



San Luis Obispo Regional Transit Authority

and

City of San Luis Obispo Transit

Short Range Transit Plans

Working Paper 1: Overview of Transit Services

Prepared for

RTA and SLO Transit

January 26, 2024

Prepared by LSC Transportation Consultants



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Working Paper 1:
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Prepared for

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INTRODUCTION

San Luis Obispo County spans 3,616 square miles on California’s central coast. The majority of the County’s 281,712 residents live in communities located within the United States (US) 101 or US 1 corridors.¹ The City of San Luis Obispo is the county seat and the largest city in the County, with an estimated population of 59,219 living within the urbanized area.² Other population centers in the County include the Cities of Paso Robles, Atascadero, Arroyo Grande, Grover Beach, and Morro Bay and the census designated places (CDPs) of Nipomo, Los Osos, and Templeton. The California Polytechnic State University (Cal Poly) is located in the City of San Luis Obispo, and serves as a major educational, economic, and cultural center for the region.



Public transit is an important component of the San Luis Obispo County transportation system, enhancing connectivity both within and between communities. Public transit not only aids mobility-limited residents, but also yields other benefits such as decreased road congestion, improved air quality, increased economic opportunity, and better access to education.

¹ United States Census Bureau. (2022). *Age and Sex, American Community Survey 5-Year Estimates*. Retrieved from <https://data.census.gov/>

² Federal Transit Administration. (2023). *FY 2023-2010 Census UZA Population Data*. Retrieved from <https://www.transit.dot.gov/>

Public transit will play an even more significant role in San Luis Obispo County as the region works to advance the goals of the *2023-2045 Regional Transportation Plan (RTP)*, such as reducing single occupant vehicles, mitigating congestion on US 101 and other roadways, and limiting vehicle miles traveled. The RTP and other studies relevant to public transportation in San Luis Obispo County are summarized in Appendix A.

The San Luis Obispo Regional Transit Authority (RTA) and San Luis Obispo Transit (SLO Transit) are the two largest public transit providers in San Luis Obispo County. The two agencies have retained LSC Transportation Consultants, Inc. to update each agency's respective Short Range Transit Plan (SRTP). The effort to update the two SRTPs, including interim working documents and project meetings, will be coordinated by both agencies, however the planning effort will ultimately result in two separate SRTPs as final deliverables. The interim documents are being prepared jointly by the RTA and SLO Transit so as to coordinate services to the greatest extent possible as well as to summarize project progress.

This document, *Working Paper One: Overview of Transit Services (WP1)*, is the first interim study document for the RTA and SLO Transit SRTPs. Chapter 2 summarizes key characteristics of the RTA, including the services currently offered and the agency's capital amenities. Chapter 3 provides similar information for SLO Transit. Chapter 4 briefly describes other transit services operating in the region, with an emphasis on how these other services connect to the RTA and SLO Transit. Future interim documents will build upon the information presented in this report, ultimately considering how to best improve RTA and SLO Transit services so public transit can continue to effectively serve San Luis Obispo County residents over the next five years.

Chapter 2

OVERVIEW OF THE SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

INTRODUCTION

The San Luis Obispo Regional Transit Authority (RTA) provides local, intercity, and interregional fixed route service, as well as local and countywide paratransit services, throughout San Luis Obispo County. This chapter discusses the services operated either directly or through contract by the RTA. The RTA's capital inventory, including the revenue fleet and passenger amenities, are also summarized.



HISTORY, GOVERNANCE, AND ORGANIZATIONAL STRUCTURE

The RTA is a Joint Powers Authority (JPA) established in 1989 to manage San Luis Obispo County's regional fixed routes and paratransit services. Prior to 2009, RTA services were provided through contract by private operators. However, since 2009, the RTA has operated all of its services directly.

The RTA Board of Directors consists of representatives from all of the cities in which the RTA operates (Arroyo Grande, Atascadero, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, and San Luis Obispo) and five San Luis Obispo County Supervisors. The RTA Board meets every other month and oversees operational and policy issues. Figure 1 presents the RTA organizational structure, outlining how the RTA Board relates to other staff.

The Regional Transit Advisory Committee (RTAC) meets quarterly to provide advice to the RTA Board on pertinent issues. The RTAC is comprised of representatives from the RTA, the County of San Luis Obispo, the City of San Luis Obispo Transit, Atascadero Transit, Morro Bay Transit, Cal Poly, Cuesta College, and the City of Paso Robles, as well as two at-large representatives, one of fixed route travelers and one of paratransit travelers.

RTA SERVICES

RTA Fixed Routes

The RTA operates twelve fixed routes that span local to interregional distances: five long-distance routes, two local Paso Robles routes, four local south county routes, and one seasonal trolley. Generally, RTA service hours are 6:00 AM to 9:45 PM on weekdays, 7:00 AM to 9:00 PM on Saturdays, and 7:30 AM to 7:15 PM on Sundays. Table 1 summarizes RTA services, both fixed route and paratransit, as of December 2023. Detailed descriptions of the RTA fixed routes are included on the following pages. The RTA fixed routes are also shown in Figures 2 through 4.



**Figure 1:
RTA Organizational Chart**

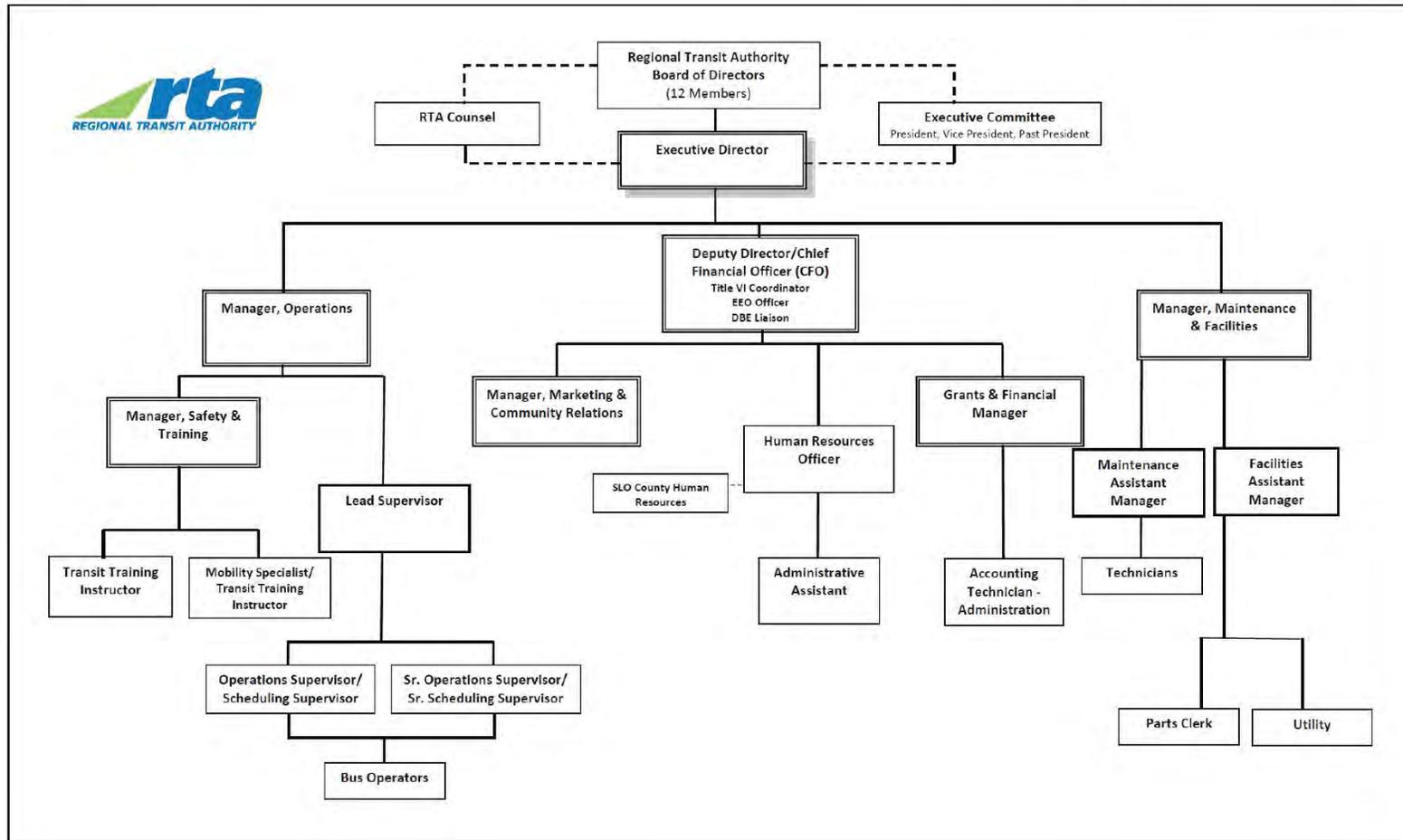


Table 1: Summary of RTA Services and Frequency

	Service Hours ¹						Start & End Locations		Weekday Service Frequency (Minutes)
	Weekday		Saturday		Sunday		Start	End	
	Start	End	Start	End	Start	End			
Bus: Fixed Route									
Route 9 - Paso Robles - SLO	6:01 AM	9:47 PM	6:56 AM	9:03 PM	7:56 AM	7:03 PM	Pine at 8th (Paso Robles)	Same as start	60
Route 10 - Santa Maria - SLO	6:14 AM	9:43 PM	7:14 AM	8:43 PM	8:14 AM	6:43 PM	Santa Maria Transit Center	Same as start	60
Route 12 - Los Osos - Morry Bay - SLO	6:10 AM	10:06 PM	7:30 AM	8:28 PM	8:30 AM	6:28 PM	Santa Ysabel at 15th (Los Osos)	SLO Government Center	60
Route 14 - Cuesta College - SLO ²	7:30 AM	7:41 AM	--	--	--	--	SLO Government Center	Cuesta College	1 Trip
Route 15 - Morro Bay - San Simeon	6:00 AM	6:44 PM	7:05 AM	8:47 PM	8:05 AM	6:47 PM	Hearst at San Simeon	Castillo at Otter Way	5 Round Trips
Paso Robles Route A	6:45 AM	6:58 PM	--	--	--	--	Pine at 8th (Paso Robles)	Spring at 34th (Paso Robles)	60
Paso Robles Route B	6:48 AM	7:05 PM	7:55 AM	6:05 PM	--	--	Spring at 34th (Paso Robles)	Pine at 8th (Paso Robles)	60
Route 21 - Five Cities Loop Clockwise	6:29 AM	7:29 PM	7:29 AM	7:29 PM	7:29 AM	6:29 PM	Ramona Garden (Grover Beach)	Same as start	60
Route 24 - Five Cities Loop Counterclockwise	6:29 AM	7:29 PM	7:29 AM	7:29 PM	7:29 AM	6:29 PM	Ramona Garden (Grover Beach)	Same as start	60
Route 27 - Grover Beach - Arroyo Grande - Oceano	6:03 AM	9:13 PM	--	--	--	--	Elm @ The Pike (Grover Beach)	Ramona Garden (Grover Beach)	60
Route 28 - Grover Beach - Arroyo Grande - Oceano	6:20 AM	8:14 PM	7:32 AM	8:14 PM	7:32 AM	7:14 PM	Ramona Garden (Grover Beach)	Same as start	60
Avila/Pismo Trolley ³	4:00 PM	8:50 PM	10:00 AM	8:50 PM	10:00 PM	5:50 PM	Pismo Beach Premium Outlets	Same as start	60
Dial-a-Ride									
Runabout Paratransit ⁴	--	--	--	--	--	--	--	--	--
Senior Go! ⁵	9:00 AM	5:00 PM	--	--	--	--	--	--	--
Shandon - Paso Robles Dial-a-Ride ⁶	8:00 AM	5:00 PM	--	--	--	--	--	--	--
Templeton - Paso Robles Dial-a-Ride ⁷	8:00 AM	5:00 PM	--	--	--	--	--	--	--
Paso Robles Dial-a-Ride	7:00 AM	1:00 PM	--	--	--	--	--	--	--
Nipomo Dial-a-Ride	7:00 AM	6:30 PM	--	--	--	--	--	--	--
<p>Note 1: Summary accurate as of December 2023. No service on Memorial Day, Independence Day, Labor Day, Thanksgiving Day, Christmas Day, or New Year's Day. Saturday service schedule the weeks of Thanksgiving and Christmas.</p> <p>Note 2: Route 14 service has been temporarily suspended with the exception of one morning run from the SLO Transit Center to Cuesta College.</p> <p>Note 3: During the 2023 season, the Avila Pismo Trolley was only available from May 5 through September 3 on Friday evenings, Saturdays, and Sundays.</p> <p>Note 4: The Runabout is available to persons with disabilities that have been certified to meet the requirements of the Americans with Disabilities Act (ADA). Runabout service hours mirror the service hours of the fixed route which it is providing paratransit service for. Runabout registrants can call and schedule rides from 8:00 AM to 5:00 PM Monday through Sunday.</p> <p>Note 5: Senior Go! Transportation is available to all seniors ages 65 and older in San Luis Obispo County for up to eight one-way trips per month. This service is funded by SLOCOG and the RTA provides administrative oversight.</p> <p>Note 6: The Shandon-Paso Robles Dial-a-Ride is only available Mondays, Wednesdays, and Fridays.</p> <p>Note 7: The Templeton-Paso Robles Dial-a-Ride is only available Tuesdays and Thursdays.</p> <p>Source: RTA</p>									

Route 9 – San Luis Obispo – Paso Robles

Route 9 provides intercity service from San Luis Obispo to San Miguel along the United States (US) 101 corridor, stopping in Paso Robles along the route, as shown in Figures 2 and 3. Route 9 is available seven days per week; Route 9 operates hourly on weekdays, completes five roundtrips per Saturday, and completes three roundtrips per Sunday. Important destinations served by Route 9 include Cuesta College North Campus, the North County Transit Center (adjacent to the Amtrak Station), the Atascadero Transit Center, the Twin Cities Hospital, the Cal Poly Kennedy Library, and the City of San Luis Obispo Government Center (Government Center).

Route 10 – San Luis Obispo – Santa Maria

Route 10 provides interregional service from San Luis Obispo to Santa Maria in Santa Barbara County (Figures 2 and 4). Route 10 is available seven days per week, operating every hour on weekdays, five roundtrips per Saturday, and three roundtrips per Sunday. Stops served by Route 10 include the Cal Poly Library, the Government Center, the Pismo Beach Premium Outlets, and the Santa Maria Transit Center, among others.

Route 12 – San Luis Obispo – Morro Bay

Route 12 operates between San Luis Obispo and Los Osos via Morro Bay, as shown in Figure 2. Service is available Monday through Friday on an hourly frequency. Route 12 also operates five roundtrips each Saturday and three roundtrips each Sunday. Route 12 does not serve as many timed stops on weekends compared to weekdays, however, so service timing is less regular. Key destinations served by Route 12 include the Government Center, the Cal Poly Library, Cuesta College, and Morro Bay Park.

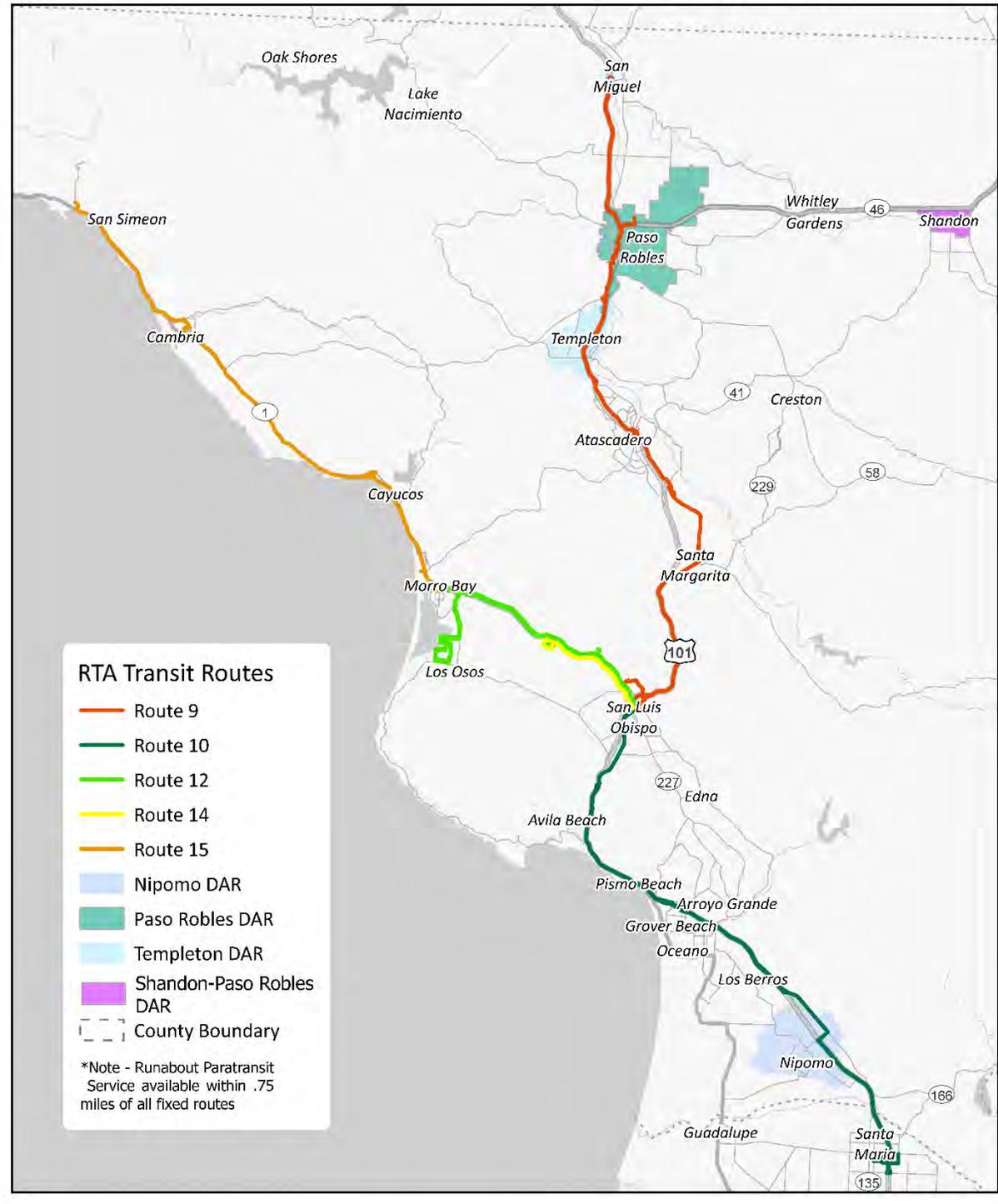
Route 14 – San Luis Obispo – Cuesta College

Route 14 augments Route 12 service, operating as a tripper route to Cuesta College during the fall and spring semesters. Route 14 service was reduced during the COVID-19 pandemic due to Cuesta College moving most of its classes online. Currently, Route 14 service consists of just one morning run each weekday from the Government Center to Cuesta College, with only one additional stop at the SLO Apartments along the route. Route 14 is shown in Figure 2.

Route 15 – Morro Bay – San Simeon

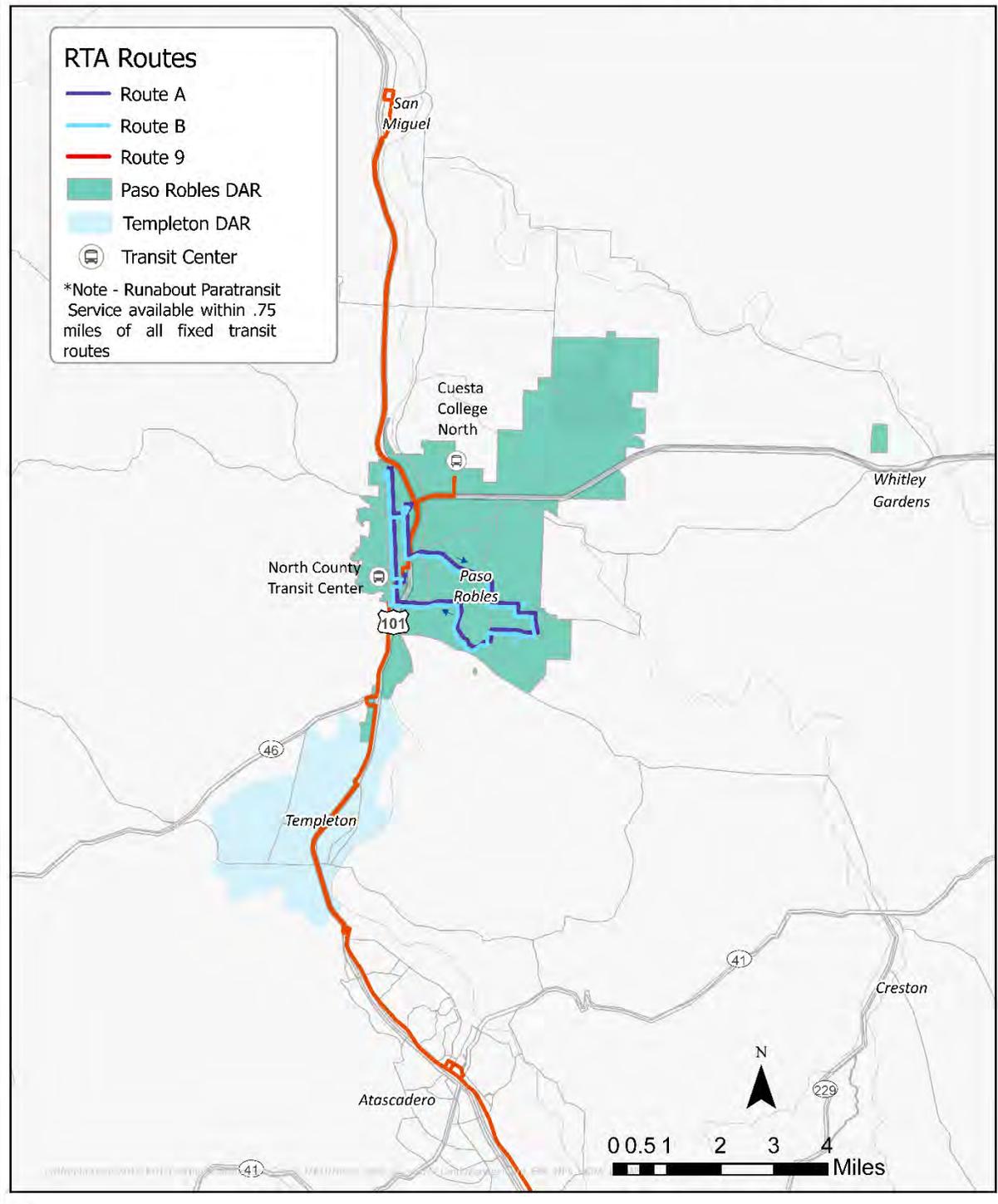
Route 15 provides deviated fixed route service along the north coast of San Luis Obispo County, providing connectivity between Morro Bay, Cayucos, Cambria, and San Simeon (Figure 2). Riders eligible for Runabout service may request a deviation on Route 15 up to 0.75 miles from the fixed route. Route 15 completes five roundtrips Monday through Saturday and three roundtrips per Sunday. Notable Route 15 stops include Morro Bay Park, Morro Bay High School, the Cayucos Pier, the Cambria Pines Lodge, and the Cambria Library. On weekends, Route 15 also serves the Hearst Castle Visitor Center.

**Figure 2:
RTA Regional Transit Services**

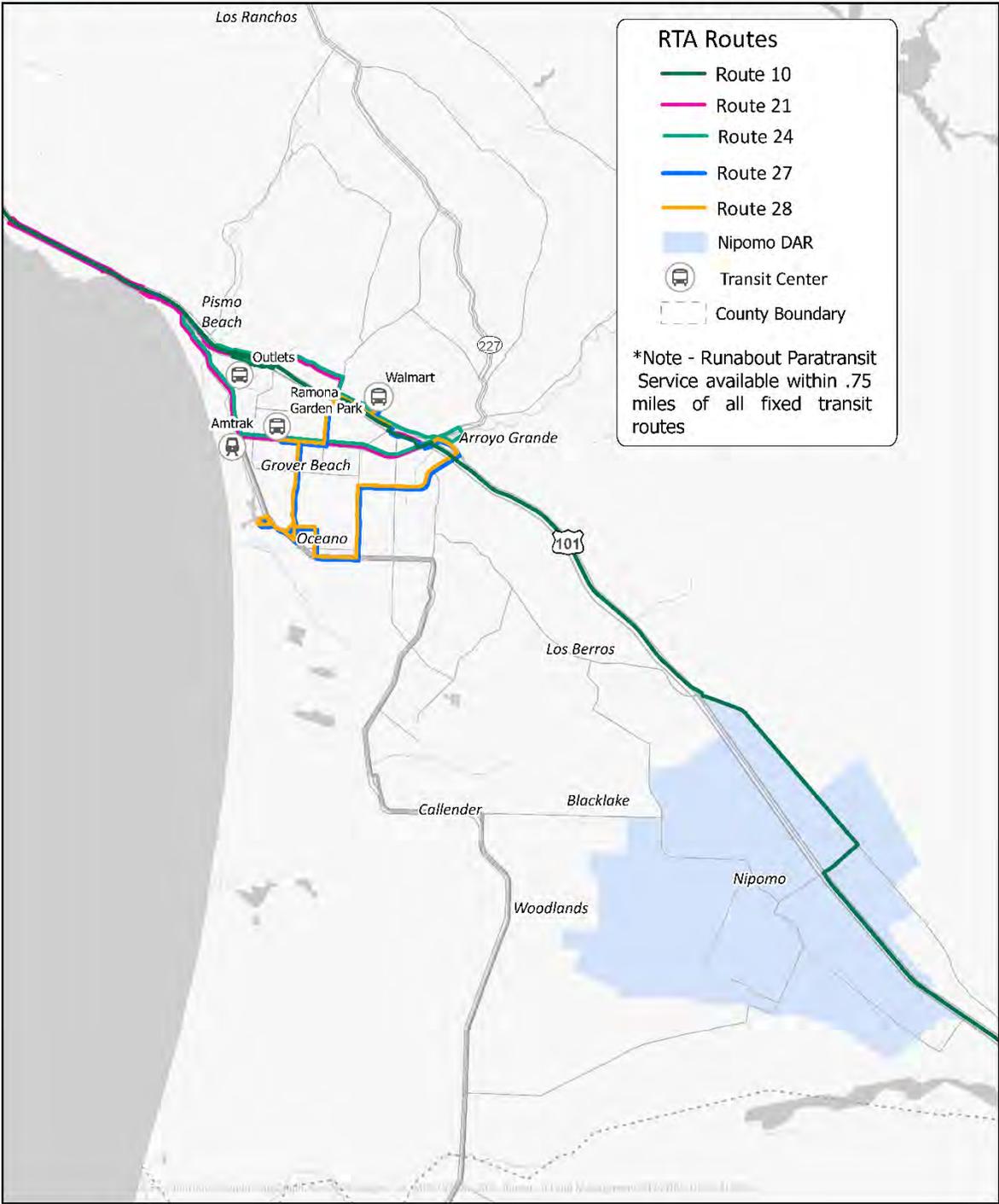




**Figure 3:
RTA North County Services**



**Figure 4:
RTA South County Services**



Paso Robles Routes A and B

The RTA operates bidirectional, local service in Paso Robles using two vehicles. The bus operating in the clockwise direction is referred to as Route A, and the bus operating in the counterclockwise direction is referred to as Route B. Both Routes are operated on an hourly frequency and are available Monday through Friday. Route B is also available on Saturday. Stops served by the local Paso Robles routes include the North County Transit Center, the Paso Robles City Hall, and Daniel Lewis Middle School. Paso Robles Routes A and B are shown in Figure 3.

Route 21 – Five Cities Loop (Clockwise)

Route 21 provides hourly, clockwise service to Pismo Beach, Arroyo Grande, and Grover Beach and is available Monday through Friday from 6:30 AM to 7:30 PM, Saturday from 7:30 AM to 7:30 PM, and Sunday from 7:30 AM to 6:30 PM. Stops served by Route 21 include the Pismo Beach Premium Outlets, Ramona Garden Park, Grover Beach Amtrak Station, the Halcyon Park-and-Ride, and the Arroyo Grande Walmart. The stops served only by Route 21 are the Pismo Beach City Hall and Dinosaur Caves Park. Route 21 is shown in Figure 4.

Route 24 – Five Cities Loop (Counterclockwise)

Route 24 provides hourly service along mostly the same route as Route 21, as shown in Figure 4, but in the counterclockwise direction. Route 24 operates Monday through Friday from 6:30 AM to 7:30 PM, Saturday from 7:30 AM to 7:30 PM, and Sunday from 7:30 AM to 6:30 PM. Route 24 is the only route that serves the Arroyo Grande City Hall and Firefighters Memorial Park.

Route 27 – Grover Beach, Arroyo Grande, Oceano (Clockwise)

Route 27 provides hourly, clockwise service to Grover Beach, Arroyo Grande, and Oceano. Route 27 is available from 6:00 AM to 8:15 PM on weekdays only. Route 27 stops at Ramona Garden Park, the Oceano Community Center, the Oceano Senior Center, Arroyo Grande Hospital, and the Arroyo Grande High School. Figure 4 shows Route 27.

Route 28 – Grover Beach, Arroyo Grande, Oceano (Counterclockwise)

Route 28 serves the same route as Route 27, but in the counterclockwise direction. Service is provided every hour from 6:20 AM to 8:15 PM on weekdays, from 7:30 AM to 8:15 PM on Saturdays, and from 7:30 AM to 7:15 PM on Sundays. Figure 4 shows Route 28 in context to the other RTA routes in the south county area.

Avila-Pismo Beach Trolley

The Avila-Pismo Beach Trolley is a seasonal Friday through Sunday service that typically runs from May to September each year. During the 2023 summer season, the Avila-Pismo Beach Trolley was available on Fridays from 4:00 PM to 9:00 PM, on Saturdays from 10:00 AM to 9:00 PM, and on Sundays from 10:00 AM to 6:00 PM. The trolley follows an hourly fixed route, stopping at the Pismo Beach Premium Outlets, Dinosaur Caves Park, the Avila Beach Farmers Market, Bob Jones Trailhead, and the Port of San Luis.

RTA Paratransit / Dial-a-Ride Services

Paratransit and dial-a-ride (DAR) services provided by the RTA, either directly or by contract, are summarized below.

Runabout

The Americans with Disabilities Act of 1990 (ADA) requires public transit operators to provide complementary paratransit service for people with disabilities who are unable to access local fixed route services. The Runabout has been the sole complementary paratransit service for San Luis Obispo County since 2001. Administered and operated by the RTA, the Runabout serves areas within 0.75 miles of the RTA and SLO Transit regular fixed routes, the Avila-Pismo Trolley, and the Morro Bay Transit Trolley.

Passengers make Runabout reservations in advance by calling dispatch. Runabout provides origin-destination service; however, riders can request door-to-door service if they have a disability that makes origin-destination service infeasible. Every Runabout vehicle is equipped with a wheelchair lift. Runabout service is limited to only those passengers that are verified by the RTA as meeting ADA eligibility criteria.

Nipomo Dial-a-Ride

The Nipomo DAR is a general public service funded by the County of San Luis Obispo and operated by the RTA. Service is available Monday through Friday from 7:00 AM to 6:30 PM. Passengers must schedule rides in advance. Passengers can use the Nipomo DAR to get to RTA Route 10 bus stops, from which they can board the regional service. The Nipomo DAR service area is shown in Figures 2 and 4.

Paso Robles Dial-a-Ride

The Paso Robles DAR is a general public service funded by the City of Paso Robles and operated by the RTA. The service is available Monday through Friday from 7:00 AM to 1:00 PM and requires reservations. Passengers can use the Paso Robles DAR to access the Paso Robles Routes A/B and RTA Route 9. The Paso Robles DAR service area is shown in Figures 2 and 3.

Shandon-Paso Robles Dial-a-Ride

The Shandon-Paso Robles DAR is another general public DAR funded by the County of San Luis Obispo and operated by the RTA. Service is available Mondays, Wednesdays, and Fridays from 8:00 AM to 5:00 PM. Passengers must call by noon the day in advance to schedule their reservation. The Shandon-Paso Robles DAR allows passengers to connect to RTA Routes 9, A, and B if desired. The Shandon-Paso Robles DAR is shown in Figure 2.

Templeton-Paso Robles Dial-a-Ride

The Templeton-Paso Robles DAR is offered Tuesdays and Thursdays from 8:00 AM to 5:00 PM. The service is funded by the County and operated by the RTA. Passengers must call by noon the day before in order to schedule their ride; there is no same-day service provided. Passengers can access RTA Route 9 by scheduling rides to Las Tablas Park-and-Ride. The Templeton-Paso Robles DAR service area is shown in Figures 2 and 3.

Key Transfer Locations

Passengers can transfer both between RTA services, as well as from RTA services to other transit programs, at key transfer points. Listed below are important RTA transfer locations, as well as details regarding which services stop at the location.

- Government Center – RTA Routes 9, 10, 12; SLO Transit fixed routes.
- North County Transit Center – RTA Route 9, Paso Robles Routes A/B; Amtrak; Greyhound; Monterey-Salinas Transit services.
- Morro Bay City Park – RTA Routes 12, 15; Morro Bay Transit services.
- Pismo Beach Premium Outlets – RTA Routes 10, 21, 24, Avila-Pismo Beach Trolley.
- Ramona Garden Park – RTA Routes 21, 24, 27, 28.
- Walmart (Arroyo Grande) – RTA Routes 21, 24, 27, 28.
- Santa Maria Transit Center – RTA Route 10; Santa Maria Regional Transit services.
- Grover Beach Amtrak Station – RTA Routes 21, 24; Amtrak; Greyhound.
- Cal Poly Kennedy Library – RTA Route 9; SLO Transit Routes 3 A/B, 4 A/B.

RTA FARE STRUCTURE

Passengers can purchase RTA one-way fares and day passes with cash onboard. All other RTA physical pass products can be purchased at pass outlets or at the ticket vending machine at the Government Center. Passengers can also purchase physical fare products in advance through the RTA website; after purchasing, the passenger will receive their pass via mail. Digital passes can be purchased with the Token Transit smartphone app.

The RTA fixed route fare structure is presented in Table 2, and the paratransit and DAR fare structures are presented in Table 3. As shown, RTA fares differ slightly depending on the route; the intercity routes have one fare structure, while the local Paso Robles and south county routes have a different fare structure. On the RTA intercity routes, the regular one-way cash fare ranges from \$1.75 to \$3.25 depending on the trip distance. On the local Paso Robles and south county routes, the regular one-way cash fare is \$1.50. The discounted cash fares for seniors, disabled, and Medicare card holders is equal to one-half the fixed route fare on all RTA fixed route services. Grade school students are eligible for discounted fares on the RTA intercity and local Paso Robles routes, however they are not eligible for discounts for fare media specific to the local south county routes (Routes 21 – 28).

The RTA offers multiple fixed route pass products that provide a discount compared to paying cash fares. For the RTA intercity and Paso Robles routes, passengers can purchase a stored value card equal to \$15.00 or an RTA 31-day pass for \$47.00. Discount eligible passengers can purchase the RTA 31-day pass for half price. On the local south county routes, passengers can purchase day passes, 20-ride passes, and 31-day passes specific to the local services (Routes 21 – 28). The prices for the south county-specific pass products range from \$1.50 to \$37.00, depending on the product and passenger type.

Additionally, Regional Pass products are accepted on all fixed route and deviated fixed route services in San Luis Obispo County, including those services operated by the RTA. The 31-day Regional Pass allows for unlimited rides on eligible services for 31 consecutive days after the pass is activated.

Table 2: RTA Fixed Route Fares

	Intercity Routes (Routes 9 - 15)	Local Routes (Paso Robles Routes A/B, Routes 21 - 28)
Cash Fares		
Regular	\$1.75 - \$3.25	\$1.50
Seniors (65 - 79 years old)	\$0.85 - \$1.60	\$0.75
Seniors (80+ years old)	Free with VIP Card ¹	Free with VIP Card ¹
ADA Cardholders	Free with ADA Card	Free with ADA Card
Disabled	\$0.85 - \$1.60	\$0.75
Medicare Cardholders	\$0.85 - \$1.60	\$0.75
Students (K - 12)	\$0.85 - \$1.60	\$1.50
Children (44" and under)	Free with adult rider	Free with adult rider
Pass Products		
Regional Day Pass ²	\$5.50	\$5.50
Day Pass	--	\$1.50 - \$3.00
20-Ride Pass	--	\$24.00
Stored Value Pass	\$15.00	\$15.00
31-Day Pass - Regular	\$47.00	\$37.00
31-Day Pass - Discounted ³	\$23.50	\$18.50
Regional 31-Day Pass ²	\$68.00	\$68.00
Regional 31-Day Pass - Discounted ^{2,4}	\$34.00	\$34.00
<p>Note 1: Seniors ages 80 and older must fill out a Basic Eligibility Form and be verified by the RTA to receive VIP Card.</p> <p>Note 2: Regional Day Pass allows unlimited rides on all RTA, SLO Transit, and Morro Bay Transit routes for the date indicated. The Regional 31-Day Pass allows unlimited rides on the same services for 31 consecutive days.</p> <p>Note 3: Discounted passes available for senior adults ages 65 to 79, disabled passengers, and students in grades K-12 on the RTA intercity and local Paso Robles Routes. Discounted passes available for senior adults ages 65 to 79 and disabled passengers on the local south county routes.</p> <p>Note 4: Discounted Regional Pass products available for senior adults ages 65 to 79, disabled passengers, and students in grades K-12.</p> <p>Source: RTA</p>		

Table 3: RTA Paratransit and Dial-a-Ride Fare Structure

	Nipomo ¹	Paso Robles	Shandon-Paso Robles	Templeton-Paso Robles	Runabout ^{2,3}
Cash Fares					
Regular	\$2.25	\$5.00	\$5.00	\$2.50	--
Seniors (65+ years old)	\$1.75	\$2.50	\$5.00	\$2.50	--
Disabled	\$1.75	\$2.50	\$5.00	\$2.50	\$3.00+
Children	\$1.75	\$5.00	\$5.00	\$2.50	--
<p>Note 1: Nipomo DAR 10-ride punch passes available: \$20 for adults and \$15 for children (K-12)</p> <p>Note 2: Runabout fares cost twice the equivalent fixed route fare, with a maximum of \$11 fare per one-way trip. Runabout passengers can ride fixed route services for free by showing their Runabout card.</p> <p>Note 3: Runabout punch passes are available for \$30 or \$50 worth of rides.</p>					

Seniors, disabled, and grade school students are eligible for discounted Regional Pass products. Seniors ages 80 and older with a Regional VIP Card, ADA cardholders, and small children ride for free on all fixed route and deviated fixed route services in the county.

For the county-funded, general public DARs, the fares vary by service. Both the Shandon-Paso Robles and Templeton-Paso Robles DARs charge one fare for all passengers (\$5.00 and \$2.50, respectively). The regular one-way fare on the Paso Robles DAR service is \$5.00, and the discounted fare for seniors and disabled passengers is \$2.50. The Nipomo DAR charges \$2.25 for one-way trips; seniors, disabled persons, and children are eligible for a discounted fare of \$1.75. Runabout fares are twice the base cash fare of the equivalent fixed route ride, with a fare cap of \$11.00 per one-way trip, which is equivalent to twice the price of the Regional Day Pass.

RTA CAPITAL ASSETS

Fleet Inventory

As of October 2023, the RTA revenue vehicle fleet consisted of sixty-nine vehicles. Detailed information for the revenue vehicle fleet is presented in Table 4. The vehicles' primary uses vary based on the vehicle type: forty of the vehicles are used for fixed route operations, twenty-seven are used for the paratransit and demand response services, and two are used for the Avila-Pismo Beach Trolley. The fixed route vehicles, on average, are 7 years old and have traveled 340,000 miles. The demand response vehicles, on average, are 4 years old and have traveled 71,000 miles. The two trolleys are 12 and 6 years old, respectively. During peak periods, up to twenty-five fixed route vehicles are in service. The RTA also has twenty-three non-revenue vehicles.

Table 4: RTA Revenue Vehicle Fleet (1/2)

Agency ID ¹	Make	Year	Mileage	Use	Est. Retirement Date ²
167	Gillig	2008	658,069	Fixed Routes	2022
168	Gillig	2008	593,236	Fixed Routes	2022
1011	Thor	2010	338,090	Fixed Routes	2024
1012	Thor	2011	267,833	Fixed Routes	2025
1013	Double K	2011	109,364	Seasonal Trolley	2024
1101	El Dorado	2010	286,297	Fixed Routes	2024
1301	Gillig	2013	531,902	Fixed Routes	2027
1302	Gillig	2013	470,295	Fixed Routes	2027
1303	Gillig	2013	551,752	Fixed Routes	2027
1304	Gillig	2013	525,306	Fixed Routes	2027
1305	Gillig	2013	497,239	Fixed Routes	2027
1306	Gillig	2013	534,882	Fixed Routes	2027
1307	Gillig	2013	547,878	Fixed Routes	2027
1308	Gillig	2013	456,307	Fixed Routes	2027
1309	Gillig	2013	455,725	Fixed Routes	2027
1310	Gillig	2013	457,958	Fixed Routes	2027
1501	Gillig	2015	492,656	Fixed Routes	2029
1502	Gillig	2015	464,161	Fixed Routes	2029
1503	Gillig	2015	452,307	Fixed Routes	2029
1504	Gillig	2015	468,280	Fixed Routes	2029
1505	Gillig	2015	439,064	Fixed Routes	2029
1506	Gillig	2015	414,623	Fixed Routes	2029
1507	Gillig	2015	386,759	Fixed Routes	2029
1508	Gillig	2015	473,102	Fixed Routes	2029
1509	Gillig	2015	369,424	Fixed Routes	2029
1510	Ford	2015	471,752	Fixed Routes	2025
1511	Ford	2015	167,886	Fixed Routes	2025
1512	Ford	2015	479,940	Fixed Routes	2025
1608	Ford	2016	145,586	Demand Response	2026
1701	Dodge	2017	115,049	Demand Response	2025
1704	Dodge	2017	119,317	Demand Response	2025
1705	Dodge	2017	115,623	Demand Response	2025
1706	Dodge	2017	99,743	Demand Response	2025
1707	Ford	2017	58,550	Seasonal Trolley	2030
1801	Gillig	2018	281,948	Fixed Routes	2032

Note 1: Information accurate as of October 2023.

Note 2: Estimated retirement dates based off of vehicle model's Federal Transit Administration's Useful Life Benchmark.

Source: RTA

Table 4: RTA Revenue Vehicle Fleet (2/2)

Agency ID ¹	Make	Year	Mileage	Use	Est. Retirement Date ²
1802	Gillig	2018	277,912	Fixed Routes	2032
1803	Gillig	2018	254,520	Fixed Routes	2032
1901	Ford	2019	107,878	Demand Response	2029
1902	Ford	2019	108,620	Demand Response	2029
1903	Ford	2019	116,781	Demand Response	2029
1904	Ford	2019	113,916	Demand Response	2029
1905	Ford	2019	99,466	Demand Response	2029
1906	Ford	2019	106,839	Demand Response	2029
1907	Ford	2019	108,028	Demand Response	2029
1908	Ford	2019	103,711	Demand Response	2029
1909	Ford	2019	85,485	Demand Response	2029
1910	Gillig	2019	241,271	Fixed Routes	2033
1911	Gillig	2019	239,217	Fixed Routes	2033
1912	Gillig	2019	240,056	Fixed Routes	2033
2031	Ford	2021	47,853	Demand Response	2031
2051	Dodge	2019	38,822	Demand Response	2027
2052	Dodge	2019	40,211	Demand Response	2027
2053	Dodge	2019	37,866	Demand Response	2027
2054	Dodge	2019	40,230	Demand Response	2027
2055	Dodge	2019	40,476	Demand Response	2027
2056	Dodge	2019	36,877	Demand Response	2027
2057	Dodge	2019	39,055	Demand Response	2027
2101	Gillig	2021	61,983	Fixed Routes	2035
2102	Gillig	2021	79,369	Fixed Routes	2035
2151	Dodge	2020	21,680	Demand Response	2028
2152	Dodge	2020	22,900	Demand Response	2028
2331	Chevy	2022	2,744	Fixed Routes	2032
2332	Chevy	2022	2,741	Fixed Routes	2032
2333	Chevy	2022	2,698	Fixed Routes	2032
2334	Ford	2023	5,168	Fixed Routes	2033
2335	Ford	2023	7,159	Fixed Routes	2033
2351	Chrysler	2022	6,761	Demand Response	2030
2352	Chrysler	2022	2,394	Demand Response	2030
2353	Chrysler	2022	4,213	Demand Response	2030

Note 1: Information accurate as of October 2023.

Note 2: Estimated retirement dates based off of vehicle model's Federal Transit Administration's Useful Life Benchmark.

Source: RTA

Facilities

The new RTA Bus Maintenance Facility is located at 253 Elks Lane in San Luis Obispo, and is the central location for RTA's administrative, operations, dispatch, and maintenance functions. The facility's on-site parking accommodates approximately seventy public-transit vehicles and eighty employee and visitor vehicles. The Bus Maintenance Facility has both conventional fueling capacity as well as four fast-charge direct-current (DC) bus charging stations. The RTA intends to install additional bus charging stations as the agency procures more battery-electric buses (BEBs). These charging stations will be powered in part by solar canopy that will be installed on site.

The RTA leases two park-out facilities, one located at 1734 Paso Robles Street in Paso Robles and the other located at 800 Rodeo Drive in Arroyo Grande. These two facilities support the north county and south county transit services, respectively. Both facilities have bus parking areas and facilities for bus operator layovers. The RTA is actively developing proposals for assistance with preparing designs for fast-charge DC charging stations at the Paso Robles and Arroyo Grande facilities. There are no actual plans to install charging stations at this time, however, as the electrical capacity of the two sites still needs to be determined.

Park-and-Rides

While the RTA serves multiple park-and-rides throughout San Luis Obispo County, the RTA does not directly own any park-and-ride facilities.

Passenger Amenities

Passenger amenities refers to infrastructure that improves the passenger experience while waiting for or getting to and from bus services. RTA's passenger amenities are briefly summarized below.

Bus Stops

The RTA serves 325 bus stops throughout the county, 87 of which have shelters and 190 of which have benches. Approximately 25 percent of RTA bus stops need ADA accessibility improvements or other upgrades. Some RTA stops are shared with SLO Transit.

Bicycle Amenities

The RTA serves twenty-one stops with bike racks and two stops with bicycle lockers (the Templeton and Halcyon Park-and-Rides).

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OVERVIEW OF CITY OF SAN LUIS OBISPO TRANSIT SERVICES

INTRODUCTION

The City of San Luis Obispo Transit (SLO Transit) provides local fixed route service for the City of San Luis Obispo and Cal Poly. This chapter discusses SLO Transit services, as well as how SLO Transit connects to other regional transit programs. SLO Transit fares, vehicles, and amenities are also described.

HISTORY, GOVERNANCE, AND ORGANIZATIONAL STRUCTURE

SLO Transit has provided local transit service to the City of San Luis Obispo and Cal Poly since 1974. SLO Transit is administered by the Mobility Services Division, a branch of the City’s Department of Public Works. The transit program is managed by the Mobility Services Business Manager and the Transit Coordinator. The Mobility Services Business Manager reports to the Deputy Director of Mobility Services. The City contracts operations and maintenance functions to a purchased transportation contractor, Transdev North America. The SLO Transit organizational chart is shown in Figure 5.



The Mass Transportation Committee (MTC) advises the City Council regarding public transit programs. The MTC has seven members: one Cal Poly designated employee, one Cal Poly student representative designated by the Associated Students, Inc., one senior citizen 62 years or older, one person from the business community, one person with technical transportation planning experience, one disability community representative, and one member at-large. Depending on interest, two members from the general public can be appointed as well.



SLO TRANSIT SERVICES

SLO Transit Fixed Routes

Table 5 presents key SLO Transit service characteristics. Prior to the COVID-19 pandemic, SLO Transit operated eight fixed routes, three tripper services, one evening express service, and one seasonal trolley. During the COVID-19 pandemic, two of the tripper services and the evening express service were suspended due to staffing difficulties stemming from the nationwide bus operator shortage. While the three suspended services have not yet resumed operations as of the time of writing, they are summarized in Table 5 alongside the active SLO Transit services.

SLO Transit service hours vary depending on the time of year, with SLO Transit operating extended service hours when Cal Poly is in session. During the academic year, SLO Transit service hours are generally 6:00 AM to 11:10 PM on weekdays and 8:15 AM to 8:10 PM on weekends. During the summer, service hours are generally 6:00 AM to 8:00 PM on weekdays and 8:15 AM to 8:10 PM on weekends. SLO Transit services are described individually on the following pages and depicted in Figure 6.

**Figure 5:
SLO Transit Organizational Chart**

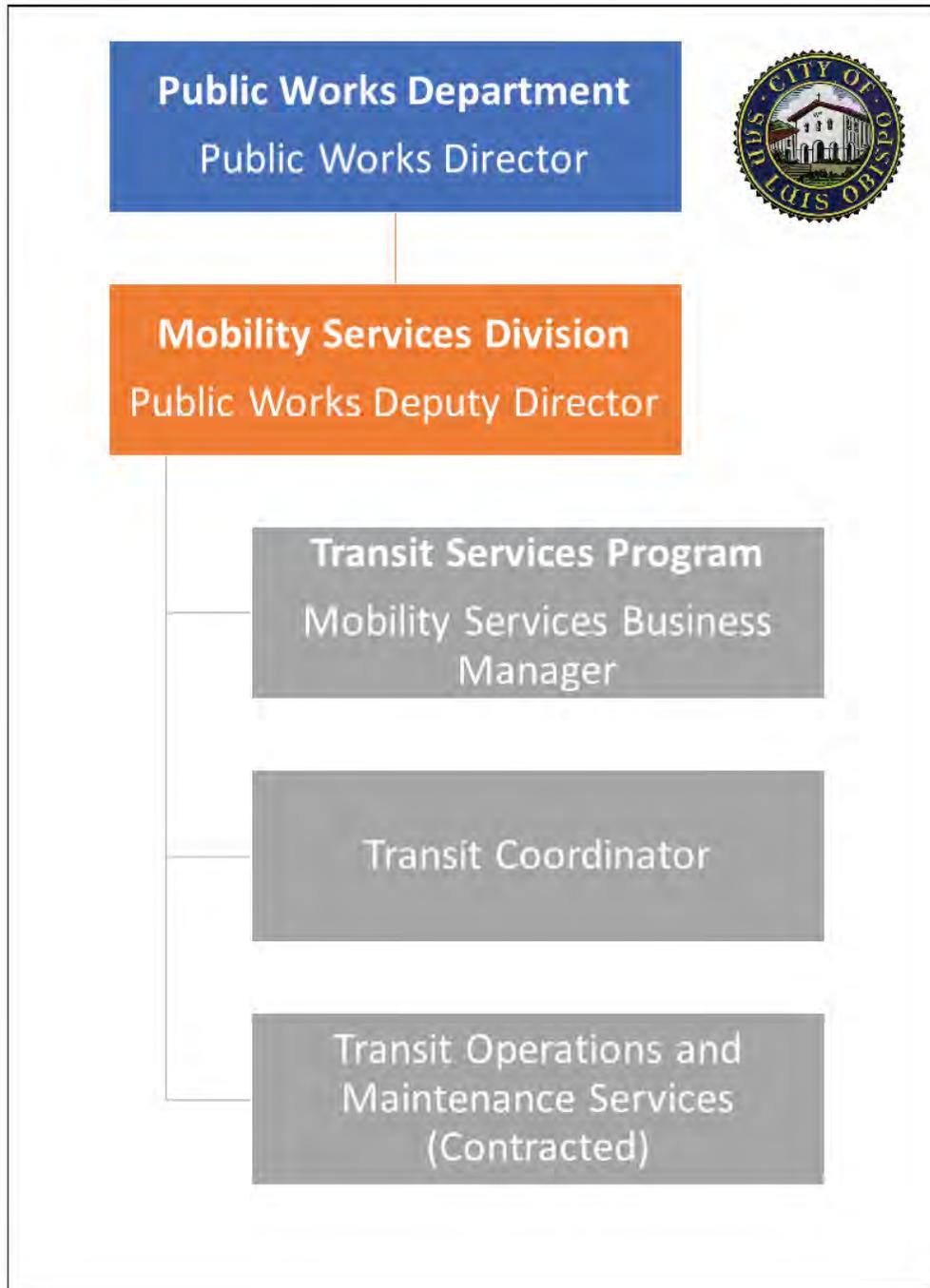


Table 5: Summary of SLO Transit Services and Frequency

	Service Hours ^{1,2}				Start & End Locations		Weekday Service Frequency (Minutes)
	Weekday		Weekend		Start	End	
	Start	End	Start	End			
Bus: Fixed Route							
Route 1A - Johnson, Tank Farm, Airport	6:15 AM	10:00 PM	8:15 AM	8:00 PM	SLO Government Center	Same as start	60
Route 1B - Broad, Airport, Johnson	6:45 AM	6:30 PM	--	--	SLO Government Center	Same as start	60
Route 2A - Higuera, LOVR ³ , Madonna	6:15 AM	10:00 PM	8:15 AM	8:05 PM	SLO Government Center	Same as start	60
Route 2B - Madonna, LOVR ³ , Higuera	6:45 AM	6:35 PM	--	--	SLO Government Center	Same as start	60
Route 3A - Promenade, LOVR ³ , Cal Poly	6:20 AM	11:10 PM	8:20 AM	8:10 PM	SLO Government Center	Same as start	30 - 60
Route 3B - Cal Poly, LOVR ³ , Amtrak Station	6:45 AM	10:35 PM	--	--	SLO Government Center	Same as start	30 - 60
Route 4A - Foothill, Cal Poly, Monterey	6:00 AM	11:05 PM	8:15 AM	8:05 PM	SLO Government Center	Same as start	45
Route 4B - Monterey, Cal Poly, Ramona Dr	6:15 AM	10:30 PM	--	--	SLO Government Center	Same as start	45
San Luis Tripper ^{4,5}	7:15 AM	4:00 PM	--	--	SLO Government Center	Same as start	4 Round Trips
Laguna Tripper ⁴	7:35 AM	3:40 PM	--	--	SLO Government Center	Same as start	1 Round Trip
Highland Tripper ⁵	7:45 AM	9:00 AM	--	--	Ramona at Palomar	Kennedy Library	30
6 Express ⁵	6:00 PM	9:20 PM	--	--	Cal Poly Performing Arts Center	Same as start	30
Old SLO Trolley ⁶	5:00 PM	9:10 PM	--	--	La Cuesta Inn	Same as start	20

Note 1: Summary accurate as of December, 2023. No service on Thanksgiving and Christmas. SLO Transit operates the weekend service schedule on New Year's Day, Martin Luther King, Jr. Day, Presidents' Day, Memorial Day, Independence Day, Labor Day, the Friday after Thanksgiving, Christmas Eve, New Year's Eve.

Note 2: Service hours presented represent academic year schedule. Hours are reduced during the summer.

Note 3: LOVR stands for Los Osos Valley Road.

Note 4: On Mondays, San Luis Tripper service starts at 8:45 AM and Laguna Tripper service starts at 8:50 AM.

Note 5: The San Luis Tripper, Highland Tripper, and 6 Express are currently suspended.

Note 6: The Old SLO Trolley operates on Thursdays during the summer and fall. The Old SLO Trolley provides Holiday Trolley service on Fridays and Saturdays in December.

Source: SLO Transit

Routes 1A & 1B

Routes 1A and 1B provide bidirectional service to southeast San Luis Obispo, with Route 1A operating in the clockwise direction and Route 1B operating in the counterclockwise direction. Both Routes 1A and 1B operate on an hourly frequency; Route 1A departs the Government Center at 15 minutes after the hour and Route 1B departs at 45 minutes after the hour. During the academic year, Route 1A operates from 6:15 AM to 10:00 PM on weekdays and from 8:15 AM to 10:00 PM on weekends. Route 1B operates the same schedule year-round, operating from 6:45 AM to 6:30 PM on weekdays only. Stops served by Routes 1A and 1B include the Dignity Health French Hospital Medical Center, the San Luis Airport, Tank Farm, Broad Street, and Johnson Avenue.

Route 2A & Route 2B

Routes 2A and 2B are bidirectional routes that serve southwest San Luis Obispo, with Route 2A operating in the clockwise direction and Route 2B operating in the counterclockwise direction. Routes 2A and 2B provide hourly service; Route 2A departs the Government Center at 15 minutes after the hour and Route 2B departs at 45 minutes after the hour. Route 2A operates from 6:15 AM to 10:00 PM on weekdays and from 8:15 AM to 8:05 PM on weekends during the academic year. Route 2B follows the same schedule year-round, running from 6:45 AM to 6:35 PM on weekdays. Areas served by Routes 2A and 2B include Social Services, the Department of Motor Vehicles, Laguna Middle School, and Madonna Plaza.

Route 3A & Route 3B

Routes 3A and 3B provide bidirectional service from Cal Poly to commercial centers in San Luis Obispo, with Route 3A running in the clockwise direction and Route 3B running in the counterclockwise direction. During the academic year, Route 3A is available from 6:20 AM to 11:10 PM on weekdays and from 8:20 AM to 8:10 PM on weekends. Route 3B runs from 6:45 AM to 10:35 PM on weekdays year-round. Routes 3A and 3B typically run hourly, but service frequency is increased during the academic year; when Cal Poly is in session, Route 3A runs twice per hour during the morning and Route 3B runs twice per hour in the afternoon. Currently, the first 6:00 AM run of Route 3A is not operating due to a lack of bus operators. Routes 3A and 3B both stop at the Cal Poly Kennedy Library, the San Luis Obispo Amtrak Station, the Promenade, Madonna Plaza, and Laguna Middle school, among other locations.

Route 4A & Route 4B

Routes 4A and 4B are bidirectional routes which serve downtown San Luis Obispo and Cal Poly, with Route 4A operating in the clockwise direction and Route 4B operating in the counterclockwise direction. Both Routes 4A and 4B run every 45 minutes; Route 4B always leaves the Government Center 15 minutes after Route 4A. Route 4A runs from 6:00 AM to 11:05 PM on weekdays during the academic year, and from 8:15 AM to 8:05 PM on weekends year-round. Route 4B only runs on weekdays, operating from 6:15 AM to 10:30 PM during the academic year and from 6:15 AM to 6:50 PM when Cal Poly is out of session. Key stops served by Routes 4A and 4B include the Cal Poly Kennedy Library, the Cal Poly Performing Arts Center, Santa Rosa Park, and residential neighborhoods northwest of downtown.

Laguna Tripper

The Laguna Tripper is a supplemental service for students traveling to and from Laguna Middle School. The Laguna Tripper only runs on weekdays during the school year. Daily service consists of one morning run from the Government Center to Laguna Middle School and one afternoon return trip. The schedule varies depending on the day due to variations in the school schedule.

Old San Luis Obispo (SLO) Trolley

The Old SLO Trolley is a seasonal service in downtown San Luis Obispo. In 2023, the Old SLO Trolley ran on Thursdays from 5:00 PM to 9:00 PM from June 6 through November 30. Service was then extended through December 2023 as the “Holiday Trolley.” Holiday Trolley service was provided on Fridays and Saturdays in December from 12:00 PM to 8:00 PM.

The Old SLO Trolley starts at La Cuesta Inn and runs a fixed route through downtown along Monterey Street, completing one loop every half hour. The service stops at sixteen stops throughout downtown, with four timed stops: La Cuesta Inn, Monterey at Osos, Marsh at Chorro, and Monterey at California.

San Luis Tripper

The San Luis Tripper is a supplemental service for students traveling to and from San Luis Obispo High School. When in service, the San Luis Tripper runs on weekdays during the school year, providing two trips each morning from the Government Center to San Luis Obispo High School and then two reverse trips in the afternoon. The San Luis Tripper is not currently running due to a lack of bus operators.

Highland Tripper

The Highland Tripper is a supplemental school-year service for students traveling to and from Cal Poly. When in service, the Highland Tripper completes three round trips each weekday morning between the stop at Ramona Drive and Palomar Avenue and Cal Poly via Highland Drive and Foothill Boulevard. The Highland Tripper is not currently in service due to a lack of operators.

Route 6x

Route 6x provides half hourly service from the Cal Poly Performing Arts Center and the Government Center on Thursdays from 6:00 PM to 9:20 PM during the school year. Route 6x is currently suspended.

Key Transfer Locations

SLO Transit services have been designed so that passengers can transfer between local routes, as well as to other regional transit services. Important SLO Transit transfer locations, and the services that stop at each, are listed below.

- Government Center – SLO Transit fixed routes; RTA Routes 9, 10, 12, 14.
- Cal Poly Kennedy Library – SLO Transit Routes 3 A/B, 4 A/B; RTA Route 9.
- The Promenade – SLO Transit Routes 2 A/B, 3 A/B.
- San Luis Obispo Amtrak Station – SLO Transit Route 3B; Amtrak; Greyhound.

SLO TRANSIT FARE STRUCTURE

The SLO Transit fare structure is shown in Table 6. Cash fares and multi-day passes can be purchased onboard. Pass products can also be purchased at the City of San Luis Obispo City Hall Finance Counter and the San Luis Obispo Chamber of Commerce.

The regular, one-way cash fare is \$1.50. Senior adults ages 65 to 79, disabled passengers, and Medicare card holders are eligible for the discounted fare of \$0.75, or 50 percent of the regular fare. Seniors ages 80 and older ride SLO Transit for free by receiving a VIP card from the SLO Regional Rideshare office. Children ages 4 and younger also can ride for free with a fare-paying adult. Cal Poly and the City have currently negotiated a prepaid fare agreement that allows Cal Poly students, faculty, and staff to ride SLO Transit for no additional fare.

SLO Transit offers multiple pass products. The 31-day pass costs \$40.00 for regular passengers and \$20.00 for discount eligible passengers. Grade-school students can purchase the 31-day pass for \$25.00. SLO Transit also offers 1-day, 3-day, 5-day, and 7-day passes that range in cost from \$3.25 to \$15.00. Additionally, SLO Transit has a 16-ride pass that can be purchased for \$24.00 and a 15-ride pass for discount-eligible passengers that can be purchased for \$11.25. Passengers can board SLO Transit with Regional Pass products, as well: passengers can purchase a Regional Day Pass for \$5.50 and 31-Day Pass for \$68.00 (or \$34.00 for discounted passengers).

Table 6: SLO Transit Fare Structure					
Fare Type	Regular	Senior/ Disabled ¹	VIP ²	Children ³	Student ⁴
One-Way Fare	\$1.50	\$0.75	Free	Free	--
31-Day Pass	\$40.00	\$20.00	--	--	\$25.00
16-Ride Pass	\$24.00	--	--	--	--
15-Ride Pass	--	\$11.25	--	--	--
7-Day Pass	\$15.00	--	--	--	--
5-Day Pass	\$12.00	--	--	--	--
3-Day Pass	\$7.00	--	--	--	--
1-Day Pass	\$3.25	--	--	--	--
Regional 31-Day Pass ⁵	\$68.00	\$34.00			
Regional Day Pass ⁵	\$5.50	--	--	--	--

Note 1: Discounts are for seniors ages 65 to 79, disabled, and Medicare card holders.

Note 2: Seniors ages 80 and older are eligible for a VIP card that allows them to board all fixed route services in SLO County for free. To receive the VIP card, eligible seniors must go to the Regional Rideshare office and provide valid identification.

Note 3: Children 4 and under ride for free with a fare-paying caretaker.

Note 4: Students include all youth in grades K-12 with student ID.

Note 5: Regional 31-Day and Day Pass allows unlimited rides on all RTA, SLO Transit, and Morro Bay routes for the dates indicated.

Source: SLO Transit

SLO TRANSIT CAPITAL ASSETS

Fleet Inventory

SLO Transit’s current revenue vehicle fleet is detailed in Table 7. The revenue fleet consists of seventeen vehicles; fourteen of the vehicles are low-floor transit buses, one is a double-decker bus, one is a trolley, and one is a cutaway. Of note, SLO Transit procured its first two battery-electric buses (BEBs), a low-floor Proterra and a low-floor New Flyer, in 2023. The City has also issued a purchase order for six additional BEBs and is working on approval to procure another two.

The average age of the low-floor vehicles is 12 years, and the average mileage is 338,234. Currently, SLO Transit operates nine vehicles at peak times. SLO Transit has two support vehicles in addition to its revenue fleet.

Table 7: SLO Transit Revenue Vehicle Fleet					
Agency ID ¹	Make	Model	Year	Mileage ²	Est. Retirement Date ³
754	Gillig	Low Floor	2007	300,899	2019
755	Gillig	Low Floor	2007	313,874	2019
856	Double K	Trolley	2008	71,219	2020
857	Gillig	Low Floor	2008	480,498	2020
858	Gillig	Low Floor	2008	475,880	2020
859	Gillig	Low Floor	2008	481,177	2020
860	Gillig	Low Floor	2008	454,148	2020
861	Gillig	Low Floor	2008	445,314	2020
862	Gillig	Low Floor	2008	448,708	2020
963	--	Double Deck	2009	131,903	2022
1264	Gillig	Low Floor	2012	292,711	2024
1365	Gillig	Low Floor	2013	311,994	2025
1366	Gillig	Low Floor	2013	302,951	2025
1167	El Dorado	Cut-Away	2011	128,865	2016
1768	Gillig	Low Floor	2017	136,818	2029
1769	Gillig	Low Floor	2017	150,304	2029
1770	Gillig	Low Floor	2017	140,006	2029
2371 ⁴	Proterra	Low Floor	2022	--	2034
2372 ⁴	New Flyer	Low Floor	2022	--	2034

Source: SLO Transit

Note 1: Information accurate as of December 2023.

Note 2: Mileage data accurate as of 4/8/2021 or 2/23/2022, depending on the vehicle.

Note 3: Estimated retirement dates based off of vehicle model's Federal Transit Administration's Useful Life Benchmark.

Note 4: Indicates electric vehicles.

Facilities

The SLO Transit Operations and Maintenance Facility is located at 29 Prado Road in San Luis Obispo, and houses all operations, maintenance, and dispatch functions. The facility is located adjacent to the City's Water Department. The facility will eventually host fourteen chargers for BEBs. The 2023 RTP recommended that a new, stand-alone maintenance facility be developed for SLO Transit in the next few years to provide increased vehicle storage capacity and improved amenities for staff.

Park-and-Rides

The City of San Luis Obispo finished developing the Calle Joaquin Park-and-Ride lot in 2018. The spot contains 31 parking spaces, two motorcycle spaces, and a bus turnout. The Calle Joaquin Park-and-Ride is served by SLO Transit Route 2A.

Passenger Amenities

SLO Transit's passenger amenities help keep passengers safe and comfortable while waiting for the bus. Amenities catered towards bicyclists, such as bike racks, help increase connectivity to the transit system by encouraging bicycling for first/last mile travel. SLO Transit's large passenger amenities are described briefly in this section.

Bus Stops

SLO Transit serves 166 bus stops within San Luis Obispo and the nearby Cal Poly Campus. Of these stops, 50 have shelters and 111 have benches. Solar lights are installed at 23 stops and electronic, real-time schedule signs are installed at 3 stops. Almost all of the SLO Transit bus stops have an information kiosk as well (96 percent). The two largest SLO Transit bus stops are the Government Center transit center and the Cal Poly Kennedy Library. Some SLO Transit stops are shared with the RTA.

Bicycle Amenities

SLO Transit has five bus stops with bicycle racks: the Government Center, Marsh Street at Osos Street, Marsh Street at Chorro Street, the San Luis Obispo Amtrak Station, and Santa Rosa Street at Leff Street.

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OVERVIEW OF OTHER REGIONAL PUBLIC TRANSIT SERVICES

INTRODUCTION

This chapter summarizes other transportation programs besides the RTA and SLO Transit that operate in the San Luis Obispo County region. It is important to note that this Chapter does not discuss every transportation service in San Luis Obispo County, but instead focuses on the services that provide direct connections to/from the RTA or SLO Transit.

PUBLIC TRANSPORTATION

Atascadero Dial-A-Ride

The City of Atascadero provides the Atascadero Dial-a-Ride (DAR) within city limits. The Atascadero DAR service area also extends to the Trader Joe’s and medical corridor in Templeton. City staff are directly responsible for management of the transit program and dispatch, while bus operator positions are filled by contracted staff. The City owns all of the Atascadero DAR vehicles, which are equipped with wheelchair lifts and bicycle racks.



The Atascadero DAR is a general public, door-to-door service available on weekdays from 7:30 AM to 3:30 PM. Fares vary by trip distance: the general public fare for trips within the downtown city zone is \$5.00, while the general public fare for trips to the outer zone is \$8.00. Seniors, disabled residents, and Medicare card holders are eligible for discounted fares. Passengers can schedule rides on the Atascadero DAR to RTA Route 9 bus stops if they need to travel to other communities in the region.

Morro Bay Transit

The City of Morro Bay provides the Morro Bay Transit service, which consists of a single, deviated fixed route available to the general public and the Morro Bay Trolley, which operates on Saturdays and Sundays from early June through early October each year. The City contracts operations responsibilities to an outside agency.



The Morro Bay Transit fixed route operates Monday through Friday from 6:25 AM to 6:45 PM. The deviation feature of the fixed route is referred to as “Call-A-Ride”; to request a deviation up to 0.75 miles from the route, passengers must call dispatch in advance to schedule their pick-up/drop-off. The Call-A-Ride component of Morro Bay Transit is available to the general public. General public one-way fares are \$1.50 for the fixed route and \$2.50 for Call-A-Ride. Discounted fares are also available. Morro Bay Transit also offers day pass and punch pass products. Morro Bay Transit accepts the Regional Day and 31-Day Pass products. Runabout passengers ride for free with their Runabout card. Passengers who need to travel beyond Morro Bay can transfer to RTA Routes 12 and 15 at a few locations within the city, with the most significant transfer center being the City Park.

Monterey-Salinas Transit

The Monterey-Salinas Transit District (MST) is comprised of the Cities of Carmel, Del Rey Oaks, Gonzales, Greenfield, King City, Marina, Monterey, Pacific Grove, Salinas, Sand City, Seaside, Soledad, and the County of Monterey. MST operates thirty-four fixed routes and complementary paratransit service, referred to as MST Rides, throughout a 159-square-mile service area using a 170-vehicle fleet.



MST Route 84 provides service from King City, in Monterey County, south to Paso Robles, in San Luis Obispo County, serving San Lucas, San Ardo, Bradley, and San Miguel along the way. The service is available seven days per week and makes two roundtrips per day. RTA passengers can transfer to MST Route 84 by taking RTA Route 9 or Paso Robles Routes A/B to the North County Transit Center. The general public fare for Route 84 is \$2.00, and the discounted fare is \$1.00.

Santa Maria Regional Transit

The City of Santa Maria, in northern Santa Barbara County, operates the Santa Maria Regional Transit (SMRT) service, which consists of twelve local fixed routes, three regional fixed routes, and complementary paratransit service. The SMRT service area includes the City of Santa Maria, as well as the unincorporated communities of Orcutt, Tanglewood, New Cuyama, Lompoc, Vandenberg, Los Alamos, Buellton, Solvang, Santa Ynez, and the Chumash reservation. General public one-way fares are \$1.50 for the local fixed routes and \$2.00 for the regional routes. Discounted fares are available, as well as various pass products. SMRT and RTA Route 10 both serve the Santa Maria Transit Center. Of note, SMRT recently increased service frequency on most of the fixed routes to 45 minutes instead of hourly, limiting the number of timed-transfer opportunities between SMRT and RTA.



Senior GO!

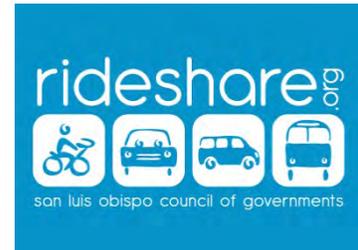
Senior Go! is a transportation service available to seniors ages 65 and older in San Luis Obispo County. Senior GO! is a SLOCOG program supported by Transportation Development Act (TDA) funds. SLOCOG contracts the RTA to administer the Senior GO! service and Ventura Transit Systems, Inc. to operate the service.



Senior GO! is available weekdays from 9:00 AM to 5:00 PM. Eligible passengers can request up to four one-way trips each month, to and from destinations within San Luis Obispo County. Fares vary based on the distance travelled; the starting one-way fare is \$2.50. Passengers can use Senior GO! to access other local and regional transit services within San Luis Obispo County, including the RTA and SLO Transit, by requesting rides to active bus stops.

San Luis Obispo Regional Rideshare

The San Luis Obispo Regional Rideshare (SLO Rideshare) is a division of SLOCOG. The objective of SLO Rideshare is to reduce the need for those who live, work, and/or visit San Luis Obispo County to drive alone. While SLO Rideshare does not directly provide transit services, the program still increases regional mobility by providing trip-planning assistance, offering emergency rides, and coordinating the region’s Safe Routes to School program, among other efforts. Programs offered include:



- 511 Trip Planning – people can dial 511 anywhere in San Luis Obispo County for up-to-date information on road conditions, public-transit services, ridesharing, etc.
- iRideshare – a free online ride-matching system.
- Park-and-ride map – SLO Rideshare offers an online map with information on park-and-rides available in the region.
- Emergency rides home – SLO Rideshare helps coordinate free or low-cost rides home in the case of an emergency for all participants registered with iRideshare.
- Technical assistance for developers and jurisdictions looking to reduce the vehicle miles traveled (VMTs) within the project area or community.

NONPROFIT TRANSPORTATION PROVIDERS

Cambria Community Bus

The Cambria Community Council is a nonprofit organization that provides transportation assistance to seniors (ages 60 and older) and individuals with disabilities in the communities of Cambria and San Simeon. The Cambria Community Bus is a door-to-door service provided by the Cambria Community Council Monday through Friday from 8:00 AM to 4:30 PM. The service relies on volunteer drivers to provide rides. Passengers must call at least one day in advance to schedule a ride. All rides are free. In addition to local trips, the Cambria Community Bus makes one roundtrip to San Luis Obispo each month for residents with specific shopping or medical needs. Cambria Community Bus passengers can transfer to RTA Route 15 by requesting service to a local bus stop and paying the required RTA fare.



SMOOTH

SMOOTH, Inc. is a private nonprofit organization dedicated to addressing transportation challenges and helping people access the services they need. SMOOTH is contracted by numerous local groups, organizations, and agencies, including the City of Guadalupe, the County of Santa Barbara, and the Tri-Counties Regional Center, to provide transportation services in northern Santa Barbara County, with occasional trips into San Luis Obispo County.



SMOOTH also operates its own Senior Dial-a-Ride (DAR) service in Santa Maria and Orcutt for adults ages 60 and older. The Senior DAR service is available Monday through Friday from 9:00 AM to 4:00 PM and serves all trip purposes. Residents must schedule rides in advance by calling SMOOTH. One-way fares for the Senior DAR service are \$2.00. A personal caretaker can ride along with seniors for free if desired. San Luis Obispo County residents can take advantage of SMOOTH's Senior DAR by first taking RTA Route 10 to Santa Maria, then scheduling a ride on the Senior DAR.

Ride-On Transportation

Ride-On Transportation is a nonprofit organization dedicated to improving transportation services in San Luis Obispo County. All of Ride-On's proceeds support the nonprofit United Cerebral Palsy of San Luis Obispo County. Ride-On serves as a Consolidated Transportation Service Agency (CTSA) and as a Transportation Management Association (TMA) for the county.



Ride-On's CTSA division provides door-to-door shuttle services for seniors, veterans, people with disabilities, and social-service agencies. The CTSA division also supports other social-service agencies in the area which provide their own transportation by assisting with vehicle maintenance, driver training, and other services. Ride-On's TMA division provides general public-transportation services, including vanpools, shuttles to the San Luis Obispo Airport and local Amtrak stations, medical transportation, and special event transportation, among other services. Ride-On hours vary depending on the program.

PRIVATE FOR-PROFIT REGIONAL PROVIDERS

Amtrak

San Luis Obispo County is served by two Amtrak rail lines: the Coast Starlight and the Pacific Surfliner. The Coast Starlight travels from Seattle to Los Angeles and serves San Luis Obispo County once daily in both the northbound and southbound directions, stopping at the San Luis Obispo Amtrak Station and the North County Transit Center. The Pacific Surfliner serves the southern California coast, stopping in San Diego, Orange County, Los Angeles, and Ventura before eventually arriving in San Luis Obispo. The Pacific Surfliner makes two roundtrips to/from San Luis Obispo County each day, stopping at the Grover Beach and San Luis Obispo Amtrak stations both northbound and southbound.



San Luis Obispo County is also served by Amtrak Thruway bus service, which enables timed connections to the various rail routes. At this time, Thruway bus tickets must be purchased with a train ticket. However, this policy will likely change in upcoming years. Amtrak Thruway Route 17 connects to the Pacific Surfliner train, traveling from San Francisco to Santa Barbara and stopping in Paso Robles, Atascadero, Cal Poly, and San Luis Obispo along the way. Amtrak Thruway Route 18 provides service from Santa Maria to Hanford to provide connectivity to the Capitol Corridor rail, stopping in Grover Beach, San Luis Obispo, Atascadero, and Paso Robles.

There are many different options for San Luis Obispo County residents to connect to Amtrak services via local transit routes, including multiple RTA, SLO Transit, dial-a-ride, and non-profit transportation services. There are no discounts provided to passengers transferring from local transit routes. Amtrak ticket prices, both rail and bus, vary greatly depending on the passenger's intended trip length.

American Star Tours/Flix Bus

American Star Tours and Flix Bus provide long-distance, intercity bus transportation. In San Luis Obispo County, American Star Tours and Flix Bus operate along United States (US) 101, stopping at the Grover Beach Amtrak Station, San Luis Obispo Amtrak Station, the Cal Poly Performing Arts Center, the Atascadero Amtrak Thruway bus stop, and the North County Transit Center. One-way American Star Tours/Flix Bus tickets from San Luis Obispo to San Francisco start at approximately \$26.00. One-way American Star Tours/Flix Bus tickets from San Luis Obispo to Los Angeles start at approximately \$25.00.



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Appendix A

REVIEW OF RECENT PLANNING STUDIES

INTRODUCTION

This Appendix summarizes recent transportation plans relevant to the San Luis Obispo Regional Transit Authority (RTA) and the City of San Luis Obispo Transit (SLO Transit), including both countywide studies as well as agency-specific reports. The recommendations presented in the agencies' respective Short Range Transit Plans (SRTPs) will support, and eventually further, the objectives of the studies discussed.

COUNTYWIDE

The San Luis Obispo Council of Governments (SLOCOG), as the designated Regional Transportation Planning Agency (RTPA) for the San Luis Obispo region, has developed numerous studies to improve the region's multimodal transportation network. Recent countywide transportation studies are summarized in this section, with an emphasis on understanding the plan components most relevant to public transit.

US 101 North SLO County Multimodal Corridor Plan (In Progress)

In early 2023, SLOCOG initiated development of the *US 101 North SLO County Multimodal Corridor Plan*. The ultimate goal of the study will be to identify priority projects to improve the movement of people and goods through the portion of the US 101 corridor that extends from Cuesta Grade to the San Luis Obispo/Monterey County boundary. The study will also recommend projects for the portion of State Route (SR) 46 from US 101 east to Jardine Road in Paso Robles. The final plan is expected to recommend expanding transit services within the corridor by increasing fixed route frequency, expanding paratransit, and introducing microtransit, with the ultimate goal being to shift people away from single-occupancy vehicle trips. The study will also prioritize roadway improvements which will facilitate safe transit travel and easy connectivity from transit to other modes.



Note: 4 Miles to Paso Robles, California [Photo], by Ken Lund, 2016, Flickr.
<https://creativecommons.org/licenses/by-sa/2.0/>

2023-2045 Regional Transportation Plan (2023)

SLOCOG is responsible for updating the *Regional Transportation Plan* (RTP) every four years. The RTP is a long-range transportation planning document that serves as a blueprint for the regional transportation system and prioritizes investments to state highways, local roads, public transit, tribal transportation, and aviation services within the study area based on community values. The most recent update to San Luis Obispo County's RTP was completed in 2023.

The 2023 RTP outlines \$930 million worth of expenditure to maintain and expand the County's public transportation programs. Transit capital projects recommended in the 2023 RTP include replacing the various transit programs' vehicles once the vehicles hit their respective Federal Transit Administration (FTA) useful life benchmarks (ULBs), constructing a new maintenance facility for SLO Transit, improving the RTA bus stops, and procuring electric-vehicle chargers for SLO Transit.

San Luis Obispo County Coordinated Human Services Public Transportation Plan (2022)

The *San Luis Obispo County Coordinated Human Services Public Transportation Plan* (Coordinated Plan) was last updated by SLOCOG in 2022. The Coordinated Plan recommends strategies that will improve coordination between transportation providers, with the ultimate goal of encouraging the better use of resources and meeting the unmet transit needs of local residents. The strategies included in the 2022 Coordinated Plan most relevant to the RTA and SLO Transit are listed below.

- Strategy 2 – Add new customer-facing technology for scheduling trips and fare payment.
- Strategy 3 – Add new technological capacity for improving scheduling and dispatching, tracking vehicles, and responding to unforeseen changes in service needs.
- Strategy 4 – Develop local tools for driver recruitment and retention.
- Strategy 5 – Develop a One-Call/One-Click Center
- Strategy 6 – Conduct a one-year pilot project that decreases the age for Senior Go! From 65 to 60 and increases the allowable number of trips per month.
- Strategy 10 – Coordinate with Santa Barbara County to increase services to Santa Maria.

Transportation Efficiency Analysis (2022)

The *Transportation Efficiency Analysis* (TEA) is a geospatial study commissioned by SLOCOG that outlines critical transportation infrastructure projects that will be necessary in order to support increased housing development in San Luis Obispo County. The TEA serves as the transportation component of San Luis Obispo County's *Regional Housing and Infrastructure Plan*. Several projects identified in the TEA called for the expansion of RTA and SLO Transit services:

- Expand transit services in Grover Beach to serve the Urban Reserve/Strawberry Field.
- Expand transit services in Nipomo to serve the Dana Reserve.
- Modify Paso Robles Routes A and B to serve the Beechwood development.
- Modify Paso Robles Routes A and B to serve North Chandler Ranch.
- Modify Paso Robles Routes A and B to serve the Olsen/South Chandler development.

- Add a SLO Transit stop along Board or Tank Farm.
- Expand SLO Transit services to provide access between Broad and South Higuera.

US 101 Santa Maria to San Luis Obispo Multimodal Corridor Plan (2021)

SLOCOG completed the *US 101 Santa Maria to San Luis Obispo Multimodal Corridor Plan* in 2021. The *US 101 Santa Maria to San Luis Obispo Multimodal Corridor Plan* provides a framework for implementing capital improvements along the corridor, similar to the ongoing *US 101 North SLO County Multimodal Corridor Plan*. Transit-related projects recommended in the study include increasing service frequency on RTA Routes 9 and 10, installing transit-signal priority at intersections along RTA Route 10, developing park-and-ride lots, installing additional bike parking at bus stops, procuring real-time information technology, and expanding vanpool programs, among others.

2021 Active Transportation Plan (2021)

SLOCOG most recently updated the region’s *Active Transportation Plan (ATP)* in 2021. The ATP identifies strategies and projects to increase rates of walking and bicycling throughout San Luis Obispo County. While the ATP primarily focuses on walking and bicycling, one of the overarching goals of the ATP is to improve transit and rail connectivity by facilitating safe first/last mile connections for pedestrians. Projects recommended in the 2021 ATP relevant to transit include improving pedestrian amenities and sidewalks within 0.25 miles of bus stops, procuring bike racks for transit vehicles, and implementing commuter transportation demand-management programs.



Note: *San Luis Obispo Railroad Safety Trail* [Photo], by RRM Design Group, <https://www.rrmdesign.com/project/san-luis-obispo-railroad-safety-trail/>

SLO Regional Zero-Emission Bus Implementation Plan (2020)

SLOCOG developed the *SLO Regional Zero-Emission Bus Implementation Plan* (SLO Regional ZEB Plan) to help San Luis Obispo County transit programs, as well as transit programs in nearby Santa Barbara and Monterey Counties, transition to zero-emission fleets as required by the Innovative Clean Transit (ICT) regulation. Based on the energy needs of the various fleets and the region's temperate climate, the SLO Regional ZEB Plan recommended that regional transit agencies shift to battery-electric buses (BEBs) rather than fuel-cell electric buses (FCEBs). The SLO Regional ZEB Plan noted that opportunity charging will be required to operate the RTA's regional routes with BEBs; the study recommended that the San Luis Obispo County transit programs coordinate with neighboring counties to minimize capital costs related to developing opportunity-charging facilities.

First and Last Mile Wayfinding Report (2020)

To further reduce greenhouse gas emissions associated with the transportation sector, it is important that transit passengers are able to utilize active transportation modes, such as walking or bicycling, to get to and from transit stops. Active transportation is often supported by wayfinding tools such as signs and landmarks. The *First and Last Mile Wayfinding Report* (Wayfinding Report), prepared by SLOCOG, inventories existing wayfinding infrastructure at transit hubs throughout San Luis Obispo County, then presents recommended wayfinding improvements for all of the transit hubs based on the existing amenities. Stops analyzed include the North County Transit Center, the City of San Luis Obispo Government center, and the Cal Poly Kennedy Library, among others.

Regional Housing Needs Allocation Plan (2019)

The *Regional Housing Needs Allocation Plan* (RHNAP) is a component of the Housing Element of the *San Luis Obispo County General Plan*. The RHNAP details the need for housing by income group within each jurisdiction in the study area for the upcoming planning period. The most recent San Luis Obispo County RHNAP applies to Atascadero, Arroyo Grande, Grover Beach, Morro Bay, Paso Robles, Pismo Beach, and San Luis Obispo and covers the time period from December 2020 to December 2028. The RHNAP recommends new housing projects be developed in close proximity to transit services.

Active Transportation Partnership Program Safe-Routes-to-School Plan (2016)

The Active Transportation Partnership Program (ATPP) is a series of work programs initiated by SLOCOG to guide near-term active transportation investments in San Luis Obispo County. The *ATPP Safe Routes to School Plan* outlines a strategic plan for improving the bicycle and pedestrian networks near schools, as well as strategies for how regional stakeholders can better collaborate to develop successful California Active Transportation Program grant applications. Strategies presented in the *ATPP Safe Routes to School Plan* related to transit include increasing the percentage of new and existing roadways with pedestrian and bicycle facilities, emphasizing travel routes along roadways with transit stops, improving pedestrian conditions within 0.25 miles of bus stops, and installing bike wayfinding signs at key bus stops.

US 101 Corridor Mobility Master Plan (2014)

SLOCOG led the development of the *US 101 Corridor Mobility Master Plan* to develop a unified vision for the corridor that can provide direction for future improvements. The study effort resulted in the following mission statement for the portion of the US 101 corridor within San Luis Obispo County:

“Connecting communities within and across the region to improve travel time reliability, safety, and modal choices for the efficient movement of people and goods.”

Short-term improvements recommended in the *US 101 Corridor Mobility Master Plan* most relevant to public transit are listed below. These proposed projects have also been included in more recent studies related to the US 101 corridor and regional transportation issues.

- Develop new, or improve existing, Park-and-Rides.
- Implement travel-demand-management strategies.
- Increase service frequency on Routes 9 and 10.

SLOCOG Unmet Transit Needs Reports (FY 2021-22, FY 2022-23, FY 2023-24)

SLOCOG, as the designated RTPA for San Luis Obispo County, is required by the California Transportation Development Act (TDA) to hold an annual hearing to identify unmet transit needs in the region. TDA funding must be spent on any unmet transit needs deemed through the hearing process to be reasonable to meet before the RTPA can allocate funds to other transportation projects. For SLOCOG, requests for additional services must meet *all four* criteria listed below to be considered an unmet transit need:

- “The request fills a gap in public-transit service or is identified as a deficiency in the Regional Transportation Plan (RTP), Clean Air Plan (CAP), Coordinated Human Services Public Transportation Plan, or the Short-Range Transit Plan (SRTP);*
- Sufficient broad-based community support is demonstrated by persons who will likely use the service on a routine basis (at least 15 requests for general public service and 10 requests for individuals with disabilities);*
- The request is current rather than an anticipated need;*
- The request is for service expansion, such as increased hours, increased frequency, new routes, significant modifications to existing routes; and not operational in nature, such as minor route changes or bus-stop changes, etc. If the request is for minor service changes, the request will be forwarded to the transit operator for follow-up.”*

Unmet transit needs must then meet four additional criteria in order to be considered by SLOCOG to be reasonable to meet:

- “Farebox recovery: The request is projected to generate the required farebox ratio (10-percent rural, 20-percent urban, and 15-percent RTA by the third year demonstrating continuous progress after the first and second year).*
- Served entity: Service will not involve funding from a non-served entity.*

- C. *Service is comparable with other similar transit services (such as local fixed route, regional fixed route, local general-public dial-a-ride, specialized dial-a-ride, circulator, trolley, etc.) or will be similar, based on the projected number of passengers per hour the proposed service would carry.*
- D. *The request is fundable with existing TDA funds without reducing other existing transit services. The new, expanded, or revised service, if implemented, will not cause the responsible operator to incur expenditures in excess of available TDA funds (if 100 percent of the TDA funds are being used for transit, no mandate can be imposed on the operator.)”*

In Fiscal Year (FY) 2023-24, a request was received to move the RTA Route 21 and Route 24 bus stop near Grover Beach Station into the actual Station to make it easier to transfer to other services. While this request did not meet all four standards necessary to be deemed reasonable to meet, the RTA believes this service change can be implemented without much difficulty. The RTA is already working with Grover Beach officials to implement the *Ramona Garden Master Plan*, which will eventually require all of the Southern County Transit (SoCo Transit) fixed routes to instead layover at the Grover Beach Station. The RTA will likely modify the SoCo Transit routes once new cutaway buses are delivered to operate Routes 27 and 28 and the station is upgraded. In addition to the Grover Beach Station service request, SLOCOG also recommended two FY 2023-24 needs that were found to be unmet but unreasonable to meet be considered in the upcoming SLO Transit SRTP: increase service frequency along all routes to be more than twice per hour and increase nighttime service frequency.

In FY 2022-23, SLOCOG received twelve transit-related requests. None of the requests were found to be unmet transit needs per the definitions adopted by SLOCOG. Requests received included providing earlier service on RTA Route 10 and the Paso Robles Route A, increasing service frequency on RTA Route 12, and creating a new transit route in San Luis Obispo from Arbors/Righetti area to South Higuera/Prado.

In FY 2021-22, SLOCOG received eleven transit-related requests; five requests were for additional service frequency, three were for new routes, one was for bus stop improvements (since implemented), one was to move a bus stop location, and one was for increased consideration of COVID-19. None of the requests were found to be unmet transit needs per SLOCOG criteria.

RTA PLANS AND AUDITS

The following section discusses plans focused specifically on RTA services, including the services operated by the RTA through contract.

RTA Zero-Emissions Bus Rollout Plan (2023)

The RTA adopted its *Zero-Emissions Bus (ZEB) Rollout Plan* in 2023. The *ZEB Rollout Plan* is based on the work of prior studies, including the *RTA Electrification-Readiness Plan* (2019), and fulfills the requirements of the ICT regulation. Of the RTA’s 79-vehicle fleet, 50 vehicles have a gross-weight greater than 14,000 pounds, and therefore must be replaced with ZEBs under the ICT regulation. The *ZEB Rollout Plan* presents purchase timelines for the RTA for both heavy-duty and smaller vehicles through 2040, with the ultimate goal being able to convert all vehicles to ZEBs while also avoiding the early retirement of conventionally fueled vehicles. As presented in the study, the RTA will continue to purchase both conventional and battery-electric buses (BEBs) until 2029, at which point all new vehicles will be BEBs.

It should be noted, however, that the ZEB Rollout Plan includes an appendix that discusses possible tipping points that would prompt the RTA to consider procuring hydrogen fuel-cell electric buses (FCEBs) in addition to BEBs.

The new vehicle procurement policy presented in the *RTA ZEB Rollout Plan* has already been put into practice by the RTA; the RTA is expected to receive two BEBs in late 2023. Before deploying BEBs en masse, the RTA will need to install additional/improved charging infrastructure at the RTA Bus Maintenance Facility at 253 Elks Lane in San Luis Obispo, as well as at the RTA's park-out facilities in Paso Robles and Arroyo Grande.

RTA Transit Asset Management (TAM) Plan (2022)

Per FTA regulations, every transit agency must develop a *Transit Asset Management (TAM) Plan* if the agency owns, operates, or manages capital assets to provide public-transit service and receives federal funding under 49 U.S.C. Chapter 53 as either a recipient or subrecipient. The RTA adopted its most recent *TAM Plan* in 2022.

The *TAM Plan* states the RTA's goal to replace heavy-duty buses, cutaways, and minivans in the revenue fleet at a rate that will ensure no more than 40 percent of the vehicles in the fleet are beyond the FTA-defined ULBs for vehicle age or mileage. The vehicle replacement schedule presented in the 2024 update to the RTA SRTP will reflect this standard. The *TAM Plan* also states that the RTA will not allow more than 40 percent of its facilities to be assessed as a 1 or 2 using the five-point condition assessment scale utilized by the FTA and National Transit Database. Currently, the condition of the RTA Bus Maintenance Facility, located at 253 Elks Lane in San Luis Obispo, is a 5, or "Excellent."

RTA Triennial Performance Audit (FY 2017 – FY 2019, FY 2020 – FY 2022)

All transit programs that receive TDA funding are required to undergo a Triennial Performance Audit (TPA) to determine compliance with TDA requirements. The two most recent TPAs conducted for the RTA covered FYs 2016-17 through 2018-19 and FYs 2019-20 through 2021-22.

For the FY 2016-17 through FY 2018-19 audit, the auditor found that the RTA complied with all ten applicable TDA requirements. The auditor also found that the RTA had successfully implemented two out of the four prior audit recommendations. The recommendations made in the audit included two carried over from the previous audit, and were as follows:

1. Align organizational structure to meet the RTA's changing priorities.
2. Continue to improve the efficiency and effectiveness of the Runabout paratransit operations, including scheduling efficiencies and route optimization.
3. Enhance the Runabout customer experience through improved marketing and the deployment of a one click/one call technology.
4. Consider supplemental services and next-generation mobility for the Runabout.

RTA performance during the most recent TPA period (FY 2019-20 – FY 2021-22) was significantly impacted by the COVID-19 pandemic. The auditor once again found the RTA complied with the ten applicable TDA requirements. The RTA had also implemented one of the four recommendations made in the previous audit. The TPA made two new recommendations for the RTA:

1. Evaluate the RTA’s preventable collision rates to achieve its internal standards – the RTA outlined in its most recent Strategic Business Plan that the agency intends to have a rate of preventable vehicle collision that does not exceed 1 per 100,000 miles. The RTA did not meet this internal standard during the audit period.
2. Ensure the RTA SRTP update addresses Runabout service efficiencies and business practices, including implementing a digital-application system for passenger eligibility and determining the optimal amount of service consumed by subscription trip bookings.

South County Transit Short-Range Transit Plan (2019)

The most recent SRTP for the SoCo Transit services was completed in 2019. A notable recommendation made in the SRTP was for the SoCo Transit organization to be dissolved and key organizational functions be incorporated into the RTA through the adoption of an amended Joint Powers Agreement. While the SRTP recommended SoCo Transit be absorbed into the RTA, it also recommended establishing a SoCo Transit Committee comprised of representatives from the City of Arroyo Grande, City of Grover Beach, City of Pismo Beach, and the County of San Luis Obispo to ensure SoCo Transit funding and services are overseen by representatives with local knowledge. The SRTP also recommended that the Avila-Pismo Trolley be incorporated into the RTA SoCo Transit program. In addition to management changes, the SRTP also recommended, depending on funding levels, shifting Routes 27 and 28 to serve the neighborhood north of Ramona Garden, modifying routes to serve Lopez Continuation High School, and modifying the Avila-Pismo Trolley service schedule as warranted by demand.



Note: Avila-Pismo Trolley Vehicle. Photo courtesy of LSC.

SLO County Dial-a-Ride Transit Plan (2019)

A SRTP was developed for the general-public dial-a-ride (DAR) services funded by the County of San Luis Obispo (the Nipomo, Shandon-Paso Robles, Templeton-Paso Robles, and Paso Robles DARs) for FY 2020-21 through FY 2024-25. The five-year service plan presented in the SRTP called for expanding the Nipomo DAR service area to the US 1 alignment, providing service to medical destinations in Santa Maria on the Nipomo DAR two days per week, and eliminating Nipomo DAR pickups after 5:00 p.m. The SRTP also recommended evaluating expanding RTA Route 9 to serve the eastern portion of Templeton in the next update to the RTA SRTP.

RTA Strategic Business Plan (2018)

The RTA most recently updated its *Strategic Business Plan* in 2018. The *Strategic Business Plan* covers a three-year planning horizon (2018-2020), and presents focused goals, objectives, and performance standards to guide operations. The three overarching agency goals adopted in the plan were as follows:

1. Increase ridership – Increase ridership by attracting discretionary ridership with service improvements to both regional and subregional transit services.
2. Key performance indicators – Expand the development and use of the RTA’s key performance indicators to enhance system performance and employee performance and to improve service quality.
3. Innovation – Explore innovative opportunities to improve services for customers and potential customers.

The standards of excellence outlined in the 2018 *Strategic Business Plan* will be reviewed and modified as a component of the current update to the RTA SRTP.

RTA Short-Range Transit Plan (2016)

The previous update to the RTA SRTP was completed in 2016 and covered FYs 2016-17 through 2020-21. The recommended service plan called for providing mid-day express service on Routes 9 and 10, expanding evening service on Routes 9, 10, and 12, modifying the Route 12 schedule to limit the layover in Morro Bay, and expanding the Runabout service. The capital plan called for purchasing new vehicles, installing wi-fi on the fixed route buses, constructing the new RTA maintenance facility, improving bus stops, and improving the Government Center transit center. While some of these projects have since been implemented, such as developing the new maintenance facility, it is important to note that the RTA SRTP was completed before the COVID-19 pandemic and did not account for changes in ridership patterns and the nationwide driver shortage that occurred thereafter.

CITY OF SAN LUIS OBISPO AND SLO TRANSIT PLANS AND AUDITS

The following section discusses plans focused specifically on the City of San Luis Obispo and SLO Transit.

City of San Luis Obispo Zero-Emissions Bus Rollout Plan (In Progress)

The City of San Luis Obispo is expected to adopt its *Zero-Emissions Bus (ZEB) Rollout Plan* for the SLO Transit fleet in early 2024. The City's *ZEB Rollout Plan* will outline what years the City intends to procure ZEBs in order to replace the existing 17-vehicle revenue fleet in accordance with the ICT regulation. The City's proposed fleet-transition policy calls for existing vehicles to be used until the vehicles have reached their respective minimum useful life benchmarks (ULBs), as set by the FTA. While the City's conventionally-fueled vehicles will continue to be used, the City will also procure ZEBs to increase its fleet size. Expanding the fleet will allow SLO Transit to increase service levels while ensuring there are adequate back-up vehicles. For now, the City intends to procure battery-electric buses (BEBs) rather than fuel-cell electric buses (FCEBs) due to the difficulties associated with installing hydrogen fueling infrastructure. To support a fleet of BEBs, the City will need fourteen electric-vehicle chargers at the Operations and Maintenance Facility at 29 Prado Road, five opportunity chargers at the Government Center, and two opportunity charges at the Kennedy Library bus stop.

SLO Transit Innovation Study (In Progress)

The City of San Luis Obispo will adopt the *SLO Transit Innovation Study* (Innovation Study) in 2024. The Innovation Study reviews potential technological improvements to support current transit services and help the City achieve its mode split goal of 12-percent transit trips, as stated in the *City of San Luis Obispo General Plan Circulation Element* (2017). The Innovation Study recommends 17 improvements:

- Enhance service on fixed routes.
- Pursue open-loop payments through Cal-ITP.
- Replace CAD/AVL system on fixed route vehicles.
- Upgrade automatic passenger counters on fixed route vehicles.
- Enhance real-time passenger information.
- Replace and improve camera systems.
- Fare changes for students, seniors, and low-income riders.
- Explore institutional partnership.
- Pursue microtransit mobility services.
- Expand Downtown Access Program.
- Launch a bikeshare program.
- Install lighting, shelters, and bike parking at applicable bus stops.
- Establish a mobility-as-a-service platform.
- Investigate and establish mobility hubs.

- Launch a carshare program.
- Implement a transit-signal priority strategy.
- Add bus bulb-outs Downtown.



SLO Transit Program Analysis (2022)

The *SLO Transit Program Analysis (Analysis)* reviewed SLO Transit’s organizational structure, potential funding and coordination opportunities for the agency, as well as recent changes to transit regulations. The Analysis then used the findings from the organizational review to develop eight recommendations that will improve operations and ensure the financial sustainability of SLO Transit:

- Review the fare structure annually.
- Negotiate new Cal Poly zero-fare program payments that capture fully-allocated cost of Cal Poly ridership.
- Utilize Capital Cost of Contracting provisions allowed by the FTA to capitalize contractor preventative-maintenance measures.
- Develop a grants team, including a dedicated transit-grants specialist, to develop an annual program of grant research, education, preparation, and application, as well as post-reward administration and reporting.
- Work with the RTA to identify opportunities for joint procurement and/or use, such as fuel contracts, specialized maintenance needs, or common facilities.
- Evaluate the potential to monetize city-transit assets to generate increased local revenue, such as public fueling/electric-vehicle charging and external advertising at key transit stops. Prioritize roadway and pedestrian improvements for locations near SLO Transit fixed routes.

- Hold discussions with SLO Transit and RTA regarding regional funding policies and procedures, such as the TDA-Local Transit Fund allocation process.
- Continue building a strong brand for SLO Transit to encourage residents to apply for positions.

City of San Luis Obispo Active Transportation Plan (2021)

The *City of San Luis Obispo Active Transportation Plan (ATP)* was last updated in 2021. Similar to the countywide ATP, the City’s ATP describes projects that will increase rates of walking and bicycling. Strategies, actions, and projects included in the ATP relevant to transit include improving active transportation connections to transit, evaluating the feasibility of low- or no-cost transit memberships, installing micromobility service stations and bicycle amenities at popular transit stops, and educating bus operators about how to handle pedestrians on roadways.



Note: Protected bike lane in Downtown San Luis Obispo [Photo], by KSBY Staff, 2022. <https://www.ksby.com/news/local-news/>

Climate Action Plan for Community Recovery (2020)

The City of San Luis Obispo adopted the Climate Action Plan for Community Recovery (CAP) in 2020. The CAP provides a work program to help the City reach carbon neutrality by 2035. A high-functioning transit system is a key component of the CAP and for reducing vehicle miles traveled. The CAP calls for electrifying transit fleets, reducing service headways, and exploring new transit alternatives, such as microtransit, Bus Rapid Transit, and Transit Signal Priority, in the *2024 SLO Transit SRTP*. The CAP also recommends assessing the feasibility of a no-cost transit membership program. Some projects recommended in the CAP, such as updating the City’s ATP and developing a transit electrification plan, have since been completed.

SLO Transit Triennial Performance Audit (FY 2014 – FY 2017, FY 2018 – FY 2020)

The TDA requires that all transit programs which receive funding from the bill undergo a Triennial Performance Audit (TPA). The two most recent TPAs conducted for SLO Transit covered FYs 2013-14 through 2016-17 and FYs 2017-18 through 2019-20.

For the FY 2013-14 through FY 2016-17 audit, SLO Transit was found to be in compliance with all applicable TDA requirements. SLO Transit was also found to have partially implemented or to have been in the process of implementing two of the four recommendations made in the previous audit. The recommendations made in the audit were as follows:

1. *“Revise revenue and cash handling practices to be compliant with industry best practices for an operation the size and scope of SLO Transit.*
2. *Provide consistent and accurate performance measures on all transit reporting, including State Controllers Reports, National Transit Database, and SLOCOG.*
3. *Take positive steps, in cooperation with the new operations manager, to develop an esprit de corps among SLO Transit operators and contractor staff.*
4. *Complete a full outside maintenance audit.*
5. *Enhance SLO Transit’s website to improve usability.*
6. *Add Grants and Reporting Coordinator position and reallocate duties among four (4) Transit Service positions.”*

During the most recent audit period (FY 2017-18 – FY 2019-20), SLO Transit fully complied with six out of the nine applicable TDA requirements. SLO Transit was in partial compliance with submitting reports to the State Controller on-time, calculating full-time employee equivalent data, and meeting farebox recovery ratio standards. SLO Transit had implemented three of the six previous audit recommendations (recommendations 3, 4, and 6, as numbered above), was in the process of implementing one recommendation (recommendation 1), and had partially implemented one recommendation (recommendation 2). The TPA provided three new recommendations for SLO Transit:

1. *“Ensure that full-time-employee-equivalent data reported are consistent with the TDA definition.*
2. *Pursue the negotiation of a new transit-services agreement with Cal Poly that reflects the new operating environment.*
3. *Continue advocacy for funding a transit-grants coordinator.”*

SLO Transit’s Transit Asset Management (TAM) Plan (2018)

Similar to the RTA, the City of San Luis Obispo is required to develop a *Transit Asset Management (TAM) Plan* for SLO Transit per FTA statutes. The most recent City TAM Plan, adopted in 2018, states SLO Transit’s goal to reduce repair costs by 20 percent or more by retiring old vehicles as soon as possible. In regard to facilities, the TAM Plan rated the condition of SLO Transit’s maintenance facility at 29 Prado Road, a “2” out of 5, indicating the need for upgrades. The recently adopted 2023 RTP recommended constructing a new SLO Transit maintenance facility. The financial plan presented in the 2024 *SLO Transit SRTP* will consider the costs that will be incurred by this project and potential funding sources.

City General Plan – Land Use and Circulation Elements (2014, 2017)

The *City of San Luis Obispo General Plan* (General Plan) ensures the sustainable use and protection of resources necessary to the community. The Land Use Element of the General Plan presents a plan for future development within the City based on community preferences. The most recent update to the City's Land Use Element references the need for both California Polytechnic University (Cal Poly) and Cuesta College to provide enhanced transit service to and from the main campus, for the City to encourage mixed-use projects near major transit hubs, and for the City to require housing projects near Downtown to provide services to offset the need for vehicles, such as providing bus passes.

The Circulation Element of the City's General Plan addresses transportation improvements needed to ensure the effective circulation of people and goods based on future development, as presented in the Land Use Element. The City's most recent Circulation Element stated the City's goal of achieving a 12-percent transit mode split. Specific projects recommended in the Circulation Element to increase ridership and realize the goal mode split include updating the *City of San Luis Obispo Transit Short Range Transit Plan*, coordinating with SLOCOG to implement the *Long Range Transit Plan*, continuing the Downtown Trolley, offering bulk-rate transit passes, supporting the RTA in maintaining and expanding commuter bus service to and from the city, developing a regional transit center in downtown, and coordinating with the RTA to evaluate the pros and cons of consolidating services.

SLO Transit Short-Range Transit Plan (2016)

The previous update to the SLO Transit SRTP was completed in 2016 and covered FYs 2016-17 through 2020-21. A key service change recommended in the SRTP that has since been implemented was revising the route structure to be four bi-directional routes (1A/B, 2 A/B, 3 A/B, 4 A/B). Other service plan elements included extending weekday service hours during the school year, providing evening service during the summer, and creating a Laguna Middle School tripper service, which has also been implemented. The short-term capital plan called for procuring new vehicles as needed, as well as improving bus stops and the Government Center stop. Management recommendations were to continue to coordinate with the RTA and to adopt new performance standards. Similar to the prior RTA SRTP, the previous SLO Transit SRTP was also completed before the COVID-19 pandemic and did not account for changes to ridership patterns that occurred post-pandemic.