

SAN LUIS OBISPO COUNCIL OF GOVERNMENTS

STAFF REPORT

MEETING DATE: April 2, 2014

ITEM: B-4

SUBJECT: 2014/15 Unmet Transit Needs Findings

SUMMARY

A total of 199 individual requests were submitted for improvements in 49 specific categories during the 2014/15 Unmet Needs cycle (See Attachment A: Pages B-4-3 and B-4-4).

- Forty-Eight (48) of these requests were deemed “operational” and forwarded to transit operators for review and responses.
- One (1) request met the adopted “Unmet Need” criteria and was analyzed for “Reasonableness to Meet.” The one (1) transit item found to be an “Unmet Need” is as follows:

A. Provide North County evening transit service to North Cuesta College when in session

This request is an “Unmet Need,” found not “Reasonable to Meet” due to projected farebox recovery ratios ranging from 4.7% to 6.8% (must meet 17% farebox recovery) for the 4 service scenarios considered.

Responses to all transit operational requests are presented in Attachment B (Page B-4-11 to B-4-13). Operator responses indicate:

- 43% are being addressed.
- 12% are included in plans.
- 45% are currently under review or will be considered when funding permits.

All bicycle and pedestrian-related requests received (not subject to “Unmet Needs” review) will be presented to the Board at the June 4th meeting.

RECOMMENDATIONS

- Staff:**
- a) Approve Resolution finding there are no “Unmet Transit Needs” that are “Reasonable to Meet” for FY 2014/2015; compile final report and submit to Caltrans.
 - b) Continue consideration to June meeting of request by North Cuesta Community College for a new service that is to be developed under consultation with RTA staff, Cuesta College, and the City of Paso Robles.
 - c) Direct staff to bring back update on all bicycle and pedestrian improvement requests at the June 4th Board meeting.
 - d) Request SLO Regional Rideshare provide ridesharing outreach services to North Cuesta College.

SSTAC/TTAC/CTAC: Support staff recommendations

BACKGROUND

The Transportation Development Act (TDA) mandates that each Regional Transportation Planning Agency (RTPA) give the public the opportunity to request new, expanded, or modified transit services each year. Requests were received via letters, petitions, telephone, fax, e-mail and public testimonies at the February 5, 2014 Public Hearing, or submitted by the February 12th deadline. After grouping all the requests by operator, staff performs a two-tier review to determine:

- a) Which (if any) requests are found to be “Unmet Transit Needs;” and
- b) Among items found to be “Unmet Transit Needs;” which ones are “Reasonable to Meet.”

Upon final analysis, the SLOCOG Board has the authority to set aside TDA funds to meet any “Unmet Needs” that are found “Reasonable to Meet.” After this annual evaluation, jurisdictions receive all TDA funds for either transit or street and road purposes.

As adopted at the October 2013 SLOCOG Board meeting, a transit-related request must meet all four (4) regional criteria below to be considered an “**Unmet Need**” (prior to being assessed for “Reasonableness to Meet”):

- 1a. **Gap:** the request fills a gap in transit service or is identified as a deficiency in Regional Transportation Plan, Clean Air Plan, ADA Paratransit Plan or Short Range Transit Plan;
- 1b. **Community Support:** sufficient broad-based community support is demonstrated by persons who will likely use the service on a routine basis (at least 15 requests for general public service and 10 requests for disabled service);
- 1c. **Current Need:** the request is a current need rather than a future need; and
- 1d. **Service Expansion:** the request is for service expansion such as increased hours, increased frequency, new routes, significant modifications to existing routes; and not operational in nature, such as minor route changes or bus stop changes, etc. (If the request is for minor service changes, the request will be forwarded to the transit operator for follow-up.)

Only if all of the above criteria (1a-1d) are met, is the request considered an “Unmet Transit Need.” For those requests that do not meet the above four criteria, SLOCOG staff will work toward developing solutions by coordinating requests and potential near-term remedies with transit operators. Staff encourages each operator to address the public input from the Unmet Transit Needs process during the FY 14/15 budget preparation, mid-year budget adjustment or current/pending Short Range Transit Plan updates.

For those requests that meet the above four criteria (1a-1d), the next step in the evaluation is assessing “**Reasonableness to Meet.**” An Unmet Transit Need is recognized by SLOCOG as “Reasonable to Meet” if all of the following criteria (2a-2d) are satisfied.

- 2a. **Farebox:** The request is projected to generate the required farebox ratio (10% rural, 20% urban, 15.8% RTA) by the third year demonstrating continuous progress after the first and second year.
- 2b. **Fairness:** Service will not involve funding from a non-served entity.
- 2c. **Comparable:** Service is comparable with other similar transit services (Such as local fixed-route, regional fixed-route, local general public Dial-A-Ride, specialized Dial-A-Ride, circulator, trolley, etc.) or will be similar, based on the projected number of passengers per hour the proposed service would carry.
- 2d. **Funding Available:** The request is fundable with existing TDA funds, without reducing other existing transit services. The new, expanded, or revised service, if implemented, will not cause the responsible operator to incur expenditures in excess of available TDA funds (If 100% of the TDA funds are being used for transit, no mandate can be imposed upon the operator.) “The fact that an identified transit need cannot be fully met based on available resources shall not be the sole reason for finding that a transit need is not reasonable to meet.” (*TDA PUC. Section 99401.5 (c)*)

An “Unmet Transit Need” is recognized by SLOCOG as “Reasonable to Meet” only if **all** of the above criteria (2a-2d) are satisfied.

DISCUSSION

Attachment A below summarizes the requests received from the public between February 14, 2013 and February 12, 2014. Based on staff review, request number 13 shown in Attachment A was found to meet the four above “Unmet Transit Needs” criteria. This request was evaluated further to determine “reasonableness to meet” (See discussion on page B-4-5).

ATTACHMENT A

| Transit Service Requests | | Number of Requests | Fills Gap in Service | Community Support | Current Need | Service Expansion |
|-----------------------------------|--|--------------------|----------------------|-------------------|--------------|-------------------|
| "Unmet Needs" Definition Criteria | | | | | | |
| RTA/Runabout | | | | | | |
| 1 | Reinstate RTA Rte. 10 southbound morning express service. | 1 | Y | N | Y | Y |
| 2 | Additional RTA Rte. 9 morning and afternoon express service to Cal Poly to reduce overcrowding. | 2 | Y | N | Y | Y |
| 3 | Install a ticket machine selling monthly or weekly transit passes at the Premium Outlets bus stop. | 1 | N | N | Y | Y |
| 4 | Provide RTA Rte. 9 service that bypasses Cal Poly. | 1 | N | N | Y | N |
| 5 | Install real time bus information at the Halcyon Park & Ride Lot bus stop. | 1 | N | N | Y | N |
| 6 | Review and reconsider Runabout cancellation policy and penalty system. | 1 | N | N | Y | N |
| 7 | Direct RTA Rte. 12 service from Los Osos to San Luis Obispo via Los Osos Valley Rd. | 1 | Y | N | Y | Y |
| 8 | Provide paratransit service to Buena Vista Dr. in Paso Robles. | 1 | Y | N | Y | Y |
| 9 | Ensure RTA trip linking for bicyclists and increase RTA commuter line options to remove cars from busy commute corridors (e.g. Los Osos Valley Rd.). | 1 | N | N | Y | N |
| 10 | Enforce no e-cigarette smoking on RTA buses. | 1 | N | N | Y | N |
| 11 | Provide service to SLO County Regional Airport area. | 1 | Y | N | Y | Y |
| 12 | Provide RTA Rte. 10 southbound express service departing Cal Poly at 4:15 PM or change RTA Rte. 10 southbound express departing SLO Government Center from 4:05 PM to 4:20 PM. | 7 | Y | N | Y | N |
| 13 | Provide North County evening transit service to North Cuesta College when in session. | 132 | Y | Y | Y | Y |
| 14 | Provide RTA Rte. 9 express service from Paso Robles that arrives at Cal Poly at 7:25 AM and departs Cal Poly at 4:35 PM for Paso Robles or change the 4:42 PM Cal Poly departure to 4:35 PM. | 1 | Y | N | Y | N |
| 15 | Provide RTA Rte. 10 southbound stop in front of McDonald's on Tefft St. in Nipomo. | 1 | Y | N | Y | Y |
| 16 | Provide earlier weekend service on RTA Rte. 15 from Morro Bay to San Simeon. | 1 | Y | N | Y | Y |
| 17 | Retain current service levels on RTA Rte. 9 serving Cal Poly. | 1 | Y | N | Y | N |
| 18 | Increase RTA/Runabout driver pay without service cuts. | 2 | N | N | Y | N |
| 19 | Retain bike racks on RTA fleet. | 1 | Y | N | N | N |
| 20 | Additional benches requested at the Achievement House bus stop near the SLO Cuesta Campus. | 1 | N | N | Y | N |
| 21 | Provide later RTA Rte. 9 evening service once consolidation with Atascadero Transit takes place. | 1 | Y | N | Y | Y |
| 22 | Install a RTA Rte. 10 bus stop at the Cliffs Resort on Shell Beach Rd. | 1 | Y | N | Y | Y |
| 23 | Reinstate RTA Rte. 10 bus stop in Avila Beach. | 1 | Y | N | Y | Y |
| 24 | Reinstate bus stops in Los Osos that allowed coastal access. | 1 | Y | N | Y | Y |
| 25 | Request all bus stops in Los Osos be compliant with the American's with Disabilities Act. | 1 | Y | N | Y | N |
| 26 | Reinstate RTA Rte. 12 Los Osos loop. | 1 | N | N | Y | Y |
| 27 | Improve the last RTA Rte. 10 southbound evening connection with South County Transit. | 1 | Y | N | Y | N |
| 28 | Improve RTA Rte. 10 wheelchair transfer times with South County Transit. | 1 | Y | N | Y | N |
| 29 | Reinstate RTA Rte. 10 bus stops in the Arroyo Grande Village. | 1 | Y | N | Y | Y |
| 30 | Improve senior/paratransit information on RTA bus schedules. | 1 | Y | N | Y | N |
| 31 | Provide information about evacuation zone plan on RTA website. | 1 | N | N | Y | N |
| 32 | RTA holiday service schedule is too limited. | 1 | N | N | Y | Y |
| 33 | Add one additional weekday evening run on RTA Rte. 15 leaving Morro Bay Park at 8:03 PM. | 2 | Y | N | Y | Y |

| Transit Service Requests | | Number of Requests | Fills Gap in Service | Community Support | Current Need | Service Expansion |
|-------------------------------|--|-----------------------------------|----------------------|-------------------|--------------|-------------------|
| | | "Unmet Needs" Definition Criteria | | | | |
| SLO County Services | | | | | | |
| 34 | Provide hourly fixed-route transit service connecting Avila Beach to San Luis Obispo and the Five Cities area and install bus stops at the entrance to Avila Village on San Luis Bay Dr., Front Street and Harford Pier. | 4 | Y | N | Y | Y |
| 35 | Request Avila Beach Trolley serve all normal stops during the Friday Farmer's Market in Avila Beach. | 1 | Y | N | Y | Y |
| 36 | Reinstate Los Osos Dial-A-Ride service. | 1 | Y | N | Y | Y |
| 37 | Provide transit service from the Nipomo Mesa to Nipomo High School. | 1 | Y | N | Y | Y |
| 38 | Provide fixed-route transit service to Jardine Rd. and Dry Creek Rd. intersection off Hwy. 46E. | 2 | Y | N | Y | Y |
| South County Transit | | | | | | |
| 39 | Provide fixed-route service to Atlantic City Ave. in Grover Beach. | 1 | Y | N | Y | Y |
| 40 | Improve senior/paratransit information on SCT bus schedules. | 1 | Y | N | Y | N |
| 41 | Provide summer bus service from Arroyo Grande to Lopez Lake Water Slide Park. | 1 | Y | N | Y | Y |
| SLO Transit | | | | | | |
| 42 | Improve on-time performance of SLO Transit Rtes. 4, 6a, and 6b arriving and departing Cal Poly. | 7 | Y | N | Y | N |
| 43 | Ensure SLO Transit Rte. 5A arrive at the Performing Arts Center at :58 as scheduled. | 1 | Y | N | Y | N |
| 44 | Provide service to SLO County Regional Airport area. | 1 | Y | N | Y | Y |
| Paso Robles Express | | | | | | |
| 45 | Route C should wait longer than 5 minutes for Route A or B connections. | 1 | Y | N | Y | N |
| 46 | Provide later Saturday service and reinstate Sunday service. | 1 | Y | N | Y | Y |
| 47 | Later evening service (i.e. 9:50 PM) on Route C serving Cuesta College's North County Campus. | 1 | Y | N | Y | Y |
| Atascadero Transit | | | | | | |
| 48 | Retain current El Camino Shuttle schedule. | 1 | N | N | N | N |
| SLO Regional Rideshare | | | | | | |
| 49 | Encourage teenagers to use public transit as an appealing form of transportation. | 1 | Y | N | Y | N |
| Total | | 199 | | | | |

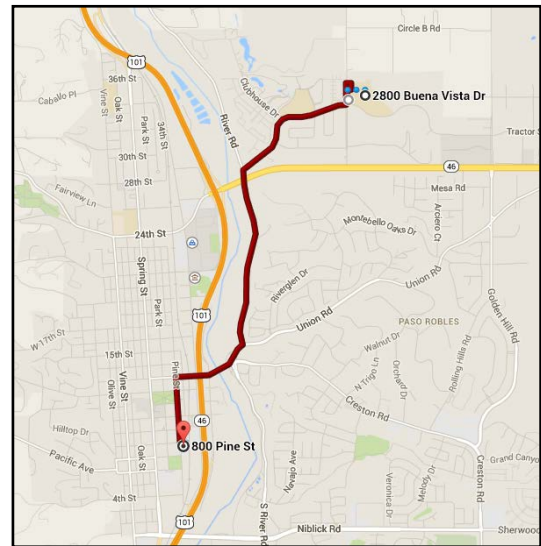
Note: Requests were not all submitted by one individual.

Highlighted rows indicate new requests received since 2/5/14.

A) Provide North County evening transit service to North Cuesta College when in session

FY 14/15 UTN Request Overview:

Transit History: The North Cuesta College started being served by transit in fall 2001 with the new Paso Robles Route C (hourly connection between campus and Paso Robles Transportation Center). By August 2006, this route was restructured as a joint north south route with Atascadero (North County Shuttle) while the college agreed to an annual subsidy toward all fixed-route transit services in exchange for free rides to all Cuesta students. This arrangement remained in place in 2011, when North County Shuttle ended and Route C resumed (Campus-Templeton hospital) with free transfer opportunities to two Paso routes and RTA Route 9 at the Paso Transportation Center. Since 2001, North Cuesta College has never asked for transit past 7 PM, although for many years limited evening bus service on RTA Route 12 has served the San Luis Obispo main campus with evening transfers to three local SLO Transit routes (Cal Poly sessions); such local connections are available at no cost to the RTA.



Recent Evening Service Considerations: Several open houses in 2011/2012 were held during the North County Transit Plan development; riders, including Cuesta representatives, brought up the need for later evening service in North County. However, since the focus of the plan was on transit agencies' reorganization and achieving operating cost savings for the Cities, little attention was paid to this issue in completing the June 2012 Plan. It should be noted that the prior College Dean expressed support for the Plan only once she understood the hourly transit service to the college would not be impacted, thus she maintained her commitment for the annual subsidy (\$40,000) in exchange for free student fares. One precedent to evening service in North County was in Paso (without regional mandate) using the small Dial-A-Ride (DAR) once regular fixed-route ended; this got very little promotion and resulted in extremely low demand. In 2011, the City Council ended that service. It is not clear if any of those DAR rides served the Cuesta campus or whether the campus was even aware of it for its students. In the Central Area, SLO Transit (without mandate from Cal Poly that gives an annual operating subsidy to the City in exchange for free rides on all its routes) did re-instate evening runs on about 1/2 of its weekday routes due to a huge loss in ridership after a major "across the board" evening service cuts (about 35% loss in riders); this stemmed from both no access to evening classes, but also lost access to end of the afternoon classes without evening returns.

New Cuesta College Developments are expected to Impact Enrollment: Two recent developments are likely to increase enrollments on the Cuesta College campuses, therefore boosting participation in evening curriculum. First, Cuesta College was on sanction and needed to remedy several issues over a period of years to maintain its accreditation, which it successfully did. Without the full resolution reached, the College could have run into a potential drawdown of its student body. Secondly, a recent private "Grant Promise" of \$8.5 Million was awarded locally; its scope is to support early enrollment of local high school students (join the college in the fall quarter immediately following their graduation). In exchange, all tuition and fees will be covered at 100%. Unfortunately, grant eligible expenses do not include a transportation allowance such as public transit out of pocket costs (cash fares, passes) or provision of operating costs for transit services dedicated to the college market (such as evening runs). However, with such financial incentives, those young students are more likely to consider transit as a viable option, since it is the most affordable choice compared to driving (they might not be eligible to drive). Thus, having reliable evening transit choices will be attractive to those newer students and expand their choices of classes.

Provide North County evening transit service to North Cuesta College when in session

Below are the findings on “unmet transit needs” status, followed by a brief discussion for each criterion.

TABLE B-4-1 Qualifying Criteria for “Unmet Needs”

| Service Request | CRITERIA | | | |
|--|------------------------------------|--------------------------------------|---|---|
| | 1a Fill a gap in service | 1b Broad community support | 1c Current need (instead of future) | 1d Service expansion or new service |
| Provide North County evening transit service to North Cuesta College campus (beyond current ending time) | | | | |
| Finding/ Recommendation | | | | |
| An unmet transit need: must review for reasonableness to meet. | YES | YES | YES | YES |

- 1a) **Fill a gap in current service:** At this time, there are no public transit options at the North Cuesta campus past 7:05 PM (the DAR closes at 1 PM); with the pending North County consolidation, the existing City Route C will be absorbed into an extended Route 9 (north of the Paso Robles Transportation Center, relatively close to downtown). However, there are still no currently proposed later hours of service to or from the campus when in session. Even the existing “last run” does not serve the travel needs of the students as its terminus at the train station has no connecting transit (past the end of the Paso Express routes); the only travel option beyond that point is either a bike ride (very few people) or a very long walk partly in the dark to reach North Spring Street. This request fills a gap in service.
- 1b) **Community Support:** The adopted criterion (for a general public transit request) is at least 15 individuals; North Cuesta College submitted a petition with over 125 signatures, well in excess of the threshold. This criterion is fully met.
- 1c) **Current need instead of a future need:** The evening curriculum at the North Cuesta College is growing with a noticeable representation of mono-lingual, low income adults (Paso Robles residents who work during the day); the need for access to/from this isolated facility is a current need (each time the college is in session). This request meets a current need instead of a future need.
- 1d) **Service expansion:** Providing some form of public transportation to address this need will warrant deploying additional resources, whether tapping into locally based Paso Robles resources or devising a creative solution with regional ones, or some combination. This request can only be fulfilled via transit service expansion.

Unmet Needs Finding (North County Transit): Provide North County Transit evening transit service to North Cuesta College when in session is an “Unmet Need” requiring evaluation for “Reasonableness to Meet”

Reasonableness to Meet Evaluation (North Cuesta College evening service during session)

For this evaluation staff used four (4) proposed scenarios; several assumptions were made to have a more realistic scope of a potential evening service plan as compared to the original early February 2014 detailed request submitted by the College:

- a) **No summer** - Instead of testing a full year service, we withdrew summer service, as enrollment is much lower (lower cost).
- b) **Service focus on school to home** - In considering the type of service to be delivered, we excluded any service to the campus; only simulated service from campus, as all evening classes start before the end of the current day time service (no round trip service).

- c) **Mon. through Thurs. service only** - In projecting days of service, we scaled back from 5 to 4 days a week, as attendance is a lot lower on Fridays (lower cost). The only exception is the first scenario below meant to mirror current service days in Paso Robles.
- d) **Four predictable pick-ups at 7, 8, 9, and 10 PM** - The typical evening class spans nearly 3 hours and they are all back-to-back, enabling students to reach the bus at 5 minutes after each hour (predictable schedule for pick-up) consistent with the day service. This means a total of 4 pick-ups each evening because the last run (7 PM) does not have connecting local transit at the Paso Transit Station, thus cannot bring students to their homes.
- e) **The spread of evening classes among each hour (spring 2014 reference) varies:**
 - Nearly 50 classes start at 4 PM and end at 6:50 PM (such “early” students do not get evening transit today)
 - Less than 10 classes start at 5 PM and end at 7:50 PM
 - Nearly 30 classes start at 6 PM and end at 8:50 PM
 - More than 50 classes start at 7 PM and end at 9:50 PM

While the pattern suggests a chance to further “scale back” the number of buses leaving the campus, students do stay on campus an extra hour after classes using the library to study before going home. Thus consistent with d) above we assumed the maximum of 4 pick-ups Monday-Thursday.

- **Scenario One** – “Current Service Mix with Evening Hour Extension.” This scenario relies on the soon to be implemented (June 2014) local/regional service mix and coverage by extending the hours of operation (5 days a week) from 7 to 10 PM. This would entail operating Route 9 two ways in the evening between the campus and the Atascadero Transit Center. It would also mean extending the hours for the full length of the two remaining Paso Express local routes. In the financial “status quo,” no fares would be charged to Cuesta students on either service. The downside of this scenario is that trips within Paso with the largest demand would not be direct; the hourly cost of Route 9 being much higher than Paso Express and passenger loads to Atascadero expected to be minimal, it would not be very cost effective use of regional transit after hours.
Conclusion: Too expensive and some local duplication of service (Paso Express Routes A and B); not feasible.
- **Scenario Two** –“Local Fixed-Route Only Reconfigured.” This scenario focuses on meeting local Paso residents direct trip needs to return home (i.e. faster than daytime service delayed by a forced transfer and a non-direct path) by using a scaled back evening fixed-route coverage (for instance, daytime “detour” segments reaching large senior housing complexes in east Paso would no longer be needed; or the leg to the train station from the College would be dropped). The main contrast with the first scenario is that evening service would only cover Paso Robles; this reflects the 2010 Census findings on socio-economic profile showing a big contrast between Paso Robles and Templeton/Atascadero, implying a much larger and widening gap in transit dependency in Paso (namely Paso ranked VERY HIGH and Templeton ranked LOW based on nine criteria).
Conclusion: Warrants a local route re-design (not the same as established day service). This approach has not been tested before and could involve much effort by RTA and Rideshare for the phase in.
- **Scenario Three** – “Local Only Circulator without advance reservations.” This scenario, similar to Option Two, would stay within Paso Robles most of the time except for possibly an end of the ride deviation to Templeton low income areas (off the 101 frontage road). The main difference with Option Two is that it would not follow the full predictable path of an evening fixed-route, but instead, upon the start of the route on campus, the driver would determine that particular run’s sequence of drop-offs at designated Paso Express bus stops, based on proximity to students’ homes. This model is used by the Allan Hancock College satellite campus (smaller facility than North Cuesta) near Lompoc (Santa Barbara County); so far the local bus operator COLT has found the flexible approach easy to implement, as long as demand remains low.
Conclusion: Same implementation challenge as Scenario Two due to the change from the day route. Main strength is no dispatch labor costs involved.

- Scenario Four** –“Local Dial-A-Ride Evening-Only in Paso Robles.” This scenario would be more complicated for the students as they would need to make an advanced phone reservation with the RTA dispatcher specifying the time of pick-up and the location of drop-off; the advantage of DAR over fixed-route from a cost control standpoint is that no service is delivered without reservations received, while a fixed-route bus runs regardless of the demand. On the other hand, if too many calls are received, there is an issue of capacity and the potential of long rides to reach everyone’s destination. Prior after hours DAR service for the general public in Paso was not successful; it might work better in this setting with a visible, single point of origin and a common departure time.

Conclusion: Lack of comparable service in San Luis Obispo region except for the Cal Poly evening escort program (limited to a short radius from campus). Ridership potential low for this market.

Given below is a summary on the reasonableness to meet test, followed by highlights for each criterion.

TABLE B-4-2 Qualifying Criteria for “Reasonableness to Meet” Evaluation

| Service Request | CRITERIA | | | |
|---|--|--|--|-------------------------------------|
| | 2a Farebox Recovery Ratio | 2b Funding from served entities | 2c Comparable with similar services | 2d Fundable with TDA |
| North County Transit evening service request to Cuesta College (fall and spring only) | | | | |
| Option One) | NO | NO | YES, on the North Coast | YES |
| Option Two) | NO | YES | YES | YES |
| Option Three) | NO | YES | YES, outside the County | YES |
| Option Four) | NO | YES | NO | YES |
| Finding | | | | |
| This request, as originally stated by the College would not be reasonable to meet. | | | | |

The Two Quarter (mid-Summer 2014 to Spring 2015) projections are based on quantitative assumptions in Matrix A (Page B-4-10):

Reasonableness to Meet Criteria Assessment:

2a) Farebox Recovery Ratio (i.e. Cost Effectiveness as mandated by the state):

If no changes are made to the current student free fare policy and the level of annual subsidies, the evening-only farebox ratios range from 4.7% to 6.8%.

Finding: This criterion is not met for all four scenarios IF no changes are made to the free ride policy for North Cuesta students or to the current \$40,000 contribution by the College. HOWEVER, looking at the two most promising scenarios, Scenario Two (Local Fixed-Rte. only shortened), a base fare of \$2.50 supplemented by a \$4,000 College contribution would meet the hybrid farebox ratio (i.e. 17%). Similarly, Scenario Three (Local-Only Circulator without Advanced Reservations), a base fare of \$1.50 supplemented by a \$6,500 College contribution would meet the hybrid farebox ratio. This means such conditions need to be negotiated with the College management with direct participation by the City of Paso Robles. In addition, for the fall quarter only, the college contributions would be lower at half of those amounts (i.e. \$2,000 under Scenario Two and \$3,250 under Scenario Three).

2b) Funding from Served Entity (i.e. fairness):

The only scenario that does not meet this criterion is Scenario 1, because it would tap into the regional RTA Joint Powers Agreement (JPA) formula for the portion of the service using RTA Route 9 and financed by all JPA members, most of which would not benefit from this service. All the other scenarios would be serving the City of Paso Robles and the North Cuesta Campus, both funding partners toward the evening service. In the special case of Scenario 3, RTA should seek a partial contribution from the County for the small amount of service deviation to Templeton.

Finding: All scenarios meet this criterion except for Scenario 1.

2c) Comparable with Similar Services (i.e. case studies from elsewhere or locally):

The first three scenarios have comparable services either within or outside of the county:

Scenario 1 is an example of a mix of evening regional and local transit services, which can be found in other systems on the Central Coast. In such cases, local funding or special contributions by educational institutions (which help reduce the costs of evening service) could support those after-hour service levels. One example is the Santa Barbara Metropolitan Transit District (MTD) and its 20-year agreement with the City College and the University of California at Santa Barbara (a mix of student tuition allowance toward free transit rides and supplemental operating subsidies for service expansion).

Scenario 2 is an example of an evening service plan tailored to the needs of evening customers, as they differ from daytime customers.

Scenario 3 is a common approach to after-hours campus services, although the size of the service area, the frequency of the service, the fare policy, and the option to blend in the general public can vary widely.

Scenario 4 is not a very typical approach due to the low demand for Dial-A-Ride and its higher cost attributed to the need for staffing the dispatch function. It could result in very lengthy rides depending on the geographical distribution of the student homes. This scenario is not comparable to similar services.

Finding: All scenarios except Scenario 4 meet this criterion

2d) Fundable with TDA (a state mandate):

Finding: All scenarios meet this criterion.

Conclusion: Without a major overhaul to the financial arrangement between Paso/RTA and North Cuesta College, this request (even after being scaled back) is not reasonable to meet. However, a near-term compromise could be considered. The two most promising options would be "Options Two and Three" subject to several NEW financial conditions. Several changes to the 2006 Agreement between North Cuesta College and the North County operators are warranted for the RTA to reach the mandated 17% farebox ratio, namely either by charging an evening fare (ranging from \$1.50 to \$2.50) or supplementing the College annual subsidy (by \$15,000 from Fall to Spring if the College preferred consistent policy of free fares between day and evening services) or some combination.

Next steps outside of the formal Unmet Needs Process

- 1) Work closely with Cuesta College management, RTA, and Paso Robles City staff to assess the possible funding approaches between charging NEW evening base fares for all return trips home starting at 7:05 PM, or substituting an equivalent supplemental fare subsidy.
- 2) Determine if there is a viable funding plan by consensus (to cover the operating budget)
- 3) Consider a Fall 2014 quarter pilot project serving the North Cuesta Campus (Paso Robles only destinations) every hour between 7:05 and 10:05 PM over a period of approximately 18 weeks.
- 4) Develop a service plan that is sensitive to the cultural needs of minority population groups and ensure proper bi-lingual fluency of all transit staff at such hours.
- 5) Report back to the Board at the June 2014 Meeting after consultation with the North Cuesta College management and others.

Matrix A – Comparison of North Cuesta Evening Service Scenarios

| | Service Alternatives | Coverage | Assumed Days/week | # Weeks/year (no summer service) | # Service Hours/Year | Operating Cost per Hour (Year 1) | Annual Operating Costs (rounded) | Projected Annual Riders | Shares of North County Cuesta Riders | Farebox Ratio estimate |
|----|---|--|-------------------|----------------------------------|----------------------|----------------------------------|----------------------------------|-------------------------|--------------------------------------|------------------------|
| 1) | ONE-Current Regional-Local Fixed-Route Service Mix | Paso Campus-Templeton-Atascadero Transit Center | 5 | 35 | 1,120 | \$117 (reg) & \$95 (local) | \$118,720 | 3,000 | 14.3% | 4.8% |
| 2) | TWO-Local-Only Fixed-Route Shortened | Cuesta Campus-Paso Transit Center (optional)-Paso Only neighborhoods (North/Niblick) | 4 | 35 | 1,310 | \$95 | \$124,450 | 4,000 | 18.2% | 5.8% |
| 3) | THREE-Local-Only Circulator without Advanced Reservation | Cuesta Campus-local bus stops along Route A only by demand (skip stop) & 101 frontage road N/ Las Tablas | 4 | 35 | 900 | \$95 | \$85,500 | 5,000 | 10.0% | 4.7% |
| 4) | FOUR-Local Only Evening Dial-a-Ride Paso Robles Only with Advanced Phone Reservations | Cuesta-Paso Residential Areas (on demand-curb-to curb) | 4 | 35 | 450 | \$130 | \$58,500 | 2,000 | 10.0% | 6.8% |

ATTACHMENT B

| Unmet Transit Needs Requests Received by February 12, 2014 | |
|---|---|
| Transit Service Requests | Operator Responses |
| RTA/Runabout | |
| 1 Reinststate RTA Rte. 10 southbound morning express service. | Could consider if additional funding is available. Cost might be about half a regular trip (1/2 * \$25,000/year), since we deadhead drivers south. Ridership on this trip in the past was minimal. (* Estimate) |
| 2 Additional RTA Rte. 9 morning and afternoon express service to Cal Poly to reduce overcrowding. | CMAQ funding will provide this. (starting approximately summer 2015). |
| 3 Install a ticket machine selling monthly or weekly transit passes at the Premium Outlets bus stop. | \$150,000 cost is prohibitive. |
| 4 Provide RTA Rte. 9 service that bypasses Cal Poly. | CMAQ funding will provide this. (starting approximately summer 2015). |
| 5 Install real time bus information at the Halcyon Park & Ride Lot bus stop. | RTA is going out to bid on an "Intelligent Transportation System" that will incorporate this and many other features. The RFP is expected to be let out this Spring, for implementation within 12-18 months (fall 2015). |
| 6 Review and reconsider Runabout cancellation policy and penalty system. | This process has already started with a draft of the revised policy going to RTA's board on March 5th and final review expected this summer (Aug 2014) |
| 7 Direct RTA Rte. 12 service from Los Osos to San Luis Obispo via Los Osos Valley Rd. | RTA tried this unsuccessfully as a new Route 11 & 13 two years ago. The service frequency was every other hour and ridership was low. If there is additional funding for new services, a reinstatement of this service (at least for peak commute hours) would be possible. Two round-trips per day would cost approximately \$15-25,000 annually. |
| 8 Provide paratransit service to Buena Vista Dr. in Paso Robles. | The southern part of Buena Vista Drive is included in the Runabout Service area (within ¼ of a mile of the Paso Express Route C route that serves Cuesta College North Campus). However, Buena Vista continues further north than ¼ of a mile and the service area ends north of Circle B Road. |
| 9 Ensure RTA trip linking for bicyclists and increase RTA commuter line options to remove cars from busy commute corridors (e.g. Los Osos Valley Rd.). | Regarding Los Osos Valley Road, see response to #7. As for more express trips, see #2 and #4. RTA has 6 bike spots on every bus and works with Rideshare to install lockers and bike facilities at park & rides and all major stops. The Bus Stop Plan identifies a small number of high used stops that still need Bike Racks and RTA will work to address these locations in the next year. |
| 10 Enforce no e-cigarette smoking on RTA buses. | RTA has a no smoking policy that includes no e-cigarettes. Drivers have been reminded of this policy. Should a customer find that the policy is not being enforced, we ask that they communicate with the driver or call RTA operations. |
| 11 Provide service to SLO County Regional Airport area. | This issue is under consideration with the City and County. RTA has no formal plan to provide service until new express trips are funded (CMAQ funds) which will bring a trial program to provide select trips during peak commute hours. |
| 12 Provide RTA Rte. 10 southbound express service departing Cal Poly at 4:15 PM or change RTA Rte. 10 southbound express departing SLO Government Center from 4:05 PM to 4:20 PM. | This is being addressed in the June 1, 2014 service change. RTA will provide a 4:05pm connections from Cal Poly to the Gov't Center and adjust the SB #10 "shorty express" trip time to 4:15. |
| 13 Provide North County evening transit service to North Cuesta College when in session. | Request analyzed by SLOCOG staff. See discussion above. |
| 14 Provide RTA Rte. 9 express service from Paso Robles that arrives at Cal Poly at 7:25 AM and departs Cal Poly at 4:35 PM for Paso Robles or change the 4:42 PM Cal Poly departure to 4:35 PM. | RTA has Route #9 Southbound express trips that arrive at Cal Poly at 7:18 and 7:33am (within 8 minutes of this request on either end). RTA has a route #9 northbound afternoon express trips from Cal Poly that departs at 4:24pm. RTA has service within 11 minutes of this request, perhaps the customer has a 4:30pm work shift and cannot leave early. When new CMAQ starts, more express trip options will be added. |
| 15 Provide RTA Rte. 10 southbound stop in front of McDonald's on Tefft St. in Nipomo. | Increased trip travel time and funding would be required to serve Nipomo West of Hwy 101. This area is served by the Nipomo Dial A Ride (Monday-Fridays). |

Unmet Transit Needs Requests Received by February 12, 2014

| Transit Service Requests | | Operator Responses |
|---------------------------------|--|--|
| RTA/Runabout Cont. | | |
| 16 | Provide earlier weekend service on RTA Rte. 15 from Morro Bay to San Simeon. | Route #15 has very low passenger traffic with the current trip levels that they have now (5 trips Monday Saturday and 3 trips on Sunday). It is very unlikely that service will be added (which would be required for an earlier Northbound trip). |
| 17 | Retain current service levels on RTA Rte. 9 serving Cal Poly. | A new modified option for local Route #9 is being presented to RTA's board on March 5th that will include 2 local morning services, during the busiest times and 6 afternoon trips to Cal Poly and a last trip "sweep" on the 8:33pm Northbound trip. |
| 18 | Increase RTA/Runabout driver pay without service cuts. | This is a union negotiation issue at the present time. Service cuts are not being considered at this time. |
| 19 | Retain bike racks on RTA fleet. | There is no discussion not to retain bike racks, except about the anticipated difficulty of bike carriage when RTA purchases new "over the road coaches" for which our traditional bike racks may not fit. This is yet to be determined. |
| 20 | Additional benches requested at the Achievement House bus stop near the SLO Cuesta Campus. | When this was requested directly, Aimee Wyatt at RTA has contacted Achievement House about pitching in to help pay half of the cost of benches. There has been no response to date (2/27/14). With one trip in the a.m. and one trip in the p.m., this is not a regularly served RTA stop and one pick-up service does not justify the full expense of the amenity installation. |
| 21 | Provide later RTA Rte. 9 evening service once consolidation with Atascadero Transit takes place. | RTA recently extended the Southbound #9 service by one hour. Further span of service extensions are not under consideration at this time due to funding constraints. Should more funds be available, it would be a consideration. |
| 22 | Install a RTA Rte. 10 bus stop at the Cliffs Resort on Shell Beach Rd. | The area is already served by SCT route #21. A stop near the Spyglass freeway exist has been evaluated as part of the 101/BRT program. Highway infrastructure would be required to facilitate a quick on/off point along the freeway and there is no funding programmed for the service at this time. |
| 23 | Reinstate RTA Rte. 10 bus stop in Avila Beach. | There was never a route #10 bus stop in Avila Beach. |
| 24 | Reinstate bus stops in Los Osos that allowed coastal access. | This is unclear what is being requested. RTA already serves stops in Baywood park - directly adjacent to the Bay. |
| 25 | Request all bus stops in Los Osos be compliant with the American's with Disabilities Act. | RTA is presenting a Bus Stop Plan to the Board of Directors on March 5, 2014 that outlines stops that need remediation and will set the process in place for funding requests for these remedies. |
| 26 | Reinstate RTA Rte. 12 Los Osos loop. | See the response to #7 - this was tried as part of the same program and ridership was low. |
| 27 | Improve the last RTA Rte. 10 southbound evening connection with South County Transit. | It appears this request is related to the LACK of transfers available to SCT from the Pismo Outlets at 8pm (from RTA NB) and 9pm (from last RTA SB). SCT operating hours are independent and based on local budgets. Later evening demand appears to be limited in South County and the SCT board has not approved extra service time to operate 2-3 routes for 2 more hours later in the evening. |
| 28 | Improve RTA Rte. 10 wheelchair transfer times with South County Transit. | RTA made service adjustments to route #10 in 2012 to improve the on-time performance of service between San Luis Obispo and the Pismo Premium Outlets. Delays were largely mitigated, but there are still times when high vehicle and passenger traffic create additional stresses. |
| 29 | Reinstate RTA Rte. 10 bus stops in the Arroyo Grande Village. | This would require a new route that served this area. Utilization on the previous AG Village Express trip was minimal. Should funding be available for a new trip, this could be considered. Currently there is RTA #10 service to the a.m./p.m. stop near the Village, or connections via South County Transit. |
| 30 | Improve senior/paratransit information on RTA bus schedules. | Marking and Tethering information brochures will be available starting on March 1, 2014. RTA will request senior transit "Know how to go" information from Regional rideshare to place on buses. |
| 31 | Provide information about evacuation zone plan on RTA website. | RTA is part of a team prepared to evacuate the carless community in every part of the county in the event of an emergency. For more information on evacuation routes and emergency plans go to www.slccounty.ca.gov . |
| 32 | RTA holiday service schedule is too limited. | Service is determined by demand and lifeline standards. Holidays are very low demand and unproductive periods. We will continue to monitor the demand for additional services on holidays and consider adding service when there is a justifiable demand. |
| 33 | Add one additional weekday evening run on RTA Rte. 15 leaving Morro Bay Park at 8:03 PM. | See previous answer to question #16. Ridership does not warrant more service on Route #15. |

Unmet Transit Needs Requests Received by February 12, 2014

| Transit Service Requests | | Operator Responses |
|---------------------------------|--|--|
| SLO County Services | | |
| 34 | Provide hourly fixed-route transit service connecting Avila Beach to San Luis Obispo and the Five Cities area and install bus stops at the entrance to Avila Village on San Luis Bay Dr., Front Street and Harford Pier. | This was evaluated during the FY 11/12 study and found not reasonable to meet with Fixed-Route Transit. |
| 35 | Request Avila Beach Trolley serve all normal stops during the Friday Farmer's Market in Avila Beach. | If the service area is expanded without extra funding the service frequency in the core area would have to be reduced. The Friday trolley is mainly a service to minimize parking hassles and connect the park & ride lots near the freeway and the campers near the Port. |
| 36 | Reinstate Los Osos Dial-A-Ride service. | There is no funding source identified for this service that was eliminated in 2011 because it did not meet federally mandated farebox recovery ratios. |
| 37 | Provide transit service from the Nipomo Mesa to Nipomo High School. | This has been evaluated and insufficient demand has been shown, nor have local resources been identified. |
| 38 | Provide fixed-route transit service to Jardine Rd. and Dry Creek Rd. intersection off Hwy. 46E. | Jardine Road is in a rural area, approximately 4.1 miles from Paso Express route C (soon to be RTA Route #9). It is not an urban enough area for fixed-route extension to cover necessary farebox ratios for operating costs. |
| South County Transit | | |
| 39 | Provide fixed-route service to Atlantic City Ave. in Grover Beach. | This was evaluated in the SCT Short Range Transit Plan and not found to be feasible with existing resources. |
| 40 | Improve senior/paratransit information on SCT bus schedules. | See Response to Question 30. |
| 41 | Provide summer bus service from Arroyo Grande to Lopez Lake Water Slide Park. | No local funding source has stepped forward to provide this service. It was discontinued in 2008 because of low ridership per hour and high cost of service. |
| SLO Transit | | |
| 42 | Improve on-time performance of SLO Transit Rtes. 4, 6a, and 6b arriving and departing Cal Poly. | Agency will consider this as part of upcoming SRTP |
| 43 | Ensure SLO Transit Rte. 5A arrive at the Performing Arts Center at :58 as scheduled. | Agency will consider this as part of upcoming SRTP |
| 44 | Provide service to SLO County Regional Airport area. | Agency will have conversation with RTA on how to better service this facility |
| Paso Robles Express | | |
| 45 | Route C should wait longer than 5 minutes for Route A or B connections. | Due to the need to keep all routes on schedule as much as possible, holding a route longer than five minutes for a connecting route is not practical. However, many route delays have been the result of road construction on the 13th Street bridge in Paso Robles. This work has been essentially completed, and the on-time performance of the routes A and B should improve as a result. |
| 46 | Provide later Saturday service and reinstate Sunday service. | Saturday service ends one hour earlier than weekday service (6:00 p.m. vs 7:00 p.m.). This schedule was implemented due to very light usage of transit on Saturdays during the final hour of service. If sufficient demand for later service is demonstrated, expansion of service hours can be further examined. Previous Sunday service consisted of 7 1/2 hours of Dial-A-Ride availability. Typical daily ridership totals were no higher than 10 or 11 riders, and the Sunday service was eliminated in 2011 as a cost-cutting measure. Again, if sufficient demand could be demonstrated, re-implementing service could be examined. |
| 47 | Later evening service (i.e. 9:50 PM) on Route C serving Cuesta College's North County Campus. | (see item 45) |
| Atascadero Transit | | |
| 48 | Retain current El Camino Shuttle schedule. | The El Camino Shuttle service is not financially feasible, however RTA Rte. 9 will maintain a similar hourly schedule. |
| SLO Regional Rideshare | | |
| 49 | Encourage teenagers to use public transit as an appealing form of transportation. | SLO Regional Rideshare is fully committed to promoting the "Youth Ride Free" summer transit program. |

**SAN LUIS OBISPO COUNCIL OF GOVERNMENTS
RESOLUTION NO. 14-__**

**RESOLUTION CONCERNING PUBLIC TRANSIT NEEDS FUNDING AND
IMPLEMENTATION OF THE PROGRAM WITHIN FISCAL YEAR 2014/15**

The following Resolution is now offered and read:

WHEREAS, the San Luis Obispo Council of Governments, hereinafter referred to as the Agency has been designated as the Regional Transportation Planning Agency; and

WHEREAS, said Agency has adopted a Regional Transportation Plan directed at the achievement of a balanced coordinated transportation system; and

WHEREAS, said Agency shall in implementation of its plan allocate monies in the Local Transportation Fund and State Transit Assistance Fund in accordance with the rules and regulations which implement the Transportation Development Act of 1971 as amended; and

WHEREAS, the Public Utilities Code, Section 99401.5, requires the Agency to hold a public hearing to determine whether there are any Unmet Public Transportation Needs prior to allocations for streets and roads; and

WHEREAS, the Agency on October 2, 2013, reaffirmed methodology and definitions for noticing and conducting the Annual Unmet Needs Hearings; and

WHEREAS, said Public Hearing was duly noticed and advertised in conformance with these procedures by means of publication of public hearing notices in the major newspapers in the region; public service announcements, press releases to all news media, posting on buses; agency web posting; and written notices to interested organizations and individuals; and

WHEREAS, the Agency has given specific consideration to the following factors in the planning process pursuant to Public Utilities Code Section 99401.5:

1. Established a Social Services Transportation Advisory Council by including social services and users' representatives as well as transit operators in conformance with Public Utility Code 99238;
2. In consultation with the Social Services Transportation Advisory Council, conducted a Transit Deficiencies' Analysis including an assessment of the size and location of identifiable groups likely to be transit-dependent or transit-disadvantaged and an analysis of the adequacy of existing and alternative public transportation services in meeting the demand; and

WHEREAS, the Agency, after a review of these factors, considered public testimony at said advertised Public Hearing held on February 5, 2014; and

WHEREAS, the Agency directed staff in conjunction with its advisory committees to evaluate and determine whether requests received by February 12, 2014, are "unmet transit needs", and are "reasonable to meet", based upon adopted definitions and criteria; and

WHEREAS, staff and the input from each advisory committee advise that there are no regional and community public transit needs within the incorporated and unincorporated areas of the county that may be reasonable to meet at this time, based upon adopted definitions.

NOW, THEREFORE, BE IT RESOLVED that the Agency, acting as the Regional Transportation Planning Agency, makes the following determinations and findings:

Approve Resolution 14-_____ finding there are no "unmet transit needs", which are "reasonable to meet" for FY 2014-15.

On motion by Delegate _____, seconded by Delegate _____, and on the following roll call vote, to wit:

AYES:

NOES:

ABSENT:

ABSTAINING:

The foregoing resolution is hereby adopted this 2nd day of April 2014.

Shelly Higginbotham, President
San Luis Obispo Council of Governments

ATTEST:

Ronald L. De Carli, Executive Director
San Luis Obispo Council of Governments

APPROVED AS TO FORM AND LEGAL EFFECT:

Timothy McNulty, SLOCOG Legal Counsel

Date: _____