



Rural & Small Urban Transit in CA

April 20, 2015

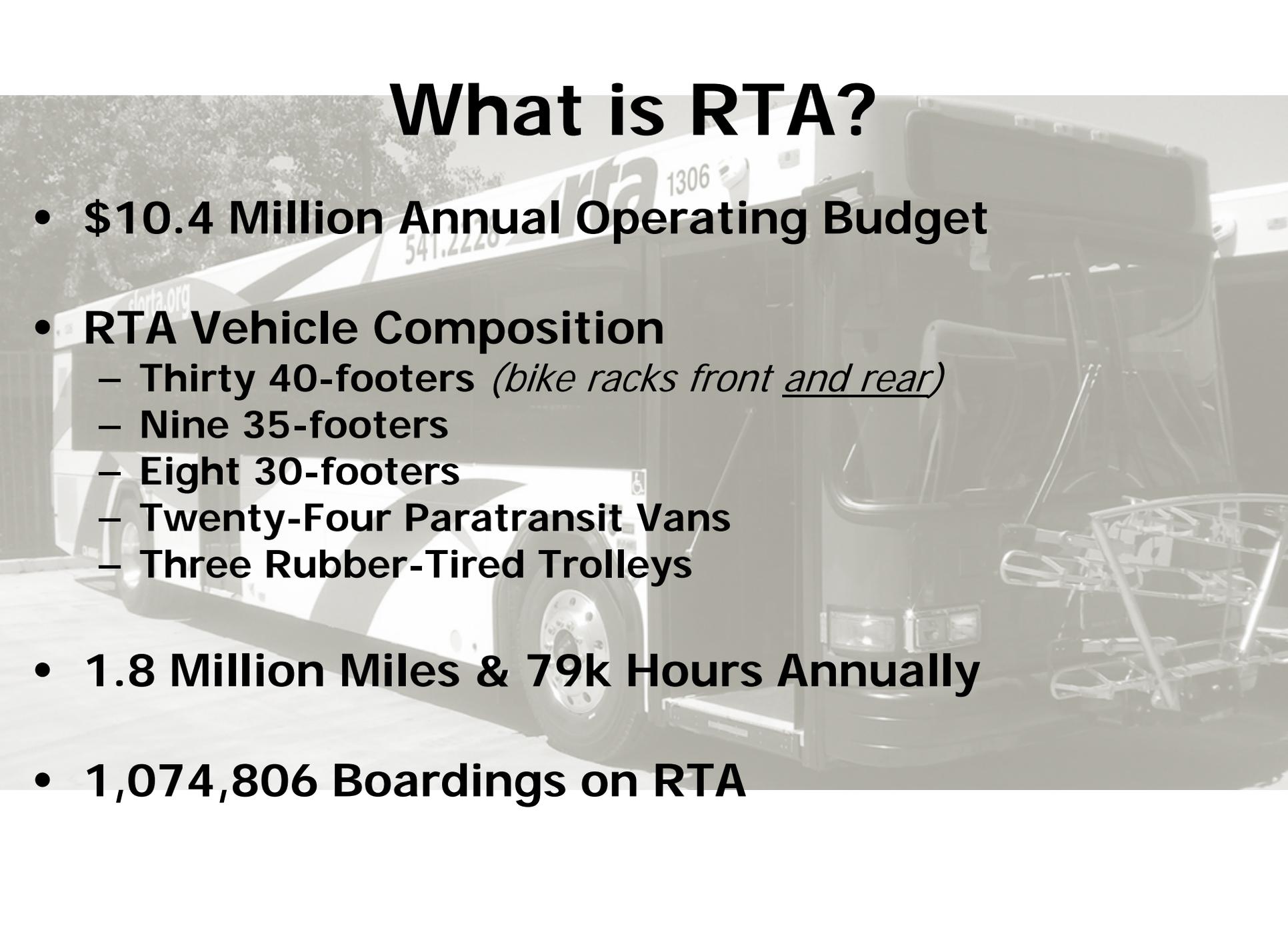
Geoff Straw

SAN LUIS OBISPO REGIONAL TRANSIT AUTHORITY

Who is RTA?

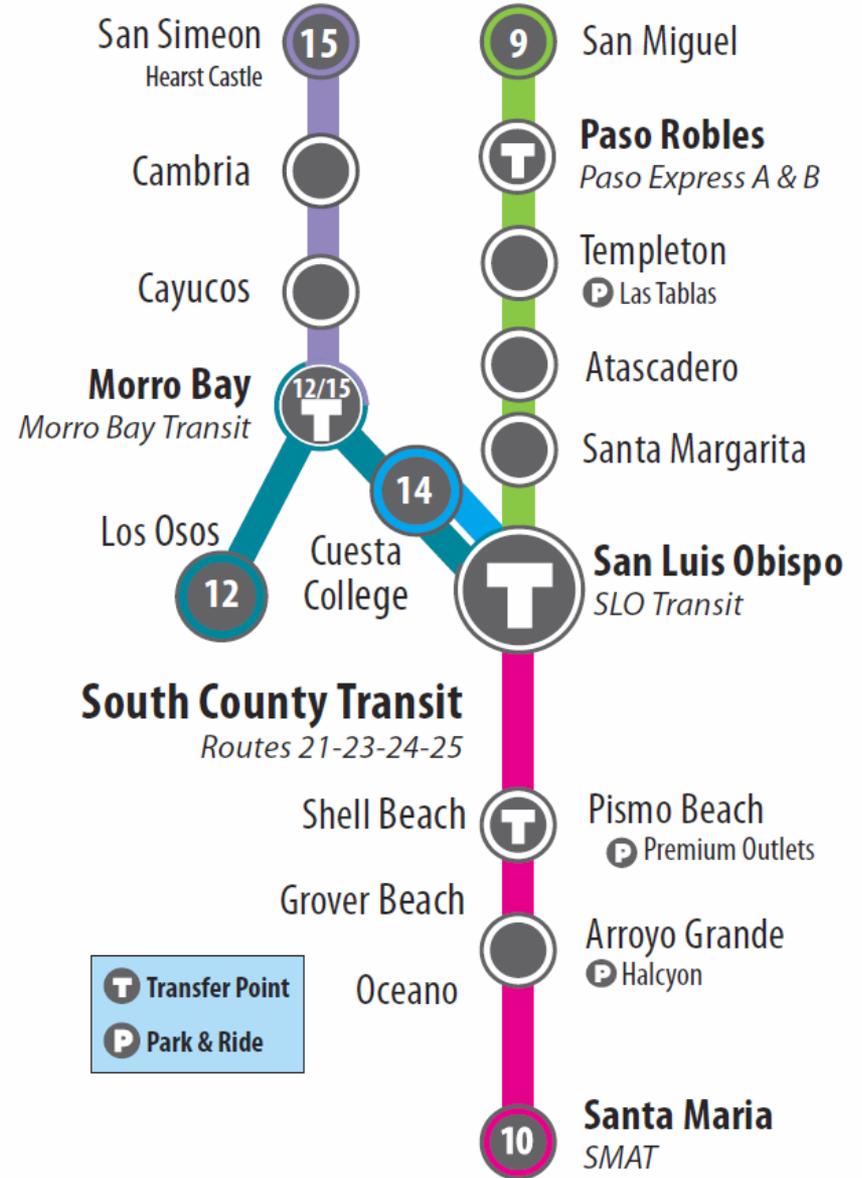
- **Joint Powers Authority in SLO County**
 - Established in 1990
 - JPA members include 7 Cities, County & Cuesta College
 - Board of Directors comprised of elected officials:
 - All Five County Supervisors
 - Mayor or Councilor from each City
- **In-House Operation since August 2009**
- **Also Operate Transit Contracts**
 - South County Transit, SLOCAT, Paso Express

What is RTA?

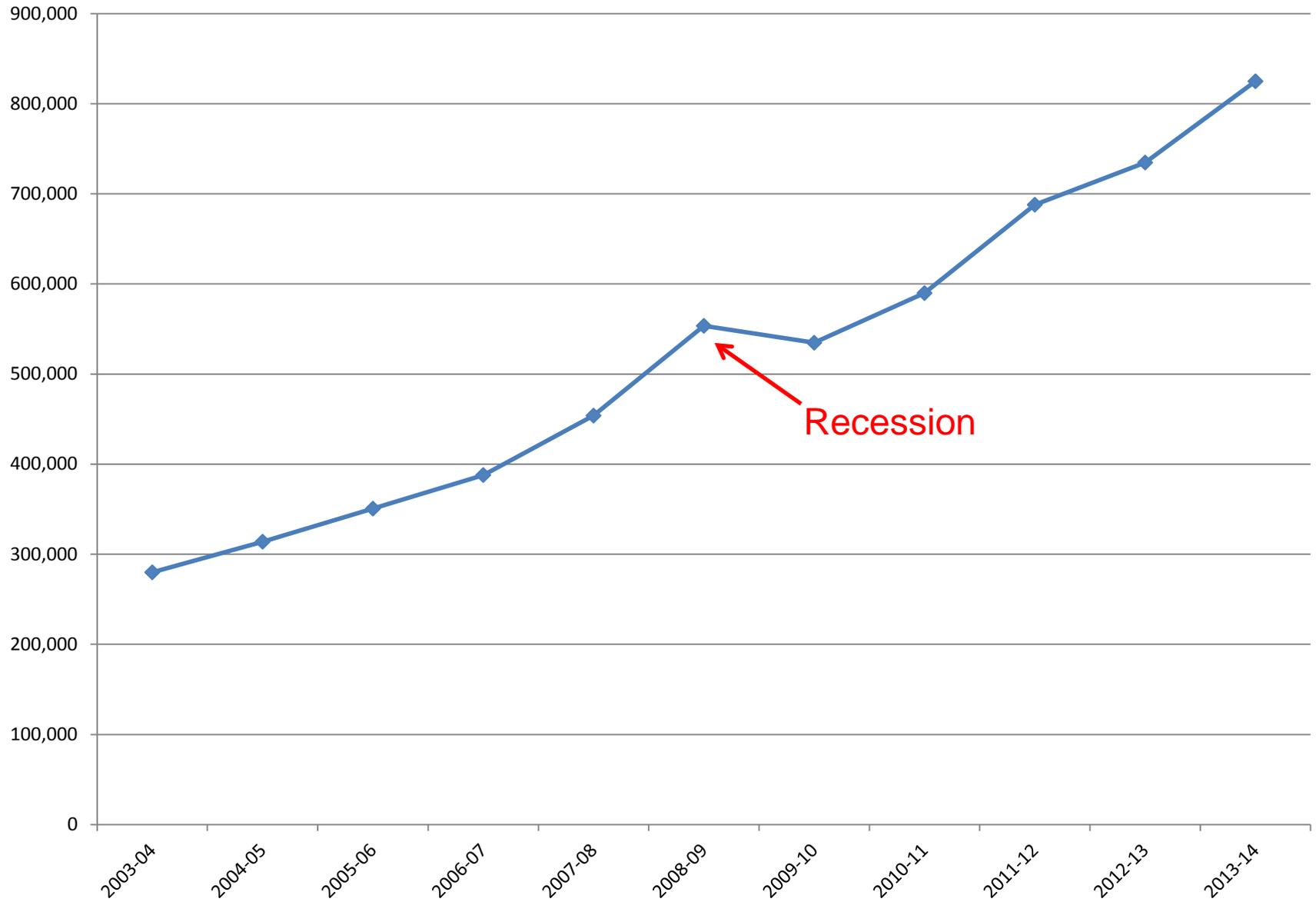


- **\$10.4 Million Annual Operating Budget**
- **RTA Vehicle Composition**
 - Thirty 40-footers (*bike racks front and rear*)
 - Nine 35-footers
 - Eight 30-footers
 - Twenty-Four Paratransit Vans
 - Three Rubber-Tired Trolleys
- **1.8 Million Miles & 79k Hours Annually**
- **1,074,806 Boardings on RTA**

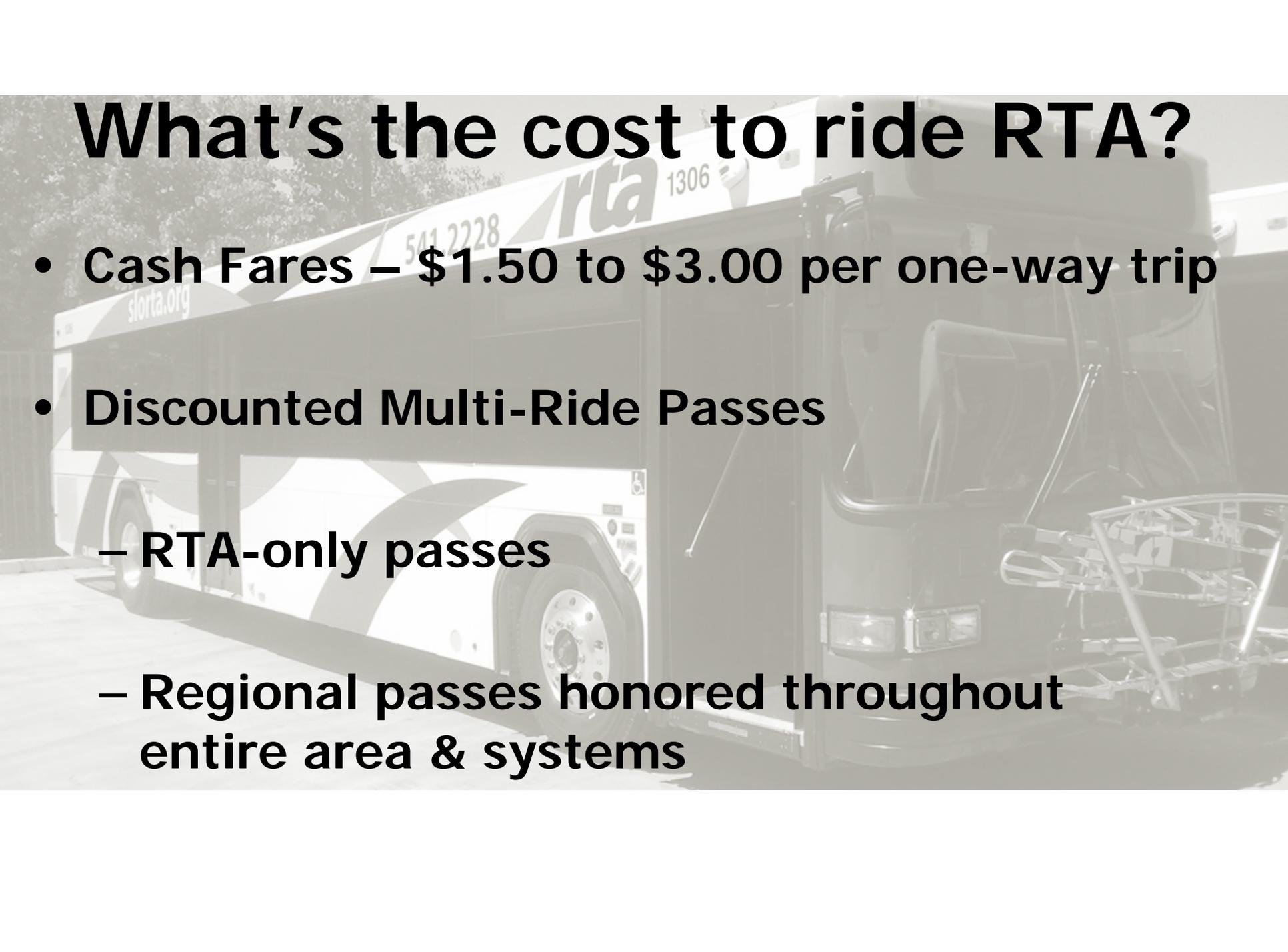
SLO County & RTA Routes



RTA FIXED ROUTE RIDERSHIP BY FISCAL YEAR

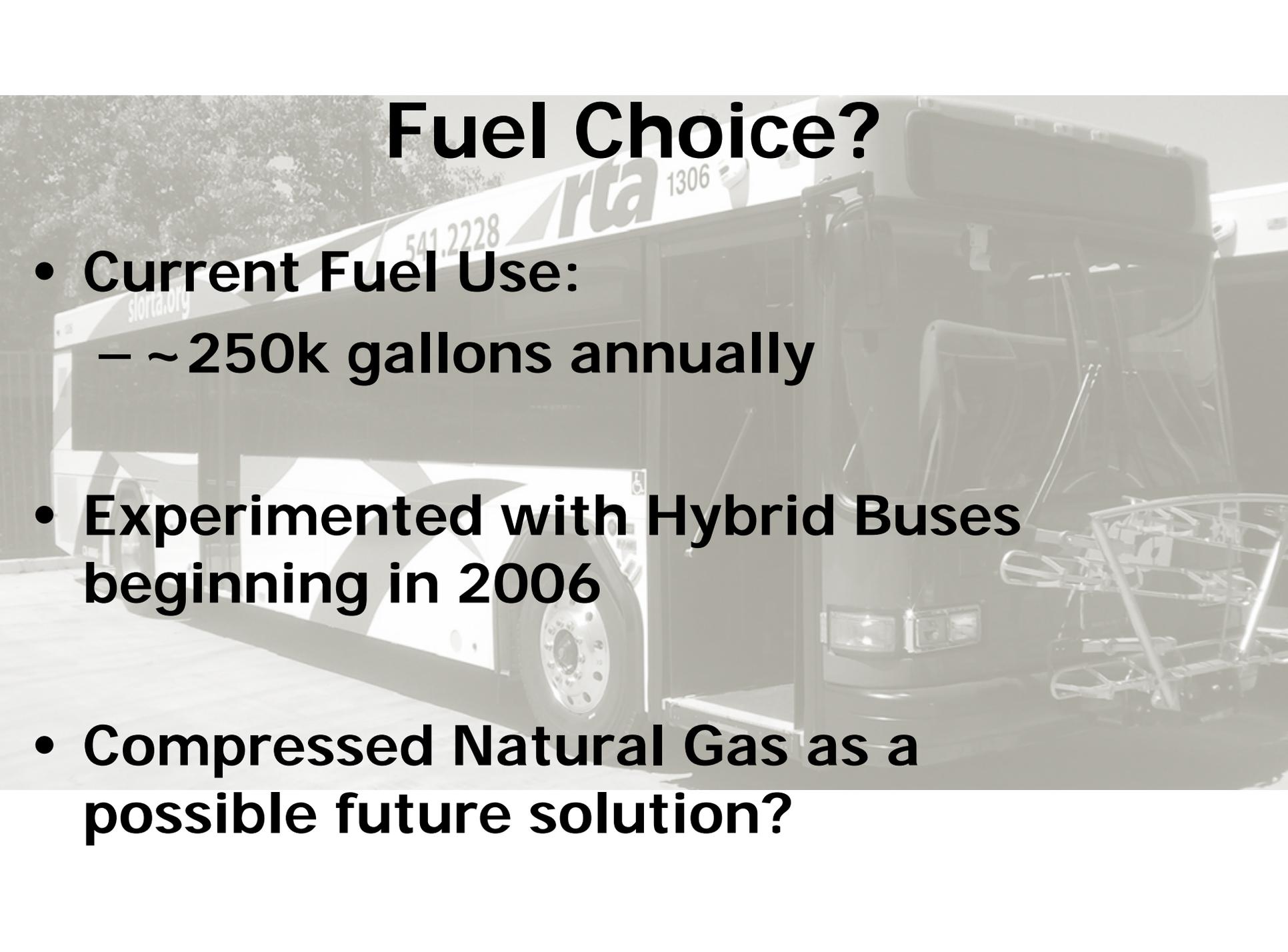


What's the cost to ride RTA?

A white RTA bus is shown from a side-rear perspective. The bus has 'rtta 1306' and 'slorta.org' printed on its side. The background is a blurred street scene.

- **Cash Fares – \$1.50 to \$3.00 per one-way trip**
- **Discounted Multi-Ride Passes**
 - **RTA-only passes**
 - **Regional passes honored throughout entire area & systems**

Fuel Choice?



- **Current Fuel Use:**
 - ~ 250k gallons annually
- **Experimented with Hybrid Buses beginning in 2006**
- **Compressed Natural Gas as a possible future solution?**

Transit Funding in CA (1 of 3)

A white RTA bus is shown from a side-rear perspective. The bus has 'rtta' and the number '1306' on its side. A wheelchair lift is extended from the side of the bus. The background is a blurred outdoor setting.

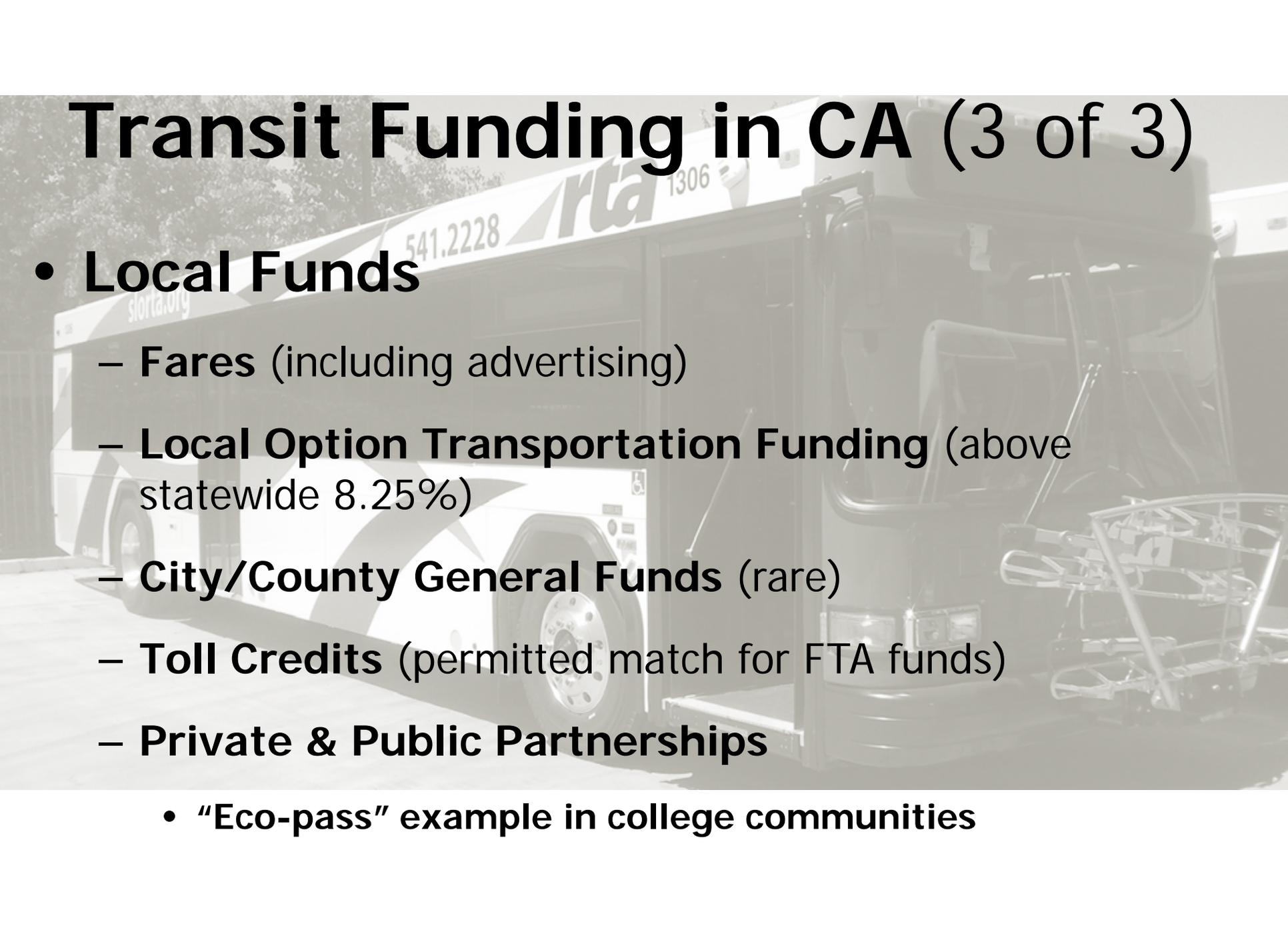
- **Federal Transit Administration**
 - Section 5303-05 Planning Funds
 - Section 5307 Urbanized Formula Program
 - Section 5310 Elderly & Disabled Program
 - Section 5311 Non-Urbanized Formula Program
 - Section 5339 Bus & Bus Facilities Program
 - **Congestion Mitigation & Air Quality Program**
(jointly administered by FHWA & FTA)

Transit Funding in CA (2 of 3)

- **State Funding**

- Transportation Development Act made up of:
 - **Local Transportation Fund**
 - “Unmet Transit Needs” and “Reasonable to Meet”
 - **State Transit Assistance**
 - *Farebox Recovery Ratio* Requirements
 - 20% in urban areas
 - 10% in rural area
 - » Blended FRR permitted in urban/rural service area
- **Proposition 1B of 2006 Capital Program** (winding down)
- **Low-Carbon Transit Operations Program** (new)

Transit Funding in CA (3 of 3)



- **Local Funds**

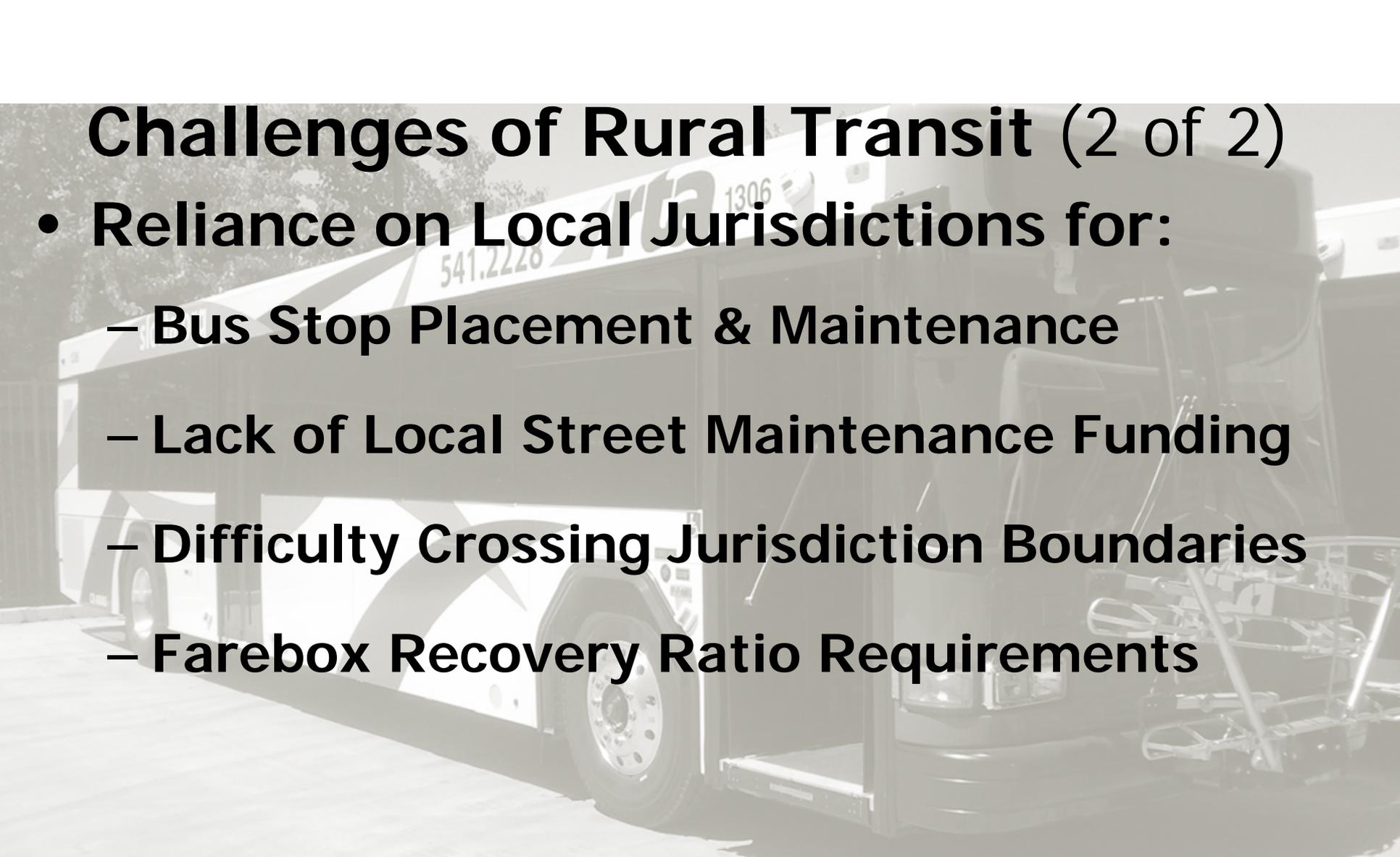
- **Fares** (including advertising)
- **Local Option Transportation Funding** (above statewide 8.25%)
- **City/County General Funds** (rare)
- **Toll Credits** (permitted match for FTA funds)
- **Private & Public Partnerships**
 - **“Eco-pass”** example in college communities

Challenges of Rural Transit (1 of 2)

- **Reliance on Local Jurisdictions for:**
 - **Land Use Decisions**
 - Traditionally auto-centric design
 - Poor density = poor efficiencies
 - Ped access vital for transit riders
 - **Economic Structure = Freight > People**
 - 25% of rural income comes from farm, forestry, mining, fishing & manufacturing
 - Poverty levels 5% higher in rural areas
 - Aging population growing faster in rural areas

Challenges of Rural Transit (2 of 2)

- **Reliance on Local Jurisdictions for:**
 - **Bus Stop Placement & Maintenance**
 - **Lack of Local Street Maintenance Funding**
 - **Difficulty Crossing Jurisdiction Boundaries**
 - **Farebox Recovery Ratio Requirements**



Challenges of Intercity & Commuter Transit

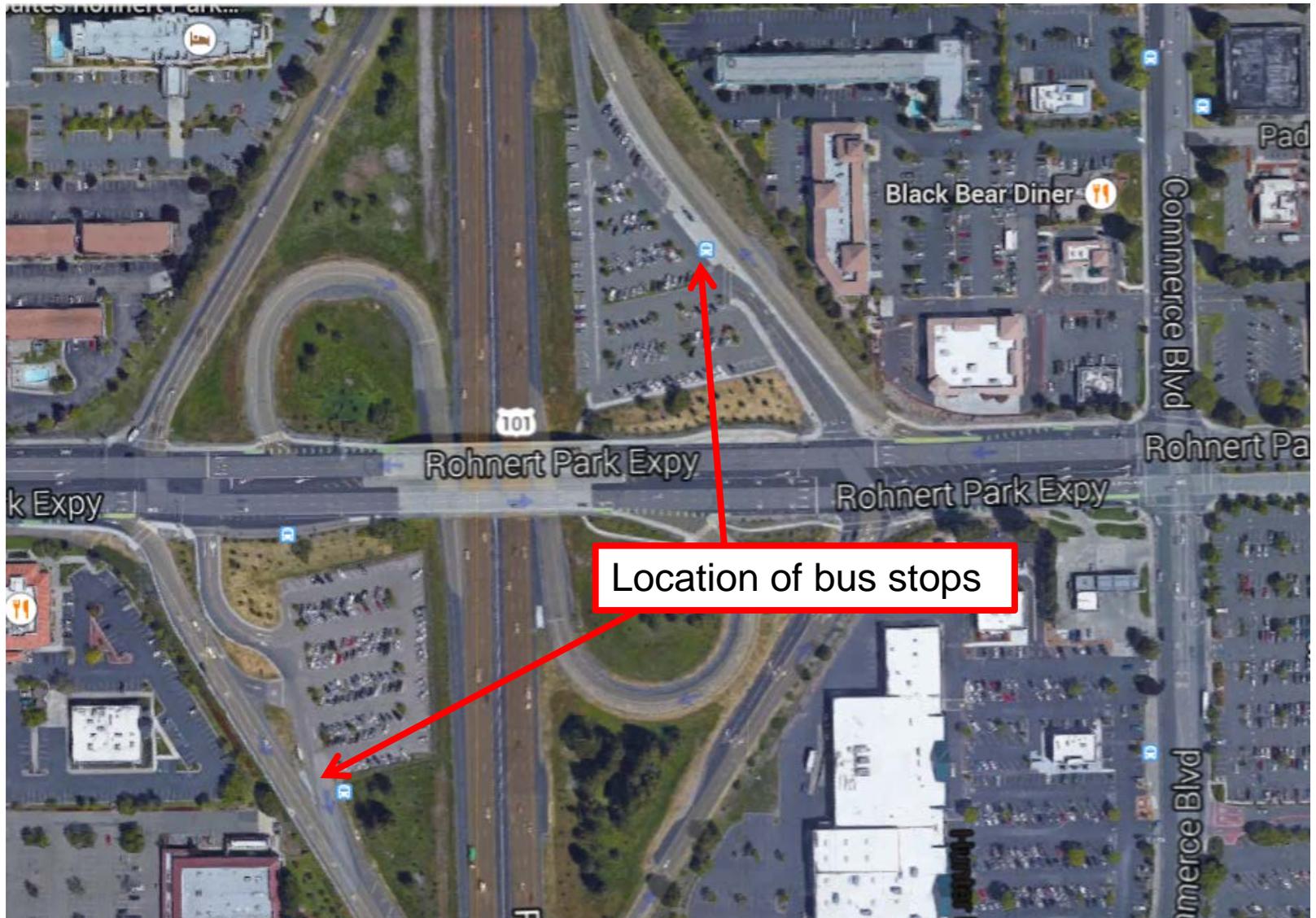
A white commuter bus is shown in the background, parked at a station. The bus has 'slorta.org' written on its side, along with the number '1306'. The bus is viewed from a side-rear angle, showing its rear door and a wheelchair lift. The background is slightly blurred, focusing attention on the bus and the text overlay.

- **Two Common Designs:**
 - Park-n-Ride Express Model
 - Major Activity Center Intercity Model
- **Reliance on Caltrans for Bus Stop Placement and Connectivity**
- **High Expectations of Commuters**

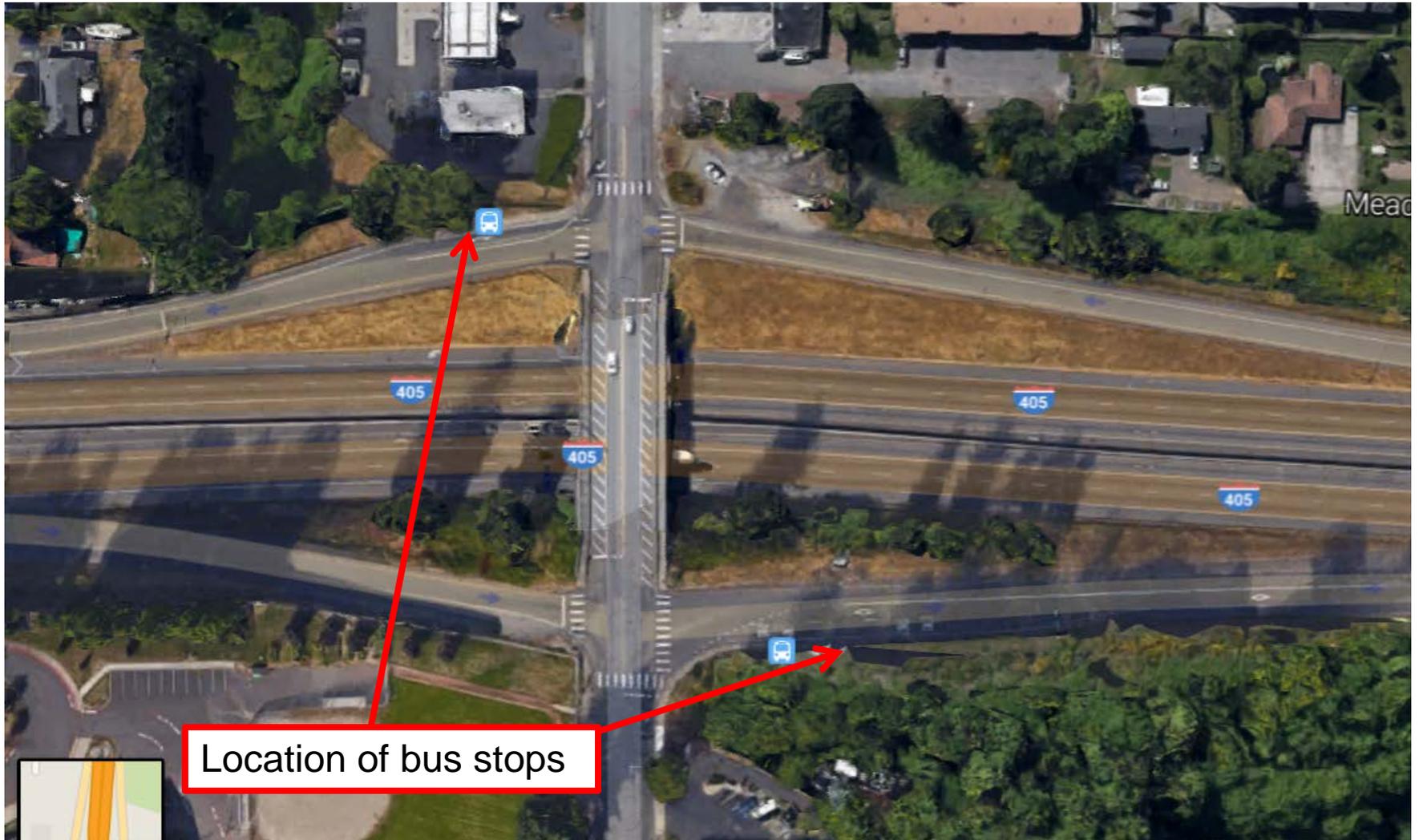
On-Ramp Bus Stops (Ardenwood & SR84 in Fremont)



On-Ramp Bus Stops (Rohnert Park Expy & US101)



On-Ramp Bus Stops (NE 30th St & I405 in Seattle)



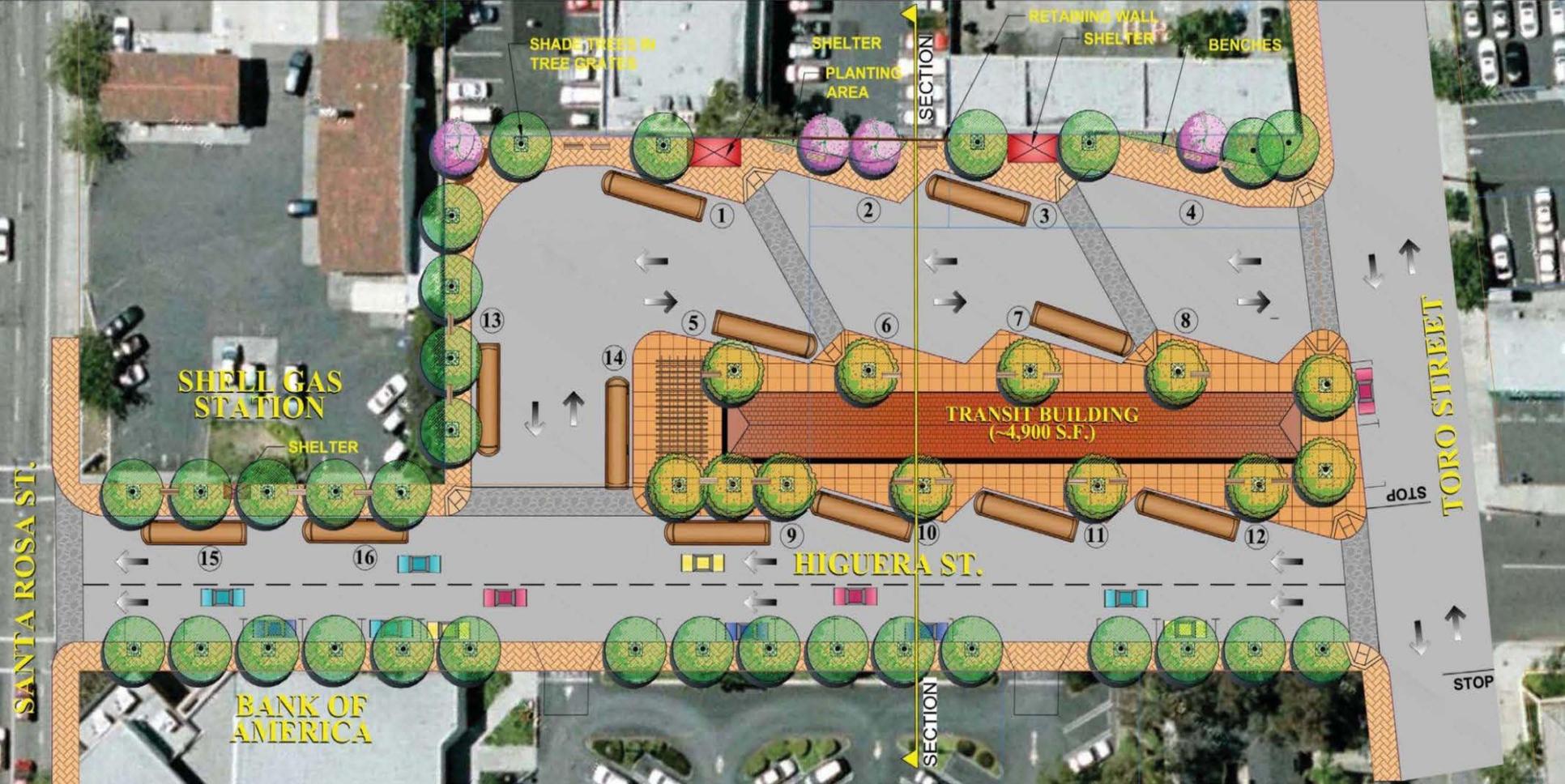
Location of bus stops

Transit's Future in SLO



- Replacing older vehicles with cleaner & more efficient buses
- Incorporating high-technology solutions
- New downtown SLO transit center planned
(not yet funded)
- Possible Future Countywide Dedicated Local Transportation Sales Tax

Consolidated Downtown Transit Center



Questions?

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