

REGIONAL TRANSIT ISSUE PAPER

| Agenda Item No. | Board Meeting Date | Open/Closed Session | Information/Action Item | Issue Date |
|-----------------|--------------------|---------------------|-------------------------|------------|
| 8 | 5/11/09 | Open | Action | 05/11/09 |

Subject: Scheduling a Public Hearing for June 8, 2009 to Consider Service Reductions

ISSUE

Whether or not to schedule a public hearing for June 8, 2009 to consider service reductions.

RECOMMENDED ACTION

Adopt Resolution No. 09-05-_____, Scheduling a Public Hearing for June 8, 2009 to Consider Service Reductions.

FISCAL IMPACT

Scheduling a public hearing will not have a fiscal impact.

DISCUSSION

State funding in the Public Transportation Account (PTA) has been reduced, and RT's ~~Sacramento Transportation Authority~~ *State Transit Assistance* (STA) share of funding has declined to zero beginning in Fiscal Year 2010. This will continue into future years. At the same time, Local Transportation Funds and Measure A funding have also declined due to the reduction in sales tax receipts. RT's revenues have therefore been reduced substantially in the Fiscal Year 2009 and Fiscal Year 2010 preliminary budgets, meaning that RT-is *may* no longer *be* able to provide the same level of service as in Fiscal Year 2008.

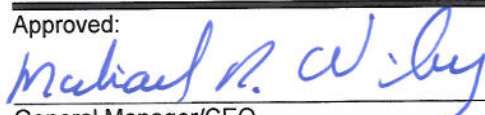
Board Resolution 01-09-0193 specifies productivity standards for bus service. Per these standards, all bus routes are compared to their peers and if productivity for a given route is less than 70 percent of the group average, measured in boardings per revenue hour, the route is considered to be failing. This process identified 12 weekday routes, 9 Saturday routes, 2 Sunday/Holiday routes and 4 supplemental routes as failing, as detailed in Attachment 1.

This method, however, tends to overlook low-performing routes if they belong to a category that is low-performing as a group. Thus, a second column titled "System Avg" was included on Attachment 1 comparing all routes to a systemwide average. Using the systemwide average, a slightly different set of failing routes was identified, including, in total, 15 weekday routes, 12 Saturday routes, and 4 Sunday/Holiday routes. The same four supplemental routes were also designated as failing.

Table 1 provides an estimate of the impact on ridership, level of service, and the driver requirement, if all failing routes were eliminated, either according to the first method or the second method. All figures are annual, although the target date for implementation of the service changes is September 6, 2009.

Approved:

General Manager/CEO



Presented:

for Development



RoseMary Covington, AGM of Planning and Transit System

| Agenda Item No. | Board Meeting Date | Open/Closed Session | Information/Action Item | Issue Date |
|-----------------|--------------------|---------------------|-------------------------|------------|
| 8 | 5/11/09 | Open | Action | 4/27/09 |

Subject: Scheduling a Public Hearing for June 8, 2009 to Consider Service Reductions

Table 1. Estimated Annual Impact of Proposed Service Reductions.

| | Method Used | |
|--------------------|----------------|---------------------|
| | Group Averages | Systemwide Averages |
| Boardings | 842,000 | 1,059,000 |
| Revenue Hours | 61,900 | 81,800 |
| Percent of Service | 9.4% | 12.5% |
| Bus Drivers | 39 | 52 |

Note that the number of boardings listed is the estimated current ridership. The actual impact on ridership will depend on the availability and desirability of alternative routes. The change to the driver requirement is an estimate based on revenue hours. The actual impact will depend upon the run cut.

Due to the severity of the budget situation, staff is preparing to make an additional service reduction in January 2010 as well. Proposals for January 2010 service changes will be addressed in a separate issue paper.

The following timeline summarizes major deadlines in the service change process.

Table 2. Service Change Timeline.

| | |
|------------------------------|---------|
| Schedule First Hearing | 5/11/09 |
| Hold First Hearing | 6/8/09 |
| Adopt September 2009 Changes | 6/22/09 |
| Schedule Second Hearing | 6/22/09 |
| Hold Second Hearing | 7/27/09 |
| Adopt January 2010 Changes | 8/24/09 |
| September Package to ATU | 7/10/09 |
| September Changes Effective | 9/6/09 |
| January Package to ATU | 10/2/09 |
| January Changes Effective | 1/3/10 |

Board Resolution 94-09-2214 requires a public hearing prior to Board approval of any major service change, as defined in the resolution. Public notice is required at least ten days in advance of the hearing. Staff intends to publicize the hearings in the *Sacramento Gazette*, *The Daily Recorder*, *El Hispano* and *Nichi Bei Times*, in substantially the form set out in Exhibit A, as well as on all buses and trains, and on RT's public website. Staff will also notify the City of Citrus Heights of potentially reduced routes that operate in part within their jurisdiction and are, therefore, part of the City of Citrus Heights contract service. In addition to the hearings, public comments may also be submitted to RT's Planning Department via mail or email.

Weekday Route Productivity

Systemwide Performance Standard = 16.4 boardings per revenue hour

| Route | Classification | TotTrips | DailyOn | RevHrs | Direct | | Farebox Recovery | Boardings Per RH | Failing | |
|-------|----------------|----------|---------|--------|------------------------|---------|---------------------|---------------------|-----------|------------|
| | | | | | Cost | Revenue | | | Group Avg | System Avg |
| 140 | Central City | 21 | 83 | 5.7 | \$522 | \$137 | 18.4% | 14.7 | | X |
| 141 | Central City | 63 | 383 | 34.1 | \$3,150 | \$672 | 14.9% | 11.2 | | X |
| 142 | Central City | 37 | 251 | 17.5 | \$1,621 | \$462 | 19.9% | 14.3 | | X |
| | | | | | Group Average = | | | 13.4 | | |
| | | | | | Performance Standard = | | | 9.4 | | |
| 3 | Commute | 8 | 235 | 5.8 | \$532 | \$461 | 60.6% | 40.8 | | |
| 7 | Commute | 6 | 164 | 4.1 | \$379 | \$322 | 59.4% | 40.0 | | |
| 29 | Commute | 4 | 140 | 4.0 | \$373 | \$274 | 51.4% | 34.6 | | |
| 89 | Commute | 4 | 35 | 1.2 | \$109 | \$62 | 39.7% | 29.6 | | |
| 100 | Commute | 7 | 81 | 3.9 | \$362 | \$129 | 24.9% | 20.6 | | |
| 101 | Commute | 4 | 47 | 2.2 | \$203 | \$91 | 31.3% | 21.3 | | |
| 102 | Commute | 8 | 59 | 2.8 | \$262 | \$114 | 30.4% | 21.0 | | |
| 103 | Commute | 8 | 105 | 3.7 | \$342 | \$201 | 41.1% | 28.4 | | |
| 104 | Commute | 6 | 57 | 2.7 | \$253 | \$109 | 30.1% | 20.8 | | |
| 106 | Commute | 4 | 45 | 2.4 | \$220 | \$87 | 27.5% | 19.0 | X | |
| 107 | Commute | 4 | 39 | 2.1 | \$194 | \$74 | 26.7% | 18.4 | X | |
| 109 | Commute | 4 | 121 | 3.7 | \$345 | \$232 | 47.0% | 32.4 | | |
| | | | | | Group Average = | | | 27.3 | | |
| | | | | | Performance Standard = | | | 19.1 | | |
| 1 | Crosstown | 115 | 3,096 | 103.4 | \$9,560 | \$3,693 | 27.0% | 29.9 | | |
| 21 | Crosstown | 71 | 1,740 | 66.8 | \$6,180 | \$2,271 | 25.7% | 26.0 | | |
| 23 | Crosstown | 64 | 2,527 | 74.8 | \$6,914 | \$3,378 | 34.2% | 33.8 | | |
| 25 | Crosstown | 30 | 1,088 | 37.9 | \$3,503 | \$1,263 | 25.2% | 28.7 | | |
| 26 | Crosstown | 52 | 1,250 | 36.7 | \$3,391 | \$1,662 | 34.3% | 34.1 | | |
| 65 | Crosstown | 28 | 391 | 16.0 | \$1,478 | \$519 | 24.6% | 24.4 | | |
| 67 | Crosstown | 58 | 1,596 | 62.1 | \$5,741 | \$2,075 | 25.3% | 25.7 | | |
| 68 | Crosstown | 57 | 1,604 | 60.6 | \$5,601 | \$2,123 | 26.5% | 26.5 | | |
| 80 | Crosstown | 32 | 1,286 | 40.8 | \$3,771 | \$1,990 | 36.9% | 31.5 | | |
| 81 | Crosstown | 123 | 3,672 | 101.5 | \$9,387 | \$4,651 | 34.7% | 36.2 | | |
| 82 | Crosstown | 58 | 1,677 | 62.3 | \$5,761 | \$1,811 | 22.0% | 26.9 | | |
| 83 | Crosstown | 44 | 409 | 23.8 | \$2,202 | \$463 | 14.7% | 17.2 | X | |
| 84 | Crosstown | 28 | 1,109 | 37.8 | \$3,495 | \$1,666 | 33.4% | 29.3 | | |
| 87 | Crosstown | 60 | 1,277 | 43.5 | \$4,021 | \$1,624 | 28.3% | 29.4 | | |
| | | | | | Group Average = | | | 28.6 | | |
| | | | | | Performance Standard = | | | 20.0 | | |
| 4 | Feeder | 27 | 301 | 13.4 | \$1,236 | \$342 | 19.3% | 22.5 | | |
| 5 | Feeder | 29 | 331 | 14.3 | \$1,325 | \$435 | 23.0% | 23.1 | | |
| 8 | Feeder | 52 | 542 | 30.1 | \$2,783 | \$809 | 20.3% | 18.0 | | |
| 13 | Feeder | 33 | 396 | 19.1 | \$1,768 | \$609 | 24.1% | 20.7 | | |
| 14 | Feeder | 32 | 524 | 22.7 | \$2,099 | \$783 | 26.1% | 23.1 | | |
| 19 | Feeder | 28 | 967 | 39.8 | \$3,680 | \$1,183 | 22.5% | 24.3 | | |
| 20 | Feeder | 27 | 256 | 16.6 | \$1,535 | \$366 | 16.7% | 15.4 | | X |
| 22 | Feeder | 24 | 381 | 15.3 | \$1,413 | \$607 | 30.1% | 25.0 | | |
| 24 | Feeder | 20 | 160 | 9.7 | \$892 | \$224 | 17.6% | 16.5 | | |
| 28 | Feeder | 37 | 677 | 32.9 | \$3,038 | \$1,042 | 24.0% | 20.6 | | |
| 93 | Feeder | 57 | 1,111 | 50.7 | \$4,690 | \$1,645 | 24.5% | 21.9 | | |
| | | | | | Group Average = | | | 21.0 | | |
| | | | | | Performance Standard = | | | 14.7 | | |

Weekday Route Productivity

Systemwide Performance Standard = 16.4 boardings per revenue hour

| Route | Classification | TotTrips | DailyOn | RevHrs | Direct | | Farebox Recovery | Boardings Per RH | Failing | |
|---|----------------|----------|---------|--------|------------------------|---------|------------------|------------------|-----------|------------|
| | | | | | Cost | Revenue | | | Group Avg | System Avg |
| 54 | Local | 32 | 683 | 26.0 | \$2,403 | \$887 | 25.8% | 26.3 | | |
| 55 | Local | 27 | 585 | 16.6 | \$1,535 | \$783 | 35.7% | 35.2 | | |
| 72 | Local | 67 | 1,480 | 46.6 | \$4,312 | \$1,996 | 32.4% | 31.7 | | |
| 73 | Local | 28 | 282 | 20.6 | \$1,905 | \$460 | 16.9% | 13.7 | X | X |
| 74 | Local | 29 | 357 | 21.1 | \$1,946 | \$555 | 19.9% | 17.0 | | |
| 75 | Local | 14 | 183 | 13.6 | \$1,258 | \$183 | 10.2% | 13.5 | X | X |
| | | | | | Group Average = | | | 22.9 | | |
| | | | | | Performance Standard = | | | 16.0 | | |
| 2 | Radial | 43 | 759 | 37.2 | \$3,440 | \$1,057 | 21.5% | 20.4 | | |
| 6 | Radial | 44 | 606 | 37.8 | \$3,495 | \$773 | 15.5% | 16.0 | X | X |
| 11 | Radial | 35 | 709 | 28.5 | \$2,638 | \$999 | 26.5% | 24.8 | | |
| 15 | Radial | 59 | 1,623 | 54.7 | \$5,055 | \$2,271 | 31.4% | 29.7 | | |
| 30 | Radial | 99 | 1,927 | 78.9 | \$7,297 | \$1,899 | 18.2% | 24.4 | | |
| 31 | Radial | 30 | 513 | 21.5 | \$1,983 | \$506 | 17.8% | 23.9 | | |
| 34 | Radial | 56 | 892 | 42.2 | \$3,901 | \$1,078 | 19.3% | 21.2 | | |
| 36 | Radial | 44 | 391 | 24.5 | \$2,262 | \$501 | 15.5% | 16.0 | X | X |
| 38 | Radial | 58 | 1,266 | 49.5 | \$4,579 | \$1,586 | 24.2% | 25.6 | | |
| 50 | Radial | 52 | 815 | 41.9 | \$3,876 | \$1,034 | 18.7% | 19.4 | | |
| 51 | Radial | 119 | 4,411 | 106.8 | \$9,873 | \$5,632 | 39.9% | 41.3 | | |
| 56 | Radial | 67 | 2,185 | 50.0 | \$4,619 | \$2,712 | 41.1% | 43.7 | | |
| 61 | Radial | 50 | 980 | 44.5 | \$4,113 | \$1,361 | 23.1% | 22.0 | | |
| 62 | Radial | 64 | 1,414 | 63.1 | \$5,838 | \$1,265 | 15.2% | 22.4 | | |
| 63 | Radial | 22 | 277 | 23.2 | \$2,141 | \$356 | 11.6% | 12.0 | X | X |
| 86 | Radial | 62 | 2,056 | 57.8 | \$5,348 | \$2,900 | 37.9% | 35.5 | | |
| 88 | Radial | 59 | 1,141 | 43.2 | \$3,998 | \$1,591 | 27.8% | 26.4 | | |
| | | | | | Group Average = | | | 25.0 | | |
| | | | | | Performance Standard = | | | 17.5 | | |
| 9 | Shuttle | | 121 | 12.1 | \$910 | \$134 | 9.6% | 10.0 | X | X |
| 10 | Shuttle | | 109 | 12.5 | \$940 | \$80 | 5.6% | 8.7 | X | X |
| 16 | Shuttle | | 221 | 11.4 | \$854 | \$294 | 22.5% | 19.4 | | |
| 18 | Shuttle | | 136 | 11.9 | \$895 | \$172 | 12.6% | 11.4 | | X |
| 33 | Shuttle | | 650 | 11.5 | \$861 | \$574 | 43.6% | 56.6 | | |
| 37 | Shuttle | | 130 | 11.5 | \$865 | \$169 | 12.8% | 11.3 | | X |
| 47 | Shuttle | | 258 | 13.5 | \$1,014 | \$334 | 21.5% | 19.1 | | |
| 85 | Shuttle | | 10 | 6.4 | \$479 | \$18 | 2.4% | 1.6 | | |
| 94 | Shuttle | | 76 | 11.7 | \$878 | \$112 | 8.3% | 6.5 | X | X |
| 95 | Shuttle | | 102 | 11.8 | \$887 | \$153 | 11.2% | 8.6 | X | X |
| | | | | | Group Average = | | | 15.3 | | |
| | | | | | Performance Standard = | | | 10.7 | | |
| | | | | | SYSTEM AVERAGE = | | | 23.5 | | |
| | | | | | PERFORMANCE STANDARD = | | | 16.4 | | |
| Notes: | | | | | | | | | | |
| Route 75 is not failing on Saturday or Sun/Hol, so it can't be eliminated M-F | | | | | | | | | | |
| McClellan TMA pays all net costs of Route 85, so it is not being recommended for elimination | | | | | | | | | | |
| Routes 94, 95, 106, and 107 are partly subsidized by Citrus Heights | | | | | | | | | | |
| Ridership data from APCs and CBS driver check sheets | | | | | | | | | | |
| Direct costing factor of \$92.47 per revenue hour is used for estimated cost savings (\$75.00 for CBS) | | | | | | | | | | |
| Revenue estimate is based on fare survey data, is not reconciled with actual systemwide revenue | | | | | | | | | | |
| Farebox recovery figure uses total costing factor, i.e., \$132.18 per revenue hour (\$114.71 for CBS) | | | | | | | | | | |
| Route 85 data from 12/1/08 - 2/28/09. | | | | | | | | | | |
| Citrus Heights routes = 1, 21, 23, 24, 25, 28, 80, 93, 94, 95, 100, 103, 106, 107 | | | | | | | | | | |
| Citrus Heights total annual cost is \$17.7m. Fare revenue is \$2.9m (16%). Citrus Heights pays \$3.0m (17%) | | | | | | | | | | |
| Routes failing group performance standard total 196 revenue hours per day | | | | | | | | | | |
| Routes failing group performance standard total 2,641 boardings per day | | | | | | | | | | |
| Routes failing systemwide performance standard total 265 revenue hours per day | | | | | | | | | | |
| Routes failing systemwide performance standard total 3,386 boardings per day | | | | | | | | | | |

Saturday Route Productivity

Systemwide Performance Standard = 14.7 boardings per revenue hour

| Route | Classification | TotTrns | DailyOn | RevHrs | DirectCost | Revenue | Farebox Recovery | Boardings Per RH | Failing | |
|---|----------------|---------|---------|--------|------------|---------|------------------|------------------------|-----------|------------|
| | | | | | | | | | Group Avg | System Avg |
| 1 | Crosstown | 95 | 1,457 | 66.2 | \$6,123 | \$1,738 | 19.9% | 22.0 | | |
| 21 | Crosstown | 44 | 900 | 42.1 | \$3,896 | \$1,175 | 21.1% | 21.4 | | |
| 23 | Crosstown | 52 | 1,839 | 63.2 | \$5,844 | \$2,458 | 29.4% | 29.1 | | |
| 25 | Crosstown | 21 | 554 | 24.4 | \$2,253 | \$644 | 20.0% | 22.7 | | |
| 26 | Crosstown | 21 | 440 | 14.3 | \$1,318 | \$585 | 31.1% | 30.9 | | |
| 65 | Crosstown | 16 | 133 | 9.0 | \$828 | \$177 | 14.9% | 14.8 | X | |
| 67 | Crosstown | 31 | 932 | 28.9 | \$2,675 | \$1,212 | 31.7% | 32.2 | | |
| 68 | Crosstown | 29 | 827 | 29.0 | \$2,677 | \$1,094 | 28.6% | 28.6 | | |
| 80 | Crosstown | 26 | 828 | 31.8 | \$2,941 | \$1,282 | 30.5% | 26.0 | | |
| 81 | Crosstown | 87 | 1,860 | 74.2 | \$6,860 | \$2,356 | 24.0% | 25.1 | | |
| 82 | Crosstown | 31 | 536 | 30.0 | \$2,771 | \$579 | 14.6% | 17.9 | | |
| 84 | Crosstown | 20 | 597 | 24.8 | \$2,295 | \$898 | 27.4% | 24.1 | | |
| 87 | Crosstown | 29 | 455 | 14.4 | \$1,330 | \$579 | 30.4% | 31.6 | | |
| | | | | | | | | Group Average = | | 25.1 |
| | | | | | | | | Performance Standard = | | 17.6 |
| 5 | Feeder | 25 | 220 | 12.3 | \$1,140 | \$290 | 17.8% | 17.9 | | |
| 8 | Feeder | 27 | 227 | 13.0 | \$1,199 | \$338 | 19.7% | 17.5 | | |
| 13 | Feeder | 20 | 233 | 14.6 | \$1,349 | \$359 | 18.6% | 16.0 | | |
| 14 | Feeder | 23 | 336 | 17.6 | \$1,631 | \$502 | 21.5% | 19.0 | | |
| 19 | Feeder | 20 | 450 | 21.2 | \$1,963 | \$550 | 19.6% | 21.2 | | |
| 22 | Feeder | 46 | 359 | 12.9 | \$1,190 | \$572 | 33.6% | 27.9 | | |
| 24 | Feeder | 18 | 75 | 5.3 | \$485 | \$105 | 15.1% | 14.2 | | X |
| 28 | Feeder | 28 | 314 | 25.4 | \$2,344 | \$483 | 14.4% | 12.4 | X | X |
| 93 | Feeder | 22 | 469 | 19.8 | \$1,831 | \$694 | 26.5% | 23.7 | | |
| | | | | | | | | Group Average = | | 18.9 |
| | | | | | | | | Performance Standard = | | 13.2 |
| 54 | Local | 18 | 169 | 16.4 | \$1,518 | \$219 | 10.1% | 10.3 | X | X |
| 55 | Local | 19 | 254 | 10.0 | \$923 | \$340 | 25.8% | 25.4 | | |
| 72 | Local | 23 | 451 | 14.7 | \$1,361 | \$608 | 31.2% | 30.6 | | |
| 73 | Local | 22 | 99 | 13.0 | \$1,201 | \$161 | 9.4% | 7.6 | X | X |
| 74 | Local | 24 | 121 | 18.4 | \$1,703 | \$188 | 7.7% | 6.6 | X | X |
| 75 | Local | 13 | 140 | 9.8 | \$905 | \$139 | 10.8% | 14.3 | | X |
| | | | | | | | | Group Average = | | 15.8 |
| | | | | | | | | Performance Standard = | | 11.1 |
| 6 | Radial | 22 | 240 | 20.8 | \$1,919 | \$306 | 11.2% | 11.6 | X | X |
| 15 | Radial | 31 | 749 | 23.4 | \$2,165 | \$1,048 | 33.8% | 32.0 | | |
| 30 | Radial | 69 | 834 | 39.4 | \$3,642 | \$822 | 15.8% | 21.2 | | |
| 34 | Radial | 19 | 102 | 9.4 | \$865 | \$124 | 10.0% | 11.0 | X | X |
| 38 | Radial | 25 | 335 | 19.3 | \$1,783 | \$420 | 16.5% | 17.4 | | |
| 51 | Radial | 70 | 2,471 | 65.5 | \$6,054 | \$3,155 | 36.5% | 37.7 | | |
| 56 | Radial | 57 | 1,289 | 41.9 | \$3,871 | \$1,599 | 28.9% | 30.8 | | |
| 61 | Radial | 30 | 390 | 29.6 | \$2,739 | \$542 | 13.8% | 13.2 | X | X |
| 62 | Radial | 29 | 413 | 28.5 | \$2,635 | \$369 | 9.8% | 14.5 | X | X |
| 86 | Radial | 28 | 709 | 22.0 | \$2,033 | \$1,000 | 34.4% | 32.2 | | |
| 88 | Radial | 29 | 415 | 16.3 | \$1,507 | \$579 | 26.9% | 25.5 | | |
| | | | | | | | | Group Average = | | 22.4 |
| | | | | | | | | Performance Standard = | | 15.7 |
| 16 | Shuttle | | 109 | 9.3 | \$700 | \$145 | 13.6% | 11.7 | | X |
| 47 | Shuttle | | 99 | 8.6 | \$644 | \$128 | 13.0% | 11.5 | | X |
| | | | | | | | | Group Average = | | 11.6 |
| | | | | | | | | Performance Standard = | | 8.1 |
| | | | | | | | | SYSTEM AVERAGE = | | 21.0 |
| | | | | | | | | PERFORMANCE STANDARD = | | 14.7 |
| Notes: | | | | | | | | | | |
| Route 28 is partly subsidized by Citrus Heights | | | | | | | | | | |
| Ridership data from APCs and CBS driver check sheets | | | | | | | | | | |
| Direct costing factor of \$92.47 per revenue hour is used for estimated cost savings (\$75.00 for CBS) | | | | | | | | | | |
| Revenue estimate is based on fare survey data, is not reconciled with actual systemwide revenue | | | | | | | | | | |
| Farebox recovery figure uses total costing factor, i.e., \$132.18 per revenue hour (\$114.71 for CBS) | | | | | | | | | | |
| Route 85 data from 12/1/08 - 2/28/09. | | | | | | | | | | |
| Citrus Heights routes = 1, 21, 23, 24, 25, 28, 80, 93, 94, 95, 100, 103, 106, 107 | | | | | | | | | | |
| Citrus Heights total annual cost is \$17.7m. Fare revenue is \$2.9m (16%). Citrus Heights pays \$3.0m (17%) | | | | | | | | | | |
| Routes failing group performance standard total 170 revenue hours per day | | | | | | | | | | |
| Routes failing group performance standard total 1,981 boardings per day | | | | | | | | | | |
| Routes failing systemwide performance standard total 194 revenue hours per day | | | | | | | | | | |
| Routes failing systemwide performance standard total 2,271 boardings per day | | | | | | | | | | |

Sun/Hol Route Productivity

Systemwide Performance Standard = 14.2 boardings per revenue hour

| Route | Classification | TotTrips | DailyOn | RevHrs | DirectCost | Revenue | Farebox Recovery | Boardings Per RH | Failing | |
|---|----------------|----------|---------|--------|--------------------------|---------|------------------|------------------|-----------|------------|
| | | | | | | | | | Group Avg | System Avg |
| 1 | Crosstown | 62 | 889 | 45.6 | \$4,217 | \$1,061 | 17.6% | 19.5 | | |
| 21 | Crosstown | 31 | 598 | 29.7 | \$2,749 | \$781 | 19.9% | 20.1 | | |
| 23 | Crosstown | 47 | 1,317 | 52.4 | \$4,845 | \$1,761 | 25.4% | 25.1 | | |
| 26 | Crosstown | 20 | 266 | 11.1 | \$1,022 | \$354 | 24.2% | 24.1 | | |
| 67 | Crosstown | 31 | 690 | 28.9 | \$2,675 | \$897 | 23.5% | 23.8 | | |
| 68 | Crosstown | 29 | 614 | 29.0 | \$2,677 | \$812 | 21.2% | 21.2 | | |
| 80 | Crosstown | 23 | 650 | 24.5 | \$2,264 | \$1,006 | 31.1% | 26.5 | | |
| 81 | Crosstown | 61 | 1,321 | 58.7 | \$5,426 | \$1,673 | 21.6% | 22.5 | | |
| 82 | Crosstown | 28 | 415 | 27.5 | \$2,538 | \$448 | 12.4% | 15.1 | X | |
| 87 | Crosstown | 21 | 288 | 10.2 | \$945 | \$367 | 27.2% | 28.2 | | |
| | | | | | Group Average = | | | 22.6 | | |
| | | | | | Performance Standard = | | | 15.8 | | |
| 5 | Feeder | 24 | 162 | 11.7 | \$1,085 | \$213 | 13.7% | 13.8 | | X |
| 8 | Feeder | 25 | 175 | 12.4 | \$1,144 | \$261 | 16.0% | 14.2 | | X |
| 13 | Feeder | 20 | 179 | 14.6 | \$1,349 | \$275 | 14.3% | 12.3 | | X |
| 14 | Feeder | 23 | 266 | 17.6 | \$1,631 | \$397 | 17.0% | 15.1 | | |
| 19 | Feeder | 20 | 357 | 20.7 | \$1,917 | \$436 | 15.9% | 17.2 | | |
| 22 | Feeder | 40 | 204 | 10.6 | \$983 | \$325 | 23.1% | 19.2 | | |
| 93 | Feeder | 22 | 313 | 19.8 | \$1,831 | \$463 | 17.7% | 15.8 | | |
| | | | | | Group Average = | | | 15.4 | | |
| | | | | | Performance Standard = | | | 10.8 | | |
| 55 | Local | 16 | 132 | 7.8 | \$717 | \$176 | 17.2% | 17.0 | | |
| 72 | Local | 22 | 302 | 13.4 | \$1,242 | \$407 | 22.9% | 22.5 | | |
| 75 | Local | 11 | 110 | 7.8 | \$717 | \$110 | 10.7% | 14.2 | | X |
| | | | | | Group Average = | | | 17.9 | | |
| | | | | | Performance Standard = | | | 12.5 | | |
| 15 | Radial | 27 | 541 | 23.1 | \$2,139 | \$757 | 24.8% | 23.4 | | |
| 30 | Radial | 46 | 560 | 25.4 | \$2,346 | \$551 | 16.4% | 22.1 | | |
| 34 | Radial | 19 | 81 | 9.4 | \$865 | \$98 | 7.9% | 8.6 | X | X |
| 38 | Radial | 20 | 262 | 14.9 | \$1,378 | \$328 | 16.6% | 17.6 | | |
| 51 | Radial | 52 | 1,627 | 44.6 | \$4,126 | \$2,077 | 35.2% | 36.5 | | |
| 56 | Radial | 55 | 950 | 40.0 | \$3,700 | \$1,179 | 22.3% | 23.7 | | |
| 86 | Radial | 21 | 427 | 15.9 | \$1,473 | \$603 | 28.6% | 26.8 | | |
| 88 | Radial | 29 | 323 | 14.3 | \$1,325 | \$450 | 23.7% | 22.5 | | |
| | | | | | Group Average = | | | 22.6 | | |
| | | | | | Performance Standard = | | | 15.9 | | |
| | | | | | SYSTEM AVERAGE = | | | 20.3 | | |
| | | | | | PERFORMANCE STANDARD = | | | 14.2 | | |
| Notes: | | | | | | | | | | |
| Ridership data from APCs | | | | | | | | | | |
| Direct costing factor of \$92.47 per revenue hour is used for estimated cost savings | | | | | | | | | | |
| Revenue estimate is based on fare survey data, is not reconciled with actual systemwide revenue | | | | | | | | | | |
| Farebox recovery figure uses total costing factor, i.e., \$132.18 per revenue hour | | | | | | | | | | |
| Citrus Heights routes = 1, 21, 23, 24, 25, 28, 80, 93, 94, 95, 100, 103, 106, 107 | | | | | | | | | | |
| Citrus Heights total annual cost is \$17.7m. Fare revenue is \$2.9m (16%). Citrus Heights pays \$3.0m (17%) | | | | | | | | | | |
| Routes failing group performance standard total | | | | | 37 revenue hours per day | | | | | |
| Routes failing group performance standard total | | | | | 496 boardings per day | | | | | |
| Routes failing systemwide performance standard total | | | | | 56 revenue hours per day | | | | | |
| Routes failing systemwide performance standard total | | | | | 707 boardings per day | | | | | |

Route Productivity

Supplemental Service

Systemwide Performance Standard = 49.8 boardings per revenue hour

| | | | | Direct | | Farebox | Boardings | |
|---|----------|---------|--------|------------------------|---------------------------|----------|-----------|---------|
| Route | TotTrips | DailyOn | RevHrs | Cost | Revenue | Recovery | Per RevHr | Failing |
| 200 | 2 | 69 | 1.0 | 90 | 76 | 59.2% | 71.1 | |
| 201 | 2 | 54 | 0.9 | 83 | 59 | 49.9% | 60.0 | |
| 205 | 2 | 48 | 1.2 | 109 | 53 | 33.9% | 40.7 | X |
| 206 | 2 | 98 | 0.8 | 74 | 108 | 101.9% | 122.5 | |
| 210 | 2 | 67 | 1.0 | 92 | 74 | 55.8% | 67.0 | |
| 211 | 2 | 103 | 1.1 | 99 | 113 | 80.1% | 96.3 | |
| 212 | 3 | 119 | 1.7 | 155 | 131 | 58.9% | 70.8 | |
| 213 | 2 | 110 | 1.0 | 91 | 121 | 93.4% | 112.2 | |
| 214 | 4 | 149 | 2.0 | 180 | 164 | 63.6% | 76.4 | |
| 226 | 2 | 90 | 1.7 | 154 | 99 | 44.8% | 53.9 | |
| 227 | 1 | 67 | 0.6 | 57 | 74 | 89.9% | 108.1 | |
| 228 | 1 | 40 | 0.8 | 71 | 44 | 43.2% | 51.9 | |
| 246 | 2 | 95 | 1.5 | 134 | 105 | 54.5% | 65.5 | |
| 247 | 2 | 85 | 1.1 | 102 | 94 | 64.3% | 77.3 | |
| 248 | 2 | 75 | 1.0 | 90 | 83 | 64.3% | 77.3 | |
| 249 | 1 | 12 | 0.7 | 60 | 13 | 15.4% | 18.5 | X |
| 251 | 1 | 26 | 0.5 | 49 | 29 | 40.8% | 49.1 | X |
| 252 | 2 | 66 | 0.7 | 65 | 73 | 78.5% | 94.3 | |
| 255 | 3 | 183 | 2.5 | 228 | 201 | 61.7% | 74.1 | |
| 261 | 2 | 67 | 1.9 | 178 | 74 | 28.9% | 34.7 | X |
| | | | | Group Average = | | | 71.1 | |
| | | | | Performance Standard = | | | 49.8 | |
| Notes: | | | | | | | | |
| Manual counts used for supplemental trips | | | | | | | | |
| Manual counts for 2008-2009 school year taken Fall 2008 | | | | | | | | |
| Cross-checked with APC counts taken from 9/1/08 - 3/31/09 | | | | | | | | |
| Routes failing group performance standard total | | | | | 4.3 revenue hours per day | | | |
| Routes failing group performance standard total | | | | | 153 boardings per day | | | |

RESOLUTION NO. 09-05-_____

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

May 11, 2009

**SCHEDULING A PUBLIC HEARING FOR JUNE 8, 2009
TO CONSIDER SERVICE REDUCTIONS**

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

THAT, a public hearing is set for June 8, 2009 at 6:00 p.m. to receive public testimony regarding service changes proposed to the following bus routes: 5, 6, 8, 9, 10, 13, 16, 18, 20, 24, 28, 34, 36, 37, 47, 54, 61, 62, 63, 65, 73, 74, 75, 82, 83, 94, 95, 106, 107, 140, 141, 142, 205, 249, 251, and 261.

THAT, the General Manager/CEO, or his designee, is hereby authorized to publish a notice in substantially the form set out in Exhibit A pertaining to the service changes proposed for September 2009.

STEVE COHN, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

**RT to Hold Public Hearing on Proposed Service Changes
to Revise the Fiscal Year 2010 Operating Budget**

The Sacramento Regional Transit District (RT) will hold a public hearing on Monday, June 8, 2009 at 6:00 p.m. to receive comments regarding proposed transit service changes. These changes may include reduction, realignment, or elimination of the following bus routes: 5, 6, 8, 9, 10, 13, 16, 18, 20, 24, 28, 34, 36, 37, 47, 54, 61, 62, 63, 65, 73, 74, 75, 82, 83, 94, 95, 106, 107, 140, 141, 142, 205, 249, 251, and 261.

The proposed service changes are scheduled for adoption by the RT Board of Directors on June 22, 2009 and would take effect on September 6, 2009.

The public hearing will be held at 6:00 p.m. in the RT Auditorium at 1400 29th Street (at N Street). This location is served by Routes 36, 38, 50E, 67, 68, and light rail at the 29th Street light rail station.

Comments may be submitted in writing to the Planning Department (P.O. Box 2110, Sacramento, CA 95812-2110) or by email to servicechanges@sacrt.com and must be received by 5:00 p.m. on Monday, June 8, 2009.