



san Luis OBISPO transit

AGENDA

Meeting of the
CITY OF SAN LUIS OBISPO
MASS TRANSPORTATION COMMITTEE

995 Palm Street

Library Conference Room

(PLEASE NOTE NEW LOCATION!!!)

2:30 p.m.

Wednesday, January 9th, 2008

CALL TO ORDER

Chair calls the meeting to order.

ROLL CALL OF COMMITTEE MEMBERS AND STAFF

Chair: Jean Knox

Vice-Chair: Denise Martinez

Committee Members:

Denise Martinez (Disabled)

Margaret Crockett
(Member at Large)*

Susan Rains (Cal Poly)

Kathy Howard (Senior)

Tracey Amundson (Student)

D. Gregg Doyle (Technical)

Jean Knox (Business)

Christine Batteate (Alternate)
(Alternate)-vacant

Staff: John Webster, Sr., Transit Manager

Tim Bochum, Deputy Director of Public Works

ANNOUNCEMENTS

PUBLIC COMMENTS

10 min.

At this time, members of the public may address the Committee on items not on the agenda, **not to exceed three minutes per person**. Items raised are generally referred to the staff and, if action by the committee is necessary, may be scheduled for a future meeting.

The Chair will provide the opportunity for the public to address items on the agenda.

Service Complaints: Complaints regarding bus service or routes are to be directed to the Transportation Assistant at 781-7531. Reports of complaints/commendations are available to the public upon request.

A. CONSENT ITEMS

5 min.

Consent Items can be approved by a single vote by the Committee. Any member of the Committee can pull and discuss any individual consent item.

A-1 Approval of November 7th, 2007 Meeting Minutes

B. DISCUSSION ITEMS

B-1 SRTP Special meeting February 2008 –DATE/TIME (TBD)

C. ACTION ITEMS

D. INFORMATION ITEMS

D-1 Transit Manager's Report

10 min.

D-2 Operating - Performance Reports

5 min.

D-3 Ramona Drive service issues

15 min

MEMBER'S COMMENTS

15 min.

NEXT MEETING/LOCATION TBD- Wednesday, March 12th 2008

ADJOURNMENT



TO: Mass Transportation Committee

FROM: John Webster, Sr., Transit Manager

DATE: January 9, 2008

SUBJECT: Special MTC February Meeting TBD

AGENDA ITEM B1

As part of the Short Range Transit Plan (SRTP) update project schedule (see attached) a special MTC meeting was anticipated early in 2008 TO BE conducted by our consultants Stuart Geltman or Will Calves from Urbitran. On January 3rd I sent an email blast to all committee members on this issue.



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Webster, John

From: Webster, John
Sent: Thursday, January 03, 2008 2:41 PM
To: Bochum, Tim; Carter, Andrew; 'Christina Batteate'; 'Denise Martinez'; Hooper, Audrey; 'Jean Knox'; 'Kim Blakeman'; 'Lisa Woske'; 'Margaret Crockett'; Mulholland, Christine; 'Susan Rains'; 'Tracey Amundson'
Subject: MTC SPECIAL MEETING Short Range Transit Plan-Urbitran consultants
Importance: High

Tracking:	Recipient	Delivery
	Bochum, Tim	Delivered: 1/3/2008 2:41 PM
	Carter, Andrew	Delivered: 1/3/2008 2:41 PM
	'Christina Batteate'	
	'Denise Martinez'	
	Hooper, Audrey	Delivered: 1/3/2008 2:41 PM
	'Jean Knox'	
	'Kim Blakeman'	
	'Lisa Woske'	
	'Margaret Crockett'	
	Mulholland, Christine	Delivered: 1/3/2008 2:41 PM
	'Susan Rains'	
	'Tracey Amundson'	

FYI,

I am conducting a straw poll to see what date best fits with your schedule. Urbitran staff who are the consultants for our Short Range Transit Plan will like to hold a special MTC meeting/presentation (update status) as part of their project schedule and to receive comments from the public. The following dates are available:

Monday, February 11th

Tuesday, February 12th

Wednesday, February 13th

Time:2:30-4:40 pm at a location TBD.

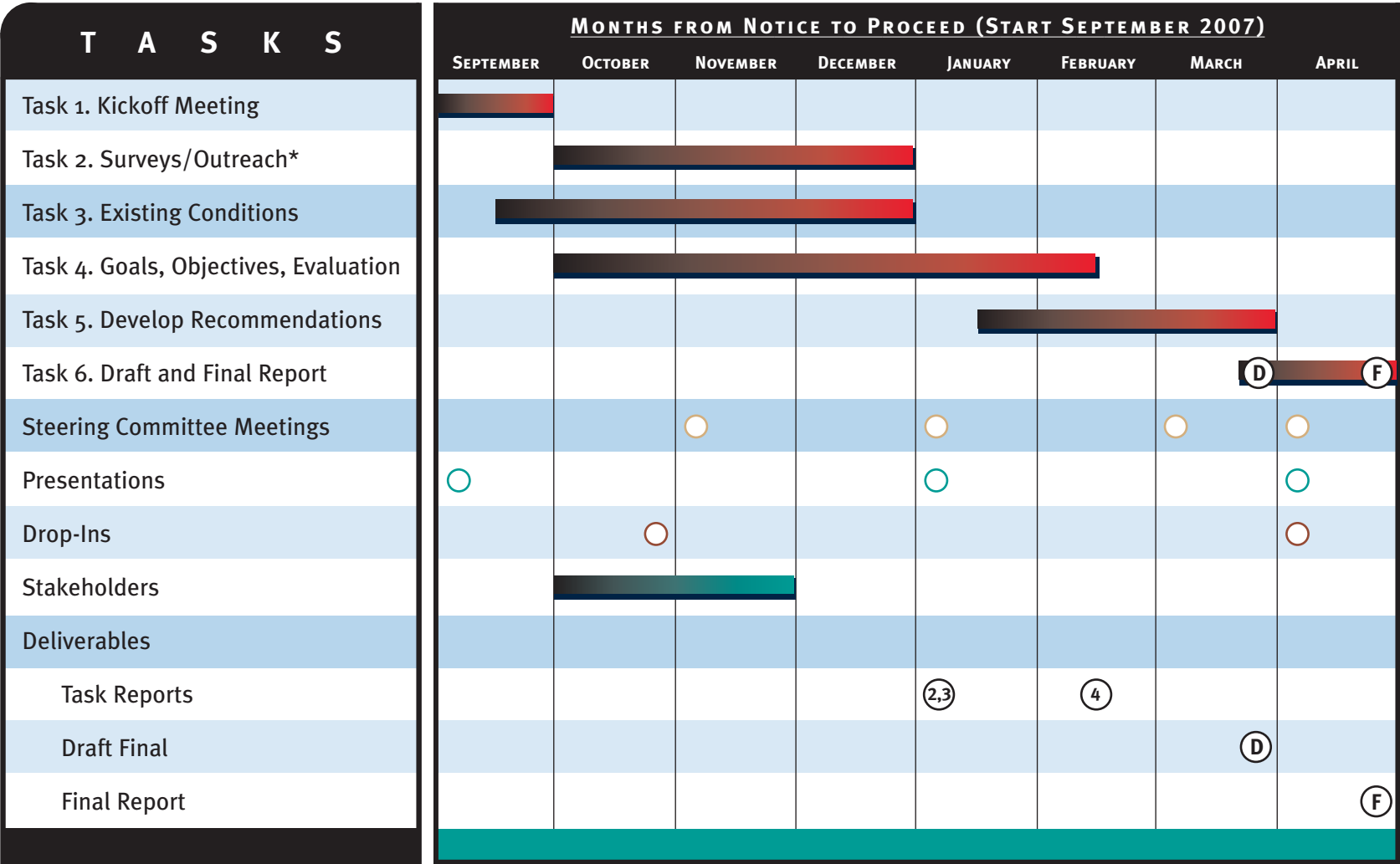
Please let me know your choice and I will get back to the group after I receive your collective email replies.

THANKS in advance

John

John P. Webster Sr.
 Transit Manager
 City of San Luis Obispo
 919 Palm Street
 San Luis Obispo, California 93401
 (805)781-7121
 Fax: (805)781-7563

Project Schedule



* Schedule assumes Fall 2007 on-board surveys and counts prior to end of semester



TO: Mass Transportation Committee

FROM: John Webster, Sr., Transit Manager

DATE: January 9th, 2008

SUBJECT: Transit Manager's Report
AGENDA ITEM D1

This publication of the Transit Manager's Report will include highlights of the following activities and issues from November/December 2007:

- **Bus Replacement:** An agreement was signed in December 2007 with Rochester-Genesee (NY) RTA and Gillig to utilize six (6) "piggyback" purchasing vehicle options for 35-40 ft Gilligs lowfloor diesel buses. We hope to execute at least two(2) Purchase Orders shortly and have funding approval for five (5) heavy duty bus replacements via FTA 5307/STIP/Prop 1B funding. Further SLO Council action will be needed before purchase orders can be issued. All vehicles are anticipated to be ordered and delivered by the end of 2008.
- **State Transportation Improvement Program (STIP)** At the November California Transportation Commission (CTC) meeting Transit project funding was recommended by CTC staff to be deferred due to the ongoing State budget crisis. This included our previously approved bus replacement project for two (2) vehicles. The transit manager worked closely with legislative staff and due to the direct involvement of Senator Maldonado, Assemblyman Blakeslee and Mayor Romero our project received 100% funding in the amount of \$600,000. We will add another \$100,000 local match (COSTCO mitigation funds) for a \$700,000 vehicle replacement project total.
- The Transit Manager recently participated in an on-line software training session in conjunction with our participation with the Implicit Purchase Pooling Solutions joint vehicle procurement project. This project utilizes a 90/10 % funding split of Federal/Local match and has the potential to save TDA funds that could be dedicated for additional bus purchases. The



Implicit joint procurement process has a February 2008 target date to issue our Request for Proposals (RFP) and we hopefully will see some good prices due to the number of anticipated vehicle purchases by the collective agencies.

- **Trolley replacement:** Staff has tried to acquire assignable piggyback options for purchasing a Trolley replacement but have been unable to find anything that meets the Federal Transit Administration guidelines. The Transit Manager is preparing an Invitation for Bids and will be seeking Council approval later this month.
- **Ridership report** See Agenda item D2 (October/November 2007 data)
- **Federal Transit Administration Grants:** The transit manager is regularly updating (Financial and Milestone reports) the three active SLO FTA 5307 grants via the Transportation Electronic Award Management (TEAM WEB) software which is utilized to apply for FTA funds, obtain information regarding the status of their funding requests, and manage their projects. We expect to close two of the active grants after the bus stop replacement and the Trolley has been purchased. The Transit Manager has begun the 2008 Federal Grant application process and has been assigned FTA TEAM Grant number CA-90-Y606.
- **CARB Compliance and Financial Burden Waiver.** The Transit Manager is working with the California Air Resource Board to meet replacement schedules for the bus fleet. The Particulate Matter (PM) retrofit installation on five (5) of our older fleet vehicles was completed by Cummins West in December and overall a total of seven (7) vehicles have been retrofitted. The remaining three (3) diesel vehicles in our current fleet are too old for such a project and will be replaced as soon as possible.
- **Short Range Transit Plan.** From October 23rd-October 24th Urbitran staff conducted stakeholder meetings, drop in sessions at bus stops and on board rider surveys and are moving forward with the process outlined in the SRTP scope and more information will be available at the Special MTC meeting in February (See Item B-1)



- **Bus Stop Improvement Project.** This project will replace a number of existing benches with new equipment, replace one shelter and add one new shelter along with signs and trash containers to existing bus stops. The Transit Manager will act as project manager in conjunction with a City inspector to monitor and coordinate with the contractor, Lee Wilson Electric. Project construction has been delayed due to equipment supply but completion is expected by the end of January 2008. The project is funded via an existing 5307 FTA grant.
- **SLORTA.** On December 5, 2007 the San Luis Obispo Regional Transit Authority Board awarded the RTA Transit Operations/Dispatch and Maintenance Service contract to MV Transportation Inc. located in Fairfield California. MV currently runs the Transit services for Morro Bay and the City of Santa Maria. As a result of the award, MV is set to take over RTA operations on Wednesday, January 2nd, 2008 from the present contractor Southland Transit which ceased service on December 31, 2007. This short timeframe FOR contractor turnover required MV to start up their contract with less than thirty days notice. Because of this short timeframe there may be some RTA-SLO Transit coordination issues. Staff has offered to assist during the transition and it appears to be proceeding without any significant issues. If MTC members experience issues or receive complaints or other comments regarding RTA service please forward them to the Transit Manager for review.
- **Administrative & Operational Issues.** The Transit Manager prepared monthly invoices for First Transit, vendors, and associated operating reports and we are currently seeking a replacement for the Transit Assistant who transferred to another SLO Department in November. We have four (4) in house candidates and should have the position filled by the end of January 2008.



- **Training and Conferences.** In November the Transit manager attended the California Transit Association conference in Anaheim and a Disadvantaged Business Enterprise (DBE) Administrators Summit in San Diego both. Both events provided needed training in transit related areas as well as the opportunity to discuss new hybrid vehicle technology and other transit equipment on display at the CTA conference.
- **Federal Transit Budget and State issues**

**Congress Adjourns After Enacting \$555 billion Omnibus Spending Bill
- \$9.492 Billion Approved for Public Transportation**

Congress completed the first session of the 110th Congress after approving several important pieces of legislation that will have a significant impact on public transportation. Prior to adjourning for the year, Congress approved an omnibus appropriations bill that includes fiscal year (FY) 2008 funding for the federal transit program and transit security, enacted an energy package, and advanced climate change legislation. Rail safety legislation and SAFETEA-LU Corrections were among the proposed bills that did not gain final approval this year. APTA is pleased to report that industry advocacy efforts resulted in continued growth in transit funding and positioned public transportation as a key player in legislation to reduce emissions of greenhouse gases and dependence on foreign oil.

(Refer to attached news from the American Public Transit Association (APTA)
and California Transit Association (CTA))

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To ensure delivery of Legislative Update, please add 'LegislativeUpdate@apta.com' to your email address book.
If you are still having problems receiving our newsletter, see our whitelisting page for more details:
<http://www.commpartners.com/website/white-listing.htm>



December 27, 2007

Congress Adjourns After Enacting \$555 billion Omnibus Spending Bill - \$9.492 Billion Approved for Public Transportation

End of the Year Legislative Update

Congress completed the first session of the 110th Congress after approving several important pieces of legislation that will have a significant impact on public transportation. Prior to adjourning for the year, Congress approved an omnibus appropriations bill that includes fiscal year (FY) 2008 funding for the federal transit program and transit security, enacted an energy package, and advanced climate change legislation. Rail safety legislation and SAFETEA-LU Corrections were among the proposed bills that did not gain final approval this year. APTA is pleased to report that industry advocacy efforts resulted in continued growth in transit funding and positioned public transportation as a key player in legislation to reduce emissions of greenhouse gases and dependence on foreign oil.

Appropriations

After operating under a series of continuing resolutions for the past two months, last week Congress passed a long-awaited omnibus appropriations bill. The President signed the bill into law on December 26. The legislation includes funding for public transportation programs in FY 2008, which began on October 1. The “Consolidated Appropriations Act, 2008” (H.R. 2764) is the result of a compromise reached earlier this month between Congress and the White House on overall spending limits for the year. The massive \$555 billion legislation, which provides appropriations for domestic federal programs and funding for the war effort, includes \$9.492 billion in new budget authority for public transportation — a \$517 million increase over last year’s level. The funding provided this year is an all time high for transit, and while falling \$240 million short of the levels authorized in SAFETEA-LU, represents a 5.8 percent increase from FY 2007.

The transit title of the omnibus bill closely resembles the conference report for the FY 2008 Transportation, Housing and Urban Development, and Related Agencies (THUD) Appropriations bill, approved by the Appropriations Committee and passed by the House last month, with some modifications. Most transit programs grew by more than 8 percent. The exceptions are the Bus and Bus Facilities and the New Starts/Small Starts programs. The Bus and Bus Facilities Program was cut and the New Starts/Small Starts Program received only a slight increase, as funding for both programs were reduced in final budget negotiations. The legislation preserves the earmarks for the

New Starts/Small Starts, Alternatives Analysis, and Bus and Bus Facilities programs, subject to a 2 percent across-the-board cut. A more detailed description of the omnibus' treatment of these programs is listed below.

The following chart represents the distribution of funds among the various transit programs for FY 2008.

Program	FY 2007 Enacted	FY 2008 Authorization	FY 2008 Enacted	FY 2008 Enacted Compared to FY 2007 Enacted	
	(Millions)	(Millions)	(Millions)	(Millions)	(Percent)
Total New Budget Authority All Programs	8,974.8	9,730.9	9,491.6	516.9	5.8%
Formula Programs Total	7,262.8	7,872.9	7,767.9	505.1	7.0%
§ 5307 Urbanized Area (a)	3,947.1	4,280.3	4,280.3	333.2	8.4%
§ 5311 Rural Area (b)	467.0	506.5	506.5	39.5	8.5%
§ 5310 Elderly and Disabled	117.0	127.0	127.0	10.0	8.5%
§ 5317 New Freedom	81.0	87.5	87.5	6.5	8.0%
§ 5308 Clean Fuels Formula	45.0	49.0	49.0	4.0	8.9%
§ 3038 Over-the Road Bus	7.6	8.3	8.3	0.7	9.2%
§ 5309 Fixed-Guideway Modernization	1,448.0	1,570.0	1,570.0	122.0	8.4%
§ 5309 Bus and Bus Facilities	855.5	927.8	823.1	-32.4	-3.8%
§ 5305 Planning	99.0	107.0	107.0	8.0	8.1%
§ 5316 Job Access and Reverse Commute	144.0	156.0	156.0	12.0	8.3%
§ 5320 Alternative Transportation in Parks	23.0	25.0	25.0	2.0	8.7%
§ 5335 National Transit Database	3.5	3.5	3.5	0.0	0.0%
§ 5339 Alternatives Analysis	25.0	25.0	24.7	-0.3	-1.2%
§ 5309 Capital Investment Programs Total	1,566.0	1,700.0	1,569.1	3.1	0.2%
Research and University Centers	61.0	65.5	65.4	4.4	7.2%
FTA Operations	85.0	92.5	89.3	4.3	5.1%
Rescissions of Prior Appropriations	---	---	28.7	---	---
Total Net Budget Authority	---	---	9,463.0	---	---

(a) Includes 84.35 percent of 5340 funds

(b) Includes 15.65 percent of 5340 funds

Bus and Bus Facilities Program Funding. The omnibus spending bill provides \$823 million for the Bus and Bus Facilities Program. This is a \$32.4 million decrease from the FY 2007 level and \$104.7 million below the level authorized in SAFETEA-LU. The decrease was part of a series of reductions that Congress imposed to reach an overall spending level in the omnibus that would meet the President's budgetary baseline. Of the total amount provided, \$475 million was earmarked in SAFETEA-LU and another \$220 million was earmarked in the omnibus. As part of the budget negotiations, the earmarks provided in the omnibus bill were reduced by 2 percent. This "across-the-board cut" does not apply to SAFETEA-LU earmarks. The remaining unallocated Bus and Bus

Facilities funds, which total approximately \$128 million, will be distributed by the Federal Transit Administration (FTA). APTA expects FTA to solicit competitive grant applications to distribute the majority of unallocated funds to transit agencies to meet bus and bus facility capital needs, in accordance with the traditional bus program. The omnibus includes a provision that prohibits FTA from spending more than 10 percent of unallocated Bus and Bus Facilities Program funds on any U.S. Department of Transportation (U.S. DOT) congestion reduction initiative. This provision was strongly supported by APTA and added in response to Congressional and industry dissatisfaction over U.S. DOT's decision to divert all unallocated FY 2007 Bus and Bus Facilities funds to its congestion reduction initiatives earlier this year. The language was amended in the omnibus to extend the limitation to any new congestion-related programs created by U.S. DOT, including the recently announced "Congestion-Reduction Demonstration Initiatives." This provision effectively limits FTA to transferring only \$12.8 million into congestion reduction initiatives, leaving \$115.2 million over the amounts earmarked for the traditional bus program.

New Starts/Small Starts Program funds. The New Starts/Small Starts Capital Investment Program receives \$1.57 billion in the omnibus bill, a \$3.1 million increase over last year's level. This number represents a 0.2 percent increase over the amount provided in FY 2007 but is \$131 million below the SAFETEA-LU authorized level. Of the total provided, \$1.53 billion was earmarked in the omnibus bill. These earmarks were then subjected to the 2 percent across-the-board cut. The remaining unallocated portion will be transferred to FTA for distribution under its discretion. The omnibus also maintains a provision from the THUD conference report that prevents FTA from implementing the final rule on the New Starts/Small Starts Program. FTA is allowed to review comments received on the proposed rule.

Other provisions. The omnibus also includes language that allows for up to a 90 percent federal share for grants for biodiesel buses and for the net capital cost of factory-installed or retrofitted hybrid electric buses under the Bus and Bus Facilities Program (as opposed to the standard 80 percent). Additionally, FTA has been directed to review the condition of the nation's commuter rail system infrastructure to determine what resources would be necessary to bring these rail systems to a "state of good repair".

The omnibus does not include a proposal to allow transit agencies in urban areas that transitioned from under 200,000 to over 200,000 people in the 2000 census to utilize a portion of their formula funds for operational expenses. This language has been included in the SAFETEA-LU Technical Corrections bill (see below) that was passed by the House in August. The House Transportation and Infrastructure Committee has indicated that it will attempt to enact this provision as part of a SAFETEA-LU Corrections bill early next year.

For more information on the FY 2008 Consolidated Appropriations Act, please contact Paul Dean of APTA's Government Affairs Department at (202) 496-4887 or email pdean@apta.com.

Transit Security

The omnibus spending legislation provides \$400 million for public transportation and rail security assistance. Language in the bill requires that at least \$25 million of that total will be allocated for Amtrak security. This was the same funding level as passed by both the House and the Senate

earlier this summer. The funding provided is an increase of \$125 million over the \$275 million funding level provided for transit and rail security for FY 2007. The Department of Homeland Security will determine which transit agencies will receive the funds.

For more information on Transit Security legislation, contact Tom Yedinak of APTA's Government Affairs Department at (202) 496-4865 or email tyedinak@apta.com.

Energy and Climate Change Legislation

On December 5, the Senate Committee on Environment and Public Works approved S. 2191, the Lieberman-Warner Climate Security Act of 2007. APTA staff worked with the Committee to include a provision to send a portion of the revenues generated from a "cap-and-trade system" to public transportation. Chairman Barbara Boxer (D-CA) added language proposed by Senator Benjamin Cardin (D-MD) that dedicates 1 percent of revenues generated from the legislation to support growth in transit system capacity. A separate proposal by Senator Thomas Carper (D-DE) that seeks additional revenues and expands the list of eligible expenditures could be considered at a later date. Under the Lieberman-Warner bill, certain large-scale emitters of carbon dioxide and other greenhouse gases, like utility companies and manufacturers, would be required to submit emission allowances. Transit agencies would not be required to submit allowances. Instead, transit agencies would receive a portion of the revenues generated from the sale of allowances to large-scale emitters.

Investment in public transportation with revenues from climate changes legislation rewards transit for its contributions to reducing greenhouse gas emissions. In September, Science Applications International Corporation (SAIC) released a study which found that public transportation prevented the emission of 6.9 million metric tonnes of carbon dioxide in 2005. The SAIC report analyzed direct emission savings from transit, the savings from transit riders not driving and related congestion reductions. In fact, the emission savings from transit are even greater when the benefits of efficient land-use associated with public transportation are considered. These findings will be highlighted in the coming months as APTA sponsors more research in preparation for consideration of the Lieberman-Warner legislation on the Senate floor this spring.

In separate news, on December 19, President Bush signed the Energy Independence and Security Act of 2007 into law. One of the new law's most important policy changes is an increase in Corporate Average Fuel Economy (CAFE) standards for automobiles and light trucks. Of interest to public transportation, the legislation creates a new "Energy Efficiency and Conservation Grants Program," which if funded by Congress in subsequent Appropriations bills, would provide block grants to state and local governments to invest in energy efficient activities. Among the eligible uses of these grants is investment in local public transportation infrastructure.

The new energy bill also requires states to distribute rescissions of contract authority proportionately across individual Federal Highway Administration programs. The intent of this provision is to eliminate past practices by State Departments of Transportation of returning a larger, disproportional share of rescinded funds to the federal government from certain programs, including programs used to flex funds into public transportation projects, such as the Congestion Mitigation and Air Quality Improvement Program (CMAQ). The law also includes a sense of Congress

statement that supports the use of complete streets design principles in public projects.

The Senate and House passed separate energy bills in June and July respectively, but development of a compromise package stalled for much of the fall as disputes relating to CAFE standards and other issues unrelated to transit were resolved. During final House-Senate negotiations this month some of the transit-related proposals from the House-passed legislation were dropped, including direct transit grants to promote ridership and service expansion and rail access provisions to establish a mediation process between commuter railroads or transit systems and freight railroads. Those provisions, authored by Chairman James L. Oberstar (D-MN) of the House Transportation and Infrastructure Committee could be addressed in subsequent legislation.

For more information on Climate Change or Energy Legislation, contact Homer Carlisle of APTA's Government Affairs Department at (202) 496-4810 or email hcarlisle@apta.com.

Rail Safety Legislation

Congress adjourned for the year without enacting proposed legislation to improve rail safety. On October 17, the House passed the Federal Railroad Safety and Improvement Act of 2007 (H.R. 2095) by a vote of 377-38. The Senate Committee on Commerce, Science, and Transportation reported similar legislation, the Railroad Safety Enhancement Act of 2007 (S. 1889), in September. The Congressional Committees of jurisdiction have indicated that they expect that rail safety legislation will be considered on the Senate floor early in 2008.

Both the House and Senate versions of the bill would change federal laws regarding hours of service for commuter rail under the authority of the Federal Railroad Administration, including the reduction of allowable "limbo time" – time spent waiting for deadhead transportation at the end of shifts. Also, the bills would mandate implementation of positive train control (PTC) systems, address grade crossing safety, require the development of rail safety plans by DOT, and make numerous other changes to current rail safety laws. APTA continues to work with Congressional Committees to help produce bills that reflect the interests and concerns of operators of commuter and intercity passenger rail service.

SAFETEA-LU Technical Corrections

Congress also failed to pass a proposed SAFETEA-LU Corrections bill prior to adjournment. The proposed legislation (H.R. 3248), which the House passed in July, consists of minor correction to SAFETEA-LU, mostly to specific project descriptions, but would not alter overall funding levels or make significant changes to transit programs. The current bill does not include the provision to allow transit systems in urban areas that transitioned from under 200,000 to over 200,000 people in the 2000 census to continue to use a portion of their formula funds for operational expenses. Some of the proposed provisions in the legislation were included in the Omnibus Appropriations bill, while others still await Congressional action. As previously indicated, the Congressional Committees of jurisdiction hope to advance a corrections bill early next year.

For more information on Rail Safety or SAFETEA-LU Technical Corrections legislation, please contact Paul Dean of APTA's Government Affairs Department at (202) 496-4887 or email

pdean@apta.com.

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Executive Director's Report

December 3, 2007

Association's Transit Funding Protection Litigation – Update: On November 30, 2007, **Sacramento Superior Court Judge Jack Sapunor** conducted a one-hour hearing on the Association's Petition enjoining the State Controller and the Department of Finance Director (the Respondents) from transferring nearly \$1.3 billion in Public Transportation Account funds to non-transit purposes. **BOTTOM LINE: No judgment has been rendered yet.**

The longer story is that the Judge asked each party a total of about 10 different technical questions, in an effort to further illuminate arguments we each had made in our previously submitted documents. The lead counsel for the Association provided our answers and the Deputy Attorney General answered for the Respondents. The questions were generally of two types: either, "please elaborate on your written argument about issue X," or, "please address issue Z that did not seem to be addressed in your documents."

While the Judge made absolutely NO definitive statement about which way he was "leaning," in my opinion, the Judge's questions *could* be interpreted as *possibly* indicating he was leaning towards finding in our favor. At the end of the hearing, he simply concluded by saying something to the effect of, "Thank you, each side was well-prepared and provided excellent responses in advocating for your respective positions, and I will now take the matter under submission." He then adjourned the proceedings.

After the hearing, our counsel told me that the Attorney General had earlier requested a written judgment in this case (i.e. it had been possible that the Judge could have simply rendered an oral opinion, but the Respondent had the right to request a written opinion, which they did.) It will apparently now take **at least one-to-two more weeks for the Judge to issue his written opinion.** In any case, there will be no more hearings on our Petition and neither we nor the Respondents will have any more opportunity to submit written documents to the Judge. Thus, it's all in the Judge's hands at this point. **I will alert you the moment I learn when the Judge has issued his final ruling.** At that time, I will brief our leadership on the ruling's meaning, and we will decide the right course of action – in other words, if we "win" we will still have to work to get the funds re-appropriated next year to their rightful purposes; if the ruling's negative, we will discuss the implications of an Association appeal. (And, we will also review the prospects of a State appeal, should we win.) In the meantime, please let me know if you have any questions.

42nd Annual Fall Conference & EXPO Surveys: We want to know what you thought of the 2007 conference, so we can continue providing quality programs and to improve our planning processes as needed. Thus, we've developed two online surveys – **one for attendees, and another for exhibitors/sponsors.** Please take a moment to complete the quick survey as either may apply to you or your organization:

2007 Fall Conference & EXPO Online Survey

Attendees: [Click Here](#)

Exhibitors/Sponsors: [Click Here](#)



By Joshua W. Shaw
www.caltransit.org // p. 916.446.4656 // f. 916-446-4318



TO: Mass Transportation Committee

FROM: John Webster, Sr., Transit Manager

DATE: January 9, 2008

SUBJECT: Operating and performance reports

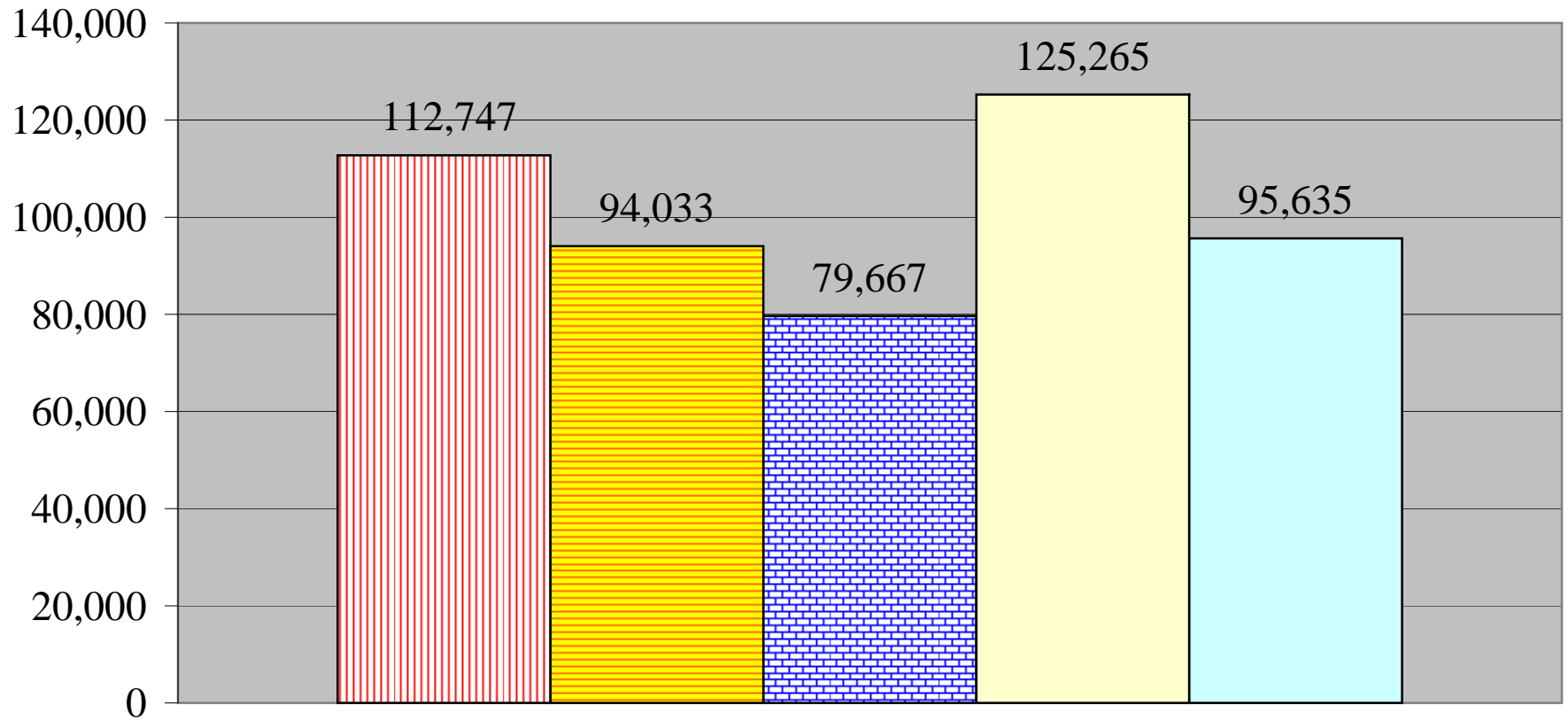
AGENDA ITEM D2

Review and discuss various SLO Transit operational and passenger data including reporting formats as well as any additional information for future reports.

Oct-07							Downtown			Route 2	Route 3	Route 4A	Route 5A	Route 5B	Route 6A/B			COMBINED
REVENUE RIDERS	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6a/b	Trolley	TOTALS		Evening	Evening	Evening	Evening	Evening	Evening	TOTALS		
31-Day Senior/Disabled	1,075	2,251	2,720	1,125	1,146	112	0	8,429		41	117	74	14	18	23	287		8,716
Senior/Disabled Pass Riders (MAG STRIP ERRORS)	14	19	46	38	15	6	0	138		0	0	1	0	0	0	1		139
Senior/Disabled Cash Fare Riders	307	449	559	249	290	38	0	1,892		6	13	11	2	2	3	37		1,929
Regional Pass Riders	139	311	386	460	384	69	0	1,749		17	28	9	1	4	5	64		1,813
Regional Transfers	15	63	146	100	48	7	0	379		4	4	3	0	0	2	13		392
Cal Poly Riders	1,503	694	1,150	24,735	27,531	27,870	0	83,483		65	286	3,878	507	524	3,136	8,396		91,879
Cash Fare Riders	866	1,437	2,160	2,229	2,447	426	2,209	11,774		53	88	159	14	28	31	373		12,147
Universal Passes	47	170	151	138	110	3	0	619		0	2	7	1	1	0	11		630
Promotional Passes	5	43	74	21	25	11	0	179		0	1	1	0	0	1	3		182
Gold Passes	61	153	56	118	182	28	0	598		3	5	22	0	1	0	31		629
Green Commuter Pass	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
Amtrak	0	4	0	4	4	0	0	12		1	0	1	0	0	0	2		14
31-Day Regular	81	472	390	132	128	14	0	1,217		3	18	31	1	2	2	57		1,274
31-Day Student Pass	70	73	136	415	357	3	0	1,054		7	7	7	3	0	0	24		1,078
1-Day Pass	9	23	24	33	30	2	0	121		0	1	0	0	0	0	1		122
3-Day Pass	0	6	0	2	5	4	0	17		0	0	0	0	0	0	0		17
5-Day Pass	0	1	1	7	12	0	0	21		0	0	0	0	0	1	1		22
7-Day Pass	6	50	69	10	17	2	0	154		0	2	0	0	0	0	2		156
Pass Riders (ALL PASS MAG STRIP ERRORS)	57	19	22	133	93	8	0	332		2	4	4	0	0	6	16		348
TOTAL REVENUE RIDERS	4,255	6,238	8,090	29,949	32,824	28,603	2,209	112,168		202	576	4,208	543	580	3,210	9,319		121,487
										Route 2	Route 3	Route 4A	Route 5A	Route 5B	Route 6A/B			
NON-REVENUE RIDERS										Evening	Evening	Evening	Evening	Evening	Evening	TOTALS		
SLO Transit Transfers	118	559	753	299	204	60	0	1,993		3	10	14	1	5	3	36		2,029
Free	185	134	171	146	187	43	0	866		3	7	21	1	3	15	50		916
Token	31	478	283	19	11	0	0	822		2	3	0	0	0	5	827		827
Youth Passes	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
SMAT Youth	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
Newcomer	0	1	1	3	1	0	0	6		0	0	0	0	0	0	6		6
TOTAL NON-REVENUE RIDERS	334	1,172	1,208	467	403	103	0	3,687		8	20	35	2	8	18	91		3,778
										Route 2	Route 3	Route 4A	Route 5A	Route 5B	Route 6A/B			
TOTAL REVENUE RIDERS	4,255	6,238	8,090	29,949	32,824	28,603	2,209	112,168		202	576	4,208	543	580	3,210	9,319		121,487
TOTAL NON-REVENUE RIDERS	334	1,172	1,208	467	403	103	0	3,687		8	20	35	2	8	18	91		3,778
TOTAL RIDERSHIP	4,589	7,410	9,298	30,416	33,227	28,706	2,209	115,855		210	596	4,243	545	588	3,228	9,410		125,265
PERCENT (%) OF TOTAL RIDERSHIP	3.96%	6.40%	8.03%	26.25%	28.68%	24.78%	1.91%	100.00%		2.23%	6.33%	45.09%	5.79%	6.25%	34.30%	100.00%		

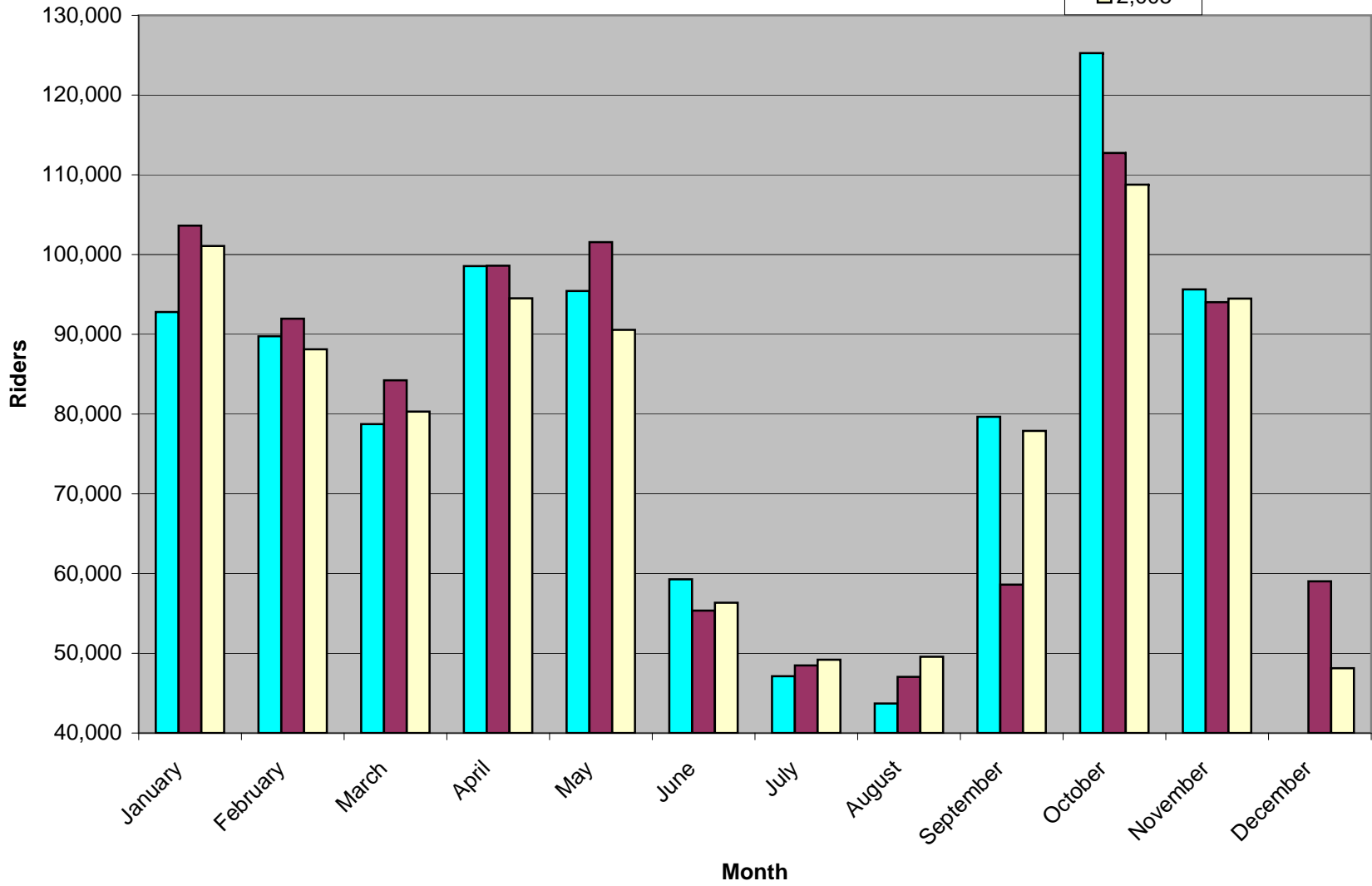
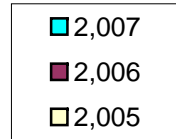
Nov-07							Downtown			Route 2	Route 3	Route 4A	Route 5A	Route 5B	Route 6A/B			COMBINED
REVENUE RIDERS	Route 1	Route 2	Route 3	Route 4	Route 5	Route 6a/b	Trolley	TOTALS		Evening	Evening	Evening	Evening	Evening	Evening	TOTALS		
31-Day Senior/Disabled	888	1,758	2,208	903	974	76	0	6,807		31	78	61	11	6	16	203		7,010
Senior/Disabled Pass Riders (MAG STRIP ERRORS)	1	7	8	23	12	10	0	61		0	0	0	0	0	0	0		61
Senior/Disabled Cash Fare Riders	308	477	536	271	374	35	0	2,001		4	17	14	2	2	2	41		2,042
Regional Pass Riders	98	295	253	418	338	85	0	1,487		11	11	4	0	0	1	27		1,514
Regional Transfers	14	37	163	108	35	8	0	365		2	4	1	0	0	0	7		372
Cal Poly Riders	1,048	494	861	19,471	20,697	18,985	0	61,556		43	222	2,471	318	311	2,102	5,467		67,023
Cash Fare Riders	866	1,330	1,942	1,874	2,117	249	1,447	9,825		61	61	135	13	12	19	301		10,126
Universal Passes	78	202	217	74	78	8	0	657		2	3	4	1	0	1	11		668
Promotional Passes	30	40	75	19	53	50	0	267		1	0	0	0	0	0	1		268
Gold Passes	82	145	58	98	165	10	0	558		6	8	9	0	0	3	26		584
Green Commuter Pass	0	0	0	0	0	0	0	0		0	0	0	0	0	1	1		1
Amtrak	4	0	3	8	2	1	0	18		0	0	2	0	0	0	2		20
31-Day Regular	117	248	240	175	119	7	0	906		4	14	16	3	4	2	43		949
31-Day Student Pass	36	56	53	268	260	4	0	677		10	0	3	0	0	3	16		693
1-Day Pass	10	29	23	22	23	1	0	108		0	0	2	0	1	0	3		111
3-Day Pass	11	8	17	12	12	2	0	62		0	1	0	0	0	0	1		63
5-Day Pass	0	0	2	9	9	3	0	23		0	0	1	0	0	0	1		24
7-Day Pass	0	11	10	5	2	0	0	28		0	0	0	0	0	0	0		28
Pass Riders (ALL PASS MAG STRIP ERRORS)	10	6	12	134	55	10	0	227		1	2	3	0	0	1	7		234
TOTAL REVENUE RIDERS	3,601	5,143	6,681	23,892	25,325	19,544	1,447	85,633		176	421	2,726	348	336	2,151	6,158		91,791
										Route 2	Route 3	Route 4A	Route 5A	Route 5B	Route 6A/B			
NON-REVENUE RIDERS										Evening	Evening	Evening	Evening	Evening	Evening	TOTALS		
SLO Transit Transfers	104	588	761	316	214	40	0	2,023		7	11	8	2	1	1	30		2,053
Free	159	162	181	203	232	42	59	1,038		0	5	7	2	0	14	28		1,066
Token	18	450	213	20	12	3	0	716		1	1	1	0	0	3	7		719
Youth Passes	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
SMAT Youth	0	0	0	0	0	0	0	0		0	0	0	0	0	0	0		0
Newcomer	2	1	0	2	1	0	0	6		0	0	0	0	0	0	0		6
TOTAL NON-REVENUE RIDERS	283	1,201	1,155	541	459	85	59	3,783		8	17	16	4	1	15	61		3,844
										Route 2	Route 3	Route 4A	Route 5A	Route 5B	Route 6A/B			
TOTAL REVENUE RIDERS	3,601	5,143	6,681	23,892	25,325	19,544	1,447	85,633		176	421	2,726	348	336	2,151	6,158		91,791
TOTAL NON-REVENUE RIDERS	283	1,201	1,155	541	459	85	59	3,783		8	17	16	4	1	15	61		3,844
TOTAL RIDERSHIP	3,884	6,344	7,836	24,433	25,784	19,629	1,506	89,416		184	438	2,742	352	337	2,166	6,219		95,635
PERCENT (%) OF TOTAL RIDERSHIP	4.34%	7.09%	8.76%	27.33%	28.84%	21.95%	1.68%	100.00%		2.96%	7.04%	44.09%	5.66%	5.42%	34.83%	100.00%		

Jan 9th-2008 MTC



Oct-06 Nov-06 Sep-07 Oct-07 Nov-07

Annual Ridership Comparison





Item: D-3
TO: Mass Transportation Committee
FROM: John Webster
SUBJECT: Ramona Drive Service issues

RECOMMENDATION

No Action

DISCUSSION

As part of the new evening service evaluation process First Transit staff indicated some operational issues with Route 4 and 6a design and the safety problems associated with making right turns from Foothill onto Tassajarra Drive. Staff approved new routing via a right turn from Foothill onto La Entrada Ave and a left turn onto Ramona Drive which would continue on the existing route after Tassajarra Drive and new passenger schedules were revised to include this change. This route change did not add any additional bus stops along Ramona.

The new routing along Ramona (between La Entrada and Tassajarra) was implemented on September 5th, 2007 has resulted in complaints from a small number of residents regarding vehicle noise, dirt, service in a residential area that is unwanted, student parking problems, decreased home values, street width that is too narrow to safely accommodate transit vehicles and parked cars at the same time, safety concerns for children and pets due to bus speeding, and a lack of a public process when these types of route adjustments have been made. The Transit manager has responded via direct calls and emails and attempted to answer the associated concerns. The Transit manager also rode on the affected routes a number of times to see if the complaints of speeding by First Transit drivers was valid and was unable to verify any incidents during his trips.

Members of the public were present at the November 7th MTC meeting and their comments are part of the meeting minutes. This item is to update committee members and the public on the results of staff research regarding this issue.