan Cornell	X		
Marlene Cramer	X		
Mark Dariz	X		
Eric Greening	X		
Omar McPherson	X		
Austin O'Dell			X
Dawn Patterson			X
Josh Roberts	X		
Dan Troy			X

C. CONSENT AGENDA ITEMS:

C-1 RTAC Minutes of January 20, 2022 (Approve)

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

D. ADJOURNMENT AND COMMITTEE COMMENTS:

**Chairperson Greening** adjourned the meeting at 3:01 p.m.

**Next Meeting: July 21, 2022**

**Future Meeting Date: October 20, 2022, January 19, 2023**

Respectfully Submitted,

Acknowledged by,

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Jenni Wilkes  
Interim Administrative Assistant

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Eric Greening  
RTAC Chairperson 2022