



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

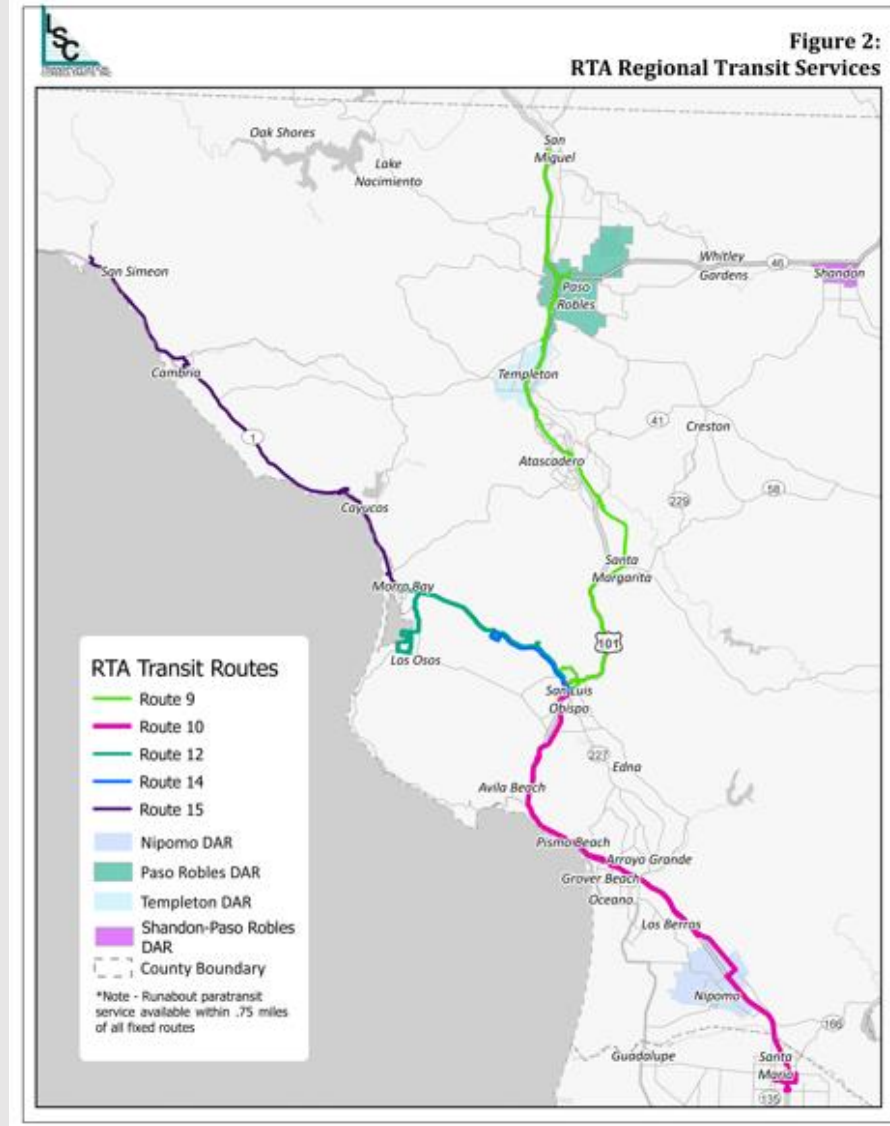
Capital Plan

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

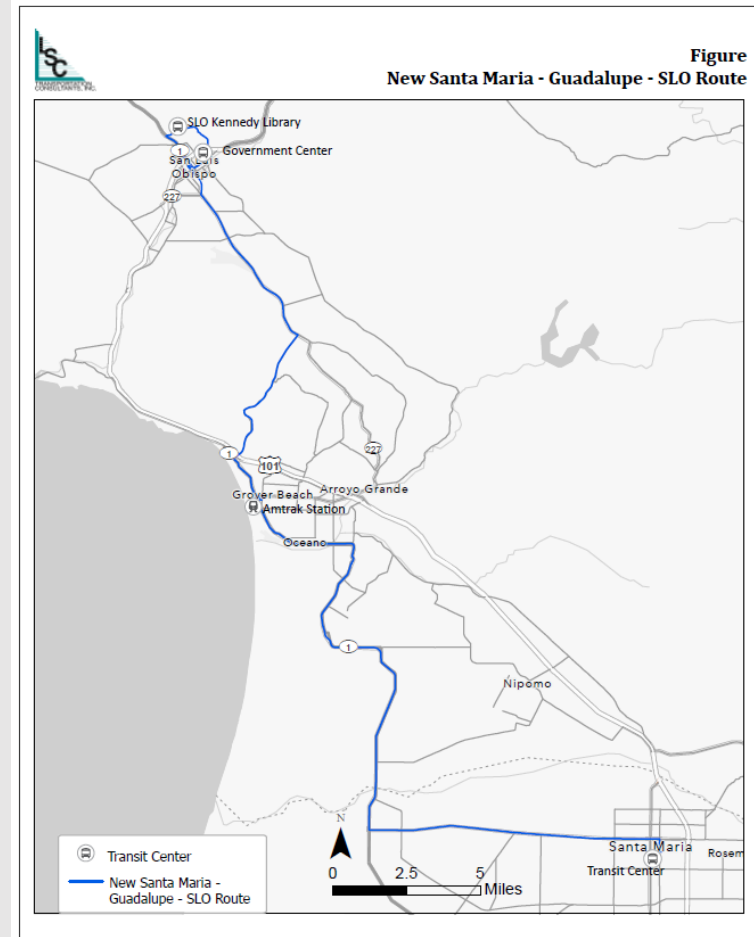
- Option Analyzed: Route 9 mid-day service to Cal Poly
 - Net annual impact: +400 trips, \$1,700
 - **Meets marginal cost per trip standard.**



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



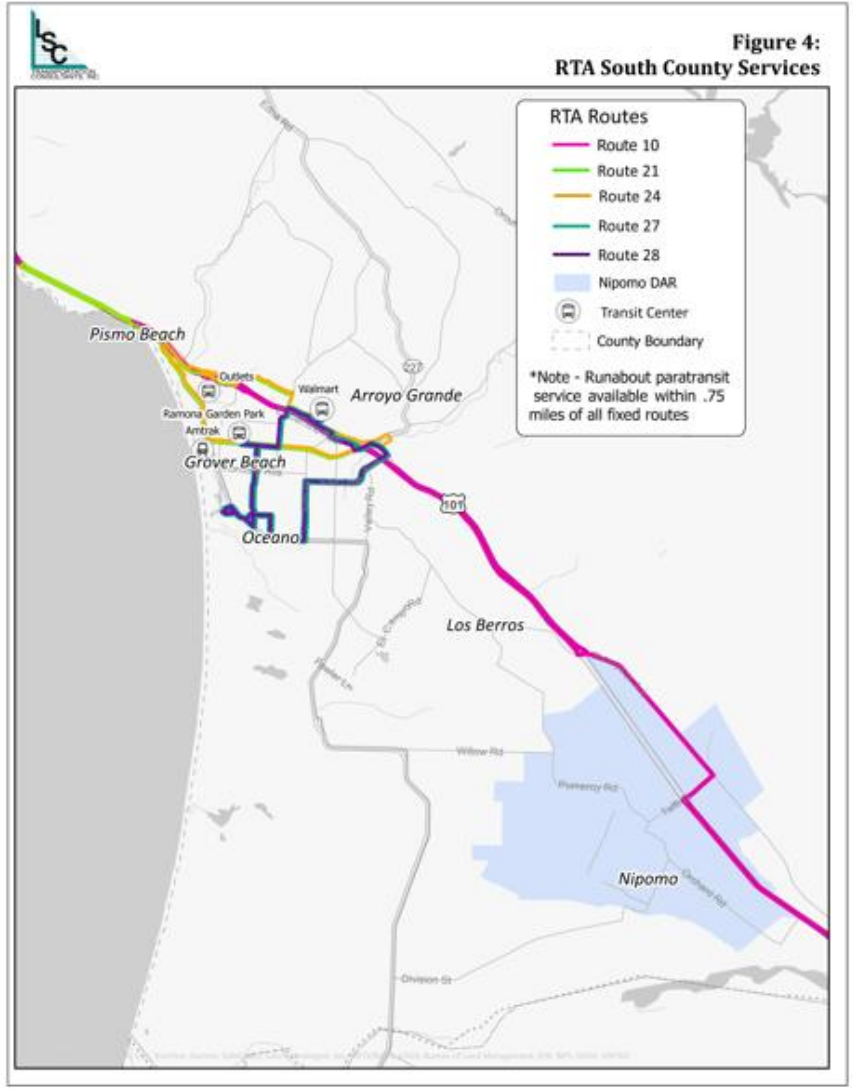
RTA Route 10 – Other Options

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

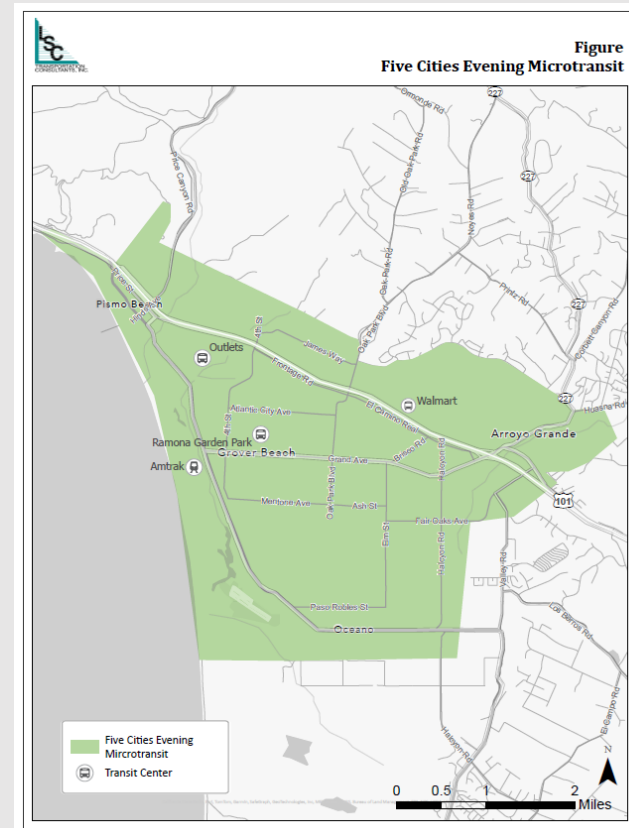
- Option Analyzed: Route 27 Saturday Service
 - Net annual impact: +4,200 trips, \$46,400
 - **Meets marginal cost per trip standard**

Challenge/Need – Later service

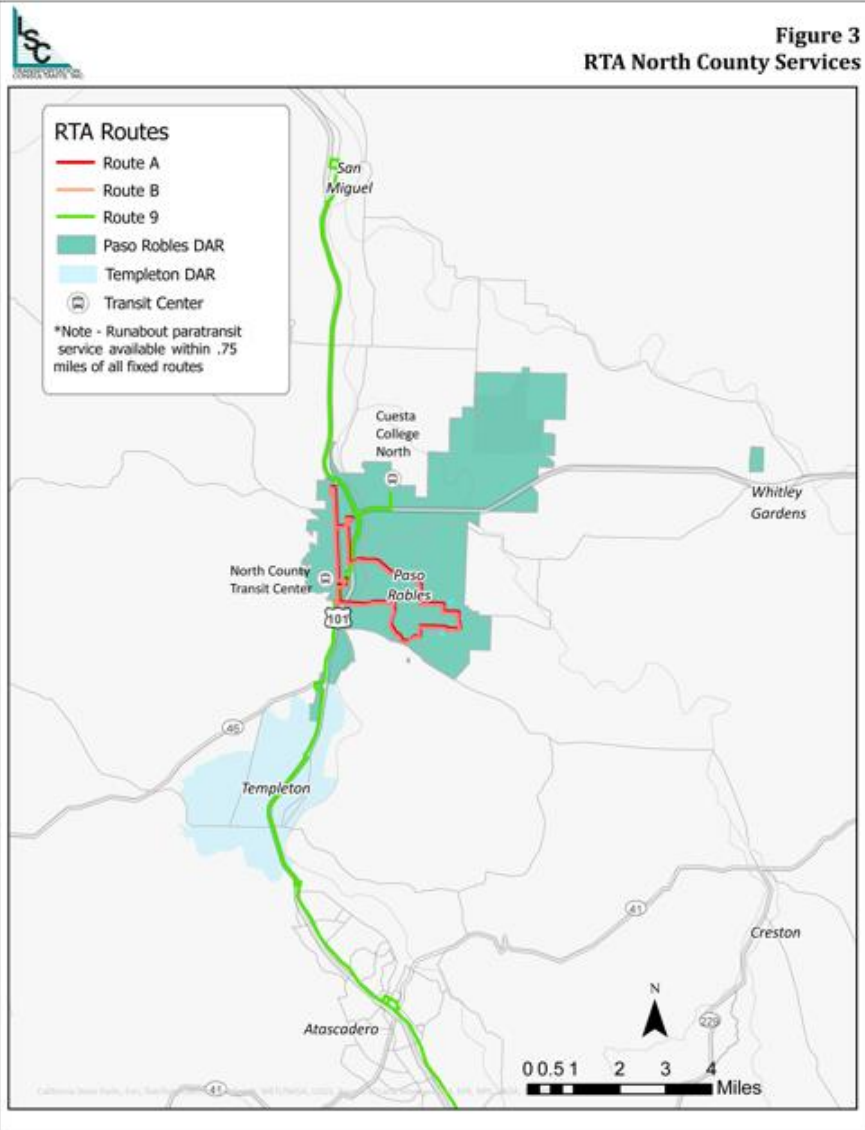
- Option Analyzed: Extend Routes 21 and 28 until 9 PM on weekdays
 - Net annual impact: +1,600, \$67,000

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

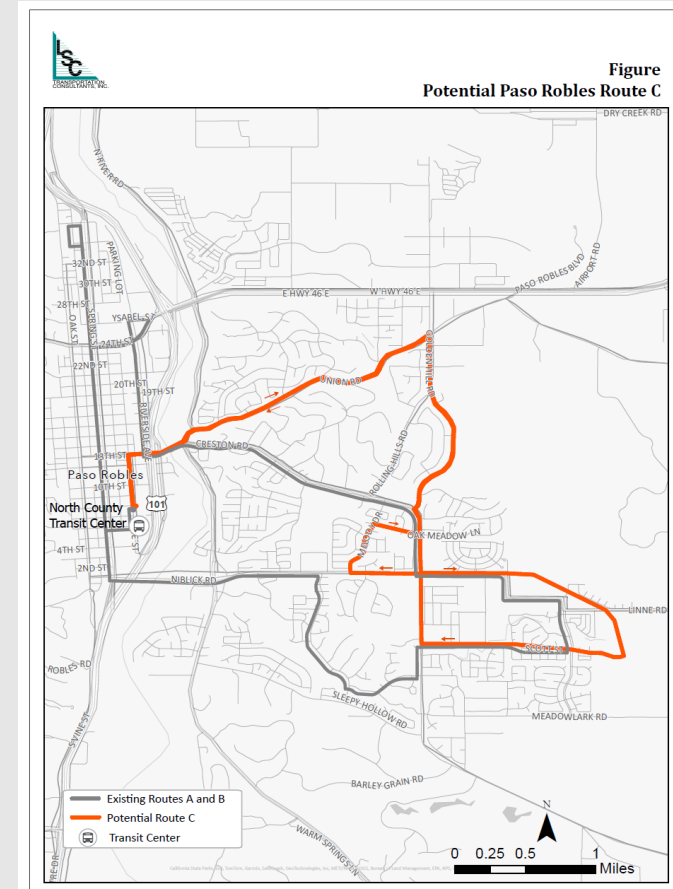
- Option Analyzed: Add School tripper (one AM and one PM)
 - Net annual impact: +1,600 trips, \$18,000

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)

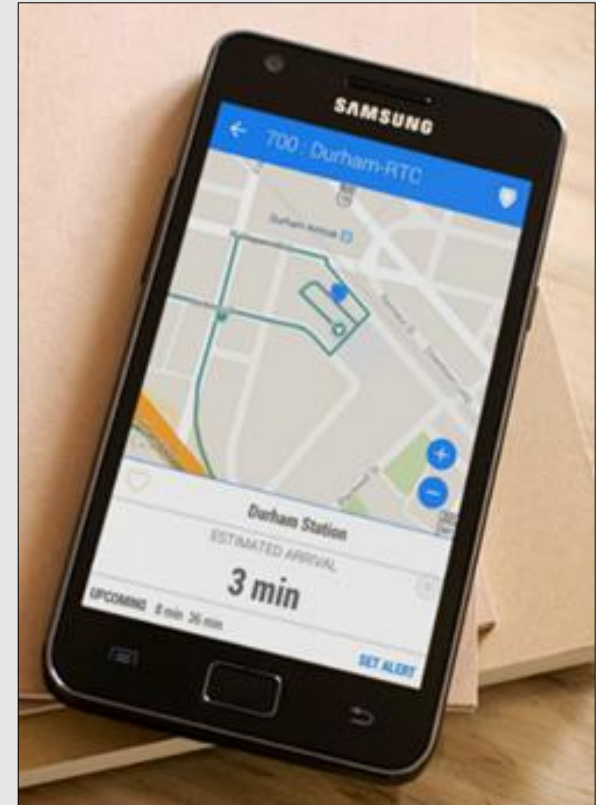
- Option Analyzed: Extend Route B until 9 PM on weekdays
 - Net annual impact: +2,300 trips, \$47,200



RTA – North County Demand Response Services

Challenge/Need - On-demand service (microtransit)

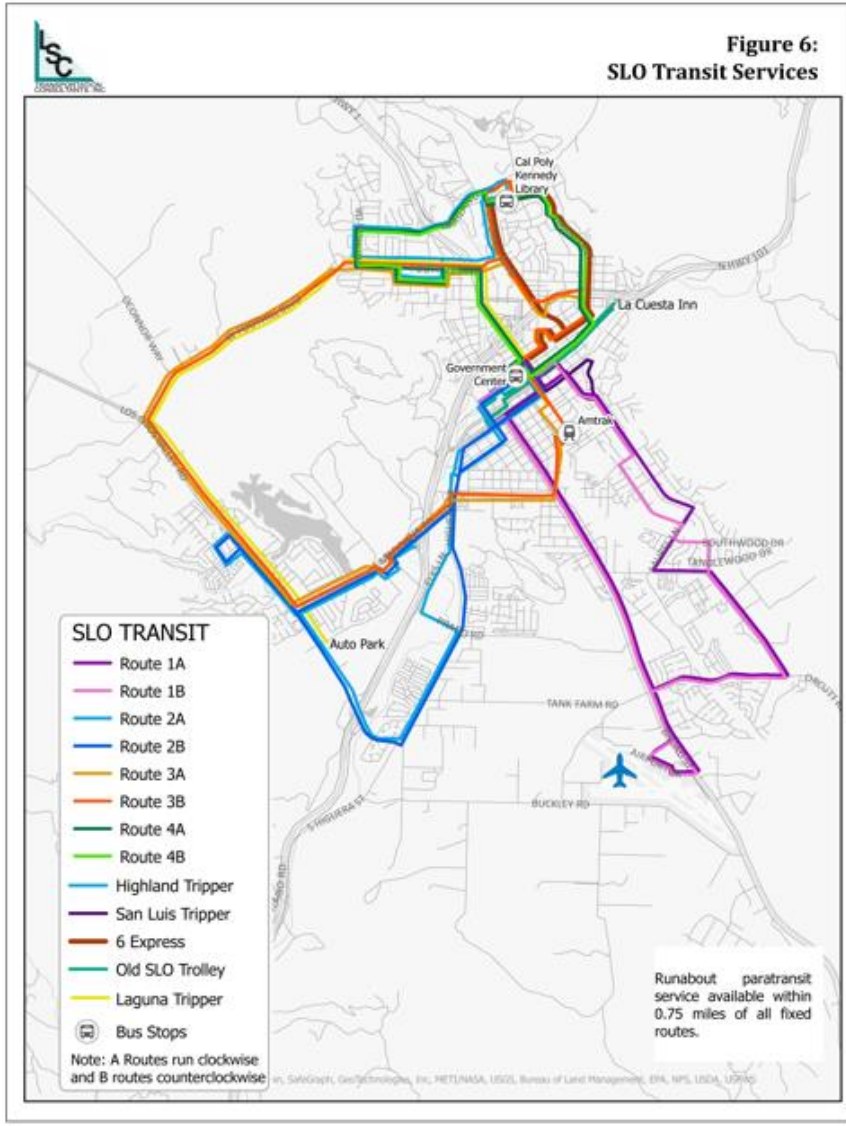
- Option Analyzed: Convert Paso Robles DAR to microtransit
 - Net annual impact: +200 trips, \$6,300
- Option Analyzed: Convert Shandon/Templeton DAR to microtransit
 - Net annual impact: Cost of technology license (\$4,500)



SLO Transit Services



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**



SLO Transit – Span of Service Alternatives

Challenge/Need - Address survey requests.

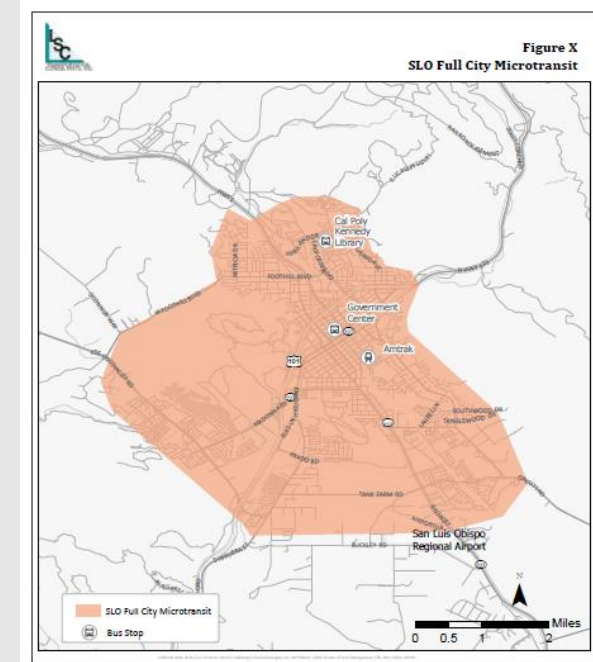
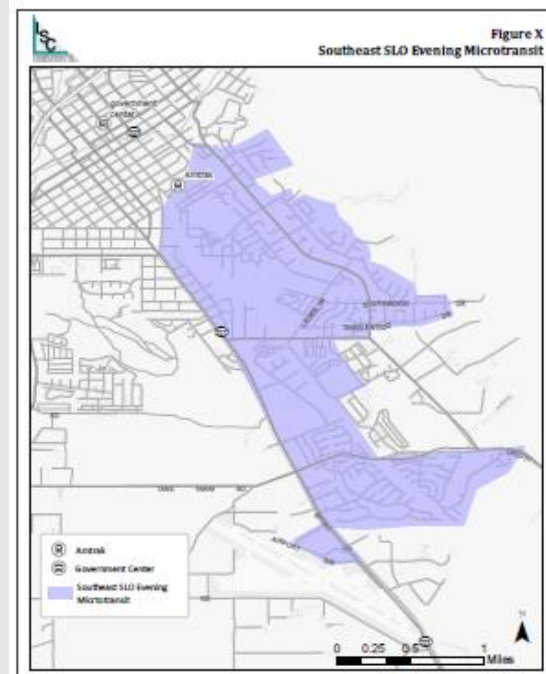
- Option Analyzed: Extend weekday evening service on A Routes
 - Until midnight - academic year net annual impact: +3,600 trips, \$96,300
 - Until 10 PM – non-academic year net annual impact: +2,000 trips, \$54,400
- Option Analyzed: Expand service on B Routes
 - Operate B Routes on Weekends – 7:45 AM 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



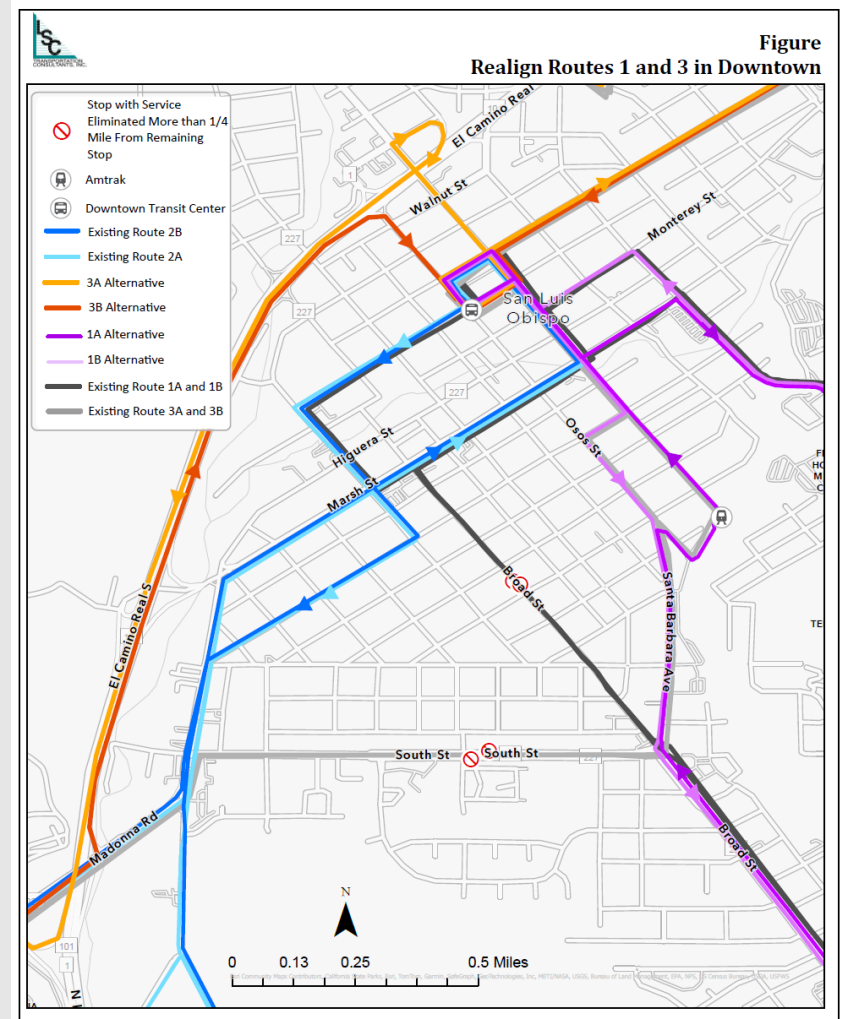
SLO Transit – Routing Alternatives

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

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RTA

