



AGENDA
REGIONAL TRANSIT ADVISORY COMMITTEE

Thursday, January 18, 2024
2:00 p.m. – 3:30 p.m.

253 Elks Lane, Cerro Conference Room
San Luis Obispo, CA 93401

Chair: Mark Dariz (Runabout/DAR)

Vice-Chair: Omar McPherson (SoCo Transit)

Other RTAC Members:

Anel Perez (Atascadero Transit)

Josh Roberts (County of SLO)

Janeen Burlingame (Morro Bay Transit)

Alex Fuchs (SLO Transit)

Todd Katz (Fixed-Route Transit alternative)

Marlene Cramer (Cal Poly)

Dan Troy (Cuesta College)

Ryan Cornell (Paso Express)

Eric Greening (Fixed-Route Transit)

Individuals wishing accessibility accommodations at this meeting under the Americans with Disabilities Act (ADA) may request such accommodations to aid hearing, visual, or mobility impairment (including Limited English Proficiency) by contacting the RTA offices at 805-541-2228 x4833. Please note that 48 hours advance notice will be necessary to honor your request.

RTA, de acuerdo con la Ley de Estadounidenses con Discapacidades (ADA), acomodará a las personas que requieran una modificación de la adaptación para participar en esta reunión. RTA también se compromete a ayudar a las personas con dominio limitado del inglés a acceder a los servicios públicos esenciales de la agencia y a la información pública en español. Para solicitar una adaptación, por favor llame al (805)541-2228 x4833. Requerimos al menos 48 horas de anticipación para proporcionar adaptaciones razonables.

- 1. CALL MEETING TO ORDER, ROLL CALL**
- 2. PUBLIC COMMENTS:** This portion of the agenda is set aside for any members of the public to directly address the Regional Transit Advisory Committee on any items not on the agenda and within the jurisdiction of the Committee. Comments are limited to three minutes per speaker. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.
- 3. ELECTION OF OFFICERS: Elect RTAC Chair & Vice Chair**
- 4. Annual ADA Appeal Committee Assignment**
Current Committee Members:
Ms. Janeen Burlingame, Mr. Mark Dariz, and Mr. Todd Katz

5. A. INFORMATION AGENDA ITEMS:

- A-1 Executive Director's Report (Verbal update)
- A-2 Member Comments / Reports from Jurisdictions (Verbal)
- A-3 Discuss Short Range Transit Plan (Verbal)
Working Paper 1 – Overview of Transit Services (Receive)
- A-4 Review FY23-24 Budget Assumptions & Discuss FY24-25 Budget Calendar
(Receive)

B. ACTION AGENDA ITEMS:

None

C. CONSENT AGENDA ITEMS:

The following item is considered routine and non-controversial by staff and will be approved by one motion if no member of the RTAC or public wishes the item be removed. If discussion is desired by anyone, the item will be removed from the consent agenda and will be considered separately. Questions of clarification may be made by RTAC members, without the removal of the item from the Consent Agenda. Staff recommendations for each item are noted following the item.

- C-1 RTAC Minutes of October 19, 2023 (Approve)

D. ADJOURNMENT

Next Regular Meeting: April 18, 2024; Future Regular Meeting Dates: July 18, 2024, and October 17, 2023



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
SLO RTA and SLO Transit

January 4, 2024

Prepared by LSC Transportation Consultants



A-3-1

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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

San Luis Obispo Regional Transit Authority
235 Elks Lane
San Luis Obispo, CA 93401

And

City of San Luis Obispo
990 Palm Street
San Luis Obispo, CA 93401

Prepared by

LSC Transportation Consultants, Inc.
2690 Lake Forest Road, Ste. C
Tahoe City, CA 96145

January 4, 2024

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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 47,529. 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.



Note: *Overlooking Morro Rock* [Photo], by Blake Carroll, 2016, Flickr

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. 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.

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

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 (S RTP). While the final S RTPs will differ for the two organizations, a series of joint documents are being prepared in the interim 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 S RTPs. 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 directly operates five fixed routes that span local to interregional distances. The RTA also operates two local Paso Robles fixed routes, four Southern County Transit (SoCo Transit) fixed routes, and one seasonal trolley through contract. 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**

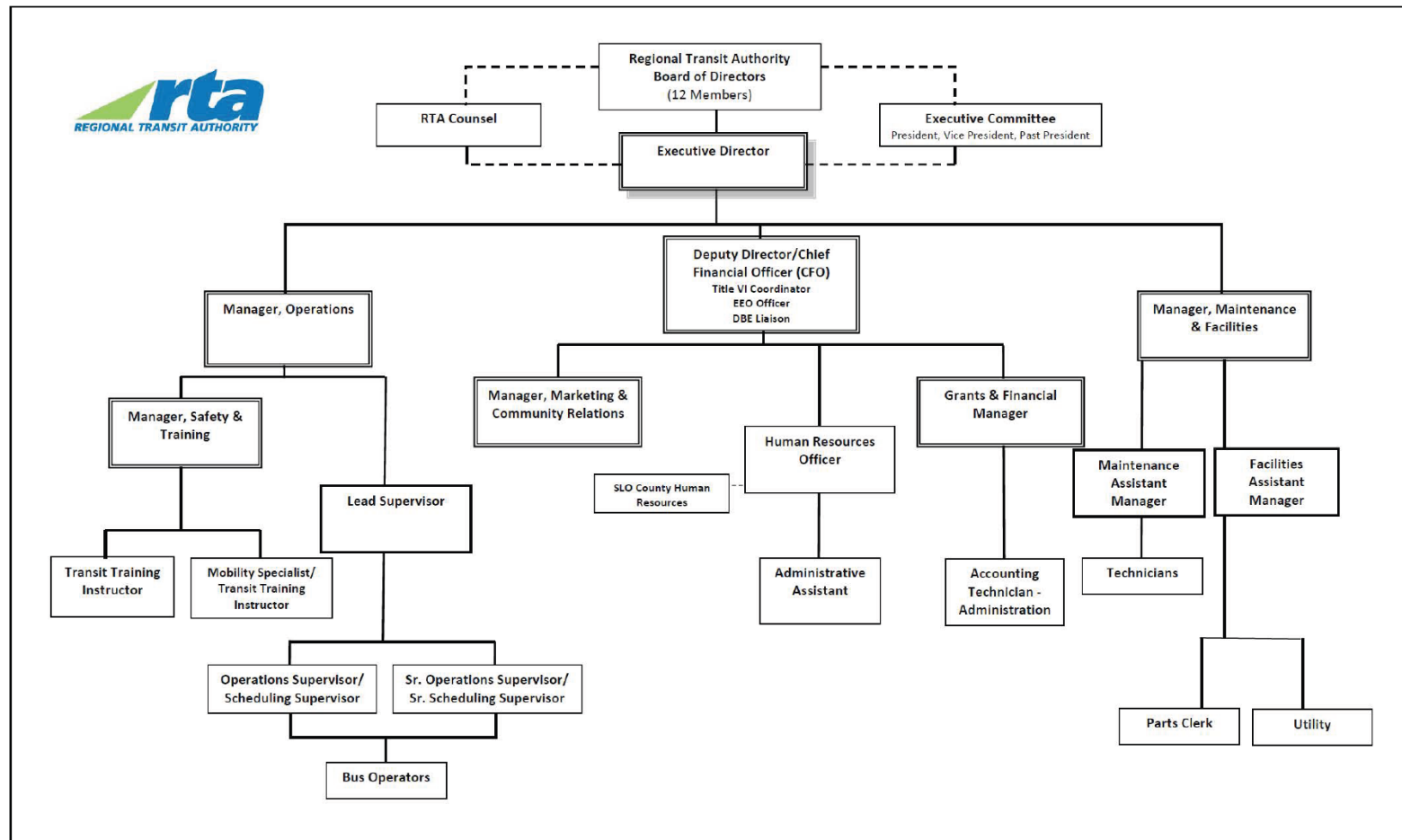


Table 1: Summary of RTA Services and Frequency										Weekday Service Frequency (Minutes)
	Service Hours ¹						Start & End Locations			
	Weekday		Saturday		Sunday					
	Start	End	Start	End	Start	End	Start	End		
<u>Bus: Fixed Route</u>										
Route 9 - Paso Robles - SLO	6:01 AM	9:47 PM	6:56 AM	9:03 PM	7:56 AM	7:03 PM	Mission at 14th (San Miguel)	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	
<u>Dial-a-Ride</u>										
Runabout Paratransit ⁴	8:00 AM	5:00 PM	8:00 AM	5:00 PM	8:00 AM	5:00 PM	--	--	--	
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	--	--	--	--	--	--	--	
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.										
Note 2: Route 14 service has been temporarily suspended with the exception of one morning run from the SLO Transit Center to Cuesta College.										
Note 3: During the 2023 season, the Avila Pismo Trolley was only available from May 5 through September 3 on Friday evenings, Saturday, and Sunday.										
Note 4: The Runabout is available to persons with disabilities that limit them from riding fixed route services.										
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.										
Note 6: The Shandon-Paso Robles Dial-a-Ride is only available Mondays, Wednesdays, and Fridays.										
Note 7: The Templeton-Paso Robles Dial-a-Ride is only available Tuesdays and Thursdays.										
Source: RTA										

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, 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 ten roundtrips each Saturday and six roundtrips each Sunday. However, Route 12 does not serve as many timed stops on weekends compared to weekdays, so service timing is less regular. Key destinations served by Route 12 include the Government Center, the Cal Poly Library, Cuesta College, Morro Bay Park, Los Osos Middle School, and the Los Osos Post Office.

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 serves the north coast of San Luis Obispo County, providing connectivity between Morro Bay, Cayucos, Cambria, and San Simeon (Figure 2). 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

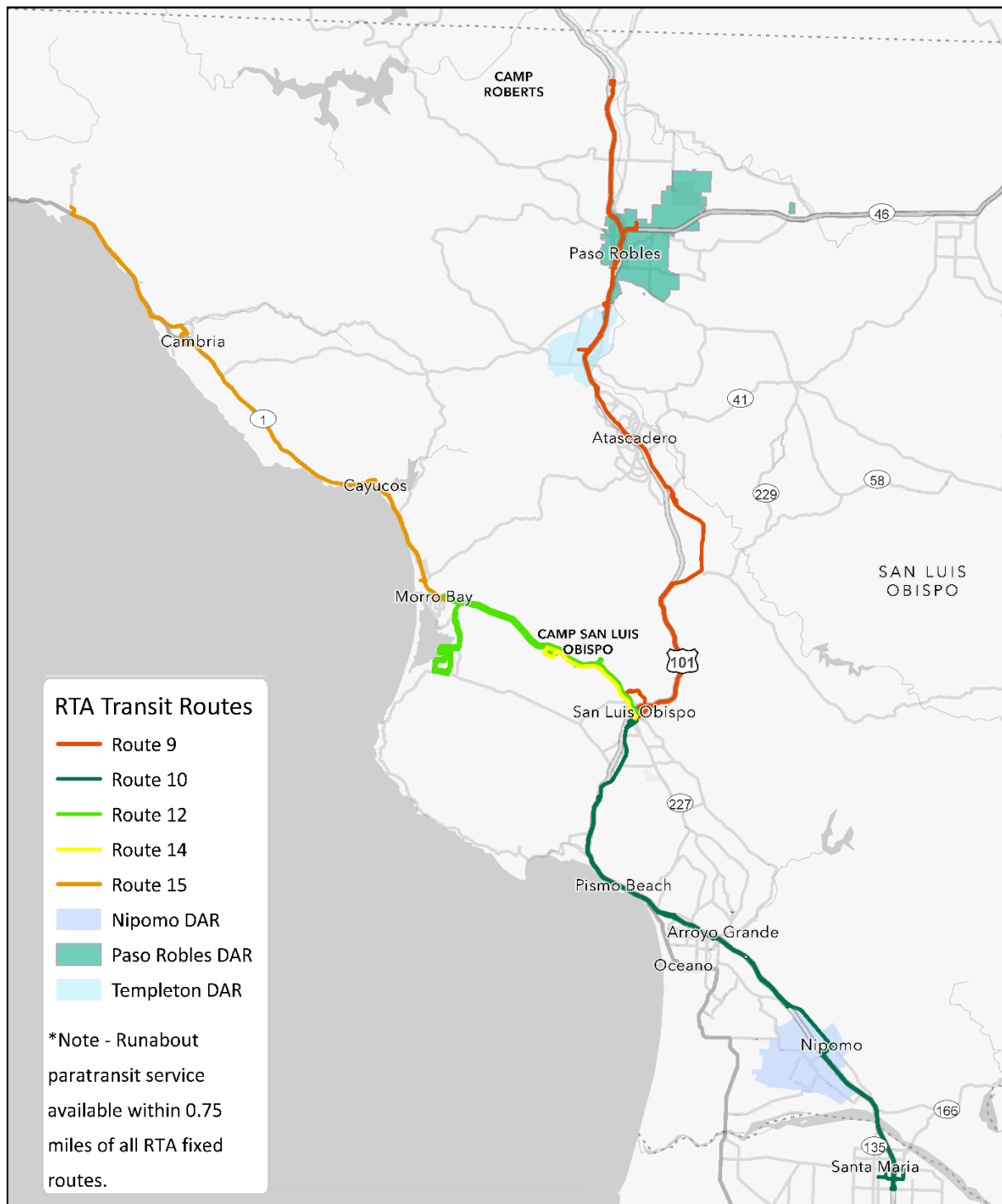
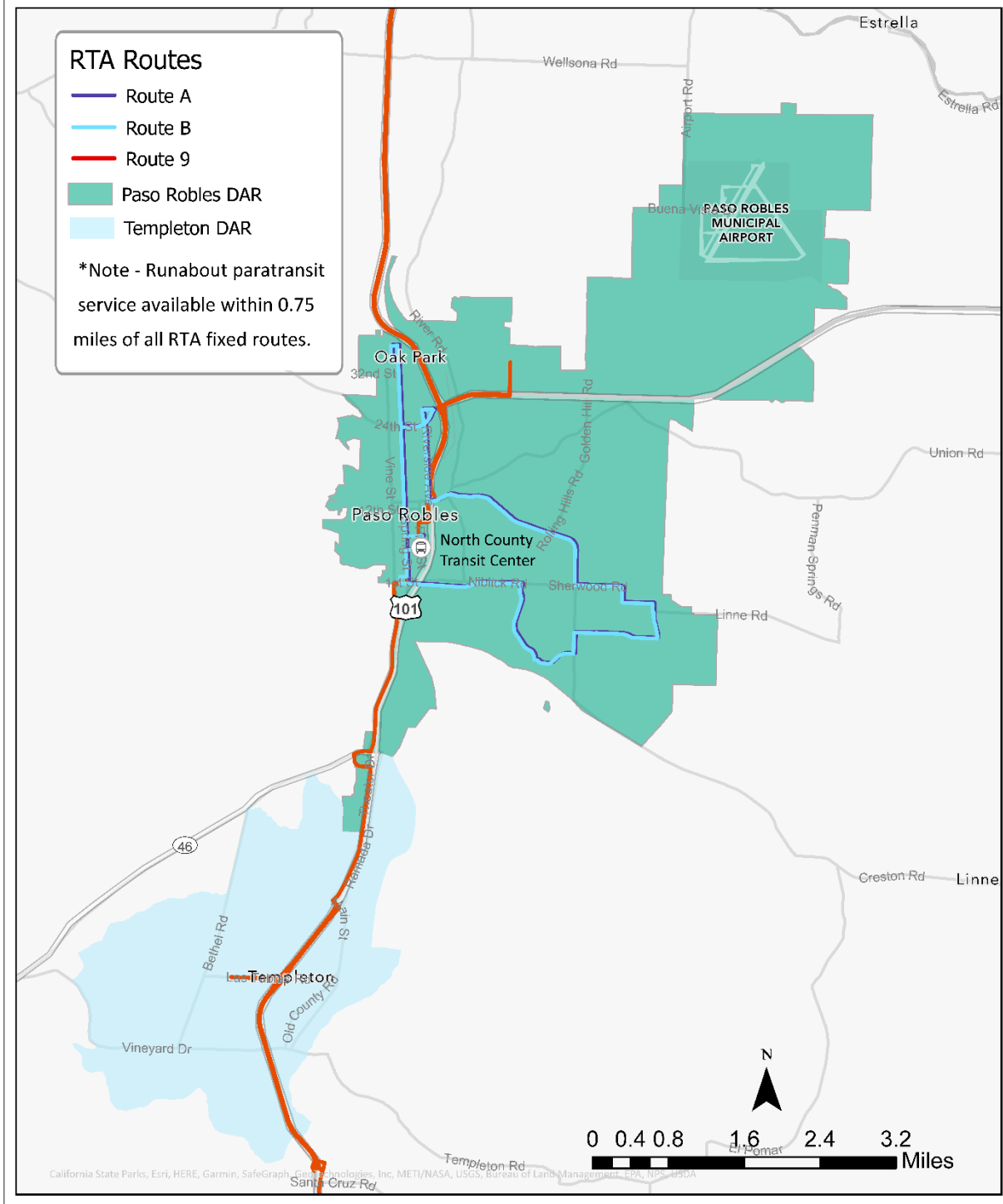
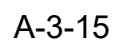


Figure 3:
RTA North County Services





Paso Robles Routes A and B

The RTA is contracted by the City of Paso Robles to operate 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 (adjacent to the Amtrak station), 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 is a SoCo Transit route operated by the RTA through contract. 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 is another SoCo Transit service operated by the RTA. 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 SoCo Transit route that serves the Arroyo Grande City Hall and Firefighters Memorial Park.

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

Route 27 is a SoCo Transit route that 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 SoCo Transit routes.

Avila-Pismo Beach Trolley

The Avila-Pismo Beach Trolley is a seasonal, weekend 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, SLO Transit, and Morro Bay Transit fixed routes, excluding RTA Route 10.

Passengers must first qualify for the service and make Runabout reservations in advance by calling dispatch. Runabout provides curb-to-curb service; however, riders can request door-to-door service if they have a disability that makes curb-to-curb 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 transfer to RTA Route 10. The Nipomo DAR service area is shown in Figure 2.

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 transfer from the Paso Robles DAR to 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 Route 9.

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. Transfers to RTA Route 9 are available at Las Tablas Park-and-Ride. The Templeton-Paso Robles DAR service area is shown in Figure 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.
- 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 fares or pass products with cash either onboard or at a pass outlet. Fare products can also be purchased digitally through the RTA website or 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.

RTA fares differ slightly depending on the route; the regional and local Paso Robles routes have one fare structure, while the SoCo transit routes (Routes 21, 24, 27, and 28) have a different fare structure. On the RTA and Paso Robles routes, the regular one-way cash fare ranges from \$1.75 to \$3.25 depending on the trip distance. On the SoCo Transit 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 of the RTA services, including SoCo Transit. Seniors ages 80 and older with a San Luis Obispo Regional Rideshare VIP Card, ADA cardholders, and small children ride for free on all RTA and SoCo Transit services. Grade school students are eligible for discounted fares on the RTA regional and Paso Robles routes, but not on the SoCo Transit routes.

The RTA offers multiple fixed route pass products that provide a discount compared to paying cash fares. For the RTA and Paso Robles routes, passengers can purchase a stored value card equal to \$15.00 or a 31-day pass for \$47.00. Discount eligible passengers can purchase the 31-day pass for half price. On the SoCo Transit routes, passengers can purchase day passes, 20-ride passes, and 31-day passes. The prices for the SoCo Transit pass products range from \$1.50 to \$37.00, depending on the product and passenger type.

Additionally, the RTA accepts regional-pass products on all services. The regional day pass costs \$5.50, and allows unlimited rides on all RTA, SLO Transit, and Morro Bay Transit routes. The 31-day regional pass allows for unlimited rides on the same services for 31 consecutive days after the pass is activated.

Table 2: RTA Fixed Route Fares

	Routes 9 - 15 and Paso Robles Routes A/B	Routes 21 - 28
<u>Cash Fares</u>		
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
<u>Pass Products</u>		
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	\$68.00	\$68.00
Regional 31-Day Pass - Discounted ^{2,3}	\$34.00	\$34.00
<p>Note 1: Seniors ages 80 and older must fill out a Basic Eligibility Form and be verified by the Regional Rideshare 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 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}
<u>Cash Fares</u>					
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	\$2.50+
Children	\$1.75	\$5.00	\$5.00	\$2.50	--
Note 1: Nipomo DAR 10-ride punch passes available: \$20 for adults and \$15 for children (K-12)					
Note 2: Runabout fares cost twice the equivalent fixed route fare, with a maximum of \$11 fare per one-way trip.					
Note 3: Runabout punch passes are available for \$30 or \$50 worth of rides.					

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 RTA fixed route ride, with a fare cap of \$11.00 per one-way trip.

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-eight vehicles are in service. The RTA also has twenty-three non-revenue vehicles.

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 recharging stations. The RTA intends to install additional bus charging stations as the agency procures more battery-electric buses (BEBs).

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

Agency ID	Make	Year	Mileage	Use	Est. Retirement Date ¹
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: Estimated retirement dates based off of vehicle model's Federal Transit Administration's Useful Life Benchmark.

Note 2: Information accurate as of October 2023.

Source: RTA

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

Agency ID	Make	Year	Mileage	Use	Est. Retirement Date ¹
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: Estimated retirement dates based off of vehicle model's Federal Transit Administration's Useful Life Benchmark.

Note 2: Information accurate as of October 2023.

Source: RTA

The RTA leases two park-out facilities, one located at 1732 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 driver layovers. The RTA is actively developing proposals for assistance with preparing designs for fast-charge DC recharging stations at the Paso Robles and Arroyo Grande facilities. However, there are no actual plans to install charging stations at this time 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/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. About three quarters of the RTA bus stops are ADA compliant.

Bicycle Amenities

The RTA helps people access fixed route services by providing bike racks and bike lockers at bus stops, as well as by providing bike racks on the actual transit vehicles. The RTA has twenty-one stops with bike lockers 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 Transit Division, a branch of the City's Department of Public Works. The overall program is overseen by the Public Works Director and Public Works Deputy Director. Daily functions are managed by the Transit Coordinator and the Mobility Services Business Manager. Operations staff are contracted through Transdev. The SLO Transit organizational chart is shown in Figure 5.



The Mass Transportation Committee (MTC) advises the City Council regarding transit issues. 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 disabled person, one member at-large, and one student. Depending on interest and availability, two alternate members from the general public will also be appointed.



SLO TRANSIT SERVICES

SLO Transit Fixed Routes

SLO Transit operates eight fixed routes, one school-tripper service, and one seasonal trolley. Service hours vary depending on the time of year, 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 Saturdays. 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 Saturdays. Service is not available on Sundays. SLO Transit service characteristics, as of December 2023, are presented in Table 5. The services are also described individually on the following pages. Figure 6 depicts the eight regular SLO fixed routes.

Prior to the COVID-19 pandemic, SLO Transit operated two additional tripper services and an evening express service. These three services were suspended during the pandemic due to low ridership and staffing difficulties stemming from the nationwide driver shortage. While operations have not yet resumed as of the time of writing, these suspended services are summarized in brief in Table 5.

**Figure 5:
SLO Transit Organizational Chart**

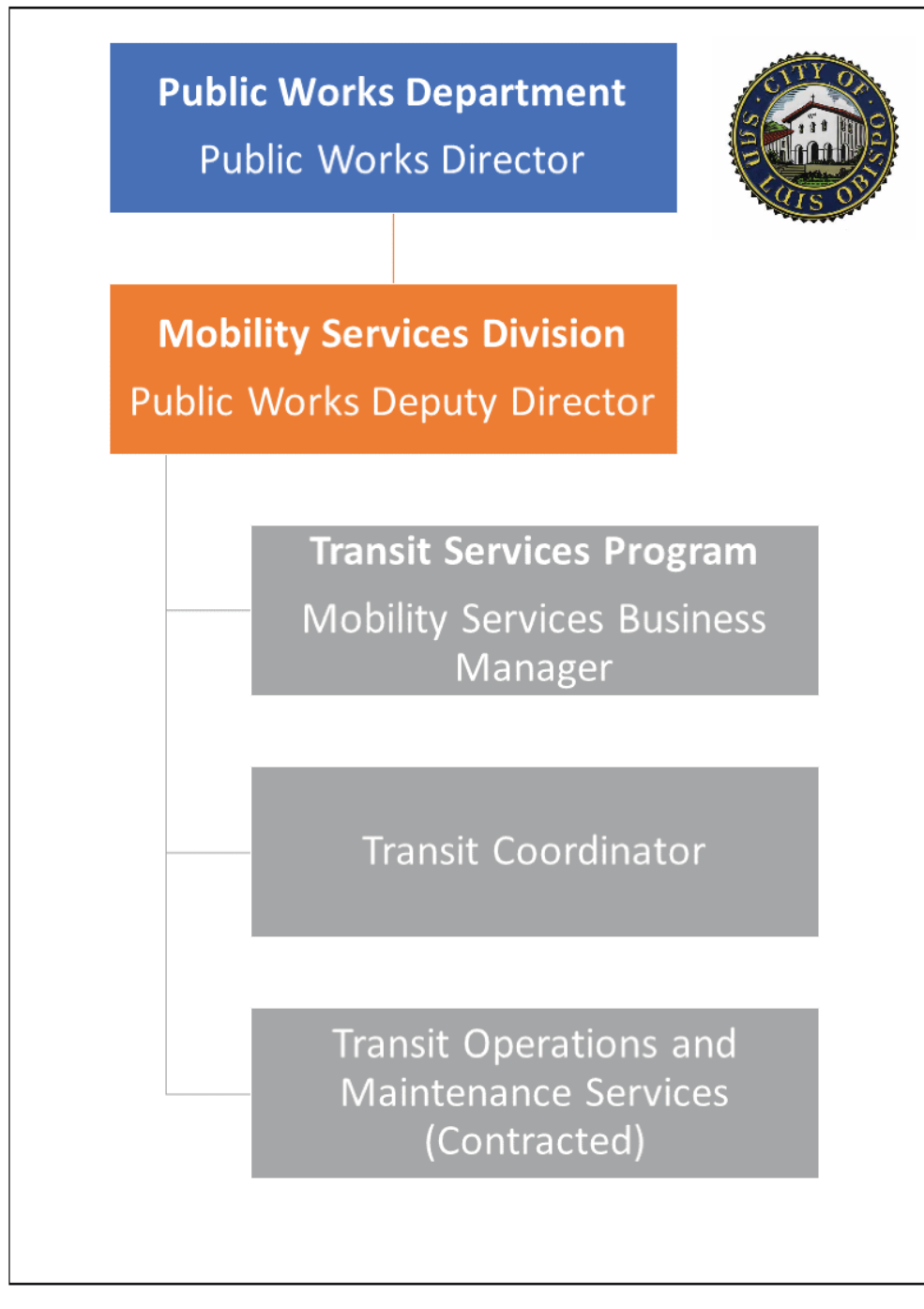


Table 5: Summary of SLO Transit Services and Frequency

	Service Hours ^{1, 2}				Start & End Locations		Weekday Service Frequency (Minutes)
	Weekday		Saturday				
	Start	End	Start	End	Start	End	
<u>Bus: Fixed Route</u>							
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 Transi 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 extended academic year schedule. Hours are reduced during the summer.

Note 3: LOVR stands for Los Osos Valley Road.

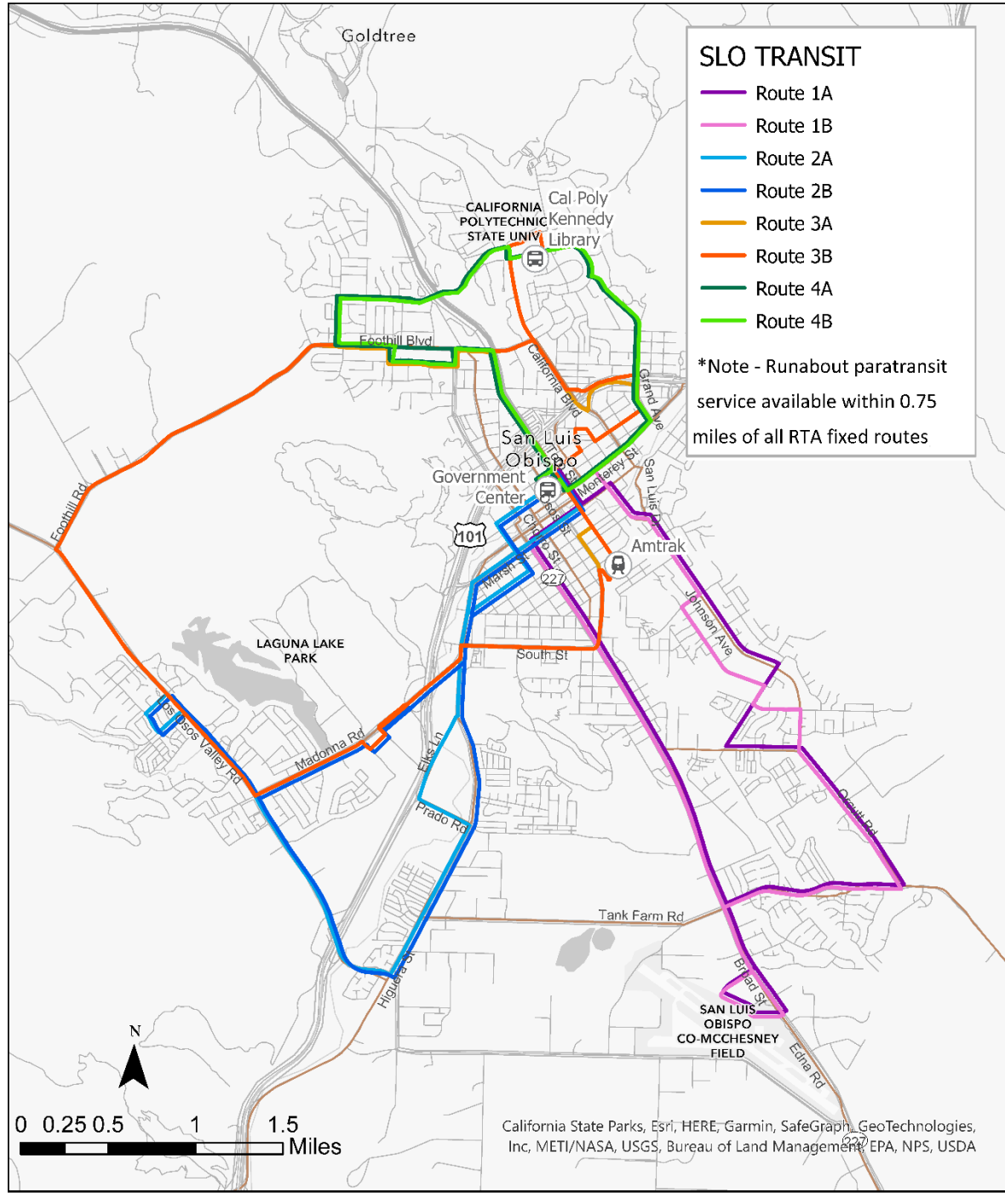
Note 4: On Mondays, San Luis Tripper service starts at 8:45 AM and Laguna Tripper service starts at 8:50 AM.

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

Note 6: The Old SLO Trolley only operates on Thursdays.

Source: SLO Transit

**Figure 6:
SLO Transit Services**



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 Saturdays. 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 Saturdays during the academic year. Route 2B follows the same schedule year-round, running from 6:45 AM to 6:35 PM. Areas served by Routes 2A and 2B include Social Services, the Department of Motor Vehicles, Laguna Middle School, the Promenade, 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 Saturdays. 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. 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 Saturdays 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. 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.

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.
- 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 can be paid onboard, while pass products can 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 students, faculty, and staff are able to ride SLO Transit for free as a result of the annual agreement negotiated between Cal Poly and the City of San Luis Obispo.

SLO Transit also 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 electric bus, a low-floor Proterra, in 2023. 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	Make	Model	Year	Mileage	Best Case Replacement Date
754	Gillig	Low Floor	2007	300,899	2017
755	Gillig	Low Floor	2007	313,874	2017
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	2021
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	2019
1768	Gillig	Low Floor	2017	136,818	2028
1769	Gillig	Low Floor	2017	150,304	2028
1770	Gillig	Low Floor	2017	140,006	2028
2371 *	Proterra	Low Floor	2022	--	2033

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: Electric vehicles noted with *.

Note 4: The City ordered a 35' foot electric bus that will be delivered in early 2024.

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 battery-electric buses. 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 170 bus stops within San Luis Obispo and the nearby Cal Poly Campus. Of these stops, 49 have shelters and 90 have benches. All of the bus stops have an information kiosk as well. The two largest SLO Transit bus stops are the Government Center transit center and the Cal Poly Kennedy Library.

Bicycle Amenities

SLO Transit has three bus stops with bicycle racks: the Government Center, Marsh Street at Osos Street, and Marsh Street at Chorro 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 driver 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 available. Morro Bay Transit also offers day pass and punch pass products. 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. Passengers can transfer from SMRT services to RTA Route 10 at the Santa Maria Transit Center.



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 – SLOCOG 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.



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.



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 the Consolidated Transportation Service Agency (CTSA) and the 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.

Greyhound/Flix Bus

Greyhound and Flix Bus provide long-distance, intercity bus transportation throughout the United States. In San Luis Obispo County, Greyhound 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 Greyhound/Flix Bus tickets from San Luis Obispo to San Francisco start at approximately \$26.00. One-way Greyhound/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.



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* 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.



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.

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

The *City of San Luis Obispo Master Plan* (Master Plan) ensures the sustainable use and protection of resources necessary to the community. The Land Use Element of the Master 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 Master 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.

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:

- A. *"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);"*

- B. *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);*
- C. *The request is current rather than an anticipated need;*
- D. *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:

- A. *"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).*
- B. *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 vehicles until 2029, at which point all new vehicles will be BEBs. This new vehicle procurement policy has already been put into practice by the RTA; the RTA is expected to receive two BEBs in late 2023. Before deploying BEBs in mass, 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.



Note: RTA Cutaway Vehicle. Photo courtesy of the RTA.

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.

SLO TRANSIT PLANS AND AUDITS

The following section discusses plans focused specifically on SLO Transit services.

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

The City of San Luis Obispo is expected to adopt its *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 ULBs, as set by the FTA. While the conventionally-fueled vehicles continue to be used, the City will 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 BEBs rather than FCEBs due to the difficulties associated with installing hydrogen fueling infrastructure. To support a fleet of BEBs, the City will need to finish installing fourteen electric-vehicle chargers at the Operations and Maintenance Facility at 29 Prado Road, five opportunity chargers at the Government Center transit center, and two opportunity charges at the Kennedy Library bus stop.

SLO Transit Innovation Study (2023)

The City of San Luis Obispo finalized the *SLO Transit Innovation Study* (Innovation Study) in 2023. The Innovation Study reviewed 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 Master Plan Circulation Element* (2017). The Innovation Study recommended 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.



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* per FTA statutes. The City of San Luis Obispo most recently adopted a TAM Plan for SLO Transit in 2018. The 2018 TAM Plan 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, discussed previously, 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.

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.

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**REGIONAL TRANSIT ADVISORY COMMITTEE
JANUARY 18, 2024
STAFF REPORT**

AGENDA ITEM:	A-4
TOPIC:	Review FY23-24 Budget Assumptions & Discuss FY24-25 Budget Calendar
ACTION:	Receive
PRESENTED BY:	Tania Arnold
STAFF RECOMMENDATION:	Receive

Proposed Budget Calendar for FY24-25

February 14	Detailed budget assumptions and revenue forecast to Executive Committee.
March 6	Obtain Board concurrence on proposed draft budget assumptions.
March 31	Based on feedback from Executive Committee draft FY25 Budget Draft complete.
April 10	Draft FY25 Budget presentation to Executive Committee
April 18	Formal FY25 Budget presentation to RTAC
May 1	Final Board Budget presentation; Board adoption of FY25 Budget

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SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

MARCH 1, 2023

STAFF REPORT

**RTA Board
Approved
March 1, 2023**

AGENDA ITEM: C-1

TOPIC: Fiscal Year 2023-24 Budget Assumptions

ACTION: Approve FY23-24 Budget Assumptions

PRESENTED BY: Tania Arnold, Deputy Director/CFO

STAFF RECOMMENDATION: Adopt the budget assumptions and budget calendar so that a detailed work plan and budget may be developed

**EXECUTIVE COMMITTEE
RECOMMENDATION:** Bring the budget assumptions and budget calendar to the Board so that a detailed work plan and budget may be developed

BACKGROUND/DISCUSSION:

The following report outlines staff's recommended budget assumptions for the RTA's Fiscal Year 2023-24 Operating and Capital Budget, and it is the first step in the development of our operating budget and capital program. It should be noted that the RTA is again developing a two-year operating budget and five-year capital budget. As in past years, only the first year would be financially-constrained, while the out-years should be considered advisory. The budget assumptions were presented to the RTA Executive Committee for review and their recommendation to the RTA Board at its March 1st meeting. Upon the Board's guidance and approval, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 12th meeting prior to the final draft budget presentation to the full Board on May 3rd.

KEY ISSUES

1. Address the uncertainties the agency currently faces, which includes addressing COVID-19 impacts as an endemic rather than a full-blown pandemic. Impacts of these uncertainties include:
 - a. Liability costs, which stabilized due to the RTA's good safety record, but the market continues to be extremely volatile.
 - b. Continuing to focus on containment of Runabout subsidies, especially as ridership continues to increase as we emerge from the pandemic.

- c. Address staffing and retention, particularly in the Bus Operator classification.
 2. Continue efforts to implement Zero-Emission Bus technologies, including implementing our first two battery-electric buses due for delivery in late-summer/early-fall and start-up of recharging infrastructure.
 3. State Transit Assistance (STA) funds are projected to be flat compared to the original current fiscal year allocation. As a reminder, starting in FY17-18 the funding to the region was significantly increased due to the Senate Bill 1 – Road Repair and Accountability Act (SB-1) funds, which include augmented STA funds and State of Good Repair funds.
 4. Local Transportation Funds (LTF) used primarily for operating purposes are projected to be flat in the region but the RTA will continue to maximize all other funding sources before determining the need for LTF.
 5. Federal Transit Administration formula funds (Sections 5307, 5339 and 5311) for Federal Fiscal Year 2023 are higher than in recent years, which may help reduce the need for LTF by all transit operators in the county. The adjustment for the higher funding would occur after the transit operators meet with SLOCOG to revised the funding allocations to each operator.
 6. Fuel costs continue to be volatile and significantly higher than prior years; this also impacts ridership and fare revenues.
 7. Delay in the procurement of Joint Short Range Transit Plan consultant services to align with the City of San Luis Obispo's on-going Transit Innovations Study. City staff has advised us that their study is scheduled to be completed in June 2023, so we will presume we can begin the procurement process in mid-summer 2023.
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Mission Statement

As a reminder, the Mission of the RTA is to provide safe, reliable and efficient transportation services that improve and enhance the quality of life for the citizens of and visitors to San Luis Obispo County.

Objectives and Revenue Impacts

- 1) Maintain, and incrementally increase, service levels and hours of service back to pre-pandemic levels that meet the standards of productivity and demand of our customers and communities through the effective and efficient delivery of RTA Fixed-Route and Runabout coreⁱ services:
 - a) The RTA originally received \$755,890 for RTA core services in STA funding in FY22-23. This amount was increased and included in amendment #1 by \$214,330 in November 2022. Staff will work with SLOCOG staff to determine a realistic estimate for FY23-24, but to be conservative we assume we will be starting with the original amount.
 - b) Continue to monitor the results and impacts on ridership and fares based on the overall regular fare structure. The last system-wide fare change was implemented in December 31, 2017, both on RTA Fixed-Route and on the Runabout service, which included the establishment of a Runabout premium service fare.
 - c) The FY22-23 budget adopted in May 2022 included \$5,851,060 in LTF operating revenues. At the May 2022 Board meeting, the advisory FY23-24 LTF projection was \$7,096,330, which was revised during FY22-23 down to \$6,882,000. Staff is still developing estimated annual FY22-23 expenses, which impacts the carryover amount that could reasonably be identified for the FY23-24 budget.
 - d) Federal Transit Administration (FTA) Sections 5307, 5311 and 5339 operating funding and capital funding for FY23-24 will be presented in the same format as the projection included in the May 2022 presentation. Once adjustments have been made to each operator based on the higher than expected apportionments, staff will provide the Board with a budget amendment. Monies for FTA-funded projects are reimbursed either as progress payments or as full payment at the end of the project and/or fiscal year, which requires focused care by staff to ensure adequate cash flow.
 - e) Detailed miles/hours and span of service for each RTA core Fixed-Route and for Runabout will be provided with the draft budget. For context, detailed budgets based on miles/hours and span of service will also be provided separately for SLO County Services, South County Transit, and North County Local Services.
 - f) Productivity of each RTA-operated Fixed-Route service during holiday time periods will be presented to the Board as part of the draft budget, specifically associated with the service provided during the weeks of Thanksgiving, Christmas and New Years to determine if service levels should remain at a reduced level similar to 2021 and 2022.
 - g) Staff will continue to research and evaluate new revenue sources should any potential shortfall in operating revenues arise. If we are unable to secure funding,

staff would recommend that the Board consider adjusting the TDA allocation from the RTA jurisdictions and/or adjust service levels.

- h) Due to changes in self-insured retention requirements, and now that consolidation has been completed, staff is reviewing and will provide recommendations regarding the RTA reserve policy during FY22-23.
- 2) Work with SLOCOG and our transit agency partners in the region to evaluate region-wide service efficiencies:
- a) Transit agencies across the country have been highly impacted by the COVID-19 pandemic, which continues to impact ridership and farebox revenues. As a result, the State of California has suspended farebox recovery ratio requirements through the end of FY22-23. Although the Governor is expected to propose adjustments that will impact transit as part of FY23-24 budget, the pending end of the requirement suspension is a major concern.
 - b) The RTA will work with SLOCOG staff and other transit providers to evaluate efficiencies in the provision of service throughout the county through both the SLOCOG Social Services Transportation Advisory Committee and through the RTA's Regional Transit Advisory Committee.
 - c) Staff will use the *2018-20 RTA Strategic Business Plan* as well as the *2016 Short Range Transit Plan* to evaluate potential efficiencies and, with Board concurrence, implement efficiencies as appropriate. Additionally, the RTA will work with our transit agency partners to kick off a Short Range Transit Plan study to update the 2016 plan as well as address the zero-emission bus requirements of the Innovative Clean Transit (ICT) Rollout Plan (scheduled for adoption at the March 2023 Board meeting).
- 3) Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs:
- a) Staff will continue to work with SLOCOG to prioritize capital projects using the State of Good Repair STA portion of SB-1 funds. These SB-1 funds are an important source of revenues for the RTA and the other transit operators in our region. It directly impacts the RTA's need for LTF to fund operations and the local match for capital projects by reducing local match needed for federal funds, and interest when financing for capital projects is needed.
 - b) Other potential capital funds intended to support our transition to zero-emission buses include AB617 Clean Air Program, Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), Volkswagen Mitigation Funds, and Low Carbon Transit Operating Program (LCTOP). Staff will continue to leverage all grant funds to the greatest extent possible.

4) Address projected changes in demand for Runabout service:

- a) Runabout service hours and miles are still lower than were originally projected for FY22-23, and staff is closely monitoring service needs to determine when service will return to pre-pandemic levels. Staff will seek the Board's direction as demand is anticipated to increase over time.
- b) Staff suspended in-person Runabout service eligibility assessments during the pandemic. Staff has started re-instituting this program to ensure that only those persons truly eligible for Runabout service are initially registered or re-registered as part of the Runabout application process. Staff will also provide mobility training for disabled persons who are able to occasionally use Fixed-Route services for some or all of their travel needs.
- c) Staff does not foresee needing to move forward with using supplemental taxicab services at this time, but should future Runabout service expansions be required or if staffing shortages persist, staff will revisit this option.

Expenses Impacts

- 1) Fuel prices continue to be extremely volatile; diesel fuel will be budgeted at \$5.10 per gallon. Included in the Fuel line-item will be diesel exhaust fluid (DEF), used to lower diesel exhaust emissions on the newer Fixed-Route vehicles. Should prices increase or decrease staff will address the change in a budget amendment.

2) Insurance Expenses:

- a) CalTIP liability insurance premiums are projected to increase. The exact amount is not known at this time, as CalTIP actuaries are still working on May 1, 2023 through April 30, 2024 rates. Estimates will be available from CalTIP in time to include in the RTA draft budget presented to the Executive Committee at its April 2023 meeting. Although the number of RTA losses based on mileage has been lower than the statewide pool average, the RTA did experience large claims in February 2019 and January 2021 which impact current and future premiums. The pool had experienced significant negative claims development several years ago but those have stabilized due to efforts of all the member agencies to ensure the stability of the pool and ensure equity in costing among all members. This included a recent actuarial study on the formulas used in applying and calculating each agency's experience modification factor. More importantly, the California liability market continues to contract, which also increases per-mile costs.
- b) CalTIP vehicle physical damage will increase due to the added asset value of newer vehicles in the fleet and the recent property damage seen in the market, namely due to the recent flooding.
- c) Our annual Employment Risk Management Authority premium is estimated at \$47,000, with a \$50,000 self-insured retention. This self-insured retention does

not currently have a reserve in place to cover it should a loss develop. As noted previously, staff is reviewing and will provide recommendations regarding the RTA reserve policy in FY22-23.

- d) Workers compensation premiums charged by our carrier (Public Risk Innovation, Solutions, and Management, or PRISM) are projected to increase, with the realization that workers compensation for transit services is especially challenging statewide as loss development trends in the state are not favorable. Based on estimates provided in November 2022 from PRISM, the estimate is more than the projection include in May 2022 for FY23-24 by about 6%. Staff will obtain a more refined estimate in early February and again in late March. We continue to work with our employee Safety Committee that evaluates workplace safety and initiates proactive programs to address the number of claims and severity of the claims. Although premiums are expected to rise, a significant portion of that increase is attributable to the increase in wages identified in the collective bargaining agreement.
- e) Property insurance will increase due to now owning the facility at 253 Elks Lane and due to the significant losses in the property insurance market, most recently the wildfires in California. Additionally, the building is required to have flood insurance because it is federally funded.
- f) For budget-making purposes, staff is assuming an 8% annual increase for healthcare costs for each of the next two fiscal years. Staff believes that this estimate is reasonable based on historical price increases. This will include the paid family leave program that was implemented in July 2022, which brought the leave benefits closer to those offered under the state disability insurance program. Staff is also looking at options to bring the RTA's participation in a self-funded plan in line with the California Department of Managed Health Care (DMHC) requirement for non-self-funded plans to remove exclusions of coverage based on gender identity or gender expression.

3) Staffing Expenses:

- a) The previous 4-year Collective Bargaining Agreement (CBA) expired on December 31, 2021, and a one year extension was negotiated through December 31, 2022. Staff fully understands the fiscal impacts that the pandemic has had on our agency and its member jurisdictions, and we continue to seek the Union's assistance in helping us emerge in a fiscally responsible manner.
- b) The number of FY23-24 budgeted full-time equivalent (FTE) positions will remain the same as in FY22-23. Should adjustments to the FTE count need to be revised, staff will bring that proposal to the Board along with any new or revised job descriptions, if applicable.

- c) For FY23-24, the overall number of budgeted positions for the non-core services (North County, SoCo Transit, and SLO County services) will remain the same. It should be noted that the marginal costs and revenues the services will be treated in the budget the same way as prior years: as separate and distinct columns in the budget tables.
- d) An annual inflationary wage adjustment based on the December 2021 to December 2022 Consumer Price Index (CPI) of 4.9% will be implemented in July 2023. The Operations Supervisor classification CPI increase adjustment would be implemented in January 2024, to coincide with Bus Operator wage scale adjustments. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments and budgetary authority.
- e) The RTA Board of Directors took action at its November 2, 2022 meeting to implement the increase in contribution percentage of 2.38% for the retirement plan with San Luis Obispo County Pension Trust (SLOCPT) in July 2023 rather than January 2023. Traditionally and in line with how the County treated increases for unrepresented employees in June 2022 for FY22-23 and FY23-24, the RTA will assume the 2.38% pickup. This is related to management, administration and confidential employees, and does not include the employees who are covered by the CBA with Teamsters Local 986.

Proposed Budget Calendar

February 8	Detailed budget assumptions and revenue forecasts presented to Executive Committee
March 1	Provide mid-year FY22-23 Budget data to Board and present budget amendment (if needed). Obtain Board concurrence on proposed draft budget assumptions.
March 31	Based on feedback from the Board, Executive Committee and RTAC, develop FY23-24 Budget
April 12	Present draft FY23-24 Budget and final budget amendment for FY22-23 to Executive Committee (if needed)
April 20	Present final draft FY23-24 Budget and final budget amendment for FY22-23 to RTAC (if needed)
May 3	Final Board Budget presentation; Board adoption of FY23-24 Budget

Staff Recommendation for the Board:

Approve the budget assumptions and budget calendar so that a detailed work plan and budget may be developed.

ⁱ Core services are defined as:

1. Hourly weekday services on RTA Routes 9, 10 and 12;
2. Five trips/day on Saturdays for Routes 9, 10, 12, and Monday-Saturday on Route 15;
3. Three trips/day on Sundays for Routes 9, 10, 12 and 15;
4. Peak period weekday service on Route 14 during open session of Cuesta College;
5. Peak period commuter Express services on Routes 9, 10 and 12; and
6. Runabout service that matches the fixed-route service days operated in each community.

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY
REGIONAL TRANSIT ADVISORY COMMITTEE
OCTOBER 19, 2023
DRAFT MINUTES
C-1

Members Present:

Janeen Burlingame	Morro Bay Transit
Marlene Cramer	Cal Poly
Mark Dariz (<i>Chair</i>)	Runabout/DAR Representative
Alex Fuchs	SLO Transit
Eric Greening	Fixed Route Representative
Anel Perez	Atascadero Transit (and Dawn Patterson)
Omar McPherson (<i>Vice Chair</i>)	South County Transit (SCT)

Members Absent:

Ryan Cornell	City of Paso Robles
Todd Katz	Fixed Route Alternate Rep.
Josh Roberts	County of San Luis Obispo
Dan Troy	Cuesta College

Staff Present:

Geoff Straw	RTA
Tania Arnold	RTA

Guests:

None

1. **CALL MEETING TO ORDER, ROLL CALL** Mr. Mark Dariz called the meeting to order at 2:02 PM and roll call was taken. There was a quorum present.
2. **PUBLIC COMMENTS:** None

A. INFORMATION AGENDA ITEMS:

A-1 Executive Director's Report (Verbal update)

Mr. Geoff Straw shared recent reports about interactions in the City of San Luis Obispo with vehicles and crosswalks. Staff has developed an informational poster about how to move through the various types and will be sharing that information with the other providers as well as doing additional education. The RTA is still purchasing diesel buses and is working on the exemption request process moving forward. Staff is ready to issue the purchase order for the five additional electric buses, no longer waiting on data from the first two since they have been significantly delayed. That order will include additional chargers.

Five more Bus Operators have completed training, with two more currently in training and four making progress in the onboarding process. The Facilities Assistant Manager position was posted and the candidate will be starting on October 30th. The Administrative Assistant position has closed and staff hopes to have the position filled by mid to late November.

Short Range Transit Plan surveys will be taking place on the vehicle next week. The RTA has received reimbursement from FEMA and CalOES for the damage caused by the storms this past winter.

Mr. Eric Greening asked if the RTA was represented at the Santa Margarita field walk event. **Mr. Straw** noted that he attended the Road to Zero event that evening at the Ludwick Community Center and has been engaged throughout the process.

A-2 Member Comments / Reports from Jurisdictions (Receive)

Ms. Marlene Cramer noted that Cal Poly is planning a full EOC exercise on October 30th and 31st which will include transit and will share that the RTA is interested in being a part of that exercise on October 31st with the Cal Poly staff. Additionally, Cal Poly is working on setting up an alternative transportation group.

Mr. Omar McPherson discussed the methods the RTA has used for notifying the public of service impacts, including the service alerts at the top of the RTA web site. Safety is a priority. When cancelling or suspending service, that information will be posted on the website and staff will continue to strive to get passengers home. Staff is working on a response plan and asked the committee for the various points of contacts for their organizations to ensure the information the RTA is current. As a reminder, the RTA is a first responder and works closely with the County OES. There are a number of lessons learned from the impact of the storms from last winter. **Mr. Straw** noted that a procedure cannot be written for everything.

Ms. Janeen Burlingame will discuss with the City of Morro Bay staff options for setting up support should an RTA employee get stranded in Morro Bay, as it happened this past winter.

Mr. Greening noted that information addressed most of his concern. There are still impact of the first rain of the season and the roads become extra slick and drivers should be reminded to allow extra stopping distance. The method of notifying riders when the weather is marginal in the morning but there is a potential for more impacts later in the day that would impact service were discussed. **Mr. Straw** noted the concern about making decisions for our riders and it is hard for the RTA to make that forecast; it isn't the role of the RTA, and the impacts can change drastically hour by hour. **Mr. McPherson** discussed how Bus Operators are reminded about the impacts of rain and slowing.

Ms. Burlingame discussed the grant the City of Morro Bay received to conduct an operational analysis which will review the various transit services the city provides. That data would then feed into the next SRTP. The trolley will be supporting trick or treating on October 28th. **Mr. Straw** shared that SLOCOG has proposed to do a county wide operation analysis although it isn't funded.

Mr. Alex Fuchs shared that SLO Transit is also doing additional bike and pedestrian training and bringing back previously successful training programs. The City of San Luis Obispo will be doing a city-wide storm response training on November 1st and there will be a mock event training also. There were stakeholder meetings for the transit innovation study and that information will be shared with the City Council. There are four drivers that passed training and there is a plan to add back some service. There will be a holiday trolley that will follow the schedule that

the trolley traditionally follows other times of the year with the goal of connecting the hotels with the downtown corridor.

Ms. Burlingame noted the City of Morro Bay is working on a local roadway safety plan which includes an interactive map on the City's website.

Ms. Anel Perez stated the City of Atascadero is currently recruiting for a part time dispatcher. A second driver has been secured which has helped with driver strain. There is a process currently underway to try and order a new vehicle and the city hope the items outstanding related to that purchase are cleared soon so the purchase order can be placed. The holiday events through the end of the year were reviewed.

Mr. Dariz shared that there is a downtown street repaving project occurring in Atascadero.

A-3 Discuss Short Range Transit Plan potential joint meeting dates with SLO Transit MTC (Verbal)

Mr. Straw noted the next normal meeting for RTAC was slated to be on January 18, 2024 but staff is asking the group if they are able to meet on January 10, 2024 in order to meet at the same time as the SLO Transit MTC. It will be a discussion about existing conditions. It will be at one of the meeting rooms downtown in the afternoon. The RTAC members agreed to that meeting date change.

B. ACTION AGENDA ITEMS:

B-1 Fiscal Year 2023-24 Operating and Capital Budget Amendment #1 (Recommend)

Ms. Tania Arnold discussed the operating and capital budget amendment process and noted the adjustments being presented do not require additional/new funds. The additional STA that the SLOCOG Board approved at the October 4, 2023 meeting is not included due to being so nominal. The changes are highlighted in yellow in the budget pages. The amendment also includes a reconciliation adjustment based on the GASB 68 information included in the financial statements. Because that adjustment does not impact the cash balance. Changes in operating revenue, capital revenue, operating expenditures and capital expenditures were reviewed.

Ms. Arnold discussed the farebox calculation adjustment that is now being done to pull out the GASB 68 adjustment.

Ms. Tania Arnold concluded the report.

Mr. Straw noted it is important for transit providers to get their zero emission project to SLOCOG before their December meeting for consideration for TIRCP and ZETCP funding. **Ms. Burlingame** noted there is a lot of uncertainty related to the infrastructure needed. **Mr. Greening** asked if TIRCP and ZETCP funding is available for experimental infrastructure. **Mr. Straw** noted yes, it is even available for master planning.

Ms. Burlingame made a motion to recommend staff provide Operating and Capital Budget Amendment #1 to the Board for approval at the November 1, 2023 Board meeting, **Ms. Cramer** seconded the motion. A voice vote was taken and the motion was approved unanimously.

C. CONSENT AGENDA ITEMS:

C-1 RTAC Minutes of January 19, 2023 (Approve)

Mr. Greening noted a revision to the second paragraph on page C-1-3 under item A-3, it should read that “Mr. Greening asked if options reflecting different degrees of financial constrain would be provided, given the uncertainty about the placement of, and the voter verdict on, a sales tax measure...” With that adjustment noted, **Mr. Greening** made a motion to approve the minutes, **Mr. McPherson** seconded the motion. A voice vote was taken and the motion was approved, with Ms. Burlingame abstaining.

D. ADJOURNMENT AND COMMITTEE COMMENTS:

Chairperson Dariz adjourned the meeting at 3:10 p.m.

Next Meeting: January 10, 2024 with SLO Transit MTC

Future Meeting Date: April 18, 2024, July 18, 2024, and October 17, 2024

Respectfully Submitted,

Acknowledged by,

Tania Arnold
Deputy Director/CFO

Mark Dariz
RTAC Chairperson 2023