
JOINT SHORT RANGE TRANSIT PLANS FOR RTA AND SLO TRANSIT

Working Paper One: Overview of Existing Transit Service



Prepared for the

San Luis Obispo Regional Transit Authority

and for

SLO Transit

Prepared by



**Joint Short Range Transit Plans for
RTA and SLO Transit**

**WORKING PAPER ONE:
OVERVIEW OF EXISTING TRANSIT SERVICE**

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INTRODUCTION

The San Luis Obispo Regional Transit Authority (RTA) and SLO Transit are in the process of updating their Short Range Transit Plans (SRTPs). With RTA serving as the lead agency, these plans are being developed jointly. SRTPs were most recently prepared (separately) for RTA and SLO Transit in 2009 and 2010, respectively. While the final plan documents will differ for the two organizations, a series of joint documents are being prepared to document interim work steps. This Working Paper One is the first of these interim documents, providing a summary of existing transit programs serving San Luis Obispo County with a focus on RTA and SLO Transit. In particular, annual data was collected to gauge ridership and route efficiencies, as presented in this working paper.

The study area consists of San Luis Obispo County, which is located on the Central Coast of California midway between San Francisco and Los Angeles. The City of San Luis Obispo, served by both SLO Transit and RTA, has an estimated population of 46,377 (2013 US Census Bureau estimate). The County of San Luis Obispo, serviced by RTA, has an estimated population of 279,083 (2014 US Census Bureau estimate). San Luis Obispo is home to the California Polytechnic State University (Cal Poly), a major source of trip generation, employment, and other overall economic activity.

SLO Transit, a program operated out of the Department of Public Works, is the City of San Luis Obispo's transit provider and operates local fixed route service throughout the City and the adjacent Cal Poly campus, as well as trolley service in the downtown area. RTA is a Joint Powers Authority that connects and serves various communities within San Luis Obispo County and nearby cities. Regional fixed route and paratransit services throughout the region (including within the city of San Luis Obispo) are managed by RTA. Figure 1 provides an overview of RTA fixed route services and Figure 2 presents SLO Transit services.

HISTORY AND GOVERNANCE OF THE TRANSIT OPERATORS

San Luis Obispo Regional Transit Authority

The RTA was created in 1989 through creation of a Joint Powers Authority, to provide regional management for fixed-route transportation services, as well as the regional paratransit service (Runabout). Runabout, although established in 1977, became the sole Americans with Disabilities Act (ADA) complementary paratransit provider in 2001 for all fixed route services in San Luis Obispo County.

RTA's service area includes all of San Luis Obispo County and extends into the northern part of Santa Barbara County (Santa Maria). The RTA Board of Directors consists of a representative from all of the cities in which transportation services are provided, as well as all five San Luis Obispo County Supervisors. These cities consist of Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, and San Luis Obispo. The Regional Transportation Advisory Committee (RTAC) meets quarterly and provides advice to the RTA Board. RTAC is comprised of representatives from each of the local transit agencies in the county, as well as a representative from Cuesta Community College, an at-large fixed route representative, and an at-large representative from the disabled community. RTAC meets quarterly.

In August 2009, RTA assumed direct operation and maintenance of all fixed route and Runabout services; prior to then, RTA contracted with private companies for services.

Figure 1
RTA Routes

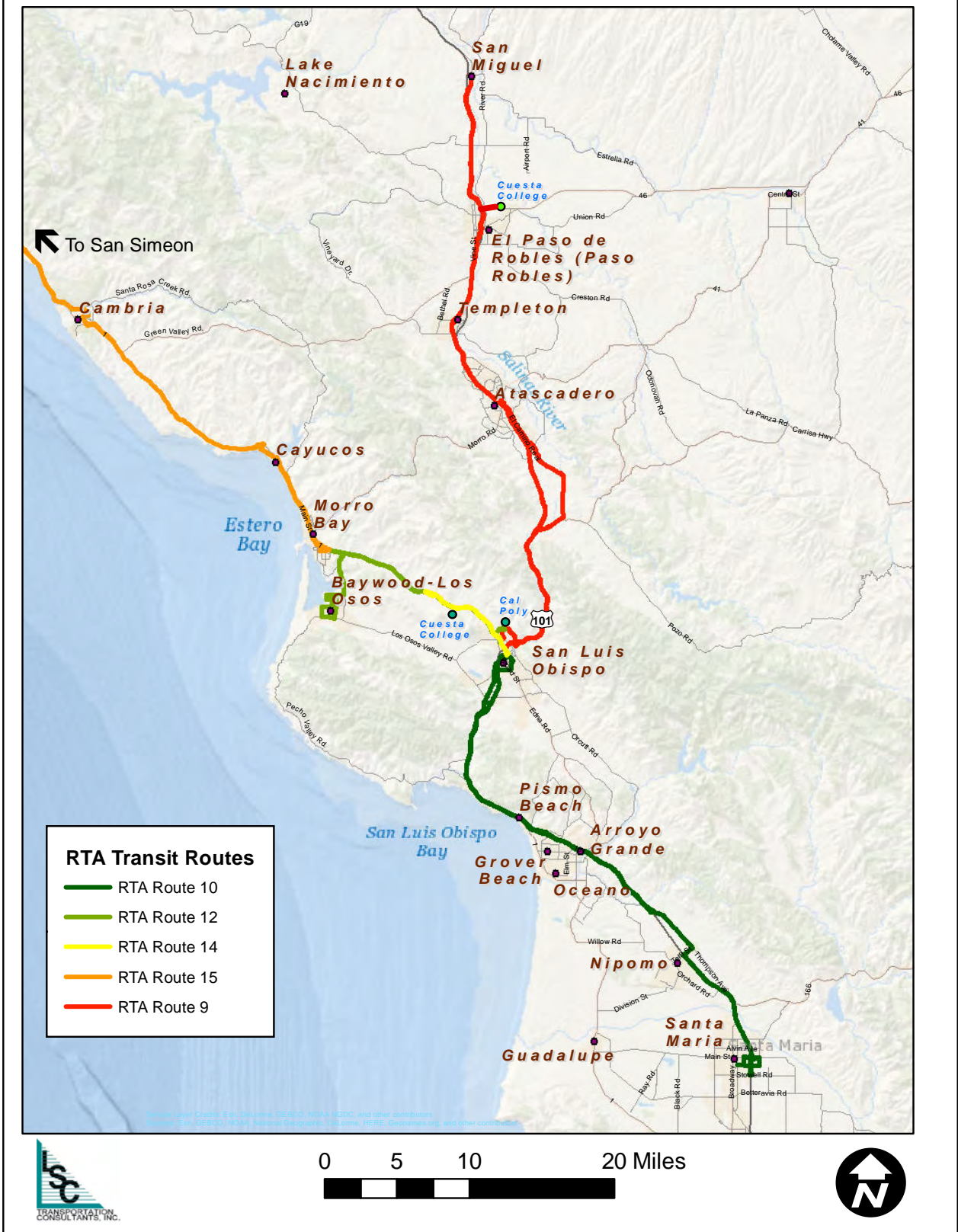


Figure 2
SLO Transit Routes

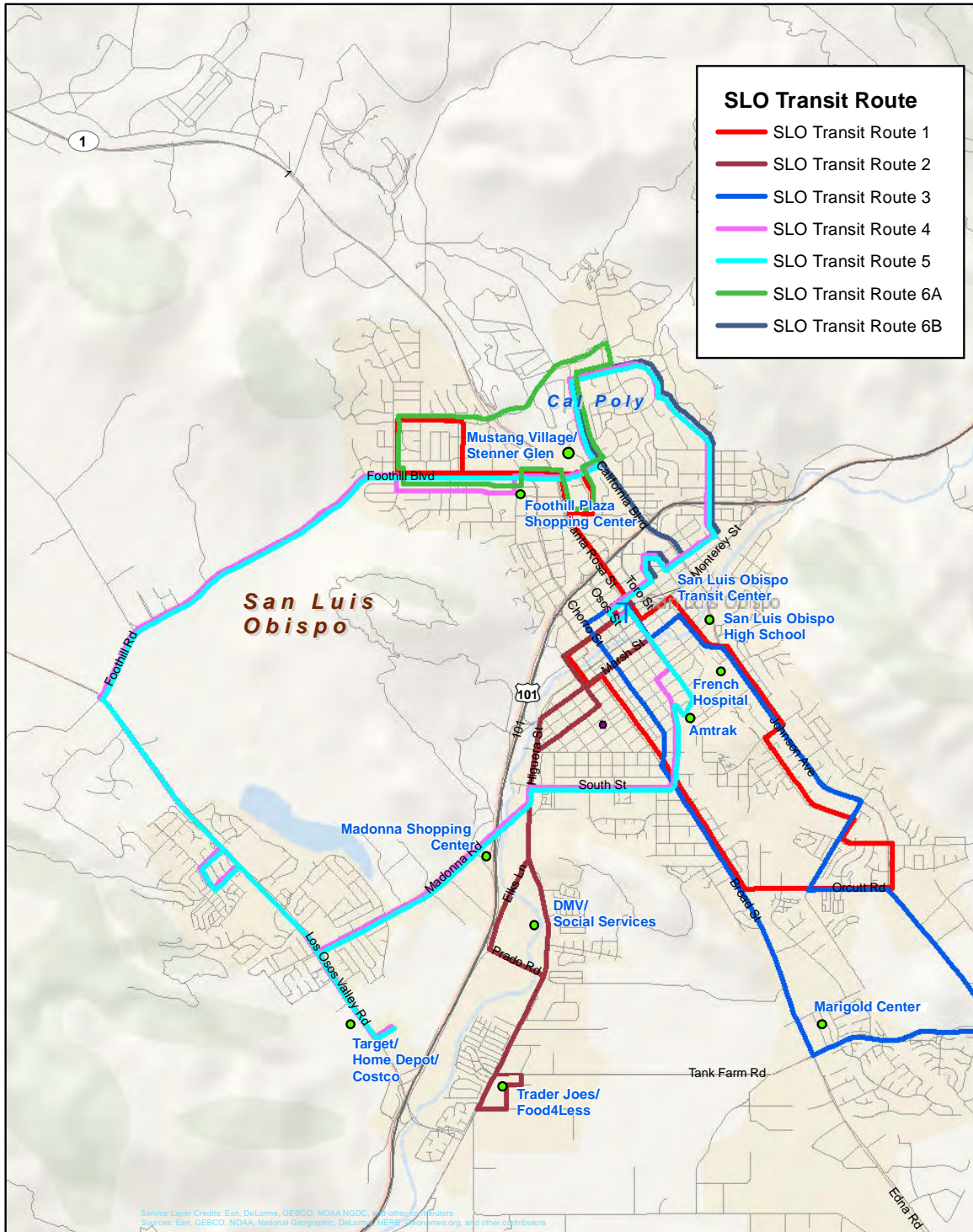
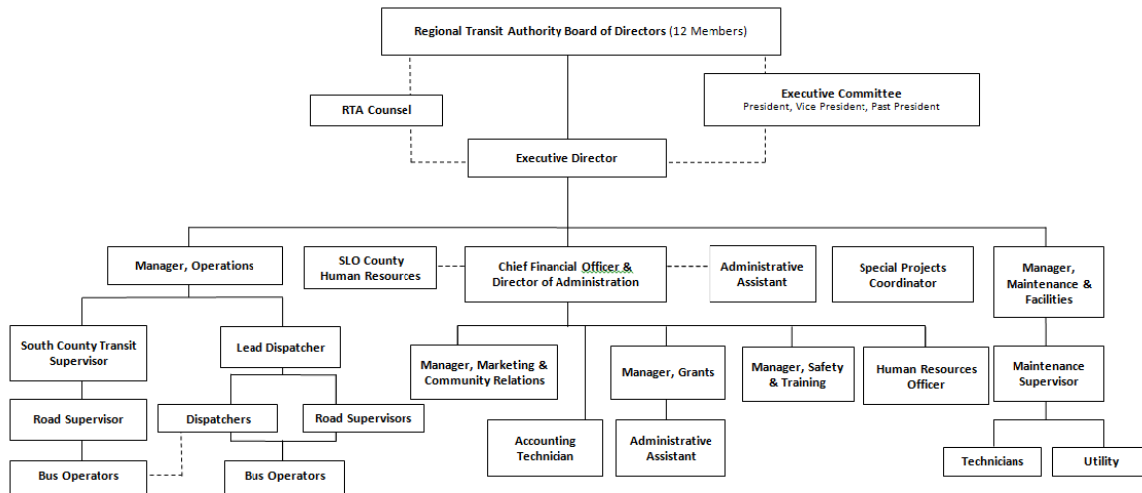


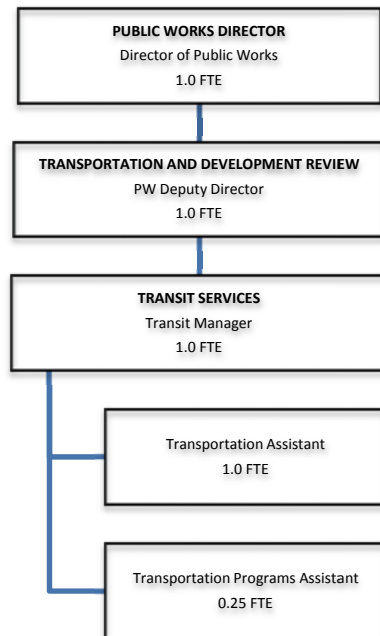
Figure 3: RTA Organizational Chart



SLO Transit

SLO Transit provides mobility throughout the City and on the Cal Poly campus with seven fixed bus routes on weekdays, six routes on Saturdays, and four routes on Sundays. Service levels are slightly reduced when Cal Poly classes are not in full session. In addition to these routes, SLO Transit also manages the Downtown Trolley, which runs from North Monterey St. to downtown SLO year-round on Thursdays and on Fridays and Saturdays during the summer season. The Mass Transportation Committee (MTC) is an advisory group that provides transit related recommendations to the City Council. Service operations are contracted to First Transit. SLO Transit has three employees: a Transit Manager who reports to the Public Works Deputy Director, a Transportation Assistant and a Transportation Programs Assistant (both report to the Transit Manager). Figure 4 represents the organizational structure of SLO Transit.

Figure 4: SLO Transit Organizational Chart



Chapter Two

San Luis Obispo Regional Transit Authority Services

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

RTA directly operates regional fixed route services and Runabout services throughout the county, primarily along the US-101 and State Route 1 corridors. In addition, RTA is contracted by SLO County to operate community-based services in unincorporated areas (primarily in Nipomo, Shandon and Templeton), and by the City of Paso Robles to operate the Paso Express fixed route services and the Paso Robles Dial-A-Ride service.

OVERALL SERVICE DESCRIPTION

The following tables outline details of the services provided. Table 1 describes the timeframe the route is operational and the frequency of how often the buses operate. Table 2 lists analytics of bus operations and mechanical capabilities. Table 3 presents ridership by route and day.

Table 1: RTA Service Span and Frequency

Route	Weekday		Saturday		Sunday	
	Span	Frequency (Minutes)	Span	Frequency (Minutes)	Span	Frequency (Minutes)
Route 9	5:30 AM – 9:51 PM	60	6:56 AM – 9:03 PM	180	7:56 AM – 7:03 PM	240
Route 10	5:45 AM – 9:43 AM	60	7:14 AM – 8:43 PM	180	8:14 AM – 6:43 PM	240
Route 12	6:23 AM - 10:03 PM	60	7:23 AM – 8:28 PM	105	8:23 AM – 6:28 PM	105
Route 14	7:42 AM – 3:45 PM	60	No Service		No Service	
Route 15	6:05 AM – 6:47 PM	180	7:05 AM – 8:47 PM	180	8:05 AM – 6:47 PM	240
Paso Express A	6:45 AM – 6:58 PM	60	7:45 AM – 5:58 PM	60	No Service	
Paso Express B	6:48 AM – 7:05 PM	60	7:55 AM – 6:05 PM	60	No Service	
Nipomo Dial-A-Ride	6:30 AM - 6:30 PM	N/A	No Service		No Service	
Shandon/Paso Robles and Templeton Dial-A-Ride Services	8:00 AM – 5:00 PM	Service in Shandon is provided only upon request on Mondays, Wednesdays, and Fridays, while Templeton service is available on Tuesday and Thursdays upon request.				

Source: RTA timetables

Note: For peak travel periods, all fixed routes operate additional runs at an increased frequency during the weekdays to accommodate passenger demand and specific employee shift times at major activity centers.

Table 2: RTA Roundtrip Mileage, Cycle Time, and Average Speed

Route	Roundtrip Mileage	Weekday		Saturday		Sunday	
		Cycle Time (min)	Avg. Speed	Cycle Time (min)	Avg. Speed	Cycle Time (min)	Avg. Speed
Route 9	83.00	163	40.49	168	35.57	168	33.88
Route 10	77.20	144	32.17	144	32.17	144	32.17
Route 12	65	112	34.82	112	34.82	112	34.82
Route 14	14	24	35.00	No Service			
Route 15	62.4	114	32.84	114	32.84	114	32.84
Paso Express A	11	50	13.20	50	13.20	No Service	
Paso Express B	11	50	13.20	50	13.20	No Service	

Source: RTA timetables and Google Maps

Table 3: FY 13-14 RTA Average Ridership by Route and Day

Route	Weekday	Saturday	Sunday	Annual
Route 9	901	259	148	252,744
Route 10	962	287	158	270,562
Route 12	699	180	110	194,884
Route 14	84	No Service	No Service	21,559
Route 15	71	48	30	22,249
Nipomo Dial-A-Ride	54	No Service	No Service	13,574
Shandon/Paso Robles Dial-A-Ride & Templeton Dial-A-Ride (combined)	<1.0/day	No Service	No Service	68
TOTAL RTA	2772	774	446	775,640
Paso Express A (1)	170	105	No Service	4,007
Paso Express B (1)	194	110	No Service	4,519
TOTAL CONTRACT (1)	364	215	-	8,526

Source: RTA Historical Ridership and Miles Note 1: Ridership for June 2014 only.

Table 4: FY 13-14 RTA Annual Ridership, Revenue Miles, Revenue Hours, and Performance Measures

Route	Ridership	Revenue Hours	Revenue Miles	Pass. Per Revenue Hour	Pass. Per Revenue Mile
Route 9	252,744	10,498.74	321,217.30	24.07	0.79
Route 10	270,562	10,468.91	342,688.40	25.84	0.79
Route 12	194,884	7,093.15	199,001.40	27.47	0.98
Route 14	21,559	590.15	20,371.75	36.53	1.06
Route 15	22,249	2,955.61	102,786.80	7.53	0.22
Subtotal: RTA Fixed	761,998	31,607	986,066	121	0.77
Nipomo Dial-A-Ride	13,574	3,389	33,945	4.00	0.39
Shandon/Paso Robles Dial-A-Ride & Templeton Dial-A-Ride (combined)	68	42.97	649	1.58	0.10
TOTAL RTA	775,640	35,039	1,020,660	22.17	0.76
Paso Express A (1)	4,007	297	3,846	13.49	1.04
Paso Express B (1)	4,519	295	4,000	15.32	1.13
TOTAL CONTRACT (1)	8,526	592	7,846	14.40	1.09

Source: Historical Ridership and Miles Note 1: Figures for June 2014 only.

Table 5: RTA Vehicle Requirements

Route	Weekday	Saturday	Sunday
Route 9	6	1	1
Route 10	4	1	1
Route 12	3	2	2
Route 14	1	0	0
Route 15	1	1	1
Paso Express A	1	1	0
Paso Express B	1	1	0
Nipomo Dial-A-Ride	2	0	0
Paso Robles Dial-A-Ride	1	0	0
Shandon/Paso Robles Dial-A-Ride & Templeton Dial-A-Ride (combined)	1	0	0

Source: RTA driver paddles

Table 6: FY 13-14 RTA Financial Indicators

Route	Rider-ship	Cost	Revenue	Cost per Pass.	Revenue per Pass.	Farebox Recovery
Route 9	252,744	\$1,312,674	\$412,871	\$5.19	\$1.63	31.45%
Route 10	270,562	\$1,308,945	\$441,977	\$4.84	\$1.63	33.77%
Route 12	194,884	\$886,868	\$318,353	\$4.55	\$1.63	35.90%
Route 14	21,559	\$73,787	\$35,218	\$3.42	\$1.63	47.73%
Route 15	22,249	\$369,545	\$36,345	\$16.61	\$1.63	9.84%
Subtotal: RTA Fixed	761,998	\$3,951,819	\$1,244,764	\$5.19	\$1.63	31.50%
Shandon/Paso Robles Dial-A-Ride & Templeton Dial-A-Ride (combined)	68	\$14,879	\$209	\$218.81	\$3.08	1.41%
Nipomo Dial-A-Ride	13,574	\$296,371	\$22,412	\$21.83	\$1.65	7.56%
TOTAL RTA	775,640	\$4,263,069	\$1,267,385	\$5.50	\$1.63	29.73%
Paso Express A (1)	4,007	\$73,787	\$6,612	\$18.41	\$1.65	8.96%
Paso Express B (1)	4,519	\$73,787	\$7,456	\$16.33	\$1.65	10.11%
TOTAL CONTRACT (1)	8,526	\$147,574	\$14,068	\$17.31	\$1.65	9.53%

Source: Historical Ridership and Miles, Fare Classification Counts and Budget (for cost per hour)

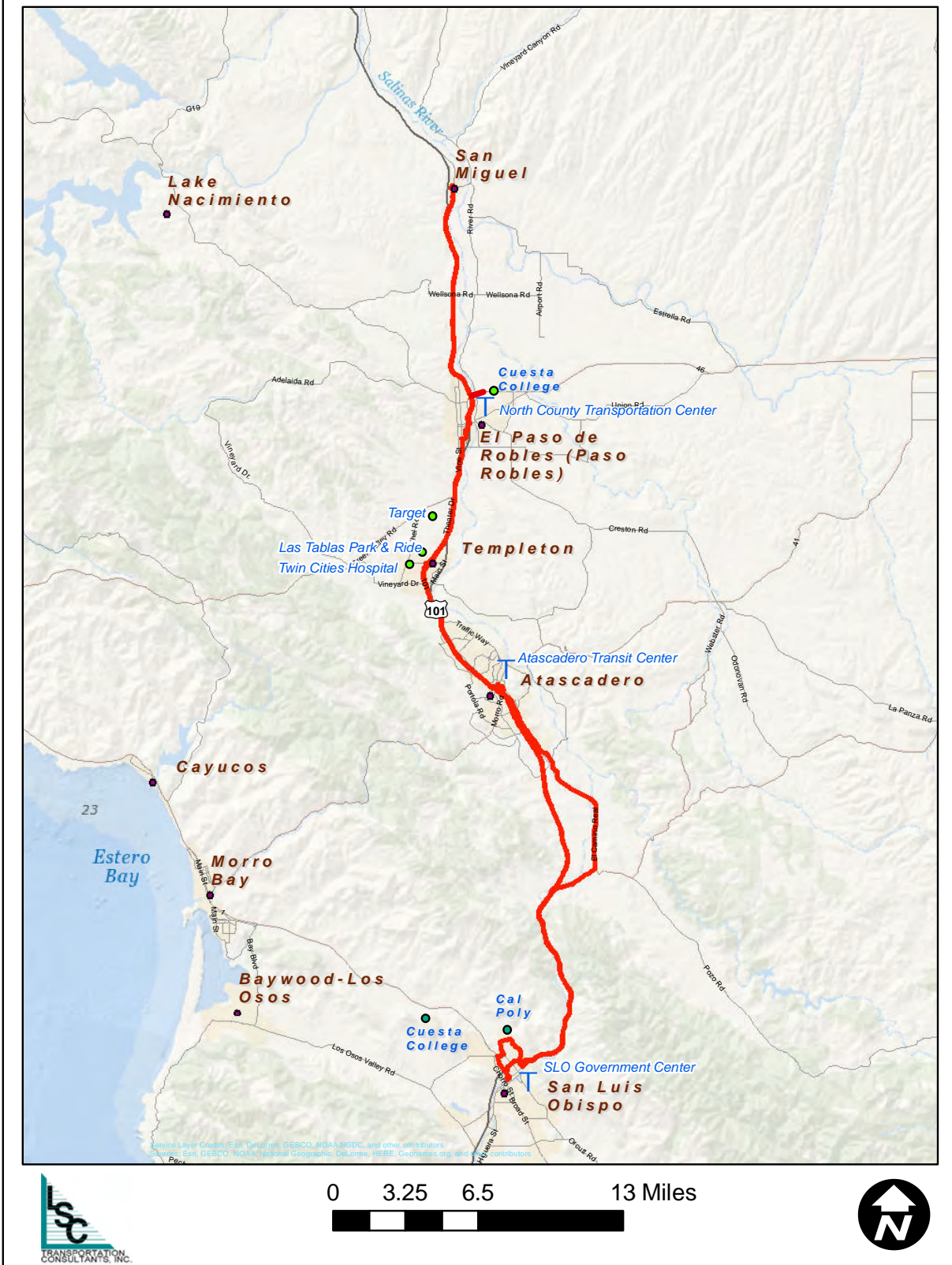
Note 1: Figures for June 2014 only.

Fixed Route Services

Route 9

Route 9 is a fixed-route service that serves the northern portion of the county from San Luis Obispo to San Miguel along the US-101 corridor. In general, Route 9 provides hourly headways on weekdays, with skip-stop Express trips augmenting the hourly runs during peak travel periods. A total of 21 runs are operated in each direction on weekdays, along with 5 on Saturdays and 3 on Sundays. On weekdays, 4 southbound runs are operated as Express runs, along with 2 northbound runs. There are 11 timed-stops (34 total bus stops, including the 11 timed-stops): 1 stop in San Miguel, 3 stops in Paso Robles, 2 stops in Templeton, 2 stops in Atascadero, 1 stop in Santa Margarita, and 2 stops in San Luis Obispo. The two timed-stops in San Luis Obispo are at the Cal Poly Library and the Government Center passenger facility at Osos and Palm.

Figure 5
RTA Route 9 Map



Route 10

Route 10 is a fixed-route service operating in the southern portion of the county from San Luis Obispo into Santa Maria. In general, Route 10 provides hourly headways on weekdays, with skip-stop Express trips augmenting the hourly runs during peak travel periods. This service is offered 7 days a week with limited service on the weekends, and it makes stops in San Luis Obispo, Pismo Beach, Arroyo Grande, Nipomo and Santa Maria. There are 8 timed-stops (27 total bus stops, including the 8 timed-stops): 2 in Santa Maria at the Santa Maria Transit Center and Alan Hancock College, 1 stop in Nipomo, 1 stop in Arroyo Grande, 1 stop in Pismo Beach, and 3 stops in San Luis Obispo at S. Higuera at Suburban, Government Center at Osos and Palm, and Cal Poly (during peak periods). A total of 17 runs are operated each weekday in both directions (including 3 northbound Express runs and 2 southbound Express runs), along with 5 on Saturdays and 3 on Sundays.

Route 12

The Route 12 provides hourly service between San Luis Obispo, Cuesta College, Morro Bay and Los Osos. This service has 21 total bus stops (11 are timed-stops) with 13 of them in the Los Osos Loop. This service runs 7 days a week with limited service on the weekends. A total of 18 runs per weekday provide hourly service between 6:23 AM and 10:03 PM, with some additional runs at peak times. Saturday service consists of 10 runs, while 8 runs are operated on Sundays. This service provides timed-transfers with Route 15 at the Morro Bay transit center.

Route 14

The Route 14 augments Route 12 service, primarily serving travelers between Cuesta College and San Luis Obispo. There are three stops in San Luis Obispo: at Government Center in Downtown San Luis Obispo, at the Stenner Glen apartment complex on Santa Rosa Street, and at Cuesta College. This is essentially a tripper route for Cuesta College students and staff which operates solely during the fall and spring sessions. This service is provided only on weekdays, with seven runs per day in each direction. Two “call in” stops (at the California Men’s Colony and at the SLO County Jail / Corp-Yard complex) are served along with the scheduled stops.

Route 15

The North Coast Route 15 services Morro Bay, Cayucos, Cambria, and San Simeon. This is a coastal service which runs 7 days a week making 36 stops (5 are timed-stops). Five runs are operated on weekdays and Saturdays, and three on Sundays. Route 15 connects to Route 12 in Morro Bay to make a connecting service into San Luis Obispo. RTA is currently planning to change Route 15 into a deviated fixed route service in lieu of operating both the fixed route and Runabout service along the North Coast; that service could be implemented as early as August 2015.

Demand Response Services

Nipomo Dial-A-Ride

The Nipomo Dial-A-Ride service is funded by SLO County and provides curb-to-curb transportation services Monday – Friday 6:30 AM – 6:30 PM with reservations made in advance. The service area includes the more densely populated area of Nipomo. One way trip fares are \$2.25 for adults and \$1.75 for seniors, disabled, and children. Transfers to RTA Route 10 are available at the two Old Towne Nipomo bus stops on Teft Street.

Templeton Dial-A-Ride

The Templeton Dial-A-Ride service is offered Tuesdays and Thursdays from 8:00 AM – 5:00 PM on a request basis only. Service is provided in the populated areas of Templeton, including the Twin Cities Hospital area. Reservations must be made before 12:00 PM the day before. Transfers to RTA Route 9 are available at the Las Tablas Park & Ride, and fares are \$2.50 per one way trip.

Figure 6
RTA Route 10

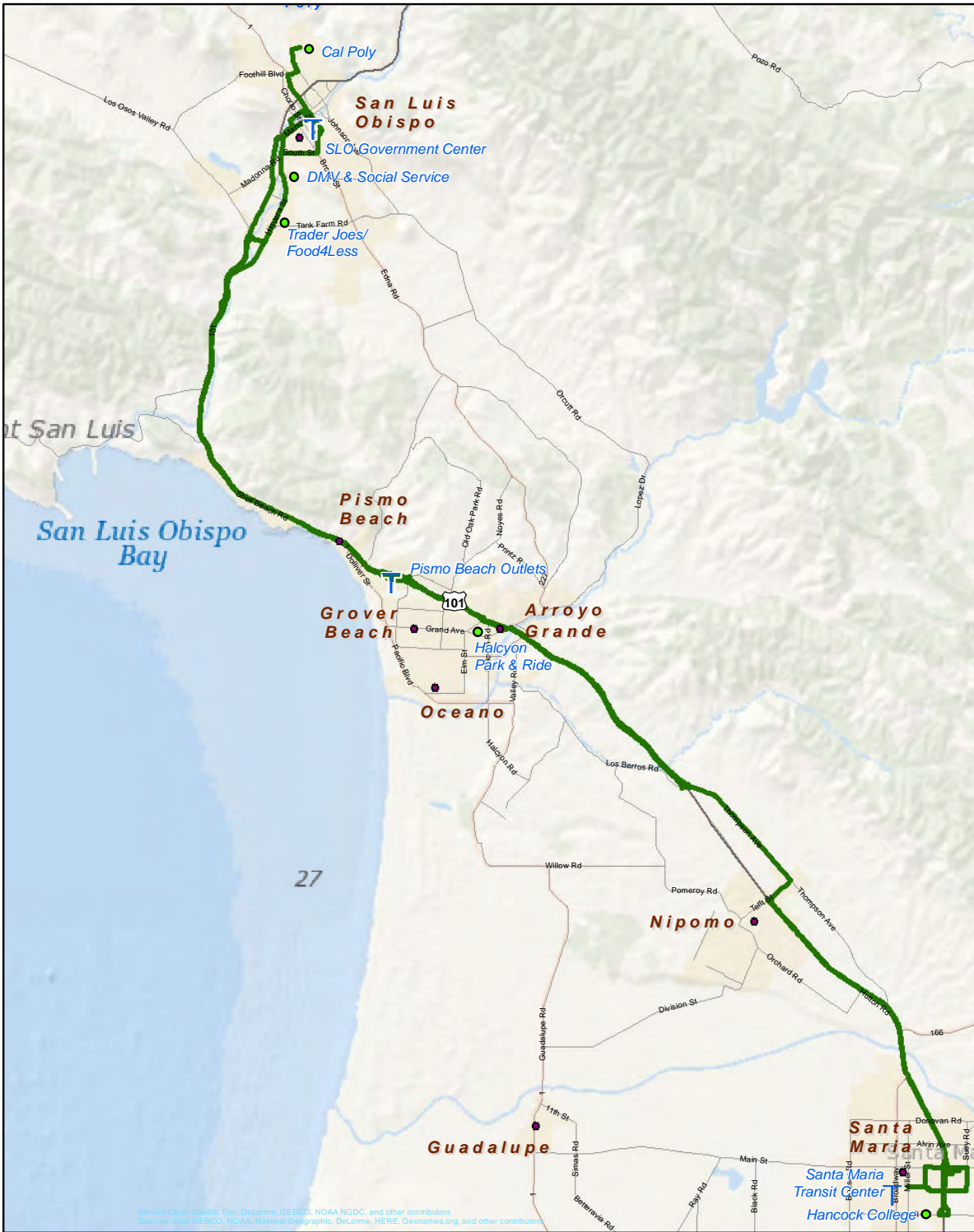
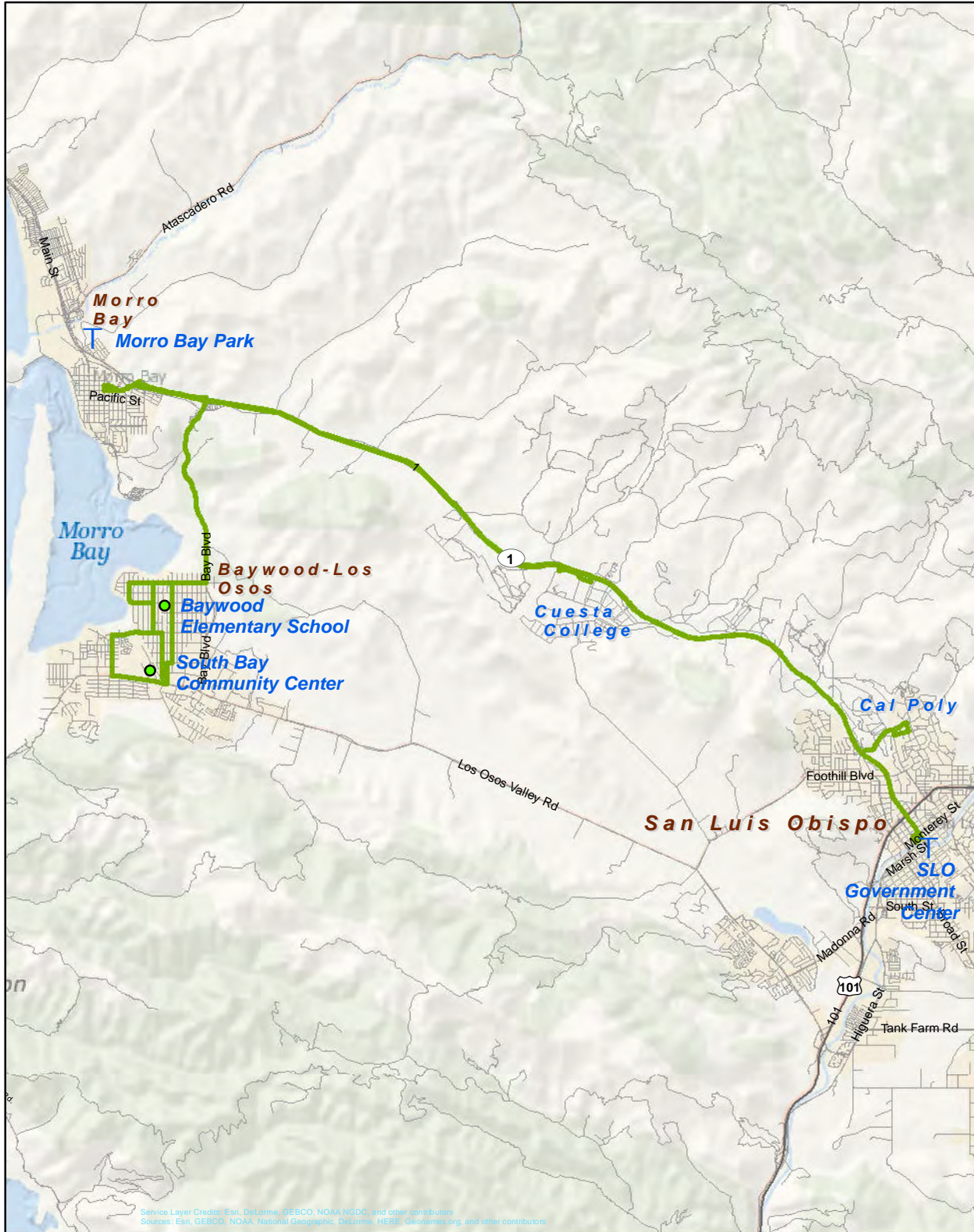


Figure 7
RTA Route 12



Service Layer Credits: Esri, DeLorme, GEBCO, NOAA NODD, and other contributors
Sources: Esri, GEBCO, NOAA, National Geographic, DeLorme, HERE, Google.com, and other contributors

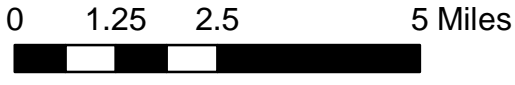


Figure 8
RTA Route 14



Service Layer Credits: Esri, DeLorme, GEBCO, NOAA, NADIC, and other contributors
Sources: Esri, GEBCO, NOAA, National Geographic, DeLorme, HERE, GeoEye, and other contributors

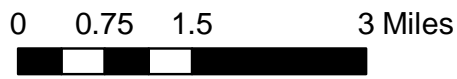
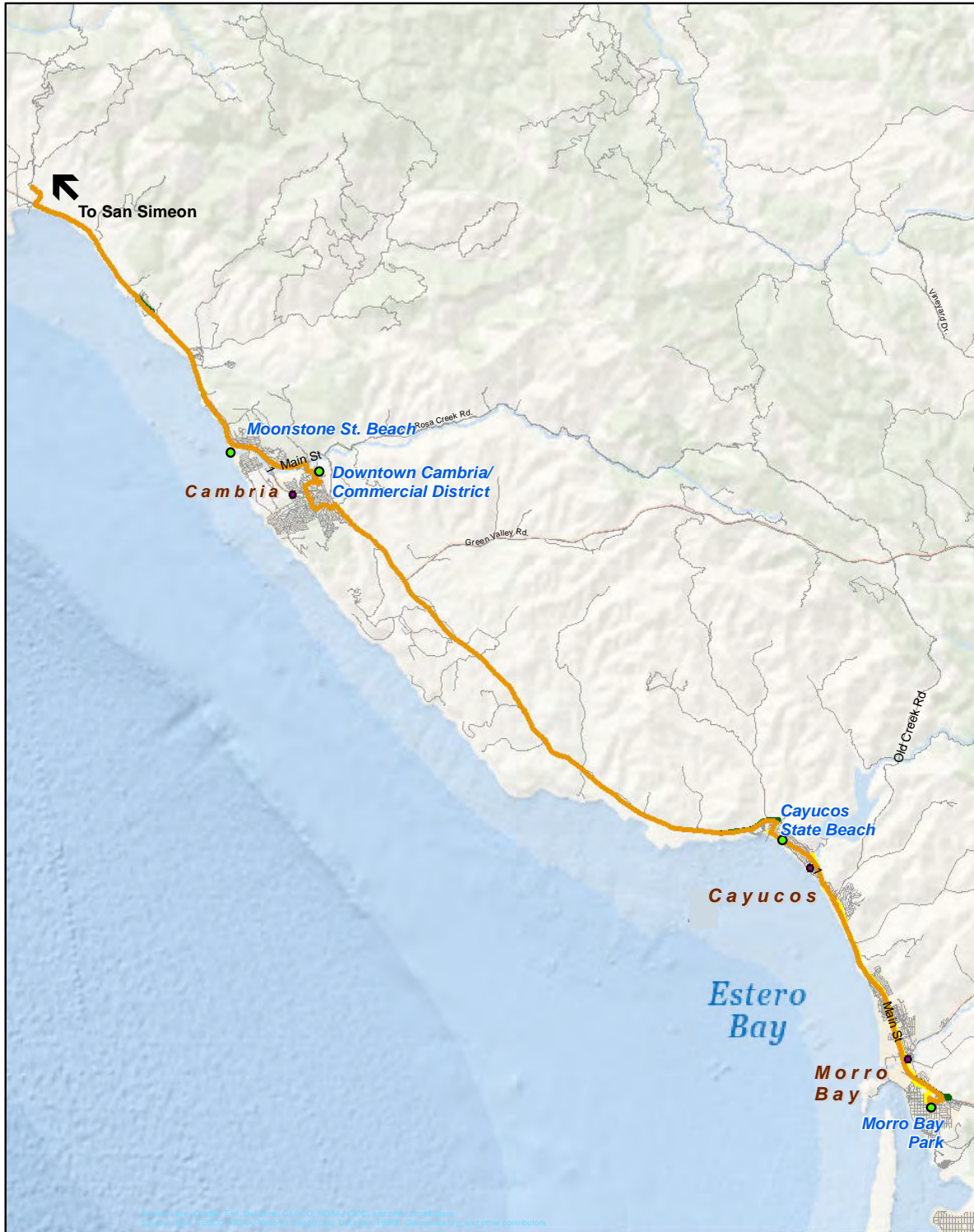


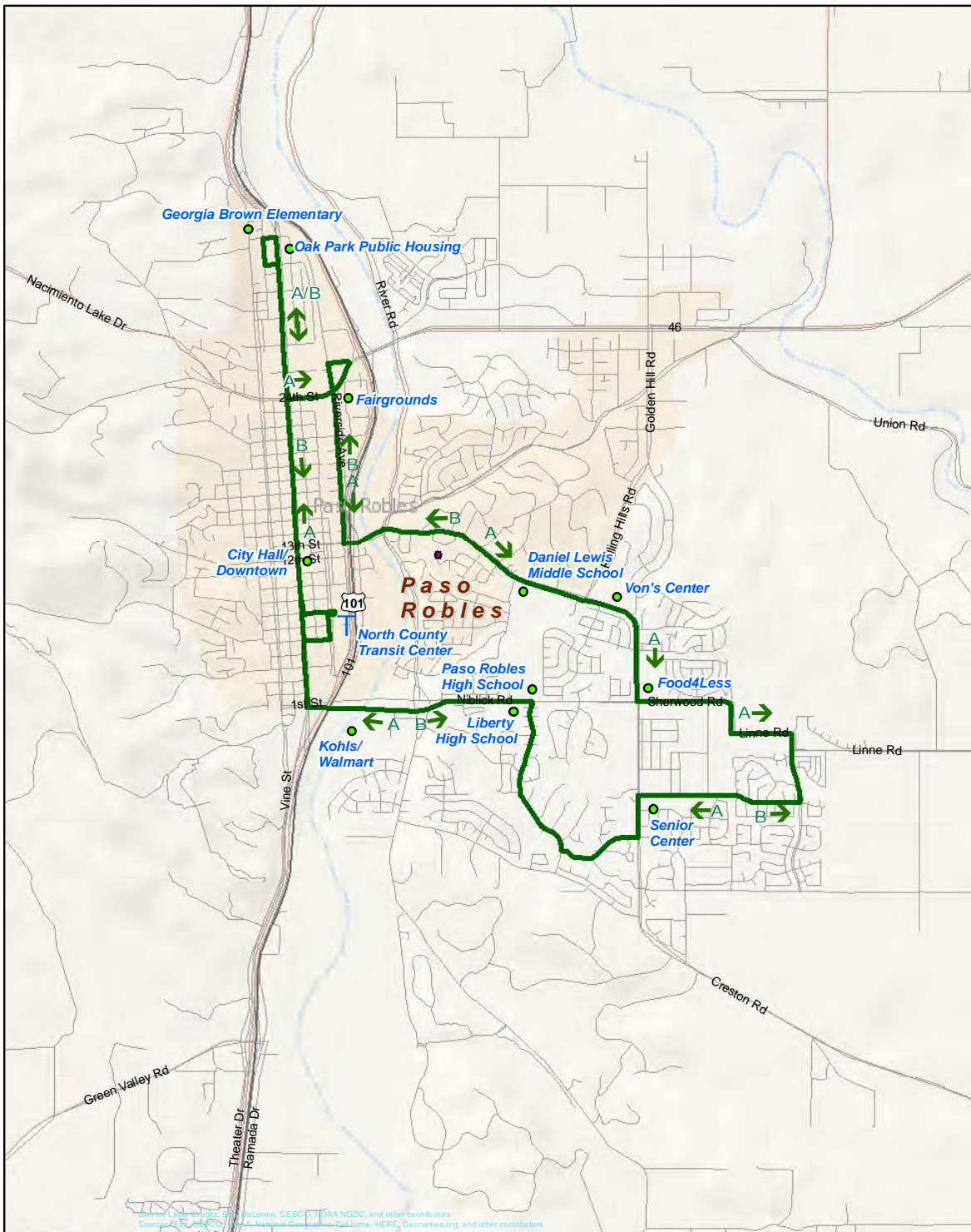
Figure 9
RTA Route 15



0 2 4 8 Miles



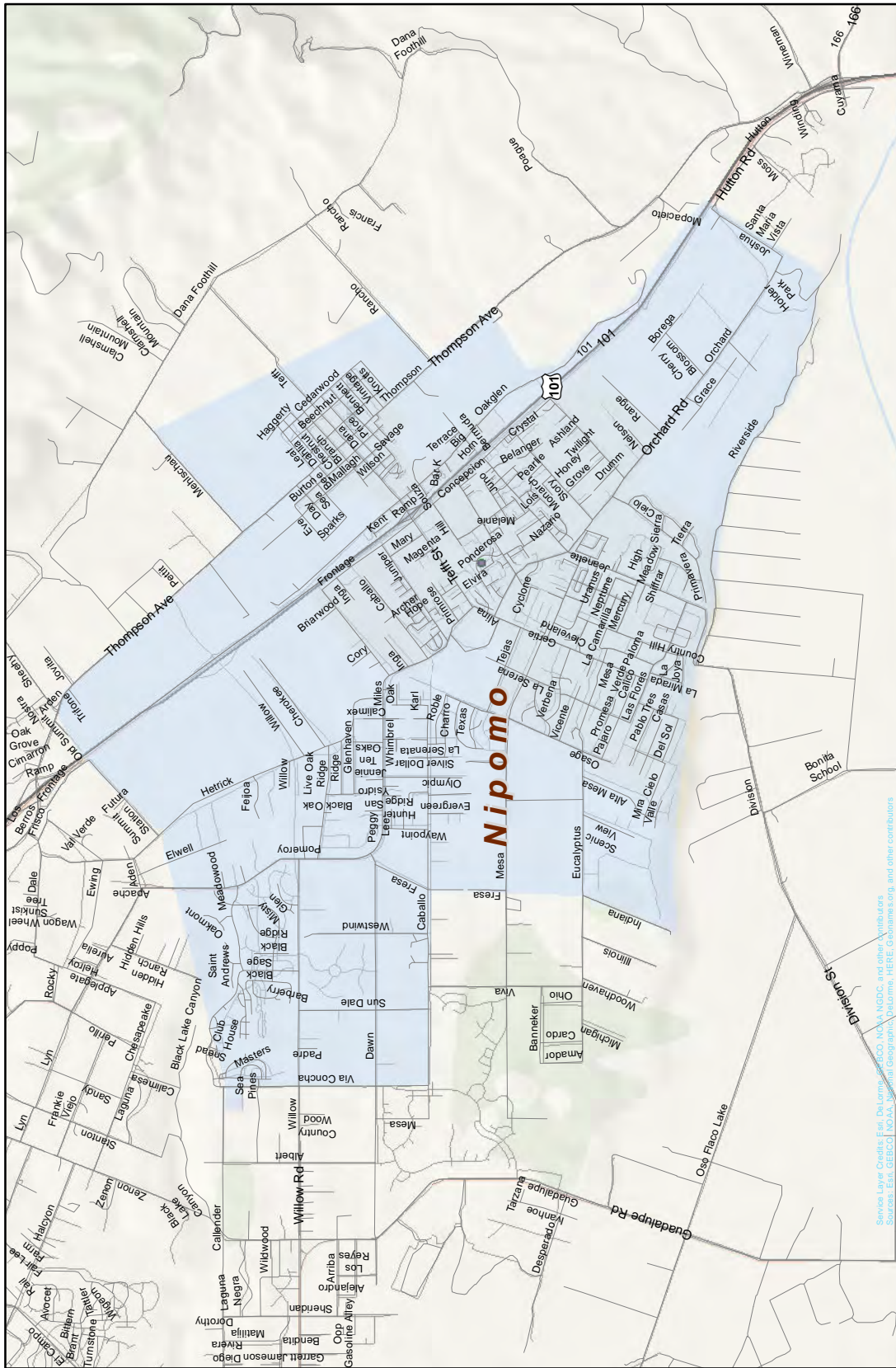
Figure 10
Paso Express Route A and B



Source: Esri, DeLorme, GeoBC, NOAA NGDC, and other contributors
Source: Esri, DeLorme, GeoBC, NOAA NGDC, and other contributors



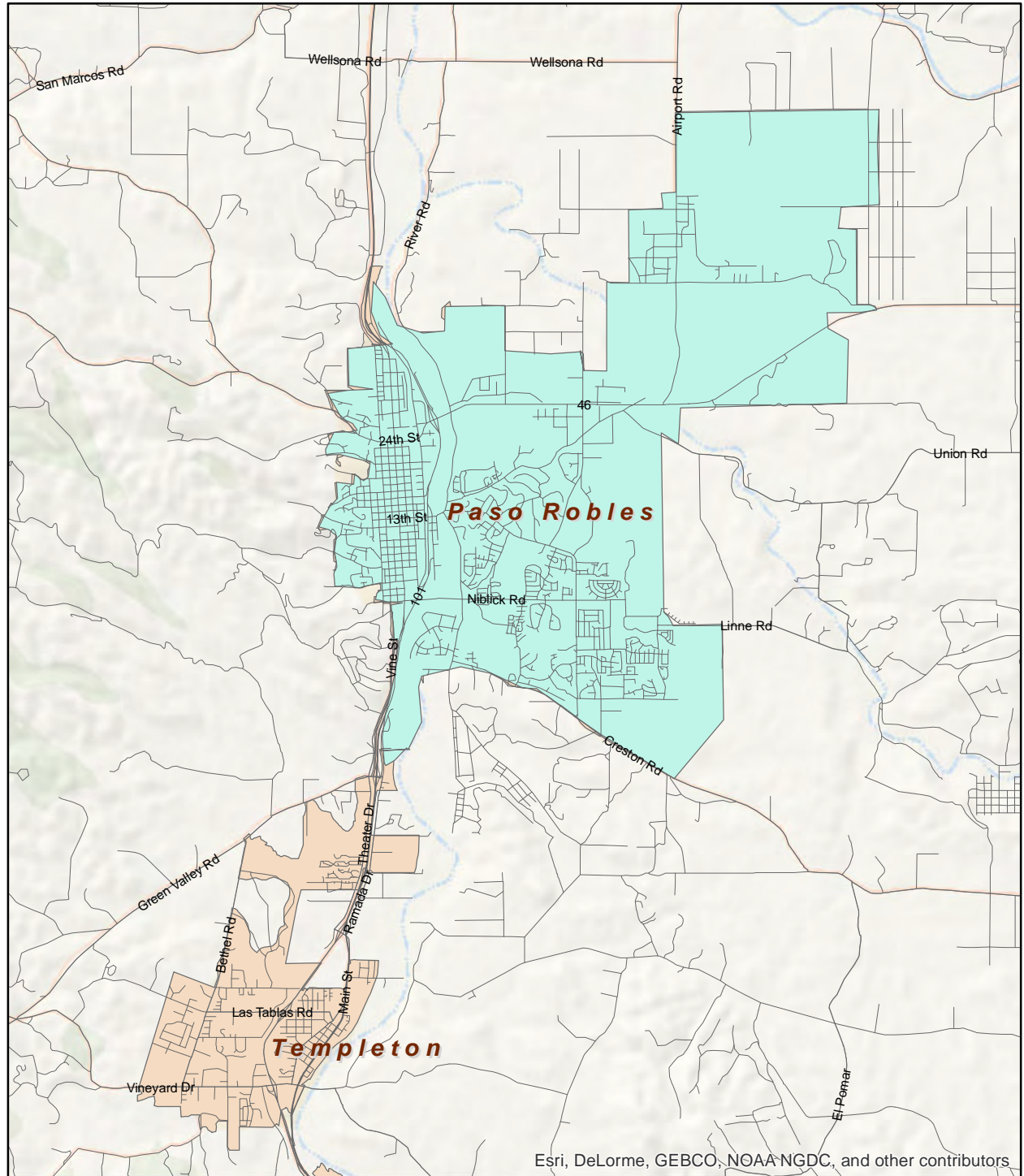
Figure 11
Nipomo Dial-A-Ride Service Area



Service Layer Credits: Esri, DeLorme, GeoBC, NRC, A NGDC, and other contributors.
Source: Esri, GEBCO, NOAA, IGN, SIO, Swisstopo, UTM-32, USGS, AeroGRID, IGN, Esri, Global Swisstopo, and other contributors.



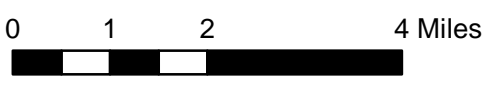
Figure 12
 Paso Robles and Templeton Dial-A-Ride Zones



Esri, DeLorme, GEBCO, NOAA NGDC, and other contributors



- Paso Robles DAR
- Templeton DAR Zone



Paso Robles/Shandon Dial-A-Ride

The Paso Robles/Shandon Dial-A-Ride service is funded by the county. It is offered Mondays, Wednesdays and Fridays from 8:00 AM – 5:00 PM, with service between Paso Robles city limits and the populated area of Shandon. This is a curb-to-curb service where reservations for transportation are made in advance (by 12:00 PM the day before the trip). Fares are \$4.00 per one way trip and connections can be made to Route 9 at the Paso Robles Train Station.

Runabout Service

Runabout is the San Luis Obispo County-wide ADA complementary paratransit service operated by RTA. The service began in 1977 and was designated the sole ADA complementary service in 2001. Each vehicle that supports this service is wheelchair lift-equipped. Runabout provides curb-to-curb service for all riders through reservations made in advance (riders can request door-to-door service if their disability makes curb-to-curb service infeasible).

This service will transport riders from their location to a destination and back, if needed. Pick-up times are coordinated in advance and services are available within a set time-frame. Service is provided within ¼-mile of all fixed routes in the county, including along RTA Route 10 in Santa Maria. Runabout meets the ADA complementary paratransit requirements of the fixed routes provided by SLO Transit, RTA, Paso Express, SCT, and the Morro Bay Trolley. Runabout drivers are not authorized to enter any personal residence to assist riders. This service is available only to those riders who meet criteria defined by the ADA and deemed eligible through an established ADA certification process managed by RTA.

Table 7: FY 13-14 Runabout Ridership, Revenue Miles, Revenue Hours, and Performance Indicators

Ridership	Revenue Hours	Revenue Miles	Pass. per Revenue Hour	Pass. per Revenue Mile
43,669	31,209.24	564,686	1.40	0.08

Source: Historical Ridership and Miles

Table 8: Runabout Vehicle Requirements

Weekday	Saturday	Sunday
12	6	6

Source: RTA driver paddles

Table 9: Runabout Financial Indicators

Ridership	Cost	Revenue	Cost per Pass.	Revenue per Pass.	Farebox Recovery
43,669	\$2,951,891	\$114,055	\$67.60	\$2.61	3.86%

Source: Historical Ridership and Miles, Fare Classification Counts and Budget (for cost per hour)

FINANCIAL INFORMATION

Financial information for RTA comes from the Fiscal Year 2014 financial statements. These statements show that the key cost items are transit operating expenses which include contracting the service operator and ongoing fleet maintenance, which make up approximately 2/3 of overall operating expenses. Administrative functions represent approximately 17% of the overall operating expenses for the RTA. The remaining 17% of the operating expenses consist of depreciation. TDA funding, specifically LTF, makes up approximately 47% of operating

revenue, the single largest category. Directly generated sources make up approximately 17.43% of the RTA's operating revenue. Directly generated sources include passenger fares, other operating revenue, interest income and fee reimbursements. RTA relies on federal sources for an additional 35% of funding. This is highlighted on Table 10 and on the figures below.

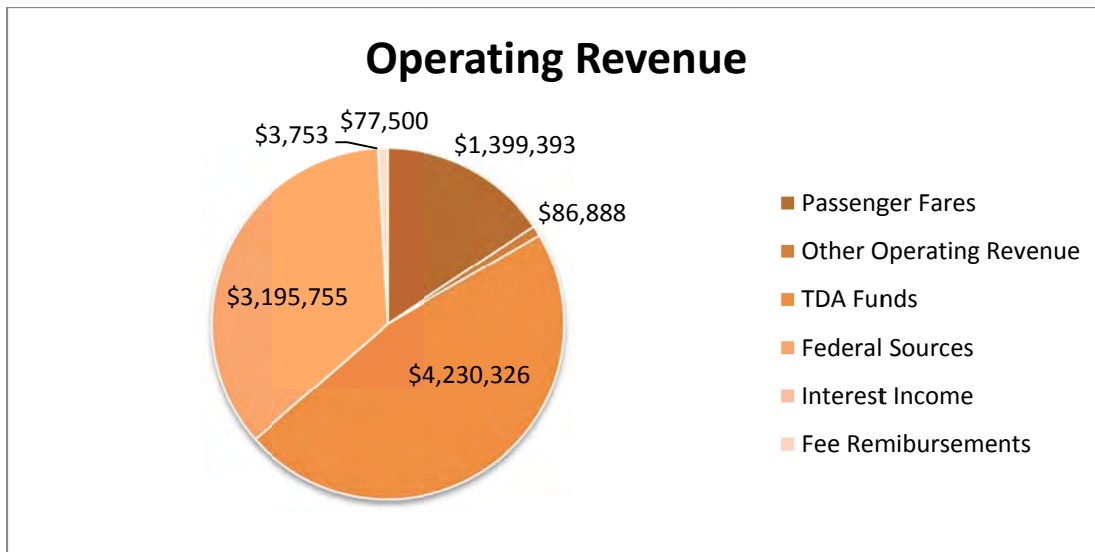
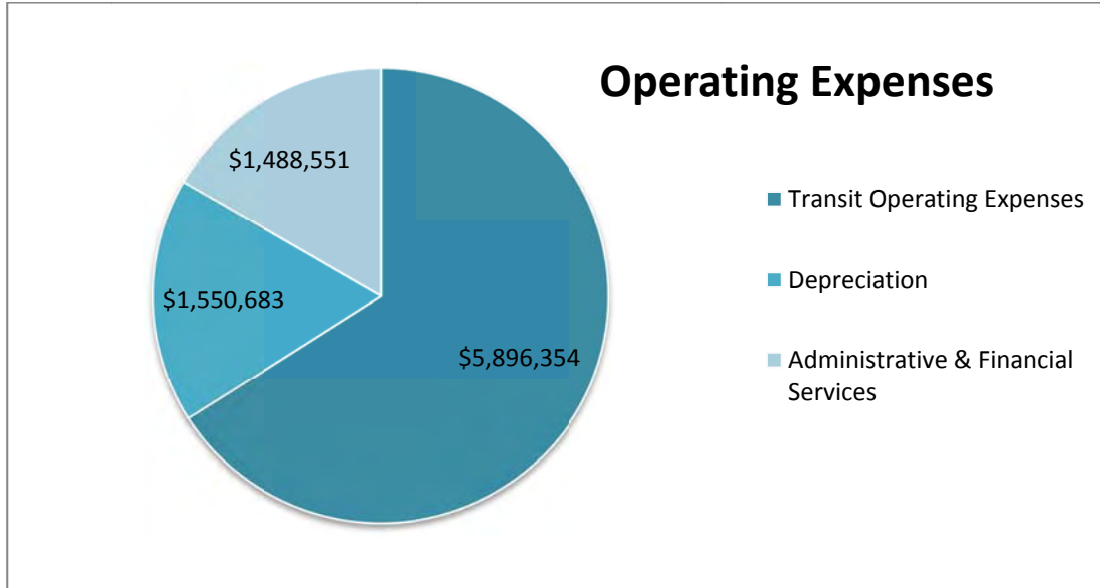


Table 10: 2014 RTA Expenses and Revenues

Category	Amount
<i>Operating Expenses</i>	
Transit Operating Expenses	\$5,896,354
Depreciation	\$1,550,683
Administrative and Financial Services	\$1,488,551
Total Operating Expenses	\$8,935,588
<i>Operating Revenue</i>	
Passenger Fares	\$1,399,393
Other Operating Revenue	\$86,888
TDA Funds	\$4,230,326
Federal Sources	\$3,195,755
Interest Income	\$3,753
Fee Reimbursements	\$77,500
Total Operating Revenue	\$8,993,615

Source: FY 2014 Financial Statements

Fare Structure

RTA has different fares for fixed route services, general public dial-a-ride services, and Runabout ADA service. The RTA fare schedule is presented on Table 11.

RTA fixed route cash fares are based on distance traveled with base fares ranging between \$1.50 and \$3.00 on a single route. In lieu of free transfers, RTA offers a Regional Day Pass for \$5.00, which – along with the Regional 31-Day Pass – is accepted on all fixed route buses operated by the various transit agencies in the county. Senior citizens, disabled passengers, Medicare card holders, and kindergarten through 12th grade students all ride for half fare. RTA offers discounted passes in a 1 day, 7 day, and 31 day increments. All but the 31-day passes can be purchased on the bus. RTA also sells a stored value card. Children under 44 inches tall, riders age 80 and above, and passengers who qualify to use Runabout service can ride RTA fixed routes fare-free. RTA passes are currently sold at its operating facility at 179 Cross Road in San Luis Obispo, the SLO County offices located adjacent to the RTA passenger facility, the Santa Maria Transit Center, at most city halls in the county, and at most Rabobank facilities in the county.

The general public dial-a-rides in Templeton and the Shandon area charge a base rate of \$2.50 and \$4.00, respectively. The base fare on the Nipomo Dial-A-Ride is \$2.25, with a discounted fare of \$1.75 offered to seniors, disabled passengers and children.

The Runabout fare policy is consistent with guidelines of the Americans with Disability Act. Fares are twice the base cash fare of RTA fixed route services for a similar trip, with a cap of \$10.00 for each Runabout one-way trip.

Table 11: RTA Fare Structure

	Regular Fare	Senior (65-79 years)/Disabled	Medicare Card Holders	Students (K-12)
Fixed Route				
Base/Cash Fare	\$1.50 - \$3.00	\$0.75 - \$1.50	\$0.75 - \$1.50	\$0.75 - \$1.50
1 Day Regional Pass	\$5.00	—	—	—
7 Day Pass	\$14.00	—	—	—
RTA 31 Day Pass	\$44.00	\$22.00	—	\$22.00
Regional 31 Day Pass	\$64.00	\$32.00	—	\$32.00
Stored Value Pass	\$15.00	—	—	—
Dial-A-Ride				
Base/Cash Fare	\$5.00	\$2.50	\$2.50	—
Punch Pass	\$10.00	—	—	—
Runabout				
Base/Cash Fare	\$3.00 - \$10.00	—	—	—

Source: RTA website

CAPITAL INVENTORY

This section presents RTA’s capital resources and plans. The vehicle fleet list includes projected date of replacement of vehicles. RTA also has plans for replacing the operations and maintenance facility in the City of San Luis Obispo. RTA has 125 bus stops and transfer centers that serve RTA passengers.

Vehicle Fleet

RTA’s vehicle fleet includes: 26 vehicles on the fixed routes throughout the county, 22 vehicles for the Runabout service, 3 vehicles specifically for SLO County, 8 buses for the Paso Express, and 11 RTA support vehicles. As of March 31, 2015, the average fixed route vehicle is just over 5 years old and has traveled an average of almost 278,000 miles; the demand response vehicles were just under 3 years old and have traveled just under 100,000 miles. The fleet is presented on Table 12.

Table 12: RTA Fleet Roster

Make and Model	Year	Seating Capacity	W/C Capacity	Replacement Year	Number of Vehicles
RTA Fixed Route					
Ford Starcraft Cutaway	2011	20	2	2016	2
Ford Aerolite Cutaway	2011	29	2	2015	1
Gillig Phantom	1997	43	2	2015	6
Gillig Phantom	2003	43	2	2016	3
Gillig Phantom	2003	43	2	2017	3
Gillig Phantom	2008	43	2	2018	2
Eldorado Low Floor BRT	2011	37	2	2021	1
Gillig Low Floor	2013	38	2	2023	7
Gillig Low Floor	2015	38	2	2025	8
Runabout					
Ford Starcraft Cutaway	2008	14	2	2013	2
Ford Eldorado Cutaway	2010	14	2	2015	4
Ford Eldorado Cutaway	2011	14	2	2016	2
Dodge Braun Minivan	2012	5	2	2017	6
Ford Starcraft Cutaway	2014	14	2	2019	8

SLO County Fleet					
Supreme Trolley	2007	29	2	2017	1
Ford Starcraft Cutaway	2006	14	2	2015	1
Double K Trolley Villager	2011	32	2	2023	1
Ford Starcraft Cutaway	2013	14	2	2020	1
Paso Express					
Chevrolet Eldorado Cutaway	2009	29	2	2016	1
Ford Eldorado Cutaway	2012	29	2	2019	1
International ICHC Eldorado Cutaway	2013	29	2	2023	4
Dodge Minivan	2013	5	2	2019	2
Support Vehicles					
Dodge Pickup Truck	2002			2017	1
Honda Civic Hybrid	2009			2016	1
Ford Taurus	2000			2015	1
Ford Pickup Truck	2014			2024	2
Ford Focus	2014			2021	3
Ford Focus	2015			2022	1
Ford Escape	2015			2022	2

Source: RTA Master fleet roster

Note: 6 1997 Gillig buses and 3 2003 Gillig busses will be surplussed at the end of Summer 2015 once the new 2015 buses are fully placed into service.

Bus Stops

There are approximately 125 bus stops supporting RTA transportation within the County. 21 of these stops are considered high-use RTA bus stops as defined as having at least 1% of systemwide boardings. A bus stop assessment and prioritization report was prepared in 2013 that analyzed the current bus stop inventory with recommendations for improvements and priorities for renovations. Not all bus stops are ADA compliant.

Facilities

RTA services operate out of five locations. The main operating base is located in a leased facility in southern San Luis Obispo, which serves many of the regular fixed routes and most of the Runabout vehicles. There is a yard in Paso Robles where a number of the Runabout vehicles are stored, some of the Route 9 buses, as well as vehicles that operate the Paso Robles services. There is also a yard in Cambria that is used to store Route 15 buses. The Nipomo Dial-A-Ride vehicle is stored in a grocery store parking lot in Nipomo. All RTA-operated and –managed vehicles are cycled through the San Luis Obispo yard for maintenance purposes. Finally, RTA manages SCT’s operating facility leased from SLO County and located in Arroyo Grande.

Current Capital Improvement Plan

The RTA capital program includes replacement vehicles, maintenance facility projects, and a number of major capital projects. The vehicle replacement schedule is highlighted on the vehicle fleet table (Table 12). In terms of maintenance facility there are plans to improve the current facility to meet the maintenance needs of the RTA fleet as well as the eventual construction of a new facility. Other projects include a transit center for both RTA and SLO Transit in San Luis Obispo, and other transit fleet improvements. RTA is currently conducting environmental planning efforts to construct a long-term operations and maintenance facility. The current facility is leased through January 2022, although it is currently at capacity. RTA is also researching

operating facility needs in Paso Robles that will meet the long-term needs for both RTA and the City's local transit program.

Chapter Three
San Luis Obispo Transit Services

SLO TRANSIT

SLO Transit is a transportation service operated through the Department of Public Works at the City of San Luis Obispo. SLO Transit provides coordinated public transportation options throughout the city with seven fixed route bus systems and a trolley service in downtown.

OVERALL SERVICE DESCRIPTION

SLO Transit operates a total of eight routes within the City of San Luis Obispo: seven regular fixed routes and the Old SLO Trolley. These routes provide service throughout the city and connect to the Cal Poly campus. Six of the seven fixed routes meet at the Transit Center at City Hall, where transfers are available (with a one-block walk) to RTA Route 9, 10, 12, and 14 services. It should be noted that not all SLO Transit routes have timed-transfers at the city's transit center due to the varying route cycle lengths, and none of RTA's routes are scheduled to meet SLO Transit's buses (RTA's buses are scheduled to arrive at 25 minutes after each hour and depart at 33 minutes past each hour). Table 13 presents the service span and frequency for SLO Transit routes.

Table 13: SLO Transit Service Span and Frequency

Route	Span	Frequency (Minutes)	Span	Frequency	Span	Frequency
	Weekday		Extended Weekday Labor Day – June 13		Weekends	
Route 1	7:15 AM – 6:09 PM	60	No Service		No Service	
Route 2	6:03 AM – 5:40 PM	40	6:50 PM – 9:18 PM	60	8:03 AM – 5:40 PM	40
Route 3	6:04 AM – 6:17 PM	40				
Route 4	6:34 PM – 6:15 PM	30	6:18 PM – 9:45 PM	60	8:04 AM – 5:37 PM	40
Route 5	6:20 AM – 7:21 PM	30	No Service		8:20 AM – 6:17 PM	60
	Weekday Labor Day – Mid-June		Saturdays Labor Day – Mid-June		Weekday Mid-June – Labor Day	
Route 6A	7:16 AM – 10:29 PM	30 (60 evenings)	9:10 AM – 5:29 PM	60	9:10 AM – 5:29 PM	60
Route 6B	7:02 AM – 10:56 PM	30 (60 evenings)	8:45 AM – 5:56 PM	60	8:45 AM – 5:56 PM	60
	Thursdays (Year Round)		Fridays June – Labor Day		Saturdays April – October	
Old SLO Trolley	5 PM – 9 PM	20	5 PM – 9 PM	20	5 PM – 9 PM	20

Source: SLO Transit Timetables

Note: Service for Route 2 ends at 5:00 pm on Sundays.

Table 14: SLO Transit Roundtrip Mileage, Cycle Time, and Average Speed

Route	Roundtrip Mileage	Weekday		Saturday		Sunday	
		Cycle Time	Avg. Speed	Cycle Time	Avg. Speed	Cycle Time	Avg. Speed
Route 1	10.25	56	10.98	No service		No service	
Route 2	7.14	35	12.24	35	12.24	35	12.24
Route 3	7.91	32	14.83	32	14.83	32	14.83
Route 4	13.7	55	14.95	55	14.95	55	14.95
Route 5	13.79	57	14.52	57	14.52	57	14.52
Route 6A	4.16	19	13.14	19	13.14	19	13.14
Route 6B	4.38	34	7.73	24	10.95	24	10.95
Old SLO Trolley	2.78	24	6.95	24	6.95	24	6.95

Source: SLO Transit timetables and TransitMix Pro

Table 15: SLO Transit Average Ridership by Route and Day

Route	Weekday	Saturday	Sunday	Annual
Route 1	213	0	0	54,832
Route 2	350	216	185	110,846
Route 3	436	293	247	140,408
Route 4	870	332	284	255,880
Route 5	809	317	266	238,476
Route 6A	482	0	0	123,757
Route 6B	360	7	0	92,783
Old SLO Trolley	95	32	0	11,556
TOTAL	3,615	1,197	982	1,028,538

Source: Ridership and hours reports FY2013/14

Table 16: SLO Transit Annual Ridership, Revenue Miles, Revenue Hours, and Performance Measures

Route	Ridership	Revenue Hours	Revenue Miles	Pass. per Revenue Hour	Pass. per Revenue Mile
Route 1	54,832	2,750	30,468	19.94	1.80
Route 2	110,846	3,966	43,750	27.95	2.53
Route 3	140,408	4,125	50,662	34.04	2.78
Route 4	255,880	6,767	92,787	37.81	2.76
Route 5	238,476	7,470	104,252	115.21	2.29
Route 6A	123,757	2,070	17,342	59.33	7.14
Route 6B	92,783	2,086	18,999	44.48	4.88
Old SLO Trolley	11,556	497	3,501	23.25	3.30
TOTAL	1,028,538	29,731	361,761	34.59	2.84

Source: Ridership and hours report FY 2013/14

Table 17: SLO Transit Vehicle Requirements

Route	Weekday	Saturday	Sunday
Route 1	1	1	1
Route 2	1	1	1
Route 3	1	1	1
Route 4	2	1	1
Route 5	2	1	1
Route 6A	1	1	1
Route 6B	1	1	1
Old SLO Trolley ¹	1	1	0
TOTAL	10	8	7

Source: Route and Schedule Stats report

Table 18: SLO Transit Financial Indicators

Route	Ridership	Cost	Revenue	Cost per Pass.	Revenue per Pass.	Farebox Recovery
Route 1	54,832	\$215,426	\$35,641	\$3.74	\$0.65	16.54%
Route 2	110,846	\$364,739	\$72,050	\$3.14	\$0.65	19.75%
Route 3	140,408	\$413,767	\$91,265	\$2.81	\$0.65	22.06%
Route 4	255,880	\$787,420	\$166,322	\$2.93	\$0.65	21.12%
Route 5	238,476	\$768,849	\$155,009	\$3.07	\$0.65	20.16%
Route 6A	123,757	\$187,569	\$80,442	\$1.44	\$0.65	42.89%
Route 6B	92,783	\$194,998	\$60,309	\$2.00	\$0.65	30.93%
Old SLO Trolley	11,556	\$33,428	\$7,511	\$2.76	\$0.65	22.47%
TOTAL	1,028,538	\$2,966,196	\$668,550	2.75	\$0.65	22.54%

Source: SLO Transit budget FY 2014.15 budget (actuals from FY 2013/14) and ridership/hours reports

Fixed Route Services

Route 1

Route 1 Broad/Johnson/University Square consists of a one-way loop serving the southeastern section of San Luis Obispo, and two-way service ending in a small loop structure in the northwestern part of the city providing service to downtown.

Route 2

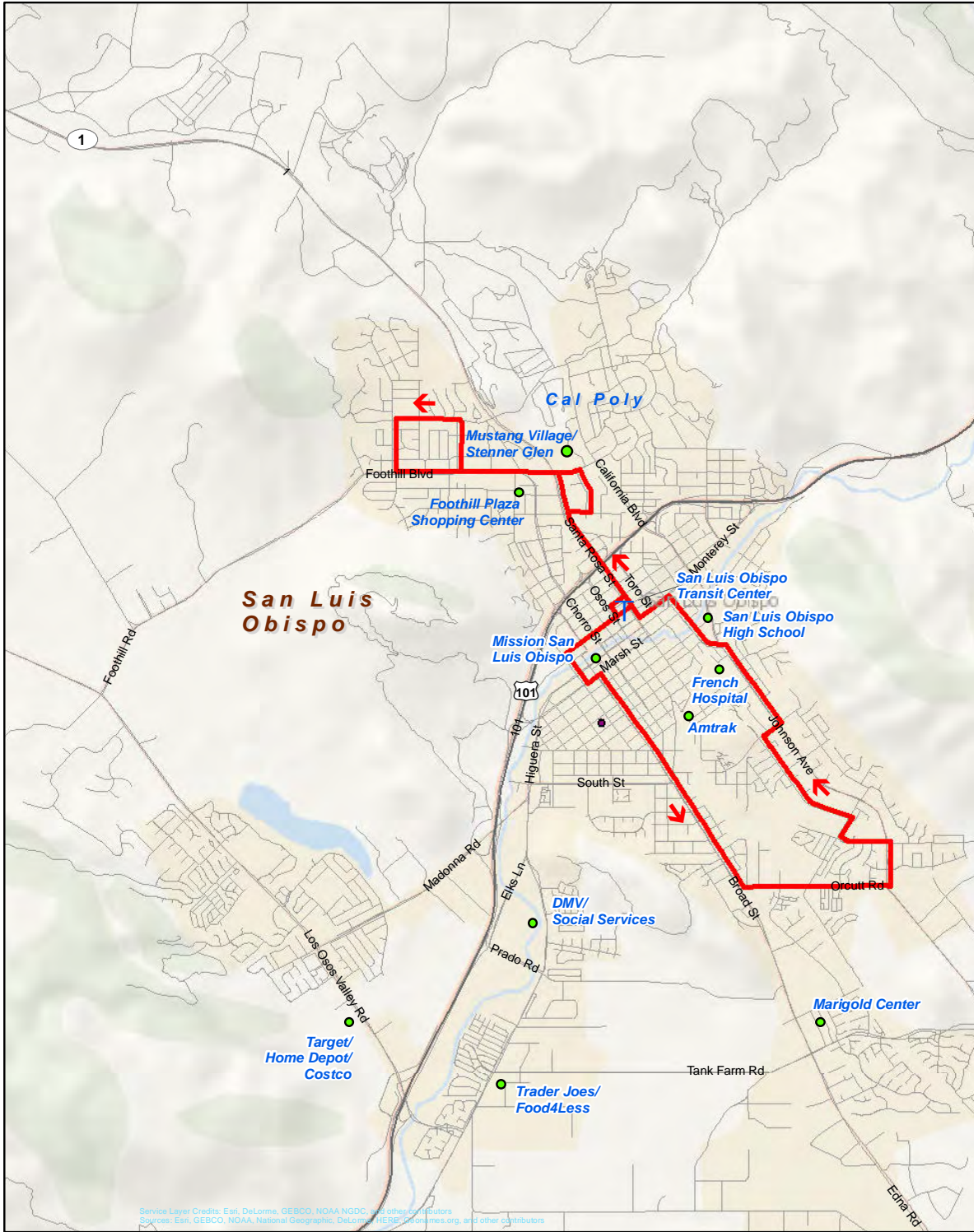
Route 2 South Higuera/Suburban serves the area southwest of downtown San Luis Obispo with two-way service ending in a small loop in the downtown area.

Route 3

Route 3 Johnson/Broad/Marigold serves southeastern San Luis Obispo with a large one-way loop through downtown.

¹ Operates Thursday, Friday, and Saturday only

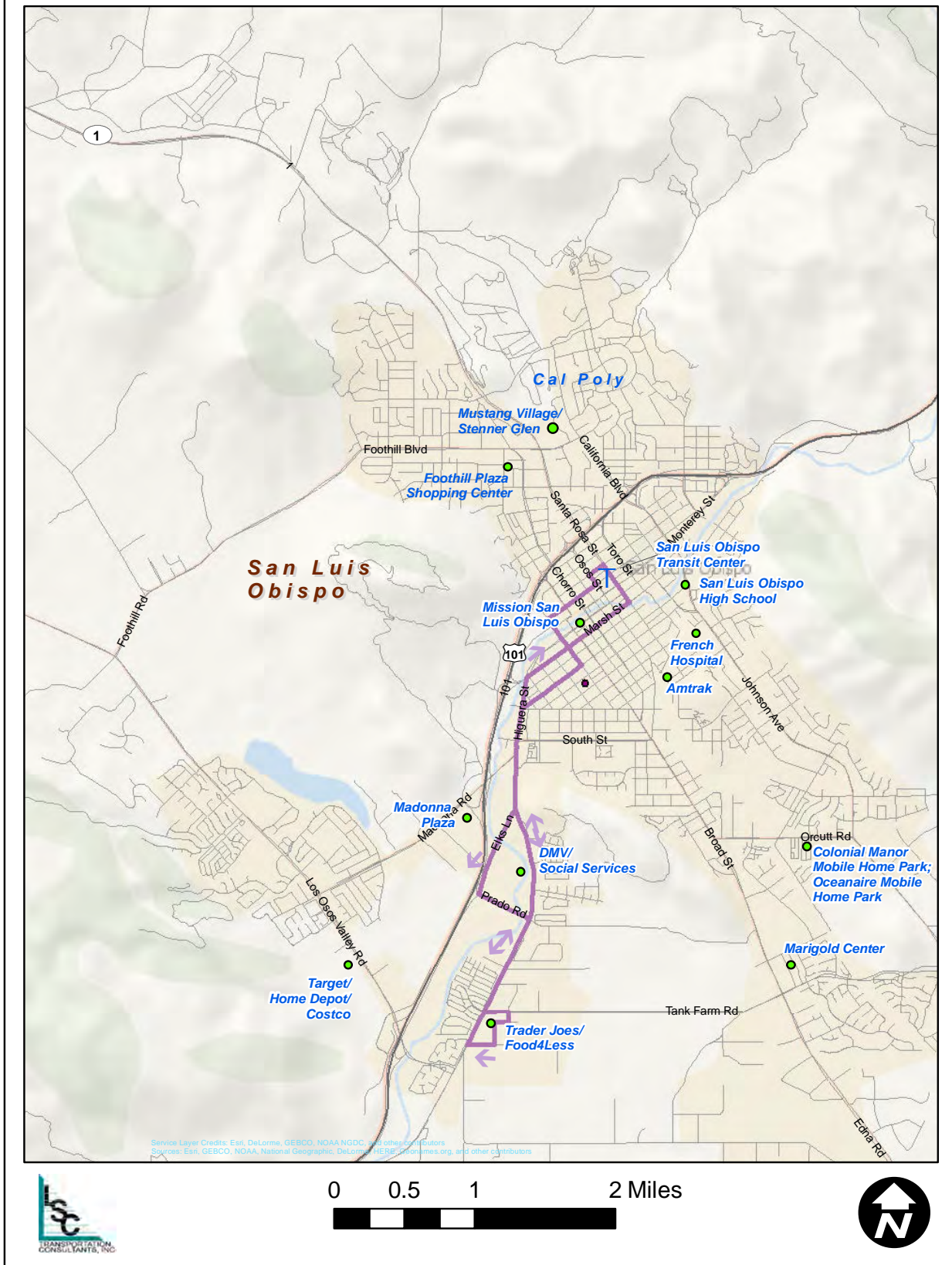
Figure 13
SLO Transit Route 1



Service Layer Credits: Esri, DeLorme, GEBCO, NOAA NGDC, and other contributors
Sources: Esri, GEBCO, NOAA, National Geographic, DeLorme, HERE, Swisson.com, and other contributors



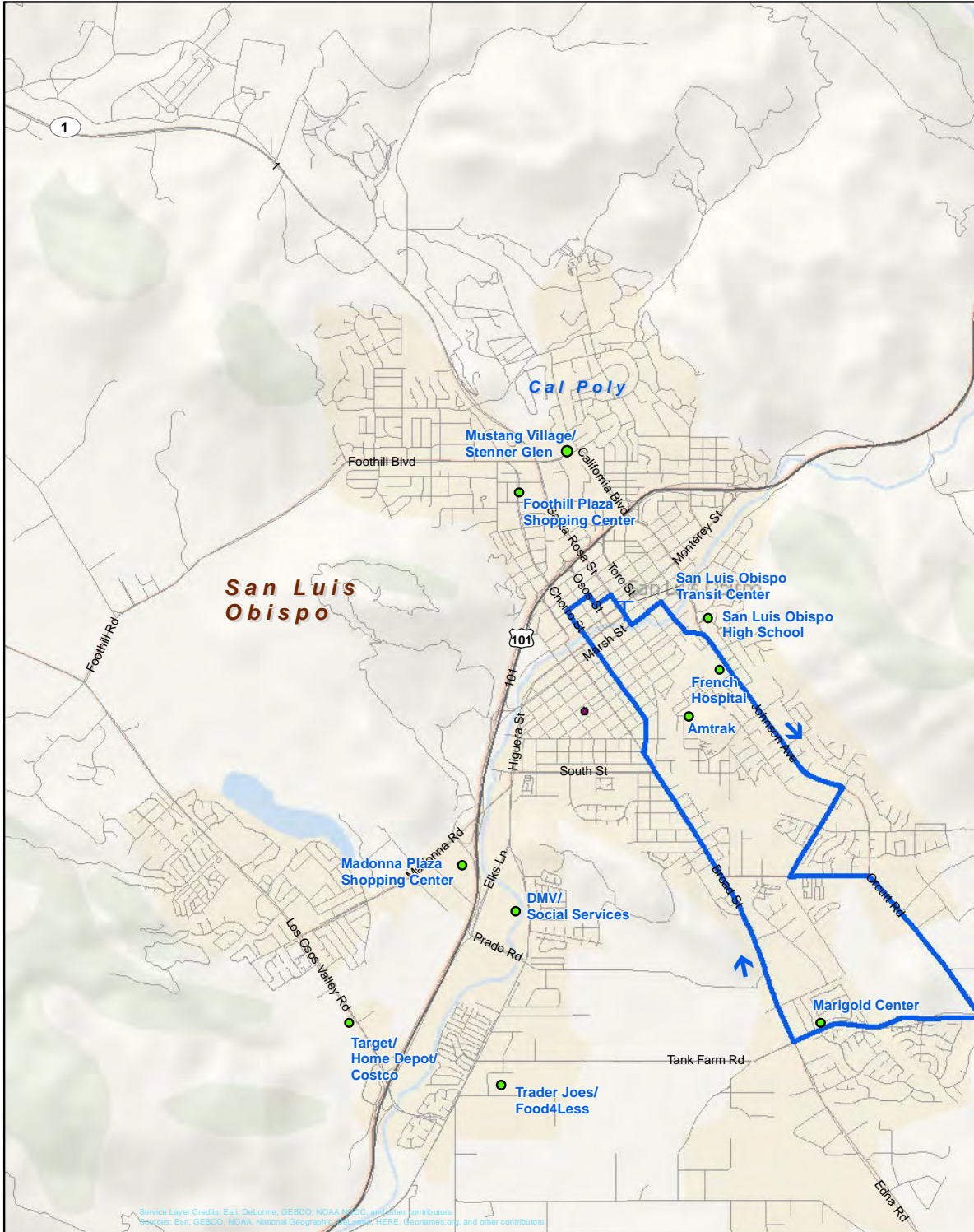
Figure 14
SLO Transit Route 2



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Figure 15
SLO Transit Route 3



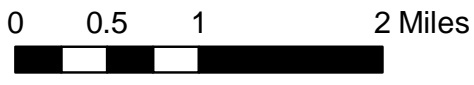
Service Layer Credits: Esri, DeLorme, GEBCO, NOAA, NPS, and other contributors
Sources: Esri, GEBCO, NOAA, National Geographic, HERE, Geonames.org, and other contributors



Figure 16
SLO Transit Route 4 and 5



Service Layer Credits: Esri, DeLorme, GEBCO, NOAA, NADIC, and other contributors
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Route 4

Route 4 Madonna/Laguna Lake/Cal Poly is a single one-way loop that covers a large area over the northwest, north, south, and southwest parts of town. The route provides access to Cal Poly campus and downtown San Luis Obispo.

Route 5

Route 5 Cal Poly/Laguna Lake/Madonna is a single one-way loop that covers a large area over the northwest, north, south, and southwest parts of town on a reverse direction to Route 4. The route provides access to Cal Poly campus and downtown San Luis Obispo.

Route 6A

Route 6A Cal Poly/Highland serves the Cal Poly community and surrounding neighborhoods to the west of the campus. Route 6A is interlined with Route 6B in a figure-eight route pattern on weekends, as well as in the evening and during the summer.

Route 6B

Route 6B Cal Poly/Downtown serves both the Cal Poly community connecting to downtown. Route 6A is interlined with Route 6B in a figure-eight route pattern on weekends, as well as in the evening and during the summer.

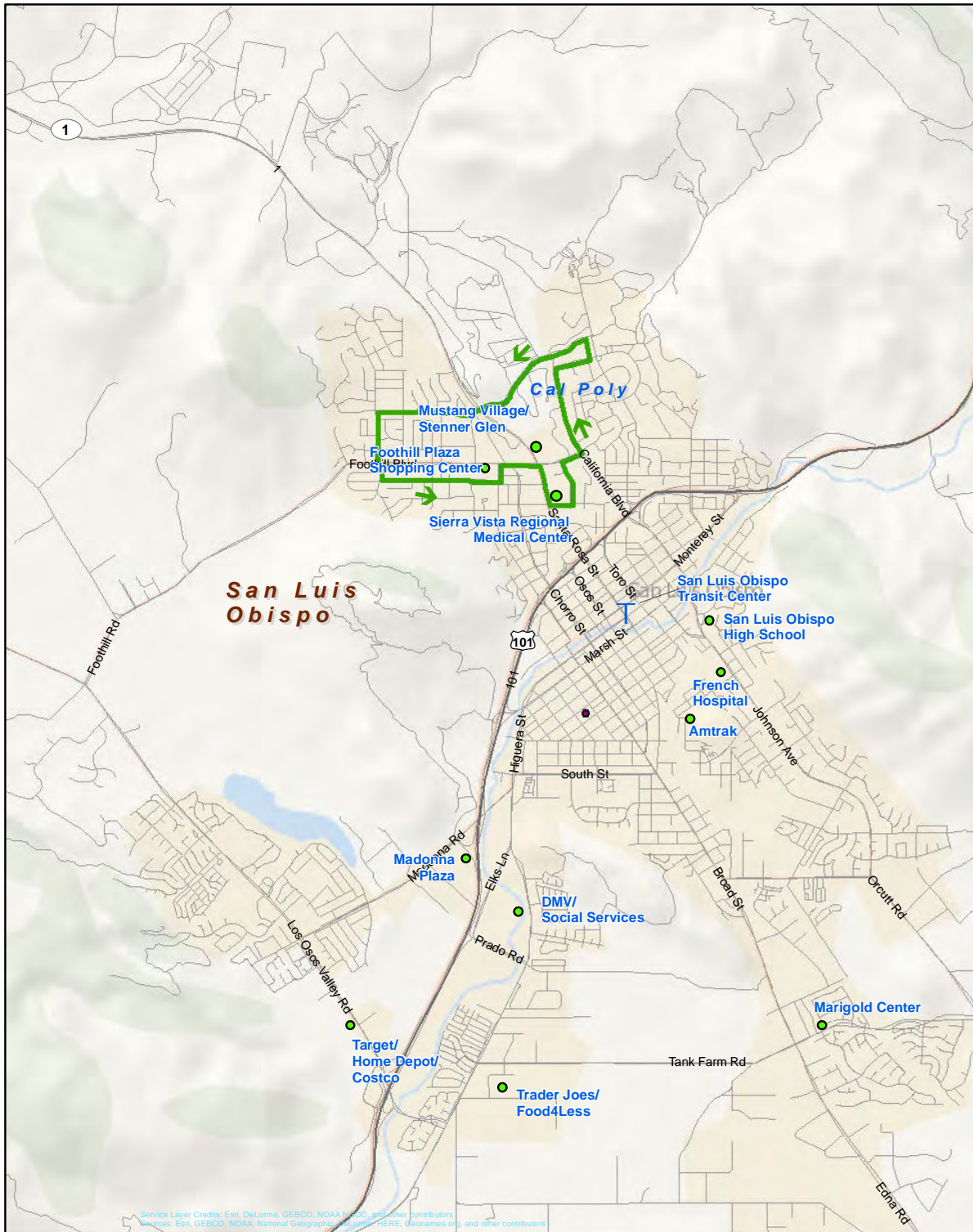
Old SLO Trolley

The Old SLO Trolley is operational 5 PM to 9 PM every Thursday, on Fridays from June to Labor Day, and Saturdays from April to October. The trolley runs a fixed route between Downtown and upper Monterey Street, making 18 stops, with 4 timed stops every 20 minutes at La Cuesta Inn, Monterey at Santa Rosa, Marsh at Chorro and Monterey at California.

FINANCIAL INFORMATION

The SLO Fund 2015/17 budget worksheets present the actual fiscal year 2013/14 expenses and revenues, which is presented on Table 19. State sources, including LTF make up 38% of SLO Transit funding. Passenger fares and other local sources make up another 21% of funding. The remaining revenue comes from federal sources, approximately 41% of all funding.

Figure 17
SLO Transit Route 6A



Service Layer Credits: Esri, DeLorme, GEBCO, NOAA, NDC, and other contributors
Sources: Esri, GEBCO, NOAA, National Geographic, and other contributors



Figure 18
SLO Transit Route 6B

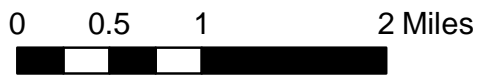
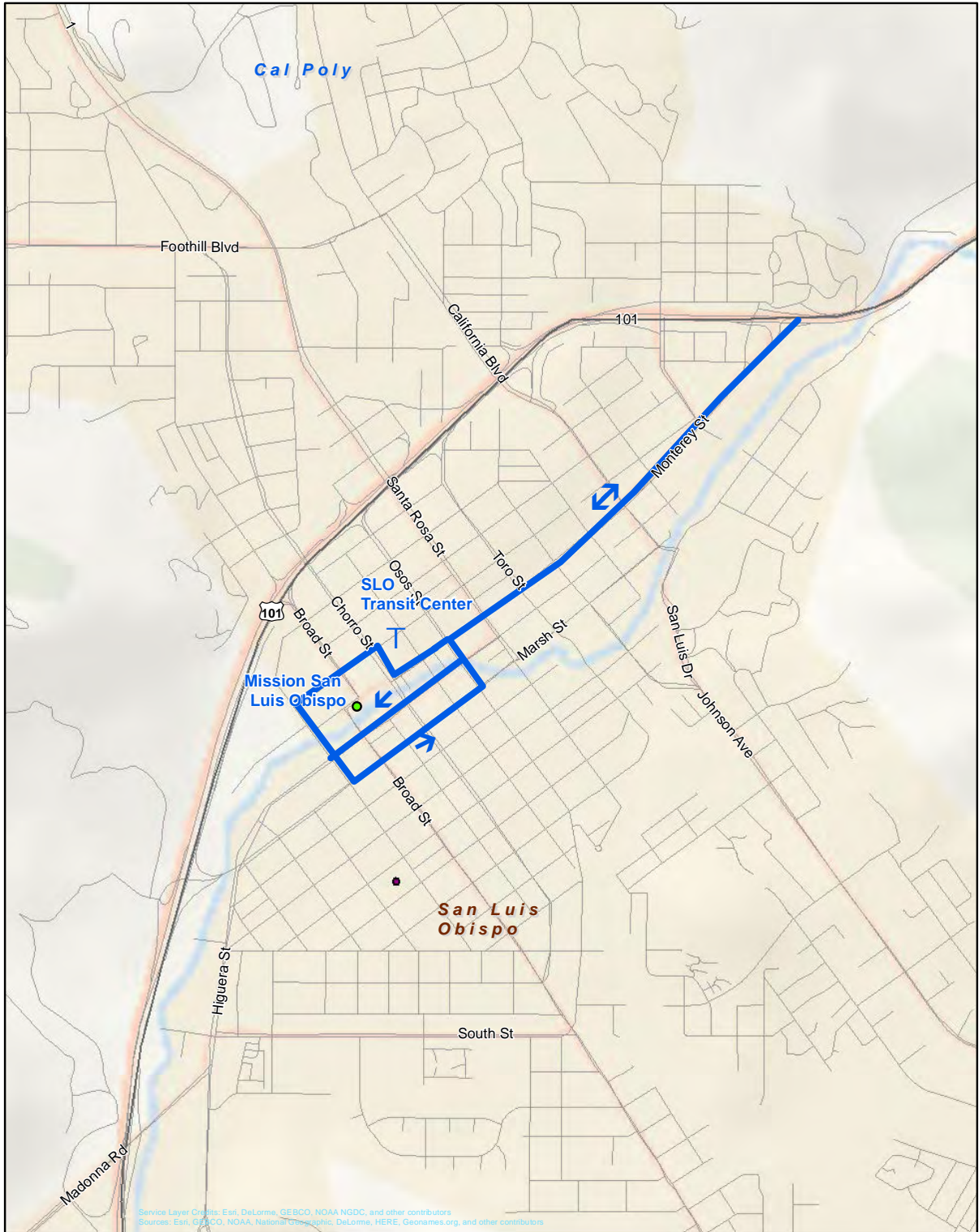


Figure 19
Old SLO Trolley Map



Service Layer Credits: Esri, DeLorme, GEBCO, NOAA NGDC, and other contributors
Sources: Esri, GEBCO, NOAA, National Geographic, DeLorme, HERE, Geonames.org, and other contributors



Table 19: FY13-14 SLO Transit Expenses and Revenues

Category	Amount
Expenses	
Vehicle & Route Operations	\$2,037,900
Operating Administrative Costs	\$930,525
Total	\$2,968,425
Revenue	
Local Revenues including fares and passes	\$ 694,714
State Sources	\$1,244,235
Federal Sources	\$1,300,213
Total	\$3,239,162

Source: SLO Transit Fund 2015-17 (2013/14 actuals)

Fare Structure

SLO Transit's base cash fare is \$1.25, and \$0.60 for senior citizens and passengers with a disability, as well as Medicare card holders. Discounts are provided for the purchase of passes, which are available in increments of 1 day, 3 day, 5 day, 7 day, and 31 day. All but the 31 day pass are available for purchase onboard buses. SLO Transit also offers discounted 16 ride passes (15 ride passes for seniors and disabled passengers. Thirty-one day (31 day) passes and multiple ride passes are sold at the City of San Luis Obispo City Hall Finance Counter and at the San Luis Obispo Chamber of Commerce. The following populations are able to ride for free on SLO Transit buses; seniors over 80 years old, children under 5, and Cal Poly students, faculty and staff. The pre-paid unlimited access offered to Cal Poly affiliates is provided as a result of an annual financial agreement negotiated between Cal Poly and the City of San Luis Obispo. Table 20 presents the fare schedule for SLO Transit.

Table 20: SLO Transit Fare Structure

	Regular Fare	Senior (65-79 years)/Disabled	Medicare Card Holders	Students (K-12)
Base/Cash Fare	\$1.25	\$0.60	\$0.60	
Trolley	\$0.50	\$0.25	—	—
1 Day Pass	\$3.00	\$0.25	—	—
1 Day Regional Pass	\$5.00	—	—	—
3 Day Pass	\$6.00	—	—	—
5 Day Pass	\$10.00	—	—	—
7 Day Pass	\$14.00	—	—	—
31 Day Pass	\$37.00	\$12.50	\$12.50	\$25.00
15 Ride Pass	—	\$9.00	\$9.00	—
16 Ride Pass	\$20.00	—	—	—

Source: SLO Transit

CAPITAL INVENTORY

SLO Transit's capital equipment is used to support SLO Transit service within the City of San Luis Obispo and on the Cal Poly campus. The vehicle fleet is maintained and stored at a single maintenance facility within the city. The city is responsible for maintaining bus stops and bus stop amenities. This section provides a highlight of the current SLO Transit capital equipment and capital program.

Vehicle Fleet

SLO Transit's vehicle fleet consists of a total of 16 buses. Of these buses, one is a trolley vehicle dedicated to the Old SLO Trolley and one is a double deck bus that is used during high ridership periods. The SLO Transit vehicle fleet is presented in Table 21. The average age of the low-floor vehicles is 8 years. The average mileage is 67,589 for the low-floor vehicles. Support vehicle inventory was not supplied.

Table 21: SLO Transit Fleet Roster

Make and Model	Year	Seating Capacity	W/C Capacity	Replacement Year	Number of Vehicles	Average Miles
Gillig Low Floor	2001	38	2	2015	3	384,354
Gillig Low Floor	2007	23	2	2019	2	287,356
Double K Trolley	2008	24	2	2020	1	46,123
Gillig Low Floor	2008	36	2	2020	4	211,825
Gillig Low Floor	2008	32	2	2020	2	318,654
Alexander Dennis Double Deck	2010	81	2	2022	1	87,999
Gillig Low Floor	2012	36	2	2024	1	88,822
Gillig Low Floor	2013	36	2	2025	1	60,364
Gillig Low Floor	2013	32	2	2025	1	60,364

Source: SLO Transit vehicle roster

SLO Transit implemented an Automatic Vehicle Locator (AVL) passenger access system using GPS to transmit vehicle location. Passengers have the ability to track bus locations on the internet. The AVL system is connected to LED arrival prediction signs at transit centers and bus shelters.

- Cal Poly campus at Kennedy Library (2 signs, one eastbound and one westbound)
- Downtown Transit Center (2 signs)

Bus Stops

SLO Transit serves 176 bus stops which includes the downtown transfer center and stops on the Cal Poly campus. There are a total of 42 shelters at these stops. Other amenities that are present at bus stops include 65 benches, 2 bicycle racks, 56 trash cans, 26 solar lights, and 176 information kiosks.

Facilities

SLO Transit has an operations and maintenance facility located at 29 Prado Road in San Luis Obispo. All SLO Transit vehicles are housed and maintained at this location. This location is located adjacent to the Water Department facilities. Long term, SLO Transit will need additional space so there is a need either to expand at the current site or possibly move to a new site.

Current Capital Improvement Plan

The current capital program includes responding to the need to replace vehicles and plan for the needs of the operating and maintenance facility, which is already at full capacity. The vehicle replacement schedule is presented in the vehicle inventory on Table 21. Other elements of the

capital improvement plan are improvements to the current operating and maintenance facility to provide training and classroom space.

Throughout the central coast region there are other transportation providers who provide fixed route or demand response services in coordination with SLO Transit and RTA.

Paso Express Routes A& B

The Paso Express Routes A & B are operated by RTA under contract with the City of Paso Robles. Service is provided within Paso Robles Monday – Friday with slightly reduced service on Saturday and no service on Sunday. These loops run opposite of each other and connect with RTA Route 9 at the North County Transportation Center at Pine and 8th. RTA Route 9 serves the city east of the Salinas River – including the Cuesta College North Campus – and connecting with Routes A & B in downtown Paso Robles. The Paso Express fare program mirrors that of RTA Route 9 within city limits (i.e., base cash fare is \$1.50).

Paso Robles Express Dial-A-Ride

The Paso Robles Dial-A-Ride service provides paratransit service to the general public anywhere within the City limits, using two ramp-equipped low-floor minivans. This service is also operated by RTA under contract to the City of Paso Robles. The base cash fare is \$5.00, and senior citizens, disabled passengers, and Medicare card holders all ride for half fare. A punch pass is sold for \$10.00 that can be used to pay fares on the dial-a-ride services. Service is operated 8:00 AM to 1:00 PM on weekdays only.

South County Transit

South County Transit (SCT) consists of four fixed-routes in the southern part of San Luis Obispo County serving the Five Cities area. SCT is a JPA made up of San Luis Obispo County, the City of Arroyo Grande, the City of Pismo Beach, and the City of Grover Beach, with service administered by RTA but using SCT employees to drive and supervise the buses. SCT Route 21 extends from Shell Beach into Arroyo Grande. SCT Route 23 provides service through Grover Beach and Oceano. SCT Route 24 operates in the opposite direction of the main loop of SCT Route 21 through Pismo Beach, Grover Beach and Arroyo Grande. Service is provided between approximately 6:00 AM and 7:30 PM on weekdays, 7:00 AM and 7:30 PM on Saturdays, and 7:30 AM and 6:30 PM on Sundays. SCT Route 25 provides service to Arroyo Grande High School through the Five Cities area only during the Arroyo Grande High School academic year. Timed transfers between SCT Routes 21 and 24 are provided with RTA Route 10 at the Pismo Premium Outlets transfer center. SCT is currently planning to implement Route 26 service, which would provide peak travel period service connecting Oceano to shopping and employment opportunities in the other three cities in the area.

Beach Trolley

The Beach Trolley is a service funded by SLO County, managed by RTA and operated by SCT. It operates 10 AM – 4 PM on weekends from Late March – Early June. Expanded summer service begins in June providing local transportation to the influx of tourists in the Five Cities and Avila Beach areas. This is a free service which makes a total of 9 stops connecting riders to the Pismo Beach Premium Outlets to the Port of San Luis via Avila Valley, and resorts in Shell

Beach and Pismo Beach. In addition, SCT operates a local service within Avila Beach when the Avila Beach Farmer's Market operates. The Avila Beach Community Foundation provides the support to maintain this free service. Connections from SCT Routes 21 and 24, as well as RTA Route 10 can be made to the Trolley at the Pismo Beach Premium Outlets transfer facility.

Morro Bay Transit

Morro Bay Transit is operated by the Transit Division under the Department of Public Works in the City of Morro Bay. Morro Bay Transit provides a local deviated fixed route within the City limits to the general public Monday through Friday 6:25 AM to 6:45 PM and on Saturdays from 8:25 AM to 4:25 PM. Deviations are provided curb-to-curb within ¾-mile of the route and are deemed "Call-A-Ride" trips, which meet the requirements of the Americans with Disabilities Act. Additionally, Morro Bay Transit operates the Morro Bay Trolley service from Memorial Day through the first weekend of October.

Santa Maria Area Transit

The City of Santa Maria operates Santa Maria Area Transit through the Public Transit Services Division in the Department of Public Works. This bus system operates 13 fixed-routes within the City of Santa Maria, with routes providing service to the Alan Hancock Community College campus, the Santa Maria Airport, the Marian Regional Medical Center, downtown Santa Maria, and the adjacent neighborhoods. The Santa Maria Transit Center serves as a transfer point to RTA Route 10, the Breeze bus connecting to Lompoc, and the Guadalupe Flyer.

Monterey-Salinas Transit

Monterey-Salinas Transit District is a local government agency which primarily serves the transportation needs of Monterey County and the City of Salinas, located north of San Luis Obispo on the California Coast. Monterey-Salinas Transit operates 57 routes with a fleet of 111 vehicles within a 280 square-mile area of Monterey County and Southern Santa Cruz County. The Monterey-Salinas Transit District overlaps with RTA with the Route 83 service from Fort Hunter Liggett to Paso Robles via San Miguel and Lockwood.

MST Route 83 consists of express transit service between Fort Hunter Liggett and Paso Robles via San Miguel and Lockwood. This service has a base fare of \$3.50 with a discounted fare of \$1.75 to applicable riders from Fort Hunter Liggett to Paso Robles. This service provides four roundtrips per day on weekdays and two roundtrips on weekends. The Route 83 service connects with Route 82 that operates between Ft. Hunter Liggett and Salinas.

Ride On Transportation

The Ride On Transportation is an independent non-profit specialized transportation provider which services San Luis Obispo County. They provide a range of shuttle services for veterans, seniors, people with disabilities, and social service agencies. Additionally, they provide shuttle services for the general public to coordinate airport shuttles, Amtrak shuttles, vanpools, event transport, and a range of other transportation services. Ride On Transportation serves as the Consolidated Transportation Service Agency (CTSA) for San Luis Obispo County.

Cambria Community Bus

The Cambria Community Bus operates out of the Cambria Community Services District and is administered on behalf of SLO County by RTA. Operating funding for this service is provided by donations. This is a curbside service reserved in advance. One bus runs Monday through Friday and provides local transit in Cambria. Once a week, the bus provides a group trip to San Luis Obispo, and once a month the bus provides a group trip to medical services in Templeton and shopping malls in Paso Robles.

Cayucos Senior Van

The Cayucos Senior Van is a rideshare transportation option available for seniors. This service is reserved in advance and is administered on behalf of SLO County by RTA. This service is primarily funded from proceeds from the senior thrift store; trips are made 7 days a week to locations as close as Morro Bay (shopping, medical) or as far as the Five Cities, depending upon demand.

Atascadero Dial-A-Ride

The City of Atascadero operates Atascadero Dial-A-Ride, a curbside general public shuttle service available within the city limits. All vehicles are wheelchair lift equipped and reservations are made in advance. A discount fare is available to disabled riders.

Cambria Anonymous Neighbors

Cambria Anonymous Neighbors is a non-profit organization that provides transportation to seniors and persons with disabilities who need transportation to non-emergency medical appointments.

San Luis Obispo Regional Rideshare

San Luis Obispo Regional Rideshare is a division of the San Luis Obispo Council of Governments (SLOCOG) which provides regional transportation information, road conditions, and other commute resources. This program supports reducing single occupant vehicle travel by encouraging other options for commuting including rideshare matching for carpooling and vanpools. Other modes of rideshare transportation information is presented for bike, carpool, vanpool, shuttles and taxi services, and public transit.

Additionally, San Luis Obispo Rideshare manages the regional mobility management program. The goal of the mobility management program is to bridge the communication gap between public transit agencies and social service agencies. As part of mobility management, SLO Regional Rideshare manages the first rural 511 trip planning service in the nation which provides concise transportation information on road conditions, public transportation, ridesharing, and roadside assistance in both English and Spanish. The 511 service is utilized throughout the state and is funded by the Caltrans New Freedom Grant. Other aspects of mobility management include:

- Launch of a county-wide online bus trip planner

- Personalized trip planning assistance by calling 781-1385
- One-on-one transportation training with agency staff
- Agency wide transportation information presentation or training
- Transportation Information Centers for onsite use
- Organized group Transit Field Trips
- Mobility training to become a trainer for your clients
- Door-to-door trip assistance

Cal Poly Late Night Escort Service

For Cal Poly students, the Cal Poly Late Night Escort Service is available through the University Police Department. This service provides transportation to locations from and within the campus between the hours of 7:00 PM and 12:00 PM.

SLO Safe Ride

SLO Safe Ride is a for-profit company that provides transportation services for events, late-night rides, weddings, wine tasting, and various other shuttle services. They have been supporting the San Luis Obispo area since 2010. Reservations are made in advance.

Amtrak/LOSSAN

Amtrak is a national railroad service that provides services to more than 500 destinations in 46 states. In California, the Los-Angeles-San Diego-San Luis Obispo (LOSSAN) Rail Corridor Agency encourages rail transportation efficiencies with increased ridership, revenue, capacity, reliability, and safety within the LOSSAN Corridor along the California coast. Amtrak operates the *Pacific Surfliner* which services San Diego, Orange County, Los Angeles, Ventura, Santa Barbara, and San Luis Obispo. During 2014 the *Pacific Surfliner* made 2 daily round trips from San Diego to San Luis Obispo (source: Amtrak California 2014 Fact Sheet). Amtrak California Thruway Connection buses provide an additional five roundtrips connecting to *Pacific Surfliner* trains that do not serve San Luis Obispo County stations and two roundtrips that operate through San Luis Obispo and Grover Beach connecting Santa Maria and Hanford. Beyond *Pacific Surfliner* service, the *Coast Starlight* operates daily between Los Angeles and Seattle. In San Luis Obispo County, there are multiple transit options available for transportation to the Amtrak stations in Paso Robles, San Luis Obispo, and Grover Beach.

Greyhound

Greyhound Lines, Inc. is a national bus transportation service with 3,000 stops in North America. Tickets can be purchased to travel within a state or to other states. There are two Greyhound bus stop locations in San Luis Obispo County: one at 1460 Calle Joaquin Street in San Luis Obispo and another in San Miguel at Mission and 14th Streets. Only the San Miguel location is served on a limited basis by RTA Route 9.

Taxis

Taxis in San Luis Obispo County provide service to any destination. They can be found on short notice in downtown San Luis Obispo and at the San Luis Obispo Regional Airport. Taxis also operate in the Five Cities area and in North County. However, their rides are primarily arranged in advance. Taxi rates are relatively more expensive than other forms of transportation available

within the County. More than 20 different taxi companies provide service to County of San Luis Obispo with service to downtown. Among these companies include mobile-app transportation services such as Uber. In the City of San Luis Obispo the Mass Transit Committee is responsible for policy and oversight over transit services and taxis.