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South County Transit Committee Agenda

Thursday, April 30, 2026 at 2:00 p.m.

**CITY OF GROVER BEACH, CITY COUNCIL CHAMBERS
154 South 8th Street, Grover Beach, CA 93433**

The AGENDA is available/posted at: <http://www.slorta.org>

Members:

Dawn Ortiz-Legg (District 3 – SLO County)
Aileen Loe (Arroyo Grande)

Kassi Dee (Grover Beach)
Ed Waage (Pismo Beach)

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 a 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.

FLAG SALUTE

CALL TO ORDER AND ROLL CALL

PUBLIC COMMENTS: This portion of the agenda is reserved for any members of the public to directly address the South County Transit Committee on any items not on the agenda and within the jurisdiction of the Board. 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.

ADMINISTRATIVE ITEMS

ELECTION OF OFFICERS: Elect Chairperson and Vice Chairperson

A. ACTION AGENDA

A-1 Fiscal Year 2026-27 Operating and Capital Budget (Approve)

B. INFORMATION AGENDA

None

C. CONSENT AGENDA

C-1 South County Transit Committee Minutes of April 30, 2025 (Approve)

D. MEMBER COMMENTS

ADJOURNMENT

**SOUTH COUNTY TRANSIT COMMITTEE
APRIL 30, 2026
STAFF REPORT**

AGENDA ITEM: A-1

TOPIC: Fiscal Year 2026-27 Operating and Capital Budget

ACTION: Adopt Fiscal Year 2026-27 Budget as Presented

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Adopt the FY26-27 Budget as Presented

BACKGROUND

We appreciate the South County Transit Committee’s (SCTC’s) support and leadership during these unprecedented times as we work to present a financially constrained Fiscal Year 2026-27 operating budget.

The budget packet contains the following items:

- Our Vision and Mission statements,
- Fiscally constrained FY26-27 operating and capital budgets, and
- Fiscally unconstrained FY27-28 operating and capital budget.

We are pleased to present the proposed Fiscal Year 2026-27 Operating and Capital Budget for local transit service in South County, which will also be included in the combined RTA budget. This is the sixth full-year budget that the SCTC will consider following consolidation into the RTA in January 2021, as approved by the South County Transit Board in October 2020. The South County operating budget is proposed at \$2,891,710 and the capital budget at \$608,510. The South County budget is balanced, based on proposed service levels and anticipated funding levels. The South County FY26-27 budget assumes the same levels of fixed-route revenue service hours and miles for all routes, including the tripper service for Arroyo Grande High school that was added in August of 2025. Although some changes to Route 27 and 28 occurred during the fiscal year, those changes did not impact the hours and miles operated.

Note that should any of the services be increased, reduced and/or eliminated, there are “fixed” expense items that would need to be reallocated to the other services (such as administration costs, and operations management/oversight costs) as part of the final budget or a future budget amendment. The allocation model for maintenance labor and workers compensation is being allocated to each route or service based on miles instead of hours, as it was beginning in FY24-25.

Below are the key issues staff is working to address:

KEY ISSUES

1. Address the uncertainties the agency currently faces, including state and federal funding uncertainty. Impacts of these uncertainties include:
 - a. Impacts of the pending construction on US-101 in the Pismo Beach area, including supporting congestion mitigation efforts.
 - b. Liability costs, which have recently stabilized due to the RTA's good safety record, but the market continues to be extremely volatile due to the increasing number of catastrophic events globally.

In February 2026, staff was pleased to learn that workers compensation insurance provided by PRISM (Public Risk Innovation Solutions Management) is projected to be in line with prior years projected percentage rate increase, which is of note, especially in times of increasing wages. The premiums continue to be predictable and provide a welcome relief – especially with the realization that worker's compensation across all employment sectors, including for transit services, is especially challenging statewide as loss development trends for the state have not been favorable.

In late March 2026, staff received the estimated premium for our general liability and vehicle physical damage insurance policies. The annual premium cost for these two insurance policies is projected to be well below what was projected during the FY25-26 budget process. This is in large part due to an adjustment to the experience modification factor due to a collision in 2019 no longer being factored into the rolling evaluation period. In FY24-25 staff worked with an actuarial and due to this reduction in premiums, a portion of the decrease is being held for a possible increase to the self-insured retention from \$0 to \$25,000 in FY27-28. Staff continues to work with our employee committee that has evaluated workplace safety and has initiated a proactive program to reduce the number and severity of claims.

- c. Address staffing and retention, particularly in the Bus Operator classification.

The fiscal impact of the Collective Bargaining Agreement (CBA) approved by the Board in January 2026 is included.

Starting in FY24-25, the budget presentation has been updated to show the subcategories included in Labor – Operations in order to provide more understanding about the cost drivers. This helps as the agency looks at which subcategories would and would not be impacted by service level changes.

2. Continue efforts to implement Zero-Emission Bus technologies, including commissioning of four battery-electric buses (BEBs) that will be delivered in late 2026 and expansion of recharging infrastructure, including opportunity charging, for planned additional BEBs in the coming years.
 - Four diesel-powered buses purchased in 2013, with BEBs to arrive in the fall of 2026.
 - Three diesel-powered buses purchased in 2013, with BEBs to be ordered in the summer of 2026, and arrive in the fall of 2027.

Of note is the significant financial resources required for vehicle replacements, which is based the vehicle replacements and type included in the *RTA Zero Emission Rollout Plan* adopted by the Board in March 2023. It is also important to note that our annual budget plan show the year(s) that capital project expenditures occur – not necessarily the year(s) when we begin to apply for various funds through grant proposals for higher-cost projects such as bus purchases. This can be confusing to the casual reader, since SLOCOG and our other funding partners show the year(s) that funds are allocated to our capital projects rather than the year(s) the funds are expended.

3. State Transit Assistance (STA) funds are projected to be down in the region compared to the original FY25-26 allocation.

Staff continues to apply for the competitive funds from SLOCOG under the State of Good Repair program, and the RTA has applied for funding toward the replacement of vehicles which are included in the advisory FY27-28 budget.

4. Local Transportation Funds (LTF), which are used primarily for operating purposes, are also projected to be up slightly in the region. The RTA will continue to maximize all other funding sources first before determining the need for LTF.

LTF funds are derived from the statewide ¼ percent sales tax, and has traditionally been used to fund operations, but can be used for capital projects as well, although the FY25-26 capital budget does not include LTF funds.

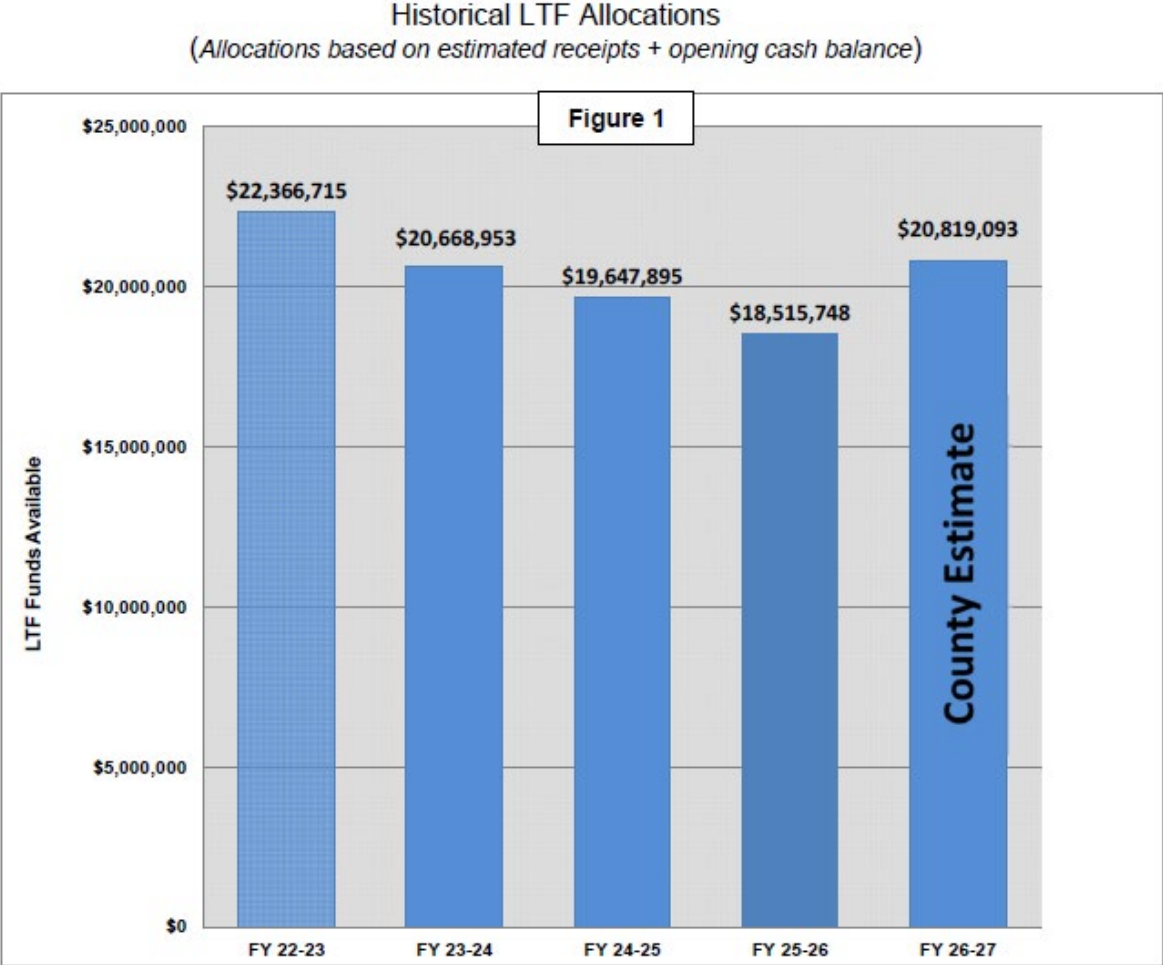
Staff acknowledges current LTF estimates to the region, as presented in the April 2, 2025 SLOCOG Agenda Item B-2. That staff report discusses the LTF coming into the region as:

Staff acknowledges current LTF estimates to the region, as presented in the April 1, 2026 SLOCOG Agenda Item B-2. That staff report discusses the LTF coming into the region as:

“2026/27 Local Transportation Fund (LTF)- \$20,819,093 (12.4% increase in LTF available for distribution)

The County Auditor estimates an opening cash balance of \$1,797,140 as of June 30, 2026, representing a 177% increase from FY 2025/26. The higher opening balance is primarily due to higher-than-anticipated LTF revenues received during FY 2025/26, which will be available for allocation in FY 2026/27. Projected FY 2026/27 LTF revenue deposits total \$19,021,953, inclusive of interest income. Combined with the opening cash balance, this results in \$20,819,093 available for distribution.

Figure 1 depicts the trend in LTF distributions.



The proposed South County budget includes LTF of \$1,494,450 for operations, which is an increase of \$52,550 from the amount included as an advisory FY26-27 total LTF projection which was presented at the April 2025 South County Transit Committee meeting. This is largely due using up prior fund balance available.

5. Federal Transit Administration (FTA) formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2025 are projected to be in line with the amount projected for FY26-27 when the FY25-26 budget was adopted in April 2025. However, recent

actions at the federal level suggest that changes in both the scale of project funding and scope of the projects that remain eligible will occur during the fiscal year and beyond.

Revised Revenue Assumptions

The overall Administration Expense for RTA core services is up by approximately 1% compared to FY25-26, when adjusted for a one-time increase for temporary staffing.

The proposed Service Delivery cost is up by roughly 9% from what was identified in the FY25-26 budget. The primary reason for this increase is associated with the increase in wages as identified in Collective Bargaining Agreement that covers Bus Operators, Mechanics, Parks Clerk and Utility employees, and rising insurance prices. In line with FY24-25, the labor for operations has been delineated more finely in four pertinent subcategories.

Capital Program

In line with FY25-26, the capital revenue breakdown has been shifted to be in line with the categories included in the Federal Transportation Improvement Program (FTIP, which is administered by SLOCOG) instead of by urbanized area because the funding is not received in that manner.

The focus of our capital program will be to secure replacements for vehicles that have reached their economically useful life.

It should be noted that a portion of the FY25-26 capital funds for fully funded projects, such as the bus stop improvements, is not carried over to the proposed FY26-27 budget. This will happen with a budget amendment after FY26-27 has started, and it is anticipated that the carryover will have no new financial impact to local jurisdictions because the funding had been previously secured.

Conclusion

Fiscal Year 2026-27 will be a particularly challenging year. We look forward to working with our customers, the SCTC and other stakeholders in providing stability and the highest quality of transportation services to residents of and visitors to our community. We believe that this budget reflects the path set by your Committee in previous years and, although we would like to do more, we believe that this budget provides the optimum levels of service within the confines of existing limited resources.

Staff Recommendation:

Recommend that the SCTC adopt the South County FY26-27 budget as presented.

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**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
OPERATING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted South County Budget	2026/27 Proposed South County Budget	2027/28 Projected South County Budget
FUNDING SOURCES:				
	GENERAL RESERVES	744,920	516,370	574,040
1.	ESTIMATED FUND BALANCE	744,920	516,370	574,040
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CASH FLOW REQUIREMENTS PER TDA	516,370	574,040	595,920
	OFFSET RESERVE TO CARRYOVER TO FUTURE FISCAL YEARS	-	-	-
	TOTAL	516,370	574,040	595,920
3.	FUND BALANCE AVAILABLE	228,550	(57,670)	(21,880)
<u>NON TDA SOURCES</u>				
	FARES	117,930	94,290	95,230
	MANAGEMENT CONTRACT	-	-	-
	INTEREST	-	-	-
	STATE TRANSIT ASSISTANCE (STA) INCLUDING SB1	260,340	243,540	245,000
	RURAL TRANSIT FUND (Including Administration)	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operating	-	-	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operating	998,080	1,090,100	1,107,470
	CUESTA CONTRIBUTION FOR ROUTE 12 AND 14	-	-	-
	CUESTA CONTRIBUTION NORTH COUNTY	-	-	-
	SPECIAL EVENTS REVENUE/OTHER	25,200	27,000	27,000
4.	SUB TOTAL	1,401,550	1,454,930	1,474,700
5.	TOTAL FUND BALANCE & NON TDA FUNDING	1,630,100	1,397,260	1,452,820
<u>TDA REQUIRED</u>				
	CITY OF ARROYO GRANDE	413,071	591,014	610,542
	CITY OF GROVER BEACH	287,361	411,150	424,735
	CITY OF PISMO BEACH	180,645	258,463	267,004
	COUNTY OF SAN LUIS OBISPO	163,423	233,823	241,549
	TDA REQUIREMENTS BEFORE 5311 EXCHANGE	1,044,500	1,494,450	1,543,830
	LESS: RURAL TRANSIT FUND/5311 EXCHANGE	-	-	-
6.	NET TDA REQUIREMENTS	1,044,500	1,494,450	1,543,830
7.	TOTAL FUNDING SOURCES	2,674,600	2,891,710	2,996,650
FUNDING USES:				
	ADMINISTRATION	430,720	436,540	451,730
	PERS BUYOUT	-	-	-
	SERVICE DELIVERY	2,208,590	2,417,440	2,505,910
	CONTINGENCY	35,290	37,730	39,010
9.	TOTAL FUNDING USES	2,674,600	2,891,710	2,996,650

Population Based

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
CAPITAL AND PLANNING REVENUE BUDGET FOR 2026/2027**

		2025/26 Adopted South County Capital Budget	2026/27 Proposed South County Capital Budget	2027/28 Projected South County Capital Budget
FUNDING SOURCES:				
	BEGINNING CAPITAL PROJECTS RESERVE	123,370	185,990	165,320
1.	ESTIMATED FUND BALANCE	123,370	185,990	165,320
2.	LESS REQUIRED RESERVES FOR FISCAL YEAR			
	CAPITAL PROJECTS RESERVE	185,990	165,320	207,750
	TOTAL	185,990	165,320	207,750
3.	FUND BALANCE AVAILABLE	(62,620)	20,670	(42,430)
NON TDA SOURCES				
	STATE TRANSIT ASSISTANCE (STA)	87,300	69,340	67,880
	LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)	-	-	-
	STATE OF GOOD REPAIR (SGR)	147,800	-	112,580
	SB125			
	Infrastructure (including fare program)	932,010	-	40,270
	Fixed Route Electric	291,640	-	289,460
	RURAL TRANSIT FUND (Capital)	454,300	45,830	-
	FEDERAL TRANSIT ADM (FTA) (Section 5307)			
	Fixed Route Electric	545,130	560,580	309,820
	Fixed Route Non-Electric	-	436,550	450,390
	Demand Response Electric	-	-	-
	Demand Response Non-Electric	-	-	-
	ADA Minivans	-	-	-
	Support Vehicles	5,280	9,000	4,310
	Trolley	-	-	-
	Bus Stop Improvements	28,110	21,220	21,540
	Dispatch Software Upgrade	-	-	-
	Vehicle Maintenance Equipment	5,620	5,900	5,830
	FEDERAL TRANSIT ADM (FTA) (Section 5339)			
	Vehicle Engine Rehab	140,280	-	-
	Fixed Route Electric	1,581,360	-	103,270
	Fixed Route Non-Electric	-	-	150,130
	Dial-A-Ride Vehicle Replacement	-	-	-
	OTHER	296,900	-	-
4.	SUB TOTAL	4,515,730	1,148,420	1,555,480
5.	TOTAL FUND BALANCE & NON TDA FUNDING	4,453,110	1,169,090	1,513,050
TDA REQUIRED				
	CITY OF ARROYO GRANDE	-	-	-
	CITY OF GROVER BEACH	-	-	-
	CITY OF PISMO BEACH	-	-	-
	COUNTY OF SAN LUIS OBISPO	-	-	-
	Population Based			
6.	TDA REQUIREMENTS FOR TIFIA LOAN REPAYMENT	-	-	-
7.	TOTAL FUNDING SOURCES	4,453,110	1,169,090	1,513,050
8.	FUNDING USES:			
	CAPITAL	3,513,970	608,510	1,809,000
	LOAN PAYMENTS	-	-	-
	SHORT RANGE TRANSIT PLAN	-	-	-
	REGIONAL CONTACTLESS FARE PAYMENT SYSTEM	82,910	-	-
	REGIONAL CONTACTLESS CHARGING	-	-	-
	REGIONAL BUS CHARGING PROJECTS	566,070	-	-
	MASTER PLANNING & IMPLEMENTION- OFFSITE FAST CHARGING	283,030	-	-
9.	TOTAL FUNDING USES	4,445,980	608,510	1,809,000

		Total Adopted Budget	Proposed Route 21 Budget	Proposed Route 24 Budget	Proposed Route 27 Budget	Proposed Route 28 Budget	Proposed Tripper Budget	Total Proposed Budget	Total Projected Budget
		FY 2025-26	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2026-27	FY 2027-28
South County									
	Measure:								
	Annual Hours	14,770	3,850	3,620	3,000	4,000	300	14,770	14,770
	Annual Miles	211,900	71,380	49,550	37,860	50,910	2,200	211,900	211,900
Administration:									
Total Administration (Net of Contracts)		\$ 430,720	\$ 124,140	\$ 105,460	\$ 85,350	\$ 114,070	\$ 7,520	\$ 436,540	\$ 451,730
Service Delivery:	Basis:								
Labor - Operations	hourly								
Bus Operators	hourly	\$1,020,750	\$ 303,800	\$ 285,650	\$ 236,730	\$ 315,640	\$ 23,670	\$ 1,165,490	\$ 1,209,350
Training Staff	hourly	\$ 68,910	\$ 18,480	\$ 17,380	\$ 14,400	\$ 19,200	\$ 1,440	\$ 70,900	\$ 72,470
Operations Supervisors/Schedulers	hourly	\$ 248,910	\$ 70,600	\$ 66,380	\$ 55,010	\$ 73,350	\$ 5,500	\$ 270,840	\$ 280,140
Ops. Mgt. / Oversight	hourly	\$ 78,370	\$ 22,570	\$ 21,220	\$ 17,590	\$ 23,450	\$ 1,760	\$ 86,590	\$ 88,730
Labor - Operations Workers Comp	hourly	\$ 62,790	\$ 18,580	\$ 17,470	\$ 14,480	\$ 19,310	\$ 1,450	\$ 71,290	\$ 74,900
Labor - Maintenance	miles	\$ 246,020	\$ 94,630	\$ 65,690	\$ 50,190	\$ 67,490	\$ 2,920	\$ 280,920	\$ 287,090
Labor - Maintenance Workers Comp	miles	\$ 13,100	\$ 5,070	\$ 3,520	\$ 2,690	\$ 3,620	\$ 160	\$ 15,060	\$ 15,920
Fuel	miles	\$ 194,670	\$ 56,820	\$ 39,440	\$ 30,140	\$ 40,520	\$ 1,750	\$ 168,670	\$ 172,880
Insurance	miles	\$ 142,110	\$ 49,980	\$ 34,690	\$ 26,510	\$ 35,650	\$ 1,540	\$ 148,370	\$ 162,040
Maintenance (parts, supplies, materials)	miles	\$ 115,220	\$ 40,570	\$ 28,170	\$ 21,520	\$ 28,940	\$ 1,250	\$ 120,450	\$ 124,170
Maintenance Contract Costs	miles	\$ 17,740	\$ 6,350	\$ 4,410	\$ 3,370	\$ 4,530	\$ 200	\$ 18,860	\$ 18,220
Total Operations		\$2,208,590	\$ 687,450	\$ 584,020	\$ 472,630	\$ 631,700	\$ 41,640	\$ 2,417,440	\$ 2,505,910
Capital/Studies:									
Total Capital Outlay		\$4,445,980	\$ 173,040	\$ 147,010	\$ 118,970	\$ 159,000	\$ 10,490	\$ 608,510	\$ 1,809,000
Contingency	hourly	\$ 35,290	\$ 9,830	\$ 9,250	\$ 7,660	\$ 10,220	\$ 770	\$ 37,730	\$ 39,010
Loan Repayment	operations cost	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL FUNDING USES		\$7,120,580	\$ 994,460	\$ 845,740	\$ 684,610	\$ 914,990	\$ 60,420	\$ 3,597,500	\$ 4,805,650
TOTAL NON-CAPITAL EXPENDITURES		\$2,674,600	\$ 821,420	\$ 698,730	\$ 565,640	\$ 755,990	\$ 49,930	\$ 2,891,710	\$ 2,996,650

SOUTH COUNTY TRANSIT COMMITTEE

MINUTES OF April 30, 2025

C-1

Members Present: Kassi Dee City of Grover Beach (Chairperson)
Dawn Ortiz-Legg County Supervisor, District 3
Ed Waage City of Pismo Beach (Vice-Chairperson)

Members Absent: Aileen Loe City of Arroyo Grande

Staff Present: Geoff Straw Executive Director
Tania Arnold Deputy Director and CFO
Omar McPherson Operations Manager
Anthony Kalvans Administrative Assistant

CALL TO ORDER AND ROLL CALL: The South County Transit Committee (SCTC) meeting was called to order at 9:02 am. Roll call was taken. A quorum was present.

PUBLIC COMMENTS:

There was no public comment given or received for any items not on the SCTC agenda.

BOARD ADMINISTRATIVE ITEMS

ELECTION OF OFFICERS: Elect Chairperson and Vice Chairperson.

Ms. Dawn Ortiz-Legg made a motion to elect **Ms. Kassi Dee** as Chair of the South County Transit Committee. **Mr. Ed Waage** seconded the motion. The motion was passed unanimously by those present via roll call vote:

<u>Member</u>	<u>Yes</u>	<u>No</u>	<u>Absent</u>
KASSI DEE	X		
AILEEN LOE			X
DAWN ORTIZ-LEGG	X		
ED WAAGE	X		

Chair Dee made a motion to elect **Mr. Waage** as Vice-Chair of the South County Transit Committee. **Ms. Ortiz Legg** seconded the motion. The motion was passed unanimously by those present via roll call vote:

<u>Member</u>	<u>Yes</u>	<u>No</u>	<u>Absent</u>
KASSI DEE	X		
AILEEN LOE			X
DAWN ORTIZ-LEGG	X		
ED WAAGE	X		

A. ACTION AGENDA

A-1 Fiscal Year 2025-26 Operating and Capital Budget (Approve)

Ms. Arnold presented the proposed South County Fiscal Year 2025-26 Operating and Capital Budget. The budget contains the Fiscal Year 25-26 constrained Operating and Capital Budget, and the Fiscal Year 26-27 unconstrained Operating and Capital Budget. As part of the budget, it was reported that tripper service for Arroyo Grande High School is set to start in the fall.

Mr. Geoff Straw presented the changes to South County Routes 27 and 28. He noted that the changes were originally approved when South County had a fully separate board from RTA.

Ms. Arnold addressed key uncertainties in the budget specifically noting U.S. Highway 101 construction and liability costs. She also noted some of the uncertainties regarding local, state, and federal funding sources. On a positive note, she highlighted that there are five Bus Operator candidates in training.

Ms. Arnold noted that there are some increased costs facing the RTA that will affect the South County fixed-routes. She specifically noted that service delivery costs are up 3%. She also highlighted the cost increases associated with upcoming fare enforcement and passenger surveying.

MEMBER COMMENTS:

Ms. Ortiz-Legg asked to explain the definition of tripper service. **Mr. Straw** said that it is a bus service that shadows the existing route but is synchronized to the school's bell schedule. He also noted that the tripper bus is open to the public and not just students.

Ms. Ortiz-Legg asked about the construction timeline for U.S. Highway 101 and which specific routes would be impacted. A discussion ensued regarding the timeline and impacts on different routes. It was specifically noted that Route 21 and the Avila Beach Trolley would be impacted by the construction.

Vice-Chair Waage commented on the uncertainties regarding the funding formulas.

Ms. Ortiz-Legg commented on classification standards for mid-size cutaway buses, noting challenges related to California Air Resources Board standards.

Chair Dee highlighted that the bus time to go from Ramona Gardens to the Pismo Beach Premium Outlets is long. **Mr. Straw** said that in the long term they are looking at creating a hub that could accommodate the South County Routes better and provide better connections to RTA Route 10.

PUBLIC COMMENT:

There was no public comment received regarding this item.

Vice-Chair Waage made a motion to adopt the staff recommendation for action agenda A-1, and **Ms. Ortiz-Legg** seconded the motion. The motion passed unanimously of those present via roll call vote:

<u>Member</u>	<u>Yes</u>	<u>No</u>	<u>Absent</u>
KASSI DEE	X		
AILEEN LOE			X
DAWN ORTIZ-LEGG	X		
ED WAAGE	X		

A-2 Appoint the Operations Manager to Represent SCTC on RTAC (Approve)

Mr. Straw presented the item and gave background regarding the current deficiencies in the bylaws and past quorum challenges for the Regional Transit Advisory Committee (RTAC). He asked the SCTC to approve appointing the position of Operations Manager as the designated representative and the position of Maintenance and Facilities Manager as the designated alternate.

MEMBER COMMENTS:

There were no comments from committee members regarding this agenda item.

PUBLIC COMMENT:

There was no public comment received regarding this item.

Ms. Ortiz-Legg made a motion to adopt the staff recommendation for action agenda item A-2, and **Vice-Chair Waage** seconded the motion. The motion passed unanimously of those present via roll call vote:

<u>Member</u>	<u>Yes</u>	<u>No</u>	<u>Absent</u>
KASSI DEE	X		
AILEEN LOE			X
DAWN ORTIZ-LEGG	X		
ED WAAGE	X		

B. INFORMATION AGENDA

B-1 Discuss Proposed Service & Fare Changes (Verbal)

Mr. Straw provided background on the proposed service changes as identified in the Short-Range Transit Plan and the challenges RTA has been facing since Santa Maria cut funding for Route 10. He noted that RTA has found ways to not fully eliminate the 8:33pm run and to increase early morning service for commuters going to work in Santa Maria. **Mr. Straw** also noted that RTA is proposing a change to its fare structure that will make it more streamlined and provide a faster boarding process.

MEMBER COMMENTS:

Ms. Ortiz-Legg asked about ways RTA gets feedback from riders. **Mr. Straw** noted the info email address that is monitored by Mr. Kalvans. **Mr. Omar McPherson** added that there have been onboard surveys soliciting feedback from the proposed changes. **Mr. Straw** added that over 160 surveys have been conducted and that RTA staff learned that riders board the bus at the Marion Medical Center Stop due to safety concerns at the Santa Maria Transit Center.

Chair Dee asked about any fare agreements opportunities with Santa Maria Transit. **Ms. Arnold** noted that while RTA has successful fare-sharing agreements with SLO Transit and Monterey Salinas Transit, RTA has not been able to get Santa Maria Transit to join.

PUBLIC COMMENT:

There was no public comment received regarding this item.

C. CONSENT AGENDA

C-1 South County Transit Committee Minutes of May 1, 2024 (Approve)

MEMBER COMMENTS:

There were no comments from committee members regarding this agenda item.

PUBLIC COMMENT:

There was no public comment received regarding this item.

Vice-Chair Waage made a motion approve the staff recommendation for consent agenda item C-1, and **Ms. Ortiz Legg** seconded the motion. The motion passed unanimously of those present via roll call vote:

<u>Member</u>	<u>Yes</u>	<u>No</u>	<u>Absent</u>
KASSI DEE	X		
AILEEN LOE			X
DAWN ORTIZ-LEGG	X		
ED WAAGE	X		

D. MEMBER COMMENTS

Vice-Chair Waage thanked Ms. Arnold for her hard work on the RTA's finances.

Chair Dee thanked Mr. Straw for attending the Grover Beach City Council meeting.

E. ADJOURNMENT

The meeting was adjourned at 9:53 AM

Respectfully Submitted,

Acknowledged by,

Anthony Kalvans
Administrative Assistant

Kassi Dee
SCTC Board Chairperson 2025