

REGIONAL TRANSIT AUTHORITY EXECUTIVE COMMITTEE AGENDA

PLEASE NOTE THE DATE, TIME, AND LOCATION:

Wednesday, October 16, 2013

10:00 a.m. – 11:30 a.m.

SLOCOG Conference Room
1114 Marsh Street
San Luis Obispo, California

This agenda is available/posted at: <http://www.slorta.org/board/rta-board-meetings>

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 SLORTA 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 Comment:** The Committee reserves this portion of the agenda for members of the public to address the San Luis Obispo Regional Transit Authority Executive 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. Information Items**
 - A-1 Executive Director's Report (Information)
 - A-2 Planning and Programming of FTA-Funded Projects (Information; handout to be provided at the meeting)
 - A-3 North County Transit Consolidation Update (Information)
- 4. Action Items**
 - B-1 RTA Summer Special Services (Action)
- 5. Consent Items**
 - C-1 Executive Committee Meeting Minutes of August 7, 2013 (Approve)

The Regional Transit Authority is a Joint Powers Agency serving the residents and visitors of:

Arroyo Grande Atascadero Grover Beach Morro Bay Paso Robles Pismo Beach San Luis Obispo County of San Luis Obispo

6. **RTA Board Agenda Review** – below are items that will be presented at the September 4, 2013 RTA Board meeting:

Information Items

- A-1 Executive Director's Report (Information)
- A-2 Planning and Programming of FTA-Funded Projects (Information)
- A-3 North County Transit Consolidation Update (Information)

Action Items

- B-1 RTA Summer Special Services (Action)

Consent Items

- C-1 Executive Committee Meeting Minutes of August 7, 2013 (Approve)
- C-2 RTA Board Meeting Minutes of September 4, 2013 (Approve)
- C-3 RTAC Meeting Minutes of April 17, 2013 (Approve)

Closed Session Items

- D-1 It is the intention of the Board to meet in closed session concerning the following items:

- D-1-1 Conference with Labor Negotiator Geoff Straw concerning the following labor organization: Teamsters Local Union No. 986

- D-1-2 It is the intention of the Board to meet in closed session concerning the following items:

CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Gov. Code Sec. 54956.8):

Agency Negotiators: Geoff Straw (RTA), Ronald De Carli (SLOCOG), Peter Rodgers (SLOCOG)

Under Negotiation/Discussion: Price and Terms of Payment

Properties:

179 Cross Street, San Luis Obispo, CA (APN: 053-257-032)

Negotiating Party: LTC of SLO, Ltd.

40 Prado Road, San Luis Obispo, CA (APN: 053-022-014)

Negotiating Party: Rescal SLO193 LLC

7. **Closed Session Items**

None

8. **Adjournment**

Next Executive Committee Meeting: **December 11 , 2013** (OR SHOULD MONTHLY EXECUTIVE COMMITTEE & BOARD MEETINGS BE PLANNED TO PROVIDE UNION NEGOTIATION UPDATES?)

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

October 16, 2013

STAFF REPORT

AGENDA ITEM: A-1

TOPIC: Executive Director's Report

PRESENTED BY: Geoff Straw

STAFF RECOMMENDATION: Information

BACKGROUND/DISCUSSION:

Operations:

RTA will conduct its quarterly Employee of the Quarter barbecue lunch on October 31, and all RTA Board members are invited to join the celebration. It will be Halloween, so costumes are encouraged!

The Regional Transportation Advisory Committee met on the morning of October 16. Items on the RTAC agenda included recommendations on the Summer Beach Shuttle and the Summer Youth Ride Free programs, as well as potential RTA Strategic Business Plan standards amendments. A more detailed summary of RTAC recommendations will be provided at the November 6 RTA Board meeting.

RTA continues to work with SLOCOG and the Cities of Atascadero and Paso Robles to implement the consolidation recommendations developed in the 2012 North County Transit Plan. An update is provided in Agenda Item A-3. If sufficient progress is made before the November 6 RTA Board meeting on an operating agreement, staff is recommending that the item be placed on that agenda; otherwise, staff could request a special joint RTA/SLOCOG meeting be accommodated as part of the December 4 SLOCOG Board meeting.

Maintenance:

At its May 1, 2013, meeting, the RTA Board authorized procurement of up to eight low-floor 40-foot buses. RTA will issue a Notice to Proceed for these eight buses, along with one 35-foot bus for South County Transit, to the Gillig Corporation by the end of October. This procurement was made possible by RTA and SCT's involvement in the 22-agency 5-year joint procurement led by the Central Costa County Transit Authority. We are currently negotiating final details, including delivery dates. Based on preliminary discussions with Gillig officials, the buses will be delivered in 15 to 18 months.

Following an extensive recruitment and selection process, staff recently hired Tim Dennis into the newly-created Utility Worker Bus Stop Maintenance position authorized the current budget. Tim's primary focus will be cleaning and maintaining bus stops

throughout the RTA service area, and he has already demonstrated a strong and caring work ethic. Please join me in welcoming Tim to the RTA Team.

Service Planning & Marketing:

Agenda Item B-1 includes a discussion of recent performance measures for two seasonal summer services: the Summer Beach Shuttle, and the Summer Youth Ride Free program. It should be noted that staff is recommending to County staff that the County-funded Cambria Trolley program be eliminated as a regularly-operated summer service, but that special event service be operated to meet the focused needs of that community.

RTA is finalizing a CMAQ grant proposal to purchase up to three additional buses and to operate additional (and innovative) express runs along the US101 corridor. That CMAQ application will be submitted prior to the October 18 deadline.

RTA has joined all other transit operators in the county in observing Ride Fare-Free Transit Tuesdays during October Rideshare Month. Staff will closely track any impacts on ridership and fare revenues in the ensuing month to determine the effectiveness of this program in attracting and retaining new riders. It should be noted that this program only directly affects cash fares, punch passes, and single-day pass sales, since 31-day passes are calendar-based and not ride-based.

Staff has completed its on-site bus stop assessment project, and is currently developing a prioritized list of bus stop improvements that we will first share with SLO County staff, and then with each city's public works department. We anticipate forwarding the study report to each jurisdiction by the end of the calendar year.

RTA is wrapping up its first comprehensive RTA Customer Perception Survey, which was conducted throughout the month of October. This effort included an employee survey, a Rider Survey for RTA, Runabout and SCT customers, and an Internet-based stakeholder/Non-Rider survey. We will provide a summary of this effort at the January 2014 RTA Board meeting, focusing on how it can assist us in updating our Strategic Business Plan.

Finance and Administration:

During the preceding quarter, staff worked closely with our auditors to complete the RTA Annual Fiscal and Compliance Audit report for FY12-13, which will be provided at the Executive Committee meeting. Overall, financial results were positive, and the auditors affirmed the information reported is fairly stated in all material respects in relation to the financial statements as a whole. It should be noted that this is the second consecutive year that the audit was completed relatively early in the calendar year. Kudos to Tania Arnold, who led the audit effort, as well as Omar McPherson and Trena Wilson, both of whom assisted in completing the process quickly and efficiently.

Preliminary financial data for the first two months of FY13-14 are included in the attached report. In summary, this report covers 16.7% of the budget year, and overall

non-capital expenditures equaled 14.6% of the annual budgeted amount. While it is too early to draw any conclusions or determine any trends, it is important to note a couple of issues presented in the financial and operating tables:

1. Similar to the July results presented at the September RTA Board meeting, total fixed route farebox revenues of \$280,649 include a “slug-load” of bulk institutional pass sales that tend to occur at the beginning of each fiscal year. As such, the 42.4% farebox recovery ratio (FRR) reported for fixed route is somewhat misleading and will decline as the year progresses.
2. RTA paid for its seven new buses in September, so that capital expenditure will be presented when the September financial statements are completed. All other capital projects in the budget are subject to the availability of funding, as well as available staff resources to implement each project.

Fixed route ridership remains strong, with 129,482 boardings through August 31, in comparison to 118,230 in the prior year. This represents a year-over-year increase of 9.5%, and both July and August represent record ridership months in comparison to previous monthly totals. Runabout ridership set a new single-month record in August – surpassing the previous record in July – totaling 7,496 boardings year to date, and equating to a year over year increase of 20.2% over YTD August 2012 Runabout boardings.

Fixed route productivity of 22.2 passenger-boardings per service hour through August 2013 exceeded RTA’s goal of 21.

Runabout productivity actually declined in August 2013 in comparison to previous August monthly figures, despite record passenger boardings. That is due to the additional daily Runabout hours added in July as part of the budget-making process to meet burgeoning demand. Staff will continue to monitor this important metric to ensure Runabout is operated as efficiently as possible while still meeting ADA service requirements.

In summary, all objective/measurable year to date Performance Measure Standards identified in the 2011 RTA Strategic Business Plan were met or exceeded through August 2013.

RTA Facility Planning

The RTA Facility Subcommittee met on October 21, 2013 to discuss RTA’s long-term operations/maintenance facility needs. The results of that meeting, as well as further developments, will be discussed in Closed Session at the November 6 RTA Board meeting.

Labor Relations

RTA's collective bargaining agreement (CBA) with Teamsters Local 986 expires on January 31, 2014. As permitted under the CBA, staff began negotiations with Teamsters officials on November 4, 2013. Preliminary findings from that first meeting will be discussed in Closed Session at the November 6 RTA Board meeting.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

		Adopted Budget FY 2013-14	July Actual	August Budget	August Actual	August Variance	Year to Date FY 2013-14	Percent of Total Budget FY 2013-14
	Hours	60,118	5,496	5,010	5,621	(611)	11,117	18.49%
	Miles	1,594,232	140,513	132,853	143,189	(10,336)	283,702	17.80%
Administration:								
	Labor	731,454	50,270	60,954	59,462	1,492	109,732	15.00%
	Labor - Administration Workers Comp	35,690	2,066	2,974	2,066	908	4,133	11.58%
	Office Space Rental	416,190	32,127	34,683	31,785	2,898	63,912	15.36%
	Property Insurance	16,186	15,820	-	-	-	15,820	97.74%
	Professional Technical Services	90,725	15,000	-	-	-	15,000	16.53%
	Professional Development	16,250	200	1,354	871	483	1,071	6.59%
	Operating Expense	183,670	16,550	15,306	13,783	1,523	30,333	16.52%
	Marketing and Reproduction	92,300	3,921	7,692	8,900	(1,208)	12,821	13.89%
	North County Management Contract	(6,620)	-	-	-	-	-	0.00%
	County Management Contract	(87,500)	(7,292)	(7,292)	(7,292)	-	(14,583)	16.67%
	SCAT Management Contract	(77,500)	(6,458)	(6,458)	(6,458)	-	(12,917)	16.67%
	Total Administration	1,410,846	122,204	109,213	103,118	6,095	225,322	15.97%
Service Delivery:								
	Labor - Operations	2,869,163	212,402	239,097	219,396	239,097	431,798	15.05%
	Labor - Operations Workers Comp	206,962	11,982	17,247	11,982	5,265	23,965	11.58%
	Labor - Maintenance	760,398	54,554	63,366	52,238	11,129	106,792	14.04%
	Labor - Maintenance Workers Comp	63,811	3,681	5,318	3,694	1,623	7,375	11.56%
	Fuel	1,490,155	108,265	124,180	119,692	4,488	227,957	15.30%
	Insurance	352,037	28,598	29,336	29,158	179	57,756	16.41%
	Special Transportation (includes Senior Vans, Lucky Bucks, etc)	81,700	6,321	6,808	6,168	641	12,489	15.29%
	Avila Trolley	66,100	8,250	5,508	8,756	(3,248)	17,006	25.73%
	Maintenance (parts, supplies, materials)	536,934	18,661	44,744	28,368	16,377	47,029	8.76%
	Maintenance Contract Costs	127,202	-	10,600	8,525	2,075	8,525	6.70%
	Total Operations	6,554,461	452,715	546,205	487,976	58,229	940,691	14.35%
Capital/Studies:								
	Computer System Maintenance/Upgrades	13,310	-	-	-	-	-	0.00%
	Miscellaneous Capital							
	Facility Improvements	187,820	-	-	-	-	-	0.00%
	Maintenance Software and Maintenance Equipment	60,000	-	-	-	-	-	0.00%
	Tire Lease Buyout	37,170	-	-	-	-	-	0.00%
	Marking and Tethering Program	5,500	-	-	-	-	-	0.00%
	Rotary Lift	18,700	-	-	-	-	-	0.00%
	Specialized Maintenance Tools	12,650	-	-	-	-	-	0.00%
	Maintenance Staff Office/Additional Desks	34,100	-	-	-	-	-	0.00%
	Backup Generator	17,250	-	-	-	-	-	0.00%
	Vehicle ITS/Camera System	461,787	-	-	-	-	-	0.00%
	Bus Stop Improvements	61,750	-	-	-	-	-	0.00%
	Bus Rehabilitation	125,000	-	-	-	-	-	0.00%
	Bus Procurement Reserve/Large Capital Repairs	44,779	-	-	-	-	-	0.00%
	Vehicles							
	Support Vehicles	102,500	-	-	-	-	-	0.00%
	40' Coaches	3,336,000	-	-	-	-	-	0.00%
	Runabout Vehicles	360,000	-	-	-	-	-	0.00%
	Total Capital Outlay	4,878,316	-	-	-	-	-	0.00%
	Contingency	101,915	-	8,333	-	8,333	-	0.00%
	Interest Expense	133,954	13,269	11,163	13,269	(2,106)	26,538	19.81%
	Loan Paydown	1,108,262	-	-	-	-	-	0.00%
	Management Contracts	171,620	13,750	13,750	13,750	-	27,500	16.02%
	TOTAL FUNDING USES	14,359,373	601,938	688,664	618,113	70,551	1,220,051	8.50%
	TOTAL NON-CAPITAL EXPENDITURES	8,372,795	601,938	688,664	618,113	70,551	1,220,051	14.57%

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU AUGUST 31, 2013 - WEEKDAYS ONLY
CURRENT FISCAL YEAR - 2013/2014**

	RT 9 P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 10 S.M., NIPOMO, A.G., S.L.O.	RT 80 NORTH COUNTY BEACH SHUTTLE	RT 12 MORRO BAY, CUESTA, SAN LUIS	RT 14 CUESTA, SAN LUIS TRIPPER	RT 15 SAN SIM., CAMBRIA, CAYUCOS, M.B.	RT 83 FORT HUNTER LIGGETT	TOTAL WEEKDAY
REVENUES:								
FARES	85,232	93,900	1,278	54,577	1,029	5,917	17,003	258,936
TOTAL ROUTE REVENUES	85,232	93,900	1,278	54,577	1,029	5,917	17,003	258,936
EXPENDITURES:								
ADMINISTRATION	35,549	35,815	5,341	23,464	980	8,415	3,946	113,510
MARKETING	3,705	3,733	536	2,446	133	877	0	11,430
OPERATIONS/CONTINGENCY	88,582	89,924	13,225	57,972	2,694	21,276	10,490	284,165
FUEL	45,992	49,622	7,102	27,947	1,585	12,372	8,299	152,920
INSURANCE	9,601	10,358	1,492	5,834	315	2,583	1,732	31,916
TOTAL EXPENDITURES	183,429	189,453	27,696	117,663	5,707	45,524	24,468	593,940
FAREBOX RATIO	46.47%	49.56%	4.61%	46.38%	18.04%	13.00%	69.49%	43.60%
RIDERSHIP	38,247	42,649	1,617	29,672	1,667	3,291	1,382	118,525
SERVICE MILES	50,230.40	54,194.80	7,792.20	30,522.80	1,672.92	13,512.40	9,064.00	166,989.52
SERVICE HOURS	1,641.20	1,653.52	244.53	1,083.28	48.28	388.52	182.16	5,241.49
RIDERS PER MILE	0.76	0.79	0.21	0.97	1.00	0.24	0.15	0.71
RIDERS PER HOUR	23.30	25.79	6.61	27.39	34.53	8.47	7.59	22.61
COST PER PASSENGER	4.80	4.44	17.13	3.97	3.42	13.83	17.70	5.01
SUBSIDY PER PASSENGER	2.57	2.24	16.34	2.13	2.81	12.03	5.40	2.83

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
YEAR TO DATE THRU AUGUST 31, 2013
CURRENT FISCAL YEAR - 2013/2014**

	RT 9 SAT P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 9 SUN P.R., TEMP., ATAS., S.M., CAL POLY, S.L.O.	RT 10 SAT S.M., NIPOMO, A.G., S.L.O.	RT 10 SUN S.M., NIPOMO, A.G., S.L.O.	RT 12 SAT MORRO BAY, CUESTA, SAN LUIS	RT 12 SUN MORRO BAY, CUESTA, SAN LUIS	RT 15 SAT SAN SIM., MORRO BAY, SAN LUIS	RT 15 SUN SAN SIM., MORRO BAY, SAN LUIS	TOTAL WEEKEND	TOTAL FIXED ROUTE	RUNABOUT	SYSTEM TOTAL
REVENUES:												
FARES	5,431	2,432	4,425	2,723	3,257	2,062	884	500	21,713	280,649	20,341	300,989
TOTAL ROUTE REVENUES	5,431	2,432	4,425	2,723	3,257	2,062	884	500	21,713	280,649	20,341	300,989
EXPENDITURES:												
ADMINISTRATION	2,421	1,404	2,263	1,222	1,652	1,395	1,656	892	12,904	126,414	113,588	240,002
MARKETING	266	146	249	127	182	145	182	93	1,391	12,821	0	12,821
OPERATIONS/CONTINGENCY	6,116	3,502	5,762	3,063	4,126	3,438	4,255	2,256	32,518	316,683	270,178	586,861
FUEL	3,147	1,839	3,152	1,670	1,916	1,622	2,483	1,310	17,139	170,059	50,188	220,247
INSURANCE	651	384	652	349	396	339	513	273	3,557	35,472	18,540	54,012
TOTAL EXPENDITURES	12,601	7,275	12,078	6,430	8,273	6,939	9,089	4,824	67,510	661,450	452,494	1,113,944
FAREBOX RATIO	43.10%	33.42%	36.64%	42.34%	39.37%	29.72%	9.72%	10.36%	32.16%	42.43%	4.50%	27.02%
RIDERSHIP	2,663	1,225	2,413	1,345	1,749	1,036	321	205	10,957	129,482	7,496	136,978
SERVICE MILES	3,413.70	2,008.80	3,420.00	1,824.00	2,079.00	1,771.20	2,693.70	1,430.40	18,640.80	185,630.32	97,356.00	282,986.32
SERVICE HOURS	113.13	64.80	105.75	56.40	77.22	64.40	77.40	41.20	600.30	5,841.79	5,249.42	11,091.21
RIDERS PER MILE	0.78	0.61	0.71	0.74	0.84	0.58	0.12	0.14	0.59	0.70	0.08	0.48
RIDERS PER HOUR	23.54	18.90	22.82	23.85	22.65	16.09	4.15	4.98	18.25	22.16	1.43	12.35
COST PER PASSENGER	4.73	5.94	5.01	4.78	4.73	6.70	28.32	23.53	6.16	5.11	60.36	8.13
SUBSIDY PER PASSENGER	2.69	3.95	3.17	2.76	2.87	4.71	25.56	21.09	4.18	2.94	57.65	5.93

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

October 16, 2013

STAFF REPORT

AGENDA ITEM: A-3

TOPIC: North County Transit Consolidation Update

PRESENTED BY: Geoff Straw

STAFF RECOMMENDATION: Information

BACKGROUND/DISCUSSION:

This report is intended to provide a summary of recent developments in efforts to reduce essentially duplicate transit service in the North County area by consolidating some locally-provided services into RTA. SLOCOG and RTA are working with staff and elected officials at the Cities of Atascadero and Paso Robles to build upon the Term Sheet ratified by RTA, SLOCOG and the two Cities in May 2013, with the hope of bringing an Agreement to the SLOCOG Board at its December meeting.

The SLOCOG Board adopted the North County Transit Plan in June 2012, following similar actions by the Paso Robles and Atascadero City Councils. The key Plan service recommendations are:

1. Consolidate the entire Paso Express Routes A, B and C into the RTA, with the local Route C (North Cuesta-downtown Paso Robles-Twin Cities) service replaced by an extended RTA Route 9.
2. Eliminate the El Camino Shuttle (Twin Cities-downtown Atascadero-Paloma Park) and related Saturday Traveler Shuttle as a municipal service, and replace it with an extended RTA Route 9 in north Atascadero.
3. Maintain the Atascadero Dial-A-Ride solely within the City of Atascadero control.
4. Resume some transit service in downtown Templeton (County request), as well as RTA Route 9 service to the Twin Cities Hospital.
5. Increase weekday express service frequencies along RTA Route 9.

The direct benefits of North County Transit Consolidation as recommended by the 2012 North County Transit Plan are:

1. Savings in Local Transportation Funds (LTF) (state monies eligible for transit, bicycle projects, streets and roads), and

2. Reduced demands by municipal systems on the Federal Transit Administration Section 5307 program.

Between September 2012 and early 2013, SLOCOG retained the North County Transit Plan consultant team to review several items needing more analysis. Those items included:

1. An outline for a recommended Memorandum of Understanding for the two Cities, SLOCOG and RTA.
2. A range of options to distribute projected operating savings between the two Cities.
3. A more detailed implementation plan and schedule.
4. Updated operating and maintenance cost models, as the ones used by the Plan dated back to FY10-11.

In May 2013, the RTA adopted a two-year budget that included “North County Transit” as an off-JPA program. The FY13-14 budget included costs and revenues only for the months of May and June 2014, while the second year (FY14-15) included the costs and revenues for the entire fiscal year.

A missing piece from the original North County Transit Plan was how the LTF and FTA revenues would be treated. In short, the original Plan focused only on expenses at the local level and not how revenues should be treated by each City. As a result, the decision was made to proceed using in-house SLOCOG and RTA staff resources to develop itemized financial tables for each City that included new assumptions on cost inflation rates by mode and growth factors by revenue source.

This effort began in mid-summer of 2013 with several iterations of the net savings in local LTF and FTA Section 5307 funds over a five-year period. This team effort included several meetings held in August and September with staff from each City, including Transit and Finance Managers. The team also projected Transportation Development Act (TDA) penalties levied by SLOCOG for not meeting State-mandated farebox recovery ratios (FRRs) over the five-year Plan period. While the projections suggest neither City can reach the mandated FRR for their local Dial-A-Ride programs, the financial impact to each City would be lower under the Consolidation scenario. Compliance with FRRs under the No-Consolidation scenario was found to be much more problematic, leading to large penalties as the Dial-A-Ride FRR would be 20% (No Consolidation) instead of 15% (Consolidation).

RTA and SLOCOG staff updated the financial estimates in September 2013 following additional input from City staff. In FY14-15, the first full year savings in the North County will be roughly \$290,000 – equating to more than 25% of the recent transit LTF claims of both Cities combined. Specifically, it is estimated that Paso Robles would save

approximately \$202,400 and Atascadero would save \$90,300 under the Consolidation scenario in the first full year. Over the five-year Plan period, total LTF savings – which include TDA penalties for failure to achieve mandated FRRs – equate to almost \$1.8 million. Furthermore, Consolidation will save approximately \$520,500 in Federal Transit Administration funds that could be used elsewhere in the County over the five-year Plan period.

Those financial benefits are shown in the attached table. It should be noted that the original 2012 North County Transit Plan suggested some of the net LTF savings could be used to implement additional RTA Route 9 Express runs. However, at this time, there does not appear to be support from City staff to pursue using local cost-savings realized under Consolidation to pay for increased Route 9 Express runs, as those should be the responsibility of the entire region as identified in the RTA JPA.

SUMMARY OF NORTH COUNTY "NO CONSOLIDATION" VS. "CONSOLIDATION" (No Add'l Rt 9 Express)						
ATASCADERO ANNUAL OPERATING COSTS						
Atascadero Transit Operating Costs	FY14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	5-Yr Total
No Consolidation	\$596,500	\$618,800	\$642,000	\$666,200	\$691,300	\$3,214,800
Consolidation <i>(includes Yr 1 \$46k for Dispatch/Admin costs)</i>	\$422,000	\$434,700	\$447,700	\$461,200	\$475,000	\$2,240,600
Annual Operating Cost Savings	\$174,500	\$184,100	\$194,300	\$205,000	\$216,300	\$974,200
ATASCADERO ANNUAL USE OF LOCAL TRANSPORTATION FUNDS						
Atascadero Transit LTF	FY14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	5-Yr Total
No Consolidation	\$224,700	\$245,600	\$267,400	\$290,100	\$313,700	\$1,341,500
Consolidation	\$134,400	\$145,400	\$156,700	\$168,400	\$180,300	\$785,200
Annual Transit Use of LTF Savings	\$90,300	\$100,200	\$110,700	\$121,700	\$133,400	\$556,300
ATASCADERO FAREBOX RECOVERY RATIO REQUIREMENTS & FINANCIAL PENALTIES						
No Consolidation	FY14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	5-Yr Total
Fixed Route Farebox Percent (20% standard)	16.2%	15.5%	14.7%	14.0%	13.4%	14.7%
DAR Farebox Percent (20% standard)	14.4%	14.1%	13.8%	13.6%	13.3%	13.8%
Potential Penalty Under "No Consolidation"	grace	non-compliance	determination	(\$33,400)	grace	(\$33,400)
Consolidation <i>(includes Yr 1 \$46k for Dispatch/Admin costs)</i>	FY14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	5-Yr Total
DAR Farebox Percent (15% standard)	12.8%	12.6%	12.3%	12.1%	11.9%	12.3%
Potential Penalty Under "Consolidation"	grace	non-compliance	determination	(\$10,600)	grace	(\$10,600)
ATASCADERO NET SAVINGS FROM CONSOLIDATION						
Net Savings (LTF savings plus net penalty avoidance)	\$90,300	\$100,200	\$110,700	\$144,500	\$133,400	\$579,100
PASO ROBLES ANNUAL OPERATING COSTS						
Paso Robles Transit Operating Costs	FY14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	5-Yr Total
No Consolidation	\$1,175,900	\$1,234,700	\$1,296,400	\$1,361,200	\$1,429,300	\$6,497,500
Consolidation	\$954,800	\$999,500	\$1,046,300	\$1,095,400	\$1,146,800	\$5,242,800
Annual Operating Cost Savings	\$221,100	\$235,200	\$250,100	\$265,800	\$282,500	\$1,254,700
PASO ROBLES ANNUAL USE OF LOCAL TRANSPORTATION FUNDS						
Paso Robles Transit LTF	FY14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	5-Yr Total
No Consolidation	\$694,100	\$748,200	\$805,200	\$865,200	\$928,300	\$4,041,000
Consolidation	\$491,700	\$531,300	\$573,000	\$616,800	\$662,800	\$2,875,600
Annual Transit Use of LTF Savings	\$202,400	\$216,900	\$232,200	\$248,400	\$265,500	\$1,165,400
PASO ROBLES FAREBOX RECOVERY RATIO REQUIREMENTS & FINANCIAL PENALTIES						
No Consolidation	FY14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	5-Yr Total
Fixed Route Farebox Percent (20% standard)	17.5%	17.0%	16.5%	16.0%	15.6%	16.5%
DAR Farebox Percent (20% standard)	5.3%	5.2%	5.1%	5.0%	4.9%	5.1%
Potential Penalty Under "No Consolidation"	grace	non-compliance	determination	(\$59,800)	grace	(\$59,800)
Consolidation	FY14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	5-Yr Total
Local FR Farebox Percent (RTA's 16.43% Standard)	21.5%	20.9%	20.3%	19.8%	19.2%	20.3%
DAR Farebox Percent (15% standard)	6.5%	6.4%	6.3%	6.2%	6.0%	6.3%
Potential Penalty Under "Consolidation"	grace	non-compliance	determination	(\$13,500)	grace	(\$13,500)
PASO ROBLES NET SAVINGS FROM CONSOLIDATION						
Net Savings (LTF savings plus net penalty avoidance)	\$202,400	\$216,900	\$232,200	\$294,700	\$265,500	\$1,211,700
FTA SECTION 5307 FUNDING (~\$931k apportioned to North County; assume 0% annual growth)						
Percent 5307 Ops. of Net Operating Costs	FY14/15	FY 15/16	FY 16/17	FY 17/18	FY 18/19	5-Yr Total
Atascadero	47.2%	45.6%	44.2%	42.8%	41.4%	
Paso	26.6%	25.2%	24.0%	22.8%	21.6%	
Use of FTA 5307 for Ops Under "No Consolidation"						
Atascadero	\$238,900	\$238,900	\$238,900	\$238,900	\$238,900	\$1,194,500
Paso	\$244,000	\$244,000	\$244,000	\$244,000	\$244,000	\$1,220,000
Use of FTA 5307 for Ops Under "Consolidation"						
Atascadero	\$173,500	\$173,500	\$173,500	\$173,500	\$173,500	\$867,500
Paso	\$205,300	\$205,300	\$205,300	\$205,300	\$205,300	\$1,026,500
Net Reduction in 5307 Used for Local Services -- which can be used for RTA Regional services and reduces jurisdiction local TDA contributions	\$104,100	\$104,100	\$104,100	\$104,100	\$104,100	\$520,500

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
October 16, 2013
STAFF REPORT

AGENDA ITEM: B-1

TOPIC: Analysis of Summer Special Services

ACTION: Adopt Staff's recommendation that Summer Youth Ride Free Program be provided in Summer 2014, and that the Summer Beach Shuttle Program not be operated in Summer 2014

PRESENTED BY: Geoff Straw

BACKGROUND/DISCUSSION:

This report will provide a summary of the successes and challenges of RTA's participation in two special programs operated during the summer months in 2013:

1. The countywide summer Youth Ride Free program.
2. The Summer Beach Shuttle.

In summary, RTA is recommending that RTA should fully participate in the Summer Youth Ride Free program again next year, but that the Summer Beach Shuttle service should be eliminated due to lack of ridership support.

Summer Youth Ride Free

RTA participated in the countywide Summer Youth Ride Free program for the second straight year. Under this program, K-12 students can board without having to purchase a pass or pay a cash fare – the youth rider merely needed to provide proof (school identification card or other identification) that he or she is eligible for the program. The 2013 Summer Youth Ride Free program was operated from June 1 through August 31.

Youth boardings on RTA routes increased dramatically from 30,820 in 2012 to 39,058 in 2013 – representing a 26.7% annual increase. Overall ridership on RTA routes (including youth riders) increased from 170,794 in summer 2012 to 184,066 in summer 2013, a 7.8% increase. RTA's overall fare revenues increased from \$301,770 in summer 2012 to \$396,625 in summer 2013, an increase of 31.4%. The overall average fare per passenger-trip (including all riders, whether fare-paying or not) increased slightly from \$1.77 in summer 2012 to \$2.15 in summer 2013 – representing a 21.5% overall increase. The proportion of youth riders to all riders on RTA services increased from 18.0% in summer 2012 to 21.2% in summer 2013. While RTA Bus Operators and Supervisors had to occasionally cope with overcrowding on some bus trips in summer

2013, increased outreach by RTA staff to the YMCA and other youth group agencies seems to have stemmed the majority of the behavior and overcrowding issues that were experienced in summer 2012. In addition, staff received positive feedback from many riders and their parents via telephone and written messages supporting the Youth Ride Free program throughout the county. For these reasons, staff is recommending that the Summer Youth Ride Free program be considered again in summer 2014.

Summer Beach Shuttle

Based on public input that a connector service between the North County and North Coast communities should be operated, RTA worked with SLOCOG to set aside \$40,000 in discretionary STA funds to operate an experimental service during summer 2013. At the March 6, 2013 RTA Board meeting, two performance standards (discussed below) were proposed by staff against which operating and financial statistics could be compared to help evaluate the success of the Summer Beach Shuttle.

Following input from RTAC, local officials and interested members of the public, RTA developed the final Highway 41 Summer Beach Shuttle service plan. This experimental service operated three daily roundtrips Tuesday through Saturday, connecting the communities of Paso Robles and Atascadero with Morro Bay and Cayucos. It operated from Friday, June 7, 2013, through Saturday, August 24, 2013. The service was originally operated using a 40-foot bus, but a smaller cutaway minibus was instead operated after it became clear the additional capacity of a full-size bus was not necessary (and to save fuel costs).

Unfortunately, ridership and farebox revenues results did not approach the levels identified in the standards adopted by the RTA Board at its March 2013 meeting. Specifically, two standards were adopted:

1. Ridership Standard – 9.5 passengers per service hour / 60 passengers per day, which equates to 3,450 trips for the summer 2013 season.
2. Farebox Revenues Standard – a total of \$2,588 in revenue (equating to ~6% in farebox recovery ratio) for the first summer of service.

Ridership on the Beach Shuttle totaled only 2,085 (or 60% of the standard), equating to a productivity of only 6.2 passenger-boardings per hour of service. Farebox receipts only totaled \$562 (21.7% of the standard), equating to a farebox recovery ratio of approximately 1%. It should be noted that almost 80% of riders were youth that did not pay a cash fare. While this fare-free program surely helped the ridership number approach the standard, it was not enough to ensure the program's success. On the positive side, we received some positive input from riders – particularly about the friendliness of the Bus Operator who drove this shift throughout the summer – and well over 10% of Beach Shuttle riders used the bus bike rack.

Based on the poor performance of the Beach Shuttle, staff is recommending that the Beach Shuttle program not be re-implemented next summer.

STAFF RECOMMENDATION:

Adopt Staff's Recommendation that Summer Youth Ride Free be Provided in Summer 2014, and that the Summer Beach Shuttle Program Not be Operated in Summer 2014



San Luis Obispo Regional Transit Authority
Executive Committee Meeting
Minutes 8/7/2013
C-1

Members Present: Frank Mecham, President
Shelly Higginbotham, Vice President
Fred Strong, Past President

Members Absent: None

Staff Present: Geoff Straw, Executive Director
Tania Arnold, CFO and Director of Administration
Anna Mafort-Lacy, Administrative Assistant
Tim McNulty, County Counsel

Also Present: Ron DeCarli, SLOCOG
Pete Rodgers, SLOCOG

1. Call to Order and Roll Call:

President Frank Mecham called the meeting to order at 1:26 p.m. Silent Roll Call was taken and a quorum was present.

2. Public Comments:

None

3. Information Items

A. Information Items:

A-1 Executive Director's Report

Mr. Straw said all six of the remaining seven RTA and South County Transit replacement buses are currently on the Gillig production line. He presented a picture that was provided by the online inspection contractor who is helping to manage the process. RTA/SCT has taken possession of three out of the 10 total and expects to receive the fourth bus of the 10 total today. Staff is planning a September 4th ribbon cutting ceremony beginning at 8 a.m., just before the RTA Board meeting.

Staff continues to monitor and plan for Route 9 service disruptions at Highway 58/101. **Mr. Straw** announced the new Employee of the Quarter, **Mr. Rey Gonzalez**, who will attend the September 4 Board meeting.

The Regional Transportation Advisory Committee of July 17 was cancelled due to a lack of pending issues.

Maintenance has been sending all technicians, two at a time, to the Gillig factory in Hayward. Here, they see how the buses are assembled and have the ability to ask questions of the engineers and assembly line employees to better understand how and why certain components are assembled the way they are.

The North County Transit Plan is progressing. Staff intends to bring back to the Board a Memorandum of Understanding at the November meeting. **Past President Fred Strong** questioned why the ratio was changing again. **Mr. Straw** said it must. The consultants looked solely on cost. When revenue was factored in, it was clear the City of Paso Robles will realize substantially more savings than the City of Atascadero. **Mr. Ron DeCarli**, San Luis Obispo Council of Governments, said this is a real sticking point. It's better for Paso Robles. The key issue is that the savings under the current agreement are likely not substantial enough for Atascadero compared with Paso Robles. **Past President Strong** said the City of Paso Robles City Council members think their shares are going down. First Transit is making a pitch to continue service. **Mr. DeCarli** said there is a potential that Atascadero may not continue with the consolidation. If this happens, Atascadero will very likely see significant farebox recovery ratio problems in 1-2 years. The savings are substantial enough that Paso Robles will likely proceed.

The North County Summer Beach Shuttle ridership is improving a bit, but it is not meeting the goal. We carry many bikes, disabled and age 80+ VIP riders.

RTA set a new ridership record last year with more than 700,000 fixed route passenger boardings. We celebrated our four-year anniversary of bringing operations and maintenance in-house on August 1. To celebrate, staff members launched a safety program that is based upon bus operators having no preventable vehicle collisions or workers comp injuries. This program began at 4:30 a.m. and continued well into the afternoon and included staff

members going out to meet bus drivers while in-route. They announced to riders the safety awards achieved by their driver. They also provided the drivers with lunch, a certificate, safety pin and gift certificate.

Mr. Straw concluded the Executive Directors report.

4. Action Items

None

5. Consent Agenda Items

C-1 Executive Committee Meeting Minutes of June 12, 2013

Past President Strong moved to approve Item C-1 and **Vice President Higginbotham** seconded. The motion passed on a voice vote.

6. Agenda Review:

Mr. Straw reviewed the Board agenda, stating staff will probably add two Action Items – the MOU that was just approved at the SLOCOG Board meeting, as well as support for the Congestion Mitigation Air Quality facility project grant application. **Mr. DeCarli** suggested moving the MOU under Consent.

7. Closed Session Items:

D-1 It is the intention of the Board to meet in closed session concerning the following items:

D-1-1 Conference with Labor Negotiator Geoff Straw concerning the following labor organization: **Teamsters Local Union No. 986**

D-1-2 **CONFERENCE WITH REAL PROPERTY NEGOTIATOR (Gov. Code Sec. 54956.8):**

Agency Negotiators: Geoff Straw (RTA), Ronald De Carli (SLOCOG), Peter Rodgers (SLOCOG)

Under Negotiation/Discussion: Price and Terms of Payment

Properties:

179 Cross Street, San Luis Obispo, CA (APN: 053-257-032)

Negotiating Party:

LTC of SLO, Ltd.

40 Prado Road, San Luis Obispo, CA (APN: 053-022-014)

Negotiating Party:

Rescal SLO193 LLC

The committee went to closed session at 1:38 p.m. and returned to open session at 2:15 p.m.

8. **Open Session:** Mr. McNulty reported out of closed session. No final action was taken and therefore, nothing to report.

9. **Adjournment:** President Mecham adjourned the meeting at 2:16 p.m.

Respectfully Submitted,

Acknowledged by,

Anna Mafort-Lacy
Administrative Assistant

Frank Mecham
RTA President