

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
21	6/22/09	Open	Action	6/12/09

Subject: Approve September 2009 Service Changes

ISSUE

Whether to adopt service reduction for September 2009.

RECOMMENDED ACTION

Adopt Resolution 09-06-__ Approve September 2009 Service Changes.

FISCAL IMPACT

This action will reduce transit operating costs by approximately \$730,000 during FY 2010, or \$875,000 per year.

DISCUSSION

BACKGROUND: On June 8, 2009 the RT Board of Directors held a Public Hearing on 36 bus routes which had been categorized as being routes of low productivity and had been publicly noticed as candidates for elimination. Roughly 46 people testified at the hearing and as of June 15, 2009 over 211 written comments have been received.

Staff presented the Board with four options as possible route reduction strategies:

Option 1: Eliminating routes which fall below 70% of the performance of routes in its category of service (the Board Guideline for eliminating service);

Option 2: Eliminating routes which fall below 70% of the systemwide average of route performance;

Option 3: Eliminating all low performing routes contained in the prior two options; or

Option 4: Eliminating low performing service, but attempting to preserve as much of the route network as possible by using the standards described below:

Eliminating whole routes with low ridership and alternative service choices;

Eliminating route segments with low ridership and alternative service choices along those segments;

Reducing service frequency during hours of service with lower ridership; and,

Modifying the route structure to minimize the impacts of service frequency changes or route elimination.

Options 1, 2, 3 and 4 are detailed in Attachment 1.

Approved:


General Manager/CEO

Presented:


Director of Planning

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Individuals testifying at the public hearing and/or providing written communication generally voiced concerns regarding the loss of routes. The testimony generally stressed that the proposed route eliminations left groups of people without access to major activity centers, lifeline services and places of employment at key travel times. A summary of these comments is provided to the Board under separate cover. At the close of the hearing, the RT Board directed the staff to minimize the proposed route eliminations.

RECOMMENDATION: The RT staff requested the Board's direction to develop recommendations for service changes. The staff recommendation is intended to be paired with an increase in transit fares, but also to minimize service reductions by using the standards described in Option 4 with the following added considerations:

Only those routes with alternative service within ¼ mile for a majority of their patrons are recommended for elimination.

Service to lifeline activities, major employment centers and major activity centers are maintained to the greatest extent possible.

Transfer opportunities are maintained to the greatest extent possible.

The recommendation is described in Exhibit A, and its fiscal impacts are detailed in the second page of Attachment 1. The fiscal impacts of the staff recommendation will not be sufficient to balance the RT budget unless the proposed fare increase is implemented as well. Therefore, staff has also calculated additional service reductions that might be implemented to address any resulting budgetary need. These additional service reductions are also detailed in Attachment 1.

January 2010 Service Reduction: There is a possibility that further service reductions will be necessary, as RT anticipates further reductions in revenue during Fiscal Year 2010, following adoption of the State's annual budget. Such service reductions would be more broadly based, potentially requiring implementation of service reductions identified in Option 4 at the June 8, 2009 meeting, but omitted from the final recommendations in Exhibit A. This might be implemented in January of 2010.

Due to the limited likely impact of this action on the environment, a Negative Declaration (Exhibit B) has been drafted for submission to the State Office of Planning and Research, if this Resolution is adopted.

Staff recommends adoption of the proposed changes as specified in Exhibit A.

Reduction Scenarios

Option 1: Eliminate all routes below 70% of group averages	Option 2: Eliminate all routes below 70% of system average
<p style="text-align: center;"><u>Weekdays:</u> 6 , 9, 10, 36, 63, 73, 75, 83, 94, 95, 106, 107, 205, 249, 251, 261</p> <p style="text-align: center;"><u>Saturdays:</u> 6, 28, 34, 54, 61, 62, 65, 73, 74, 75</p> <p style="text-align: center;"><u>Sun/Hol:</u> 34, 82</p> <p style="text-align: center;">830,000 boardings 61,600 revenue hours 9.4% of service 42 drivers \$2,940,000 annual savings \$2,450,000 savings in FY 2010</p>	<p style="text-align: center;"><u>Weekdays:</u> 6 , 9, 10, 18, 20, 36, 37, 63, 73, 75, 94, 95, 140, 141, 142, 205, 249, 251, 261</p> <p style="text-align: center;"><u>Saturdays:</u> 6, 16, 24, 28, 34, 47, 54, 61, 62, 73, 74, 75</p> <p style="text-align: center;"><u>Sun/Hol:</u> 5, 8, 13, 34, 75</p> <p style="text-align: center;">1,020,000 boardings 80,700 revenue hours 12.4% of service 54 drivers \$3,780,000 annual savings \$3,150,000 savings in FY 2010</p>
Option 3: Eliminate all routes on either list	Option 4: Eliminate some but not all candidate routes Attempt to preserve route network
<p style="text-align: center;"><u>Weekdays:</u> 6 , 9, 10, 18, 20, 36, 37, 63, 73, 75, 83, 94, 95, 106, 107, 140, 141, 142, 205, 249, 251, 261</p> <p style="text-align: center;"><u>Saturdays:</u> 6, 16, 24, 28, 34, 47, 54, 61, 62, 65, 73, 74, 75</p> <p style="text-align: center;"><u>Sun/Hol:</u> 5, 8, 13, 34, 75, 82</p> <p style="text-align: center;">1,205,000 boardings 90,800 revenue hours 13.9% of service 61 drivers \$4,270,000 annual savings \$3,558,000 savings in FY 2010</p>	<p style="text-align: center;"><u>Weekdays:</u> 9, 10, 18, 36, 37, 63, 73, 83, 94, 95, 140, 141*, 142* <small>* 141 and 142 would still run at peak</small></p> <p style="text-align: center;"><u>Saturdays:</u> 16, 24, 28, 34, 47, 54, 62, 65, 73, 74, 75</p> <p style="text-align: center;"><u>Sun/Hol:</u> 5, 34, 75</p> <p style="text-align: center;">800,000 Boardings 63,500 Revenue Hours 9.7% of service 43 drivers \$3,010,000 annual savings \$2,508,000 savings in FY 2010</p>

All figures annual unless otherwise stated. Number of boardings shown is current ridership. Actual impact on ridership may be different.

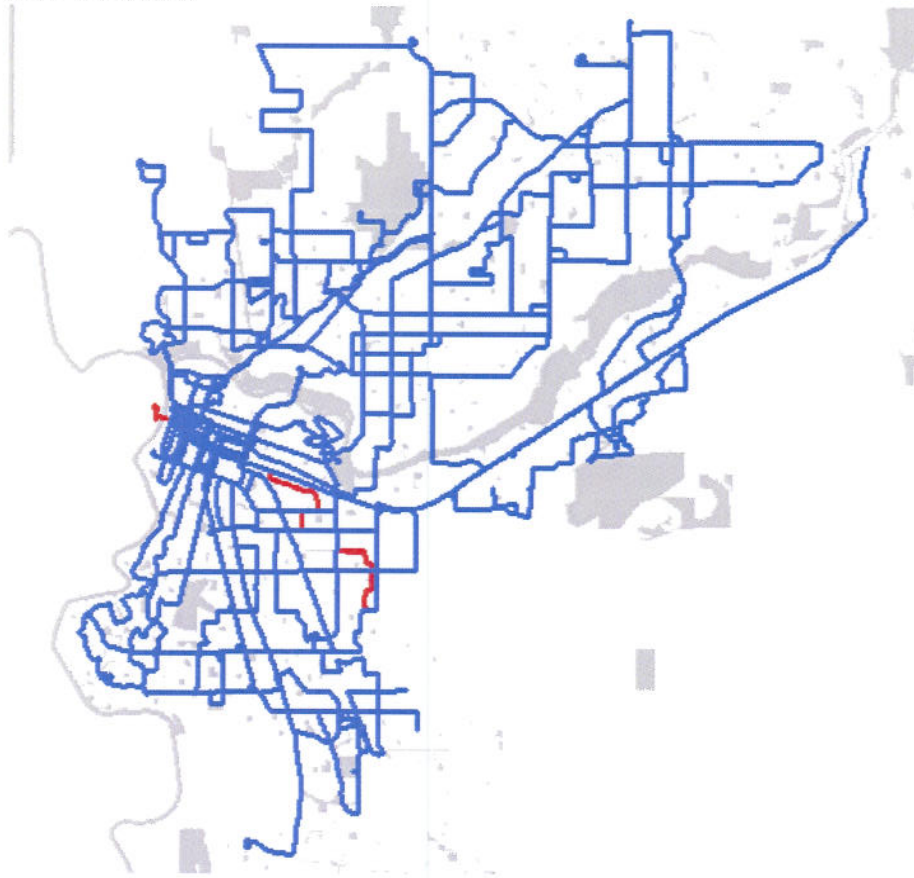
Fiscal Effects of Staff Recommended Service Changes

Route	Name	Savings	Notes
5	Meadowview-Valley Hi	30,865	Eliminate Sunday/Holiday Service
36	Folsom	\$138,500	Lengthen Headways from 30 to 60 Minutes
37	Tahoe Park - 21st Ave	\$130,613	Eliminate, covered by #8
54	Center Parkway	\$38,062	Eliminate Saturday Service
65	Franklin South	\$20,750	Eliminate Saturday Service
73	White Rock	\$30,101	Eliminate Saturday Service
75	Mather Field	\$2,000	Eliminate 2 Saturday Evening Trips
140	Ziggurat - Downtown	\$63,985	Eliminate, YoloBus Route #40 available as alternative
141	3rd/16th Streets	\$315,000	Reduce to peak-only w/ 30 min headways
142	9th/10th Streets	\$105,000	Reduce to peak-only w/ 30 min headways
212	14 th Ave. 21 st Ave	--	Extend South to Cover Route 37
	Total Fiscal Impact	\$873,876	

Potential Additional or Substitute Service Changes

Set 1			
Route	Name	Savings	Notes
63	Freeport	\$180,000	Chop route in half, keep South part
36	Folsom	\$138,500	Eliminate route entirely
	Total Additional	\$318,500	
Set 2			
83	14th Avenue	\$200,000 -270,000	Eliminate route, add tripper for school
10	Carmichael-Dewey Drive	\$142,000	Eliminate route
	Total Additional	\$342,000	
	Grand Total Additional	\$660,500	

Bus Network



Weekday

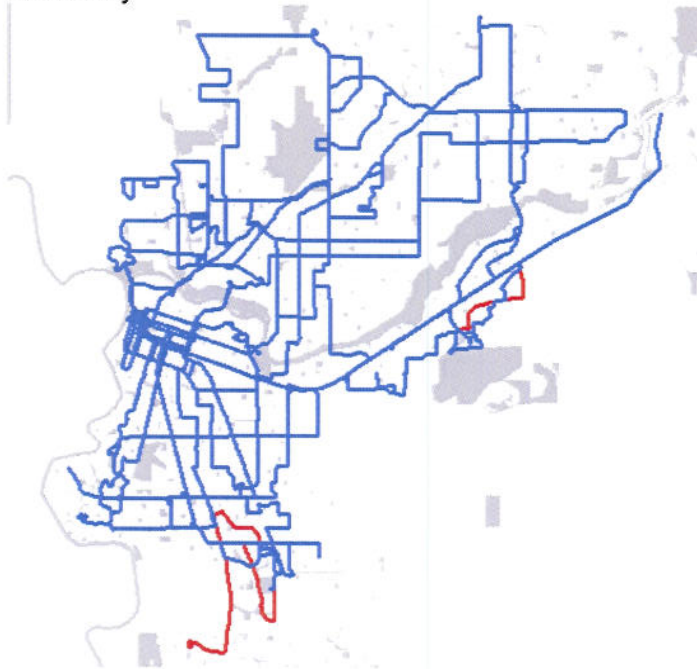
Areas in red lose service

Notes:

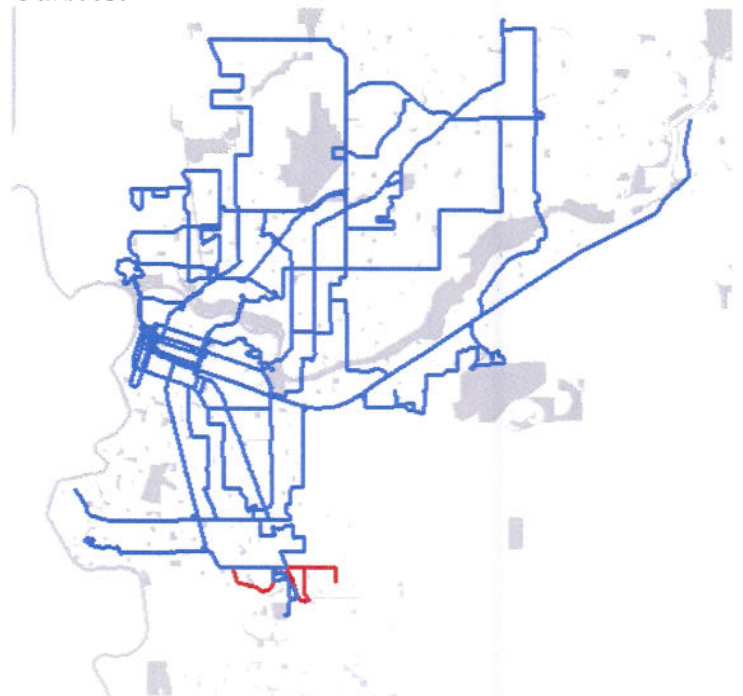
Route 140 in West Sacramento is still covered by Yolobus Route 40/41.

Area covered by Route 37 will still have peak-only service from Route 212.

Saturday



Sun/Hol



RESOLUTION NO. 09-06-_____

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

June 22, 2009

APPROVE THE SEPTEMBER 2009 SERVICE CHANGES

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, the public hearing for the proposed September 2009 service changes was held on June 8, 2009; and

THAT, this Board has determined that there is no possibility that the September 2009 service changes will have any significant effect on the environment and therefore, such changes are not subject to the California Environmental Quality Act (CEQA).

THAT, the service changes set forth in attached Exhibit A are hereby approved, and the General Manager/CEO is hereby authorized to implement such changes effective September 7, 2009.

THAT, the General Manager/CEO or his designee is hereby authorized to file a Notice of Exemption in substantially the form set out in the attached Exhibit B with the Sacramento County Clerk pursuant to Section 15062 of the State CEQA Guidelines (14 California Code of Regulations § 15062).

STEVE COHN, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

**Service Changes
Effective September 6, 2009**

- Eliminate Route 140
- Reduce Route 141 to 30 minute headways, peak-only
- Reduce Route 142 to 30 minute headways, peak-only
- Eliminate Route 5 on Sundays/Holidays
- Eliminate Route 65 on Saturday
- Eliminate Route 37
- Extend Route 212 from 21st Avenue and Bradford Drive, south on Bradford Drive, east on Vandenberg Drive, south on 79th Street, west on 39th Avenue, south on Wilkinson Street, west on Lemon Hill, and south on Logan Street to Stallings
- Eliminate Route 73 on Saturday
- Eliminate Route 54 on Saturday
- Lengthen headways on Route 36 from 30 to 60 minutes
- Eliminate the 6:40p and 7:25p trips on Route 75 on Saturday

NOTICE OF EXEMPTION

Exhibit B

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: Sacramento Regional Transit District
1400 29th Street
Sacramento, CA 95816

County Clerk-Recorder
County Of Sacramento
Mail Address: P.O. Box 839, Sacramento, CA 95812-0839
Street Address: 600 8th Street, Sacramento, CA 95814

Project Title: Proposed September 2009 Bus Service Changes
Project Location – City: Citrus Heights, Rancho Cordova, Sacramento & West Sacramento
Project Location – County: Sacramento & Yolo

Description of Nature, Purpose and Beneficiaries of Project: RT proposes to eliminate or modify routes 140, 141, 142, 5, 65, 37, 212, 73, 54, 36, and 75, effective September 6, 2009.

Name of Public Agency Approving Project: Sacramento Regional Transit District

Name of Person or Agency Carrying Out Project: Sacramento Regional Transit District

Exempt Status: (check one)

- Ministerial (Sec. 21080 (b) (1); 15268);
- Declared Emergency (Sec. 21080 (b) (3); 15269(a));
- Emergency Project (Sec. 21080 (b) (4); 15269(b) (c));
- Categorical Exemption. State type and section number:
- Statutory Exemptions. State code number: _____
- Other. State code number: 14 California Code of Regulations 15061(b) (3).

Reasons why project is exempt: The service eliminations have been selected, in part, based on productivity. As such, reductions are focused on low-productivity services that are not expected to have significant environmental impacts. In addition, no major infrastructure changes will be required as a result of the proposed service reductions.

Lead Agency: Sacramento Regional Transit District
Contact Person: Paul Marx, Director of Planning
Area Code/Telephone/Extension: (916) 556-0507

If filed by applicant:

1. Attach certified document of exemption finding: RT Board of Director Resolution No. _____
2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: Paul Marx Date: 6/15/09 Title: Director of Planning
Paul Marx

- Signed by Lead Agency
 - Signed by Applicant
- Date received for filing at OPR: