

REGIONAL TRANSIT AUTHORITY EXECUTIVE COMMITTEE AGENDA

Wednesday, June 12, 2024

10:00 a.m.

SLOCOG Conference Room

1114 Marsh Street

San Luis Obispo, California

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

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

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

1. **Call Meeting to Order, Roll Call**
2. **Public Comment:** The San Luis Obispo Regional Transit Authority Executive Committee reserves this portion of the agenda for members of the public to address 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. **Closed Session** None
4. **Consent Items**
 - A-1 Executive Committee Meeting Minutes of April 10, 2024 (Approve)
5. **Information Items**
 - B-1 Executive Director's Report (Verbal, Receive)
 - B-2 Summary of SRTP Working Papers (Verbal, Receive)
 - B-3 Fare-Sharing Agreement with Monterey-Salinas Transit (Verbal, Receive)
6. **Action Items**
 - None

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

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

7. **July 10, 2024 Draft RTA Board Agenda:** Staff suggests cancellation of July 10th meeting, and possibly piggyback onto SLOCOG Board meeting on August 14 (if necessary).

No meeting is being schedule

8. **Adjournment**

Next RTA Executive Committee Meeting: **August 14, 2024**



San Luis Obispo Regional Transit Authority

Executive Committee Meeting

Minutes 4/10/2024

A-1

Members Present: Andy Pease, City of San Luis Obispo, **President**
Jimmy Paulding, District 4 Supervisor, **Vice President**

Members Absent: Debbie Arnold, District 5 Supervisor, **Past President**

Staff Present: Geoff Straw, Executive Director
Tania Arnold, Deputy Director/CFO
Anthony Kalvans, Administrative Assistant
Jon Ansolabehere, RTA Counsel
James Worthley, SLOCOG Deputy Director

Public Present: Eric Greening

1. **Call to Order and Roll Call: President Andy Pease** called the meeting to order at 10:00 a.m. and roll call was taken. A quorum was present.
2. **Public Comment: Eric Greening** brought up concerns over the Dana Reserve housing project. He believes that there will be a need for more transit services due to the growth in the Nipomo area. He expressed his hope that RTA will be involved in the project mitigation. Mr. Greening also raised a point about Santa Maria Transit serving the Nipomo area.

Mr. James Worthley noted that SLOCOG will piggyback off of the RTA May 1st meeting. He wants to educate the Board on state transportation funding. Mr. Worthley also said that SLOCOG will be doing an outreach campaign for "Local Roads First."

3. **Closed Session:** None

4. **Consent Items**

A-1 Executive Committee Meeting Minutes of October 11, 2023 (Approve)

Public Comment: Eric Greening noted that on page A-1-1 there should be a y for "county" and instead of "noted", it should be "asked."

Vice President Paulding made a motion to approve consent agenda item A-1 with the noted revisions and **President Pease** seconded the motion. The motion passed unanimously via voice vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD			X
JIMMY PAULDING	X		
ANDY PEASE	X		

5. **Information Items:**

B-1 Executive Director's Report (Verbal, Receive)

Mr. Straw discussed the RTA's route 10 into Santa Maria. He noted that there are a lot of riders that go from the Five Cities area into Santa Maria and vice versa. **Mr. Straw** noted that historically Route 10 had five express trips back in 2014 before ridership declines forced those to be curtailed. **Mr. Straw** pointed out that the City of Santa Maria has been talking with the City of San Luis Obispo to run Santa Maria Transit (SMRT) into the San Luis Obispo. He expressed his support for an increase in service but raised concerns about cannibalizing Route 10 ridership. **Mr. Straw** stated that a fare share agreement between the two agencies is vital and has been something RTA has pushed for during at least the time that he has been with the agency but likely longer.

Mr. Paulding asked what was Santa Maria specifically considering. **Mr. Straw** noted that SMRT is proposing to stop passing-through to RTA an allotment of Santa Maria's FTA 5307 funds. **Mr. Straw** also noted that SMRT doesn't have an advisory Board that can work through issues first before going to their Council. **Mr. Worthley** discussed the fare share agreement and raised concerns over the setup of the regional pass, and other important local programs such as the summer Youth Ride Free program. **Mr. Paulding** asked if there should be an ad hoc committee meeting to discuss this, **Mr. Worthley** said yes, but that there needs to be a service plan from SMRT.

Ms. Pease said that this seems premature, and asked if the issue has been elevated to SLOCOG and SBCAG. **Mr. Worthley** said not really because SBCAG is hands off when it comes to Santa Maria. **Mr. Paulding** asked about the independent study that was supposed to be funded by SLOCOG And SBCAG. **Mr. Straw** responded that SBCAG didn't want to be involved, and instead SMRT did their own internal consultant-led study.

Moving on, **Mr. Straw** said that the joint FTA 5339 grant proposal among the RTA and other regional transit partners is moving forward. There are seven candidates in background checks with three more interviews scheduled. In addition, it was noted that there was one new hire and one candidate is doing DMV permit testing. GILLIG is coming at the end of April to do training on the new electric buses and a ribbon-cutting will be held on May 29th. **Mr. Straw** said that there will be a one-year lease extension for the SCT yard, and an amendment to operating agreement for the Paso Robles transit services on the RTA Board agenda.

Mr. Straw circled back to Mr. Greening's comment about Dana Reserve and noted that no additional running time will be needed to serve the area. **Mr. Paulding** noted that students won't have access to school buses due to the location and asked if the RTA can serve those students. **Mr. Straw** said that the RTA can look into it and that RTA staff did ensure that there would be a stop for the Dana Reserve project.

Public Comment:

Mr. Greening, said that he is glad to hear about the RTA's service to the Dana Reserve and asked if SMRT had been given the results from the SRTP. **Mr. Straw** said yes.

B-2 Summary of SRTP Working Papers (Verbal, Receive)

Mr. Straw said that the next working paper has just been released and that the next RTA/MTC joint meeting is slated for early June. He said that the study is on track and that the next working paper

will focus on service alternatives. He also said that the RTA may piggyback on SLOCOG's October meeting.

Ms. Pease asked how ambitious can the SRTP be. **Mr. Straw** said that the goal is to be realistic especially with regards to operating and capital costs. He did highlight that there are needs in both San Luis Obispo and Paso Robles. He also said that unfunded projects will be considered financially unconstrained.

Public Comment:

Mr. Greening said he will unfortunately miss the joint RTAC/MTC meeting due to having a conflicting meeting.

6. **Action Items:**

C-1 Fiscal Year 2023-24 Operating Budget Amendment #2 (Recommend)

Ms. Tania Arnold announced that the RTA has worked closely with SLOCOG and identified additional federal funds of approximately \$1 million dollars.

Public Comment:

No public comment was given on this item.

Vice President Paulding made a motion to approve action agenda item C-1. **President Pease** seconded the motion. The motion passed unanimously via voice vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD			X
JIMMY PAULDING	X		
ANDY PEASE	X		

C-2 Fiscal Year 2024-25 Operating and Capital Budget (Recommend)

Ms. Tania Arnold reviewed the proposed budget and noted that the columns for Paso and South County are separate from core RTA services. **Ms. Pease** asked for clarification, since they are a part of RTA. **Ms. Tania Arnold** said that the respective jurisdictions fund their local transit services and RTA operates it. **Mr. Straw** added that this set up allows for local control. **Ms. Tania Arnold** added that the current integration helps on spare vehicles, staffing, as well as reduced duplication of services.

A discussion ensued on the difference between a Joint Powers Authority and a Transit District.

Ms. Tania Arnold said that the budge information now splits out the Express trip cost information, as well as Tripper costs. Additionally, the cost of Route 15 has been separately identified instead of being include with the Route 12 as had been done in the past. She further explained that the RTA's goal is to look at what is realistic and that the budget is presented when the money is spent, not programmed. She also said that the budget is designed to offset downturns and potential funding losses. **Mr. Paulding** asked if the RTA can put Local Transit Funding to Reserves. **Ms. Tania Arnold** said yes.

Mr. Straw discussed the RTA’s cash flow policy.

Ms. Tania Arnold discussed other key points in the budget. She also mentioned the bus stop improvement project, which will see upgrades to the Ramona Gardens Transit Center, and the Templeton Park and Ride bus stop. She also mentioned that the RTA is looking at upgrading the dispatching software, and that there is a loss of approximately \$250,000 from what is noted in the draft due to the loss of FTA 5307 funding from Santa Maria.

Vice President Paulding made a motion to approve action agenda item C-2, and remove the money provided by Santa Maria from the budget and decrease the offset reserve by the same amount.

President Pease seconded the motion. The motion passed unanimously via voice vote.

<u>BOARD MEMBER</u>	<u>YES</u>	<u>NO</u>	<u>ABSENT</u>
DEBBIE ARNOLD			X
JIMMY PAULDING	X		
ANDY PEASE	X		

7. **Mr. Straw** previewed the agenda for the May board meeting agenda and asked if the committee was fine with items A-7 and A-8 being pulled from consent. The committee was fine with that.

Public Comment:

No public comment was given on this item.

8. **Adjournment**

The meeting was adjourned at 11:18 a.m.

Next RTA Executive Committee Meeting: **June 12, 2024**

Respectfully Submitted,

Acknowledged by,

Anthony Kalvans
Administrative Assistant

Andy Pease
RTA Board President 2024

RTA and SLO Transit Short Range Transit Plans 2024 - 2031 *Joint RTAC/MTC Meeting* *June 5th, 2024*



Agenda

- Project Overview
- Progress to Date
- RTA Service Alternatives
- SLO Transit Service Alternatives
- Questions and Discussion
- Next Steps



What is a Short Range Transit Plan?

Evaluates Existing Conditions

- Population Trends
- Transit Issues
- Transit Performance

Done – Winter 2024

Develops Potential Solutions

- New and Modified Routes
- Span of Service Changes
- Alternative Modes

Now – Spring and Summer 2024

Results in a Five-Year “Business Plan”

- Service Plan
- Capital Plan
- Financial Plan

Fall 2024

Transit Operators Overview

SLO RTA



- Regional transit operator
- Provides important connections between communities
- Local fixed route service for Paso Robles and Five Cities
- Demand Response Service in Paso Robles, Templeton, Nipomo and Shandon
- Complementary paratransit service
- Generally hourly headways
- Annual boardings = 740,000
- Annual operating budget = \$16 million

SLO Transit



- Transit operator for City of San Luis Obispo
- Multiple fixed routes connection neighborhoods to downtown, Cal Poly, commercial centers and the airport
- 30 – 60 minute headways
- Service between 6 AM and 11 PM
- Annual boardings = 515,000 (FY 2023)
- Annual operating budget = \$5.7 million

Project Progress

- On-board passenger surveys (October)
- RTAC/MTC Meeting (March)
- Public Workshops (June)
- Working Papers:

Overview of Transit System

Goals, Objectives, and Standards

Survey Summary

Service Alternatives ←

We are Here

Operating Budget and Financial Projections

Marketing Plans

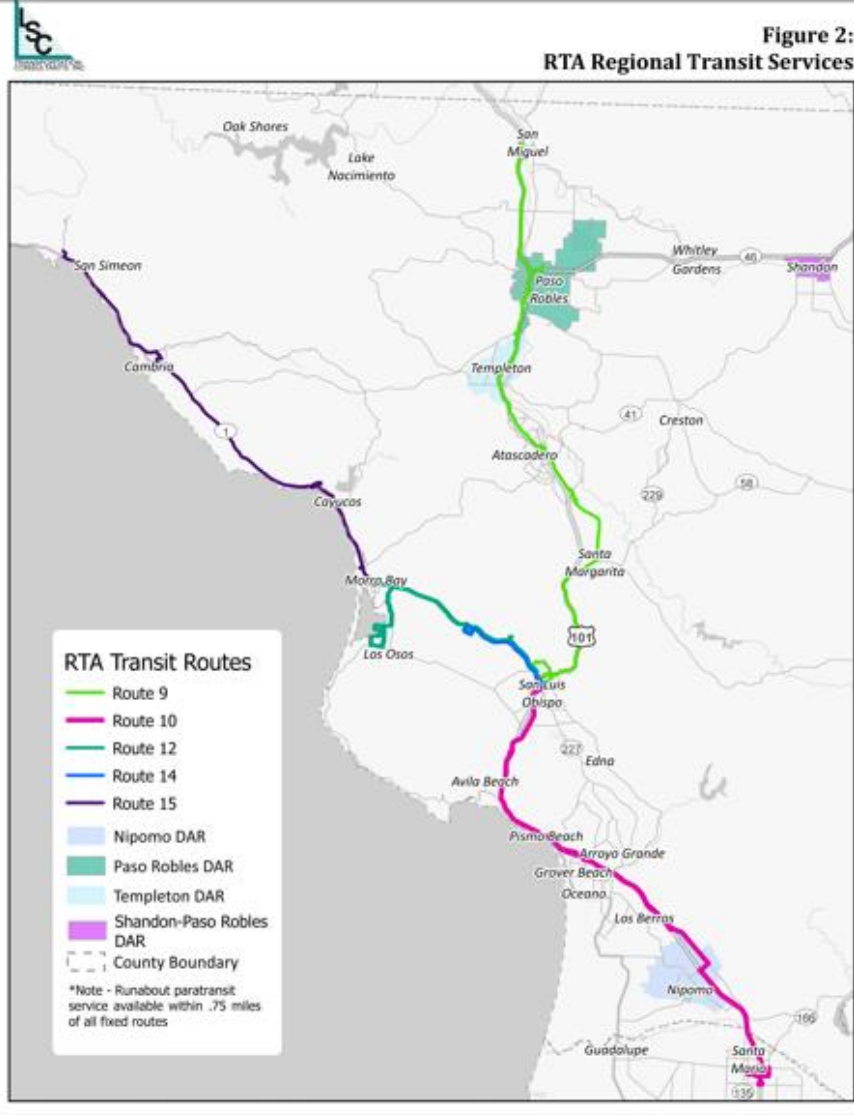
Capital Plan

Coordination between RTA and SLO Transit (including Runabout)

Draft and Final Plans (Fall 2024)



RTA Regional Route Alternatives



RTA Routes 9, 10, 12, 14, 15

Challenge/Need – Reduce travel time on regional routes for commuters going into City of SLO

- Options Analyzed: one AM and one PM Express Runs on Routes 9 and 10
 - Route 9 net annual impact: +1,600 trips, \$67,800
 - Route 10 net annual impact: +1,000 trips, \$79,500

Challenge/Need – Hourly headways, increase frequency

- Options Analyzed: Increase frequency during peak AM and PM commute hours (6 AM to 9 AM and 4 PM to 7 PM) on Routes 9 and 10
 - Route 9 net annual impact: +16,600 trips, \$446,800
 - Route 10 net annual impact: +23,300 trips, \$486,000
 - Route 12 net annual impact: Analysis pending
- Option Analyzed: Increase Route 12 Frequency to half-hourly 7:00 AM to 6:30 PM
 - Net annual impact: +42,000 trips, \$614,800
- Option Analyzed: Re-establish Route 14 service (Cuesta College)
 - Net annual impact: +18,400 trips, \$266,400

RTA Routes 9, 10, 12, 14, 15

Challenge/Need – Increase service on the weekends (popular survey request)

- Options Analyzed: More Saturday Service
 - Route 9 net annual impact: +1,700 trips, \$19,000 (1 additional RT)
 - Route 10 net annual impact: +1,700 trips, \$20,300 (1 additional RT)
 - Route 12 net annual impact: +2,600 trips, \$51,200 (Hourly service)
 - Route 9 and 10 meet marginal cost per trip standard**
- Options Analyzed: More Sunday Service (Same as existing Saturday Service)
 - Route 9 net annual impact: +700 trips, \$34,400 (2 additional RT)
 - Route 10 net annual impact: +700 trips, \$36,700 (2 additional RT)
 - Route 12 net annual impact: +2,600 trips, \$5,000 (longer span of service, more service in Los Osos)

Challenge/Need – More direct service to Cal Poly from North County

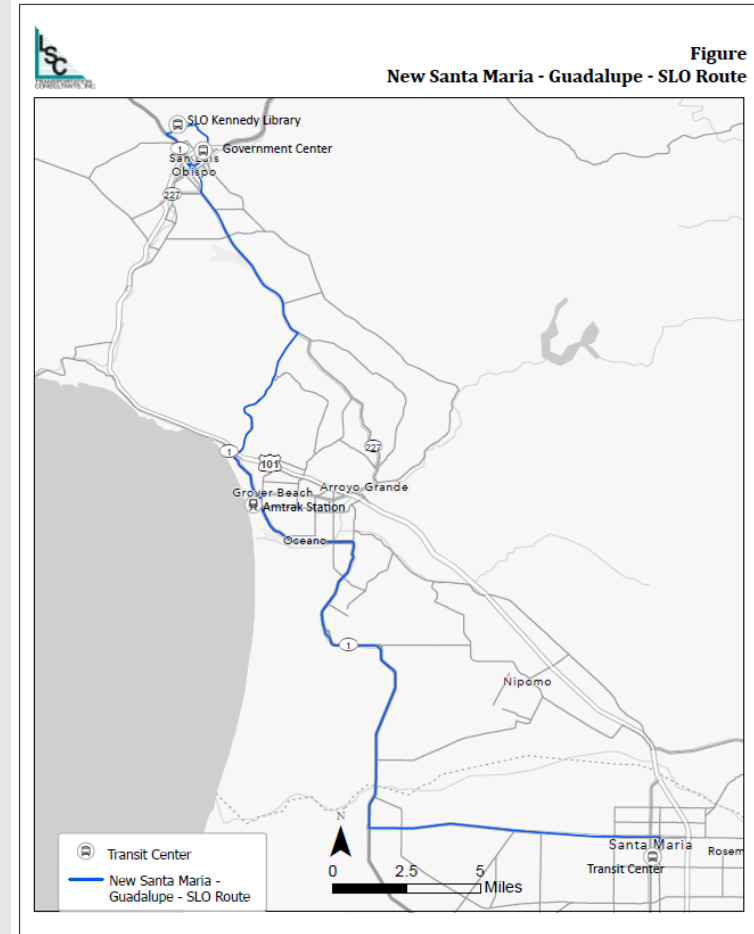
- Option Analyzed: Route 9 mid-day service to Cal Poly
 - Net annual impact: +400 trips, \$1,700
 - Meets marginal cost per trip standard.**



RTA – New Commuter Service between SLO and Santa Maria

Challenge/Need – Provide an express commuter service between Santa Maria and SLO for residents of Guadalupe/Five Cities via SR 227

- Options Analyzed: 2 Roundtrips, 5 days/week
- New areas served: Guadalupe, Price Canyon Corridor, SLO Airport
- Potential Connections: RTA South County Routes, Santa Maria Transit, Amtrak
 - Net annual impact: +1,800 trips/\$218,800



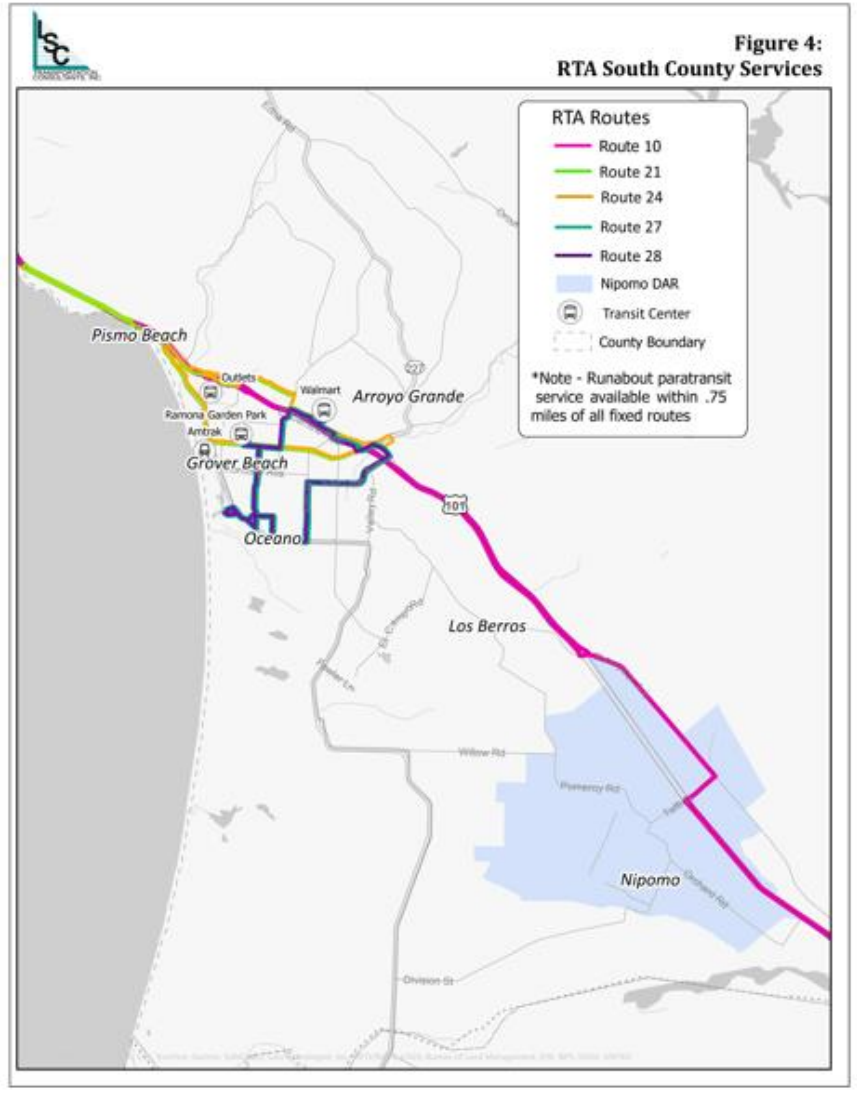
RTA Route 10 – Other Options

Challenge: City of Santa Maria discontinued subsidizing Route 10 (roughly loss of \$250K in FTA revenue)

- Options Analyzed:
 - End Route 10 in Nipomo
 - Significant ridership loss (-27,500 trips) but large cost savings (-\$381,300)
 - Most \$ saved per trip lost
 - Streamline Route 10 in Santa Maria – Discontinue serving Marian Medical Center and Amtrak
 - Smallest loss in ridership (-2,200 trips, -\$25,700)
 - Eliminate Route 10 8:33 PM Southbound trip
 - (-3,500 trips, -\$36,500)
 - End Route 10 7:33 PM and 8:33 PM Southbound Trips in Nipomo (No existing connections to SMRT)
 - Least cost effective – (-3,300 trips, -\$22,100)
 - Additional “express” runs from south SLO to Santa Maria in the morning (“open doors on deadhead runs”)
 - Cost effective way to provide more service between the two communities



RTA South County Services



RTA – South County Services

Challenge/Need: Is Ramona Gardens the best transfer point for South County Routes?

- Options Analyzed: Move transfer point to Grover Beach Train Station
 - Better access to Amtrak and some commercial along Grand Ave.
 - Could maintain connection to Rt 10 at outlets
 - Would increase mileage for all 4 routes (+\$25,100)
 - Fewer transit generators near train station (-1,600 trips)
 - Capital improvements needed to accommodate all buses
- Option Analyzed: Move transfer point to Walmart
 - Walmart is a major transit activity center; however less residential density
 - Less residential density, reroute Route 10, worse connections for some
 - Ridership loss (-4,100 trips) with a small cost (\$2,300)
 - Capital improvements needed at Walmart bus stop

Table 8: Example South County Fixed Route Schedules with Walmart as Primary Transfer Point

	Local South County Routes			
	21	24	27	28
Walmart	12:00 PM	12:00 PM	--	--
Grand at Elm	12:08 PM	--	--	--
Ramona Garden	12:16 PM	12:28 PM	--	--
Dolliver at Pomeroy	12:22 PM	--	--	--
Pismo Beach City Hall	12:26 PM	--	--	--
Premium Outlets	12:38 PM	12:09 PM	--	--
Arroyo Grande City Hall	--	12:39 PM	--	--
Walmart	12:46 PM	12:46 PM	--	--
Walmart	--	--	12:00 PM	12:00 PM
Arroyo Grande High School	--	--	12:07 PM	12:34 PM
Elm at The Pike	--	--	12:13 PM	12:28 PM
19th at Wilmar	--	--	12:17 PM	12:23 PM
Air Park Drive/Oceano Airport	--	--	12:21 PM	12:19 PM
Ramona Garden	--	--	12:30 PM	12:10 PM
Walmart	--	--	12:41 PM	12:42 PM



RTA – South County Services

Challenge/Need - Increase transportation options for students, reduce overcrowding

- Option Analyzed: Arroyo Grande High School Tripper, one AM trip of Route 28 and one PM trip of Route 27
 - Net annual impact: +1,100 trips, \$25,200

Challenge/Need – No Saturday Service on Route 27

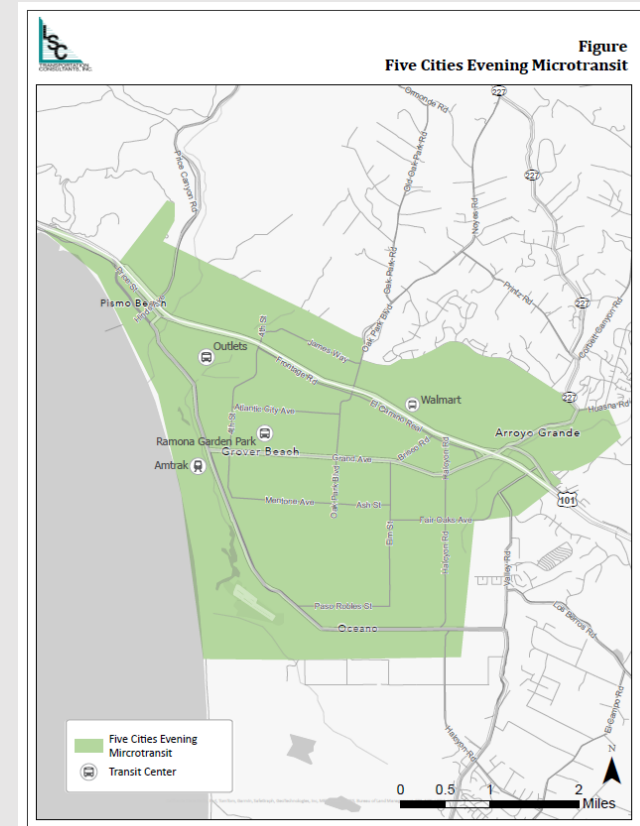
- Option Analyzed: Route 27 Saturday Service
 - Net annual impact: +4,200 trips, \$46,400
 - Meets marginal cost per trip standard**

Challenge/Need – Later service

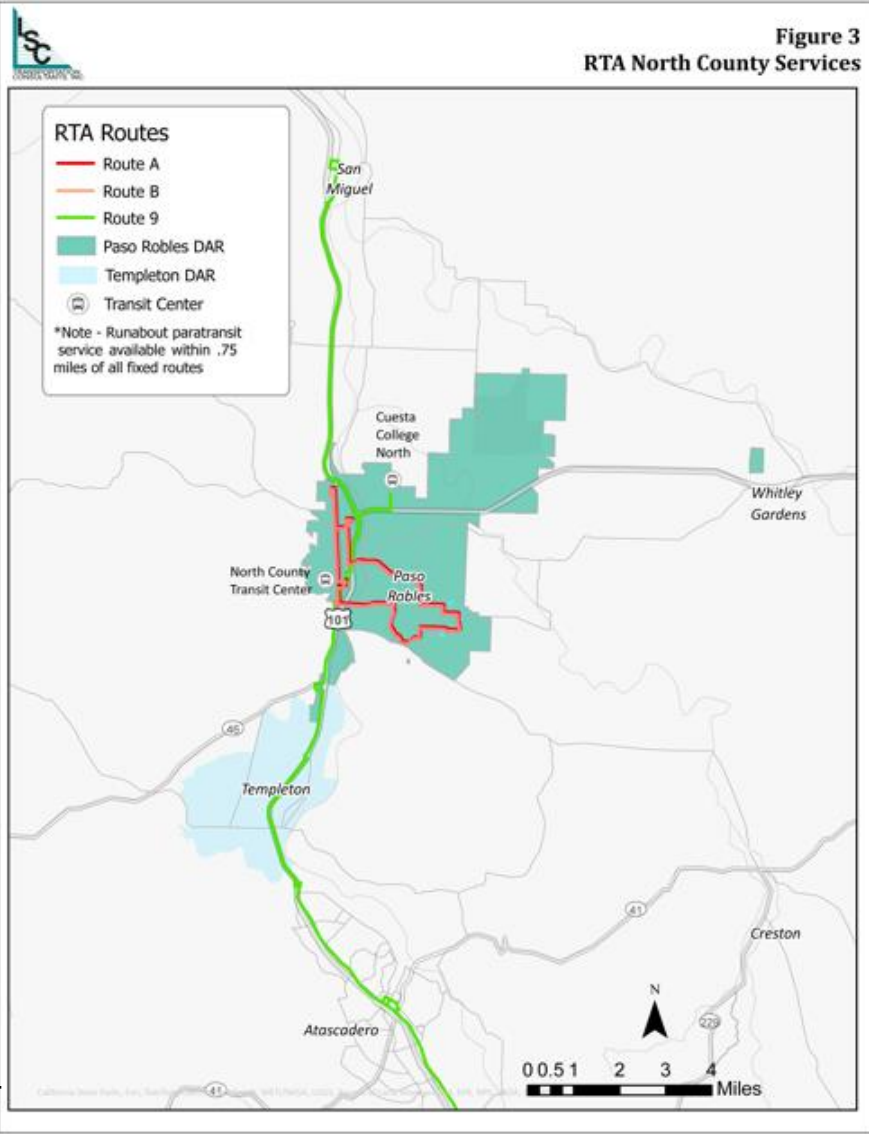
- Option Analyzed: Extend Routes 21 and 28 until 9 PM on weekdays
 - Net annual impact: +1,600, \$67,000

Challenge/Need – On-demand service (microtransit)

- Option Analyzed: Evening “Five Cities” Microtransit 7:00 PM to 10:00 PM
 - Net annual impact: +1,500 trips, \$145,000
- Option Analyzed: Convert Nipomo DAR to Microtransit
 - Net annual impact: +600 trips, \$9,000



RTA North County Services



RTA – North County Services

Challenge/Need - New developments in eastern and northeastern Paso Robles not as well served by fixed route

- Option Analyzed: Paso Robles Route C
 - Net annual impact: +7,000 trips, \$295,700

Challenge/Need – Overcrowding on Routes A and B around school bell times

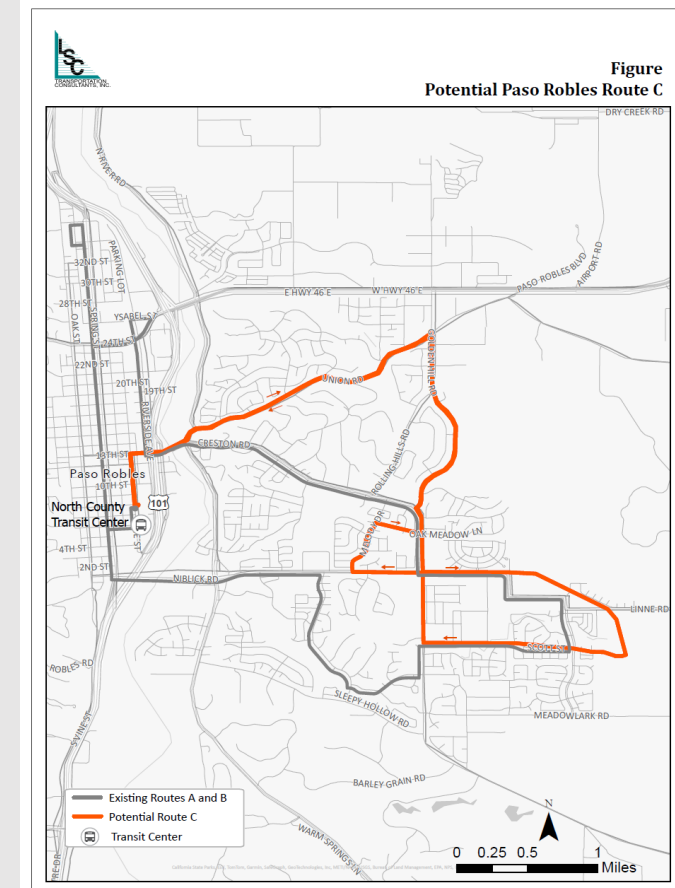
- Option Analyzed: Add School tripper (one AM and one PM)
 - Net annual impact: +1,600 trips, \$18,000

Challenge/Need – More weekend service (popular survey request)

- Option Analyzed: Re-establish Saturday Route A, 8 AM to 8 PM
 - Net annual impact: +5,700 trips, \$43,800 **(Meets standards)**
- Option Analyzed: Add Sunday Route B Service, 9AM to 5PM
 - Net annual impact: +4,400 trips, \$35,100 **(Meets standards)**

Challenge/Need – Later weekday service (popular survey request)

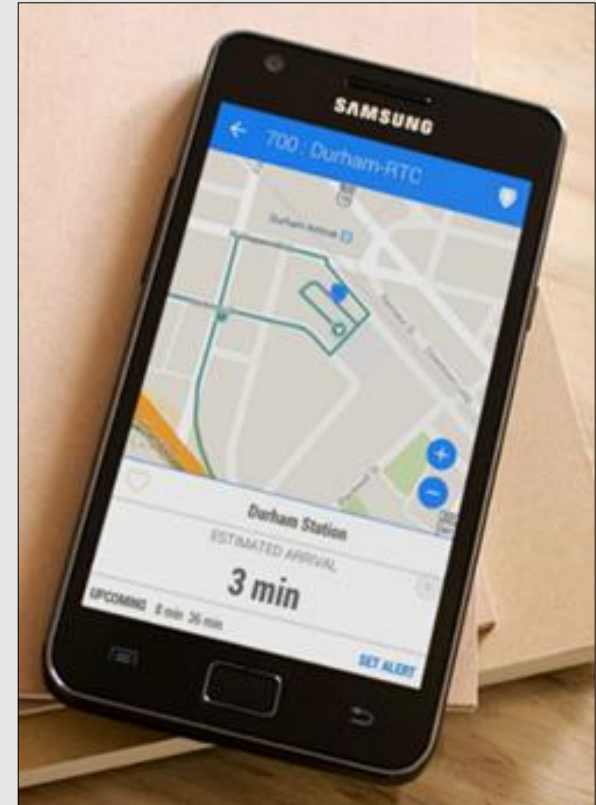
- Option Analyzed: Extend Route B until 9 PM on weekdays
 - Net annual impact: +2,300 trips, \$47,200



RTA – North County Demand Response Services

Challenge/Need - On-demand service (microtransit)

- Option Analyzed: Convert Paso Robles DAR to microtransit
 - Net annual impact: +200 trips, \$6,300
- Option Analyzed: Convert Shandon/Templeton DAR to microtransit
 - Net annual impact: Cost of technology license (\$4,500)

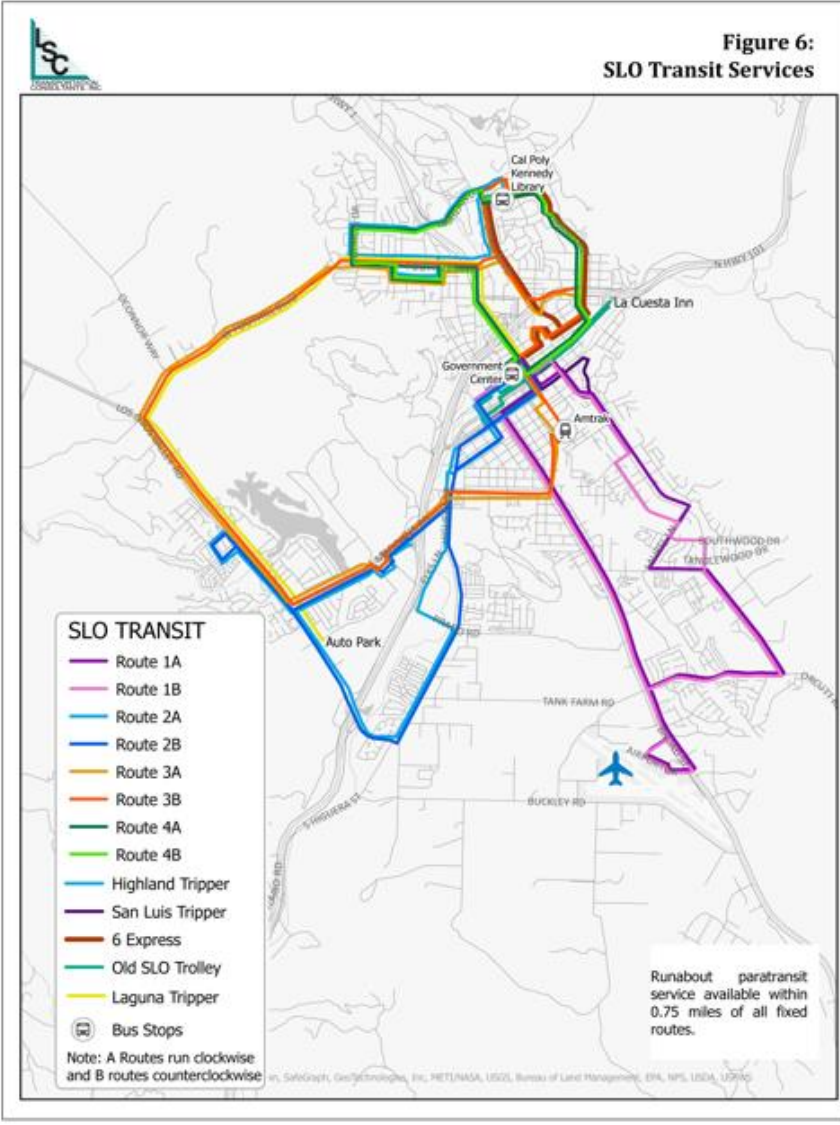


SLO Transit Services



B-2-17

Figure 6:
SLO Transit Services



SLO Transit – Frequency Alternatives

Challenge/Need - Increase frequency to attract more riders (City of SLO Climate Action Plan transit mode split goal of 7% by 2030 and City of SLO Circulation Element transit mode split goal of 12% by 2035)

- Option Analyzed: Add 2 more trips on Route 4A in the morning (between 8AM and 10 AM) and 2 more trips on Route 4B in the afternoon (between 3PM and 5 PM). Academic year only.
 - Net annual impact: +4,200 trips, \$21,500
 - **Meets productivity and cost per trip standards**
- Option Analyzed: Double frequency on Routes 1, 2, 3, 4 (A & B)
 - Full-service day, year-round
 - Net annual impact: +208,300 trips (40% increase), \$2.6 million
 - 8:00 AM to 6:00 PM, weekdays, year-round
 - Net annual impact: +119,700 trips (23% increase), \$1.6 million
 - Full-service day, weekdays, academic year
 - Net annual impact: +153,600 (30% increase), \$1.7 million
 - **Close to marginal cost per trip standard**



B-2-18

SLO Transit – Span of Service Alternatives

Challenge/Need - Address survey requests.

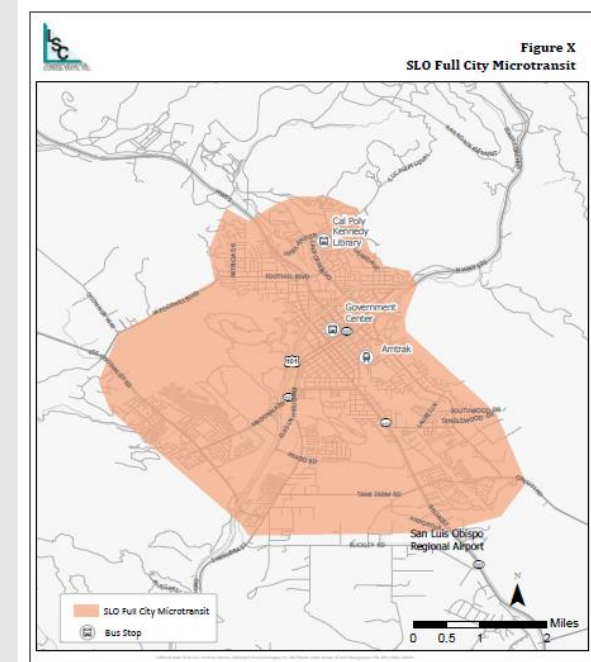
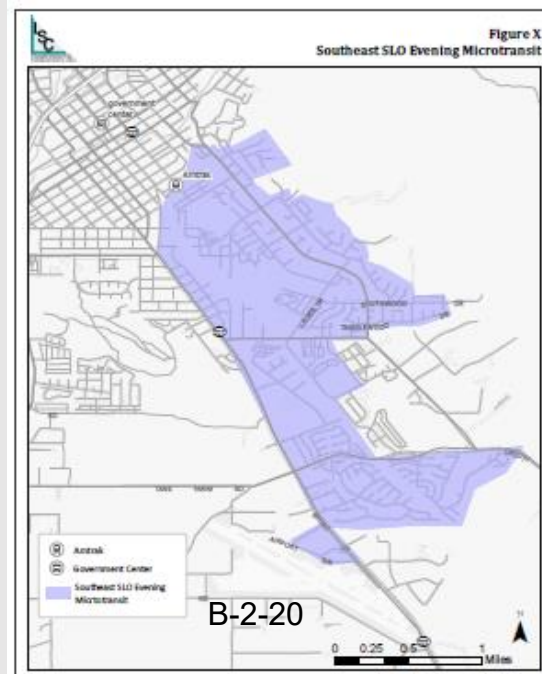
- Option Analyzed: Extend weekday evening service on A Routes
 - Until midnight - academic year net annual impact: +3,600 trips, \$96,300
 - Until 10 PM – non-academic year net annual impact: +2,000 trips, \$54,400
- Option Analyzed: Expand service on B Routes
 - Operate B Routes on Weekends – 7:45 AM to 8:00 PM
 - Net annual impact: +39,600 trips, \$279,400
 - **Meets productivity and cost per trip standards**
 - Extend Routes 1B and 2B until 10 PM weekdays – academic year
 - Net annual impact: +4,000 trips, \$85,100



SLO Transit – Microtransit Alternatives

Challenge/Need - Respond to requests for evening service with on-demand flexibility.

- Option Analyzed: Evening microtransit pilot in southeast SLO - 7 PM to 10 PM, weekdays, year-round
 - Net annual impact: -1,000 trips, \$12,200
- Option Analyzed: Late night microtransit – 10 PM to midnight, weekdays, academic year
 - Net annual impact: +4,700 trips, \$120,000



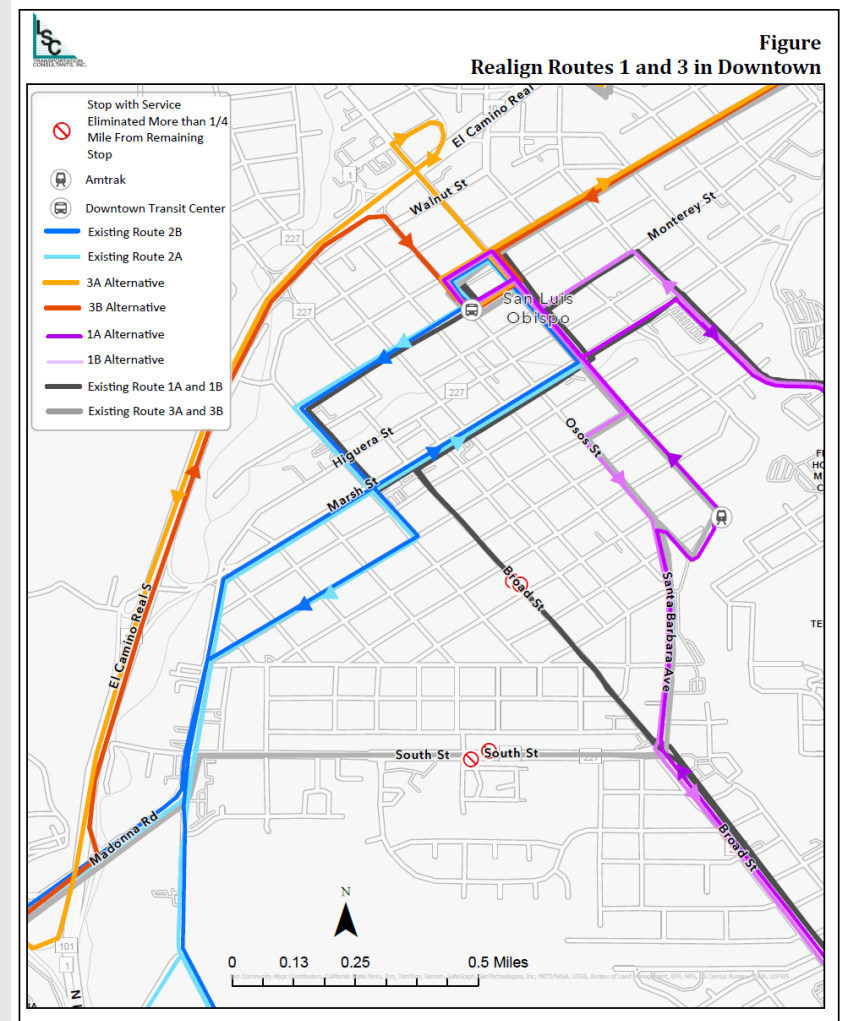
SLO Transit – Routing Alternatives

Challenge/Need - Reinstate services discontinued during COVID

- Option Analyzed: Reinstate Route 6X
 - Net annual impact: +2,000 trips, \$7,700
 - **Meets productivity and cost standards**
- Option Analyzed: Reinstate Highland Tripper
- Option Analyzed: Reinstate SLO Tripper

Challenge/Need – Poor on-time performance

- Option Analyzed: Revise Routes 1 and 3 in Downtown SLO
 - Net annual impact: +17,700 trips, \$9,400
 - No increase in vehicle hours
 - **Meets marginal operating cost per trip standard**
- Option Analyzed: Revise Route 2 to address poor on-time performance
 - Significant ridership loss, not considered further



Questions?



Recap and Next Steps

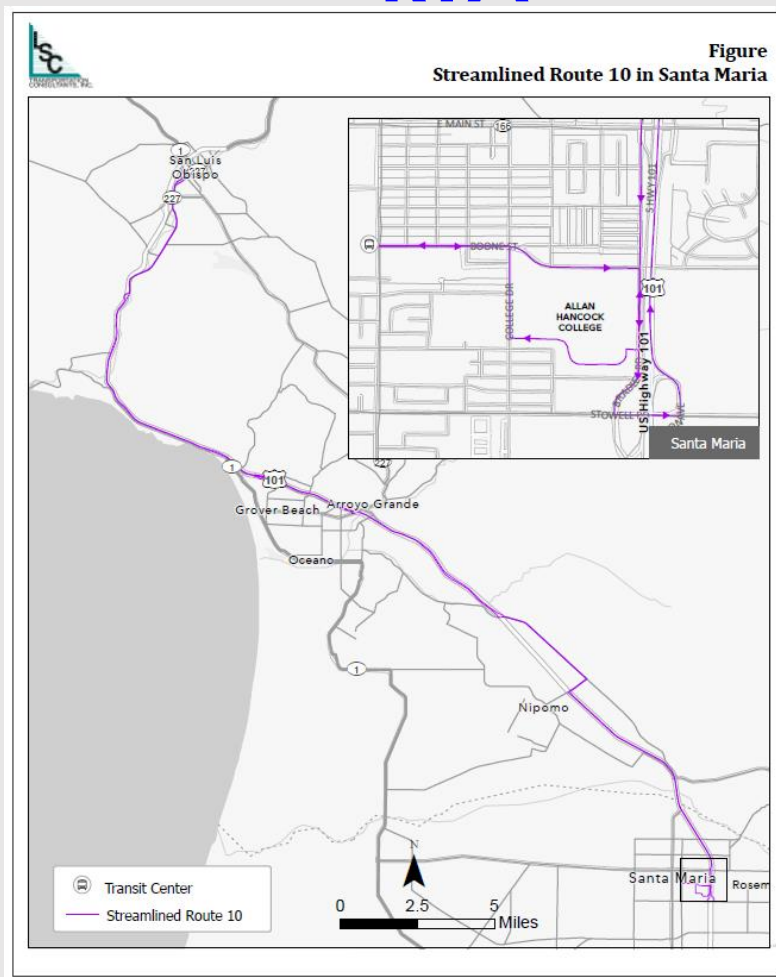
- Comments on Alternatives Memo due June 20th
- SLO City Council Study Session on July 16th
- Additional memos discussing capital and marketing options as well as financial projections
- Draft Plans - October
- Joint RTAC/MTC meeting #3 and Board/Council Draft Presentation – November
- Final Plans - December

Contact:



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LSC Transportation Consultants Inc
genevieve@lsctrans.com
530-583-4053

RTA



B-2-24