



**AGENDA**  
**REGIONAL TRANSIT ADVISORY COMMITTEE**

**Thursday, April 21, 2016**  
**2:00 p.m. – 3:30 p.m.**  
**San Luis Obispo Council of Governments**  
**1114 Marsh Street**  
**San Luis Obispo, CA 93401**

Individuals wishing accessibility accommodations at this meeting under the Americans with Disabilities Act (ADA) may request such accommodations to aid hearing, visual, or mobility impairment by contacting the RTA offices at 781-4833. Please note that 48 hours advance notice will be necessary to honor a request.

**1. CALL MEETING TO ORDER, ROLL CALL**

**2. PUBLIC COMMENTS:** This portion of the agenda is set aside for any members of the public to directly address the Regional Transit Advisory Committee on any items not on the agenda and within the jurisdiction of the Committee. Comments are limited to three minutes per speaker. The Committee will listen to all communication, but in compliance with the Brown Act, will not take any action on items that are not on the agenda.

**3. A. INFORMATION AGENDA ITEMS:**

- A-1 Executive Director's Report (Receive)
- A-2 Member Comments / Reports from Jurisdictions (Receive)
- A-3 Short Range Transit Plan Executive Summary and Working Paper #8 (Review and Comment)

**B. ACTION AGENDA ITEMS:**

- B-1 Fiscal Year 2016-17 Budget Amendment (Recommend)
- B-2 Proposed RTAC Bylaw Revisions (Recommend)

**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 January 13, 2016 (Approve)

**D.        ADJOURNMENT**

**Next Meeting: July 21, 2016**

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**April 21, 2016**

**STAFF REPORT**

**AGENDA ITEM:** A-1

**TOPIC:** Executive Director's Report

**PRESENTED BY:** Tania Arnold, CFO/Director of Admin.

**STAFF RECOMMENDATION:** Accept as Information

**BACKGROUND/DISCUSSION:**

**Operations:**

RTA will conduct its next Employee of the Quarter barbecue lunch on April 29<sup>th</sup> from 11:30AM until 1:00PM at the RTA Operating facility. Please add that event to your calendars.

The Regional Transportation Advisory Committee will meet on April 20<sup>th</sup> to provide recommendations on the FY16-17 budget. The committee will also review and provide comments on the Draft Short-Range Transit Plan (SRTP) for RTA; this report is also available on the RTA website. This Caltrans-funded study will be presented at the May 2016 RTA Board meeting as an information item, and at a subsequent public workshop to be scheduled. The final draft report will be considered for adoption by the RTA Board at its July 2016 meeting.

RTA is currently recruiting Bus Operator candidates to begin a new training class on May 23<sup>rd</sup>. The new employees should be ready for revenue service in early July.

RTA contracted with Rincon Associates to assist with environmental planning services for a long-term operations, administration and maintenance facility. This study is funded partially with FTA Section 5307 funds, and will require approximately 16 months to complete.

Staff implemented MCI over-the-road coaches on Routes 9 and 10 express services during morning and afternoon peak travel periods in mid-March. Initial responses from riders and Bus Operators have been positive, although the dwell time at bus stops is increased slightly due to the steep/narrow single entrance. Regardless, staff expects this to abate over time as our riders and employees become more familiar with these new-to-us buses. Staff will continue to monitor on-time performance and analyze feedback over the next few months before providing a recommendation to the Board on whether or not to exercise an option to purchase two new over-the-road coaches at the Board's September 2016 meeting.

**Service Planning & Marketing:**

RTA staff continues to participate in a Travel Management Coordination Center study funded partially with an FTA Mobility Services for All Americans grant. The TMCC study seeks to evaluate technology solutions to help improve access to specialized transportation services (including Runabout) throughout the county.

In order to address the addition of a ticket vending machine at the Government Center, as well as ITS informational signs and new shelters, staff is currently waiting on bid for facility design services. Proposals are due April 25, 2016.

Staff is still awaiting a response from FTA regarding RTA's request to issue a Categorical Exclusion for RTA's partial use of the County Corp Yard in Paso Robles.

**Finance and Administration:**

Based on the Budget Assumptions adopted by the RTA Board at its March 2<sup>nd</sup> meeting, as well as the preliminary financial and operating data through February 28<sup>th</sup>, staff has developed a financially-constrained FY16-17 operating and capital budget.

- The preliminary financial data shows that we have expended 57.3% of our non-capital budget through February 28<sup>th</sup>, which represents 66.7% of the fiscal year. Of the items that show the greatest proportional variance, Property Insurance and the three Worker's Compensation line-items are paid annually and at the start of each quarter, respectively, so those figures are not alarming in this context. Other areas of variance include Fuel (36.7%) and Marketing (34.2%). Overall, expenses are appropriately managed and are within normal budgetary constraints.
- Fixed route services achieved an overall unaudited 26.6% farebox recovery ratio, while Runabout achieved an FRR of 4.0%. These figures are essentially the same as the measures recorded for the same period last year.

Preliminary RTA core fixed route ridership totaled 476,831 one-way passenger-trips, which is down 7.0% in comparison to the same period last year (512,722). Although ridership continues to be down, it is not as far down as it was in previous months.

- Runabout ridership declined slightly: 28,953 in the first eight months of FY15-16 vs. 29,376 the previous year, which is a decrease just over one percent. This is welcome relief from the double digit increases experienced over the previous two fiscal years – despite the record month in October 2015.

# ***Executive Summary***

## **2016 San Luis Obispo Regional Transit Authority Short Range Transit Plan**

*Prepared by LSC Transportation Consultants, Inc. and AECOM, Inc.*

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This document presents a five-year Short-Range Transit Plan (SRTP) developed for the San Luis Obispo Regional Transit Authority (RTA). An SRTP is intended to provide a detailed business plan to guide the transit organization over the coming five years. It includes a review of San Luis Obispo region demographics and its transit needs, a series of surveys and ridership counts conducted for all RTA services, a review of the effectiveness and efficiency of existing services, a review of similar systems, analysis of a wide range of options, and the results of public input processes. The resulting SRTP provides operational, capital and institutional plans, including an implementation plan. This SRTP plan has been prepared jointly with the development of a parallel SRTP for the SLO Transit program, in order to identify means to best coordinate the two services. Note that this plan does not cover services operated by RTA under contract to other entities, including the Paso Express service, the South County Transit program, and the smaller demand response services operated for San Luis Obispo County.

### **EXISTING DEMOGRAPHICS**

The population of San Luis Obispo County, per the 2009-2013 US Census estimates is 272,094. Population density is shown in Figure 1. Persons living in **households without vehicles** total 4,423, or 4.3 percent of the total countywide population. **Youth** (persons under 18 years of age) total 51,750, or 19 percent of total population. **Elderly** persons age over 60 total 42,984 (16 percent). There are a total of 36,588 persons living in households below the federal **poverty** level (13.4 percent of total population). Persons who indicate they have a **mobility disability** total 28,401, or 10.4 percent of total population. Of all countywide population, 77 percent live within ½ mile of a public transit route. Population is forecast to increase by 4 percent by 2021.

### **OVERVIEW OF THE SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

RTA is a Joint Powers Authority formed in 1989 that serves and connects various communities within San Luis Obispo County and nearby cities. Regional fixed route and paratransit services throughout the region (including within the city of San Luis Obispo) are managed by RTA. In addition, RTA is contracted by SLO County to operate community-based services in unincorporated areas (primarily in Nipomo, Shandon and Templeton), and by the City of Paso Robles to operate the Paso Express fixed route services and the Paso Robles Dial-A-Ride service. RTA also provides administrative oversight of the SCT fixed route services in the Five Cities area.

The RTA Board of Directors consists of a representative from all of the cities in which transportation services are provided, as well as all five San Luis Obispo County Supervisors, while the Regional Transportation Advisory Committee (RTAC) meets quarterly and provides

advice to the RTA Board. Services have been directly operated by RTA employees since 2009, when the previously contracted services were brought in-house.

A total of 31,531 vehicle-hours of fixed route services are operated annually, providing over 765,000 passenger-boardings. Key RTA fixed route services consist of:

- Route 9 connecting San Luis Obispo with Atascadero, Templeton, Paso Robles and San Miguel to the north.
- Route 10 connecting San Luis Obispo with the Five Cities, Nipomo and Santa Maria (Santa Barbara County) to the south.
- Route 12 connecting San Luis Obispo with Los Osos and Morro Bay to the west.
- Route 14 connecting San Luis Obispo with the main Cuesta College campus to the west.
- Route 15 connecting Morro Bay with Cayucos, Cambria and Hearst Castle to the north.

Fixed route services are operated hourly on weekdays, except for Route 15 which operates every three hours. Reduced service levels are operated on weekends.

#### Runabout Service

Runabout is the County-wide ADA complementary paratransit service operated by RTA. Vehicle-hours total 37,838 per year, carrying 45,000 passengers per year (including attendants). “No shows” (passengers that are not available for pickup) are 2 percent of all reservations, while late cancellations represent 5 percent of total reservations. Up to 15 vehicles are in operation at peak times. Overall, 94.2 percent of trips were served on-time (0 to 5 minutes late), 4.7 percent were served early, while 1.1 percent were served more than 5 minutes late.

#### Fleet

RTA’s fixed route fleet consists of a total of 34 vehicles, while the Runabout program has a fleet of 22 vehicles. The bulk of the fleet used in RTA fixed routes are 40’ diesel coaches, though four 1999 45’ over-the-road coaches were recently added. Existing RTA operating/administrative costs total \$8,159,000 per year. Key revenues sources include Local Transportation Funds (44 percent of all revenues) and Federal sources (18 percent).

## Ridership

Annual ridership is 1,038,000 per year, when including all services operated or administered by RTA. Since 2007, there has been a consistent annual increase in ridership. 2013 ridership is fully 270 percent greater than 2003 ridership.

## **Onboard Surveys**

### RTA Fixed Route Onboard Survey

An onboard passenger survey indicated that respondents were primarily coming and going for the purpose of either work (39 percent) or school (34 percent). 34 percent of the riders were college students (primarily Cuesta College students). Passengers were asked to rank transit service characteristics of RTA on a scale of “Very Poor” to “Excellent.” “Driver Courtesy” received the highest rating with 74 percent of the riders rating it a “Very Good” to “Excellent.” The “Hours of Service” and “Service Frequency” receive the lowest average rating, with 26 percent and 22 percent indicating “Poor” or “Very Poor”, respectively. Asked “What single most important improvement would you suggest for RTA”, the largest number of responses (202) were for expanded hours or days of service, followed by 144 for increased service frequency, and 91 for improved buses.

### Runabout Onboard Survey

A high percentage of Runabout rider respondents (32 percent) were using the service for medical/dental purposes, while 20 percent were using it for work. Only 13 percent of respondents said they had a car available for the trip, and 44 percent claimed they would not have made the trip had paratransit service not been available, indicating high transit-dependency of the ridership. Furthermore, 37 percent of the customers do not use the Fixed Route bus because it’s too difficult for them and 17 out of the 41 customers require a wheelchair. 63 percent of the respondents were over the age of 60 years old, and 69 percent did not have a driver’s license at the time of the survey. Asked to rank the overall service, 84 percent of passengers indicated “Very Good” or “Excellent”.

### Online Survey

In addition to the onboard surveys, an online survey was conducted. Asked to rate RTA, the lowest rated service among RTA riders was “Hours of Service” followed by “Service Frequency.” The highest rated services were “Driver Courtesy” and “Safety Performance.” Overall, 70 percent indicated an “Excellent” or “Very Good” rating of overall performance. The most popular way to improve RTA was to offer a more frequent schedule on both weekdays and weekends (67%), and to operate later on weekdays (46%). Of survey responses that do not ride the bus, the most popular reason selected was “The bus is inconvenient for me,” followed by “Traveling by bus takes too long.”

## Peer Comparison

Comparing RTA fixed route services with seven California peer systems, RTA was found to have relatively high passenger-trips per vehicle-hour (second from the highest) but relatively low passenger-trips per vehicle-mile (second from the lowest), reflecting relatively long trip lengths. Annual passenger-trips per capita was relatively low. RTA's operating costs were close to average on a per vehicle-hour basis, but the lowest of the peers on a per vehicle-mile basis. The operating subsidy per passenger-trip was relatively low. Runabout was found to carry the lowest number of passenger-trips per vehicle-hour and per vehicle-mile, as well as relatively low ridership per capita. Operating costs are relatively high on a per vehicle-hour basis, but close to average on a per vehicle-mile basis. RTA also has a relatively high cost and subsidy requirement per passenger-trip.

## SHORT RANGE TRANSIT PLAN ELEMENTS

### Service Plan

- This plan will **enhance weekday daytime service on Routes 9 and 10** by adding new mid-day limited stop express service to the current schedule. RTA should implement weekday express service on Route 9 between San Luis Obispo and Paso Robles in the mid-day period, consisting of four additional round trips using an additional (fourth) bus from roughly 8:30 AM to 4:30 PM) while maintaining all existing runs. This will reduce in-vehicle travel times by up to 20 minutes, expand the frequency of service between these key transit centers, and help address the crowding issue. A mid-day weekday express service should also be implemented on Route 10. The current 74 minute end-to-end travel time would be reduced to 55 minutes. Five new express runs in each direction will occur between roughly 7:30 AM and 5:50 PM, which will allow use of existing express buses. These service enhancements will be implemented in FY17-18, assuming additional funding can be secured.
- **Evening service will be expanded on Routes 9, 10, and 11.** New evening service on Route 9 should be expanded by providing additional local route runs on weekdays (two additional southbound runs and one northbound run), as well as one additional run in each direction on Saturdays and Sundays. Additional evening runs should also be added to the existing Route 10 schedule on weekdays (two additional northbound runs and one southbound run) and one additional round-trip on Saturdays and Sundays. Finally, one additional westbound weekday run should be added to the Route 12 schedule. These service enhancements will be implemented in FY17-18, assuming additional funding can be secured.
- **Route 10 services will be modified** as demand warrants. As ridership patterns result in increased loads or changes in travel patterns, new services (such as limited stop services) will be implemented.
- **Route 12 schedules will be modified** to eliminate the existing long layovers in Morro Bay. This will reduce the in-vehicle travel time between Los Osos and San Luis Obispo by up to 20



minutes, and yield a net increase in ridership. This service enhancement will be implemented in FY16-17 following a focused public involvement outreach effort.

- **Runabout capacity will be increased** to address growth in demand for paratransit service, including the provision of one additional Runabout vehicle in peak operation every two years. RTA will also keep the option for taxi subsidy program open in the future.

### Capital Plan

- RTA will **purchase 12 fixed route buses plus 30 Runabout vehicles** over the coming six years to replace vehicles reaching the end of their useful life and to expand the Runabout fleet. Note that no additional fixed route vehicles are required under the Service Plan presented above.
- RTA will **implement Wi-Fi service** on a limited experimental basis, focusing first on the four over-the-road coaches recently added to the RTA fleet.
- RTA will **make vans retired from the fleet available to other transportation providers in the area**, which will expand the availability of wheelchair accessible vehicles to residents and help to reduce the demand for Runabout service.
- A new **San Luis Obispo Transit Garage Facility** will be constructed. The preliminary preferred site has been identified on Elks Lane near Prado Road.
- RTA will construct a **new bus parking facility in Paso Robles** at a County-owned parcel on Spring Street.
- RTA will continue to work with the City and SLOCOG to develop a **new downtown transit center**. As this project will require several years to implement, in the meantime RTA will enhance lighting and add two bus shelters and benches at the existing Government Center site, and work with the City to eliminate nearby on-street parking that is hampering safe bus operations.
- **Bus stop improvements** will be implemented, including new shelters, bike racks, lighting, trash cans, and improved wheelchair accessibility. These improvements will be coordinated with local jurisdictions.

### Management Plan

- **Service standards will be revised** to better match current conditions and goals.
- **Runabout eligibility and certification processes** will be modified, in order to control costs and provide more consistency in the process.

- **Runabout scheduling procedures** will be modified to increase productivity and staff efficiency. Coordination of Runabout and fixed route services for individual passenger trips (where appropriate) will be considered, and regional travel training will be expanded.
- **Coordination of RTA and SLO Transit** will be enhanced by (1) working towards a single regional bus tracker website, (2) developing a single ID card for persons with disabilities, (3) defining a consistent policy on passenger baggage, (4) coordinating routes and schedules where beneficial, (5) increasing joint driver training, and (6) working towards a common bus replacement policy.

## Financial Plan

RTA will implement the following fare policy changes:

- RTA will offer a **discount Regional Day Pass** to enhance mobility throughout the region by persons with disabilities.
- RTA will **replace the current 7-Day Pass with a 3-Day Pass**, to align with the SLO City program.
- RTA will **accept the SLO Transit picture ID for RTA discount fares**.

Services and capital improvements are planned to be funded through a combination of existing funding sources, including fare revenues, Federal Transit Administration funds, Transportation Development Act funds, other state sources, and Cuesta College contributions. There also is a potential for new revenues from a potential new countywide ½-cent sales tax (though these revenues are not included in this plan). If passed, this new revenue would be focused on expanding Runabout service, expanding evening service and mid-day express service, and reducing fares for seniors and persons with disabilities.

**RTA Short Range Transit Plan**

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The following provides a comprehensive plan to improve the RTA program over the coming five years. Service enhancements are first presented. This is followed by capital improvements, including fleet improvements, facility plans, passenger amenities, and other capital items. Management and financial strategies are then identified. Finally, an implementation plan is defined.

This discussion builds upon the review of conditions and alternatives presented in previous chapters. The reader is encouraged to refer to these previous chapters for additional information regarding the plan elements.

**SERVICE PLAN**

A summary graphic of service improvements is presented in Figure 28.

**Provide Mid-Day Express Service on Route 9 and Route 10**

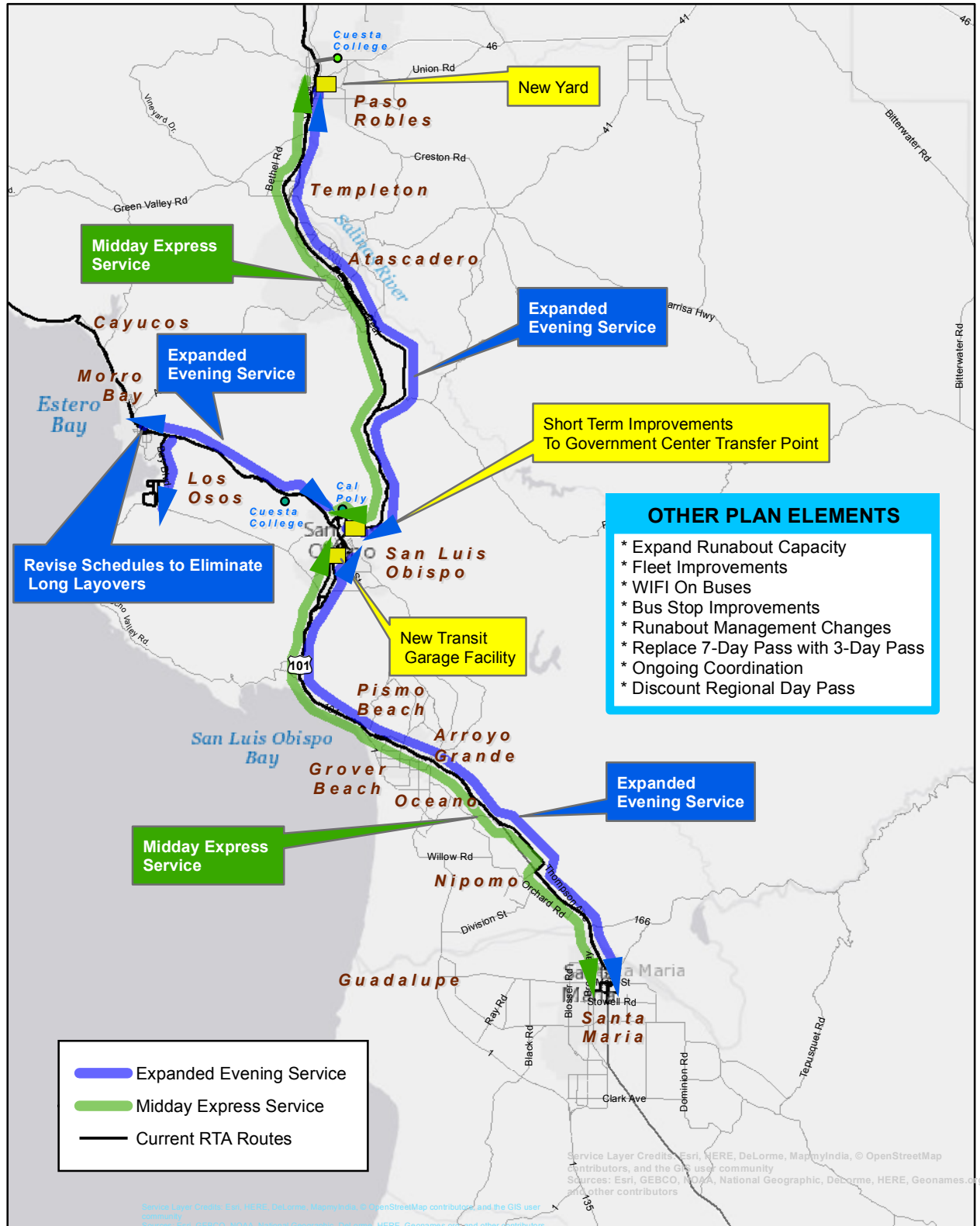
This plan will enhance weekday daytime service on Routes 9 and 10 by adding new mid-day limited stop express service to the current schedule. This is considered a high transit priority for funding generated through a new countywide sales tax for transportation funding purposes.

RTA should implement weekday express service on Route 9 between San Luis Obispo and Paso Robles in the mid-day period, consisting of four additional round trips. Stops should be limited to Government Center, Atascadero Transit Center, Las Tablas Park-and-Ride and the North County Transit Center. An additional (fourth) bus should be added to the mid-day period (roughly 8:30 AM to 4:30 PM) while maintaining all existing runs. New northbound runs should depart San Luis Obispo at 8:33 AM, 10:33 AM, 12:33 PM and 2:33 PM, and new southbound runs depart Paso Robles at approximately 9:35 AM, 11:35 AM, 1:35 PM and 3:35 PM. This will reduce in-vehicle travel times by up to 20 minutes, expand the frequency of service between these key transit centers, and help address the crowding issue. It will not require an additional bus. Ridership is forecast to increase by 25,900 passenger boardings per year.

A mid-day weekday express service should also be implemented on Route 10. This service should be limited to the following stops:

- Cal Poly (Kennedy Library)
- Government Center
- Pismo Beach Premium Outlets
- Halcyon Park-and-Ride
- East Grand Avenue/El Camino Real
- Tefft/Carillo
- Santa Maria Transit Center

Figure 28  
RTA Short Range Transit Plan



It is estimate that 60 percent of Route 10 passenger-trips are made between these key stops. The current 74 minute end-to-end travel time would be reduced to 55 minutes. Note that not all stops may be served on all runs, in order to maintain a two-hour round trip cycle time. Five new express runs in each direction will occur between roughly 7:30 AM and 5:50 PM, which will allow use of existing express buses. It is expected that the existing Route 10 short runs (the 7:21 AM run from Arroyo Grande to Government Center and the 4:05 PM run from Cal Poly to Arroyo Grande) will be folded into these new runs. Specific schedule times and stops will be developed through detailed planning. In addition, more travel time choices would be provided. Overall, this strategy will increase ridership by an estimated 26,100 passenger-trips per year.

### **Expand Evening Service on Routes 9, 10, and 11**

Evening service on Route 9 should be expanded by providing the following additional local route runs:

- Weekday departing Paso Robles at 8:00 PM and 9:00 PM and departing San Luis Obispo at 9:33 PM
- Saturday departing Paso Robles at 8:10 PM and departing San Luis Obispo at 9:33 PM
- Sunday departing Paso Robles at 7:10 PM and departing San Luis Obispo at 8:47 PM

In addition, Runabout service hours in the Route 9 corridors will be expanded to match the new hours of fixed route operation.

The need for extended evening service was a common comment by stakeholders and the public in this SRTP plan process, in particular to allow participation in evening activities in Atascadero or Paso Robles among San Luis Obispo residents as well as to allow residents of the northern communities to take part in evening activities in San Luis Obispo. At present, the last weekday departures on Route 9 are at 7:00 PM southbound from Paso Robles and 8:33 PM northbound from San Luis Obispo, the last runs on Saturday depart at 6:10 PM southbound and 7:33 PM northbound, while the last runs on Sunday depart at 4:10 PM southbound and 5:33 PM northbound

Additional evening runs should also be added to the existing Route 10 schedule. Specifically, the following runs should be added:

- Weekdays - Additional northbound runs departing Santa Maria at 8:14 PM and 9:14 PM and one additional southbound run departing San Luis Obispo at 9:33 PM
- Saturdays – One additional northbound run departing at 8:14 PM and southbound at 9:33 PM

- Sundays – One additional northbound run departing at 7:14 PM and southbound at 8:33 PM

This was a common request among participants in the SRTP study. It will expand resident's access to jobs, cultural activities and educational opportunities along the corridor. Based upon the relative hourly ridership of evening service in similar regional transit programs offering later service, this alternative will add 8,700 passenger-trips on weekdays, 1,100 on Saturdays and 1,000 on Sundays annually.

Finally, an additional weekday evening run should be added to the Route 12 schedule, departing San Luis Obispo at 9:33 PM. The last Route 12 weekday run currently departs San Luis Obispo at 8:33 PM, returning from Morro Bay at 10:38 PM. Considering the relative ridership by hour of similar services, it would generate an estimated increase of 3,200 passenger-trips per year.

In addition to adding fixed route service, this strategy will also require expansion of Runabout service to provide ADA paratransit mobility during the additional fixed route hours. Extension of dispatch/mechanics hours will also be necessary.

### **Modify Route 10 Services As Demand Warrants**

Ridership patterns on Route 10 are relatively complex in comparison with the other RTA fixed routes, as Route 10 has strong transit generators at both ends as well as in the Five Cities area and Nipomo along the route. Ridership patterns should be monitored (particularly as service enhancements are implemented) to identify specific route segments that warrant additional service or that experience bus crowding. As necessary, additional runs on portions of the route should be added, such as runs between Five Cities and San Luis Obispo.

### **Modify Route 12 Schedules to Eliminate Long Layovers in Morro Bay**

Route 12 should be rescheduled to eliminate the long Morro Bay layovers on many runs (while still serving Morro Bay). This will reduce the in-vehicle travel time between Los Osos and San Luis Obispo by up to 20 minutes (depending on the specific run). While this will no longer provide direct bus-to-bus transfers between Route 12 and Route 15, ridership data indicates little or no transfers are currently occurring. As a result, the net effect of this modification will be to increase ridership, while eliminating a common complaint among Los Osos transit riders.

### **Expand Runabout Capacity**

As discussed in Chapter 2, the San Luis Obispo County elderly resident population age 65 to 79 is forecast to increase by 34 percent between 2015 and 2021. While the demand for Runabout service is generated both by elderly as well as non-elderly persons with disabilities, this reflects an overall substantial growth in underlying demand for Runabout service. As discussed below, this SRTP includes strategies to improve Runabout efficiency and manage demand for service that will help address the need for expanded capacity. However, it remains prudent to plan for

expansion of Runabout capacity. Based on the demographic forecasts and the expected benefits of management strategies, this plan includes the provision of one additional Runabout vehicle in peak operation every two years, along with a 2 percent annual growth in Runabout service hours and miles.

One potential strategy to address growth in demand for Runabout services (particularly for long trips in more outlying areas) is a taxi subsidy program. While the recent Request for Letters of Interest process yielded only limited interest among taxi operators, this may well change in the future. This option should be reconsidered periodically, particular if demand increases unexpectedly or if late evening services are implemented.

## **CAPITAL PLAN**

### **Fleet Improvement Plan**

Table 46 presents the fleet improvement plan for RTA. This assumes no change in peak vehicle requirements as a result of service plan changes. As shown, a total of 12 RTA fixed route buses plus 30 Runabout vehicles will need to be purchased to maintain acceptable fleet conditions over the six years from FY 16-17 to FY 21-22<sup>1</sup>. This is estimated to require a total capital outlay of \$6,198,000 for RTA fixed route buses plus \$2,429,000 for Runabout vehicles.

Not shown in this table is that significant additional replacement needs come due in the period immediately after this SRTP plan period. In particular, RTA has seven heavy-duty buses that will reach the end of their useful life in FY 2022-23, with an estimated replacement cost of \$3,360,000. This indicates a particular need for capital reserves as the end of the SRTP plan period nears.

In addition, RTA will need to replace two staff vehicles (currently a pickup truck and a hybrid car) in 2016/17.

### **Implement Wi-Fi Service on Fixed Route Buses**

The provision of internet Wi-Fi connectivity to transit passengers is becoming increasingly common, as a means of attracting additional riders and better serving existing riders. In particular, providing connectivity on long commute trips helps to make transit service more competitive with driving. While no detailed studies have been conducted, anecdotal information indicates that a ridership increase of several percentage points can be attributed to provision of Wi-Fi service. Examples of existing transit systems providing Wi-Fi service are

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<sup>1</sup> Including some existing Runabout vehicles that will require replacement twice within the period.

TABLE 46: RTA Fleet Replacement Plan and Costs							
Assumed Annual Inflation Rate 2.5%							
Vehicle Type	FY16-17	FY17-18	FY18-19	FY19-20	FY20-21	FY21-22	TOTAL
<b>Number of Vehicles</b>							
<b>RTA Fixed Route</b>							
Total Over-the-Road Coach Purchases	2	0	2	0	0	0	4
Total Heavy-Duty Bus Purchases	3	2	0	0	1	0	6
Total Cutaway Purchases	0	0	0	0	1	0	1
Total Trolley Purchases	1	0	0	0	0	0	1
Total	6	2	2	0	2	0	12
<b>Runabout</b>							
Total Cutaway Purchases	2	0	8	0	6	2	18
Total Minivan Purchases	6	0	0	0	0	6	12
Total	8	0	8	0	6	8	30
<b>Cost Estimate</b>							
<b>RTA Fixed Route</b>	<b>14/15 Unit Cost</b>						
Over-the Road Coaches	\$650,000	\$0	\$1,435,000	\$0	\$0	\$0	\$2,801,000
Heavy-Duty Buses	\$480,000	\$1,034,000	\$0	\$0	\$557,000	\$0	\$3,104,000
Cutaway Buses	\$90,000	\$0	\$0	\$0	\$104,000	\$0	\$104,000
Trolley	\$180,000	\$0	\$0	\$0	\$0	\$0	\$189,000
Total	\$3,068,000	\$1,034,000	\$1,435,000	\$0	\$661,000	\$0	\$6,198,000
<b>Runabout</b>							
Cutaway Buses	\$90,000	\$0	\$795,000	\$0	\$626,000	\$214,000	\$1,824,000
Minivans	\$45,000	\$0	\$0	\$0	\$0	\$321,000	\$605,000
Total	\$473,000	\$0	\$795,000	\$0	\$626,000	\$535,000	\$2,429,000



SLO Transit, the Regional Transportation Commission in Reno, Nevada, as well as Sonoma County Transit. However, some transit services have also faced challenges in implementing dependable Wi-Fi service, due to issues over cell coverage and the availability of various service plans. The rapid changes in smartphone technologies also adds uncertainty to this issue.

It is recommended that RTA implement Wi-Fi on a limited basis, expanding service once any initial issues have been addressed. A reasonable approach would be to first install Wi-Fi on the four over-the-road coaches and make them available on Route 9 and Route 10 express runs, and then expand service to the remainder of the fixed-route fleet. Installation costs are typically \$1,500 per vehicle, with ongoing data plan costs of \$50 to \$100 per vehicle per month.

### **Continue to Provide Retiring Vans to Other Transportation Providers at Nominal Cost**

As a means of expanding mobility options for San Luis Obispo County residents while helping to contain future costs of Runabout service, it is recommended that RTA continue to make older low-value surplus vans available to other transportation providers in the region, such as public agencies, non-profit organizations, as well as for-profit transportation companies. Other transit systems providing paratransit services have found that expanding the availability of wheelchair-accessible vehicles (no matter the entity providing the service) helps to reduce the demand for costly demand-response services while giving residents new options for meeting their mobility needs.

### **San Luis Obispo Transit Garage Facility**

RTA's primary garage facility is located at 179 Cross Street (off of Tank Farm Road) in the southern portion of San Luis Obispo. This facility is leased from a private development firm, and is relatively modest in size (2.7 acres) for a transit operation of RTA's size. All RTA, SCT, SLOCAT and Paso Express vehicle maintenance is conducted at this site, along with all administrative functions and the large majority of operations functions.

The primary detriment of this facility is that the space for vehicle maintenance is insufficient, with only two tandem bays available. (Common bus facility planning standards indicate the need for seven bays at present.) There is also insufficient space for battery storage and tire storage. In addition, the facility provides no room to expand the transit fleet, large equipment storage, staff vehicle parking and employee parking. As the parcel is 100 percent "landlocked" with existing development on all sides, a new site is clearly needed.

RTA recently conducted an evaluation of new sites, including development of an appropriate site program to accommodate long-range growth and an assessment of the operational and preliminary environmental issues associated with four sites. Of these, a 10-acre parcel at 253 Elks Lane was found to be substantially preferable. Key factors in favor of this site are its adequate size, compatibility with adjacent land uses, relatively good proximity to US 101 and to the downtown transit center, and location close to the SLO Transit operations facility (across the street) and to the County Department of Social Services and homeless services.

The RTA Board recently selected this site as the preferred option, and directed staff to start the environmental review (NEPA/CEQA) process. Total cost of land acquisition and construction (sized to accommodate long-term needs) is estimated by RTA to be on the order of \$9.8 million. This excludes the costs of permitting, environmental analysis and design/engineering. Funding (largely FTA Section 5307) for environmental assessment has been set aside for expenditure in 2016. In addition, RTA has started the process of setting aside a total of \$4 Million in 5307 funding over a ten-year period to fund a large portion of this facility's costs.

In addition, the first three years of the SRTP plan period are also the last three years of loan payments on the current garage facility. A total of \$612,900 will be required to pay off the cost of previous tenant improvements.

### **RTA Use of Portion of County Yard in Paso Robles**

Due to a change in ownership and planned development, RTA will not indefinitely have use of the existing parking yard at 4<sup>th</sup> and Pine Streets in Paso Robles, as well as operations office space. As a replacement, RTA is currently overseeing an engineering/architectural study of a new facility on County-owned land on Spring Street adjacent to US 101. This new facility will need to be completed in 2016. Federal Transit Administration 5307 funding totaling \$300,000 has been set aside to fund these improvements, as well as the \$291,000 in FY 15-16 LCTOP funds.

### **Downtown Transit Center**

A weak point of the regional San Luis Obispo public transit network is the existing transit hub in downtown San Luis Obispo (Government Center). This currently consists of a SLO Transit facility on the west side of Osos Street between Mill Street and Palm Street, and an RTA facility on the east side of Osos Street between Monterey Street and Palm Street. The SLO Transit facility provides sawtooth bays for up to five buses along with shelter structures. The RTA facility provides approximately 200 feet of straight curb, which is adequate to accommodate up to three buses, depending on the order that individual buses arrive. There is also a drop-off only area around the corner on Palm Street that accommodates the fourth bus. The facility includes two 20-foot passenger shelters. Overall, this facility has a long list of deficiencies:

- There is inadequate space for all RTA buses at peak times, resulting in buses that park around the corner on Palm (potentially conflicting with other uses), or that end up parked at an angle to the curb. This can block travel lanes on Osos Street, and also increase hazards to passengers boarding/alighting the bus and preclude deployment of the wheelchair lift/ramp.
- The number of bays available for SLO Transit limits the ability to schedule services to maximize direct bus-to-bus transfers.

- While there are restrooms available at nearby public buildings (City Hall, Library), these are only available during operating hours.
- Transferring between the SLO Transit and RTA systems requires walking across two streets.
- Both blocks are on a grade that exceeds the desired maximum slope of a facility as defined by the ADA (2 percent)<sup>2</sup>. This creates challenges to wheelchair users transferring between buses, and can also increase hazards associated with using a lift or ramp.
- Bus shelter capacity is inadequate at peak times, particularly for RTA passengers. The south-facing passenger shelters also cause passenger discomfort during afternoon periods due to inadequate shade.
- There is inadequate street lighting for night-time operations, as well as to address personal security concerns.
- The 8' wide sidewalks adjacent to the RTA bus locations get congested, particularly when a wheelchair lift or ramp is in use.

SLOCOG is leading an ongoing effort to construct a new, enhanced transit center along Higuera Street in the block between Santa Rosa Street and Toro Street. The current focus is on developing a joint public/private project that would include the transit center as well as a public parking structure. The feasibility of this concept and the source of the necessary public funding have yet to be determined. Per the *2012 San Luis Obispo Council of Governments Coordinated Transit Center Study*, as well as further analysis, the facility is currently envisioned to consist of the following (if constructed):

- Up to 11 bus bays
- Indoor and outdoor passenger waiting areas
- Driver break area and operational space
- Restrooms
- Transit information counter

Given that completion of a new transit center is at best several years in the future, and in light of the importance of this facility to both the RTA and City of SLO systems, a modest level of improvements to the existing RTA facility is warranted. The following is recommended:

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<sup>2</sup> ADA regulations allow greater slopes for bus bays along streets with greater slopes, so long as the existing slope is not increased.

- Elimination of the four existing parking spaces on the east side of Osos Street north of Monterey Street, to allow additional RTA buses to be at the site without blocking travel lanes and to ensure that buses are parallel against the curb when loading passengers.
- Two additional bus shelters and two additional benches on the RTA side, with improved shade for passengers.
- Enhanced street lighting, on both the SLO Transit and RTA sides.

A cost estimate for these improvements is shown in Table 47. As illustrated, the improvement cost on the RTA side, exclusive of staff costs, is \$66,500. As also shown in Table 47, the additional street lights required for the SLO Transit side amount to a cost of \$26,000, culminating in a total project cost of \$92,000.

<b>TABLE 47: Estimated Short-Term Government Center Improvement Costs</b>			
	Units	Unit Cost	Cost
<u><b>RTA Bus Stops</b></u>			
Shelters	2 EA	\$ 10,400	\$ 20,800
Benches	2 SF	\$ 2,600	\$ 5,200
Additional Low Level Streetlights: RTA Transit Stops	5 EA	\$ 8,000	\$ 40,000
Striping/Signing			\$ 500
<i>Subtotal</i>			\$ 66,500
<u><b>SLO Transit Stops</b></u>			
Additional Streetlights: SLO Transit Stops	4 EA	\$ 8,000	\$ 26,000
<i>Subtotal</i>			\$ 26,000
<b>Total Probable Project Costs</b>			<b>\$ 92,500</b>
Note: Excludes any hazardous waste remediation costs.			

### Bus Stop Improvement Plan

Bus stops are an important element of a successful public transit system. Particularly for “choice” riders with access to a car, the comfort and safety perceived by persons waiting at a bus stop can be crucial in passenger’s overall perception of the transit program, and can well make or break an individual’s decision to be a regular transit user.

Table 48 presents the recommended bus stop improvements. This was developed based upon the following:

<b>TABLE 48: Recommended RTA Bus Stop Improvements</b> <i>Excluding Government Center</i>													
Stop	Route					Recommended Improvement							
	9	10	10X	12/14	15	Shelter	ADA Pad	Sign	Bike Rack	Trash Can	Information Kiosk	Solar Lighting	
Cal Poly Kennedy Library	▼	▼	▼	▼	▼			▼	▼				
Santa Rosa at Mustang Village	▼			▼		▼	▼		▼	▼			
Santa Rosa at Foothill	▼			▼					▼	▼			
Atascadero City Hall	▼								▼				
Cal Poly Performing Arts Center NB	▼								▼				
Cal Poly Performing Arts Center SB	▼								▼				
Monterey at Grand	▼								▼		▼		
6 Stops in SLO County (Santa Margarita area)	▼						▼						
4 Stops in SLO City	▼						▼						
Spring St @ 30th St	▼								▼				
Viejo Camino @ Bocina	▼					▼	▼		▼	▼			
Tefft St @ Carillo St (SB)		▼				▼							
El Camino Real @ E. Grand SB		▼				▼							
El Camino Real @ E. Grand NB		▼				▼							
Santa Maria Transit Center		▼									▼		
4 Stops in SLO County (Nipomo area)	▼						▼						
El Camino Real @ Albertson's		▼							▼				
Morro Bay Park			▼	▼	▼								
11 Stops in SLO County (Los Osos area)			▼	▼			▼						
30 Stops in SLO County				▼			▼						
Nicholson/E.Cypress (Santa Maria)							▼						
Pismo Beach Premium Outlets							▼						
<b>TOTAL</b>						5	58	1	10	3	2	12	
<b>Unit Cost (Includes Construction/Installation)</b>						\$10,400	\$1,300	\$300	\$800	\$800	\$500	\$4,000	<b>Total</b>
<b>Total Costs<sup>1</sup></b>						\$52,000	\$75,400	\$300	\$8,000	\$2,400	\$1,000	\$48,000	<b>\$ 187,100</b>
Note: Excludes Government Center in San Luis Obispo, discussed elsewhere													

- The “Prioritizing RTA Fixed-Route Bus Stop Improvements” report prepared recently by RTA staff.
- A review of other RTA bus stops not included in this report. In particular, boarding activity was compared against a standard of providing a shelter for stops serving 20 or more boardings per day, in order to identify new shelter locations.
- A review of traffic volumes to identify locations where new bus bays (pullouts) are needed. This was conducted focusing on high-activity stops, and applying a standard of providing a pullout where needed to avoid a bus stopping in a travel lane serving 4,000 or more vehicles per day. No such locations were found to exist.

As shown in the table, the following improvements are warranted:

- Wheelchair pads (8’ X 5’ concrete or asphalt pads) are needed at a total of 58 locations<sup>3</sup> around the system as identified by the Americans with Disabilities Act. Many of these locations also will require an accessible path of travel for persons using mobility devices to the nearby transit trip generator. While the ADA does not require these improvements until/unless other changes are made to a stop, it is recommended that the RTA implement a multi-year program to provide these ADA amenities. A five-year program would require new ADA pads at 12 locations per year for all transit programs operated or managed by RTA (including SCT and Paso Express).
- New shelters are warranted at five locations, of which three are along Route 10.
- Bike racks or other bicycle storage facilities are needed at ten locations, with nine needed along Route 9 and one needed on Route 10. Provision of racks can help to avoid damage to nearby trees and other property due to informal bike storage, can help to encourage transit use, and can help address capacity problems with the on-bus bike racks.
- Additional trash cans, signs, and information kiosks are also warranted at several existing stops.
- Improving lighting at bus stops is important for passenger safety and comfort, particularly as RTA expands evening service. Recent improvements in solar technology allow urban shelters to be provided with lighting without the need for utility connections, for a unit cost of approximately \$4,000. In addition, rural bus stops can be lit through solar power (using a pole-mounted system) for approximately \$1,500 per stop. Lighting should be installed in 12 shelters, to be determined based upon existing lighting conditions, location, and the potential for evening ridership.

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<sup>3</sup> One of these locations is at the Pismo Beach Outlet Stores. While there is one pad at this location, an additional pad is needed for peak transfer times.

Implementing many of these improvements will require coordination and possible cost-sharing with other organizations (Cities, County and Cal Poly, in particular). Depending on right-of-way, utility location and other site-specific factors, moreover, some improvements may prove infeasible. As shown in Table 47, the total cost of these improvements (excluding costs associated with ADA path of travel improvements beyond the pads) is \$187,100.

In addition, some RTA stops are located along relatively high speed roadways, away from signalized intersections or other pedestrian crossing protection. In recent years, traffic engineers have developed an expanded selection of pedestrian crossing enhancements, including the “Rapid Rectangular Flashing Beacon” (which increases driver awareness of pedestrian crosswalk locations), as well as the “Pedestrian Hybrid Beacon” (which provides for a full stop of traffic when activated by a pedestrian). One location that merits particular consideration of enhanced pedestrian protection is along El Camino Real north of Santa Barbara Street in Atascadero. Due to pedestrian risk, this stop location is currently not used by Route 9, despite its shelter and bus pullout area.

### **Coordinate Joint Bus Shelter Program**

RTA and SLO Transit should combine boarding data to review activity at shared stops, and program new shelters at locations where 25 or more passengers per day board. Costs for improvements should be shared based upon the proportion of boarding by each system. RTA and SLO Transit can utilize passenger activity data collected through GPS-based Automatic Passenger Counter systems to determine these proportions.

## **MANAGEMENT PLAN**

Management plan elements consists of revisions to RTA service standards, as well as recommended management strategies for the Runabout program and strategies to improve coordination among transit programs in the region.

### **Revise Service Standards**

Based upon the review of existing RTA service goals, policies and standards, as well as the current service performance, the following revisions are recommended:

- RTA demand response service efficiency standards should be established at 2.0 passengers per revenue vehicle-hour and 0.2 passengers per revenue vehicle-mile.
- On an individual route basis, a minimum productivity of 10.0 passengers per revenue vehicle-hour should be adopted.
- The current system-wide standard of standees on no more than 10 percent of runs on any individual route should be relaxed given the relatively short travel time between San Luis Obispo and the main Cuesta College campus. In turn, a standard load factor of 1.0 of seated

capacity should be adopted on commuter/express runs. On local runs (Routes 9, 10, 12, 14, and 15), a standard load factor of 1.5 of seated capacity should be used. Automatic Passenger Counter systems can be used to determine when passenger loads on buses exceed these factors.

- The preventable collision rate should be evaluated on a quarterly basis, rather than the current practice of reviewing for each individual month.

### **Improve Runabout Eligibility and Certification Process**

The following modifications to the Runabout process of determining eligibility are recommended:

- The website should be modified to include a checklist for self-assessment of eligibility, a description of accessible features of fixed-route service as an option, and the availability of travel training.
- A standard script should be used by Runabout staff for a potential passenger's initial call. An example script is provided in Appendix B.
- All individuals who apply for eligibility to use Runabout should be required to complete an in-person interview after the application form has been completed and submitted to RTA.
- RTA should implement a consistent, regular approach to recertification, including monthly review of the database

### **Modify Runabout Scheduling Procedures**

The following scheduling recommendations are provided to lower costs and improve productivity for Runabout:

- Continue to use flexible start and end times for all drivers on Runabout.
- Reduce the minimum scheduled lunch time to 30 minutes for all Runabout paddles that include a lunch break.
- Accept requests for subscription trips as long as capacity is available for individual trip requests. Standing trip requests allow schedulers to develop a more efficient schedule.
- Reduce the number of Runabout bids and make greater use of casual and extra board drivers as much as possible to increase flexibility for scheduling and respond to actual levels of demand.



- Work with RouteMatch to develop a report which shows non-productive time separate from breaks for all Runabout drivers. Review this report at least monthly with schedulers to identify opportunities to increase the number of passengers per hour of service.
- Emphasize the need to group trips and avoid long slack periods on driver manifests.
- Continue to enforce the no-show and cancellation policy to minimize the disruptions to schedules and the corresponding loss in productivity.

Also, RTA and Ride-On are currently conducting an 18-month study of technology solutions to better coordinate the two programs. The results of this study may identify other good strategies for enhancing on-demand transit services for people with mobility issues.

#### Focus on Coordinating Runabout and Fixed Route Services

Where appropriate, RTA should seek out opportunities to reduce long Runabout trips by coordinating individual passenger's trips with fixed route services. This is not a viable option for all passengers and for all individual trips, and should be considered on a case-by-case basis. When using fixed route services for a portion of the trip is viable (particularly for recurring trips), it can reduce overall RTA costs and expand passengers' travel options.

#### Provide Expanded Regional Travel Training

A region-wide travel training program should be implemented to make effective use of resources, ensure that all travel options are presented in a consistent manner, and yield benefits to residents and to the transit programs.

#### **Continue and Expand Coordination Efforts with SLO Transit**

This planning process has underlined the importance of building on the strong coordination between RTA and SLO Transit. It is recommended that the senior management of both transit programs meet on a quarterly basis to continue coordination efforts. The following are topics that are recommended as a starting point:

- **Work Towards A Single Regional Bus Tracker Website** – Optimally, a transit passenger could visit a single website or download a single app that would show all regional buses on the same map. As the RTA and SLO Transit bus tracker programs are developed on differing software platforms, this is a challenging endeavor. However, it remains a valid goal and an important strategy to making the regional transit network operate as a convenient system for the passenger.
- **Develop A Single ID For Persons With Disabilities Accepted On Both Systems** – The regional system would be easier for persons with disabilities to navigate and overall administrative costs reduced by developing a single ID program good for boarding both

systems at discount fare (or free fare, for persons eligible for Runabout). This should include a magnetic stripe to allow convenient tracking of boardings by fare category.

- **Coordinated Policy On Baggage** – Policies regarding items allowed on the buses (groceries, shopping carts, strollers, etc.) would optimally be consistent between the two systems. At present, RTA’s policy is *“Carry-on items (including folded strollers) must be held or secured to protect other passengers in case of a sudden stop and must not block the aisles or exits”* while SLO Transit’s policy is *“Carrying objects blocking aisle or stairway or occupying seat is prohibited, except at driver’s discretion if space allows; stroller must be folded prior to boarding”*. A consistent policy would avoid confusion or conflict as to what is allowed.
- **Joint Driver Training On Managing Difficult Passengers** – In recent years there has been an increase on both RTA and SLO Transit in passengers causing conflicts with other passengers or drivers. While drivers in both systems already have training in this matter, there are specialized training classes available that could aid drivers in difficult situations. Joint training would be both cost-effective, and would help ensure that both transit systems address these issues in a consistent manner. As a starting point, the lead trainers from RTA and the SLO Transit contractor should meet along with Community Action Partnership of San Luis Obispo County staff to discuss opportunities.
- **Work Towards a Common Bus Replacement Policy** -- At present, RTA has an adopted policy to *“Replace 100 percent of all revenue vehicles no more than 40 percent beyond the FTA-defined useful life standard in terms of years or miles”* while the City has a less-specific standard of *“clean and good conditions”* regarding revenue equipment. A consistent policy between the two systems could help ensure that limited Federal and state funding resources are best used to maintain the region’s transit fleets in good condition, and merits ongoing discussion. These discussions could also consider tightening the RTA’s standard, such as reducing the 40 percent figure, if funding permits.
- **Route Coordination** – On an ongoing basis, route scheduling should be considered to maximize the convenience of transfers between the various transit systems in the region. In addition, consideration should be given to consistent region-wide designation of routes.

## FINANCIAL PLAN

### Monitor the Need to Increase Fares

No fare increases are proposed under this plan. As discussed below, the overall RTA funding balance is sufficient to negate the need for fare increases under current financial expectations. However, there is a high degree of uncertainty regarding future funding figures, particularly at the state and Federal levels. As part of the annual budgeting process, fare revenues should be reviewed to determine if changes in fares are necessary to continue to fund a high quality of transit service for the region.

### **Offer Discount Regional Day Pass**

RTA currently allows seniors age 65 to 79, persons with disabilities as well as K-12 students to board the bus at a 50% discount fare when using cash, the 31-day regional pass, and the 31-day RTA pass. However, no discount is available when using the \$5 regional day pass. A discounted \$2.50 regional day pass is recommended to increase transit usage between the various transit systems among persons in the discount categories. While this is estimated to reduce RTA fare revenues by \$26,500 per year, it will increase ridership by 7,500 new boardings per year. To simplify the boarding process, the day pass should be the only regional pass option that can be purchased directly from the RTA bus driver.

### **Replace 7-Day Pass with 3-Day Pass**

To better align the RTA and SLO Transit programs, the RTA-only 7 day pass should be eliminated and replaced with an RTA-only 3 day pass. On the SLO Transit system, the 3-day pass is roughly 3 times more popular with riders than the 7-day pass. Consistent with the current daily cost of the 7-day pass, the 3-day pass should be provided for \$6, for all riders. If future demand and ridership requests warrant it, consideration could be given to making this a region-wide pass.

### **Accept SLO Transit Picture ID for RTA Discount Fares**

To board at the reduced fare available to persons with disabilities, RTA current requires the passenger to display either a Medicare card or a letter from the Veterans Administration. SLO Transit also provides the option of obtaining a picture ID card that can be used to verify disability status. RTA should modify policies to allow use of this SLO Transit ID card to document disability status.

### **Potential Countywide Half-Cent Sales Tax Increase**

SLOCOG is currently evaluating the potential for a county wide “local option” sales tax increase to fund a wide range of transportation improvements. This could be important in supporting improvements, including:

- Expansion of Runabout services to persons with disabilities
- Expansion of evening service on Routes 9, 10 and 12
- Initiating Mid-Day Express Service on Routes 9 and 10
- Expanding transit availability to seniors and persons with disabilities through the discounted Day Pass.

Given the current uncertainty regarding this new funding source, it is not included in the financial plan discussed below.

## Fund RTA Through Fares and Existing Subsidy Sources

The following methodology was utilized in developing this Financial Plan:

- First, forecasts of annual operating and administrative costs were developed, as presented in Table 49 for FY 2016/17 through FY 2020/21. “Base case” operating and administrative cost forecasts were estimated based on the existing revised budget. Per SLOCOG planning criteria, a 2 percent rate of inflation was assumed through 2018/19, and 3 percent thereafter, in the absence of any change in service levels. Next, operating and administrative cost estimates were identified for each SRTP element, based upon the analyses presented in previous sections of this document, and consistent with the implementation plan presented below. These costs were also factored to reflect the assumed rate of inflation. Operating and administrative costs by the fifth year of the plan will total approximately \$10,489,200 which is 15.4 percent over the base-case cost of \$9,091,100.
- Next, ridership for each SRTP element was estimated, as presented in Table 50. The “base case” ridership reflects expected ridership assuming no changes in service. The ridership impact of each Plan element is then identified and summed. This includes the ridership generated by the new discount Day Pass, as discussed above. As new services do not immediately attain the full potential ridership, ridership on new evening services is factored to reflect 66 percent of potential ridership in the first year of service and 90 percent of potential ridership in the second year. Ridership is expected to respond relatively quickly to Mid-Day Express service (80 percent in the first year, and 95 percent in the second year). For the relatively small change to Route 12 schedules, a 90 percent factor is assumed for the first year and full ridership thereafter. In addition, ridership (for both base case and for the service improvements) is factored to reflect a 0.8 percent annual increase in population and associated ridership demand. By FY 2019/20, ridership is forecast to equal 879,800 one-way passenger-trips per year, which is 94,600 trips over the base case forecast of 785,200. This indicates that the plan will result in a 16.9 percent increase in ridership by the end of the plan period.
- Based on the ridership figures presented in Table 50, the estimated farebox revenues are presented in Table 51. As presented, by the end of the plan period the service improvements will increase fares by \$96,100 per year (including the loss in fares associated with the discount Day Pass), or 6.7 percent over the base case fares.
- The next element necessary in the development of the SRTP is estimation of the capital cost for vehicles, passenger amenities, passenger facility improvements and operating equipment, as shown in Table 52 for each year of the Short Range Transit Plan period. For the new main Transit Garage Facility, \$500,000 is identified in the first four years of the plan (per current budgeting), followed by \$695,300 per year to finance the estimated \$8.3 Million remaining construction and land acquisition cost over 15 years at 3 percent interest

rate. Funds are also included for the final three years of the current loan obligation on the existing garage facility. Based on the capital plan, presented above, the capital costs total \$13,042,300 over the five-year period.

<b>TABLE 49 : RTA Short Range Transit Plan Operating Costs</b> <i>All Figures in Thousands</i>						<b>5-Year Plan Total</b>
<b>Plan Element</b>	<b>FY16-17</b>	<b>FY17-18</b>	<b>FY18-19</b>	<b>FY19-20</b>	<b>FY 20-21</b>	
<b>Base Case Operating Costs</b>	\$8,236.5	\$8,401.2	\$8,569.2	\$8,826.3	\$9,091.1	\$43,124.3
<b>Operating Plan Elements</b>						
Provide Mid-Day Express Service on Route 9	\$0.0	\$250.9	\$255.9	\$263.6	\$271.5	\$1,042.0
Provide Mid-Day Express Service on Route 10	\$0.0	\$319.3	\$325.6	\$335.4	\$345.5	\$1,325.8
Expand Evening Service on Route 9	\$0.0	\$253.1	\$258.1	\$265.9	\$273.8	\$1,050.9
Expand Evening Service on Route 10	\$0.0	\$256.4	\$261.6	\$269.4	\$277.5	\$1,064.9
Expand Evening Service on Route 12	\$0.0	\$67.5	\$68.9	\$70.9	\$73.1	\$280.4
Modify Route 12 Schedules To Eliminate Long Layovers	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
Expand Runabout Capacity	\$22.0	\$44.9	\$68.7	\$94.3	\$121.4	\$351.3
Wi-Fi Operating Costs	\$0.0	\$4.8	\$42.4	\$43.7	\$45.0	\$136.0
<b>Total: Service Plan Elements</b>	<b>\$22.0</b>	<b>\$1,187.9</b>	<b>\$1,272.1</b>	<b>\$1,333.8</b>	<b>\$1,398.1</b>	<b>\$5,214.0</b>
<b>Total With Plan Elements</b>	<b>\$8,258.5</b>	<b>\$9,589.1</b>	<b>\$9,841.3</b>	<b>\$10,160.1</b>	<b>\$10,489.2</b>	<b>\$48,338.3</b>
<b>Percent Increase over Base Case</b>	<b>0.3%</b>	<b>14.1%</b>	<b>14.8%</b>	<b>15.1%</b>	<b>15.4%</b>	<b>12.1%</b>
Base Case costs based upon FY 2015-16 Amended Budget, excluding capital and management contract costs Inflation assumptions identified in the SLOCOG RTP were applied: two percent annual inflation through 2018/19, and three percent thereafter Source: LSC Transportation Consultants, Inc.						

<b>TABLE 50: RTA Short-Range Transit Improvements Ridership Forecasts</b> <i>All Figures in Thousands</i>							<b>5-Year Plan Total</b>
<b>Plan Element</b>	<b>FY16-17</b>	<b>FY17-18</b>	<b>FY18-19</b>	<b>FY19-20</b>	<b>FY 20-21</b>		
<b>Base Case Ridership</b> <sup>(1)</sup>	<b>FY 15-16</b>						
Fixed Route	709.0	720.1	725.7	731.4	737.1		3,628.8
Runabout <sup>(2)</sup>	43.6	45.4	46.3	47.2	48.1		231.4
<b>Total</b>	<b>752.6</b>	<b>765.5</b>	<b>772.0</b>	<b>778.6</b>	<b>785.2</b>		<b>3,860.3</b>
<b>Service Plan Elements</b>							
Provide Mid-Day Express Service on Route 9	0.0	21.0	25.2	26.7	26.9		99.8
Provide Mid-Day Express Service on Route 10	0.0	21.2	25.4	26.9	27.1		100.6
Expand Evening Service on Route 9	0.0	8.1	11.1	12.5	12.6		44.3
Expand Evening Service on Route 10	0.0	7.2	9.9	11.1	11.2		39.4
Expand Evening Service on Route 12	0.0	2.1	2.9	3.3	3.3		11.6
Modify Route 12 Schedules To Eliminate Long Layovers	0.0	1.2	1.3	1.3	1.4		5.2
Expand Runabout Capacity	0.9	1.7	2.6	3.5	4.4		13.1
<b>Total: Service Plan Elements</b>	<b>0.9</b>	<b>62.5</b>	<b>78.4</b>	<b>85.3</b>	<b>86.9</b>		<b>314.0</b>
<b>Discount Regional Day Pass Fare</b>	<b>7.5</b>	<b>7.5</b>	<b>7.6</b>	<b>7.6</b>	<b>7.7</b>		
<b>Total Ridership</b>	<b>767.3</b>	<b>835.5</b>	<b>858.0</b>	<b>871.5</b>	<b>879.8</b>		<b>3,444.8</b>
% Growth over Base Case	1.1%	9.2%	11.2%	12.0%	12.1%		
% Growth over FY 15-16	2.0%	11.0%	14.0%	15.8%	16.9%		
<p>Note 1: Base case ridership on fixed routes increased by 0.78% per year, per the mid-range projections presented in Final Report - San Luis Obispo County 2040 Population, Housing &amp; Employment Forecast (SLOCOG, 2011)</p> <p>Note 2: As Runabout ridership is a function of the service level provided, growth in ridership is reflected in the service plan element.</p> <p>Source: LSC Transportation Consultants, Inc.</p>							

<b>TABLE 51: RTA Short-Range Transit Improvements Fare Revenues</b> <i>All Figures in Thousands</i>							<b>5-Year Plan Total</b>
<b>Plan Element</b>	<b>FY16-17</b>	<b>FY17-18</b>	<b>FY18-19</b>	<b>FY19-20</b>	<b>FY 20-21</b>		
<b>Base Case Operating Revenues (Fares and Adve Service Plan Elements</b>	\$1,330.0	\$1,340.4	\$1,361.4	\$1,393.5	\$1,437.5		\$6,862.7
Provide Mid-Day Express Service on Route 9	\$0.0	\$27.5	\$33.0	\$34.9	\$35.2		\$130.6
Provide Mid-Day Express Service on Route 10	\$0.0	\$22.9	\$31.4	\$35.3	\$35.6		\$125.2
Expand Evening Service on Route 9	\$0.0	\$12.9	\$15.5	\$16.4	\$16.5		\$61.3
Expand Evening Service on Route 10	\$0.0	\$10.7	\$14.7	\$16.4	\$16.6		\$58.4
Expand Evening Service on Route 12	\$0.0	\$4.2	\$4.5	\$4.5	\$4.8		\$18.0
Modify Route 12 Schedules To Eliminate Long Layovers	\$0.0	\$1.2	\$1.6	\$1.9	\$1.9		\$6.5
Expand Runabout Capacity	\$2.6	\$5.1	\$7.7	\$10.3	\$12.8		\$38.5
<b>Discount Regional Day Pass Fare</b>	-\$26.5	-\$26.7	-\$26.9	-\$27.1	-\$27.3		-\$134.5
<b>Net Change in Fare Revenues</b>	-\$23.9	\$57.7	\$81.4	\$92.6	\$96.1		\$304.0
<b>Total Annual Fare Revenues</b>	\$1,306.1	\$1,398.1	\$1,442.8	\$1,486.1	\$1,533.6		\$7,166.6
<b>Percent Change</b>	-1.8%	4.3%	6.0%	6.6%	6.7%		4.4%
<i>Source: LSC Transportation Consultants, Inc.</i>							

<b>TABLE 52: RTA Short Range Transit Capital Plan</b> <i>All Figures in Thousands</i>						
Plan Element	FY16-17	FY17-18	FY18-19	FY19-20	FY 20-21	5-Year Plan Total
<b>Capital Plan Elements</b>						
Fixed Route Buses (See Table 46)	\$3,068.0	\$1,034.0	\$1,435.0	\$0.0	\$661.0	\$6,198.0
Runabout Vehicles (See Table 46)	\$473.0	\$0.0	\$795.0	\$0.0	\$626.0	\$1,894.0
Transit Garage Facility	\$500.0	\$500.0	\$500.0	\$500.0	\$695.3	\$2,695.3
Paso Robles Bus Storage Facility	\$850.0	\$0.0	\$0.0	\$0.0	\$0.0	\$850.0
Wi-Fi Bus Equipment	\$0.0	\$6.0	\$45.0	\$0.0	\$0.0	\$51.0
Short Term Government Center Transit Hub Improvements	\$92.5	\$0.0	\$0.0	\$0.0	\$0.0	\$92.5
Programmatic Capital Improvements <sup>(1)</sup>	\$189.0	\$133.1	\$130.2	\$96.7	\$99.6	\$648.6
Loan Payment on Current Garage Facility	\$200.6	\$200.6	\$211.7	\$0.0	\$0.0	\$612.9
<b>Subtotal: Capital Plan Elements</b>	<b>\$5,373.1</b>	<b>\$1,873.7</b>	<b>\$3,116.9</b>	<b>\$596.7</b>	<b>\$2,081.9</b>	<b>\$13,042.3</b>
Inflation assumptions identified in the SLOCOG RTP were applied: two percent annual inflation through 2018/19, and three percent thereafter Note 1: Programmatic capital improvements include bus stop improvements, maintenance equipment and computer/communications equipment Source: LSC Transportation Consultants, Inc.						



The results of Tables 49 through 52 were used to develop the Financial Plan, as presented for each of the five years of the Short Range Transit Plan period in Table 53. In addition to passenger fare revenues, this Financial Plan incorporates the following funding sources:

- Farebox and advertising revenues.
- Rural Transit Fund revenues are used for operating, assumed to grow with the rate of inflation, and are also assumed to fund half the cost of new Runabout vehicle purchases.
- FTA Section 5307 (Urban Program) funds are used for operations, facilities, and the purchase of local fixed route buses. Operating funding is assumed to grow with the rate of inflation, while capital funds are identified as needed to balance the capital improvement budget.
- FTA Section 5311 (Rural Program) funding is used for operations serving rural areas, and is assumed to grow at the rate of inflation.
- The Cuesta College contribution is assumed to continue, growing at the rate of inflation.
- A modest amount of interest income is included.
- Transportation Development Act funding is calculated to balance the operating budget.
- The final year of the Proposition 1B (Safety and Security) funds are reflected in the first year of the plan.
- State Transit Assistance funds are used as capital funding. Given current uncertainty regarding this source, no change from current levels is assumed.
- Low Carbon Transit Operations Program funds are used for capital purposes. While these funds are discretionary, overall they are assumed to grow with inflation.

This financial plan yields a balanced operating budget. A balanced budget is also identified on the capital side, with the exception of FY 2019-20, when revenues will exceed costs (thus indicating an increase in Capital Project Reserves).

**TABLE 53: RTA Short-Range Financial Plan***All Figures in Thousands*

	<b>FY16-17</b>	<b>FY17-18</b>	<b>FY18-19</b>	<b>FY19-20</b>	<b>FY 20-21</b>
<b>OPERATING</b>					
Operating Costs (From Table 49)	\$8,258.5	\$9,589.1	\$9,841.3	\$10,160.1	\$10,489.2
Operating Revenues					
Fare Revenues (From Table 51)	\$1,306.1	\$1,398.1	\$1,442.8	\$1,486.1	\$1,533.6
Rural Transit Fund	\$234.6	\$244.1	\$259.0	\$283.1	\$318.7
FTA Section 5307	\$2,038.9	\$2,079.6	\$2,121.2	\$2,184.9	\$2,250.4
FTA Section 5311	\$639.3	\$652.1	\$665.1	\$685.1	\$705.6
Cuesta Contribution	\$55.5	\$56.6	\$57.7	\$59.4	\$61.2
Interest	\$3.0	\$3.0	\$3.0	\$3.0	\$3.0
Transportation Development Act	\$3,981.2	\$5,155.7	\$5,292.5	\$5,458.6	\$5,616.7
Total	\$8,258.5	\$9,589.1	\$9,841.3	\$10,160.1	\$10,489.2
Balance	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0
<b>CAPITAL</b>					
Capital Costs (From Table 48)	\$5,373.1	\$1,873.7	\$3,116.9	\$596.7	\$2,081.9
Capital Revenues					
FTA 5307	\$4,042.8	\$1,015.4	\$1,849.1	\$0.0	\$842.1
Proposition 1B	\$241.3	\$0.0	\$0.0	\$0.0	\$0.0
State Transit Assistance	\$561.5	\$561.5	\$561.5	\$561.5	\$561.5
Low Carbon Transit Operations Program	\$291.0	\$296.8	\$308.8	\$330.9	\$365.3
Rural Transit Fund (Capital)	\$236.5	\$0.0	\$397.5	\$0.0	\$313.0
Total	\$5,373.1	\$1,873.7	\$3,116.9	\$892.4	\$2,081.9
Balance	\$0.0	\$0.0	\$0.0	\$295.7	\$0.0
<b>FTA - Federal Transit Administration</b>					
<i>Source: LSC Transportation Consultants, Inc.</i>					

## **IMPLEMENTATION PLAN**

### **Fiscal Year 2016-17**

- Implement the short-term improvements to the RTA passenger facilities at Government Center in San Luis Obispo
- Conduct environmental analysis and engineering/permitting tasks for new Transit Garage in San Luis Obispo
- Construct new Paso Robles yard
- Improve Runabout eligibility and certification process, and scheduling procedures
- Purchase five buses, one trolley (for the Avila Trolley route) and eight Runabout vehicles
- Start offering a discounted Regional Day Pass
- Replace 7 day pass with 3 day pass
- Finalize schedules for Mid-Day Express services and extension of evening services.
- Continue coordination efforts with other transit agencies
- Improve bus stops

### **Fiscal Year 2017-18**

- Implement the Mid-Day Express services and extension of evening services. While these are identified for initiation in Fiscal Year 2017-18, the specific timing may depend on future ridership trends, the annual unmet transit needs process, as well as the development of new funding sources.
- Modify Route 12 schedule to avoid long layovers
- Finalize plans and funding strategies for new Transit Garage in San Luis Obispo
- Expand Runabout capacity through additional vehicles and expanded vehicle hours of service
- Purchase two buses
- Implement Wi-Fi on over-the-road coaches
- Begin engineering and design of long-term Transit Garage
- Continue coordination efforts with other transit agencies
- Improve bus stops

### **Fiscal Year 2018-19**

- Start construction of new Transit Garage in San Luis Obispo
- Expand Runabout capacity
- Purchase two buses and eight Runabout vehicles
- Expand Wi-Fi service to remainder of fixed-route fleet
- Continue coordination efforts with other transit agencies
- Improve bus stops

#### Fiscal Year 2019-20

- Move into new Transit Garage in San Luis Obispo
- Expand Runabout capacity
- Continue coordination efforts with other transit agencies
- Improve bus stops

#### Fiscal Year 2020-21

- Expand Runabout capacity
- Purchase two buses and six Runabout vehicles
- Continue coordination efforts with other transit agencies
- Improve bus stops
- Update Short Range Transit Plan

# **SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY VISION STATEMENT, VISION ELEMENTS, MISSION STATEMENT AND STRATEGIC DIRECTION**

## **VISION**

The RTA of the future is an integral part of the “SLO lifestyle.” From the vineyards in North County, to the secluded beach towns on the North Coast, to multi-faceted communities in the South County, residents and visitors use public transportation rather than relying on their cars.

### **Vision Elements**

- Continue successful partnerships with jurisdictions, county, other public agencies, businesses and schools.
- Provide excellent, reliable, sustainable seamless service that is effective in getting residents and visitors where they want to travel.
- Secure reliable funding.
- Implement an Intelligent Transportation Systems (ITS) program to improve service quality and provide efficiencies.
- Develop a well-executed image-building campaign with a single face for public transportation.

## **MISSION**

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

## **STRATEGIC DIRECTION**

- Stabilize and grow funding.
- Continue to improve service quality: On-time performance, scheduling and routing, customer amenities on our vehicles and at our bus stops, operating procedures.
- Consolidate and streamline operations to improve efficiency and effectiveness of public transportation throughout the county.
- Include public transportation as part of the lifestyle evolution needed to confront climate change.
- Reduce Vehicle Miles Traveled.
- Embrace technological improvements that will positively impact efficiency and quality of service.

## **SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY VALUES**

### **Commitment to Serve**

Provide valuable services to the public and direct our energies in strengthening our relationships with our customers and the community while maintaining responsible ethical fiscal management.

### **Leadership**

Be trustworthy, credible, confident, progressive and influential in all we do.

### **Teamwork**

Work together with trust, support and mutual cooperation and respect. Provide an environment that fosters frank and open communication. Have Fun in our daily activities and keep issues in perspective. Have pride in our accomplishments while taking on our challenges with spirit and vigor.

### **Integrity**

Promote honesty, loyalty, dignity, respect, decency, fairness, courtesy, responsibility, and character.

### **Human Development**

Provide the appropriate resources and environment for employees to be successful, motivate individuals to take initiative and to be creative in all of our efforts.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**April 21, 2016**

**STAFF REPORT**

**AGENDA ITEM:** B-1

**TOPIC:** Fiscal Year 2016-17 and 2017-18 Operating Budget, and Fiscal Year 2016-17 through 2020-21 Capital Budget

**PRESENTED BY:** Tania Arnold

**STAFF RECOMMENDATION:** Adopt Fiscal Year 2016-17 Budget as presented

**RTAC RECOMMENDATION:**

**BACKGROUND/DISCUSSION:**

We are pleased to present a fiscally-constrained fiscal year 2016-17 operating budget, and an advisory fiscal year 2017-18 operating budget. In addition, we are presenting a five-year capital program.

We appreciate the Board's support and leadership in these financially constrained times. This year presented staff with a continued challenge due to declines or stagnation in the various local revenue sources used to operate core RTA services.

The budget presentation assumes essentially the same core levels of service miles and hours for fixed route services that are currently being operated. It also assumes the same hours and miles for Runabout service, which is a welcome relief in comparison to recent years when Runabout demand burgeoned. Staff will continue to monitor the Runabout service and should service demands change to beyond the scope of the budget present, a budget amendment will be presented to the Board for consideration. It should be noted that RTA is recommending the elimination of the North Cuesta College Evening Shuttle. The ridership is essentially non-existent, despite significant outreach efforts by both RTA and Cuesta College.

Route 14 service will continue to operate during peak academic year travel times between downtown San Luis Obispo and the main Cuesta College campus, our highest trip generators in the regional system. The North Coast Connector service will continue to operate as a deviated fixed route service; although it is not a significant cost savings in the fixed route service plan, it reduces Runabout service costs.

In May of 2014 RTA adopted a reserve policy – one for cash flow purposes and one for capital projects. During FY13-14 and FY14-15 RTA came in under the adopted budget, fare revenue was higher than projected, and the fund balance increased more than

original budget projections. In addition, during FY13-14 and FY14-15, RTA has replaced the vast majority of the fleet, which has resulted in a reduction in the amount of capital projects reserves needed in the ensuing years. The result of the savings, as well as a decrease in fuel prices, has resulted in staff is projecting a strong fund balance at the beginning of FY16-17.

No Local Transit Fund (LTF) is required for local match for any of the proposed capital projects. The FY16-17 RTA operating budget is proposed at \$8,576,950 and the capital budget is proposed at \$2,379,360.

It should be noted that staff continues to present separate columns in the revenue and expense tables that depicts the consolidation of Paso Robles Express fixed route and dial-a-ride services into RTA on June 1, 2014, as well as the County transit services (SLOCAT) in a separate column. This separation is presented so that readers can easily distinguish between core RTA services and those operated under contract for partner agencies.

In summary, RTA staff has done a tremendous job of holding the line on expenses. The major increases in this year's operating budget are costs for vehicle liability insurance, workers compensation insurance, the wage adjustments programmed in the Collective Bargaining Agreement for covered employees, and costs associated with our health plan. The downturn in fuel costs has resulted in welcome relief, although we do not expect fuel costs to remain static into the future.

The budget packet contains the following items:

- Our Vision and Mission statements
- Budget Assumptions adopted by the Board at its March 2, 2016 meeting
- Fiscally-constrained FY16-17 operating and capital budgets
- Fiscally-unconstrained FY17-18 operating budget
- Fiscally-unconstrained FY17-18 through FY20-21 capital budgets

Lastly, we have broken each fixed route service into weekday, Saturday and Sunday sections to better understand the financial commitment necessary to operate these distinct services should service reductions become necessary due to funding or other constraints.

### **Revised Revenue Assumptions**

LTF funds are derived from the statewide ¼ percent sales tax, while STA is derived from the sales tax on diesel fuel. Countywide LTF is projected by SLOCOG to be unchanged FY16-17 in comparison to final FY15-16 amounts. However, STA funding for FY15-16 roughly 13% lower for RTA than originally projected and staff is projecting continuing with this lower estimate in FY16-17.

We are predicating the revenue stream for the FY16-17 budget on the latest information that we have available on LTF and STA funding for the region. The LTF program continues to be volatile and staff is unsure of what the projection for this revenue stream



should be for the coming years. Staff concurs and applauds the principles laid out in the SLOCOG staff report that any future funding formulas include incentive funding for Vehicle Miles Traveled (VMT) and regional integration of the jurisdictional operations with the regional system as part of the regional funding formula. This budget assumes no fare increases for either FY16-17 or FY17-18, although staff is evaluating fare increase options for pending LTF revenue projections for FY17-18.

### **Administration and Operations Expenses**

The overall Administration Expense for RTA core services is relatively flat compared to last fiscal year. Increases to workers compensation and professional development are offset by the proposed increase in reimbursements as part of the SCT Management Contract.

On the operating side, we have maintained current service levels. The proposed service delivery cost for RTA core services is up by roughly 2% from what was identified in the FY15-16 budget.

As included in the budget assumptions that your Board accepted in March 2016, based on the current projected funding, an annual merit adjustment will be budgeted for non-union employees; the Collective Bargaining Agreement (CBA) identifies annual increases based upon longevity for Bus Operators, Mechanics and Utility Workers. It should be noted that RTA ratified a new CBA in February 2014, which runs through January 31, 2018. Non-CBA employees within the salary range for their position will also be eligible for a step merit increase subject to performance assessments. It should be noted that staff is evaluating the potential impacts of the California Legislature's recent minimum wage hike to \$15.00 per hour by 2021; RTA's current average hourly wage is \$16.30 per hour.

Staff was notified in November of a likely increase to the primary workers compensation insurance program for the FY16-17, after a significant increase in FY15-16. Staff notified the RTA Executive Committee and Board during meetings earlier this year that options for coverage were being reviewed. Since that time, staff received revised estimates, which are slightly lower than the November projections. Additional information was provided by the underwriter, including the fact that rates are calculated based on losses over the last seven years, and then an experience modification factor for the last three years is applied. Staff also received information regarding the effective rates for the primary workers compensation insurance. RTA is now rated on an actuarial basis, has seven prior years of losses, and has a \$0 self insured retention (SIR) level. Staff is getting quotes and analyzing options for FY16-17 to determine if an increase in the SIR or if contracting with another carrier would be more cost efficient. Although the final numbers will not be available prior to adoption of the budget, staff has included a "worst case scenario" cost estimate in the attached budget proposal.

Finally, due to the unrest in North Africa and the Middle East, fuel prices have continued to swing wildly over the past few years. Staff has tried to budget fuel somewhat conservatively, but we may need to adjust it if fuel prices rise significantly during the

fiscal year. Due to our limited infrastructure, we are unable to purchase fuel in bulk to realize economies of scale.

### **Ridership Patterns, Overcrowding Mitigation**

This past year we saw Runabout ridership up nearly 1.5%, while fixed route ridership was down nearly 7%, for the first eight months of FY15-16.

Pursuant to the language in the SLOCOG Regional Transportation Plan under Transit Policies, we have the ability to periodically adjust transit service parameters with the objective to maximize transit system efficiency, effectiveness and economic feasibility. Under this section there is a provision to review the need to add trips or tandems when the peak load factor consistently exceeds 90 percent of a seated bus load. In the case of all our peak period commute trips on Routes 9, 10 and 12, the load factors consistently range from 100 – 130% of the seated load.

The draft Short Range Transit Plan includes a number of service improvements to meet current and projected future demand for regional transit services. In particular, new mid-day express runs on Routes 9 and 10, as well as later evening services, are recommended beginning in FY17-18. However, those improvements cannot be implemented without significant new funding and will remain financially-unconstrained until or unless new operating funds can be secured.

### **Runabout Ridership Leveling Off and New Runabout Eligibility Procedure**

Pursuant to the monthly ridership reports, Runabout ridership is now holding steady. Staff is in the process of implementing a functional assessment as part of the eligibility process to ensure that the service is being provided to those who truly need it. Staff will also be doing fixed route travel training with those Runabout applicants that might be capable of using fixed route services when feasible.

### **Capital Program**

The focus of our financially constrained FY16-17 capital program will be funding the improvements for a long-term Paso Robles yard, continued planning for the Elks Lane yard, and replacing Runabout vehicles that have reached the end of their economically useful life. We have also programmed the following minor capital projects:

- \$33,500 for shop tools for our maintenance department to improve efficiencies;
- On-board camera system for the Runabout and Dial A Ride vehicles;
- Bus stop improvements, including solar lighting; and
- Miscellaneous computer equipment, including a server replacement.

It should be noted that a portion of the FY15-16 capital funds for fully funded projects, such as the ITS improvements and Over the Road Coaches will need to be carried over to FY16-17 but, due to the timing of the projects and in order to provide a clear picture of what is new and what has been previously programmed, staff is recommending a budget amendment in September to address carryover items. The carryover will have no financial impact to local jurisdictions.

Also included is a projected five-year capital improvement program as part of the budget plan. While only the first year is financially constrained, the projects identified in the ensuing four years provide a snapshot of future capital needs and potential cost levels. It should be noted that staff has only identified replacement projects and easily identifiable on-going projects (i.e., computer needs and bus stop improvements) in the capital improvement program. No expansion vehicles are included. As the Board provides direction to staff regarding possible expansion vehicles and/or facilities the capital improvement program will be updated.

Staff has adjusted the pay-down schedule for the existing loan for the 179 Cross Street building improvements project that began in 2006. Given the recent LTF financial constraints presented above and the revised lease agreement through 2022, staff has extended principal payments out to FY18-19. The loan would still be paid off prior to the extended lease termination date, but provided more funding for operations during these tight financial times.

### **Conclusion and Staff Recommendation**

Fiscal Year 2016-17 will be another challenging year, including financial barriers and the need to implement long-planned facility related capital projects. We look forward to working with our customers, the Board and other stakeholders in providing the highest quality of transportation services to residents of and visitors to our community. We believe that this budget reflects the path set by your Board in previous years and, although we would like to do more, we believe that this budget provides the optimum levels of service within the confines of existing limited resources.

The Staff recommends that the Board adopt the FY16-17 budget as presented.

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
PROPOSED OPERATING REVENUE BUDGET FOR 2016/2017**

	2014/2015 COMBINED ACTUAL	2015/2016 ADOPTED OPERATING BUDGET	2015/2016 ADOPTED SLOCAT BUDGET	2015/2016 ADOPTED N. COUNTY BUDGET	2016/2017 PROPOSED OPERATING BUDGET	2016/2017 PROPOSED SLOCAT BUDGET	2016/2017 PROPOSED N. COUNTY BUDGET	2017/2018 PROJECTED OPERATING BUDGET	2017/2018 PROJECTED SLOCAT BUDGET	2017/2018 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:										
GENERAL RESERVES	2,483,543	2,357,594	1,118,930	184,523	2,253,090	699,820	200,390	1,384,070	275,330	180,800
1. ESTIMATED FUND BALANCE	2,483,543	2,357,594	1,118,930	184,523	2,253,090	699,820	200,390	1,384,070	275,330	180,800
2. LESS REQUIRED RESERVES FOR FISCAL YEAR										
CASH FLOW REQUIREMENTS PER TDA	1,323,037	1,345,803	719,410	200,388	1,384,070	276,470	180,800	1,535,850	107,670	201,410
OFFSET RESERVE FOR JARC (SECTION 5316) LOSS	460,000	-	-	-	-	-	-	-	-	-
TOTAL	1,783,037	1,345,803	719,410	200,388	1,384,070	276,470	180,800	1,535,850	107,670	201,410
3. FUND BALANCE AVAILABLE	700,506	1,011,792	399,520	(15,865)	869,020	423,350	19,590	(151,780)	167,660	(20,610)
<b>NON TDA SOURCES</b>										
FARES	1,436,252	1,175,000	26,600	92,660	1,190,290	37,610	102,100	1,190,290	37,610	102,100
SCT MANAGEMENT CONTRACT	78,760	79,830	-	-	114,900	-	-	118,630	-	-
COUNTY MANAGEMENT CONTRACT	80,500	80,500	-	-	82,110	-	-	84,780	-	-
NORTH COUNTY MANAGEMENT CONTRACT	39,720	39,720	-	-	40,320	-	-	41,630	-	-
INTEREST	6,277	3,000	1,000	-	8,330	1,180	-	8,920	590	-
STATE TRANSIT ASSISTANCE (STA)	361,812	-	104,750	85,920	-	89,490	36,190	-	89,490	36,190
RURAL TRANSIT FUND (Administration)	25,000	30,000	-	-	30,000	-	-	30,000	-	-
RURAL TRANSIT FUND (Operating Funds)	197,139	200,000	-	-	300,000	-	-	401,580	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo	472,500	496,130	-	-	520,940	-	-	546,990	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311) - Operating	612,879	626,740	-	-	524,930	-	-	498,210	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5316) - JARC	-	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-N. County) - Operatin	911,820	765,600	-	215,565	801,380	-	226,340	838,950	-	237,660
FEDERAL TRANSIT ADM (FTA) (Section 5307-SM) - Operating	226,960	317,160	-	-	332,850	-	-	349,490	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - S. County Operatin	425,000	420,000	-	-	491,000	-	-	513,050	-	-
CUESTA CONTRIBUTION ROUTE 12	53,855	54,370	-	-	60,120	-	-	63,390	-	-
CUESTA CONTRIBUTION NORTH COUNTY	40,580	-	-	40,580	-	-	40,580	-	-	40,580
CMAQ OPERATING FUNDS	-	-	-	-	-	-	-	-	-	-
SPECIAL EVENTS REVENUE/OTHER	38,724	-	-	42,170	-	-	-	-	-	-
4. SUB TOTAL	5,007,778	4,288,050	132,350	476,895	4,497,170	128,280	405,210	4,685,910	127,690	416,530
5. TOTAL FUND BALANCE & NON TDA FUNDING	5,708,283	5,299,842	531,870	461,031	5,366,190	551,630	424,800	4,534,130	295,350	395,920



**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY  
PROPOSED CAPITAL REVENUE BUDGET FOR 2016/2017**

		2014/2015 COMBINED ACTUAL	2015/2016 AMENDED CAPITAL BUDGET	2015/2016 AMENDED SLOCAT BUDGET	2015/2016 ADOPTED N. COUNTY BUDGET	2016/2017 PROPOSED CAPITAL BUDGET	2016/2017 PROPOSED SLOCAT BUDGET	2016/2017 PROPOSED N. COUNTY BUDGET	2017/2018 PROJECTED CAPITAL BUDGET	2017/2018 PROJECTED SLOCAT BUDGET	2017/2018 PROJECTED N. COUNTY BUDGET
FUNDING SOURCES:											
CAPITAL PROJECTS RESERVE		699,560	1,356,544	182,076	29,172	380,650	48,690	4,170	346,790	9,830	40,330
1.	ESTIMATED FUND BALANCE	699,560	1,356,544	182,076	29,172	380,650	48,690	4,170	346,790	9,830	40,330
2.											
LESS REQUIRED RESERVES FOR FISCAL YEAR											
CAPITAL PROJECTS RESERVE		418,820	227,228	3,476	4,172	346,790	8,690	40,330	597,220	9,830	40,330
TOTAL		418,820	227,228	3,476	4,172	346,790	8,690	40,330	597,220	9,830	40,330
3.											
FUND BALANCE AVAILABLE		280,740	1,129,316	178,600	25,000	33,860	40,000	(36,160)	(250,430)	-	-
<b>NON TDA SOURCES</b>											
STATE TRANSIT ASSISTANCE (STA)		468,410	561,504	-	-	486,530	-	36,160	486,530	-	-
LOW CARBON TRANSIT OPERATIONS PROGRAM (LCTOP)		-	-	-	-	291,300	-	-	-	-	-
PROPOSITION 1B FUNDING - SAFETY & SECURITY		-	173,970	-	-	241,300	-	-	-	-	-
PROPOSITION 1B FUNDING - ELKS LANE		-	-	-	-	-	-	-	100,000	-	-
PROPOSITION 1B FUNDING - BUS REPLACEMENT		467,565	-	-	-	-	-	-	223,620	-	-
CONGESTION MITIGATION AND AIR QUALITY (CMAQ)		-	-	-	-	-	-	-	396,000	-	-
RURAL TRANSIT FUND (Capital)		290,744	229,300	-	-	-	-	-	66,630	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307) - San Luis Obispo		101,000	782,200	-	-	179,650	-	-	133,330	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5309) - State of Good Repair		2,280,000	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5339) - Bus and Bus Facilities		4,464	-	-	-	-	-	-	873,210	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5311f)		329,439	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5316) - JARC		400,000	-	-	-	-	-	-	-	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-North County)		397,969	236,600	-	-	532,570	-	-	188,890	-	-
FEDERAL TRANSIT ADM (FTA) (Section 5307-South County)		51,000	534,200	-	-	614,150	160,000	-	133,330	-	-
4.											
SUB TOTAL		4,790,592	2,517,774	-	-	2,345,500	160,000	36,160	2,601,540	-	-
5.											
TOTAL FUND BALANCE & NON TDA FUNDING		5,071,332	3,647,090	-	25,000	2,379,360	200,000	-	2,351,110	-	-
6.											
NET TDA REQUIREMENTS		35,010	-	-	-	-	-	-	-	-	-
7.											
TOTAL FUNDING SOURCES		5,106,342	3,647,090	-	25,000	2,379,360	200,000	-	2,351,110	-	-
8.											
FUNDING USES:											
CAPITAL		4,563,212	3,446,490	89,300	25,000	2,178,760	200,000	-	2,150,510	-	-
LOAN PAYDOWN		543,130	200,600	-	-	200,600	-	-	200,600	-	-
9.											
TOTAL FUNDING USES		5,106,342	3,647,090	89,300	25,000	2,379,360	200,000	-	2,351,110	-	-

		Actual Combined FY 2014-15	Adopted Operating Budget FY 2015-16	Proposed Operating Budget FY 2016-17	Projected Operating Budget FY 2017-18
<b>Administration and Service Delivery Totals</b>					
<b>Administration:</b>					
Labor	operations cost	735,444	789,900	<b>815,700</b>	842,180
Labor - Administration Workers Comp	operations cost	33,844	55,880	<b>71,210</b>	84,860
Office Space Rental	operations cost	427,736	489,360	<b>504,790</b>	492,800
Property Insurance	operations cost	15,915	18,500	<b>17,420</b>	18,060
Professional Technical Services	operations cost	50,897	92,970	<b>79,560</b>	82,450
Professional Development	operations cost	23,794	26,940	<b>37,850</b>	37,850
Operating Expense	operations cost	230,166	255,450	<b>255,190</b>	263,200
Marketing and Reproduction	hourly	78,107	138,400	<b>93,730</b>	93,730
North County Management Contract	operations cost	(39,720)	(39,720)	<b>(40,320)</b>	(41,630)
County Management Contract	operations cost	(80,500)	(80,500)	<b>(82,110)</b>	(84,780)
SCT Management Contract	operations cost	(78,760)	(79,830)	<b>(114,900)</b>	(118,630)
<b>Total Administration</b>		1,396,923	1,667,350	<b>1,638,120</b>	1,670,090
<b>Service Delivery:</b>					
Labor - Operations	hourly	3,447,553	3,865,100	<b>4,100,660</b>	4,377,630
Labor - Operations Workers Comp	hourly	228,983	378,050	<b>481,790</b>	592,490
Labor - Maintenance	hourly	849,859	904,210	<b>947,680</b>	1,013,550
Labor - Maintenance Workers Comp	hourly	67,017	110,640	<b>141,000</b>	173,650
Fuel	miles	1,065,455	1,502,000	<b>1,164,130</b>	1,269,250
Insurance (Liability, Physical Damage)	miles	446,004	483,930	<b>536,650</b>	590,320
Special Transportation (for SLOCAT and Paso)	n/a	95,665	118,330	<b>57,300</b>	57,940
Avila Trolley	n/a	37,382	57,750	<b>57,060</b>	57,920
Maintenance (parts, supplies, materials)	miles	475,467	436,560	<b>465,050</b>	524,320
Maintenance Contract Costs	miles	148,174	111,150	<b>138,910</b>	156,620
<b>Total Operations</b>		6,861,559	7,967,720	<b>8,090,230</b>	8,813,690
<b>Contingency</b>	hourly	5,558	110,000	<b>116,740</b>	125,810
<b>Interest Expense</b>	operations cost	65,771	64,500	<b>44,590</b>	33,440
<b>Management Contracts</b>		198,980	200,050	<b>237,330</b>	245,040
<b>TOTAL FUNDING USES</b>		8,528,791	10,009,620	<b>10,127,010</b>	10,888,070

	Actual Capital Expenditures FY 2014-15	Amended Capital Budget FY 2015-16	Proposed Capital Budget FY 2016-17	Projected Capital Budget FY 2017-18	Projected Capital Budget FY 2018-19	Projected Capital Budget FY 2019-20	Projected Capital Budget FY 2020-21
<b>Capital Expenditures</b>							
<b>Capital/Studies:</b>							
<b>Computer System Maintenance/Upgrades</b>	37,136	37,540	<b>62,250</b>	35,360	37,130	38,990	40,940
Miscellaneous Capital							
Facility Improvements	6,136	39,960	-	-	17,250	-	19,840
<b>Maintenance Software and Maintenance Equipment</b>	32,506	58,990	-	34,730	-	-	-
Rotary Lift/Wireless Lift	55,139	-	-	-	-	-	-
<b>Passenger Protection 1300 buses</b>	-	-	<b>8,400</b>	-	-	-	-
<b>Specialized Maintenance Tools</b>	20,066	-	<b>33,500</b>	-	34,340	36,060	-
<b>Desks and Office Equipment</b>	1,902	-	<b>10,760</b>	-	-	-	-
<b>Radios</b>	-	6,000	-	-	-	-	6,600
<b>Vehicle ITS/Camera System</b>	6,100	725,900	<b>176,690</b>	-	-	-	-
<b>Bus Stop Improvements/Bus Stop Solar Lighting</b>	5,580	294,890	<b>97,690</b>	34,730	36,470	38,290	40,200
<b>Bus Rehabilitation</b>	-	-	<b>126,000</b>	-	-	-	-
RouteMatch Dispatching Software/Call Back System	39,534	37,500	-	-	-	-	-
Vehicles							
Support Vehicles	63,877	60,000	-	18,000	-	-	56,700
40' Coaches	3,808,026	-	-	1,527,700	-	-	573,100
<b>Over the Road Coaches</b>	-	1,300,000	-	-	-	-	-
<b>Trolley replacement vehicles</b>	-	-	<b>200,000</b>	-	-	-	-
<b>Cutaway and Dial A Ride Vehicles</b>	-	259,300	-	-	-	170,100	-
<b>Runabout Vehicles</b>	487,210	521,280	<b>163,480</b>	-	630,300	-	585,100
<b>Total Capital Outlay</b>	4,563,212	3,341,360	<b>878,770</b>	1,650,520	755,490	283,440	1,322,480
<b>Loan Pay down</b>	543,130	200,600	<b>200,600</b>	200,600	211,670	-	-
<b>Elks Lane Project</b>	-	219,430	<b>499,990</b>	499,990	499,990	499,990	499,990
<b>Paso Property Improvements</b>	-	-	<b>1,000,000</b>	-	-	-	-
<b>TOTAL FUNDING USES</b>	5,106,342	3,761,390	<b>2,579,360</b>	2,351,110	1,467,150	783,430	1,822,470



			<b>Total Adopted Budget FY 2015-16</b>	<b>Weekday Proposed Budget FY 2016-17</b>	<b>Saturday Proposed Budget FY 2016-17</b>	<b>Sunday Proposed Budget FY 2016-17</b>	<b>Total Proposed Budget FY 2016-17</b>	<b>Projected Budget FY 2017-18</b>
<b>Route 9</b>								
	Hours		10,410	9,540	680	420	10,640	10,750
	Miles		321,740	295,570	20,810	13,380	329,760	333,060
<b>Administration:</b>								
<b>Total Administration (Net of Contracts)</b>			263,650	228,240	16,200	10,150	254,590	247,710
<b>Service Delivery:</b>								
Labor - Operations	hourly		515,110	493,510	35,180	21,730	550,420	583,500
Labor - Operations Workers Comp	hourly		51,480	58,420	4,160	2,570	65,150	78,960
Labor - Maintenance	hourly		119,430	113,770	8,110	5,010	126,890	135,510
Labor - Maintenance Workers Comp	hourly		15,030	17,010	1,210	750	18,970	23,210
Fuel	miles		276,360	189,410	13,340	8,570	211,320	186,550
Insurance	miles		89,790	89,310	6,290	4,040	99,640	86,590
Maintenance (parts, supplies, materials)	miles		79,840	74,970	5,280	3,390	83,640	95,160
Maintenance Contract Costs	miles		20,640	22,860	1,610	1,030	25,500	28,640
<b>Total Operations</b>			1,167,680	1,059,260	75,180	47,090	1,181,530	1,218,120
<b>Capital/Studies:</b>								
<b>Total Capital Outlay</b>			550,350	587,030	41,660	26,100	654,790	762,890
<b>Contingency</b>	hourly		12,230	11,910	850	520	13,280	14,260
<b>Interest Expense</b>	operations cost		10,660	6,600	470	290	7,360	5,520
<b>TOTAL FUNDING USES</b>			2,004,570	1,893,040	134,360	84,150	2,111,550	2,248,500
<b>TOTAL NON-CAPITAL EXPENDITURES</b>			1,454,220	1,306,010	92,700	58,050	1,456,760	1,485,610

		<b>Total Adopted Budget FY 2015-16</b>	<b>Weekday Proposed Budget FY 2016-17</b>	<b>Saturday Proposed Budget FY 2016-17</b>	<b>Sunday Proposed Budget FY 2016-17</b>	<b>Total Proposed Budget FY 2016-17</b>	<b>Projected Budget FY 2017-18</b>
<b>Route 10</b>							
	Hours	10,380	9,610	630	370	10,610	10,720
	Miles	343,010	318,560	20,850	12,150	351,560	355,080
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		270,160	235,630	15,440	9,040	260,110	248,760
<b>Service Delivery:</b>							
Labor - Operations	hourly	513,630	497,130	32,590	19,140	548,860	581,880
Labor - Operations Workers Comp	hourly	51,340	58,850	3,860	2,270	64,980	78,740
Labor - Maintenance	hourly	119,070	114,600	7,510	4,410	126,520	135,140
Labor - Maintenance Workers Comp	hourly	14,970	17,140	1,120	660	18,920	23,150
Fuel	miles	294,630	204,140	13,360	7,790	225,290	186,030
Insurance	miles	95,730	96,260	6,300	3,670	106,230	86,350
Maintenance (parts, supplies, materials)	miles	85,120	80,800	5,290	3,080	89,170	101,450
Maintenance Contract Costs	miles	22,000	24,630	1,610	940	27,180	30,530
<b>Total Operations</b>		1,196,490	1,093,550	71,640	41,960	1,207,150	1,223,270
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		548,770	606,030	39,700	23,250	668,980	766,110
<b>Contingency</b>	hourly	12,210	12,000	790	460	13,250	14,220
<b>Interest Expense</b>	operations cost	10,620	6,640	440	260	7,340	5,500
<b>TOTAL FUNDING USES</b>		2,038,250	1,953,850	128,010	74,970	2,156,830	2,257,860
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		1,489,480	1,347,820	88,310	51,720	1,487,850	1,491,750

		<b>Total Adopted Budget FY 2015-16</b>	<b>Weekday Proposed Budget FY 2016-17</b>	<b>Saturday Proposed Budget FY 2016-17</b>	<b>Sunday Proposed Budget FY 2016-17</b>	<b>Total Proposed Budget FY 2016-17</b>	<b>Projected Budget FY 2017-18</b>
<b>Route 12, 14 and 15</b>							
	Hours	10,640	<b>9,270</b>	<b>920</b>	<b>690</b>	<b>10,880</b>	10,990
	Miles	324,920	<b>282,580</b>	<b>29,100</b>	<b>21,330</b>	<b>333,010</b>	336,340
<b>Administration:</b>							
<b>Total Administration (Net of Contracts)</b>		268,200	<b>220,510</b>	<b>22,170</b>	<b>16,500</b>	<b>259,180</b>	252,930
<b>Service Delivery:</b>							
Labor - Operations	hourly	526,500	<b>479,550</b>	<b>47,590</b>	<b>35,690</b>	<b>562,830</b>	596,530
Labor - Operations Workers Comp	hourly	52,620	<b>56,770</b>	<b>5,630</b>	<b>4,230</b>	<b>66,630</b>	80,720
Labor - Maintenance	hourly	122,060	<b>110,550</b>	<b>10,970</b>	<b>8,230</b>	<b>129,750</b>	138,540
Labor - Maintenance Workers Comp	hourly	15,350	<b>16,530</b>	<b>1,640</b>	<b>1,230</b>	<b>19,400</b>	23,730
Fuel	miles	279,080	<b>181,080</b>	<b>18,650</b>	<b>13,670</b>	<b>213,400</b>	190,710
Insurance	miles	90,680	<b>85,390</b>	<b>8,790</b>	<b>6,450</b>	<b>100,630</b>	88,520
Maintenance (parts, supplies, materials)	miles	80,640	<b>71,670</b>	<b>7,380</b>	<b>5,410</b>	<b>84,460</b>	96,100
Maintenance Contract Costs	miles	20,840	<b>21,850</b>	<b>2,250</b>	<b>1,650</b>	<b>25,750</b>	28,920
<b>Total Operations</b>		1,187,770	<b>1,023,390</b>	<b>102,900</b>	<b>76,560</b>	<b>1,202,850</b>	1,243,770
<b>Capital/Studies:</b>							
<b>Total Capital Outlay</b>		562,510	<b>567,150</b>	<b>57,030</b>	<b>42,430</b>	<b>666,610</b>	778,950
<b>Contingency</b>	hourly	12,510	<b>11,570</b>	<b>1,150</b>	<b>860</b>	<b>13,580</b>	14,580
<b>Interest Expense</b>	operations cost	10,900	<b>6,410</b>	<b>640</b>	<b>480</b>	<b>7,530</b>	5,640
<b>TOTAL FUNDING USES</b>		2,041,890	<b>1,829,030</b>	<b>183,890</b>	<b>136,830</b>	<b>2,149,750</b>	2,295,870
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		1,479,380	<b>1,261,880</b>	<b>126,860</b>	<b>94,400</b>	<b>1,483,140</b>	1,516,920

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		<b>Total Adopted Budget FY 2015-16</b>	<b>Total Proposed Budget FY 2016-17</b>	<b>Projected Budget FY 2017-18</b>
<b>Runabout</b>				
	Hours	31,570	<b>32,360</b>	32,680
	Miles	550,760	<b>564,530</b>	570,180
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>		660,390	<b>653,950</b>	719,610
<b>Service Delivery:</b>				
Labor - Operations	hourly	1,562,160	<b>1,674,010</b>	1,773,850
Labor - Operations Workers Comp	hourly	156,130	<b>198,170</b>	240,040
Labor - Maintenance	hourly	362,160	<b>385,910</b>	411,960
Labor - Maintenance Workers Comp	hourly	45,550	<b>57,720</b>	70,570
Fuel	miles	473,070	<b>361,760</b>	567,100
Insurance	miles	153,710	<b>170,590</b>	263,230
Maintenance (parts, supplies, materials)	miles	136,670	<b>143,190</b>	162,910
Maintenance Contract Costs	miles	35,320	<b>43,650</b>	49,030
<b>Total Operations</b>		2,924,770	<b>3,035,000</b>	3,538,690
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>		503,770	<b>388,950</b>	43,150
<b>Contingency</b>	hourly	37,120	<b>40,390</b>	43,350
<b>Interest Expense</b>	operations cost	32,320	<b>22,370</b>	16,780
<b>TOTAL FUNDING USES</b>		4,158,370	<b>4,140,660</b>	
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		3,654,600	<b>3,751,710</b>	

		<b>Total Adopted Budget FY 2015-16</b>	<b>Rt 9 Express Proposed Budget FY 2016-17</b>	<b>Rt 10 Express Proposed Budget FY 2016-17</b>	<b>Total Proposed Budget FY 2016-17</b>	<b>Projected Budget FY 2017-18</b>
<b>Additional Route 9 and 10 Express Trips</b>						
	Hours	1,260	<b>680</b>	<b>870</b>	<b>1,550</b>	1,570
	Miles	40,520	<b>20,930</b>	<b>28,910</b>	<b>49,840</b>	50,340
<b>Administration:</b>						
<b>Total Administration (Net of Contracts)</b>		-	-	-	-	-
<b>Service Delivery:</b>						
Labor - Operations	hourly	57,000	<b>35,180</b>	<b>45,010</b>	<b>80,190</b>	<b>85,610</b>
Labor - Operations Workers Comp	hourly	4,520	<b>4,160</b>	<b>5,330</b>	<b>9,490</b>	<b>11,670</b>
Labor - Maintenance	hourly	14,820	<b>8,090</b>	<b>8,090</b>	<b>16,180</b>	<b>17,300</b>
Labor - Maintenance Workers Comp	hourly	1,400	<b>1,210</b>	<b>1,210</b>	<b>2,420</b>	<b>2,980</b>
Fuel	miles	34,130	<b>13,340</b>	<b>13,340</b>	<b>26,680</b>	<b>29,090</b>
Insurance	miles	9,710	<b>6,290</b>	<b>6,290</b>	<b>12,580</b>	<b>13,840</b>
Maintenance (parts, supplies, materials)	miles	12,290	<b>5,240</b>	<b>5,240</b>	<b>10,480</b>	<b>10,600</b>
Maintenance Contract Costs	miles	2,020	<b>1,050</b>	<b>1,050</b>	<b>2,100</b>	<b>2,130</b>
<b>Total Operations</b>		135,890	<b>74,560</b>	<b>85,560</b>	<b>160,120</b>	<b>173,220</b>
<b>Capital/Studies:</b>						
<b>Total Capital Outlay</b>		-	-	-	-	-
<b>Contingency</b>	hourly	-	-	-	-	-
<b>Interest Expense</b>	operations cost	-	-	-	-	-
<b>TOTAL FUNDING USES</b>		135,890	<b>74,560</b>	<b>85,560</b>	<b>160,120</b>	173,220
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		135,890	<b>74,560</b>	<b>85,560</b>	<b>160,120</b>	173,220

		<b>Adopted Budget FY 2015-16</b>	<b>Total Proposed Budget FY 2016-17</b>	<b>Projected Budget FY 2017-18</b>
<b>County Services</b>				
<b>Administration:</b>				
<b>Total Administration (Net of Contracts)</b>		90,500	<b>92,110</b>	94,780
<b>Service Delivery:</b>				
Labor - Operations	hourly	166,970	<b>187,150</b>	199,790
Labor - Operations Workers Comp	hourly	10,740	<b>21,990</b>	27,040
Labor - Maintenance	hourly	44,150	<b>43,250</b>	46,260
Labor - Maintenance Workers Comp	hourly	3,350	<b>6,440</b>	7,930
Fuel	miles	37,930	<b>24,790</b>	27,030
Insurance	miles	9,900	<b>12,100</b>	13,310
Special Transit (Senior Vans, Incentives, etc)	n/a	76,160	<b>57,300</b>	57,940
Avila Trolley	n/a	57,750	<b>57,060</b>	57,920
Maintenance (parts, supplies, materials)	miles	10,970	<b>21,220</b>	23,920
Maintenance Contract Costs	miles	2,430	<b>6,340</b>	7,150
<b>Total Operations</b>		420,350	<b>437,640</b>	468,290
<b>Capital/Studies:</b>				
<b>Total Capital Outlay</b>		-	<b>200,000</b>	-
<b>Contingency</b>	hourly	21,020	<b>21,880</b>	23,410
<b>Interest Expense</b>	operations cost	-	-	-
<b>TOTAL FUNDING USES</b>		531,870	<b>751,630</b>	586,480
<b>TOTAL NON-CAPITAL EXPENDITURES</b>		531,870	<b>551,630</b>	586,480

			<b>Adopted Total Budget FY 2015-16</b>	<b>Proposed Route A &amp; B Budget FY 2016-17</b>	<b>Proposed Paso DAR Budget FY 2016-17</b>	<b>Proposed Cuesta Evening FY 2016-17</b>	<b>Total Proposed Budget FY 2016-17</b>	<b>Projected Budget FY 2017-18</b>
<b>North County Services</b>								
	Hours		9,070	<b>7,100</b>	<b>1,290</b>	-	<b>8,390</b>	8,480
	Miles		112,410	<b>94,200</b>	<b>11,870</b>	-	<b>106,070</b>	107,250
<b>Administration:</b>								
<b>Total Administration (Net of Contracts)</b>			114,450	<b>100,780</b>	<b>17,400</b>	-	<b>118,180</b>	106,310
<b>Service Delivery:</b>								
Labor - Operations	hourly		523,730	<b>420,740</b>	<b>76,450</b>	-	<b>497,190</b>	556,470
Labor - Operations Workers Comp	hourly		51,230	<b>46,860</b>	<b>8,510</b>	-	<b>55,370</b>	75,310
Labor - Maintenance	hourly		122,520	<b>100,850</b>	<b>18,320</b>	-	<b>119,170</b>	128,840
Labor - Maintenance Workers Comp	hourly		14,990	<b>13,710</b>	<b>3,410</b>	-	<b>17,120</b>	22,070
Fuel	miles		106,800	<b>89,500</b>	<b>11,390</b>	-	<b>100,890</b>	82,750
Insurance	miles		34,410	<b>30,940</b>	<b>3,940</b>	-	<b>34,880</b>	38,490
Special Transportation	n/a		42,170	-	-	-	-	-
Maintenance (parts, supplies, materials)	miles		31,040	<b>29,180</b>	<b>3,710</b>	-	<b>32,890</b>	34,180
Maintenance Contract Costs	miles		7,900	<b>7,430</b>	<b>950</b>	-	<b>8,380</b>	10,210
<b>Total Operations</b>			934,790	<b>739,210</b>	<b>126,680</b>	-	<b>865,890</b>	948,320
<b>Capital/Studies:</b>								
<b>Total Capital Outlay</b>			25,000	-	-	-	-	-
<b>Contingency</b>			14,910	<b>12,150</b>	<b>2,210</b>	-	<b>14,360</b>	15,990
<b>Interest Expense</b>			-	-	-	-	-	-
<b>TOTAL FUNDING USES</b>			1,089,150	<b>852,140</b>	<b>146,290</b>	-	<b>998,430</b>	1,070,620
<b>TOTAL NON-CAPITAL EXPENDITURES</b>			1,064,150	<b>852,140</b>	<b>146,290</b>	-	<b>998,430</b>	1,070,620

**\*\* This service is budgeted based on hours only**

# **SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**

**March 2, 2016  
STAFF REPORT**

**AGENDA ITEM:** B-1

**TOPIC:** Fiscal Years 2016-17 and 2017-18 Budget Assumptions

**ACTION:** Approve Budget Assumptions

**PRESENTED BY:** Geoff Straw

**STAFF RECOMMENDATION:** Approve Budget Assumptions to enable staff to begin development of FY16-17 & FY17-18 Operating Budget

## **BACKGROUND/DISCUSSION:**

The following report outlines staff's recommended budget assumptions for RTA's Fiscal Year 2016-17 and 2017-18 Operating Budget, and it is the first step in the development of our operating budget and operating program. It should be noted that 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. Upon the Board's guidance and approval of these assumptions, staff will prepare a detailed report along with preliminary budget numbers for presentation to the Executive Committee at their April 13<sup>th</sup> meeting prior to the final draft budget presentation to the Board in May.

## **Mission Statement**

The Mission of 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 service levels and hours of service that meet the demand of our customers and communities through the effective and efficient delivery of RTA Fixed Route and Runabout core services.
  - SLOCOG is working on State Transit Assistance (STA) funding projections for FY16-17.
  - Staff is not recommending a fare program change for FY16-17, although we may have to consider changes if TDA or other funding shortfalls emerge. Fare revenue is projected to be \$1,330,000 (farebox and advertising revenue).



- FY15-16 LTF revenue was budgeted at \$3,740,499. Once the FY16-17 targets are further refined by the County Auditor and SLOCOG, RTA will present a proportional increase/decrease in overall LTF funding in our FY16-17 budget and a similar increase/decrease in the FY16-17 budget. Should staff be unable to secure adequate funding to operate core Fixed Route and Runabout service levels, a potential increase in LTF funding would be requested for the Board's consideration and/or a reduction of service would be proposed. If a budget shortfall due to the loss of funding in either fiscal year, staff would evaluate and make appropriate recommendations on a potential budget amendment or use of reserve funds.
  - Federal Transit Administration (FTA) Section 5307, 5311 and 5339 operating funding for FY16-17, and capital funding for FY16-17 and FY17-18 will be presented as previously presented, taking into account preliminary projected revenues identified in the Fixing America's Surface Transportation (FAST) Act. Should the actual annual authorizations for federal transportation programs increase or decrease for any of these programs, staff would adjust these assumptions accordingly.
  - FTA Section 5307 operating funding from the City of Santa Maria for Route 10 will be budgeted based on previous commitments with SBCAG and the City of Santa Maria. Staff is confident in continued funding for Route 10 operations.
  - Detailed miles/hours and span of service for each RTA core fixed route and Runabout will be provided with the draft budget. In addition, detailed budgets based on miles/hours and span of service will be provided separately for SLO County Services and North County Local Services.
2. Continue to monitor reserves using the adopted policy from May 2014.
- RTA was awarded a total of \$800,000 in FTA Section 5316 JARC funding for FY14-15 to support Route 10 operations and North Coast services (RTA Route 15 and related Runabout). However, it was the last award of discretionary JARC funds, which have been eliminated. Route 15 was revamped in September 2015 to a deviated fixed route service, reducing Runabout services between Morro Bay and Cambria. Staff has been successful in obtaining FTA Section 5307 operating funding from the South County to offset the impact on the Route 10.
3. Continue to work with the SLOCOG efficiencies committee in evaluating region-wide service efficiencies.
- Transit agencies across the country have experienced ridership declines due to the relatively low price of fuel. RTA will continue to monitor this experience

to determine if it emerges as a long-term trend. Either way, RTA is not recommending any Fixed Route service increases in FY16-17.

- Add a review of the tasks and financial impacts included in the South County Transit contract for administrative, financial, maintenance and dispatch services, and evaluate efficiencies with RTA.
  - Staff will continue to explore new revenue resources at the Federal, State, and local levels.
  - RTA will work with SLOCOG staff and members of the Regional Efficiencies Committees to evaluate efficiencies in the provision of service throughout the county.
  - Staff will use the 2015-17 RTA Strategic Business Plan, the 2010 Fixed Route Performance Standards, as well as the draft findings from the Short Range Transit Plan, to evaluate potential efficiencies and with Board concurrence implement efficiencies.
4. Evaluate options and provide analysis on the 5-year capital improvement program and methods to fund these needs.
  5. Address overcrowding on Fixed Route runs during peak travel periods.
    - Additional express trips on the Routes 9 began in September 2015 as well as Route 10X with service to the SLO Airport. In the latter part of FY15-16 express trips will have begun using the used over the road coaches RTA received to evaluate the feasibility prior to purchasing new coaches. Service levels, the total number of revenue service hours, miles and span of service for RTA Fixed Route services will be budgeted at annualized levels assumed in FY15-16. If any additional service becomes necessary, staff would seek a budget amendment to address those service demands during the fiscal year.
  6. Address a projected slight increase in demand for Runabout service.
    - Runabout service hours and miles are projected to require a minimal increase based on recent demand trends. This reflects a change from prior years, which required significant Runabout service level increases due to burgeoning demand.
    - To ensure that only those persons truly eligible for Runabout service are initially registered or re-registered, a part-time staff position to conduct functional assessments as part of the Runabout application process will be added in early 2016. This person or persons will also provide mobility training for disabled persons who are able to use Fixed Route services for some or all of their travel needs.

- At this time staff does not foresee moving forward with using taxi cab services but should service expansions occur staff will revisit this option.
7. Implement RTA's strategy to develop a long-term administrative, operations and maintenance facility.

## **Expenses Impacts**

1. Fuel consumption and price will be budgeted conservatively; diesel fuel will be budgeted at \$3.50 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.
2. Insurance Expenses:
  - California Transit Indemnity Pool (CalTIP) liability premiums are projected to increase 10% annually due to the loss development trends the pool is experiencing.
  - CalTIP vehicle physical damage will increase by approximately 5% due to the addition of new vehicles in the fleet
  - Workers compensation premiums through the CSAC Excess Insurance Authority are projected to increase 50%, with the realization that workers compensation for transit services is especially challenging statewide as loss development trends for the state are not favorable. Staff will be working with our broker to obtain open market quotes to ensure our current carrier is providing the best value as well as reviewing options for increasing our self insured retention (currently at zero). Staff will obtain a more refined estimate in early March. We continue to work with our employee committee that has evaluated workplace safety and has initiated a proactive program to address the number of claims and severity of the claims.
  - Property insurance will increase minimally.
  - Staff is still closely monitoring the anticipated impacts of the Affordable Care Act on both the number of employees and the costs of per-employee healthcare costs. For budget-making purposes, staff is assuming an 6% annual increase for healthcare costs for each of the next two fiscal years
3. Staffing Expenses:
  - For FY16-17 core RTA services, the number of budgeted positions will remain essentially the same as FY15-16.

- For FY16-17, the overall number of budgeted positions for the North County 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.
- Based on the current projected funding, a 2.5% annual inflationary adjustment will be budgeted for non-union employees; the 2014-2018 Collective Bargaining Agreement has already identified annual increases based upon longevity for Bus Operators and Mechanics. Employees within the salary range for their position will be eligible for a step merit increase subject to performance assessments.

### **Proposed Budget Calendar**

February 10	Detailed budget assumptions and revenue forecast to Executive Committee
March 2	Obtain Board concurrence on proposed draft budget assumptions
March 2	Provide mid-year FY15-16 Budget data to Board (no additional budget amendments are being requested)
March 31	Based on feedback from Executive Committee draft FY16-17 Budget Draft complete.
April 13	Draft FY16-17 Budget presentation to Executive Committee
April 21	Formal FY16-17 Budget presentation to RTAC
May 4	Final Board Budget presentation; Board adoption of FY16-17 Budget

### **Staff Recommendation**

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

**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**  
**REGIONAL TRANSIT ADVISORY COMMITTEE BYLAWS**

Adopted – May 2, 2012

**ARTICLE I**

**FUNCTIONS**

The purpose of the ~~San Luis Obispo~~ Regional Transit Advisory Committee (RTAC) is to improve the quality, efficiency and effectiveness of regional public transit services provided by the San Luis Obispo Regional Transit Authority (RTA). RTAC shall also review agenda items for transit issues, and provide comment and recommendations and other such advice as may be requested by SLORTA.

A major function of the RTAC is to review issues of operational and financial significance presented by appropriate RTA staff members. The review by the RTAC may include a recommendation that will become part of the staff agenda reports presented to the SLORTA Boards of Directors.

Specific functions of RTAC for SLORTA are:

- A. To advise on transit issues that affect the region including, but not limited to, the coordination and consolidation of transit services, service changes, proposed budget, transit planning, and performance audit findings.

B. To ~~provide the three voting members of the~~serve as the Paratransit Appeals Board (PAB), as follows:

1. Purpose: ~~This board~~The purpose of the PAB is to reviews and determines paratransit eligibility upon the appeal of an initial denial of Runabout services by SLORTA staff. Service denials are based on Americans with Disabilities Act of 1990 (ADA) eligibility requirements and the Runabout No-Show Policy. Service denials based on a violation of a transit agency's an-Agencies Passenger Codes of Conduct will not be reviewed by the PAB. The PAB will be organized and trained by the SLORTA Mobility Specialist. However,

2. PAB Membership: Three RTAC members and one alternate will be chosen by the full RTAC at its first meeting each calendar year to serve on the PAB. Neither the RTA Mobility Specialist nor anyone in the RTA decision making chain of command may serve as a voting member of the PAB. ~~serve as the Review Committee for appeals by transit users.~~

4.3. Voting: A simple majority vote of the PAB will either confirm or overturn the denial of Runabout service. Based on ADA guidelines, the decision of the PAB will be final.

## **ARTICLE II**

### **RTAC MEMBERSHIP**

**Section 1 – Membership** Regular members, representing various public transit interests, shall be appointed to the ~~Regional Transportation Advisory Committee~~ RTAC as follows:

- A. One representative from each JPA jurisdiction, per Appointing Authorities listed in Exhibit “A”. (Alternatively, Arroyo Grande, the County of San Luis Obispo, Grover Beach and Pismo Beach may choose to appoint one representative from the SCAT JPA.)
- B. One representative of fixed route transit users
- C. One representative of ADA paratransit users
- D. One representative of Cuesta College
- E. One representative of California Polytechnic State University

E.

**Section 2 – Voting** Each representative shall have one vote. All decisions shall be supported by a vote of the majority membership.

**Section 3 – Alternates and Absences** As part of the appointment process, RTA staff shall seek both a primary and an alternate member from each appointing agency. The appointing agency will be notified by RTA staff within 30 days of each occurrence when the jurisdiction is not represented at a regularly scheduled meeting. In the event of three consecutive absences by either its primary or alternate representative, RTA staff shall inquire in writing if a new representative from the appointing agency should be appointed to serve the remainder of the term.

**Section 4 – Terms** Members shall serve a term of 4 years, except transit operator members, who shall serve without regard to such term limits. Initial appointments will be for either 2-year or 4 year terms, chosen by lot at the first meeting, to stagger term expiration dates. Members may be reappointed for additional terms.

**Section 5 – Appointments** Appointments to the RTAC shall be made by the appointing agencies shown on Exhibit A, in accordance with each agency's procedures for such appointments. The ~~SLORTA~~ Board of Directors shall ratify all appointments.

## **ARTICLE III**

### **OFFICERS**

**Section 1 – Officers** The officers of the RTAC shall be a Chair and a Vice-Chair.

**Section 2 – Election of Officers** The Chair and Vice-Chair shall be chosen annually by a majority vote of the ~~Regional Transportation Advisory Committee~~ RTAC membership

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present at the ~~last-first~~ meeting of each ~~fiscacalendar~~ year to assume responsibility at the ~~first-second~~ meeting of the ~~next fiscal~~ year.

**Section 3 – Vacancies** A mid-term vacancy in an office shall be filled by a majority vote of committee members present at the next regular meeting. The newly elected officer shall serve the remainder of the term.

#### **Section 4 – Duties of Officers**

##### A. Chair

1. To preside at all meetings of the RTAC.
2. To call meetings of the RTAC in accordance with these Bylaws.
3. To see that all actions of the RTAC are properly taken.
4. To appoint subcommittees.
5. To review, amend if necessary, and approve the agenda for RTAC meetings.

##### B. Vice-Chair

1. To perform all duties and responsibilities of the Chair during the temporary absence or disability of the Chair, or on permanent absence of the Chair, until a new Chair is selected.
2. To assist the Chair in the conduct of RTAC business.

#### **Section 5 – Staff Support**

~~SL~~ORTA staff support shall be provided to perform the following duties:

1. Keep the minutes of all meetings.
2. Give or serve all notices to appointing agencies and members required by these Bylaws.
3. Prepare an agenda for each meeting, and send it to the Chair one week prior to the meeting.

~~4.~~ Be custodian of RTAC records.

~~4.5.~~ Provide training to the PAB on the Runabout eligibility appeals process.

### **ARTICLE IV**

#### **MEETINGS**

**Section 1 – Meetings** Meetings shall be scheduled no less than quarterly and prior to the ~~SL~~ORTA ~~board-Board~~ meetings in sufficient advance of the finalization of the

SLORTA agendas that RTAC recommendations can be included on the staff reports. Additional meetings may be scheduled as needed.

**Section 2 – Quorum** A quorum shall consist of six members of the Committee. No formal action shall be taken in the absence of a quorum, except to adjourn the meeting to a later date.

**Section 3 – Notice** A written copy of the agenda and related staff reports for each meeting shall be given to members at least 3 working days prior to the meeting.

**Section 4 – Proceedings** Except as otherwise provided in these Bylaws, all meetings of the RTAC should be conducted in accordance with the Brown Act and Robert's Rules of Order, Newly Revised.

## **ARTICLE V**

### **SUB-COMMITTEES**

The Chair shall appoint the members and determine the duties of Sub-Committees, as directed by the RTAC. Sub-Committees shall make and submit recommendations to the full Committee for appropriate action.

## **ARTICLE VI**

### **EFFECTIVE DATE**

These Bylaws and any amendments shall become effective upon adoption by the RTAC and ratification by SLORTA Board of Directors.

## **EXHIBIT A**

### **SLORTA REGIONAL TRANSPORTATION ADVISORY COMMITTEE**

<b>TRANSIT REPRESENTATIVES</b>	<b>APPOINTING AGENCY</b>
San Luis Obispo Transit	City of San Luis Obispo
Morro Bay Transit Services	City of Morro Bay
Atascadero Transit Services	City of Atascadero
Paso Robles Transit Services	City of Paso Robles
County Transit Services	County of San Luis Obispo
South County <u>Area</u> Transit	SC <u>A</u> T Board of Directors
<b>USER MEMBERS</b>	<b>APPOINTING AGENCY</b>



Dial-A-Ride Representative	SLO RTA Board of Directors
Fixed Route Representative	SLO RTA Board of Directors
	<b>APPOINTING AGENCY</b>
Cuesta College	Cuesta College
Cal Poly Representative	California Polytechnic State University

**DRAFT**  
**SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY**  
**REGIONAL TRANSIT ADVISORY COMMITTEE**  
**JANUARY 13, 2016**  
**MINUTES**  
**C-1**

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

**1. Call Meeting to Order, Roll Call:**

**Mr. Michael Seden-Hansen** called the meeting to order at 2:45 p.m. Roll call was taken; a quorum was present.

**2. Public Comments:**

**Mr. Eric Greening** asked for clarification regarding the use of electric bikes on RTA bike racks.

**Mr. Phil Moores** provided clarification that it is a matter of size and weight of the bike and staff will review the policy to ensure that bikes are not turned away that would meet the size and weight limits of the racks. It was noted that RTA assumes no liability with bikes placed on the racks.

**3. Adjourn to Joint RTAC & SLO MTC Meeting:**

**Mr. Gamaliel Anguiano**, SLO Transit, and **Mr. Geoff Straw** provided a brief overview of what will be discussed at today's meeting and introduced the consultants for the Short Range Transit Plan.

All attendees introduced themselves to the group.

**Mr. Gordon Shaw**, LSC Transportation Consulting, provided the status of the study to date then reviewed the service alternatives for SLO Transit and RTA as detailed in Working Paper #4. The service alternatives focused on potential fixed route schedule and route modifications. RTA's Runabout service was not discussed because there are no service area or time changes that can be made, other than those required by fixed route service changes. Attached are the slides from the presentation.

**Mr. Anguiano** and **Mr. Straw** thanked everyone for attending the meeting and asked them to review the report and supply feedback.

**MTC Chair Mr. Jim Thompson** concluded the joint meeting at 4:42 p.m.

#### **4. Election of Officers**

**ELECTION OF OFFICERS:** Elect new RTAC Chair & Vice Chair: **Mr. Greening** nominated **Mr. Seden-Hansen** as Chair and **Ms. Dawn Patterson** seconded. The motion carried on a voice vote.

**Ms. Patterson** nominated **Mr. Greening** as Vice Chair and **Ms. Janeen Burlingame** seconded. The motion carried on a voice vote.

#### **A. Information Items**

**A1. Executive Director's Report:** **Mr. Straw** noted that due to the length of the meeting he would defer his report.

**Mr. Greening** inquired about status of Local Transportation Funds (LTF). **Ms. Tania Arnold** noted it is too early to determine how funding will be for next fiscal year. Additional information will be available in March with more conclusive information in March. **Mr. Straw** noted that staff does not anticipate LTF cuts during the current fiscal year.

**Mr. Straw** concluded his report.

**A2. Member Comments/ Reports from Jurisdictions (Receive):** None

**A3. Review FY15-16 Budget Assumptions and Discuss FY16-17 Budget Calendar:** **Ms. Arnold** noted that the FY15-16 budget assumptions approved by the RTA Board in March 2015 were included and asked for feedback on recommended changes or concerns. It was noted the funding continues to be the biggest question but there is now a six year federal funding bill (although not all the years have been funded) which should add some stability to the budgeting process. Funding levels have not been fully reported but additional information should be available prior to the Board reviewing the budget in May. **Ms. Arnold** also noted that no additional budget amendments are expected as costs are coming in under budget, most notably fuel.

**Mr. Greening** requested a change in the forth bullet under expenses on page A-3-3 reversing the order of the requests if revenues were to fall short, having staff request an increase in LTF funding from the Board prior to proposing service reductions.

**Mr. Greening** asked for clarification regarding the fifth bullet under expenses, asking if North County Consolidated Services would continue to be recorded separately now that services have been fully consolidated under RTA. **Mr. Straw** and **Ms. Arnold** noted that this is for Paso Robles local services only (Paso Express and Paso Dial A Ride) and will continue to be reported separately as they are funded exclusively by the City of Paso Robles. **Mr. Greening** noted that a change in the name of that budget section may be needed to North County Local Services to avoid confusion.

**Mr. Anguiano** asked about the fuel price included in the report and what was being proposed. **Ms. Arnold** noted that staffs preliminary estimate is \$3.90 but it will be review as the budget process moves forward. **Mr. Straw** reminded the committee that any budget savings are carried forward to reduce funding request for the following year.

**Mr. Todd Katz** inquired if staff had ever evaluated fuel price strike options. **Mr. Straw** stated that it is not currently viable but may be when the operating facility is completed.

**Mr. Greening** noted information about the Paso yard should be included in the presentation. **Mr. Straw** confirmed it will be included in the presentation, as well as the additional funds staff is seeking from the Low Carbon Transit Operations Program.

**B. Action Agenda Items:** None

**C. CONSENT AGENDA ITEMS:**

**C-1 RTAC Minutes of October 15, 2015 (approve)**

**Mr. Moores** moved to approve the minutes and **Mr. Greening** seconded. The motion carried with a voice vote with **Mr. Mark Dariz** abstaining and no oppositions.

**D. ADJOURNMENT:**

**Mr. Seden-Hansen** adjourned the meeting at 4:58 p.m.

Next RTAC Meeting: **April 14, 2016**

Respectfully Submitted:

Tania Arnold  
CFO/Director of Administration  
San Luis Obispo Regional Transit Authority

## SAN LUIS OBISPO TRANSIT + SAN LUIS OBISPO RTA JOINT SHORT RANGE TRANSIT PLANS: SERVICE STRATEGIES

Presented by:

Gordon Shaw, PE, AICP; *Principal*



## Project Status

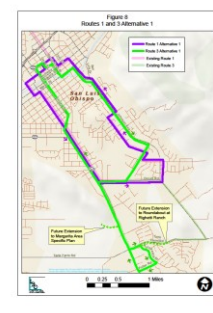
- Review of existing services and setting complete
- Evaluation of alternatives complete
- TODAY – Review of service alternatives, with a focus on what should be in the 2 plans:
  - SLO Transit Alternatives
  - RTA Alternatives
- Next Steps
  - Review of RTAC, MTC and staff input
  - Public Input
  - Preparation of Draft Plans
  - Presentations of Draft Plans
  - Adoption of Plans

## Current SLO Transit Service Plan



Requires Up to 10  
Buses in  
Operation,  
Excluding Tripper

## Rt 1/3: 2 1-Way Loops, 3 Extended



**Rt 1: 30 min, Rt 3: 60 min**  
**Annual Ridership: +4,200**  
**Annual Subsidy: + \$1,000**

### PRO

- Double frequency on Rt 1
- Service to Fuller Rd/Poinsettia
- More consistent, dependable svc.
- Could serve Damon-Garcia Fields
- Eliminates unproductive segments

### CON

- 3 existing stops on eastern Tank Farm Road lose service (21 psgrs/day)
- Frequency south of Brickyard reduced from 40 to 60 minutes
- Requires transfers downtown

## Rt 1/3: Bi-Directional Routes (Rt 1 - Broad St, Rt 3 - Johnson Ave)



**Rt 1: 30 min, Rt 3: 60 min**  
**Annual Ridership: - 8,100**  
**Annual Subsidy: + \$64,000**

### PRO

- Provides service along E Tank Farm Rd and S of Tank Farm Rd
- Direct access to/from S of Orcutt Rd
- Improved overall service frequency

### CON

- Sections of Broad St unserved
- Serves areas of low ridership
- Lack of evening service along Broad St during academic year
- Increases mileage & costs
- Requires transfers downtown
- No opportunity for future service to eastern Margarita Area Plan

## Rt 1/3: Bi-Directional Routes (Rt 1 – Johnson Ave, Rt 3 - Broad St)



**Rt 1: 30 min, Rt 3: 60 min**  
**Annual Ridership: + 3,900**  
**Annual Subsidy: - \$19,600**

### PRO

- Serves both sides Broad St
- New service S of Tank Farm Rd
- Improved service frequency
- Relatively low mileage

### CON

- Sections of E Tank Farm Rd and E of Righetti Rd unserved
- Broad St frequency reduced
- Lack of evening service on Johnson Ave during academic year
- Relatively high mileage
- No service to existing stop at Orcutt/Duncan

## Rt 1/3: Reverse Existing Routes



**Rt 1: 30 min, Rt 3: 45 min**  
**Annual Ridership: + 22,700**  
**Annual Subsidy: + \$17,600**

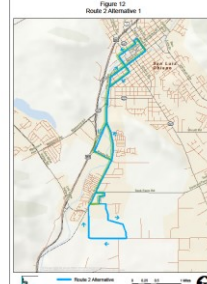
**PRO**

- Tank Farm Rd stops on same side of street as residences
- New service S of Tank Farm Rd
- Weekday evening service on S Broad St and Johnson Ave
- Maintains frequency on S Broad St and Johnson Ave

**CON**

- Stop across the street from Marigold Center
- No NB service at busy Capitolio Way and Rockview stops
- Substantial cost to relocate stops
- Would not address on-time performance problems on Rt 3

## Rt 2: Revision to Serve New Development



**Rt 2: 60 min**  
**Annual Ridership: - 15,200**  
**Annual Subsidy: - \$15,000**

**PRO**

- Expands service area
- Serves existing stops
- Improves on-time performance
- Ability for driver breaks
- Simplifies scheduling

**CON**

- Reduces frequency
- Reduction in ridership until development generates new riders

## Rt 2: Large 1-Way Loop (Higuera St, Los Osos Valley Rd, Madonna Rd)



**Rt 2: 60 min**  
**Annual Ridership: - 10,400**  
**Annual Subsidy: + \$1,600**

**PRO**

- New connection across S of city
- Expands service to Avila Ranch, Los Osos Valley Rd, and Auto Park
- Increases scheduling reliability

**CON**

- Increases trip detour from S Higuera St to downtown
- Halves # buses per hour on South St and Santa Barbara Ave
- Reduces service frequency and eliminates stops on SW side of LOVR
- Requires downtown transfers from South St/Santa Barbara Ave to Cal Poly
- Driver break time not adequate

## Rt 2/4: Large 1-Way Loop (Higuera St, Los Osos Valley Rd, Madonna Rd)



**Rt 2/4: 60 min**  
**Annual Ridership: - 16,800**  
**Annual Subsidy: - \$228,200**

**PRO**

- Reduces # buses in operation and required operating subsidy
- Focuses on more productive areas
- Reduces traffic at LOVR turnaround
- New travel opportunities between S. Higuera and LOVR
- More direct travel along S. Higuera

**CON**

- Reduces direct service frequency between LOVR and Cal Poly
- Reduces frequency along South St and Santa Barbara Ave
- Reduces service along Foothill corridor

Rt 4/5: Rt 4 2-Way **Hourly** Service on Madonna Rd & Revise Rt 5 to Serve California Blvd

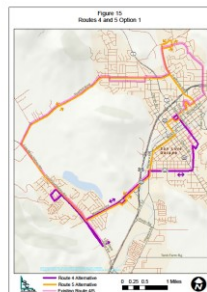
**Rt 4: 60 min**  
**Rt 5: 30 min**  
**Annual Ridership: - 10,500**  
**Annual Subsidy: + \$161,000**

**PRO**

- Reduces # buses in operation and required operating subsidy
- Focuses on more productive areas
- Reduces traffic at LOVR turnaround
- Improves timing on Rt 5
- Services current Rt 4 and 5 stops

**CON**

- Eliminates NB service on Grand Ave and reduces SB service
- Reduces service: on South St and Santa Barbara Ave, between downtown and Cal Poly, along Foothill corridor (W of Patricia), and between LOVR and Cal Poly
- Requires transfer between S of downtown and Cal Poly
- Potential crowding on Rt 6a/6b

Rt 4/5: Rt 4 2-Way **30-Minute** Service on Madonna Rd & Rt 5 on California Blvd

**Rt 4: 30 min**  
**Rt 5: 30 min**  
**Annual Ridership: + 44,000**  
**Annual Subsidy: + \$16,900**

**PRO**

- Substantial increase in ridership, at relatively modest subsidy impact
- Focuses on more productive areas
- Reduces traffic at LOVR turnaround
- Improves timing on Rt 5
- Services current Rt 4 and 5 stops

**CON**

- Eliminates NB service on Grand Ave and reduces SB service
- Reduces service: on South St and Santa Barbara Ave, between downtown and Cal Poly, along Foothill corridor (W of Patricia), and between LOVR and Cal Poly
- Requires transfer between S of downtown and Cal Poly
- Potential crowding on Rt 6a/6b

## Rt 4/5: Combined 2-Way Route

**Rt 4/5: 30 min****Annual Ridership: - 26,600****Annual Subsidy: - \$406,300****PRO**

- Eliminates service beyond city limits
- Reduces # buses needed for 30 min frequency
- Eliminates need for transfers between SW SLO and Cal Poly

**CON**

- Eliminates direct service to neighborhoods along Foothill Blvd from downtown SLO
- During off peaks with 2 buses, 45-min frequency would prevent quality transfer options
- No service along Grand
- Increases travel times between LOVR area and Cal Poly

## Rt 6A/B: Two Half-Hourly Routes

**Rt 6a: 30 min, Rt 6b: 30 min****Annual Ridership: + 5,100****Annual Subsidy: - \$8,500****PRO**

- Provides flexibility for expanding downtown-Cal Poly or Foothill/Cal Poly capacity
- Increases service reliability on corridor
- Provides 2-way service along Grand Ave

**CON**

- Requires transfer between Foothill area and downtown at Kennedy Library
- Eliminates service to California/Taft stop

## Rt 6A/B: Two Half-Hourly Routes Providing Service Every 15 Minutes in Peak Periods

**15 min frequency during high ridership periods on weekdays during school year**  
**Ridership: + 53,200**

**Annual Subsidy: + \$145,200****PRO**

- Greater frequency, greater ridership
- Greater frequency of arrivals in downtown
- Greater transfer opportunities

**CON**

- Requires 2 additional buses
- Buses not serving bell times may have lower ridership

## Rt 6A/B: One Hourly Rt Providing 30 Min Frequency

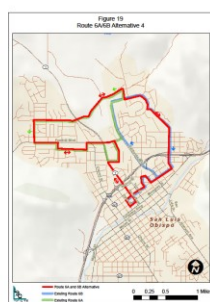
**30 – 60 min, depending on day/hour****Annual Ridership: + 5,500****Annual Subsidy: - \$8,600****PRO**

- Avoids need to transfer between Foothill Blvd and downtown
- Avoids delays on other parts of system
- Provides 2-way service along Grand Ave

**CON**

- Eliminates service to California/Taft stop

## Rt 6A/B: Large Bi-Directional Loop Providing Service Every 20 Min in Peak Periods

**Rt 6a: 20 min, Rt 6b: 20 min****Ridership: + 42,400****Annual Subsidy: + \$325,700****PRO**

- Better connections between Foothill/Highland and downtown
- Simpler route structure

**CON**

- Requires 4 buses
- Changes in service levels need to be made for entire route
- Reduce transfer convenience
- Increased mileage and costs

## Extend SLO Transit Hours of Operation during School Year

**Extend evening service by 1-3 hours on Routes 1, 4, 5, 6a/b**

**Additional early morning runs on Rt 1 and 4b**

**Ridership: + 31,000****Annual Subsidy: + \$138,200****PRO**

- Expands access to evening employment, classes, events, etc.
- Addresses overcrowding of evening runs on Rts 4 and 6A
- Help improve personal security
- Does not require add'l bus

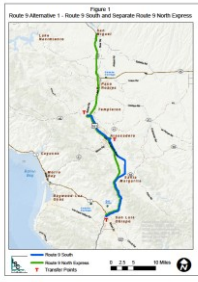
**CON**

- Increases operating costs
- Requires expansion of Runabout hours of service





## Rt 9: Separate Route 9 S (To Templeton) and Route 9 N Express



**Rt 9S: 60 min, Rt 9N: 60 min**  
**Annual Ridership: + 2,400**  
**Annual Subsidy: + \$480,900**

### PRO

- Reduces travel times between Paso Robles and SLO by 13 minutes
- Increases overall transit capacity

### CON

- Establishes need to transfer for 16 percent of Route 9 passengers
- Increases operating costs and decreases efficiency
- Does not address bulk of ridership in southern corridor

## Rt 9: Separate Route 9 S (To Atascadero) and Route 9 N Express Service

**Rt 9S: 60 min, Rt 9N: 60 min**  
**Annual Ridership: + 2,300**  
**Annual Subsidy: + \$437,000**

### PRO

- Reduces travel time between N Atascadero and SLO, as well as Paso Robles/Templeton
- Additional layover time for Rt 9 S
- Provides Additional capacity between Atascadero and SLO

### CON

- Increases travel time and out-of-direction travel between Paso Robles and N Atascadero
- Requires 33 percent of Rt 9 passengers to transfer
- Smaller increase in ridership than previous alternative
- Prone to long delays if transfer times missed due to delays

## Rt 9: Route 9 N Express (To Atascadero) and Route 9 S During Weekday Peak Periods Only

**Peak 60 min (Rt 9N & Rt 9S) : Peak 60 min, Midday 60 min**  
**Annual Ridership: + 1,000**  
**Annual Subsidy: + \$210,700**

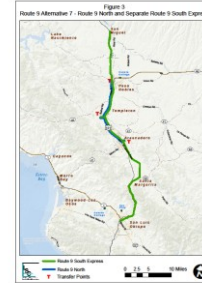
### PRO

- Reduces travel time between N Atascadero and SLO, as well as Paso Robles/Templeton
- Less costly than previous alternatives
- Focuses resources where most needed

### CON

- Increases travel time and out-of-direction travel for trips between Paso Robles/Templeton and N Atascadero
- Potential scheduling confusion
- Lower ridership growth than previous alternatives
- May not effectively focus ridership patterns: Rt 9 ridership patterns spread throughout day

## Rt 9: Provide Route 9 North and Route 9 South Express



### **Hourly Service**

**Annual Ridership: + 5,400**  
**Annual Subsidy: + \$431,900**

### PRO

- Reduces in-vehicle travel times between North County Transit Center, Las Tablas Park & Ride, and downtown San Luis Obispo
- Results in overall ridership increase

### CON

- Increases costs and subsidy requirements
- Increases peak bus requirements by 2
- Increases the need for transfers

## Rt 9: Midday Express Service from Paso Robles to San Luis Obispo



**Fourth Mid-Day Bus Operating every 2 hours**  
**Annual Ridership: + 25,900**  
**Annual Subsidy: + \$252,400**

### PRO

- Reduces travel time between key stops throughout midday
- Less costly than previous alternatives
- Does not disrupt existing schedules and travel patterns

### CON

- Potential scheduling confusion
- Substantial increase in operating subsidy requirements

## Rt 9: Additional Route 9 Evening Runs

**Annual Ridership: + 12,100**  
**Annual Subsidy: + \$249,100**

### PRO

- Increases access to evening activities
- Does not require additional buses

### CON

- Increases costs for Route 9 and Runabout service
- Lack of evening Paso Express service would limit effectiveness

## Rt 9: 2 Hour Service Frequency on Weekends

**Annual Ridership: + 2,200****Annual Subsidy: + \$44,100**PRO

- Increases access to weekend activities
- Does not require additional buses

CON

- Increases costs and subsidy requirements
- Results in inefficient driver schedules (1 hour layovers)

## Rt 9: Increased Frequency During Weekday Peak Periods

**Every 30 min****Annual Ridership: + 34,300****Annual Subsidy: + \$407,100**PRO

- Increases travel choices and capacity during peak times
- Increases ridership
- Increases transfer opportunities with Paso Express

CON

- Increases operating costs
- Increases peak fleet requirements by 3 buses
- Additional runs would have limited transfer opportunities in SLO

## Rt 9: 30-Minute Weekday Service Frequency

**Every 30 Minutes****Annual Ridership: + 66,100****Annual Subsidy: + \$856,400**PRO

- Increases travel choices and capacity during peak times
- Increases ridership
- Increases transfer opportunities in both San Luis Obispo and Paso Robles

CON

- Significantly increases operating costs
- Increases peak fleet requirements by three buses

## Comparison of Rt 9 Alternatives

*Change In Annual Quantities*

Alternative	Service Hours	Ridership	Operating Subsidy	Subsidy per Passenger	Change In Peak Buses
Route 9 S (to Templeton) and Separate Route 9 N Express Service	4,360	2,400	\$480,900	\$200	-1
Route 9 S (to Atascadero) and Route 9 N Express Service	4,360	2,300	\$437,000	\$190	-1
Current Service Mid-Day and Route 9 N Express and Route 9 S During Peak Weekday Periods	2,020	1,000	\$210,700	\$211	-1
Midday Express Service from Paso Robles to San Luis Obispo	2,008	25,900	\$252,400	\$10	0
Additional Route 9 Evening Runs (1)	1,442	12,100	\$249,100	\$21	0
Route 9 N and Route 9 S Express Service	3,440	5,400	\$431,900	\$80	2
2-Hour Service Frequency on Weekends	468	2,200	\$44,100	\$20	0
Increased Frequency During Weekday Peak Periods	4,518	34,300	\$407,100	\$12	3
Rt 9 30-Minute Weekday Service Frequency	9,050	66,100	\$856,400	\$13	3

## Rt 10: Later Service

**2 more NB runs, 1 more SB run****Annual Ridership: + 10,800****Annual Subsidy: + \$252,300**PRO

- Increases travel choices and ability to access evening activities
- Increases ridership

CON

- Increases operating costs
- New runs would have no available SCT connections

## Rt 10: Route Revisions to Provide a Two Hour Cycle Length

**Revisions in Santa Maria, Five Cities Area, San Luis Obispo****Annual Ridership: - 93,400****Annual Subsidy: - \$249,000**PRO

- Reduces operating costs and subsidy needs
- Reduces peak bus requirements
- Provides faster travel times for remaining passengers

CON

- Eliminates service to many existing productive stops
- Requires realignment of SCT services
- Requires additional transfers
- Raises issues of coordination with connecting services

## Rt 10: Weekend Service Expansion

**Additional run on Saturdays and Sundays****Annual Ridership: + 2,700****Annual Subsidy: + \$30,400**PRO

- Expands access to weekend activities
- Expands ridership

CON

- Increases operating costs

## Rt 10: Terminate Route 10 at Nipomo

**Eliminates RTA service south of Tefft/Carillo. Extension of SMAT service to Nipomo assumed.****Annual Ridership: - 20,500****Annual Subsidy: Up for negotiation between RTA and SMAT**PRO

- Reduces RTA costs and fleet needs

CON

- Would require 112,800 existing passengers to transfer.
- Direct timed transfers in both directions would require two SMAT buses in operation, substantially increasing costs.
- Could require payment of a separate fare, further reducing ridership.

## Comparison of Rt 10 Alternatives

*Change in Annual Quantities*

Alternative	Service Hours	Ridership	Operating Subsidy	Subsidy per Passenger	Change in Peak Buses
Later Rt 10 Service	1,442	10,800	\$252,300	\$23	0
Revise Rt 10 to Provide a 2 Hour Cycle Length	-5,010	-93,400	-\$249,000	\$3	-3
Rt 10 Weekend Service Expansion	312	2,700	\$30,400	\$11	0

## Rt 12/15: Eliminate Route 12 Layovers in Morro Bay

**Reduces 20 minute delays to Rt 12 passengers****Annual Ridership: + 1,300****Annual Subsidy: - \$1,800**PRO

- Reduces in-vehicle travel time between Los Osos and San Luis Obispo
- Provides more consistent schedule

CON

- Increases transfer wait times for some connections between Rt 12 and 15 (very low ridership)

## Rt 12: Additional Evening Run

**Extend evening service by one hour (to depart SLO at 9:33 PM and return from Morro Bay at 11:38 PM)****Annual Ridership: + 3,200****Annual Subsidy: + \$76,700**PRO

- Expands access to evening activities
- Increases ridership

CON

- Extends Runabout and dispatch hours
- Increases operating costs

## Rt 12: Additional Saturday Runs

**Decrease headway from 3 hrs to 2 hrs****Annual Ridership: + 500****Annual Subsidy: + \$15,600**PRO

- Expands access to weekend activities
- Provides more consistent weekend schedule
- Increases ridership

CON

- Increases operating costs
- Low cost effectiveness

## Comparison of Route 12 Alternatives

*Change in Annual Quantities*

Alternative	Service Hours	Ridership	Operating Subsidy	Subsidy per Passenger	Change in Peak Buses
Eliminate Rt 12 Layovers in Morro Bay	0	1,300	-\$1,800	-\$1.38	0
Additional Rt 12 Evening Run	377	3,200	\$76,700	\$23.97	0
Additional Rt 12 Saturday Runs	130	500	\$15,600	\$31.20	0

## Other RTA Alternatives: Additional Morro Bay – Templeton Route

### PRO

- Connects employees in North Coast to Twin Cities Hospital
- Connects travelers between North Coast and Templeton/Paso Robles

### CON

- Hwy 41 and Hwy 46 difficult to operate along
- Few opportunities for generating ridership along route
- Travel time may not be significantly shorter than traveling through SLO

## Other RTA Alternatives: Service to SLO Airport Area

### PRO

- Serves employment centers to the North and East of terminal

### CON

- Airport itself not a significant ridership generator
- Service by Route 10 would increase travel time by 20 minutes for through travelers, reducing overall ridership
- A new service would be expensive and result in low productivity

## RTA Transit – Key Conclusions

- None of the options to break Route 9 into express and local routes perform well. The current 3-hour schedule remains appropriate as the basis for this route schedule, with potential expansion of hours/express buses.
- The revision to the Route 9 schedule to provide midday weekday express service is a relatively effective alternative.
- The negative impacts of reducing Route 10 to a 2-hour cycle length are severe. Again, the current 3-hour schedule remains appropriate.
- The revision to Route 12 schedule to eliminate the long layovers in Morro Bay (11 per day) is an effective alternative.
- The extension of RTA evening services performs reasonably well, particularly on Routes 10 and 12.
- Increased weekend service performs well for Route 10, but less so for other RTA routes.

Questions? Comments?

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