



AGENDA
REGIONAL TRANSIT ADVISORY COMMITTEE

Thursday, July 17, 2014
2:00 p.m. – 3:30 p.m.
San Luis Obispo Council of Governments
1114 Marsh Street
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 by contacting the RTA offices at 781-4833. Please note that 48 hours advance notice will be necessary to honor a 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 (Receive)
- A-3 Route Nomenclature (Receive)

B. ACTION AGENDA ITEMS:

- B-1 Introduce Potential Runabout Fare Program Changes (Recommend)
- B-2 North County Transit Consolidation Initial Results & Potential Revisions (Recommend)

C. CONSENT AGENDA ITEMS:

The following items are considered routine and non-controversial by staff and will be approved by one motion if no member of the RTAC or public wishes an 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 17, 2014 (Approve)

D. ADJOURNMENT

Next Meeting: October 16, 2014

REGIONAL TRANSIT ADVISORY COMMITTEE

July 17, 2014

STAFF REPORT

AGENDA ITEM: A-3
TOPIC: Route Nomenclature
PRESENTED BY: Gamaliel Anguiano and Phil Moores

STAFF RECOMMENDATION:

BACKGROUND/DISCUSSION:

From: Anguiano, Gamaliel [mailto:GAnguiano@slocity.org]
Sent: Thursday, July 10, 2014 11:54 AM
To: Anna Mafort
Subject: RE: Route Nomenclature

Here is what I included in SLO Transit's advisory body agenda. However, Geoff corrected that it would be a Route 9 that is introduced in Paso and not necessarily a 7 & 8. Please let me know if you need anything else.

Background

SLO Transit staff has been working with RTA staff to address a potential and upcoming issue with regard the nomenclature system for identifying routes. In short the issue is; SLO Transit operates Routes 1-6 and RTA now runs routes 7-15; as RTA will soon roll out two new routes in Paso identified as Routes 7 & 8. This leaves SLO Transit in an awkward situation of having to use route ID numbers 11, 13, 16 or a number after 16, for future routes, in order to avoid duplication with RTA route ID numbers and which could otherwise cause confusion for passengers.

Proposal

From now on, as both systems start planning for future routes, both agencies will adhere to a new and agreed upon system whereby; RTA will switch and only use Route ID numbers that are divisible by 10 and SLO Transit will use all other numbers in between these and in chronological order and as needed.

In other words RTA will switch and use route id numbers: 10, 20, 30, 40, 50, etc. for regional routes. Meanwhile, SLO Transit will use route ID numbers: 1-6, 11-19, 21-29, etc. for local routes. This way there is a consist and yet complimenting route ID structure between the two systems. This new approach won't be reflected in its entirety until the summer of next year when annual service changes tend to take place and create an opportunity for such changes to occur. In the mean time, both systems will start our planning processes of

new routes with this new nomenclature system in mind. A Press Release for the public/media regarding this change when the time is right next year.

For now we can anticipate RTA's numbers to change as following:

- 9 = 90 (or 30?)
- 10 = same
- 12 = 20
- 14 = 40
- 15 = 50
-

SLO Transit's next routes will start to use the following numbers:

- 1-6
- 11-19
- 21-29
- Etc.

Staff Recommendation

It is both systems hope to present a consistent and complimenting route ID system that is both beneficial to the riders and each systems potential growth. Please let me know if you have any questions about this new arrangement.

**REGIONAL TRANSIT ADVISORY COMMITTEE
JULY 17, 2014
STAFF REPORT**

AGENDA ITEM: B-1

TOPIC: Introduce Potential Runabout Fare Program Changes

ACTION: Authorize staff to present a Runabout fare increase at two public workshops to obtain feedback

PRESENTED BY: Geoff Straw

STAFF RECOMMENDATION: Direct staff to present a Runabout fare increase proposal at two public workshops in the County

BACKGROUND/DISCUSSION:

Executive Summary

Staff has explained at previous Board meetings various methods to reduce Runabout operating costs, since the subsidy per passenger-trip on Runabout is approximately \$60.00, while it is under \$4.00 on RTA fixed route services. As previously discussed, the demand for Runabout service – and resulting increases in service levels – has increased substantially in the past few years. If the trend continues, either fixed route service will need to be reduced or additional revenues will be required from the RTA jurisdictions to meet Runabout demand. ***This staff report focuses on fare-related changes RTA could implement to reduce the Runabout subsidy per passenger-trip, while also potentially slowing the increasing demand for Runabout services.***

In summary, staff is recommending that Runabout fares be increased to reflect the common practice (as permitted under ADA law) of setting complementary paratransit fares at twice the corresponding base fixed route cash fare. To meet RTA's public participation policies, staff is recommending that at least two workshops in September be conducted to present the Runabout funding/cost challenge and to solicit input on the proposed Runabout fare structure. Staff would then bring the issue back to the RTA Board for consideration at its November meeting.

The ensuing pages provide a vast array of data to support the need for a Runabout fare system amendment. This data would be greatly simplified as part of the public outreach effort.

Current Runabout Services and ADA Regulations

RTA operates Runabout service to meet the complementary paratransit requirement identified in the Americans with Disabilities Act of 1990. Specifically, public transit agencies that operate fixed route services must ensure that door-to-door complementary ADA paratransit services:

1. Are available during the same days and hours for persons that are unable to use fixed route services due to a transportation-related disability.
2. Are provided within $\frac{3}{4}$ -mile of each fixed route.
3. Charge no more than twice the comparable regular fixed route cash fare.
4. Exhibit no pattern of trip denials.

The RTA FY14-15 budget directs staff to bring a proposal to the Board if TDA or other funding shortfalls emerge, or if the collective bargaining agreement wages/benefits currently that were negotiated in early 2014 require it. While there is no immediate anticipated funding shortfall, the collective bargaining agreement resulted in higher expenses, which suggests a fare program revision should be considered. In addition, because there are fare inequities between the fixed route and Runabout services, an increased Runabout fare program should be considered. Finally, based on our partner South County Transit's desire to consider a fare increase for implementation in February 2015, it seems prudent to attempt to align with SCT's schedule.

Runabout provides complementary ADA paratransit services for the following fixed route systems in SLO County:

1. RTA fixed routes along the US101 and Highway 1 corridors, as well as in Los Osos.
2. San Luis Obispo Transit fixed routes operating in city limits and on the Cal Poly campus.
3. South County Transit fixed routes operating in the Five Cities Area.
4. Paso Express fixed routes operating in Paso Robles.
5. Seasonal trolley services operating in Morro Bay and Avila Beach.

Runabout service is tailored to closely match the fixed route daily hours of service and service days in each of these areas, based on when each service is operated. For example, the Avila Beach Trolley only operates Thursday through Sunday during the peak summer season, so Runabout is not available in Avila Beach Monday through Wednesday, or at all during the non-peak seasons. Another example is the peak period

service operated by SLO Transit during the Cal Poly academic year; when late-night service is reduced during the summer break and winter holiday seasons, Runabout ceases being available along those fixed route corridors during those late-night hours. Obviously, crossover occurs when more than one fixed route agency operates on the same corridor (i.e., South Higuera is served by RTA Route 10 and SLO Transit Route 2); in those cases, the days/hours are based on whichever fixed route service is still operating.

Current Fare Programs in the Region

The current Runabout fare program is based on zones that were adopted in August 2010, and these zonal fares do not approach double the fixed route fare level permitted under the ADA. See Table 1 below for details. As shown, the current maximum Runabout fare is \$6.25. It should be noted that it is the industry standard to charge twice the fixed route fare. Note that the internal Avila Beach fare on Runabout is shown as zero because the Avila Beach Trolley fixed route service is donation-only and by ADA law the complementary fare cannot exceed twice the fixed route fare (\$0.00 times two = \$0.00).

Table 2 below presents the fixed route cash fare matrix. When compared to the data in Table 1 above, it is clear that in many cases the comparable fixed route cash fare is higher than the current Runabout fare. As indicated in Table 2, the maximum fixed route cash fare is currently \$6.25, which includes transfers from South County Transit buses to RTA Route 10 in Pismo Beach, and then to relatively far destinations in North County or along the North Coast. It should be noted that Table 2 is somewhat simplified to correspond with the currently adopted Runabout fare matrix. In reality, transferring between South County Transit, Paso Express and Morro Bay Trolley local fixed routes and RTA regional routes technically require a greater cash fare outlay than shown in Table 2 – but the current Runabout fare matrix does not correctly address those additional cash fares. For example, the greatest actual cash fare is \$8.25, which includes transfers to/from the Morro Bay Trolley (\$1.25) to the Morro Bay transit center, RTA Route 12 Morro Bay to the SLO Government Center (\$2.50), RTA Route 9 from Government Center to the Paso Train Station (\$3.00) and Paso Express Route A (\$1.50). The ADA would permit a Runabout fare of \$16.50, although we currently only charge \$4.75 on Runabout – less than a third of the amount permitted.

It should also be noted that ADA law permits transit agencies to determine complementary ADA paratransit fares based on the fixed route(s) that would be used by a non-ADA passenger to travel from point A to point B. Take the example of a rider traveling from east Paso Robles to Cambria, which requires significant out-of-direction travel on the fixed route buses. The fixed route traveler would transfer from the Paso Express Route A to the Paso Train Station (\$1.50), on RTA Route 9 to the Government Center (\$3.00), and on RTA Routes 12 and 15 to Cambria (\$3.00). The fixed route traveler would pay a total cash fare of \$7.50, while the current Runabout fare would be \$5.75 – even though the ADA permits the Runabout to be twice the comparable fixed route fare, or \$15.00.

TABLE 1: CURRENT RUNABOUT FARE MATRIX

ORIGIN	DESTINATION																		
	Arroyo Grande	Atasc.	Avila Beach	Cambria	Cayucos	Cuesta Area	Grover Beach	Los Osos	Morro Bay	Nipomo	Oceano	Paso Robles	Pismo Beach	San Luis Obispo	San Miguel	San Simeon	Santa Marg.	Santa Maria	Temple.
Arroyo Grande	\$2.25	\$4.75	\$2.25	\$4.75	\$4.75	\$4.25	\$2.25	\$4.75	\$4.75	\$2.75	\$2.25	\$4.75	\$2.25	\$3.25	\$4.75	\$4.75	\$4.25	\$3.25	\$4.75
Atasc.	\$4.75	\$2.25	\$4.25	\$4.75	\$4.75	\$4.25	\$4.75	\$4.75	\$4.75	\$4.25	\$5.25	\$3.25	\$4.25	\$3.25	\$3.75	\$4.75	\$2.75	\$4.25	\$2.75
Avila Beach	\$2.25	\$4.25	\$0.00	\$4.25	\$4.25	\$4.25	\$2.25	\$5.00	\$4.25	\$3.25	\$2.25	\$4.25	\$2.25	\$2.75	\$4.25	\$4.25	\$4.25	\$3.75	\$4.25
Cambria	\$4.75	\$4.75	\$4.25	\$2.25	\$2.75	\$3.75	\$4.75	\$3.75	\$3.25	\$5.25	\$5.25	\$5.75	\$4.25	\$4.25	\$5.75	\$2.75	\$4.25	\$5.75	\$5.25
Cayucos	\$4.75	\$4.75	\$4.25	\$2.75	\$2.25	\$3.25	\$4.75	\$3.25	\$2.75	\$5.25	\$5.25	\$5.25	\$4.25	\$3.75	\$5.25	\$3.25	\$4.25	\$5.25	\$5.25
Cuesta Area	\$4.25	\$4.25	\$4.25	\$3.75	\$3.25	\$2.25	\$4.25	\$3.25	\$2.75	\$4.25	\$5.25	\$4.25	\$4.25	\$2.75	\$4.25	\$4.25	\$4.25	\$4.25	\$4.25
Grover Beach	\$2.25	\$4.75	\$2.25	\$4.75	\$4.75	\$4.25	\$2.25	\$4.75	\$4.75	\$2.75	\$2.25	\$4.75	\$2.25	\$3.25	\$4.75	\$4.75	\$4.25	\$3.25	\$4.75
Los Osos	\$4.75	\$4.75	\$5.00	\$3.75	\$3.25	\$3.25	\$4.75	\$2.25	\$2.75	\$5.25	\$5.25	\$5.25	\$5.00	\$3.75	\$5.25	\$4.25	\$4.25	\$5.75	\$5.25
Morro Bay	\$4.75	\$4.75	\$4.25	\$3.25	\$2.75	\$2.75	\$4.75	\$2.75	\$2.25	\$5.25	\$5.25	\$4.75	\$4.25	\$3.25	\$4.75	\$3.75	\$4.25	\$5.75	\$4.75
Nipomo	\$2.75	\$4.25	\$3.25	\$5.25	\$5.25	\$4.25	\$2.75	\$5.25	\$5.25	\$2.25	\$3.75	\$5.25	\$3.25	\$3.75	\$4.75	\$5.25	\$4.25	\$2.75	\$5.25
Oceano	\$2.25	\$5.25	\$2.25	\$5.25	\$5.25	\$5.25	\$2.25	\$5.25	\$5.25	\$3.75	\$2.25	\$5.25	\$2.25	\$3.75	\$5.25	\$5.25	\$5.25	\$3.75	\$5.25
Paso Robles	\$4.75	\$3.25	\$4.25	\$5.75	\$5.25	\$4.25	\$4.75	\$5.25	\$4.75	\$5.25	\$5.25	\$2.25	\$4.25	\$4.25	\$2.75	\$5.75	\$3.75	\$5.75	\$2.75
Pismo Beach	\$2.25	\$4.25	\$2.25	\$4.25	\$4.25	\$4.25	\$2.25	\$5.00	\$4.25	\$3.25	\$2.25	\$4.25	\$2.25	\$2.75	\$4.25	\$4.25	\$4.25	\$3.75	\$4.25
San Luis Obispo	\$3.25	\$3.25	\$2.75	\$4.25	\$3.75	\$2.75	\$3.25	\$3.75	\$3.25	\$3.75	\$3.75	\$4.25	\$2.75	\$2.25	\$4.75	\$4.75	\$2.75	\$4.25	\$3.75
San Miguel	\$4.75	\$3.75	\$4.25	\$5.75	\$5.25	\$4.25	\$4.75	\$5.25	\$4.75	\$4.75	\$5.25	\$4.25	\$4.25	\$4.75	\$2.25	\$6.25	\$4.25	\$5.75	\$3.25
San Simeon	\$4.75	\$4.75	\$4.25	\$2.75	\$3.25	\$4.25	\$4.75	\$4.25	\$3.75	\$5.25	\$5.25	\$5.75	\$4.25	\$4.75	\$6.25	\$2.25	\$4.25	\$5.75	\$5.25
Santa Marg.	\$4.25	\$2.75	\$4.25	\$4.25	\$4.25	\$4.25	\$4.25	\$4.25	\$4.25	\$4.25	\$5.25	\$3.75	\$4.25	\$2.75	\$4.25	\$4.25	\$2.25	\$5.75	\$3.25
Santa Maria	\$3.25	\$4.25	\$3.75	\$5.75	\$5.25	\$4.25	\$3.25	\$5.75	\$5.75	\$2.75	\$3.75	\$5.75	\$3.75	\$4.25	\$5.75	\$5.75	\$5.75	\$2.25	\$6.25
Temple.	\$4.75	\$2.75	\$4.25	\$5.25	\$5.25	\$4.25	\$4.75	\$5.25	\$4.75	\$5.25	\$5.25	\$2.75	\$4.25	\$3.75	\$3.25	\$5.25	\$3.25	\$6.25	\$2.25

TABLE 2: FIXED ROUTE FARE MATRIX

ORIGIN	DESTINATION																		
	Arroyo Grande	Atasc.	Avila Beach	Cambria	Cayucos	Cuesta Area	Grover Beach	Los Osos	Morro Bay	Nipomo	Oceano	Paso Robles	Pismo Beach	San Luis Obispo	San Miguel	San Simeon	Santa Marg.	Santa Maria	Temple.
Arroyo Grande	\$1.25	\$4.00	\$1.25	\$5.00	\$5.00	\$4.00	\$1.25	\$4.50	\$4.50	\$2.00	\$1.25	\$5.00	\$1.25	\$2.00	\$5.00	\$5.00	\$4.00	\$2.50	\$4.50
Atasc.	\$4.00	\$1.50	\$4.00	\$5.00	\$5.00	\$4.00	\$5.25	\$4.50	\$4.50	\$4.50	\$5.25	\$2.00	\$4.00	\$2.00	\$2.50	\$5.00	\$1.50	\$5.00	\$1.50
Avila Beach	\$1.25	\$4.00	\$0.00	\$5.00	\$5.00	\$4.00	\$1.25	\$4.50	\$4.50	\$2.00	\$1.25	\$5.00	\$1.25	\$2.00	\$6.00	\$1.50	\$4.00	\$2.50	\$4.50
Cambria	\$5.00	\$5.00	\$5.00	\$1.50	\$1.50	\$2.50	\$6.25	\$2.00	\$2.00	\$5.50	\$6.25	\$6.00	\$5.00	\$3.00	\$6.00	\$1.50	\$5.00	\$6.00	\$5.50
Cayucos	\$5.00	\$5.00	\$5.00	\$1.50	\$1.50	\$2.50	\$6.25	\$2.00	\$2.00	\$5.50	\$6.25	\$6.00	\$5.00	\$3.00	\$6.00	\$1.50	\$5.00	\$6.00	\$5.50
Cuesta Area	\$4.00	\$4.00	\$4.00	\$2.50	\$2.50	\$1.50	\$5.25	\$2.00	\$2.00	\$4.50	\$5.25	\$5.00	\$4.00	\$2.00	\$5.00	\$2.50	\$4.00	\$5.00	\$4.50
Grover Beach	\$1.25	\$5.25	\$1.25	\$6.25	\$6.25	\$5.25	\$1.25	\$5.75	\$5.75	\$3.25	\$1.25	\$6.25	\$1.25	\$3.25	\$6.25	\$6.25	\$5.25	\$3.75	\$5.75
Los Osos	\$4.50	\$4.50	\$4.50	\$2.00	\$2.00	\$2.00	\$5.75	\$1.50	\$1.50	\$5.00	\$5.75	\$5.50	\$4.50	\$2.50	\$5.50	\$2.00	\$4.50	\$5.50	\$5.00
Morro Bay	\$4.50	\$4.50	\$4.50	\$2.00	\$2.00	\$2.00	\$5.75	\$1.50	\$1.50	\$5.00	\$5.75	\$5.50	\$4.50	\$2.50	\$5.50	\$2.00	\$4.50	\$5.50	\$5.00
Nipomo	\$2.00	\$4.50	\$2.00	\$5.50	\$5.50	\$4.50	\$3.25	\$5.00	\$5.00	\$1.50	\$3.25	\$5.50	\$2.00	\$2.50	\$5.50	\$5.50	\$4.50	\$2.00	\$5.00
Oceano	\$1.25	\$5.25	\$1.25	\$6.25	\$6.25	\$5.25	\$1.25	\$5.75	\$5.75	\$3.25	\$1.25	\$6.25	\$1.25	\$3.25	\$6.25	\$6.25	\$5.25	\$3.75	\$5.75
Paso Robles	\$5.00	\$2.00	\$5.00	\$6.00	\$6.00	\$5.00	\$6.25	\$5.50	\$5.50	\$5.50	\$6.25	\$1.50	\$5.00	\$3.00	\$2.00	\$6.00	\$2.00	\$6.00	\$1.50
Pismo Beach	\$1.25	\$4.00	\$1.25	\$5.00	\$5.00	\$4.00	\$1.25	\$4.50	\$4.50	\$2.00	\$1.25	\$5.00	\$1.25	\$2.00	\$5.00	\$5.00	\$4.00	\$2.50	\$4.50
San Luis Obispo	\$2.00	\$2.00	\$2.00	\$3.00	\$3.00	\$2.00	\$3.25	\$2.50	\$2.50	\$2.50	\$3.25	\$3.00	\$2.00	\$1.25	\$3.00	\$3.00	\$2.00	\$3.00	\$2.50
San Miguel	\$5.00	\$2.50	\$5.00	\$6.00	\$6.00	\$5.00	\$6.25	\$5.50	\$5.50	\$5.50	\$6.25	\$2.00	\$5.00	\$3.00	\$1.50	\$6.00	\$2.50	\$6.00	\$2.00
San Simeon	\$5.00	\$5.00	\$5.00	\$1.50	\$1.50	\$2.50	\$6.25	\$2.00	\$2.00	\$5.50	\$6.25	\$6.00	\$5.00	\$3.00	\$6.00	\$1.50	\$5.00	\$6.00	\$5.50
Santa Marg.	\$4.00	\$1.50	\$4.00	\$5.00	\$5.00	\$4.00	\$5.25	\$4.50	\$4.50	\$4.50	\$5.25	\$2.00	\$4.00	\$2.00	\$2.50	\$5.00	\$1.50	\$5.00	\$1.50
Santa Maria	\$2.50	\$5.00	\$2.50	\$6.00	\$6.00	\$5.00	\$3.75	\$5.50	\$5.50	\$2.00	\$3.75	\$6.00	\$2.50	\$3.00	\$6.00	\$6.00	\$5.00	\$1.50	\$5.50
Temple.	\$4.50	\$1.50	\$4.50	\$5.50	\$5.50	\$4.50	\$5.75	\$5.00	\$5.00	\$5.00	\$5.75	\$1.50	\$4.50	\$2.50	\$2.00	\$5.50	\$1.50	\$5.50	\$1.50

The previous three RTA fixed route fare increases were implemented in 2010, 2008 and 2000. In all three instances, the fixed route cash fare was increased by \$0.25. The Runabout fares were also increased in 2010 by \$0.25 (not the permitted \$0.50 permitted under ADA law), but Runabout fares were not previously increased since 2000. As such, on both a relative and absolute basis, the fixed route fares over the past 14 years have increased a greater amount in comparison to Runabout fares.

Most of the transit systems in the counties abutting SLO County (Monterey, Fresno, Kings and Santa Barbara) abide by the double fixed route fare for their respective complementary ADA paratransit systems. Of the ten adjacent transit agencies, six set the complementary paratransit fare at twice the fixed route fare. Appendix A provides details for these nearby agencies, as well as in other parts of the State, split into local services and regional services. As shown, most agencies charge between 150% and 200% of the corresponding fixed route fare.

To get a better understanding of the trip patterns in the Runabout service area, staff evaluated a full 12-month period and those data are presented in the tables below. Table 3 shows the origin-destinations for 38,909 Runabout passenger-origins and passenger-destinations between June 1, 2013 and May 31, 2014. It should be noted that these data points were obtained through our RouteMatch computerized dispatch program, and counts both origins and destinations. The data was also adjusted to account for Cuesta Area trips that are currently batched within San Luis Obispo data.¹ As indicated, the greatest number of boardings and alightings occurred in San Luis Obispo (40.1% of total trips), followed by Paso Robles (13.5%) and Atascadero (9.2%) – cities that operate their own local Dial-A-Ride services. It is not surprising that per capita trip generation is also highest in San Luis Obispo (0.344 trips per capita), due to the high number of activity centers in the City. But it is interesting to note that Templeton, Morro Bay and Los Osos have the second through fourth highest trip generation rates. To some degree, the high per capita Runabout use in Templeton is expected, since Twin Cities Hospital and related healthcare providers – including a regional dialysis center – are located in Templeton. The 2011 elimination of general public Dial-A-Ride services in Los Osos might also help explain the relatively high preponderance of Runabout use, since that community had become accustomed to using demand response services.

¹ To estimate Cuesta Area trips, staff used the proportion of boardings/alightings along Highway 1 between SLO and Morro Bay for the month of March 2014, which recorded the highest number of passenger transactions over the 12-month period.

**TABLE 3: RUNABOUT ORIGIN-DESTINATION ANALYSIS
JUNE 2013 THROUGH MAY 2014**

Community	Internal Only (within community)			Internal-External			Combined Internal & External			Trips Per Capita (by Census Defined Place or City)		
	Total Internal Trips	Percent of Internal Trips	Rank	Total External Trips	Percent of External Trips	Rank	Total Combined Trips	Percent of Combined Trips	Rank	Population	Trips Per Capita	Rank
	Arroyo Grande	608	4.2%	4	970	4.0%	8	1,578	4.1%	8	17,284	0.091
Atascadero	779	5.4%	3	2,794	11.4%	3	3,573	9.2%	3	28,441	0.126	6
Avila Beach	0	0.0%	N/A	15	0.1%	17	15	0.0%	17	1,174	0.013	14
Cambria	0	0.0%	N/A	526	2.1%	12	526	1.4%	12	6,204	0.085	9
Cayucos	0	0.0%	N/A	92	0.4%	15	92	0.2%	15	2,431	0.038	11
Cuesta Area	0	0.0%	N/A	1,794	7.3%	5	1,794	4.6%	7	Not Avail.	N/A	N/A
Grover Beach	24	0.2%	9	943	3.8%	9	967	2.5%	9	13,194	0.073	10
Los Osos	436	3.0%	7	2,626	10.7%	4	3,062	7.9%	4	14,874	0.206	4
Morro Bay	558	3.9%	5	1,738	7.1%	6	2,296	5.9%	5	10,282	0.223	3
Nipomo	0	0.0%	N/A	143	0.6%	14	143	0.4%	14	16,747	0.009	15
Oceano	3	0.0%	10	266	1.1%	13	269	0.7%	13	7,543	0.036	12
Paso Robles	1,736	12.1%	2	3,511	14.3%	2	5,247	13.5%	2	29,770	0.176	5
Pismo Beach	238	1.7%	8	689	2.8%	10	927	2.4%	10	7,721	0.120	7
San Luis Obispo	9,496	66.1%	1	6,105	24.9%	1	15,601	40.1%	1	45,328	0.344	1
Santa Maria	0	0.0%	N/A	558	2.3%	11	558	1.4%	11	N/A	N/A	N/A
San Miguel	0	0.0%	N/A	9	0.0%	18	9	0.0%	18	2,822	0.003	17
San Simeon	0	0.0%	N/A	2	0.0%	19	2	0.0%	19	513	0.004	16
Santa Margarita	0	0.0%	N/A	28	0.1%	16	28	0.1%	16	1,556	0.018	13
Templeton	486	3.4%	6	1,736	7.1%	7	2,222	5.7%	6	7,200	0.309	2
Totals	14,364	100%	N/A	24,545	100%	N/A	38,909	100%	NA	213,084	0.183	

Appendix B depicts detailed origins-destination pairs for each community for the 12-month evaluation period. As shown, there are a large number of origin-destination trip pairs that were never requested during the 12-month evaluation period. For example, no trips were provided between Morro Bay and Avila Beach. It is also interesting to note that Runabout provided a great number of passenger-trips within communities that have existing demand response programs, including within Atascadero, Morro Bay and Paso Robles – but none within Nipomo. To some degree, that would be expected, since RTA directly dispatches both Runabout and Nipomo Dial-A-Ride. In addition, Runabout operates during days and hours that the local demand response services do not operate. Nonetheless, this suggests that there is some amount of duplication of demand response services in the county.

An important consideration is the proportion of short vs. long passenger trips, which are summarized in Table 4 below. As depicted, over 90% of Runabout passenger-trips are less than 25 miles. For reference, the distance between Templeton and San Luis Obispo is roughly 22 miles, while it is roughly 25 miles from Nipomo to San Luis Obispo. It is interesting to note that greater than 80% of Runabout trips are less than 15 miles, and those trips are relatively cost-efficient to provide. However, the opportunity to group rides is most reliably and efficiently provided when less than 5 miles in length. While passenger-trips greater than 25 miles represent less than 10% of total trips, these long trips require a substantial resource commitment and require the greatest amount of public subsidy.

TABLE 4: ORIGIN-DESTINATION TRIP LENGTHS & PERCENT TOTAL TRIPS

Trip Mileage	0 to 4	5 to 14	15 to 24	25 to 34	35 to 44	45 to 54	55+
% of Total Trips	39.80%	40.56%	10.22%	7.05%	1.15%	1.20%	0.02%

In total, there are only 14 origin-destination trip pairs provided in the past 12 months that individually represent greater than 2.0% of all trip pairs provided by Runabout.

Table 5 below depicts the proportional share of each origin-destination trip pair and the relative change in Runabout fare levels under the common twice the fixed route fare scenario. As depicted, Runabout trips within the City of San Luis Obispo represent the largest single origin-destination trip pair, at 24.41%. In total, these top 14 trip pairs represent 64.5% of all Runabout trips provided in the past 12 months. The table also demonstrates the inequities in Runabout fares between certain communities. As shown, Runabout fares between San Luis Obispo and Grover Beach are currently too low in comparison to the fare for similar trips in the County.

**TABLE 5: FREQUENT ORIGIN-DESTINATION TRIP PAIRS
& IMPACT OF FARE INCREASE**

Origin	Destination	% Total Runabout Trips	Current Runabout Fare	Twice Fixed Route Fare	Net Fare Increase	% Increase
San Luis Obispo	San Luis Obispo	24.41%	\$2.25	\$2.50	\$0.25	111.1%
Atascadero	Paso Robles	4.61%	\$3.25	\$4.00	\$0.75	123.1%
Paso Robles	Atascadero	4.74%	\$3.25	\$4.00	\$0.75	123.1%
San Luis Obispo	Los Osos	4.61%	\$3.75	\$5.00	\$1.25	133.3%
Paso Robles	Paso Robles	4.46%	\$2.25	\$3.00	\$0.75	133.3%
Los Osos	San Luis Obispo	2.84%	\$3.75	\$5.00	\$1.25	133.3%
Cuesta Area	San Luis Obispo	2.80%	\$2.75	\$4.00	\$1.25	145.5%
San Luis Obispo	Cuesta Area	2.78%	\$2.75	\$4.00	\$1.25	145.5%
Templeton	Paso Robles	2.52%	\$2.75	\$3.00	\$0.25	109.1%
Morro Bay	San Luis Obispo	2.28%	\$3.25	\$5.00	\$1.75	153.8%
San Luis Obispo	Morro Bay	2.29%	\$3.25	\$5.00	\$1.75	153.8%
Paso Robles	Templeton	2.17%	\$2.75	\$3.00	\$0.25	109.1%
San Luis Obispo	Grover Beach	2.02%	\$3.25	\$6.50	\$3.25	200.0%
Atascadero	Atascadero	2.00%	\$2.25	\$3.00	\$0.75	133.3%

Runabout Fare Program Alternatives

Alternative One: Status Quo

One alternative is to leave the current fare structure in place. However, given the very high subsidy per passenger-trip on Runabout services, as well as the existing fare disparities between fixed route and Runabout, the *Status Quo Alternative* does not seem equitable to fixed route riders. In addition since operating costs have increased over time due to escalating wages, fuel, liability and healthcare costs, the “do nothing alternative” is not financially sustainable.

*Alternative Two: Runabout Fares Twice Fixed Route Fares (**Staff-Preferred**)*

A second alternative is to increase the fare structure so that it is twice the comparable fixed route fare, as permitted under ADA law. Appendix C presents the new Runabout fare matrix between each origin and destination, while Appendix D presents the relative difference between the current fare matrix and the proposed new one. In summary, the maximum Runabout fare would increase from \$6.25 under the current Runabout fare matrix to as high as \$12.50, while the smallest fare increase would be from \$2.25 to \$2.50 within communities served by fixed routes with a \$1.25 base cash fare (San Luis Obispo, Arroyo Grande, Grover Beach, Oceano and Pismo Beach). In summary, there would be significant increases in Runabout fares for those riders whose fixed route rider counterparts require a transfer between fixed routes; this demonstrates the inequities in pricing between what fixed route riders pay in cash fares vs. what Runabout riders currently pay. Nonetheless, since this scenario normalizes the fares between fixed and Runabout services, there are actually instances where the Runabout fare decreases.

In terms of annual revenue impacts of increasing the Runabout fare to be twice the fixed route fares, a simple analysis suggests that – in the absence of any ridership impacts – annual Runabout fares would increase from approximately \$114,400 to \$166,780. This equates to a relative increase of 46%. This relatively large increase really drives home that point that there are both inequities in the current fixed route vs. Runabout fare structures, as well as under-pricing of Runabout services. However, price elasticity theory would suggest that increasing the price of an item typically results in fewer items being sold, which results in total revenues being less than the relative increase in the per item price. Nonetheless, this simple analysis drives home the point that the current Runabout fare structure should be revised.

Runabout fares would increase up to 163% in comparison the current Runabout fare program for very long and complex trips, while all internal trips (within a community) would increase by 33% or less. See Appendix E for details. It should be noted that very long and complex passenger-trips necessarily require the greatest subsidy, since these types of passenger-trips tie up a vehicle and Bus Operator for a relatively long time, and typically do not provide an opportunity to group passenger-trips together on the same vehicle.

It is important to stress that while the Runabout fare increases for complex and long-distance trips would be relatively large, the number of impacted persons would be very low based on the information depicted in Table 4 and Appendix B. For example, the fare increase for Runabout riders traveling between Paso Robles and Grover Beach would be 163% higher (from \$4.75 to \$12.50), although only one passenger-trip between these two locations were provided in the past 12 months. Another example of the maximum fare increase is between Grover Beach and Cayucos/Cambria/San Simeon, although zero passenger-trips were provided between these communities last year.

Alternative Three: Increase Runabout Fares Less Than Twice Fixed Route Fares

Another alternative is to increase the Runabout fare program to provide equity with current fixed route fares throughout the county, but not quite at the standard double fixed route fare level. Examples include 150% or 175% instead of the 200% level. It is relatively simple to develop “pivot tables” based on Table 2 above, and staff can create those upon request.

A slight twist to Alternative Three is to increase the fares by a level acceptable to the region (i.e., 175% or 150%), but to also cap the maximum fare charged. That cap could be based on the maximum fixed route cash fare, or a multiple of the Regional Day Pass (currently \$5.00).

Staff will present these options to the Regional Transportation Advisory Committee at its July 16th meeting, and report back at the September 3rd RTA Board meeting with an RTAC-recommended Runabout fare program. Pursuant to our public participation policy of fare changes, staff will then hold public workshops in late September around the county to obtain feedback on the proposed Runabout fare increase. Staff will include this information along with any adjustments on the proposed increase based on the feedback received, as well as input from the RTAC, at our November 5th meeting.

It is recommended that, should the Board decide to alter the Runabout fare structure at its November meeting, the fare increase would go into effect February 1, 2015.

Staff recommendation

Authorize the Executive Director to hold public workshops on the proposal to set the Runabout fares at twice the corresponding fixed route fare.

Appendix A -- Fixed Route vs. ADA Complementary Paratransit Fares

Fixed Route Provider	Base Fixed Route Fare	ADA Paratransit Provider	ADA Paratransit Fare	% DAR to FR
ADJACENT or NEARBY AGENCIES				
Santa Barbara MTD	\$1.75	EasyLift	\$3.50	200%
Monterey-Salinas Transit				
MST RIDES				
Local	\$1.50	=<2.7 mi	\$3.00	200%
Commuter	\$2.50	2.7 to 19.7 mi	\$5.00	200%
Regional	\$3.50	> 19.7 mi	\$7.00	200%
Santa Maria Area Transit	\$1.25	SMAT ADA Service	\$1.25	100%
Fresno Area Express	\$1.25	FAX Handy Ride	\$1.50	120%
City of Lompoc Transit				
COLT ADA Service				
Local Fixed Route	\$1.25	Local ADA	\$1.00	80%
Vandenberg Village/Mission Hills	\$2.00	Regional ADA	\$1.50	75%
Santa Ynez Valley Transit	\$1.50	SYVT DAR	\$1.75	117%
Santa Paula VISTA	\$1.75	VISTA DAR	\$3.50	200%
Santa Cruz MTD	\$2.00	ParaCruz	\$4.00	200%
Gold Coast Transit (Ventura)	\$1.50	ACCESS	\$3.00	200%
Golden Empire Transit (Bakersfield)	\$1.25	GET-A-Lift	\$2.50	200%

NON-ADJACENT LOCAL SERVICES				
LAVTA Wheels	\$2.00	Wheels DAR	\$3.00	
San Joaquin RTD	\$2.00	RTD DAR	\$3.00	
Yuba Sutter Transit Authority				
Yuba-Sutter Dial-A-Ride				
Local	\$1.00	Local	\$2.00	200%
Rural (2-3 days/wk)	\$2.00	N/A	N/A	
Commuter Express (Sacramento)	\$4.00	N/A	N/A	
County Connection (Contra Costa Co.)	\$2.00	LINK	\$4.00	200%
SamTrans (San Mateo County)				
RediWheels & RediCoast				
Local & Into SF	\$2.00	Local & Into SF	\$3.75	188%
Out of SF	\$4.00	SF req. transfers	Multiple fares	
KX Express	\$5.00	N/A	N/A	
Santa Clara VTA				
VTA Outreach				
Local	\$2.00	Local	\$4.00	200%
Express	\$4.00	N/A	N/A	
Sacramento RT	\$2.50	Paratransit	\$5.00	200%

NON-ADJACENT REGIONAL SERVICES				
Sonoma County Transit				
Sonoma County Paratransit				
Local	\$1.25	Local	\$2.50	200%
Zone 2	\$1.85	Zone 2	\$3.65	197%
Zone 3	\$2.45	Zone 3	\$4.80	196%
Zone 4	\$3.05	Zone 4	\$5.95	195%
Zone 5	\$3.65	Zone 5	\$7.10	195%
Yolo County Transit District				
Yolobus Special				
Regular	\$2.00	Regular	\$3.00	150%
Express	\$3.00	Intercity	\$4.00	133%
Napa VINE				
VINE Paratransit				
Local	\$1.50	Local	\$3.00	200%
Regional	\$3.25	Regional	\$6.00	185%
Tri-Delta Transit (Antioch/Pittsburg)				
Tri-Delta Paratransit				
Local	\$2.00	Local	\$2.75	138%
Regional Commuter Express	\$2.50	Reg'l Commuter	\$5.50	220%
Santa Clarita Transit				
Access Services, Inc.				
Local	\$1.00	Local	\$2.00	200%
San Fernando Valley	\$2.50	SFV	\$6.00	240%
To or From the L.A. Basin	\$3.75	L.A. Basin	\$6.00	160%
Antelope Valley	\$4.25	Antelope	\$7.00	165%
Omnitrans (San Bernardino)				
Omnitrans Access				
Local	\$1.50	1 - 3 Zone Trip	\$2.75	183%
		4 Zone Trip	\$3.75	N/A
		5 Zone Trip	\$4.75	N/A
		6 Zone Trip	\$5.75	N/A
Redding Area Bus Agency				
RABA Paratransit				
Local	\$1.50	Local	\$3.00	200%
Each Zone Change	\$0.40	Each Zone	\$0.75	188%
Fairfield-Suisun Transit				
DART				
Local	\$1.50	Local	\$3.00	200%
Vacaville service	\$2.75	Vacaville	\$5.00	182%

Golden Gate Transit Fixed Route Fares - July 1, 2014						
BusZone	San Francisco	Marin County			Sonoma County	
	1	2	3	4	5	6
1 (San Francisco)	\$4.50	\$5.00	\$6.25	\$7.50	\$10.75	\$11.75
2 (Sausalito, Marin City, Mill Valley, Tiburon, Belvedere)	\$5.00				\$7.50	\$8.75
3 (Corte Madera, Larkspur, Greenbrae, Kentfield, Ross, San Anselmo, Fairfax, Manor, San Rafael, Santa Venetia, Terra Linda, Marinwood, Lucas Valley)	\$6.25		\$2.00		\$6.25	\$7.50
4 (Ignacio, Hamilton, Novato, San Marin)	\$7.50				\$5.00	\$6.25
5 (Petaluma, Cotati, Rohnert Park)	\$10.75	\$7.50	\$6.25	\$5.00	\$4.50	
6 (Santa Rosa)	\$11.75	\$8.75	\$7.50	\$6.25		

Marin Transit ADA Regional Paratransit Service Fares - July 1, 2014						
BusZone	San Francisco	Marin County			Sonoma County	
	1	2	3	4	5	6
1 (San Francisco)	Service provided SF Muni	\$8.25	\$10.25	\$12.50	\$17.25	\$19.50
2 (Sausalito, Marin City, Mill Valley, Tiburon, Belvedere)	\$8.25				\$12.50	\$14.75
3 (Corte Madera, Larkspur, Greenbrae, Kentfield, Ross, San Anselmo, Fairfax, Manor, San Rafael, Santa Venetia, Terra Linda, Marinwood, Lucas Valley)	\$10.25		\$2.25		\$10.25	\$12.50
4 (Ignacio, Hamilton, Novato, San Marin)	\$12.50				\$8.25	\$10.25
5 (Petaluma, Cotati, Rohnert Park)	\$17.25	\$12.50	\$10.25	\$8.25	\$7.25	
6 (Santa Rosa)	\$19.50	\$14.75	\$12.50	\$10.25		
BusZone	San Francisco	Marin County			Sonoma County	
	1	2	3	4	5	6
1	NA	165%	164%	167%	160%	166%
2	165%				167%	169%
3	164%	113%			164%	167%
4	167%				165%	164%
5	160%	167%	164%	165%	161%	
6	166%	169%	167%	164%		

Appendix B
Runabout Trip Pairs by Community, June 1, 2013 through May 30, 2014

	DESTINATION																		Totals	% Total	
	Arroyo Grande	Atascadero	Avila Beach	Cambria	Cayucos	Cuesta Area	Grover Beach	Los Osos	Morro Bay	Nipomo	Oceano	Paso Robles	Pismo Beach	San Luis Obispo	Santa Maria	San Miguel	San Simeon	Santa Margarita			Templeton
Arroyo Grande	608	65	1	6	4		226	21	14	146	182	31	317	505	39				21	1,578	4.1%
Atascadero	71	779		1	4		10	8	17			1,795	8	289				3	659	3,573	9.2%
Avila Beach	1						6				3		2	4						15	0.0%
Cambria	5	1			19			264	4			17	1	120					100	526	1.4%
Cayucos	3	4		18				4	15		1			50						92	0.2%
Cuesta Area							96	610						1,088						1,794	4.6%
Grover Beach	221	9	6			112	24	2	1	17	22	1	53	718	2					967	2.5%
Los Osos	22	9		261	4	682	1	436	341	1	14	202	4	1,104	3					3,062	7.9%
Morro Bay	6	18		2	15		1	377	558	1	0	223	2	888	206			1	4	2,296	5.9%
Nipomo	112						19		1		1	2	29	45	45				1	143	0.4%
Oceano	186		3				22	15		1	3		157	67	1					269	0.7%
Paso Robles	29	1,846		17				201	150			1,736		447	1	6			843	5,247	13.5%
Pismo Beach	335	10	2	1			52	7	2	28	165	12	238	296	112				2	927	2.4%
San Luis Obispo	403	302	3	117	40	1,081	786	1,794	891	47	68	436	262	9,496	164		2	15	97	15,601	40.1%
Santa Maria	34						14	4	209	50	1	5	105	169					1	558	1.4%
San Miguel		1										6		1					1	9	0.0%
San Simeon														2						2	0.0%
Santa Margarita		3							1					15					9	28	0.1%
Templeton	19	516		99				2	4	1		981	3	121	1			8	486	2,222	5.7%
Totals	2,055	3,563	15	522	86	1,875	1,257	3,745	2,208	292	460	5,447	1,181	15,425	574	6	2	27	2,224		
% Total	5.0%	8.7%	0.0%	1.3%	0.2%	4.6%	3.1%	9.1%	5.4%	0.7%	1.1%	13.3%	2.9%	37.7%	1.4%	0.0%	0.0%	0.1%	5.4%		

ORIGIN

Appendix C: RUNABOUT FARES AT TWICE THE FIXED ROUTE FARE

ORIGIN	DESTINATION																		
	Arroyo Grande	Atasc.	Avila Beach	Cambria	Cayucos	Cuesta Area	Grover Beach	Los Osos	Monro Bay	Nipomo	Oceano	Paso Robles	Pismo Beach	San Luis Obispo	San Miguel	San Simeon	Santa Marg.	Santa Maria	Temple.
Arroyo Grande	\$2.50	\$8.00	\$2.50	\$10.00	\$10.00	\$8.00	\$2.50	\$9.00	\$9.00	\$4.00	\$2.50	\$10.00	\$2.50	\$4.00	\$10.00	\$10.00	\$8.00	\$5.00	\$9.00
Atasc.	\$8.00	\$3.00	\$8.00	\$10.00	\$10.00	\$8.00	\$10.50	\$9.00	\$9.00	\$9.00	\$10.50	\$4.00	\$8.00	\$4.00	\$5.00	\$10.00	\$3.00	\$10.00	\$3.00
Avila Beach	\$2.50	\$8.00	\$0.00	\$10.00	\$10.00	\$8.00	\$2.50	\$9.00	\$9.00	\$4.00	\$2.50	\$10.00	\$2.50	\$4.00	\$10.00	\$10.00	\$8.00	\$5.00	\$9.00
Cambria	\$10.00	\$10.00	\$10.00	\$3.00	\$3.00	\$5.00	\$12.50	\$4.00	\$4.00	\$11.00	\$12.50	\$12.00	\$10.00	\$6.00	\$12.00	\$3.00	\$10.00	\$12.00	\$11.00
Cayucos	\$10.00	\$10.00	\$10.00	\$3.00	\$3.00	\$5.00	\$12.50	\$4.00	\$4.00	\$11.00	\$12.50	\$10.00	\$10.00	\$6.00	\$12.00	\$3.00	\$10.00	\$12.00	\$11.00
Cuesta Area	\$8.00	\$8.00	\$8.00	\$5.00	\$5.00	\$3.00	\$10.50	\$4.00	\$4.00	\$9.00	\$10.50	\$8.00	\$8.00	\$4.00	\$10.00	\$5.00	\$8.00	\$10.00	\$9.00
Grover Beach	\$2.50	\$10.50	\$2.50	\$12.50	\$12.50	\$10.50	\$2.50	\$11.50	\$11.50	\$6.50	\$2.50	\$2.50	\$2.50	\$6.50	\$12.50	\$12.50	\$10.50	\$7.50	\$11.50
Los Osos	\$9.00	\$9.00	\$9.00	\$4.00	\$4.00	\$4.00	\$11.50	\$3.00	\$3.00	\$10.00	\$11.50	\$9.00	\$9.00	\$5.00	\$11.00	\$4.00	\$9.00	\$11.00	\$10.00
Monro Bay	\$9.00	\$9.00	\$9.00	\$4.00	\$4.00	\$4.00	\$11.50	\$3.00	\$3.00	\$10.00	\$11.50	\$9.00	\$9.00	\$5.00	\$11.00	\$4.00	\$9.00	\$11.00	\$10.00
Nipomo	\$4.00	\$9.00	\$4.00	\$11.00	\$11.00	\$9.00	\$6.50	\$10.00	\$10.00	\$3.00	\$6.50	\$4.00	\$4.00	\$5.00	\$11.00	\$11.00	\$9.00	\$4.00	\$10.00
Oceano	\$2.50	\$10.50	\$2.50	\$12.50	\$12.50	\$10.50	\$2.50	\$11.50	\$11.50	\$6.50	\$2.50	\$2.50	\$2.50	\$6.50	\$12.50	\$12.50	\$10.50	\$7.50	\$11.50
Paso Robles	\$10.00	\$4.00	\$10.00	\$12.00	\$12.00	\$10.00	\$12.50	\$11.00	\$11.00	\$11.00	\$12.50	\$3.00	\$10.00	\$6.00	\$4.00	\$12.00	\$4.00	\$12.00	\$3.00
Pismo Beach	\$2.50	\$8.00	\$2.50	\$10.00	\$10.00	\$8.00	\$2.50	\$9.00	\$9.00	\$4.00	\$2.50	\$10.00	\$2.50	\$4.00	\$10.00	\$10.00	\$8.00	\$5.00	\$9.00
San Luis Obispo	\$4.00	\$4.00	\$4.00	\$6.00	\$6.00	\$4.00	\$6.50	\$5.00	\$5.00	\$5.00	\$6.50	\$6.00	\$4.00	\$2.50	\$6.00	\$6.00	\$4.00	\$6.00	\$5.00
San Miguel	\$10.00	\$5.00	\$10.00	\$12.00	\$12.00	\$10.00	\$12.50	\$11.00	\$11.00	\$11.00	\$12.50	\$4.00	\$10.00	\$6.00	\$3.00	\$12.00	\$5.00	\$12.00	\$4.00
San Simeon	\$10.00	\$10.00	\$10.00	\$3.00	\$3.00	\$5.00	\$12.50	\$4.00	\$4.00	\$11.00	\$12.50	\$10.00	\$10.00	\$6.00	\$12.00	\$3.00	\$10.00	\$12.00	\$11.00
Santa Marg.	\$8.00	\$3.00	\$8.00	\$10.00	\$10.00	\$8.00	\$10.50	\$9.00	\$9.00	\$9.00	\$10.50	\$8.00	\$8.00	\$4.00	\$5.00	\$10.00	\$3.00	\$10.00	\$3.00
Santa Maria	\$5.00	\$10.00	\$5.00	\$12.00	\$12.00	\$10.00	\$7.50	\$11.00	\$11.00	\$4.00	\$7.50	\$12.00	\$5.00	\$6.00	\$12.00	\$12.00	\$10.00	\$3.00	\$11.00
Temple.	\$9.00	\$3.00	\$9.00	\$11.00	\$11.00	\$9.00	\$11.50	\$10.00	\$10.00	\$10.00	\$11.50	\$3.00	\$9.00	\$5.00	\$4.00	\$11.00	\$3.00	\$11.00	\$3.00

Appendix D: INCREASE IN CURRENT vs. DOUBLE FIXED ROUTE FARES

		DESTINATION																	
		Arroyo Grande	Atasc.	Avila Beach	Cambria	Cayucos	Cuesta Area	Grover Beach	Los Osos	Morro Bay	Nipomo	Oceano	Paso Robles	Pismo Beach	San Luis Obispo	San Miguel	San Simeon	Santa Marg.	Santa Maria
Arroyo Grande	\$0.25	\$3.25	\$0.25	\$5.25	\$5.25	\$3.75	\$0.25	\$4.25	\$4.25	\$1.25	\$0.25	\$5.25	\$0.25	\$0.75	\$5.25	\$5.25	\$3.75	\$1.75	\$4.25
Atasc.	\$3.25	\$0.75	\$3.75	\$5.25	\$5.25	\$3.75	\$5.75	\$4.25	\$4.25	\$4.75	\$5.25	\$0.75	\$3.75	\$0.75	\$1.25	\$0.25	\$0.25	\$5.75	\$0.25
Avila Beach	\$0.25	\$3.75	\$0.00	\$5.75	\$5.75	\$3.75	\$0.25	\$4.00	\$4.75	\$0.75	\$0.25	\$5.75	\$0.25	\$1.25	\$5.75	\$5.75	\$3.75	\$1.25	\$4.75
Cambria	\$5.25	\$5.25	\$5.75	\$0.75	\$0.25	\$1.25	\$7.75	\$0.25	\$0.75	\$5.75	\$7.25	\$6.25	\$5.75	\$1.75	\$6.25	\$0.25	\$5.75	\$6.25	\$5.75
Cayucos	\$5.25	\$5.25	\$5.75	\$0.25	\$0.75	\$1.75	\$7.75	\$0.75	\$1.25	\$5.75	\$7.25	\$6.75	\$5.75	\$2.25	\$6.75	(\$0.25)	\$5.75	\$6.75	\$5.75
Cuesta Area	\$3.75	\$3.75	\$3.75	\$1.25	\$1.75	\$0.75	\$6.25	\$0.75	\$1.25	\$4.75	\$5.25	\$5.75	\$3.75	\$1.25	\$5.75	\$0.75	\$3.75	\$5.75	\$4.75
Grover Beach	\$0.25	\$5.75	\$0.25	\$7.75	\$7.75	\$6.25	\$0.25	\$6.75	\$6.75	\$3.75	\$0.25	\$7.75	\$0.25	\$3.25	\$7.75	\$7.75	\$6.25	\$4.25	\$6.75
Los Osos	\$4.25	\$4.25	\$4.00	\$0.25	\$0.75	\$0.75	\$6.75	\$0.75	\$0.25	\$4.75	\$6.25	\$5.75	\$4.00	\$1.25	\$5.75	(\$0.25)	\$4.75	\$5.25	\$4.75
Morro Bay	\$4.25	\$4.25	\$4.75	\$0.75	\$1.25	\$1.25	\$6.75	\$0.25	\$0.75	\$4.75	\$6.25	\$6.25	\$4.75	\$1.75	\$6.25	\$0.25	\$4.75	\$5.25	\$5.25
Nipomo	\$1.25	\$4.75	\$0.75	\$5.75	\$5.75	\$4.75	\$3.75	\$4.75	\$4.75	\$0.75	\$2.75	\$5.75	\$0.75	\$1.25	\$6.25	\$5.75	\$4.75	\$1.25	\$4.75
Oceano	\$0.25	\$5.25	\$0.25	\$7.25	\$7.25	\$5.25	\$0.25	\$6.25	\$6.25	\$2.75	\$0.25	\$7.25	\$0.25	\$2.75	\$7.25	\$7.25	\$5.25	\$3.75	\$6.25
Paso Robles	\$5.25	\$0.75	\$5.75	\$6.25	\$6.75	\$5.75	\$7.75	\$5.75	\$6.25	\$5.75	\$7.25	\$0.75	\$5.75	\$2.75	\$1.25	\$6.25	\$0.25	\$6.25	\$0.25
Pismo Beach	\$0.25	\$3.75	\$0.25	\$5.75	\$5.75	\$3.75	\$0.25	\$4.00	\$4.75	\$0.75	\$0.25	\$5.75	\$0.25	\$1.75	\$5.75	\$5.75	\$3.75	\$1.25	\$4.75
San Luis Obispo	\$0.75	\$0.75	\$1.25	\$1.75	\$2.25	\$1.25	\$3.25	\$1.25	\$1.75	\$1.25	\$2.75	\$1.75	\$1.25	\$0.25	\$1.25	\$1.25	\$1.25	\$1.75	\$1.25
San Miguel	\$5.25	\$1.25	\$5.75	\$6.25	\$6.75	\$5.75	\$7.75	\$5.75	\$6.25	\$6.25	\$7.25	\$1.25	\$5.75	\$1.25	\$0.75	\$5.75	\$0.75	\$6.25	\$0.75
San Simeon	\$5.25	\$5.25	\$5.75	\$0.25	\$0.25	\$0.75	\$7.75	\$0.25	\$0.25	\$5.75	\$7.25	\$6.25	\$5.75	\$1.25	\$5.75	\$0.75	\$5.75	\$6.25	\$5.75
Santa Marg.	\$3.75	\$0.25	\$3.75	\$5.75	\$5.75	\$3.75	\$6.25	\$4.75	\$4.75	\$4.75	\$5.25	\$0.25	\$3.75	\$1.25	\$0.75	\$5.75	\$0.75	\$4.25	(\$0.25)
Santa Maria	\$1.75	\$5.75	\$1.25	\$6.25	\$6.75	\$5.75	\$4.25	\$5.25	\$5.25	\$1.25	\$3.75	\$6.25	\$1.25	\$1.75	\$6.25	\$6.25	\$4.25	\$0.75	\$4.75
Temple.	\$4.25	\$0.25	\$4.75	\$5.75	\$5.75	\$4.75	\$6.75	\$4.75	\$5.25	\$4.75	\$6.25	\$0.25	\$4.75	\$1.25	\$0.75	\$5.75	(\$0.25)	\$4.75	\$0.75

Appendix E: PERCENTAGE INCREASE RUNABOUT FARES

ORIGIN	DESTINATION															Temple.			
	Arroyo Grande	Atasc.	Avila Beach	Cambria	Cayucos	Cuesta Area	Grover Beach	Los Osos	Morro Bay	Nipomo	Oceano	Paso Robles	Pismo Beach	San Luis Obispo	San Miguel		San Simeon	Santa Marg.	Santa Maria
Arroyo Grande	11%	68%	11%	111%	111%	88%	11%	89%	89%	45%	11%	111%	11%	23%	111%	111%	88%	54%	89%
Atasc.	68%	33%	88%	111%	111%	88%	121%	89%	89%	112%	100%	23%	88%	23%	111%	9%	9%	135%	9%
Avila Beach	11%	88%	N/A	135%	135%	88%	11%	80%	112%	23%	11%	135%	11%	45%	135%	88%	88%	33%	112%
Cambria	111%	111%	135%	33%	9%	33%	163%	7%	23%	110%	138%	109%	135%	41%	9%	135%	109%	109%	110%
Cayucos	111%	111%	135%	9%	33%	54%	163%	23%	45%	110%	138%	129%	135%	60%	-8%	135%	129%	129%	110%
Cuesta Area	88%	88%	88%	33%	54%	33%	147%	23%	45%	112%	100%	135%	88%	45%	18%	88%	135%	135%	112%
Grover Beach	11%	121%	11%	163%	163%	147%	11%	142%	142%	136%	11%	163%	11%	100%	163%	147%	147%	131%	142%
Los Osos	89%	89%	80%	7%	23%	23%	142%	33%	9%	90%	119%	110%	80%	33%	-6%	112%	112%	91%	90%
Morro Bay	89%	89%	112%	23%	45%	142%	142%	9%	33%	90%	119%	132%	112%	54%	7%	112%	91%	91%	111%
Nipomo	45%	112%	23%	110%	110%	112%	136%	90%	90%	33%	73%	110%	23%	33%	110%	112%	45%	45%	90%
Oceano	11%	100%	11%	138%	138%	100%	11%	119%	119%	73%	11%	138%	11%	73%	138%	100%	7%	100%	119%
Paso Robles	111%	23%	135%	109%	129%	135%	163%	110%	132%	110%	138%	33%	135%	41%	109%	109%	109%	109%	9%
Pismo Beach	11%	88%	11%	135%	135%	88%	11%	80%	112%	23%	11%	135%	11%	45%	135%	88%	88%	33%	112%
San Luis Obispo	23%	23%	45%	41%	60%	45%	100%	33%	54%	33%	73%	41%	45%	11%	26%	45%	41%	41%	33%
San Miguel	111%	33%	135%	109%	129%	135%	163%	110%	132%	132%	138%	26%	135%	26%	92%	18%	109%	109%	23%
San Simeon	111%	111%	135%	9%	-8%	18%	163%	-6%	7%	110%	138%	135%	135%	26%	33%	135%	109%	109%	110%
Santa Marg.	88%	9%	88%	135%	135%	88%	147%	112%	112%	112%	100%	88%	88%	45%	18%	33%	74%	74%	-8%
Santa Maria	54%	135%	33%	109%	129%	135%	131%	91%	91%	45%	100%	109%	33%	41%	109%	74%	33%	33%	76%
Temple.	89%	9%	112%	110%	110%	112%	142%	90%	111%	90%	119%	9%	112%	33%	110%	-8%	76%	76%	33%

ORIGIN

REGIONAL TRANSIT ADVISORY COMMITTEE
July 17, 2014
STAFF REPORT

AGENDA ITEM: B-2

TOPIC: North County Transit Consolidation Initial Results & Potential Revisions

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Discuss and Provide Advice

BACKGROUND/DISCUSSION:

Below is a recap of the North County Transit Consolidation, which was implemented on June 1, 2014. This consolidation included:

1. RTA assumption of Paso Express Routes A and B, as well as Paso Express Dial-A-Ride.
2. RTA Route 9 was expanded to replace the areas formerly served by the Atascadero El Camino Shuttle and by Paso Express Route C. In addition, Route 9 was revised to provide afternoon service to the Cal Poly campus prior to providing northbound trips originating from the SLO Government Center.
3. Fare Changes:
 - a. Child fares were revised to be based upon height rather than stated age.
 - b. Fare-free fixed route rides for ADA/Runabout riders was extended to Paso Express Routes A & B services to attempt to reduce Runabout demand/costs for certain trips. RTA will continue to seek this same program on SLO Transit and Morro Bay Transit buses (RTA could reimburse these two agencies on a monthly basis).
 - c. RTA added a new fixed route fare zone for Templeton, so that travel between Atascadero and Templeton remains the same as it was prior to the consolidation (\$1.50 regular/ \$0.75 discount). In addition, the fare for travel from Paso Robles to Templeton remained the same as it was on the prior Paso Route C service (\$1.50 regular/ \$0.75 discount).
 - d. RTA increased the cash fare between Paso Robles and San Luis Obispo from \$2.50 to \$3.00 (discount fares were increased from \$1.25 to \$1.50). This provides distance/cost equity for Route 10 passengers who travel between Santa Maria and San Luis Obispo.

- e. The RTA 31-Day Pass is valid for travel on both RTA regional and local Paso Express fixed routes (\$44.00 regular and \$22.00 discounted – already lower priced than Paso’s 31-day pass @ \$45.00 regular and \$22.50 discount).
 - f. Only the Regional Day Pass is now available in North County (\$5.00 regular – no discounted passes). The Paso Express Daily Pass (previously \$3.50 and 1.75 discounted) was be eliminated.
4. RTA hired and trained a select number of former First Transit employees that previously operated the Paso Express and Atascadero El Camino Shuttle services. Michael Seden-Hansen began working for RTA in May 2014 to help with the transition phase, as well as future projects that will primarily benefit North County constituents. An additional mechanic was also hired in late-May as part of the consolidation.
 5. All existing Paso Express, Paso Dial-A-Ride, and Atascadero El Camino Shuttle vehicles were transferred to RTA. Local Paso Robles vehicles will continue to use the burgundy/black livery and Paso Express logos – at least until the medium-duty fixed route vehicles are ready for replacement in 6 to 10 years.

Initial Findings

Below are some observations about the new consolidated service, now that RTA has operated it for the past several weeks. We wish to discuss these with RTAC members to determine best next steps.

1. The schedule adherence on the expanded Route 9 works well, for the most part. RTA will discuss some suggested changes in the published timepoints for Route 9, as well as for Paso Express Routes A & B. We are reluctant to make any immediate/significant changes to Route 9, since we will not fully understand how larger passenger loads will affect bus stop dwell time until Cal Poly resumes classes in late September.
2. RTA has fielded a few complaints about the “local” nature of the expanded Route 9 service along north El Camino Real, which has increased travel times for persons traveling to/from Templeton and Paso Robles.
3. A long-term facility solution is necessary, since both the current RTA busyard at 4th & Pine is in sale escrow, and the current Paso Express busyard at 8th & Pine will be redeveloped in the next few years.
4. RTA endeavors to ultimately implement fully-enabled electronic fareboxes on Paso Express buses to help provide consistency for riders in the North County. However, this capital-intensive project may be delayed until RTA’s ITS program is fully implemented in 2015-16.

5. RTA has negotiated a lease of the Paso Robles Train Station, which will be presented to the Paso Robles City Council soon. This facility will no longer have a public component; pass sales will be offered nearby at the Rabobank facility at 845 Spring Street (one block from City Hall). Staff believes this meets the recent Triennial Performance Audit recommendation that each jurisdiction sell RTA passes at their respective business offices.

RECOMMENDATION

1. Discuss best methods to address findings above.
2. Ask SLO Transit and Morro Bay Transit to formally consider accepting Runabout Eligibility Cards as payment on fixed route services. SLO Transit and Morro Bay Transit would provide the total number Runabout eligible riders to RTA monthly, and RTA would remit payment equal to the discounted fare times the number of rides.

REGIONAL TRANSIT ADVISORY COMMITTEE
July 17, 2014
STAFF REPORT

AGENDA ITEM: B-3

TOPIC: RTA CMAQ Projects Update

PRESENTED BY: Geoff Straw, Executive Director

STAFF RECOMMENDATION: Discuss and Provide Advice

BACKGROUND/DISCUSSION:

RTA applied for Congestion Mitigation Air Quality funds to purchase two over-the-road coaches and to partially fund the operation of express services for three years. This was the highest-ranked project in the 2013 SLOCOG Bus Rapid Transit Study. However, the Federal Transit Administration has initially determined that the project was not described in enough detail in the FTIP Amendment to permit FTA to authorize it. In addition, FTA Region 9 staff has indicated that RTA's proposal does not meet the definition of "new service." FTA staff has also indicated reluctance toward providing "premium service" without further evaluation under Title VI rules to ensure that low-income populations are not adversely affected. As such, RTA needs to work with area and regional officials to either make a stronger case that our proposed project meets Federal guidelines, or to develop another plan to address capacity constraints during peak travel periods.

RTA staff feels reasonably confident that its initial proposal could be interpreted to meet the Federal guidelines. We are especially desirous of buying buses with additional capacity, since the current Gillig low-floor buses only have 38 seats while the over-the-road (OTR) coaches have 57 seats. But we also realize that time is of the essence to attempt to reduce the number of riders that are forced to stand while traveling on the high-speed US101 corridor.

Option 1: Abandon the Project – RTA could choose to abandon or delay the project. However, this alternative is infeasible, since we need additional capacity to address overcrowding along the US101 corridor.

Option 2: Seek a Formal Interpretation from FTA – provide more information to FTA and our rationale about why we believe funding for our bus purchase and funding for operations should be considered eligible for CMAQ funds. This might include seeking a finding from FTA headquarters in Washington, DC – but we risk spoiling a good working relationship with FTA Region 9 staff by pursuing this "nuclear option."

Option 3: Seek CMAQ Funds for OTR Bus Purchases Only – the Federal guidance is clear that replacement and expansion bus purchases are eligible CMAQ projects. We are confident that we could demonstrate Title VI compliance by showing that the two

new OTR buses would be available at a limited number of bus stops along the US101 corridor as the buses operated limited/express services.

Option 4: Swap CMAQ Funds for Other Federally-Funded Projects – RTA could seek to swap the CMAQ funds for other funds (i.e., FTA Section 5307) in the region and/or the State.

Option 5: Seek CMAQ Funds to Purchase Standard Low-Floor Buses – RTA could choose to seek funding for three low-floor buses instead of two OTR buses.

Option 6: Use CMAZ Funds to Lease & Operate OTR Buses – This option was actually suggested by our FTA contact; it would the span of operating funds to the capital cost of leasing buses.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
REGIONAL TRANSIT ADVISORY COMMITTEE
April 17, 2014
MINUTES
C-1**

Members Present:	Eric Greening (<i>Vice Chair</i>) Gamaliel Anguiano Dawn Patterson Dominique Bonino Janeen Burlingame Mark Dariz Todd Katz Phil Moores	Fixed Route Representative SLO Transit Atascadero Transit Cal Poly Morro Bay Transit Runabout/DAR Representative Fixed Route Alternate Rep. South County Transit (SCT)
Members Absent:	Michael Seden – Hansen (<i>Chair</i>) John Diodati Anthony Gutierrez	City of Paso Robles County of San Luis Obispo Cuesta College
Staff Present:	Geoff Straw Tania Arnold Anna Mafort	RTA RTA RTA
Guest:	Eliane Wilson	SLOCOG

1. Call Meeting to Order, Roll Call:

Vice-Chairperson **Eric Greening** called the meeting to order at 2:09 p.m. Roll call was taken; a quorum was present.

2. Public Comments:

None

A. Information Agenda Items

A1. Manager's Report (Receive):

Mr. Straw announced the agreements with the cities of Paso Robles and Atascadero have been executed and the North County consolidation is moving forward. Service will begin June 1. RTA provided job offers to eight bus operators. New Route 9 schedules with a watermark will be available the week of May 5 for review. The clean schedule will be available about a week before service begins. We will post large posters of the draft schedules at the North County bus shelters to help get the word out.

RTA will present the final RTA reserves policy at the May 7 Board meeting. This was initially presented at the March meeting for feedback. Staff paired down the suggestions from five to two reserve policies: Cash and Capital. We will not be adding an operating reserve at this time as SLOCOG already has a reserve fund that can be used if necessary.

Cuesta College North campus has many late evening classes and serves a high percentage of students who are low income or use English as a second language. The school is willing to help fund a special service to get these people home. We have a preliminary funding plan but will need to find more money and get 17% fare box recovery ratio for this service. The service would only operate during the regular academic year, Monday through Thursday. **Vice Chair Greening** suggested the last run south from the Cuesta North campus might be open for others to ride. **Mr. Straw** said staff could include the Paso Robles train station, but this would not represent a regular route with a set schedule. It will already include overtime for the driver and supervisors. There will not be a set route or stops for this run. We are looking at a one-year demonstration project to gauge how productive it may be.

We will say farewell to buses 148 and 149 at the May 7 Board meeting. They each have about a million miles and bus 149 will be parked downtown.

A2. Member Comments/ Reports from Jurisdictions (Receive):

Ms. Janeen Burlingame announced Morro Bay Transit began operating Saturday service on March 29 and will operate year-round from 8:25 a.m. to 4:25 p.m. This will include service along North Main Street.

B. Action Items

B1. RTA FY14-15 and FY15-16 Operating Budget, and FY14-15 through FY18-19 Capital Budget (Recommend): **Mr. Straw** announced a balanced two-year operating and five-year rolling capital budgets. Core services remain the same, except for Runabout, which experience dramatic cost overruns. There is a new line item for North County. **Ms. Tania Arnold** said the North County and San Luis Obispo County budgets have already been approved for fiscal year 14-15. The budget is balanced and no Local Transit funds (LTF) will be used for capital projects. We received another \$800,000 of Job Access Reverse Commute (JARC) funding for the coming fiscal year. We carrying forward \$460,000 as part of the 14/15 LTF draw to help offset the gap in 15/16. Changes that went into effect with the executed Collective Bargaining Agreement (CBA) are included in the budget. Staff will present a budget amendment to the July Board meeting if the evening Cuesta North shuttle service becomes a reality.

LTF is tentatively 10% higher for FY14-15. Administrative and Operating expenses are up about 5%--primarily due to workers compensation and changes in the Runabout service. RTA received approval for Congestion Mitigation Air Quality (CMAQ) grant to purchase two over-the-road coaches and operate additional express services. Staff expects to receive buses in early 2015, but hope to launch the additional express trips before the vehicles arrive. **Ms. Arnold** reviewed the budget per route and day of week.

Mr. Straw noted the first year is fiscally restrained. The second year is advisory. **Ms. Arnold** continued by noting part of the JARC funding is based upon North Coast routes. We may make some schedule adjustments on Route 15 next year.

The committee discussed ways to recertify and reduce costs on Runabout, including educating doctors and the public.

Ms. Arnold pointed out the interest payments dropped significantly with accelerated loan pay down and a reduced interest rate. Staff anticipates paying off the loan to coincide with current lease expiration. Page B-1-9 shows the TDA required by all the jurisdictions and concludes operating expenses. B-1-10 shows the proposed capital revenue. Page B-1-11 includes the operating budget of all RTA core services, county services and north county services. **Vice Chair Greening** inquired about the “Special Transportation” column. **Ms. Arnold** said this line item includes County Services. The Cambria Trolley was listed here. Page B-1-12 is the capital budget which includes the vehicle ITS camera system project. We will get this up and running once we get funding from the state. The program will allow people to check the location of buses en route. Several vehicles are in need of rehabilitation. We will receive several more vehicles in 2015. **Mr. Straw** reiterated staff seeks approval for the FY14-15 budget. The other years are advisory. **Ms. Arnold** discussed the increase to the Runabout budget on page B-1-16, which is currently budgeted at \$2.8M and the proposed budget is \$3.4M.

Mr. Anguiano asked about Runabout ridership. **Mr. Straw** said the average is about 1.4 passengers per hour. Part of the problem is the service area. If we take someone from Cambria to Santa Maria, it ties up a driver and vehicle for about three hours. **Ms. Wilson** said this ridership is the lowest in the region.

Ms. Arnold continued with Page B-1-17, which includes special services. The last two pages show County services--which will no longer operate the Cambria Trolley—and the North County Service. She concluded her report.

Mr. Katz referred to the Mission Statement and suggested it would be good to clarify the sentence about the type of miles traveled.

Mr. Phil Moores moved to support staff recommendation of Action Agenda Item B-1 with suggested changes. Mr. Mark Dariz seconded; the motion carried on a voice vote with no oppositions or abstentions.

B2. Revised Runabout No-Show Policy (Recommend): **Mr. Straw** presented the final Runabout No-Show policy which must show a pattern of miss-outs and have no more than a 30-day suspension for frequent fliers. He reviewed the new violation guidelines and procedures with the committee as listed on the proposed policy. **Mr. Katz** observed someone could theoretically have 48 violations in a month and still ride Runabout. **Mr. Anguiano** suggested eliminating subscription trips for those who regularly miss appointments. **Mr. Katz** inquired about options to contact passengers before the trip. **Mr. Straw** said Ride-On Transportation uses the same software and is implementing a

component that will notify riders about 15 minutes ahead of pick-up. We will be closely watching this pilot program. We plan on implementing the new policy on July1, 2014.

Mr. Moores made a motion to approve a recommendation. Mr. Dariz seconded and the motion carried on a voice vote with no oppositions or abstentions.

C. CONSENT AGENDA ITEMS:

C-1 RTAC Minutes of 1-15-14 (approve)

Mr. Dariz made a motion to approve the draft minutes and Ms. Patterson seconded. The motion carried with a voice vote with Ms. Burlingame abstaining.

D. ADJOURNMENT:

The meeting adjourned at 3:48 p.m.

Next RTAC Meeting: **July 17, 2014**

Respectfully Submitted:

Anna Mafort-Lacy
Administrative Assistant
San Luis Obispo Regional Transit Authority