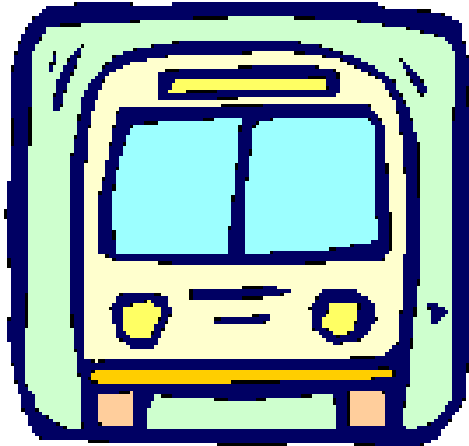


2009 TRANSIT NEEDS ASSESSMENT UPDATE



Prepared By

Jessica Berry
Geoffrey Chiapella
Tim Gillham
Eliane Guillot

San Luis Obispo Council of Governments

Final Report

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Part I. 2009 FINDINGS ON CURRENT TRANSIT OPTIONS

This evaluation begins the FY 2010/11 unmet transit needs review to determine where deficiencies in public transportation (mostly as they impact the most transit prone individuals) may occur. The transit prone groups include seniors, individuals with disabilities, persons of low income and students. The report covers the following:

- Describes any progress made in relation to the deficiencies identified by the December 2008 review.
- Highlights other proposed improvements, which might be implemented in 2010 as a follow up to the 2007 Coordinated Human Services Public Transportation findings, the 2007-08 Senior Transportation Options pilot project and the 2008 Region wide Fare Improvement Study.
- Presents historical transit ridership trends and the range of service productivities (type of service and service area), as those relate to one of the adopted unmet transit needs evaluation criteria.
- Analyzes residential densities relative to current service mix by area and compares those to national thresholds.
- Examines the geographical pattern of population groups most prone to transit dependency based on the 2000 Census or other more recent data.
- Compares the 2009 “Transit Service Intensity” to projected “Transit Potential” by service area and sub-region (North, South, Central and North Coastal).

A. Areas of Improvement: *What has changed during the last year?*

1. The spring 2009 large influx of capital funds under the Federal American Recovery and Reinvestment Act (ARRA) program created many new near-term opportunities for capital project implementation at both the regional and local levels. Those projects are now being implemented. The main types of capital projects that will directly benefit transit riders include new vehicles (in Atascadero, Morro Bay, Avila Beach and on Runabout); improved passenger amenities (in Atascadero, Paso Robles and Arroyo Grande); and new electronic farebox technology shared among all fixed-route bus providers (RTA, SCAT, SLO-Transit and North County).
2. On the SCAT network, several new transit facilities are fully operational. Those include the Pismo Outlets transfer site and park-and-ride lot plus the Ramona Garden Transit Center with dedicated bus bays and a soon-to-open park-and-ride lot in Grover Beach. Such facilities and the new passenger amenities improve the convenience, attractiveness and efficiency of transit transfer activities among local SCAT buses and between regional (RTA) and local (SCAT) buses. Also underway is the expansion of the Halcyon park-and-ride lot in Arroyo Grande, another transfer point between SCAT and RTA.
3. A Regional Ride Guide Map was developed and issued by Regional Rideshare under a rural demonstration grant. The bi-lingual, color-coded fold out map shows all the fixed-route services and how they connect throughout the County. This unified resource helps to bridge the information gap among the different systems with their own graphics and transit map/timetables, often lacking relevant information about connecting providers. No similar tool had been used since the 2004 Transportation Resource Pocket Guide.
4. In North County, the Las Tablas park-and-ride lot (a transfer point between RTA and the North County Shuttle) is undergoing further expansion. The City of Paso Robles

- implemented an area wide re-branding from the Paso City Area Transit Service to “Paso Express”. This marketing initiative increased the visibility and local presence of the transit system. Another upcoming improvement is the addition of a new route, the Midday Shuttle under a Job Access and Reverse Commute grant (fall 2009).
5. Two regional fare media (Regional Day Pass and Region ALL Pass) were integrated onto all local fixed-route transit systems (February 2009). This action recommended by the 2008 Region wide Fare Improvement Study replaced the previous uses of color-coded paper transfers and Universal Coupons books. Such unified shared media simplify the fare collection for both drivers and riders. Greater cooperation among regional and local systems was also achieved via a new revenue-sharing agreement.
 6. The option to purchase monthly/31 day transit passes on line was introduced by Regional Rideshare in the summer of 2009; this new program helps to fill the gaps in the geographical coverage by current pass fare outlets and offers greater convenience to the customers.
 7. In San Luis Obispo the replacement of older coaches has been a major improvement for local bus riders. A total of 8 new buses are now in service; the newer coaches offer low-floor (easier boarding and alighting), perimeter seating (additional capacity) and a new color scheme and logo. The newer fleet is equipped with Digital Recording Inc. (DRI) units, which enable automatic bus stop announcement prior to arrival at the stops. In addition the City is now installing a new Automatic Vehicle Location (AVL) system due to be operational by December 2009. This system includes an Internet component with real-time schedule information.
 8. More targeted promotion and outreach to the senior community resulted from the Senior Transportation Options recommendations (April 2007). Regional Rideshare has been instrumental in improving awareness and understanding of local and regional transit choices available to seniors. With the renewed interest generated by the program in North and South County, Regional Rideshare has coordinated efforts with the RTA to attract more participants in the 80+ VIP Pass free ride program (available on fixed-route buses). SLO Transit will soon implement a similar program (“Improving Transportation Options in San Luis Obispo”) as a New Freedom pilot project.
 9. Recognition of the need for 24 hour user-friendly trip planning “e-assistance”. Regional Rideshare developed the Google Transit software tool for fixed-route trip planning on the SLO Transit network. A similar, yet more basic option previously available from Regional Rideshare had been discontinued due to the need for upgrades in the bus stop recognition. This feature is now being expanded to the RTA network.

B. Areas of Deficiencies: *What could be improved?*

Based on recent plans or studies, current areas of deficiencies were grouped as shown by the sections below. Sources for those findings include at least: 1) The October 2007 Coordinated Human Services Public Transportation Plan proposed actions, 2) The August 2008 update to the prior Park-and-Ride Lot development study, 3) The Senior Transportation Options activities by Regional Rideshare and 4) The 2008 Region wide Fare Improvement Study recommendations.

1. Intercommunity Travel Options

The 2007 Coordinated Plan findings on transit deficiencies identified several gaps in serving inter-community transit needs, which included:

- Lack of convenient connections across different systems (either lack of schedule coordination or schedule reliability to ensure on time connections). This remains a barrier at the downtown San Luis Obispo transit center (interface between SLO Transit and the RTA routes). The recently adopted SLO Transit Short Range Transit Plan recommends improving schedule coordination between both systems.
- Lack of transit connections with intercity modes (trains, intercity buses and airport).
- Lack of adequate or clear information as to how/where transfers can be made, i.e. not easy to read or follow printed material, limited use of shared signs (multi-provider brochures or signs) or display of key information for non-English speakers.
- Limited availability or display of user-friendly/legible maps/schedules or directional information at shared or adjacent transit stops with connecting services.
- Outdated or incomplete information posted or distributed in printed media on connecting service options, where and when available, thus decreasing opportunities for making transit trips in between systems.

2. Service Hours and Days

Since December 2008, relatively few changes were made to the hours or days of service resulting in improved connections among local and regional services. However recent service cuts were implemented. As of July 2009, the Morro Bay Dial-a-Ride service was cut on Saturdays due to the reduction in Local Transportation Funds (LTF) and State Transit Assistance (STA). As of August 2009, the evening SCAT service was scaled back by two hours. Examples of barriers to connections between local and regional services are:

- Lack of RTA regional weekday bus schedule connections with local fixed-route services at early morning or late evening hours (North and South County) due to not comparable service spans.
- Not compatible service spans among local Dial-a-Ride's and regional buses on weekdays, often a barrier at commute times (examples: Los Osos and Atascadero)
- No weekend regional connection with local Dial-a-Ride except for Sunday in Paso Robles (using DAR as a Sunday-only substitute for midday fixed route).
- Very little coordination between the local DAR hours/days of service and the Ride-On Senior Shuttle options, thus creating a "difficult to learn" set of options.
- Lack of "same day" Senior Shuttle service makes seniors' travel across sub regions impractical.

3. Fare Information

Fare-related barriers noted by the October 2007 Coordinated Plan were examined closely by the 2008 Region wide Fare Improvement Study. Several improvements were made in 2009. Remaining barriers in need of further action include:

- Need for quality and consistent display of most common fares on board the buses (posting in large letters) thus meeting the basic needs of several target groups (seniors, customers with disabilities, infrequent users or visitors).
- Need for consistent information about fare policies and applicable fare categories. This is part of the Regional Rideshare mandate as the Regional Mobility

Management center, facilitating coordination among the various providers, including a more uniform format for presenting fare rules in print and on the web.

- Need for more uniform eligibility criteria for fare discounts (age-based criteria or other qualifiers). Such a needed improvement is part of the SLOCOG proposal to establish uniform discount policies and practices for seniors, persons with disabilities and children resulting in greater consistency across systems.

4. Service Awareness and Understanding/Quality Information

Transit agencies are primarily responsible for marketing their services. In addition SLO Regional Rideshare can provide cooperative marketing with the individual providers in an effort to offer more uniform information, especially for those trips on several systems and broader distribution with better geographical coverage. Possible improvements to transit marketing include actions such as:

- Posting of consistent and legible bus route/schedule information at bus stops for all fixed route systems.
- Printed material with current information available at key activity centers with transit kiosks in each area.
- Target outreach and promotion at the community level via stakeholders, similar to the promotion and education activities of the Senior Transportation Options.
- Bi-lingual and pictorial instructional materials on buses for those who do not speak or read English adequately.

5. Responsiveness to Mono-lingual Hispanic Customer Base

The review of Limited English Proficiency (LEP) demographics suggests that the greatest needs for bilingual marketing and outreach at the local level exist in the Five Cities and the Paso Robles areas. Appendix E gives an update on approaches taken to date by local and regional operators in communicating effectively with Hispanic-speaking customers. While each operator has taken some measures to address those needs, there is not a unified approach and only the RTA uses Spanish-only route brochures on display on board all its buses as well as custom links on its web site. Expanding such features to other systems might be worth considering subject to funding availability.

C. Overview: *Is the current service coverage adequate?*

The amount of current public transportation service or broad geographical coverage appears adequate for a county of this size (See Figure 1a and Table 1a). Each community in the region has some form of public transit: either by local or regional fixed-route, local dial-a-ride, senior shuttles or vans (and/or some combination).

Yet there is no regional bus coverage in several areas:

- One emerging regional corridor connects the Five Cities to the San Luis Obispo airport area (SR 227-Price Canyon Road); that path could provide a bypass transit route to the congested Highway 101 south corridor and offer new transit access to employment or social service sites in the airport area. This has been reviewed by the 2009 RTA Short Range Transit Plan update underway.
- The lack of regional bus service along the Los Osos Valley Road corridor that links the Los Osos/Baywood Park area with southwest San Luis Obispo (area of growing activity centers) was identified by the 2006 North Coast Transit Plan; that path would be more direct than the Foothill/Cal-Poly-SLO-South Higuera route.

There is also a lack of consistent coverage by local DAR's. Several jurisdictions have a 5 days-a-week general public Dial-A-Ride (DAR) which serves seniors for local and mostly midday trips. Such services also cater to elementary through high school pupils and others relying on alternative transportation for making local trips. The Five Cities jurisdictions provide for a 3-days-a-week local senior shuttle. The SLO Transit service area has no local DAR option except for the limited 3 days-a-week Senior-only Shuttle, operated by Ride-On under contract with the RTA and funded by the region.

Runabout is deployed countywide as the Americans with Disabilities Act (ADA) complementary service to all fixed-route buses or trolleys (for same days/hours as transit lines per the Federal mandate). First priority goes to ADA clients within a 3/4 mile corridor of all routes per 2001 regional RTA policy (See Appendix A for coverage). The Runabout availability to ADA-certified individuals grew with the new regional Sunday service (i.e. more extensive weekend travel options between communities since September 2006) and the expanded service span on local fixed routes (later in SLO and the Five Cities). The August 2008 added option to use Runabout after regular fixed route last runs (funded by a New Freedom grant) introduced after hours ADA coverage along current ADA service corridors.

Figure 1a-San Luis Obispo County Transit Service Coverage (Fall 2009)

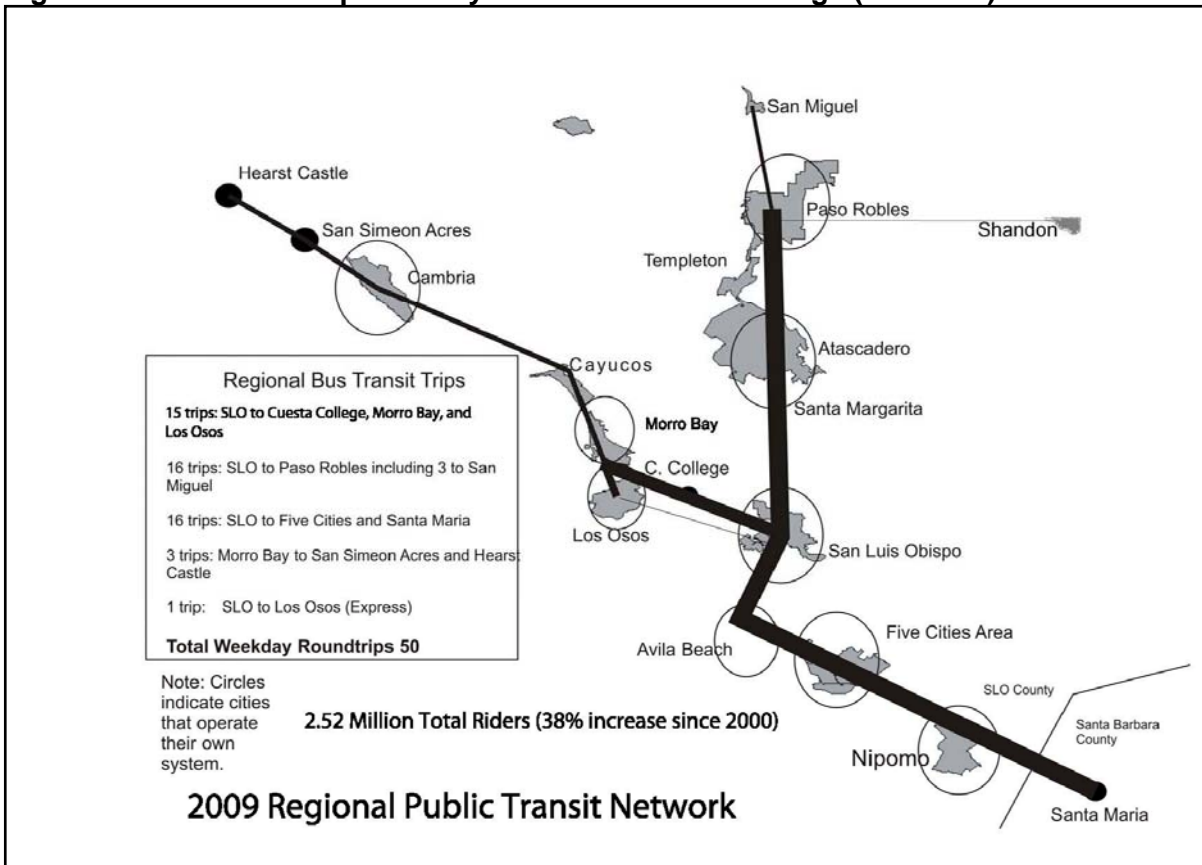


Table 1-a: Current Transit Services by Areas (September 2009)

Table 1-a: Current Transit Services by Areas (September 2009)

	Long Distance Inter-City Note 1	Local Fixed Route Note 2	Local DAR Note 3	Regional Fixed Route (RTA)	ADA Note 4	Senior Services Note 9	Local Vintage Trolleys
Arroyo Grande		X		X	X	X ^{note 6}	
Atascadero		X ^{Note 5}	X	X	X		
Avila Beach					X	X ^{note 6}	X
Cambria				X	X	X ^{note 7}	X
Cayucos				X	X		
Grover Beach	X	X		X	X	X ^{note 6}	
Los Osos/Baywood Park		X	X	X	X		
Morro Bay			X	X	X		X
Nipomo			X	X	X		
Oceano		X			X	X ^{note 6}	
Paso Robles	X	X	X	X	X		
Pismo Beach		X		X	X	X ^{note 6}	
San Luis Obispo	X	X		X	X		X
Santa Margarita				X	X		
San Miguel				X	X		
Shandon						X ^{note 8}	
Templeton		X		X ^{Note 11}	X	X ^{note 10}	
Cal Poly Main Campus	X	X		X	X		
Cuesta College Main Campus				X	X		
Cuesta College North Campus		X			X		

1-Long distance inter city motor coaches

2-Fixed route services excluding local vintage trolley circulators

3-Dial-A-Ride for the general public; most often used by seniors, youth and children

4-Runabout serves the region with focus along the fixed route bus & trolley corridors (3/4 mile)

5-Atascadero and Paso Robles routes were merged into the North County Shuttle

6-Five Cities and South County senior shuttles combined run 3 days/week

7-Cambria has a senior van for local trips & limited rides to SLO and Paso Robles

8-Shandon has an on call (24 hr reservation) 3 days/week shuttle to Paso Robles

9-Ride-On Transportation provides a regional Senior Shuttle service funded by SLOCOG with sub-regional coverage by day of the week

10-The Templeton Dial a Ride, which came from an unmet needs finding in FY 06/07, is operated by the RTA and available 3 days a week with 24 hour reservation.

11-The Templeton area is served by the RTA at the Las Tablas Park and Ride lot where hourly transfers can be made to the North County Shuttle, serving the Main Street area 5 days a week and limited connections on Saturdays.

D. Annual Ridership Update: *What are the trends?*

Annual Riders by mode

Total ridership was analyzed for the last 9 years as shown by the Tables and Charts below. Over the past 9 years, overall ridership (all modes combined except trolleys) grew by 37.5% (from 1.788 Million to 2.458 Million riders). Fixed-route ridership (local and regional) increased by 47.5% (from 1.370 Million to 2.021 Million riders). Local Dial-A-Ride ridership dropped by 15.4% (from 114,105 to 96,498 riders) in spite of new rural services in South and North County. Overtime, in some areas (like Paso Robles), demand shifted from local DAR to fixed-route. During the last 9 years the Runabout ridership grew significantly by 65%, which compares to the Ride-On specialized services at 24% over the same time period.

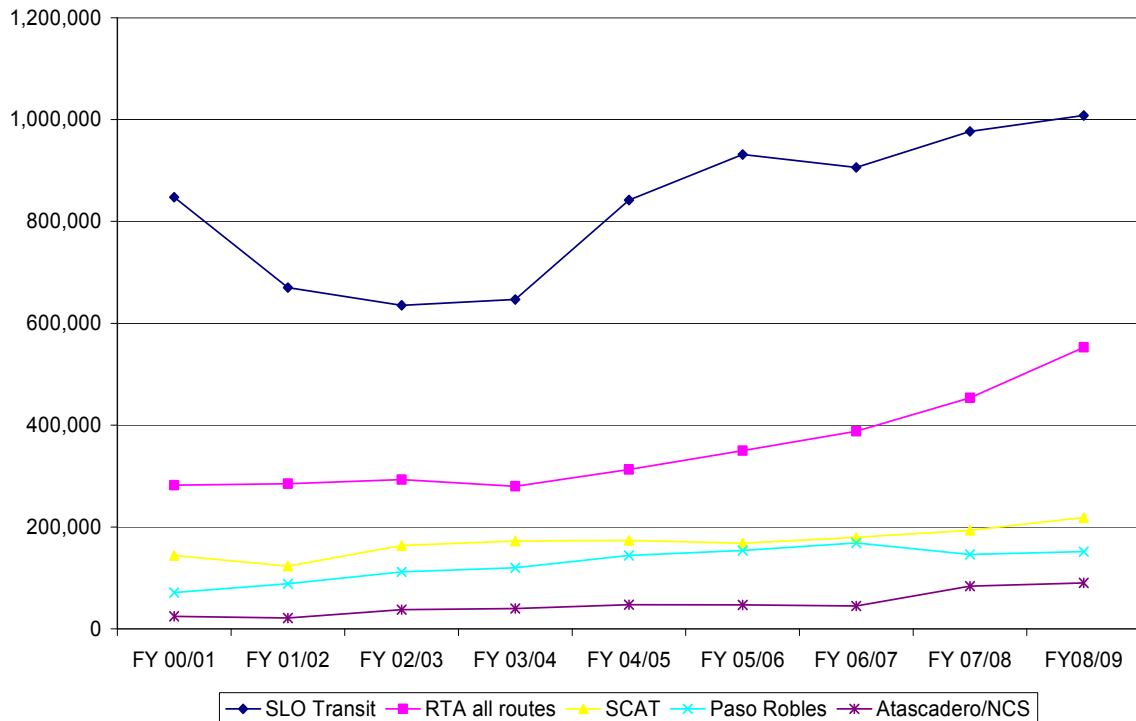
1) Fixed Route Trends

Chart 1a shows annual trends in the number of fixed-route riders by system. Overall ridership on the five different fixed-routes grew by 9.02% over the past year. The most recent trends (FY 07/08 to FY 08/09) are given below.

- Regional fixed-route (all RTA routes combined) **grew by 22%** (or nearly twice the average growth over the past 9 years). Those trends vary by route and reflect the August 2007 services changes in the South corridor (RTA Rte 10 expansion and restructuring) and on the North Coast (RTA Rte 12 restructuring).
- All local fixed-route ridership in FY 08/09 shows a **net increase of 4.9%**; with the largest local increase in the Five Cities (SCAT).
 - South County Area Transit (SCAT) showed a **12.9% gain more than twice the growth** in recent years. The August 2007 network restructuring (Rte 23 re-aligned) and two local feeders to RTA in Pismo Beach replacing access to regional buses along Grand Avenue and SR-1 led to a shift to local buses.
 - Paso Robles (Paso Express) experienced a **gain at 3.8%** with the two local Paso Express routes (A and B) as the main drivers of this growth (steady for the past 5 years, although lower than a year ago).
 - The North County Shuttle **grew by 7.8%** in FY 2008/09, the third year as through service between North Cuesta College, Paso Robles, Templeton and Atascadero. The share of Cuesta students, who ride for free on the Shuttle (as well as on connecting Paso Express buses), amounted to 10% of all Shuttle boardings, double the first year share of 5%.
 - SLO Transit experienced a **3.2% increase** in bus ridership over the past year, less than half the growth in the prior year. Most of the growth is attributed to the non-Cal Poly riders, while the Cal Poly ridership (at nearly 60% of the annual total) remained stable.

SLO Transit is by far the largest fixed-route operator in terms of annual ridership. The second largest fixed-route operator is the RTA; the Cuesta student share of RTA riders is not known precisely due to the manual fare collection. On both systems, the student bodies receive either free fares (SLO transit for Cal Poly only) or discount fares (RTA for Cuesta students only), which work as **transit incentives**. The North County Shuttle uses a similar approach. In addition during the first two weeks of the fall 09 semester, Cuesta students received free rides on all RTA buses.

Chart 1-a Annual Trends in Fixed Route Ridership



Source: Excerpts from Annual TDA reports on transit performance-fixed route components

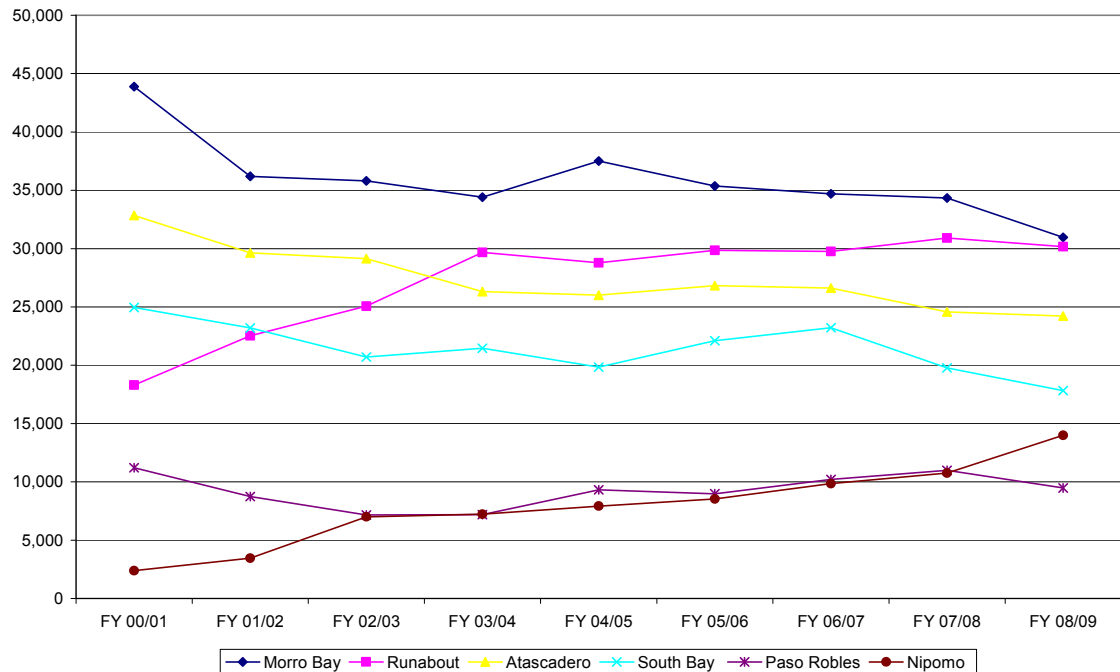
2) Dial-A-Ride Trends

Chart 1b shows the annual trends in the number of DAR riders by system. Overall the total ridership among local Dial a Ride (DAR) **decreased by 4%** from FY 07/08 to FY 08/09, similar to the prior year trend.

- All DAR's experienced a decrease in ridership between FY 07/08 and FY 08/09 except for Nipomo (**30% gain**)
- The Paso Robles DAR experienced the largest drop in ridership at **14%**, a noticeable change after the annual growth of the previous two years.
- The South Bay DAR experienced a **10%** drop in ridership since FY 07/08, a continuing downward trend from the past two years.
- The Atascadero DAR experienced a slight drop in ridership (1.4%) in FY 08/09.
- The Morro Bay DAR with a comparable fleet size to the SBDAR and Atascadero remains the largest local DAR provider in terms of total riders. It experienced a **10%** decrease in ridership, much higher downward trend than in recent years. One factor contributing to this change may be the availability of the end-of-the day Cayucos Limited Shuttle (serving North Morro Bay from the Morro Bay RTA transfer site). Another factor impacting DAR ridership was the closure of a grammar school.

- Runabout, the Americans with Disabilities (ADA) Act complementary service had been stable, since the increase in 2003/04 due to the transfer of Dialysis clients. Most recently, Runabout decreased slightly by 2% from FY 07/08 to FY 08/09.
- The smaller North County Dial a Rides, namely in Templeton (revised January 08) and Shandon-Paso Robles limited shuttle carried less than 300 riders in one year, both operated no more than 3 days/week with 24 hr advance reservation.

Chart 1-b Annual Trends in Dial-a-Ride Ridership



Source: Excerpts from Annual TDA reports on transit performance-DAR components

3) Trolley Trends

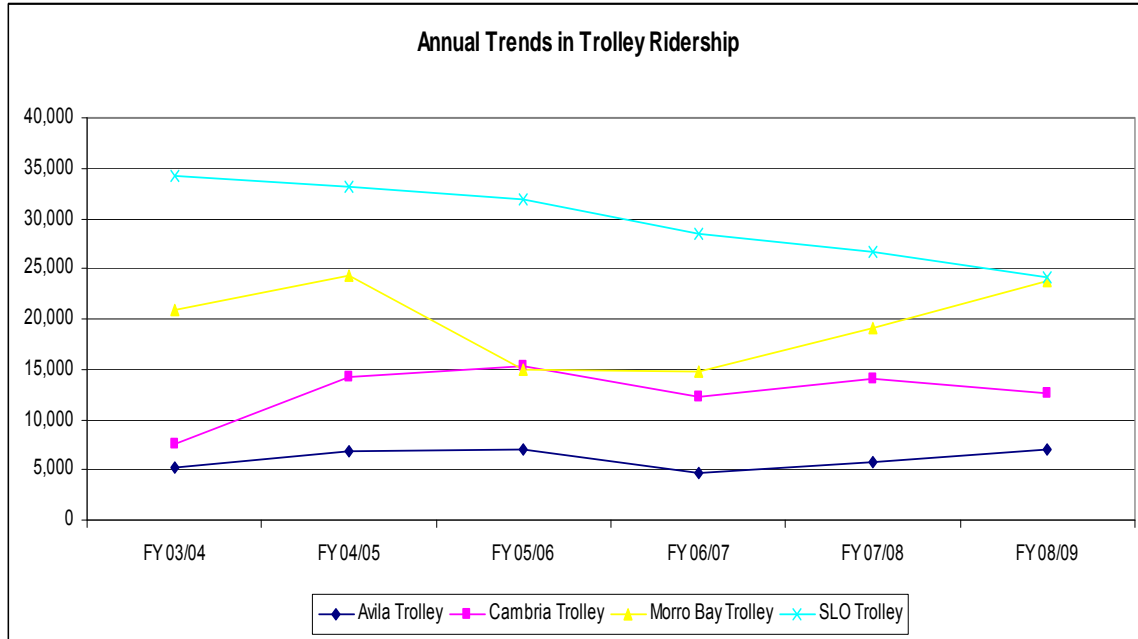
Trolley patronage mostly driven by visitors/tourists is highly sensitive to the variations in the volume of visitors plus frequency and duration of tourists coming from outside the County. Table 1d and Chart 1c show the past 6-year fluctuations in trolley demand. With different numbers of hours/day and days/week (plus seasonal-only service in Morro Bay) a direct ridership comparison is not very meaningful among those four systems. Overall trolley ridership grew by approximately 3% in FY 2008/09. The Morro Bay Trolley had the largest relative gain (25%) over FY 2007/08, followed by the Avila Beach Trolley (19%).

- The Morro Bay trolley experienced the largest net gain in riders, at over 4,500 riders, a continuing upward trend with the addition of a third route. The service only runs between Memorial Day weekend and early October, the peak tourist season.
- The Avila Beach trolley experienced the second largest net gain in riders at over 1,000 riders, although growth was slower than in the prior year. The replacement of an older vehicle on the Avila-Shell Beach route combined with a more direct route helped the rebound of this weekend-only service.
- The Cambria Village Trolley experienced a drop of 10% over the prior year. Similar to Avila Beach, demand on the Cambria Village Trolley peaks in the summer and on

weekends. The upcoming revision to the Cambria trolley will maintain the service Friday through Sunday, but eliminate the Thursday and Monday operations.

- The San Luis Obispo Downtown Trolley has seen a decline in demand since the number of service days and hours were cut back in January 2004. The demand for the 4 day-a-week service remains stronger in the spring and summer months.

Chart 1-c-Annual Trends in Trolley Ridership



Source: Excerpts from Annual TDA reports on annual performance-Trolley components

Table 1d: Annual Trends in Trolley Ridership

Service	FY 03/04	FY 04/05	% Change from FY 04 to FY 05	FY 05/06	% Change from FY 05 to FY 06	FY 06/07	% Change from FY 06 to FY 07	FY 07/08	% Change from FY 07 to FY 08	FY 08/09	% Change from FY 08 to FY 09	6 year Change (Percent)
Avila Trolley-SCAT ¹	5,193	6,818	31.29%	6,979	2.36%	4,664	-33.17%	5,815	24.68%	6,947	19.47%	33.78%
Cambria Village Trolley	7,526	14,209	88.80%	15,311	7.76%	12,331	-19.46%	14,057	14.00%	12,638	-10.09%	67.92%
Morro Bay Trolley ³	20,950	24,277	15.88%	14,995	-38.23%	14,757	-1.59%	19,071	29.23%	23,752	24.55%	13.37%
San Luis Obispo Downtown Trolley ²	34,256	33,240	-2.97%	31,812	-4.30%	28,408	-10.70%	26,599	-6.37%	24,189	-9.06%	-29.39%
Annual Summary	67,925	78,544	15.63%	69,097	-12.03%	60,160	-12.93%	65,542	8.95%	67,526	3.03%	-0.59%

1-SCAT operates the Avila Trolley since January 2005; a contractor to the Avila Beach Foundation was the prior provider

2-SLO trolley service level was scaled back in 2004, which in combination with slower tourism has since led to reduced demand

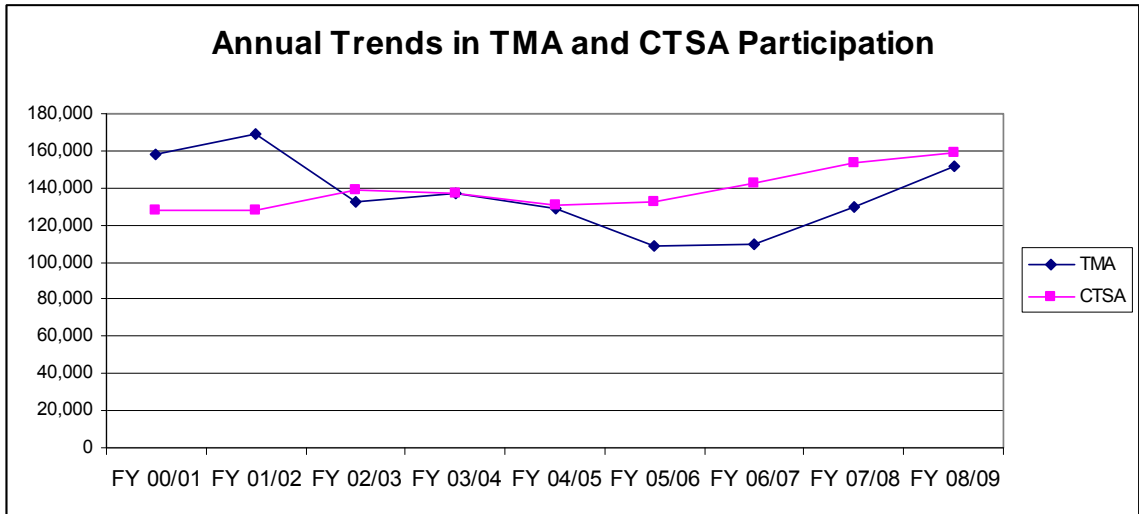
3-Morro Bay trolley was expanded in the summer of 2007 with the addition of a third route, leading to significant growth

4) Other Specialized Services

The overall trend for Ride-On Transportation as a whole is positive with **10.2 percent growth** over FY 07/08. As shown by Chart 1-d, the market share for the Consolidated Transportation Services Agency (CTSA) services remained slightly higher than for the Transportation Management Association (TMA) services. In FY 2000/01, the demand was higher with the TMA (now 4.5% lower), while the CTSA since grew by nearly 24%. Recent trends are as follows:

- The Consolidated Services Transportation Agency (CTSA), which covers the contract service for the Tri-Counties Regional Center (TCRC), the Medi-Cal program (approved medical trips for qualified recipients), the Community Interaction Program (CIP) and the four Senior Shuttles, grew by **3%** in the last year. This is about half the rate of growth from the prior year. The largest component remains the TCRC.
- At below 3% of the total CTSA market, the Senior Shuttles ridership decreased by **26%** over the past year due to the loss of discretionary STA funding. The ridership dropped from 5,536 (FY 07/08) to 4,063 (FY 08/09).
- Participation on the Transportation Management Association (TMA) grew significantly by **18%** over FY 07/08, due to the expansion of the commuter vanpool program and more demand for special events rides. This suggests a rebound over the overall decline of the last 5 years. Ridership on commuter vanpools, which represents 78 percent of the TMA demand, grew by **28.6%** (from 91,200 to 117,500 vanpool rides). The new Agricultural Vanpool Program now has 4 active vans (as of June 2009) with a monthly total ridership above 900 riders.

Chart 1-d: Ride-On Ridership Trends



Ridership Eight Year Profile: Table 1e summarizes annual ridership trends from FY 2000/01 and FY 2008/09 by mode and provider.

Table 1-e: Ridership Trends July 1, 2000 to June 30, 2009

Transit System	2000/01 Ridership	2001/02 Ridership	Change (%) FY 01 to 02	2002/03 Ridership	Change (%) FY 02 to 03	2003/04 Ridership	Change (%) FY 03 to 04	2004/05 Ridership	Change (%) FY 04 to 05	2005/06 Ridership	Change (%) FY 05 to 06	2006/07 Ridership	Change (%) FY 06 to 07	2007/08 Ridership	Change (%) FY 07 to 08	2008/09 Ridership	Change (%) FY 08 to 09	FY 01 to FY 09
Local Fixed Route Transit Services																		
Atascadero ¹	24,690	28,877	16.96%	37,743	30.70%	39,979	5.92%	47,620	19.11%	47,008	-1.29%	44,891	-4.50%	83,748	86.56%	90,246	7.76%	265.52%
Paso Robles	71,100	88,340	24.25%	112,455	27.30%	119,832	6.56%	143,814	20.01%	153,911	7.02%	168,747	9.64%	145,936	-13.52%	151,473	3.79%	113.04%
SCAT	144,138	123,187	-14.54%	163,600	32.81%	172,564	5.48%	173,593	0.60%	168,053	-3.19%	179,510	6.82%	193,784	7.95%	218,683	12.85%	51.72%
SLO Transit	847,671	669,949	-20.97%	635,280	-5.17%	646,650	1.79%	842,114	30.23%	931,558	10.62%	906,114	-2.73%	976,641	7.78%	1,008,043	3.22%	18.92%
Local Fixed route Subtotal	1,087,599	910,353	-16.30%	949,078	4.25%	979,025	3.16%	1,207,141	23.30%	1,300,530	7.74%	1,299,262	-0.10%	1,400,109	7.76%	1,468,445	4.88%	35.02%
Local Dial A Ride Transit Services																		
Atascadero	31,680	29,631	-6.47%	29,145	-1.64%	26,314	-9.71%	26,010	-1.16%	26,830	3.15%	26,611	-0.82%	24,576	-7.65%	24,224	-1.43%	-23.54%
Morro Bay	43,880	36,201	-17.50%	35,800	-1.11%	34,415	-3.87%	37,513	9.00%	35,357	-5.75%	34,701	-1.86%	34,347	-1.02%	30,973	-9.82%	-29.41%
Nipomo	2,385	3,466	45.32%	7,000	101.96%	7,233	3.33%	7,932	9.66%	8,545	7.73%	9,855	15.33%	10,746	9.04%	13,992	30.21%	486.67%
Paso Robles	11,205	8,740	-22.00%	7,158	-18.10%	7,185	0.38%	9,325	29.78%	8,973	-3.77%	10,202	13.70%	10,987	7.69%	9,480	-13.72%	-15.39%
South Bay	24,955	23,191	-7.07%	20,700	-10.74%	21,458	3.66%	19,838	-7.55%	22,105	11.43%	23,204	4.97%	19,761	-14.84%	17,829	-9.78%	-28.56%
Local Dial A Ride Subtotal	114,105	101,229	-11.28%	99,803	-1.41%	96,605	-3.20%	100,618	4.15%	101,810	1.18%	104,573	2.71%	100,417	-3.97%	96,498	-3.90%	-15.43%
Regional services																		
RTA fixed route	281,946	284,995	1.08%	293,000	2.81%	279,780	-4.51%	313,194	11.94%	349,678	11.65%	387,887	10.93%	453,858	17.01%	552,781	21.80%	96.06%
Ride-On TMA	158,300	169,400	7.01%	132,400	-21.84%	136,691	3.24%	129,253	-5.44%	108,847	-15.79%	109,445	0.55%	127,922	16.88%	151,251	18.24%	-4.45%
Ride-On CTSA	128,000	128,000	0.00%	139,060	8.64%	123,783	-10.99%	130,997	5.83%	132,771	1.35%	142,724	7.50%	153,275	7.39%	158,554	3.44%	
Ride-On Subtotal	286,300	297,400	3.88%	271,460	-8.72%	260,474	-4.05%	260,250	-0.09%	241,618	-7.16%	252,169	4.37%	281,197	11.51%	309,805	10.17%	-1.78%
Runabout (ADA)	18,310	22,530	23.05%	25,076	11.30%	29,668	18.31%	28,777	-3.00%	29,852	3.74%	29,761	-0.30%	30,917	3.88%	30,167	-2.43%	68.85%
Regional services Subtotal	586,556	604,925	3.13%	589,536	-2.54%	569,922	-3.33%	602,221	5.67%	621,148	3.14%	669,817	7.84%	765,972	14.36%	892,753	16.55%	30.59%
<i>County Subtotal (w/o SLO Transit)</i>	940,589	946,558	0.63%	1,003,137	5.98%	998,902	-0.42%	1,067,866	6.90%	1,091,930	2.25%	1,167,538	6.92%	1,289,857	10.48%	1,449,653	12.39%	37.13%
All Services Total	1,788,260	1,616,507	-9.60%	1,638,417	1.36%	1,645,552	0.44%	1,909,980	16.07%	2,023,488	5.94%	2,073,652	2.42%	2,266,498	9.30%	2,457,696	8.44%	26.74%

Source: San Luis Obispo Council of Governments performance audits/state controller's reports, operators TDA data for FY 08/09 has not been audited

Current Service Effectiveness

Productivity trends show how regularly a given service is used relative to the amount of service provided. Fixed-route services are more productive than DAR's (higher ratios of riders per hour). Within each service type, Table 1d shows noticeable variations in service productivity among the services. Local changes in the service levels or types can impact the productivity in the near-term (first 2 or 3 years). The lowest ratios are found on limited frequency and coverage shuttles in less densely populated areas (such as Shandon-Templeton).

Table 1-d gives the numbers of current riders per service hour for all providers for which data is available (FY 08/09 only). This most recent annual performance is compared with the locally-adopted productivity standards (See Appendix B for more details). Except for South Bay, Nipomo and Paso Robles, most DARs are below adopted standards; for the trolleys, all services fall below adopted standards. All North County fixed-route exceed adopted standards, while the SCAT service (all routes combined) is well below the 2004 standard, which had not been updated from the previous 1997 value. The RTA regional service meets the year 2000 standard when averaged among all routes region wide.

Appendix B gives similar data on riders per revenue vehicle mile for all the services. Fewer agencies have formal standards for monitoring riders per revenue vehicle mile.

Table 1d: Riders per Revenue Service Hour by Service Type and Area (FY 08/09)

Service Type	Operator	Total Riders	Service Hours	Riders per Service Hour	Service Effectiveness Standard ¹	Year Adopted	Sources
Local and Regional Fixed Route	SLO Transit	1,008,043	32,527	31.0	24.8	2009	Short Range Transit Plan
	Paso Robles	151,473	7,419	20.4	13	2006	Short Range Transit Plan
	North County Shuttle ²	90,246	6,724	13.4	9	1997	Short Range Transit Plan
	SCAT	218,683	16,222	13.5	23	2004	Short Range Transit Plan
	RTA	552,781	31,071	17.8	15	2000	Short Range Transit Plan
Dial-A-Ride	Atascadero	24,224	5,323	4.6	6.6	1997	Short Range Transit Plan
	Morro Bay	30,973	4,868	6.4	7.1	2007	North Coast Transit Plan-Revised
	Nipomo	13,992	2,177	6.4	6	1998	Unmet Needs Projection
	Paso Robles	9,480	3,136	3.0	2.6	2006	Short Range Transit Plan
	Runabout	30,167	18,467	1.6	3	2000	Short Range Transit Plan
	Shandon-Paso Robles ³	250	105	2.4	1	2002	Unmet Needs Projection
	South Bay	17,829	1,977	9.0	6.3 to 7.6	2007	North Coast Transit Plan
Trolleys	Avila	6,947	952	7.3	15	2004	Unmet Needs Projection
	Cambria	12,638	1,787	7.1	8.7	2007	North Coast Transit Plan
	Morro Bay	23,752	1,632	14.6	15.3 to 18.5	2007	North Coast Transit Plan
	SLO Trolley	24,189	1,456	16.6	24.3	2004	S RTP

1-Productivity standards are set locally & usually with a Short Range Transit Plan (S RTP) adoption

2- The current ratio is for the North County Shuttle compared to the 1997 standard for the previous El Camino Shuttle, in need of update

3-The Shandon-Paso Robles Shuttle was restructured in December 07 and the Templeton coverage reduced to local trips with a significant drop in demand

Part II Assessment of Transit Dependent Population

Introduction

As the Regional Transportation Planning Agency (RTPA), SLOCOG is responsible for allocating Transportation Development Act (TDA) funds to local jurisdictions and public transportation operators in the region. Under *state law PUC section 99401.5*, SLOCOG is responsible for:

“Identifying the transit needs of the jurisdictions which have been considered as part of the planning process, including an annual assessment of the size and location of identifiable groups likely to be transit dependent or transportation disadvantaged”. Such transportation groups may include, but are not limited to:

- Youth, Students and Seniors;
- Persons with Disabilities;
- Persons of Limited Income;
- Persons with Limited English Proficiency (LEP); and
- Households with one or fewer vehicles.

Most of the detailed data on the above groups is based on the Census 2000 data and the 2006 American Community Survey (ACS) for the region. Data at the “place” level (incorporated Cities and unincorporated areas) was grouped by sub region to show the distribution of existing markets, their geographical distribution. Sub regions shown by Figure 2-a, consist of: North County, North Coast, Central County and South County.

Figure 2a: San Luis Obispo County and the Four Sub Regions



Table 2a: Cities and Places of San Luis Obispo County within Each Sub Region				
	North County	North Coast	Central Area	South County
Incorporated Cities	Atascadero Paso Robles	Morro Bay	San Luis Obispo	Arroyo Grande Grover Beach Pismo Beach (Santa Maria)
Unincorporated Places	Lake Nacimiento San Miguel Shandon Templeton Santa Margarita	Cayucos Cambria Los Osos San Simeon	Avila Beach	Halcyon Nipomo Oceano Nipomo Mesa

Note: Santa Maria is in North Santa Barbara County, very close to Nipomo in South County.

2-a-1 Review of Existing Markets by Sector

Demographics and Population Density

Total population and residential density directly impact transit needs at the local and regional levels. Table 2-b gives the population levels in number of residents and number of housing units with respective land areas and residential densities by community. The current densities (using GIS derived statistics in 2008 and adjusting for vacant housing units in incorporated areas) show that **Oceano, Cayucos, Grover Beach, Pismo Beach and San Luis Obispo** have densities **above 6.5 residents per acre**, or higher than all other areas in the region. Medium densities found in Arroyo Grande, Los Osos, Cambria and Morro Bay fall within the **4.5 to 6.5 residents per acre** range. Other areas such as Paso Robles, Nipomo, Templeton and Atascadero have densities **below 4 residents per acre**. The smallest values below 2 residents per acre are found in the remaining rural, non-incorporated parts of the region.

Area	2008 Population	Total Housing Units***	Developable Land Area Acres (GIS)	Housing Density (du/ac)****	Persons per household (Census 2000)	Density (Persons per acre) (GIS-based)
Arroyo Grande	16,826	7,462	3,185	2.34	2.41	5.65
Atascadero	26,947	11,168	15,316	0.73	2.62	1.91
Cambria	6,408	3,979	1,923	2.07	2.21	4.57
Cayucos	3,132	2,116	325	6.51	2.08	13.54
Grover Beach	13,087	5,591	1,163	4.81	2.58	12.40
Los Osos	14,803	6,293	2,988	2.11	2.42	5.10
Morro Bay	10,350	6,653	3,053	2.18	2.04	4.45
Lake Nacimiento/Oak Shores	3,152	1,763	6,232	0.28	2.41	0.68
Nipomo	14,726	4,870	4,864	1.00	3.13	3.13
Oceano	7,941	2,868	674	4.26	2.96	12.60
Paso Robles*	29,682	11,601	10,118	1.15	2.73	3.13
Pismo Beach	8,576	5,583	1,715	3.26	2.02	6.58
San Luis Obispo	42,835	20,232	7,035	2.88	2.27	6.53
San Miguel	1,699	742	580	1.28	3.03	3.88
Shandon	1,234	343	320	1.07	3.67	3.93
Templeton	5,464	2,538	3,334	0.76	2.98	2.27
Other Unincorporated areas**	62,475	22,261	2,068,303	0.011	2.68	0.03
Total County	269,337	116,063	2,124,240	0.05	2.40	0.13

Sources: Economic Research Associates (interpolated from 2010 Population Projections), California Department of Finance (2006 Total Housing Units) and SLO County GIS and Technology Division (2007 Land Areas)

* Excludes acreage of landfill and Paso Robles airport area

** Excludes Cal Poly on-campus housing units.

*** Housing Units based on GIS for unincorporated areas (Urban and Village Reserve Lines) & 2006 Department of Finance for Incorporated Cities

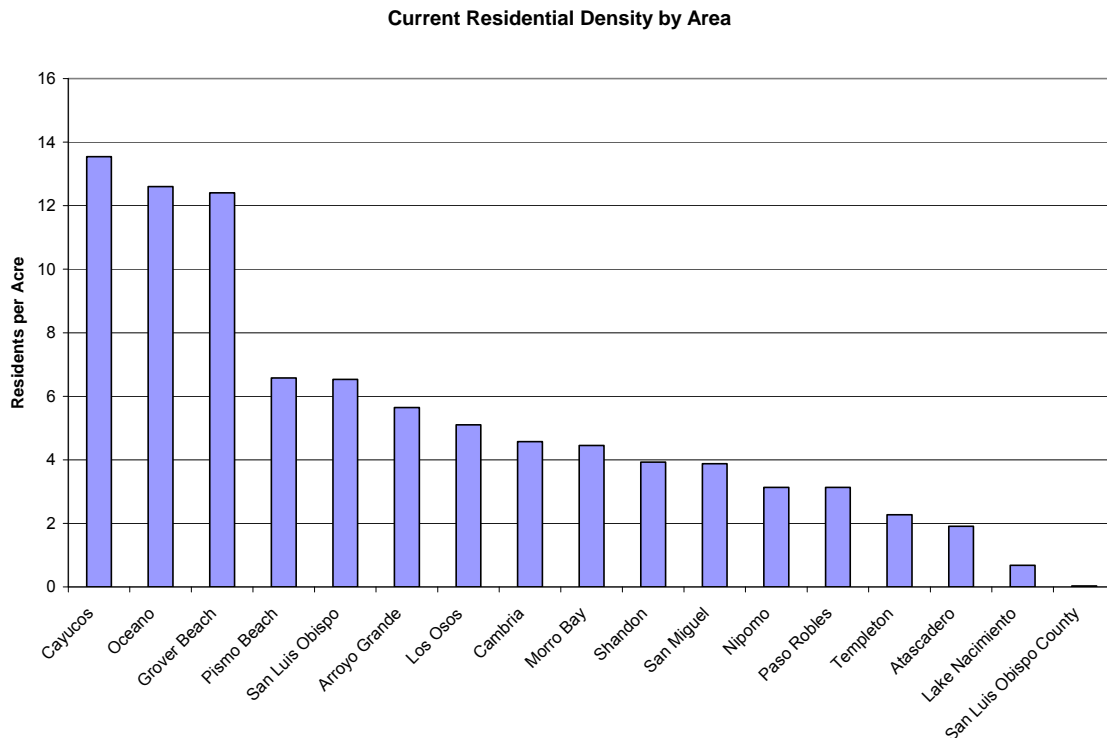
**** In number of dwelling units (du) per acre (ac); the land area is GIS based data

Fit between transit services and density

Based on research done by the Transportation Research Board (TRB) and the Institute of Transportation Engineers (ITE), residential densities typically associated with transit service delivery are as follows:

- A limited inter-community fixed-route service plan with highly spaced routes and somewhat longer headways (more than one hour) is likely to be more viable in an area with a density of 3.0 residents per acre or below at “threshold number 1”;
- Dial-A-Ride becomes a viable substitute or supplement for limited fixed-route transit in areas at more than 3 residents per acre and less than 6.25 residents per acre at “threshold number 2”. The closer an area is to the 2nd threshold, the more suitable it becomes for a mix of local and inter-community fixed-route bus services;
- The most optimal densities, which can generate noticeable modal shift to fixed route transit, fall in the higher range of 12 to 15 residents per acre at “threshold number 3”. No area other than parts of the Five Cities (Oceano and Grover Beach) and the small Cayucos community currently meets this higher “threshold number 3”.

Chart 2-a: 2008 Residential Density by Community



Based on the above density data, the following patterns emerge:

- The City of San Luis Obispo and the Five Cities area have the greatest potential for **dense coverage by local fixed-route services**. Both areas already have local and regional transit services with at least hourly headways; yet SLO has denser coverage

for local service and more regional bus options, serving regional attractors such as the adjacent Cal Poly campus and the downtown San Luis Obispo job center. Neither one of those areas has a general public Dial a Ride (DAR).

- Other areas, such as Paso Robles and Baywood/Los Osos are the most likely candidates for a **mix of local fixed-route, regional fixed-route, and Dial-A-Ride**. Such services are provided in both areas on weekdays, although Los Osos mostly has local Dial a Ride (weekdays) rather than a local fixed-route focus like Paso Robles. Paso Robles also operates local fixed route on Saturdays and a limited DAR on Sundays. The South Bay area has regional bus service 7 days a week, although the local South Bay DAR does not run on weekends.
- The City of Paso Robles combines local and regional fixed routes with local Dial-A-Ride (DAR). The Cities of Atascadero and Morro Bay have a **mix of local DAR and inter-community fixed-route options**. Atascadero has one local fixed-route corridor, parallel to the regional fixed-route and frequent regional bus coverage besides its extensive local weekday DAR. The City of Morro Bay has a local Dial-A-Ride service, several seasonal trolley routes and hourly regional bus service (trips to San Luis Obispo and Los Osos).
- Atascadero and Templeton have densities **below 2.5 residents per acre** (threshold 1). While Templeton has some local fixed-route coverage (North County Shuttle) and limited local DAR feeder to regional buses with hourly service in both directions, Atascadero has a higher level of regional and local bus coverage supplemented by a more established and extensive local DAR service.
- Morro Bay and Cambria fall within “threshold 2”, conducive to a mix of local fixed route and DAR. Both communities have local trolleys and Morro Bay a general public DAR. The North Coast Transit Plan (NCOAST) recommended further evaluation of the potential to expand the Morro Bay DAR into **Cayucos** (to be *fully funded by the County*); similarly the plan recommended reviewing the potential for replacing the **Cambria** Community Bus (senior volunteer program) by a local DAR.
- Among smaller non incorporated areas, Nipomo, Shandon and San Miguel have local densities also meeting threshold 2, conducive to a **mix of limited inter-community bus coverage and local Dial-A-Ride**. Those areas have some regional bus service except for Shandon (very limited DAR coverage to Paso Robles). Nipomo is the only area in such density range with a local DAR.

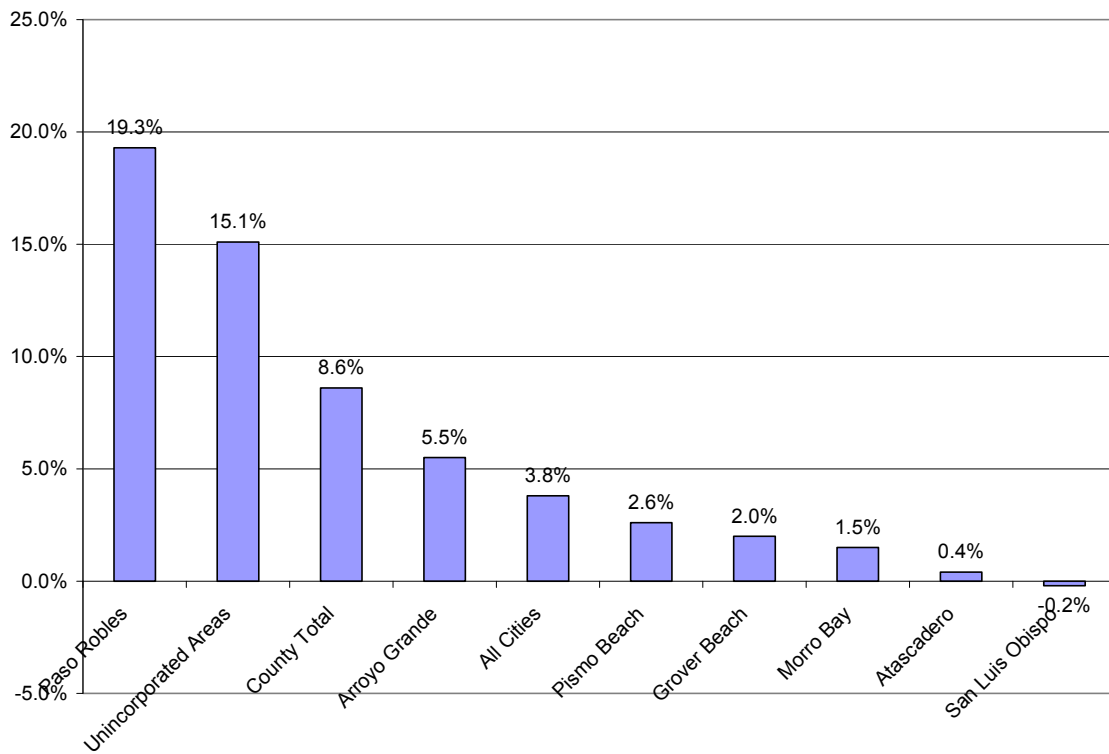
Overall, the regional fit between densities and current transit service mix seems adequate based on current population densities. Yet as shown in Part I, there are discrepancies in levels of service (how many routes, headways, service spans of various local and regional options, connectivity issues) making this only a broad assessment of the adequacy of the mix of such services.

Recent population trends by area

It is important to note that population growth between 2000 and 2008 varied among areas of the region. Recent data from the California Department of Finance (DOF)¹ indicate the populations of incorporated cities in the County are growing at different rates, with most of the growth in North County (Paso Robles). The unincorporated areas combined are growing faster than all other incorporated cities, yet the trends vary by community.

Chart 2b shows that the City of Paso Robles grew by +19,3% since the last Census, while the unincorporated areas combined grew by +15.1%. Cities experiencing the least growth in population were Morro Bay and Atascadero (at less than +1%), with San Luis Obispo experiencing a population decrease (-0.2%).

Chart 2b: Percent Change in Population between 2000 and 2008



¹ DOF compiles yearly population statistics by jurisdiction, including incorporated cities and the balance of the county. Unincorporated areas are not shown independently. Another data source is the American Community Survey (collected by the US Census Bureau every 5 years).

2-a-2 Assessment of Transit Dependent Populations: Age prone Individuals

Two age-related categories of individuals² most likely to rely on public transportation for essential trips are covered by this section. Seniors (65 years old and over) comprise a large share of such “transit-dependent” groups. In addition, youth (19 years old and under) do not typically have access to a private vehicle (below driving age, cannot afford to own a car or relying upon other non-driving options). Many teenagers are under the legal age to drive so they must rely on other options (such as riding transit, using a bicycle or getting a ride from friends or family). Youth of school age often use school buses (at school time) or rely on parents or neighbors to drive them to or from school in lieu of walking, biking or riding transit buses (where and when available).

The data from the 2000 Census was used to determine the location and size of those two population groups. Table 2-c presents the geographical distribution of those age brackets by area and lists the ages of residents by three age groups; it then aggregates the two groups (seniors and youth) with the likelihood of higher transit dependency.

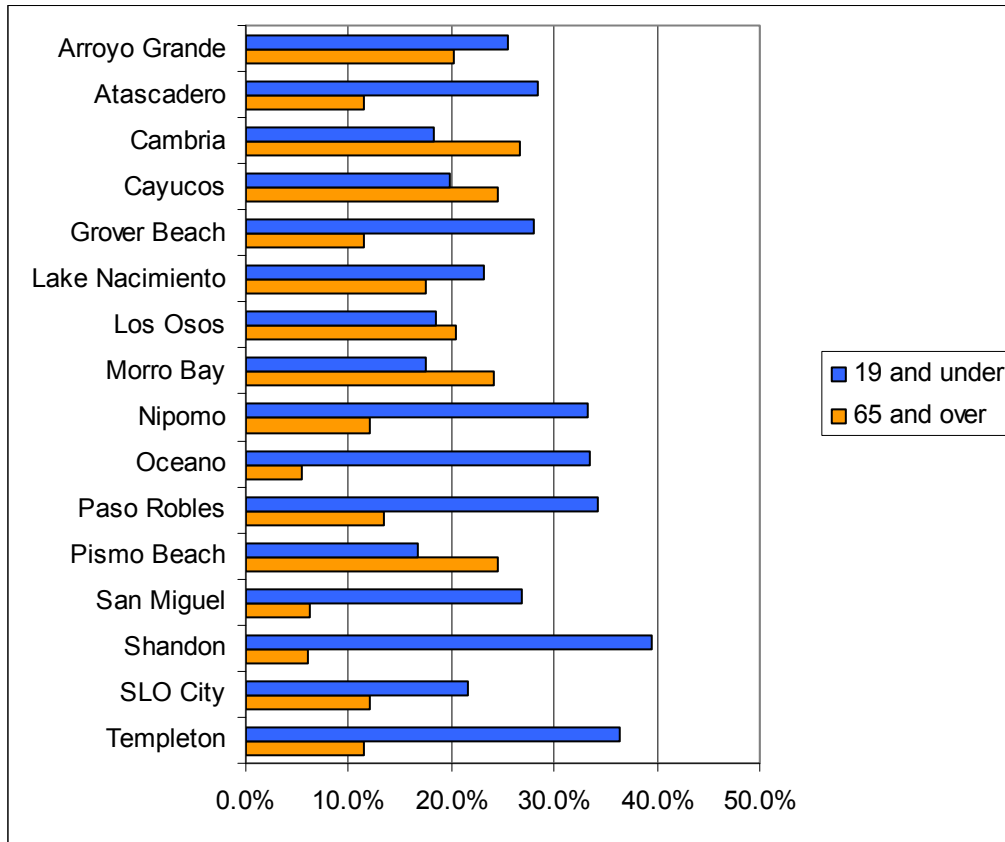
	19 and under		20-64 years old		65 and older		High Transit Potential		Total
Arroyo Grande	4,046	26%	8,583	54%	3,222	20%	7,268	46%	15,852
Atascadero	7,510	28%	15,857	60%	3,044	12%	10,554	40%	26,412
Cambria	1,142	18%	3,430	55%	1,660	27%	2,802	45%	6,233
Cayucos	561	20%	1,564	56%	693	25%	1,254	44%	2,819
Grover Beach	3,663	28%	7,899	60%	1,505	12%	5,168	40%	13,068
Lake Nacimiento	505	23%	1,292	59%	379	17%	884	41%	2,177
Los Osos	2,470	18%	8,176	61%	2,727	20%	5,197	39%	13,374
Morro Bay	1,804	17%	6,040	58%	2,506	24%	4,310	42%	10,351
Nipomo	4,209	33%	6,884	55%	1,533	12%	5,742	45%	12,627
Oceano	3,909	33%	7,156	61%	639	5%	4,548	39%	11,705
Paso Robles	8,307	34%	12,728	52%	3,262	13%	11,569	48%	24,298
Pismo Beach	1,432	17%	5,021	59%	2,098	25%	3,530	41%	8,552
San Miguel	383	27%	954	67%	90	6%	473	33%	1,428
Shandon	390	40%	536	54%	60	6%	450	46%	987
SLO City	9,572	22%	29,272	66%	5,330	12%	14,902	34%	44,175
Templeton	1,704	36%	2,446	52%	537	11%	2,241	48%	4,688
County and State Comparison									
All SLO County	64,337	26.1%	146,659	59.5%	35,685	14.5%	100,022	41%	246,681
California	10,234,571	30%	20,041,419	59%	3,595,658	11%	13,830,229	41%	33,871,648

Source: US Census Bureau, Census 2000 Summary File 3, Table P8

Chart 2-c shows the combined shares of seniors (65 and over) and youth (19 and under), for each community or city. Seniors and youth make up more than 40% of the population in 11 of the 16 areas. Only San Miguel and San Luis Obispo have less than 35% of their population comprised of seniors or youth.

² The terms “Individual” and “Person” are interchangeable in this report and refer to the level of Census data collection. Some indicators use Household data instead of Individual or Person.

Chart 2c: Percent of Individuals 19 and under and 65 and over



Source: 2000 Census derived statistics

Table 2c and Chart 2c suggest the following geographical patterns:

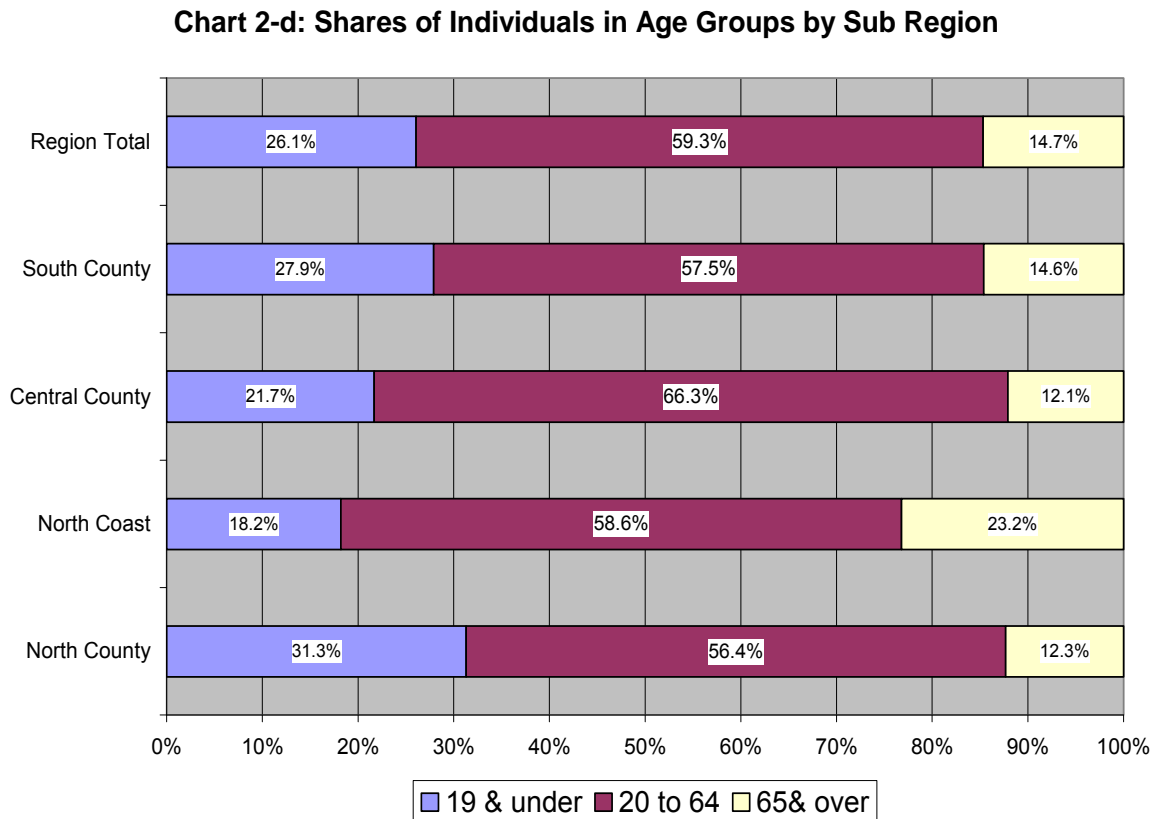
- In *absolute numbers*, the largest pockets of youths and seniors are in the Cities of San Luis Obispo (14,902), Paso Robles (11,569), and Atascadero (10,554). The smallest pockets are in San Miguel (473) and Shandon (450).
- In relative shares of the local population, places with the *highest percentage* of seniors and youth are the City of Paso Robles and Templeton (48%), the City of Arroyo Grande and Shandon (46%) plus the Nipomo and Cambria areas (45%).
- Places with the lowest shares of senior and youth populations are San Miguel (33%) and the City of San Luis Obispo (34%).
- The relative distribution by transit-dependent age category is as follows:
- For youth-only, Shandon has the highest percentage of people under 20 years old (40%), followed by Templeton (36%). Places with the lowest percentage of youth are the Cities of Pismo Beach and Morro Bay (both at 17%), followed by Cambria (18%).

- For 65+ years old-only, Cambria has the highest percentage (27%), followed by Cayucos and the City of Pismo Beach (25% each). Places with the lowest percentage of seniors are Oceano (5%), San Miguel and Shandon (6% each).

Aggregated by sub regions, Chart 2-d shows the following:

- North County has the highest shares of youth and seniors combined and the highest percentage of youth (compared to all other sub-regions).
- The North Coast has the highest share of seniors and smallest share of youth.
- Central County has the smallest share of seniors, the second lowest share of youth and conversely the largest percentage of people between 20 and 64 years.
- South County has the second highest share of both seniors and youth.

Chart 2-d: Shares of Individuals in Age Groups by Sub region



2-a-3 Assessment of Transit Dependent Populations: Persons with Disabilities

Per the 2000 Census Bureau definition of “mobility limitations”, persons classified as disabled have “*physical or mental impairments substantially limiting one or more of the major life activities*”. Included in those characteristics are functional activities, such as “*using stairs, walking, and other instrumental activities* (such as going outside the home, using the telephone)”. Those characteristics are more encompassing than the Americans with Disabilities Act (ADA) criteria used to assess an individual’s eligibility for the Runabout service. Table 2-d gives the Census 2000 composition of the disabled population by type of disabilities and by sub region (Appendix D gives the finer breakdown by city or community). Table 2d shows that:

- The North and South County areas have comparable shares of the total population with disabilities in the region (at above 30% each).
- The North Coast has an equal share to the Central Area (18% each), making the North Coast with a disproportionate share of persons with disabilities relative to its total population. In contrast the North Coast has much more limited transit service options in between communities than the Central Area.
- In absolute numbers (See Appendix D) the City of San Luis Obispo has the highest number of persons with disabilities (10,547) followed by Paso Robles (8,319), Atascadero (8,178), and Arroyo Grande (5,005).
- The age grouping on Chart 2-e shows a comparable mix among the sub-regions except for the North Coast with a larger share of persons with disabilities among 65+ seniors than other sub-regions, similar to overall age profile (see 2-a)).

Chart 2e: Disability Population Distribution by Age and Sub Regions

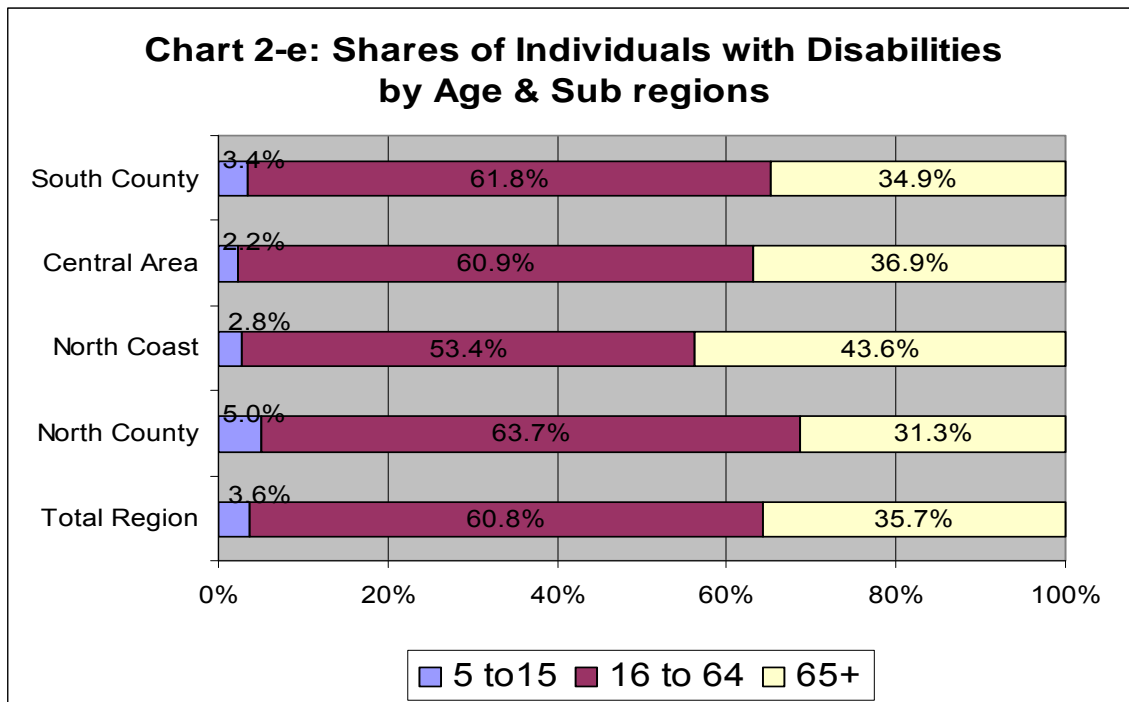


Table 2-d: Profile of Persons with Disabilities in the Region

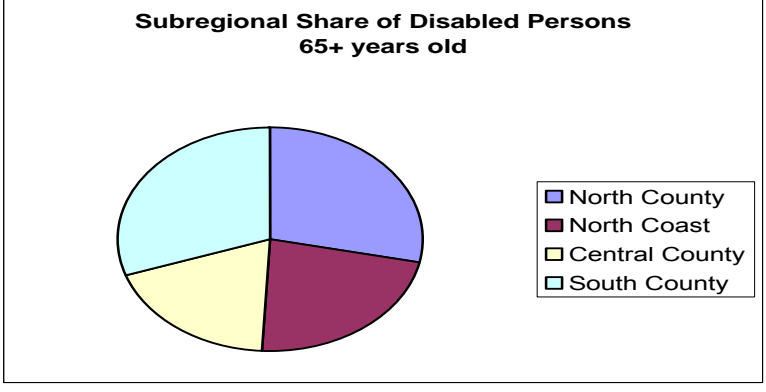
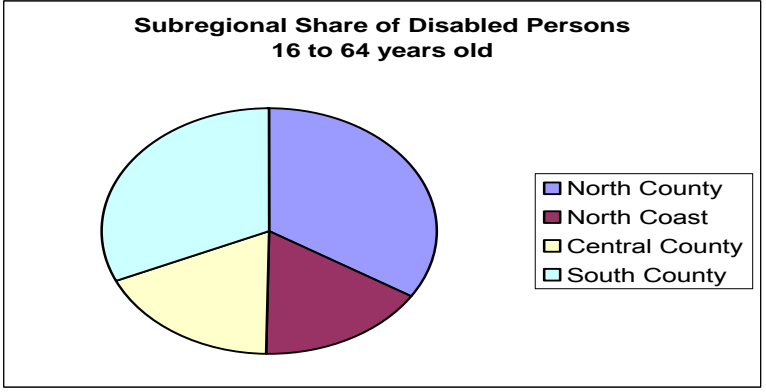
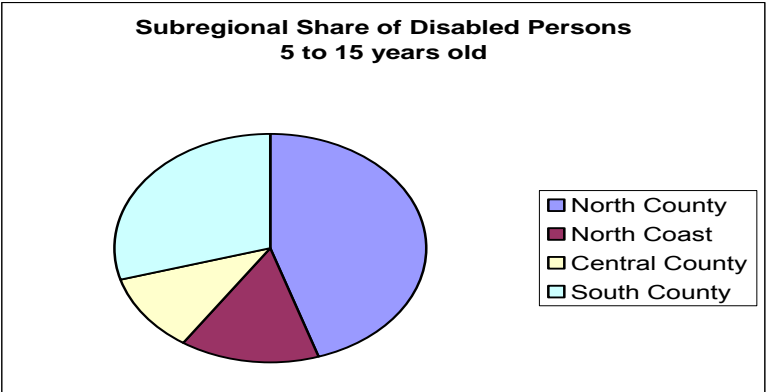
	North County	North Coast	Central County	South County	Total Region
Total persons with disabilities	18,849	10,738	10,547	18,111	58,245
Shares of the region disabled population	32.36%	18.44%	18.11%	31.09%	
5 to 15 years	934	298	232	607	2,071
Sensory disability	64	37	32	63	196
Physical disability	122	22	16	56	216
Mental disability	662	223	184	427	1,496
Self-care disability	86	16	0	61	163
16 to 64 years	12,011	5,763	6,424	11,187	35,385
Sensory disability	767	459	578	737	2,541
Physical disability	2,743	1,258	1,232	2,454	7,687
Mental disability	1,723	894	1,229	1,507	5,353
Self-care disability	754	301	386	650	2,091
Go-outside-home disability	1,861	832	784	1,618	5,095
Employment disability	4,163	2,019	2,215	4,221	12,618
65 years and over	5,904	4,677	3,891	6,317	20,789
Sensory disability	1,092	1,000	602	1,346	4,040
Physical disability	2,235	1,591	1,342	2,241	7,409
Mental disability	635	637	468	908	2,648
Self-care disability	708	436	495	569	2,208
Go-outside-home disability	1,234	1,013	984	1,253	4,484

Source: 2000 Census, Summary File 3, P-41

The pie-charts in Chart 2-f show the shares of persons with disabilities relative to the general population by sub region and age bracket:

- North County has the largest share between 5 and 15 years old.
- North County also has the largest share of persons with disabilities between 16 and 64 years old, followed closely by South County.
- North and South Counties have similar disabled shares for 65+ seniors.
- The Central County has smaller shares (across all age categories), especially for those between 5 and 15 years of age.

Chart 2f: Sub-regional Shares of Disabled Persons



2-a-4 Assessment of Potential Transit Dependent Populations: Persons and Households of Limited Income

Several data sources were examined to assess the size and distribution of the population with limited income:

- 1) The San Luis Obispo County Department of Social Services (DSS) caseload reports
- 2) The Community Action Partnership (PAC) inventory of low income rental units
- 3) The 2000 Census data on household income by area and
- 4) The 2009 unemployment rates by area from the California Employment Development Department

Department of Social Services (DSS) Public Assistance Enrollees

Table 2e shows the number of cases or persons enrolled in public assistance programs as registered with the Department of Social Services (grouped per zip code for cities and unincorporated areas at the time of filing). While categories cannot be directly compared to household incomes reported by the Census Bureau, the size of the public assistance population is a general indicator of low-income areas. Geographical distribution of caseloads has not drastically changed since the November 2008 summary. From Table 2e, the following patterns emerge:

- The total number of *Cal Works recipients* (2,281 persons) is more than 10 percent of the region entire caseload population. The largest concentration of Cal Works recipients lives in North County at 48 percent of the regional total (mostly in the Cities of Paso Robles and Atascadero) and the second largest concentration is in South County, with 33 percent of the region (mostly found in the Cities of Arroyo Grande and Grover Beach and the Nipomo area) with the third largest concentration in the City of San Luis Obispo at 9 percent of the total.
- The total number of *foster care* clients (400 recipients) is less than 2 percent of the region entire caseload. The largest concentration of foster care clients is found in the City of San Luis Obispo (19 percent of the total). Overall North County has 30% of all foster care children.
- The total number of *Medi-Cal recipients* (14,174 individuals) is approximately two thirds of the region entire caseload. The largest groups live in North County at 40 percent of the region (mostly in the Cities of Paso Robles and Atascadero) and South County at 31 percent (mostly in the Five Cities). Ride-On Transportation serves Medi-Cal eligible customers (medical trips only) and Runabout can also meet some of those needs (among ADA-certified persons).
- *Food stamp* recipients represent approximately 22 percent of the region entire caseload. The largest shares are in North County (41 percent of the total) and South County (31%) and the third largest in the City of San Luis Obispo (16%).

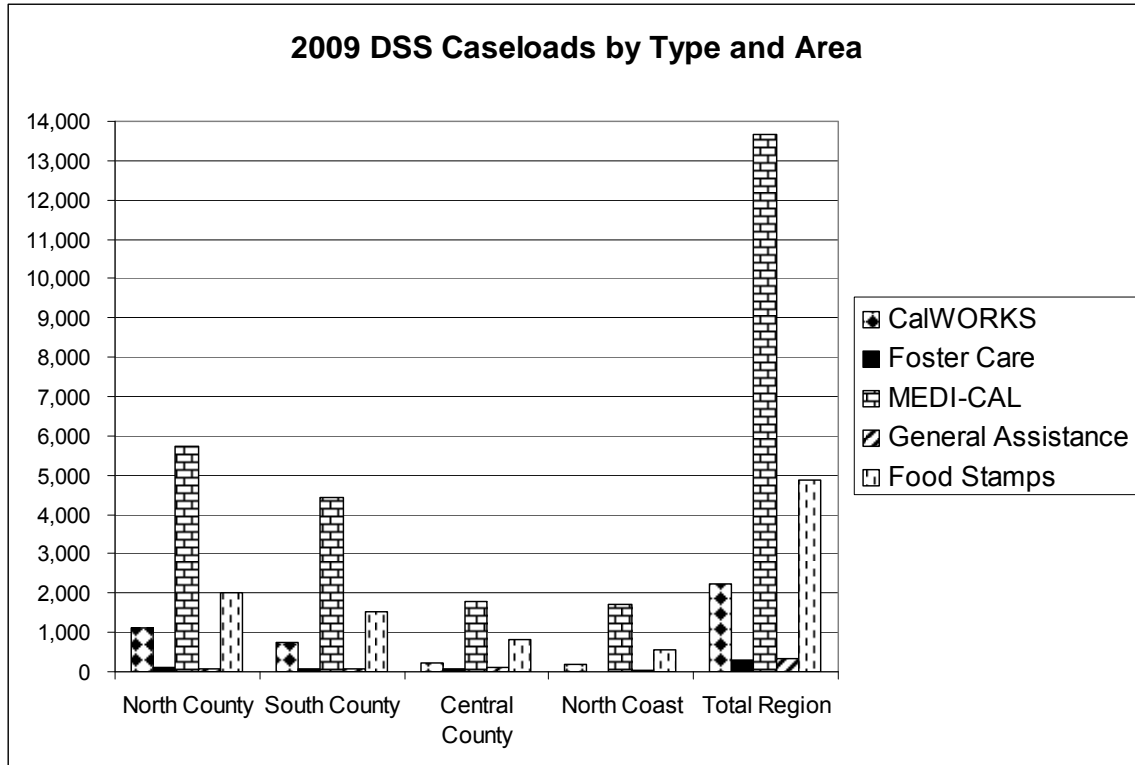
**Table 2-e-Department of Social Services Case Load Population
Caseload Population of SLO County by Area-FY 2008/09**

AREA	CalWORKS	FOSTER CARE	MEDICAL	GA	Food Stamps	All Cases Combined
North County - Paso Robles						
Cholame	0	0	0	0	0	0
Paso Robles	600	51	2,947	23	977	4,598
San Miguel/Bradley	85	7	326	3	104	525
Shandon	24	2	146	0	35	207
Paso Robles area Subtotal	709	60	3,419	26	1,116	5,330
% OF TOTAL	31%	15%	24%	8%	23%	24%
North County - Atascadero						
Atascadero	293	50	1,694	38	656	2,731
Creston	12	0	65	1	20	98
Santa Margarita	30	1	169	6	71	277
Templeton	61	10	397	5	130	603
Atascadero Area Sub Total	396	61	2,325	50	877	3,709
% OF TOTAL	17%	15%	16%	15%	18%	17%
Central County						
Avila Beach	4	1	25	1	14	45
San Luis Obispo	204	76	1,759	118	788	2,945
Central Area Subtotal	208	77	1,784	119	802	2,990
% OF TOTAL	9%	19%	13%	36%	16%	14%
North Coastal County						
Cambria	39	4	316	7	76	442
Cayucos	8	0	90	1	34	133
Harmony	1	0	2	0	0	3
Los Osos	74	7	636	13	212	942
Morro Bay	60	4	606	20	210	900
San Simeon	2	0	46	0	11	59
North Coast Area Subtotal	184	15	1,696	41	543	2,479
% OF TOTAL	8%	4%	12%	12%	11%	11%
South County - Arroyo Grande						
Arroyo Grande	176	25	1,181	17	353	1,752
Grover Beach	177	20	988	28	401	1,614
Oceano	114	11	733	17	254	1,129
Pismo-Shell Beach	28	4	258	12	106	408
Five Cities Subtotal	495	60	3,160	74	1,114	4,903
% OF TOTAL	22%	15%	22%	22%	23%	22%
South County - Nipomo						
Nipomo	237	22	1,208	16	407	1,890
Guadalupe	2	0	7	0	2	11
Santa Maria-New Cuyama	6	10	50	0	8	74
Nipomo subtotal	245	32	1,265	16	417	1,975
% OF TOTAL	11%	8%	9%	5%	8%	9%
Invalid Zip Codes						
	44	95	525	4	76	744
Other Subtotal	44	95	525	4	76	744
% OF TOTAL	2%	24%	4%	1%	2%	3%
GRAND TOTAL	2,281	400	14,174	330	4,945	22,130

Source: Department of Social Services website: <http://www.slocounty.ca.gov/dss.htm>
FY 2008/09 1st through 4th Quarter Averages

Comparing FY 2007/08 with FY 2008/09, the total number of caseloads among all categories has risen by 8.5 percent among all categories. The two groups with the more noticeable recent increases in participation are the Cal WORKS clients (9.5% increase) and the Food stamps recipients (28.5% increase).

Chart 2g: 2009 DSS Caseloads by Type and Area



Source: 2008/2009 Department of Social Services derived statistics

Chart 2-g summarizes the caseload composition by sub-region which shows:

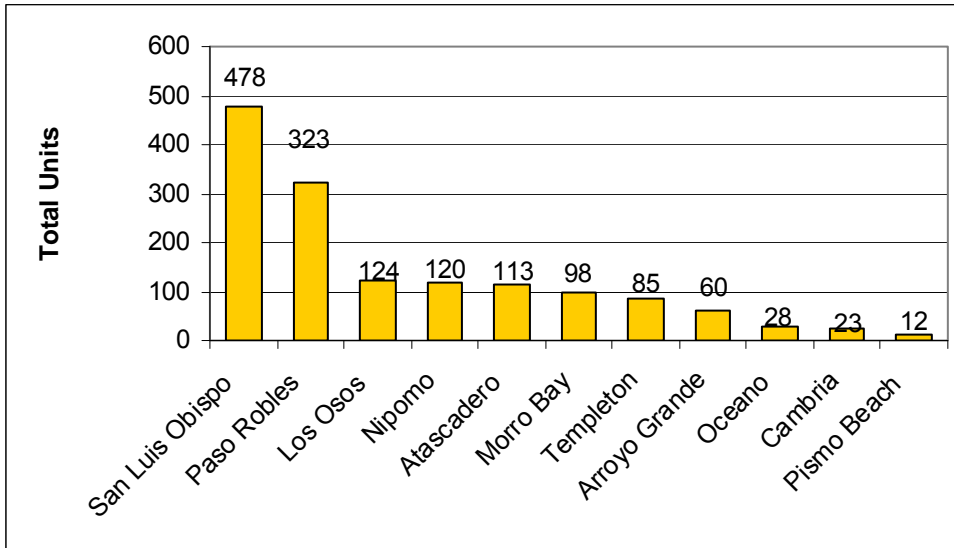
- The North County has the **largest share of caseloads at 41%** of all caseloads in the county.
- South County (the Five Cities Area and Nipomo combined) has the **second highest percentage of total caseloads at 31%**.
- The Central Area share is estimated at 14%.
- The North Coast has the lowest share at 11%, consistent with its lower population.

The geographical distribution of the caseloads has remained very similar to the prior year.

Low Income Rental Housing Units

The Community Action Partnership (PAC) of San Luis Obispo maintains a list of low-income rental units available to qualified individuals or families through the Housing Authority of San Luis Obispo (HASLO) and the People's Self Help Housing (PSSH) program. The rental units are available to low and very low income individuals and families. Chart 2h shows the number of rental units available by location. Cities with the **highest number of total units are San Luis Obispo and Paso Robles**. The sub-region breakdown is as follows: 35% of all units reported in North County; 33% of all units in the Central Area; 16% of all units on the North Coast and 15% in the South County (including Nipomo).

Chart 2h: Affordable Housing by Location



Source: 2000 Census derived statistics

Households in Lower Income Brackets

The Census Bureau defines a household as a residence that includes all the people who occupy a housing unit as their usual place of residence. This differs from a family, defined as “A group of two or more people who reside together and who are related by birth, marriage, or adoption.” Table 2f summarizes Census 2000 data on the shares of households with annual incomes below \$25,000. The results generally consistent with the 2008 DSS caseload data (Table 2-g) are as follows:

- The largest shares of households with incomes below \$25,000 (in the 33 to 40 percent range) are found in Morro Bay, Oceano, San Miguel and San Luis Obispo. San Luis Obispo has the highest share of households, likely due to Cal Poly students (a breakdown between students and other members of the general population is not readily available from the Census).
- San Luis Obispo County averages 28 percent of households with incomes below \$25,000, which is above the state average at 25.5 percent.
- The second largest shares (approximately 29 percent) are found in the Cities of Pismo Beach, Paso Robles, and Grover Beach as well as in San Miguel.
- Areas with a share of low-income households below 25 percent include Arroyo Grande, Atascadero, Los Osos, Cambria, Cayucos, Nipomo and Templeton.

Table 2f: Shares of Households in Lower Income Brackets		
	Number of Households Under \$25,000/year	Percent of Households Under \$25,000/year
California	2,934,115	25.5%
San Luis Obispo County	26,012	28.1%
San Luis Obispo	7,514	40.3%
Morro Bay	1,783	35.3%
Oceano	824	33.8%
San Miguel	190	33.3%
Shandon	78	29.5%
Pismo Beach	1,211	28.7%
Paso Robles	2,463	28.7%
Grover Beach	1,431	28.6%
Cayucos	318	24.2%
Los Osos	1,411	23.9%
Arroyo Grande	1,538	23.7%
Atascadero	2,165	22.8%
Cambria	616	21.9%
Templeton	351	21.8%
Nipomo	763	18.9%
Lake Nacimiento	108	13.2%

Source: US Census Bureau, Census 2000 Summary File 3, Table P52

The above data can be further evaluated by the age of the householder. From the age profile review, individuals over 65 may be more transit prone than younger persons. Table 2g shows the locations of households with householders over 65 years old and earning less than \$25,000 per year. The largest pockets are found in the outlying parts of North County and the Los Osos Baywood area. These low income seniors are more likely to need transit for access to essential services.

Table 2g: Low Income Households with Householder over 65

	Total Number of Households with Householder 65+	less than \$25,000	Percent of Households with householder 65+ and income below \$25,000
Lake Nacimiento	61	47	77.0%
Cayucos	35	21	60.0%
San Luis Obispo	541	303	56.0%
Cambria	290	144	49.7%
Morro Bay	2,212	962	43.5%
Arroyo Grande	1,639	699	42.6%
Grover Beach	1,457	606	41.6%
Atascadero	908	358	39.4%
San Miguel	2,042	802	39.3%
Shandon	1,898	733	38.6%
Los Osos	3,568	1,250	35.0%
Pismo Beach	982	344	35.0%
Oceano	1,727	601	34.8%
Nipomo	171	52	30.4%
Paso Robles	379	111	29.3%
Templeton	1,146	300	26.2%

Source: U.S. Census Bureau, 2000 Census, Summary File 3, Table P55

Unemployment Rates

Table 2-h gives the unemployment rates as of June 2009 by city and community. The County as a whole had a 9 percent unemployment rate compared to 6.1 percent in September 2008. The rate for the state of California as a whole was 11.6 percent for the same time period (and grew to 11.9 percent in July 2009). The regional pattern is as follows:

- Areas with unemployment rates above the County average are found in Oceano (14.5%), Paso Robles (10.7%), Nipomo (10%) and San Luis Obispo (9.9%).
- Areas with unemployment rates well below the County average are found on the North Coast (Morro Bay, Los Osos, Cayucos and Cambria).
- The comparison with unemployment rates in prior years shows an **upward trend** from 4.0% in 2006 to 4.3% in 2007, above 6% in 2008 and up to 9% in the year 2009 to date.

Table 2-h Labor Profile by Area

Area Name	Civilian Labor Force	Employed Persons	Unemployment	
			Number	Rate
San Luis Obispo County	141,200	128,500	12,700	9.0%
Arroyo Grande	9,100	8,400	700	7.9%
Atascadero	15,700	14,500	1,200	7.4%
Baywood Los Osos	8,700	8,100	500	6.2%
Cambria	3,500	3,300	200	5.5%
Cayucos	1,700	1,600	100	3.9%
Paso de Robles	13,400	12,000	1,400	10.7%
Grover Beach	8,100	7,400	700	8.6%
Lake Nacimiento	1,200	1,100	100	7.5%
Morro Bay	5,600	5,300	300	5.9%
Nipomo	6,800	6,100	700	10.0%
Oceano	4,200	3,600	600	14.5%
Pismo Beach	5,000	4,600	400	7.8%
San Luis Obispo	28,500	25,700	2,800	9.9%
San Miguel	900	800	100	8.5%
Shandon	500	500	0	5.2%
Templeton	2,700	2,600	100	5.3%

Source: California Employment Development Department, Labor Market Information

2-a-5 Assessment of Potential Transit Dependent Populations: Households with Limited English Proficiency (LEP)

Per the April 2007 Federal Transit Administration (FTA) Handbook for Public Transportation Providers, “Public Transit is a key means of achieving mobility for many Limited English Proficiency (LEP) persons”. Federal Guidance defines LEP persons as “*individuals who have a limited ability to read, write, speak, or understand English*”. LEP persons are identified in US Census data by those individuals, who indicate they speak English “not well” or “not at all” (other responses are “well” and “very well”).

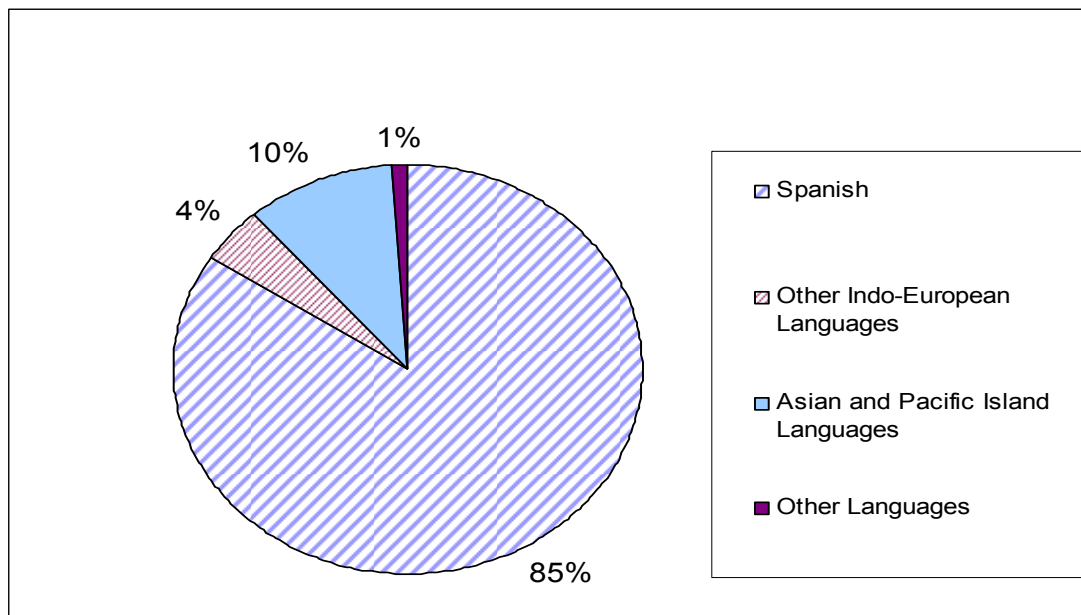
According to the 2000 Census, “*more than 11 percent of LEP persons aged 16 years and over (in the region) reported use of public transit as their primary means of transportation to work, compared with about 4 percent of English speakers.*” Identifying the communities with the largest concentrations of LEP persons will help locate areas with the most transit potential (as it relates to language skills). Two data sources were used to assess the location of LEP population:

- 1) 2000 Census data on linguistic isolation/ability to speak English and
- 2) 2007/2008 School District statistics on “English Learner” students

Linguistic Isolation by Area

Linguistically-isolated households are defined as those where most household members over 14 years of age do not speak English very well. The 2000 Census shows that most linguistically-isolated households in the region use **Spanish as their primary language**.

Chart 2i: Languages Spoken by Households



Source: US Census Bureau, 2000 Census Summary File 3, Table P20

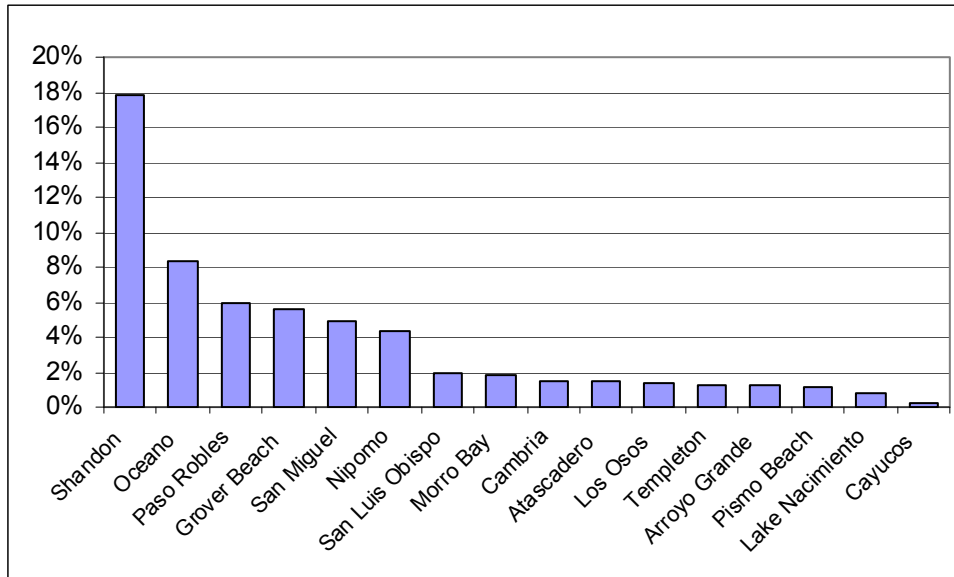
Table 2i depicts areas experiencing the most linguistic isolation (per 2000 Census) as a share of the total number of households. By far, Shandon had the largest linguistic isolation (rural area with very limited transit options); yet it represents very few households total.

Table 2-i: Linguistically Isolated Households by Area			
	All Households	Linguistically Isolated Households	Share of Linguistically Isolated Households
United States	105,539,122	4,361,638	4.1%
California	11,512,020	1,107,222	9.6%
Santa Maria (Santa Barbara County)	22,111	2,977	13.5%
San Luis Obispo County Sub total	77,241	2,130	2.8%
San Luis Obispo County Areas			
Shandon	264	47	17.8%
Oceano	2,436	203	8.3%
Paso Robles	8,581	514	6.0%
Grover Beach	5,000	279	5.6%
San Miguel	571	28	4.9%
Nipomo	4,038	176	4.4%
San Luis Obispo	18,656	373	2.0%
Morro Bay	5,045	92	1.8%
Cambria	2,812	43	1.5%
Atascadero	9,498	139	1.5%
Los Osos	5,908	80	1.4%
Templeton	1,607	20	1.2%
Arroyo Grande	6,478	78	1.2%
Pismo Beach	4,216	48	1.1%
Lake Nacimiento	817	7	0.9%
Cayucos	1,314	3	0.2%

Source: US Census Bureau, Census 2000 Summary File 3

Charts 2j and 2k indicate that outreach to Hispanic-speaking population is most needed in the North and South County areas. Parts of South County with the greatest needs are **Oceano, Grover Beach, and Nipomo**. Areas of North County with the greatest need are **Shandon, Paso Robles, and San Miguel**.

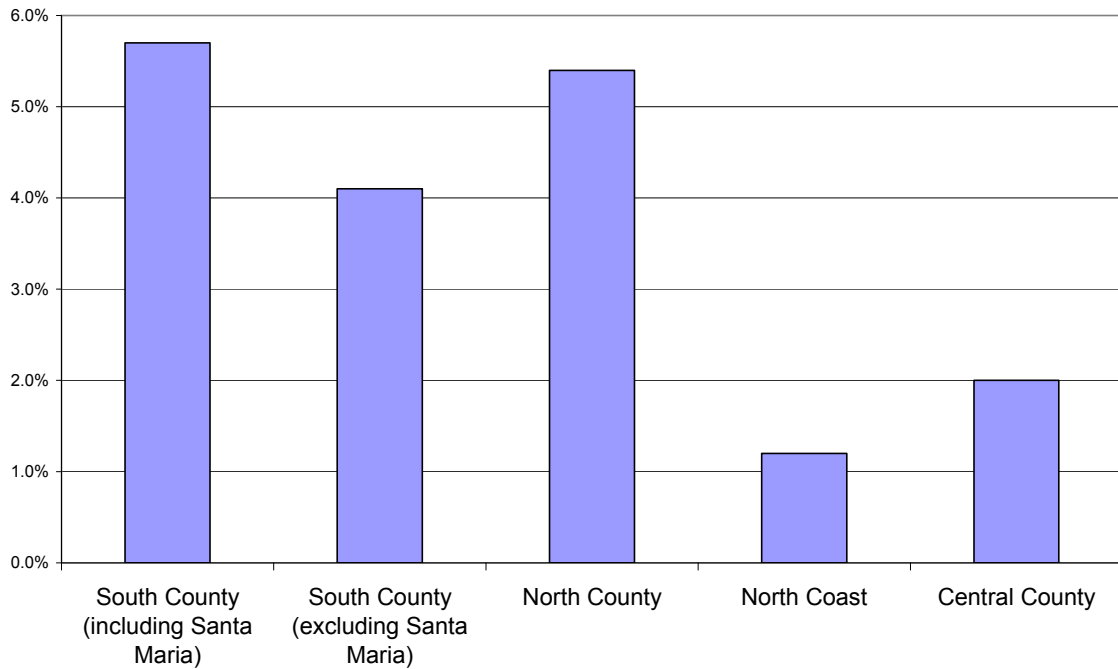
Chart 2j: Percentage of Linguistically Isolated Households



Source: 2000 Census derived statistics

Chart 2k: Share of Linguistically Isolated Households

Chart 2k: Share of Linguistically isolated Households



English Learner Profiles by District

The California Department of Education tracks the total number of “English Learner (EL)” and “Fluent English Proficient (FEP)” students at all schools by district. *Education Code* Section 306 defines “English learner” as “a child who does not speak English or whose native language is not English and who is not currently able to perform ordinary classroom work in English...” English learner students are re-classified as “Fluent English Proficient” once they “have demonstrated that they can compete effectively with English-speaking peers in mainstream classes.”

Table 2j presents those districts in the region who reported EL and FEP students by sub region (in declining order of reported enrollment). Some caveats are: the large size of the San Luis Coastal Unified School District that covers the Central area and part of the North Coast (Los Osos and Morro Bay) and the large size of the Lucia Mar School District (Five Cities area and Nipomo combined). Those aggregations make the comparison among sub regions less precise.

Table 2-j: FY 07/08 English Learners and English Proficient Students by School District								
Area		Total Enrolled	Total English Learners and Fluent English Proficient	Percent total EL and FEP	English Learners	Percent English Learners	Fluent English Proficient	Percent FEP
	California State Total	6,275,469	2,729,242	43%	1,553,091	25%	1,176,151	19%
	SLO County Total	35,256	7,181	20%	5,078	14%	2,103	6%
	School Districts							
North County	Shandon Joint Unified	347	178	51%	139	40%	39	11%
	Paso Robles Joint Unified	6,910	2,117	31%	1,449	21%	668	10%
	San Miguel Joint Unified	509	215	42%	171	34%	44	9%
	Atascadero Unified	5,037	345	7%	345	7%		0%
	Templeton Unified	2,428	116	5%	62	3%	54	2%
	Pleasant Valley	161	36	22%	33	20%	3	2%
North Coast	Coast Unified	797	336	42%	261	33%	75	9%
	Cayucos Elementary	175	12	7%	6	3%	6	3%
Central County	San Luis Coastal	7,145	1,190	17%	785	11%	405	6%
South County	Lucia Mar	10,820	2,306	21%	1,692	16%	614	6%
	Other Programs							
	CEA San Luis Obispo County	164	50	30%	44	27%	6	4%
	San Luis Obispo County Office	763	126	17%	91	12%	35	5%

Source: California Department of Education, Data & Statistics, DataQuest <http://dq.cde.ca.gov/dataquest/>

Table 2j suggests that the highest concentrations of those students reside in North County, South County and the northernmost part of the North Coast as opposed to the Central area. Among those areas, which exceed the county average, **only Shandon exceeds the state average**-with the second highest values found in **Paso Robles and San Miguel** (2/3 of state average) and South County (1/2 state average). (No comparable data on national average was available).

2-a-6 Assessment of potential transit dependent populations: Students

Students are divided into two categories: K-12 and higher education. Table 2-k shows the trends in the number of students (K-12) by school district within the region.

Findings include:

- The Lucia Mar (South County including Nipomo) and San Luis Coastal (San Luis Obispo, Avila, Morro Bay and Los Osos) school districts have the highest enrollments. Paso Robles has the third largest enrollment.
- Availability of school buses and the rules for school bus eligibility vary by district.
- California Vehicle Code Section 12814.6 prohibits drivers with provisional licenses (individuals under 18), to carry passengers under 20, unless accompanied by a licensed driver over 25. This law prevents students from carpooling with one another to school, thus increasing demand for alternative means of travel to school.

Year	2000	2002	2003	2004	2005	2006	2007	2008	8 year % change
School District									
Atascadero Unified	5,824	5,791	5,517	5,330	5,157	5,038	5,037	4,971	-14.65%
Cayucos Elementary	271	234	221	209	198	193	175	187	-31.00%
Coast Unified	936	926	933	898	883	864	797	763	-18.48%
Lucia Mar Unified	10,951	10,916	10,856	10,975	10,890	10,845	10,820	10,770	-1.65%
Paso Robles Joint Unified	6,803	6,900	6,801	6,788	6,803	6,906	6,910	6,895	1.35%
Pleasant Valley Joint Union	125	140	137	142	149	137	161	134	7.20%
San Luis Coastal Unified	8,195	7,945	7,700	7,460	7,470	7,239	7,145	7,134	-12.95%
San Miguel Joint Union Unified	465	416	390	412	477	460	509	563	21.08%
Shandon Joint Unified	333	368	348	339	382	382	347	314	-5.71%
Templeton Unified	2,627	2,684	2,721	2,672	2,595	2,563	2,428	2,371	-9.74%
Other programs	1,163	1,074	1,180	1,140	771	757	927	741	-36.29%
Annual Totals	37,693	37,394	36,804	36,365	35,775	35,384	35,256	34,843	-7.56%

Source: San Luis Obispo County Schools Annual Education Report 2009

Table 2l shows the number of students at Cal Poly and the Cuesta College campuses.

- Since the fall 2008, the number of freshman Cal Poly students residing on campus has increased by 50% (from 3,103 to 5,238 residents) due to the opening of the Poly Canyon village-supplementing the previously added housing at Cerro Vista. Only 8 percent of new students originate from the Central Coast before starting school.
- Among the total Cuesta College student population, approximately 36.5 percent reside in North County, 28.5 percent in San Luis Obispo, 17 percent come from the North Coast, 16 percent from South County, and 1.7% from areas outside of San Luis Obispo County (primarily from Santa Barbara City College).

Many Cuesta College students need access to regional transit services (with many trips across corridors) while a large share of the Cal Poly students mostly need access to the SLO-Transit system.

School Year	Cal Poly		Cuesta	
	Enrollment	Percent Change	Enrollment	Percent Change
1995	16,023		7,880	
1996	17,000	6.10%	8,126	3.12%
1997	16,735	-1.56%	8,656	6.52%
1998	16,296	-2.62%	9,156	5.78%
1999	16,470	1.07%	9,326	1.86%
2000	16,877	2.47%	9,732	4.35%
2001	18,079	7.12%	10,165	4.45%
2002	18,453	2.07%	10,807	6.32%
2003	18,303	-0.81%	10,771	-0.33%
2004	17,981	-1.76%	10,563	-1.93%
2005	18,500	2.89%	10,781	2.06%
2006	18,722	1.20%	11,150	3.42%
2007	19,777	5.64%	11,844	6.22%
2008	19,471	-1.55%	11,725	-1.00%

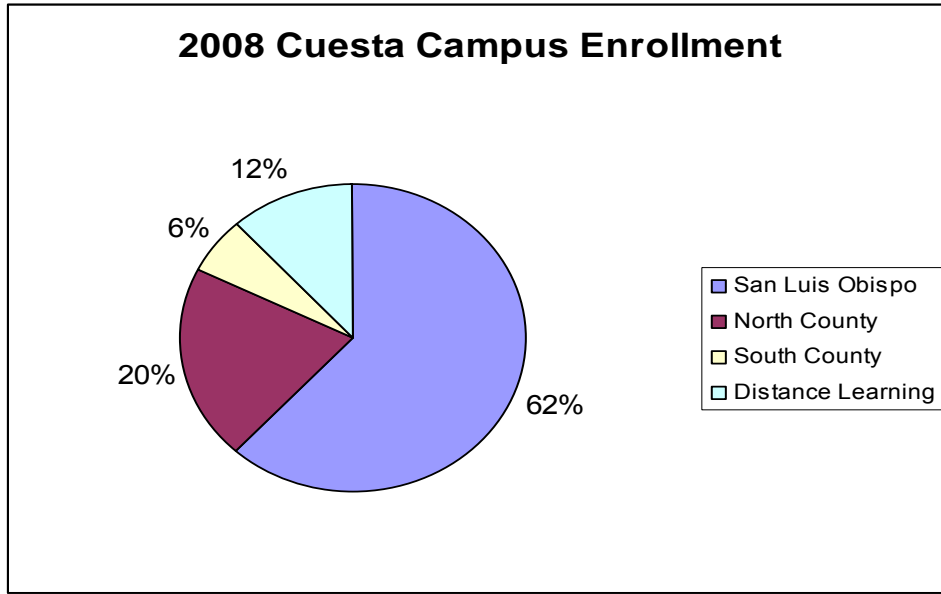
Sources: Cal Poly Institutional Planning and Analysis; Cuesta College Institutional Research Office

According to the Cuesta College Student Characteristics and Enrollment Trends for 2007-2009, differences among the three Cuesta College campuses are as follows:

- Between 2007 and 2009, the North County Campus grew by 5.9%, South County Campus by 3.6%, SLO Campus by 7.7%, and Distance Learning Education increased by 44%
- 56% of students at the San Luis Obispo Campus live near campus (in the Central area or Morro Bay-Los Osos), while 86.2% of students at the South County Campus reside in South County and in the North County 91.4% of students live near the campus (nearly two thirds of those from within the City of Paso Robles)
- Most distance learners are found in the North County and Central areas

Chart 21 indicates how many students attended each of the Cuesta College campuses in the fall quarter of 2008/09. Nearly two thirds attended the main campus in San Luis Obispo and 20 percent attended the North Campus in Paso Robles. In comparison the total enrollment at Alan Hancock College (AHC) was 15,455 students, approximately 30% above Cuesta. More than 14% of AHC students resided in South San Luis Obispo County.

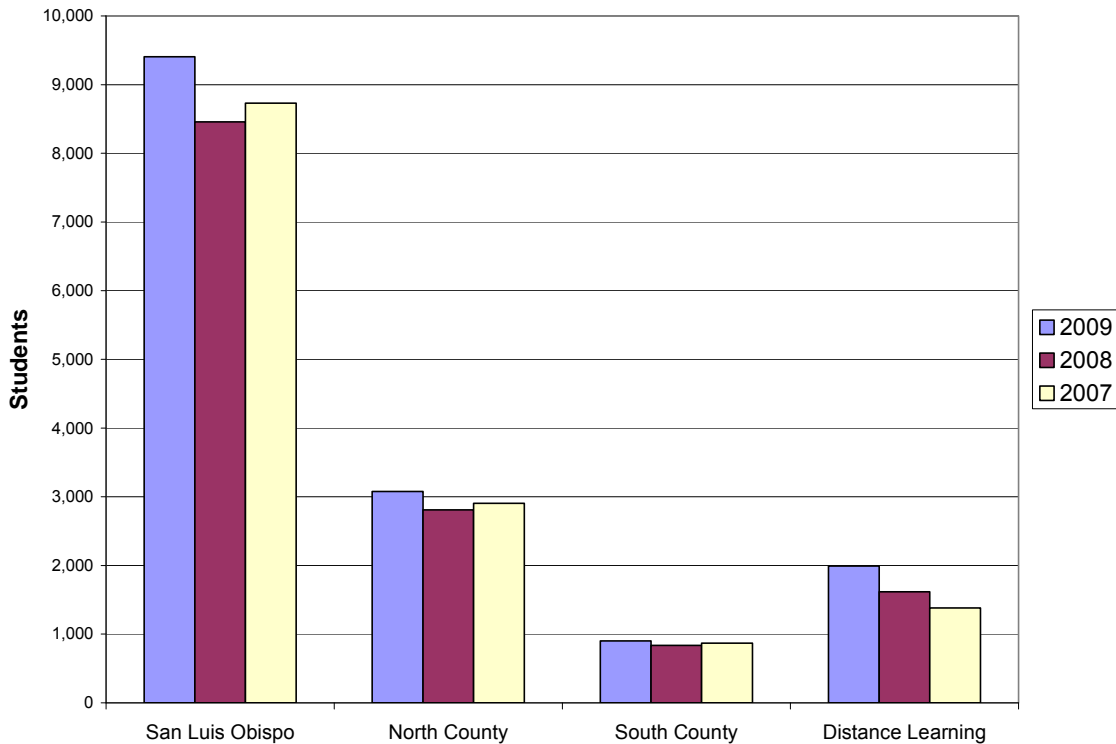
Chart 2l: 2008 Cuesta Campus Enrollment



Source: Cuesta College Institutional Research Office, *Student Characteristics and Enrollment Trends 2007-2009*

Chart 2m shows the changes in student population at each of the campuses between 2007 and 2009. Overall, all three Cuesta campuses have grown in student population while the Central Campus remains the largest and has proportionately grown the most.

Chart 2m: Number of Students Attending Cuesta Campuses by Year



2-a-7 Assessment of Potential Transit Dependent Populations: Households with One or Fewer Vehicles

The population with limited access to a private vehicle comes from the 2000 Census; this section compares the reported numbers of households with one or fewer vehicles by city or community. Table 2l gives the shares of households without access to a vehicle and the shares of households with access to no more than one vehicle.

- The highest shares of households with one or fewer cars are in **Morro Bay, Pismo Beach, San Luis Obispo, Paso Robles, and Grover Beach and Oceano (above 40%)**. Morro Bay, Pismo Beach, and San Luis Obispo have percentages *above* the state and county averages, respectively at 52.5%, 50.7%, and 45.2%.
- In absolute values, the City of San Luis Obispo has the largest number of households with one or fewer vehicles (8,435 households) followed by Paso Robles (3,707) and Atascadero (3,315).

Chart 2o ranks the share of households with zero vehicle ownership; the largest shares are found in the Cities of Paso Robles (8.6%), San Luis Obispo (7.5%) and the Oceano area (6.8%). As shown by Chart 2-n, the entire County has a zero car household ratio of 5.3% significantly below the state average (9.5%).

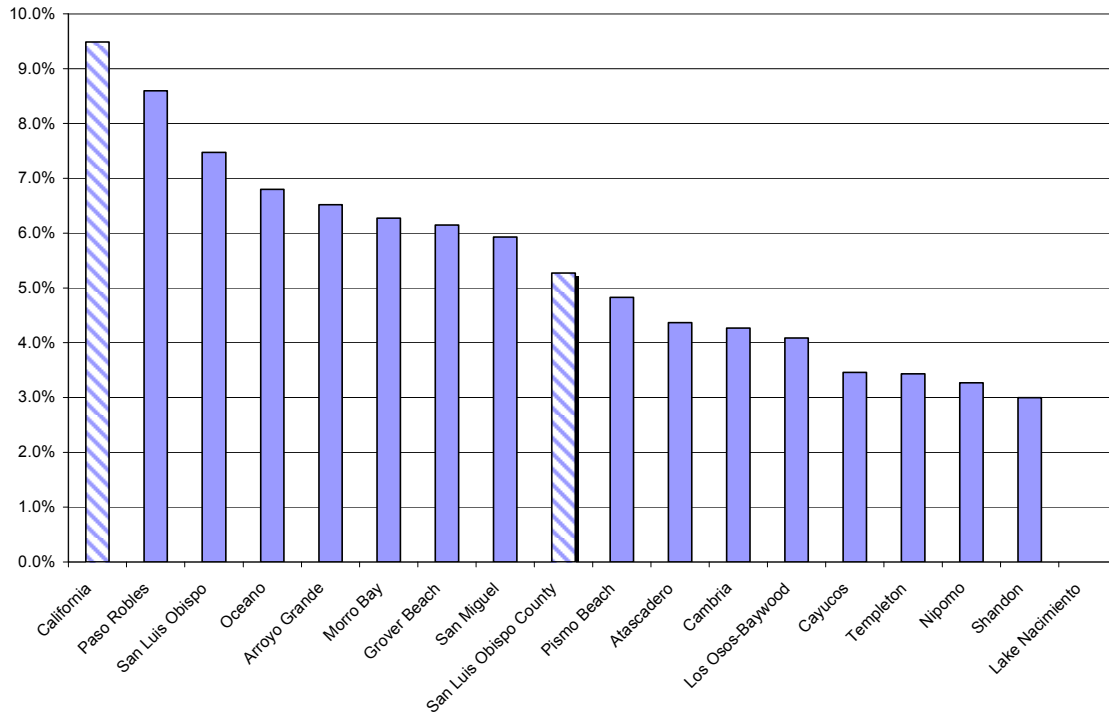
The Cities of Pismo Beach and Morro Bay also have the smallest average household size in the County (at 2.02 and 2.04 persons per household, respectively). San Luis Obispo has the 5th smallest (2.27). Of the areas with over 40% of households having one or fewer vehicles, the City Paso Robles has the **largest household size (2.73) combined with the largest share of zero car ownership**.

Chart 2n-Vehicle Ownership by Household

	Zero Vehicle Households	Share of Households with Zero Vehicle	One vehicle available	Households with One or Fewer Vehicles	Total Households	Share of Households with One or Fewer Vehicles
California	1,091,214	9.5%	3,927,721	5,018,935	11,502,870	43.6%
San Luis Obispo County	4,889	5.3%	30,768	35,657	92,739	38.4%
Morro Bay	314	6.3%	2,314	2,628	5,006	52.5%
Pismo Beach	204	4.8%	1,939	2,143	4,227	50.7%
San Luis Obispo	1,394	7.5%	7,041	8,435	18,653	45.2%
Paso Robles	735	8.6%	2,972	3,707	8,551	43.4%
Grover Beach	308	6.1%	1,780	2,088	5,010	41.7%
Oceano	166	6.8%	848	1,014	2,441	41.5%
Arroyo Grande	425	6.5%	2,180	2,605	6,521	39.9%
San Miguel	29	5.9%	159	188	489	38.4%
Los Osos	239	4.1%	2,000	2,239	5,851	38.3%
Cayucos	48	3.5%	477	525	1,387	37.9%
Cambria	120	4.3%	893	1,013	2,813	36.0%
Atascadero	416	4.4%	2,899	3,315	9,530	34.8%
Shandon	8	3.0%	72	80	267	30.0%
Templeton	55	3.4%	362	417	1,601	26.0%
Nipomo	132	3.3%	906	1,038	4,035	25.7%
Lake Nacimiento	0	0.0%	193	193	916	21.1%

[Source: US Census Bureau, Census 2000 Summary File 3]

Chart 2o: Share of Populations without access to a vehicle



Part III: Transit Potential

Part II examined the potential transit-dependent populations based on various parameters. This part assigns a value of “high medium or low” to the transit potential for each city and community based on the above results combined.

Table 3a aggregates the findings by sub region and shows the relative transit needs by sector, primarily addressing how the local transit potential compares to the current transit program for the community. It should be emphasized that this summary does not take into account the benefits of the regional transit coverage, offered by RTA and Ride-On. The comparison below refers to the local transit potential, further enhanced by reliable connections to/from regional services.

Table 3-a-Summary of Transit Potential

Sub Region	2009 Services	Transit Potential
Central Area	High	Very High
North County	Low to Medium	Medium to High
South County	Medium to High	Very High
North Coast	Medium	Medium

Based on the current mix of public transit services, the following points can be made about the fit between socio- economic characteristics and the local transit potential:

- Areas with “very high” transit potential are found in the Central, South and North County most populated centers and within those cities or communities with the strongest indicators of transit dependency; current transit services in the Central area generally fulfill this mandate.
- Both the North and South County population centers have similar, “very high” transit potential, even though current services remain medium to high (often below levels most suited to local population characteristics). Such conditions are likely to ultimately change as the Five Cities area is expected to reach the Census “Small Urbanized Area” status; such a transition is underway in North County, now eligible for much larger Federal transit support as a small urbanized area.
- The North Coast conditions vary significantly from one area to the next; the Morro Bay local services well respond to the “high potential” needs of local residents. Other areas (like Los Osos) lag somewhat behind in matching services with transit potential, although increased frequency of regional buses was recently implemented. Cambria still has a fairly low level of services with the trolley (limited days of service) and the community-based senior van (five days of service). Potential for a local DAR service to serve this aging and isolated community was identified in the North Coast Transit Plan.
- Smaller communities, like Nipomo, Shandon or Templeton have low to very low transit service coverage, although their transit potential is rated “medium”; the mix of services adapted to each area depends on the opportunity for convenient access to

regional transit or paratransit. Templeton conditions have improved with the introduction of the North County Shuttle and the addition of the Templeton Dial-a-Ride, *even if* the days of service are limited; Shandon continues to have a very low level of service (three days a week, on demand) in spite of its very high transit dependency profile. This is largely attributed to the small population, geographic isolation and potentially language barriers.

Table 3-b compares the 2009 transit potential among the individual areas or communities.

Table 3b: San Luis Obispo Region Transit Needs Population Characteristics

Jurisdiction	2008 Pop (1)	Density (2)	2008 Employment (3)	2008 Unemp Rate	Transit Prone Age groups		Social Service Clients (4)		Total HH	Low Income Households		Limited English Proficiency		Zero Vehicle Households (5)		2009 Services	Transit Potential
	# of Persons	Persons per acre	# of emp persons	% unemp	# youth & seniors	% of pop.	# Case loads	% of pop.		# HH income ≤\$25k	% HH	# HH	% HH	# HH No Car	% HH		
Central Area	42,835		25,700	9.9%	14,902	34.8%	2,990	7.0%	18,656	7,514	17.5%	373	2.0%	1,395	7.5%		
San Luis Obispo	42,835	6.53	25,700	9.9%	14,902	34.8%	2,990	7.0%	18,656	7,514	17.5%	373	2.0%	1,395	7.5%	HIGH	VERY HIGH
North County	66,420		31,500	8.4%	26,171	39.4%	8,664	13.0%	21,338	5,502	8.3%	755	3.5%	1,243	5.8%		
Atascadero	26,947	1.91	14,500	7.4%	10,554	39.2%	2,731	10.1%	9498	2165	8.0%	139	1.5%	416	4.4%	MED	HIGH
Paso Robles	29,682	3.05	12,000	6.9%	11,569	39.0%	4,598	15.5%	8581	2463	8.3%	514	6.0%	735	8.6%	HIGH	VERY HIGH
San Miguel	1,330	3.13	800	10.7%	473	35.6%	525	39.5%	571	190	14.3%	28	4.9%	29	5.1%	LOW	LOW-MED
Templeton	5,464	2.27	2,600	5.3%	2,241	41.0%	603	11.0%	1607	351	6.4%	20	1.2%	55	3.4%	MED	MEDIUM
Lake Nacimiento	1,763	0.68	1,100	7.5%	884	50.1%			817	108	6.1%	7	0.9%	0	0.0%	NONE	LOW
Shandon	1,234	3.93	500	5.2%	450	36.5%	207	16.8%	264	225	18.2%	47	17.8%	8	3.0%	VERY LOW	LOW-MED
South County	60,665		30,600	9.3%	26,256	43.3%	6,793	11.2%	22,168	5,767	18.8%	784	3.5%	1,235	5.6%		
Arroyo Grande	16,826	5.65	8,400	7.9%	7,268	43.2%	1,752	10.4%	6478	1538	9.1%	78	1.2%	425	6.6%	MED-HIGH	HIGH
Grover Beach	13,087	12.4	7,400	6.3%	5,168	39.5%	1,614	12.3%	5000	1431	10.9%	279	5.6%	308	6.2%	MED-HIGH	VERY HIGH
Nipomo	14,726	4.55	6,600	8.6%	5,742	39.0%	1,890	12.8%	4038	763	5.2%	176	4.4%	132	3.3%	LOW	LOW-MED
Oceano	7,450	3.13	3,600	14.5%	4,548	61.0%	1,129	15.2%	2436	824	11.1%	203	8.3%	166	6.8%	MED	VERY HIGH
Pismo Beach	8,576	6.58	4,600	7.8%	3,530	41.2%	408	4.8%	4216	1211	14.1%	48	1.1%	204	4.8%	MED	HIGH
North Coast	34,693		18,300	5.3%	13,563	39.1%	2,417	7.0%	15,079	4,128	22.6%	218	1.4%	721	4.8%		
Los Osos	14,803	5.10	8100	6.2%	5,197	35.1%	942	6.4%	5908	1411	9.5%	80	1.4%	239	4.0%	MED	HIGH
Cambria	6,408	4.57	3300	5.5%	2,802	43.7%	442	6.9%	2812	616	9.6%	43	1.5%	120	4.3%	MED	MEDIUM
Cayucos	3,132	13.54	1600	3.9%	1,254	40.0%	133	4.2%	1314	318	10.2%	3	0.2%	48	3.7%	LOW	MEDIUM
Morro Bay	10,350	4.45	5300	5.9%	4,310	41.6%	900	8.7%	5045	1783	17.2%	92	1.8%	314	6.2%	HIGH	HIGH

Sources: (1) ERA Medium Scenario; (2) CA Dept. of Finance; (3) CA Employment Development Dept.; (4) SLO County Dept. of Social Services (5) Census