

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
16	1/23/12	Open	Information	01/18/12

Subject: Review the Recommendations of the TransitRenewal Plan

ISSUE

Review initial recommendations of TransitRenewal

RECOMMENDED ACTION

None at this time.

FISCAL IMPACT

There is no fiscal impact at this time.

DISCUSSION

In June 2010, RT was forced to eliminate approximately 20 percent of all bus service and 16 percent of all light rail service as one of many measures to balance the FY 2011 budget and close the projected shortfall in funding. One of the unfortunate outcomes of this major cut was that the route network became difficult to use. Inconvenient transfers, longer waits and increased travel times were some of the challenges faced by many transit users after the service reduction. RT system-wide ridership decreased by 16 percent during FY 2011.

It became very clear, very soon after the service reduction that RT needed to develop a restructuring plan for its route network in a way that addresses customer challenges and can be sustained at the level projected in RT's Financial Forecast Model. The Financial Forecast Model projects a gradual increase in service which returns the route network to pre-2010 service reduction levels by FY 2017.

The work on route restructuring actually began before the service was reduced. RT conducted an origin-destination study in the late spring/early summer of 2010 to capture the travel demand patterns of RT customers who were using the route network prior to the service cuts.

RT's Board awarded a Contract to the firm Transportation Management and Design (TMD) to assist RT staff in conducting a comprehensive review of the RT route network and to develop a strategy for creating a core route network sustainable into the future. The project is called TransitRenewal.

During the past several months, RT staff and consultants have discussed a number of issues with the Board, community stakeholders, and members of the public relative to a number of items critical to the development of an effective route network, including: guiding principles for developing the route network; service area demographics and travel patterns; strengths, weaknesses of the current route network; opportunities for improving service; and performance

Approved:

Presented:

Final 1/18/12

General Manager/CEO

Director, Planning

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Subject: Review the Recommendations of the TransitRenewal Route Restructuring

measures. To determine the transit service priorities of current and potential customers, RT conducted a survey both online and with individual members of the community. Over 3,200 individuals responded.

Using the information described above, RT staff and TMD developed a draft plan for a new route network has been developed and is discussed in this paper.

Guiding Principles and Themes

On October 24, 2011, RT’s Board discussed the following Guiding Principles for the Transit Renewal Plan:

- creation of a strong core network;
- making the best use of RT’s current resources as well as planning for future expansion;
- balancing fundamental rethinking with honoring RT’s essential structure.

The following themes emerged from the principles:

- create a core network where customers can use transit spontaneously;
- improve frequency where the market demands;
- create a night and weekend service network;
- make service faster and more direct;
- reinvest resources from underperforming routes; and,
- provide additional services in key unmet need areas.

Early Action

The most consistent comment received from the community was the need to restore late night service. The June 2010 service reduction ended service on trips which began operation after 9:00. In summer/early fall of 2011, the RT Board of Directors discussed, and held a public hearing on an Early Action Plan that called for the restoration of two hours of evening light rail service on weekdays and Saturdays, and restoration of evening service to similar levels on major bus routes. Because of RT’s uncertain financial situation, the Board decided to postpone implementation of the Early Action Plan pending an improvement in finances. The recommendations of the Early Action Plan have been incorporated into the overall TransitRenewal recommendations.

Headways

The themes identified for TransitRenewal call for creating a route network which allows for spontaneous transit use. Developing a spontaneous-use network involves selecting routes that are already successful and increasing their frequency to 10 or 15 minute frequencies. The plan also recommends increased frequency on some well performing routes which could benefit from moving from an hour to a half-hour frequency. Frequency changes are detailed on slides 15 and 17 of the attached PowerPoint presentation.

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Subject: Review the Recommendations of the TransitRenewal Route Restructuring

Evening Service

The plan calls for late evening service to be restored on bus and light rail, as detailed in the Early Action Plan. TransitRenewal reiterates these recommendations and adds late night evening service on additional routes. Bus routes recommended for a longer service span are detailed on slide 20 of the attached PowerPoint presentation.

Weekend Improvements

Several improvements to weekend service are included in the plan including restoration of 15 minute headways on light rail, restoration of weekend evening service, and headway improvements to several bus routes, most of which currently operate on 60-minute headways.

Realignment

Several routes have been proposed for realignment, primarily to be straighter and more direct, reducing customer travel times as well as operating costs. In the online TransitRenewal survey, slow speeds and indirect routes were cited as significant deterrents to transit use. Realignments are discussed on slides 23 and 24 of the attached power point presentation.

Community Bus

The plan recommends an expanded use of RT's Community Bus Services (CBS) division on routes with low to moderate productivity (15 to 20 passengers per hour) and loads that can be accommodated with smaller vehicles.

Routes 24, 28, 34, 54, 74, and 75 are recommended for modification to be operated as CBS routes. A modified Route 8 is recommended for restoration as a CBS route and a modified Route 95, which was previously a CBS route, is recommended for restoration.

Community Bus routes are discussed on slides 25 and 26 of the attached PowerPoint presentation.

New Routes

New and/or reinstated routes include:

- Restoration of Route 8 service on parts of Power Inn Road
- Expanded Route 11 service in North Natomas
- Restoration of Route 95 in Citrus Heights with modified routing
- Potential demand response service in Citrus Heights
- Service on Greenback Lane between Sunrise Mall and the Historic Folsom light rail station via a redesigned Route 24

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Discontinued Service

One of the major goals of TransitRenewal is to provide a route network that is financially sustainable. Transit Renewal recommends many improvements to route frequency, service span coverage and connections, but to maintain improvements to the route network, RT will need to eliminate some non-productive service. This includes entire routes as well as poorly performing route segments.

While the plan recommends removal of some service from the route network, certain new or redesigned routes were introduced to cover the highest ridership portion of the discontinued service. Route modifications or eliminations are detailed on slides 28 and 29 of the attached power point.

Implementation Strategy

The implementation of TransitRenewal depends on a number of factors including network preservation and financial resources.

TransitRenewal will be implemented as financial resources become available in a manner that projects long term sustainability of the improvements. RT's Financial Forecast Model assumes service increases will be phased in gradually from current levels to pre-service cut levels over a five-year period beginning in FY 2013 and ending in FY 2017. The TransitRenewal Preferred Service Plan includes recommendations for phasing so that service hours and miles remain within the financial model projections.

Next Steps

TransitRenewal has been discussed with community stakeholders and other citizens throughout the development of the plan. However, a number of additional steps will be taken to insure a broad community review. RT will review and receive input on TransitRenewal at no less than four workshops to be held at light rail stations and transit centers. Meetings will also be held at community gatherings throughout the service area between January 24, 2012 and February 27, 2012.

On February 13, 2012, RT staff will return to the Board to discuss recommendations for an implementation phasing plan and to request setting a public hearing for February 27, 2012. RT staff anticipates asking the Board for approval of the plan in March 2012.

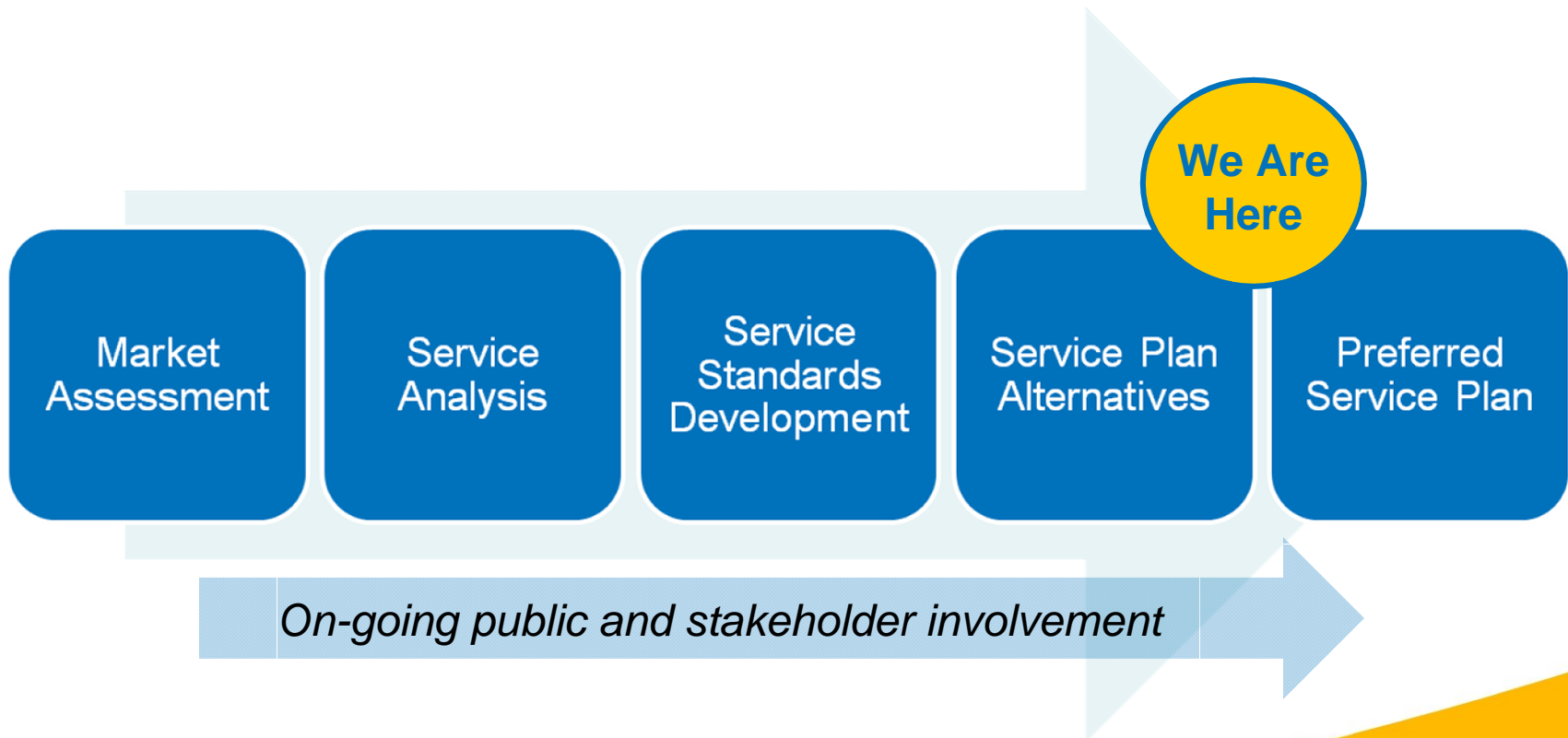
TransitRenewal

Draft Service Plan
January 2012

Presentation Overview

- What is the **Transit**Renewal Plan?
- Key Findings and Performance Measures
- Guiding Principles
- Overview of the **Transit**Renewal Plan
- Plan Impacts
- Individual route workshop to follow

TransitRenewal Progress

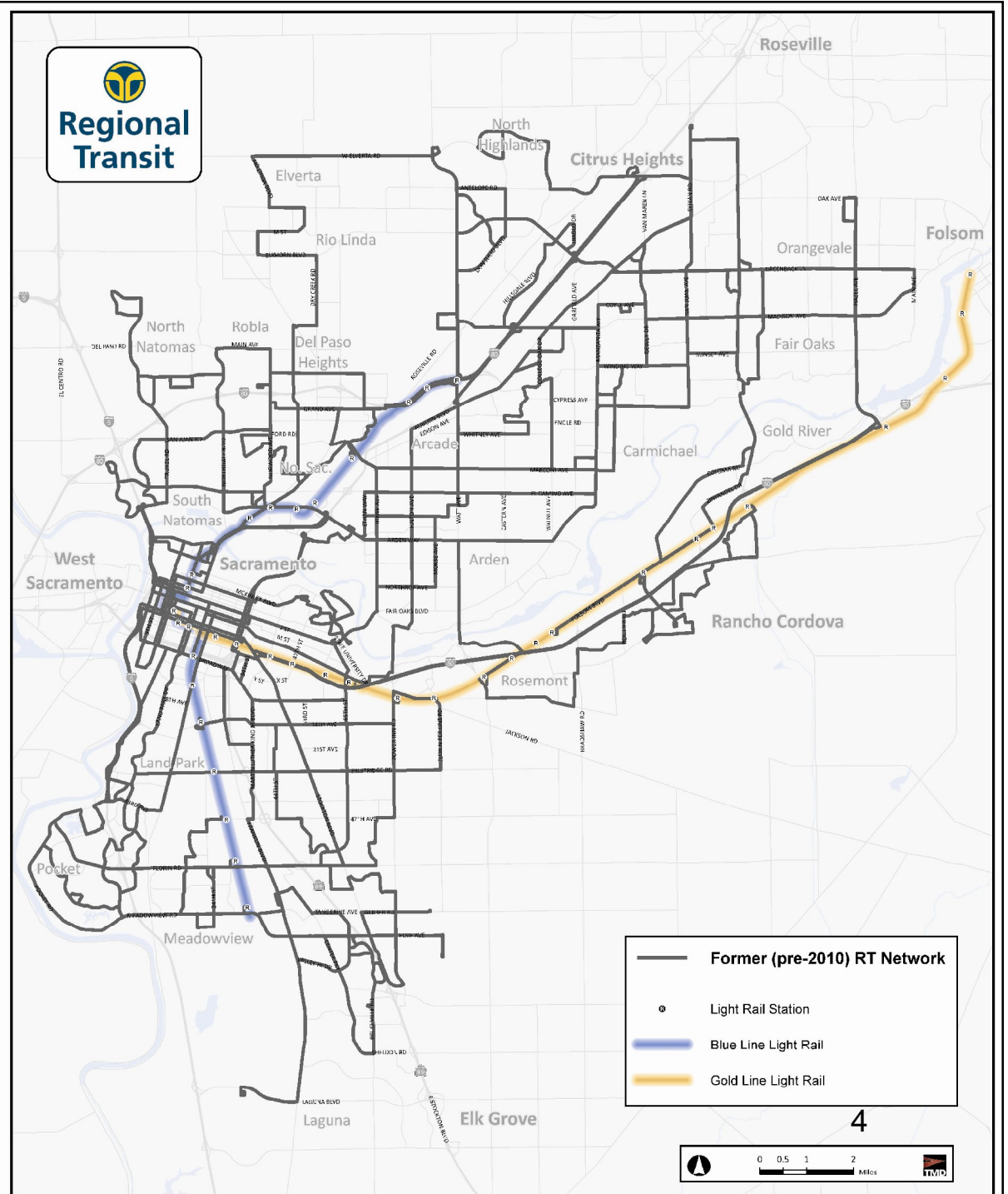


What is the **Transit**Renewal Plan?

- **Five-year plan** for service restructuring
- Aims to regrow the transit network sustainably
- Informed by detailed data analysis and performance measures

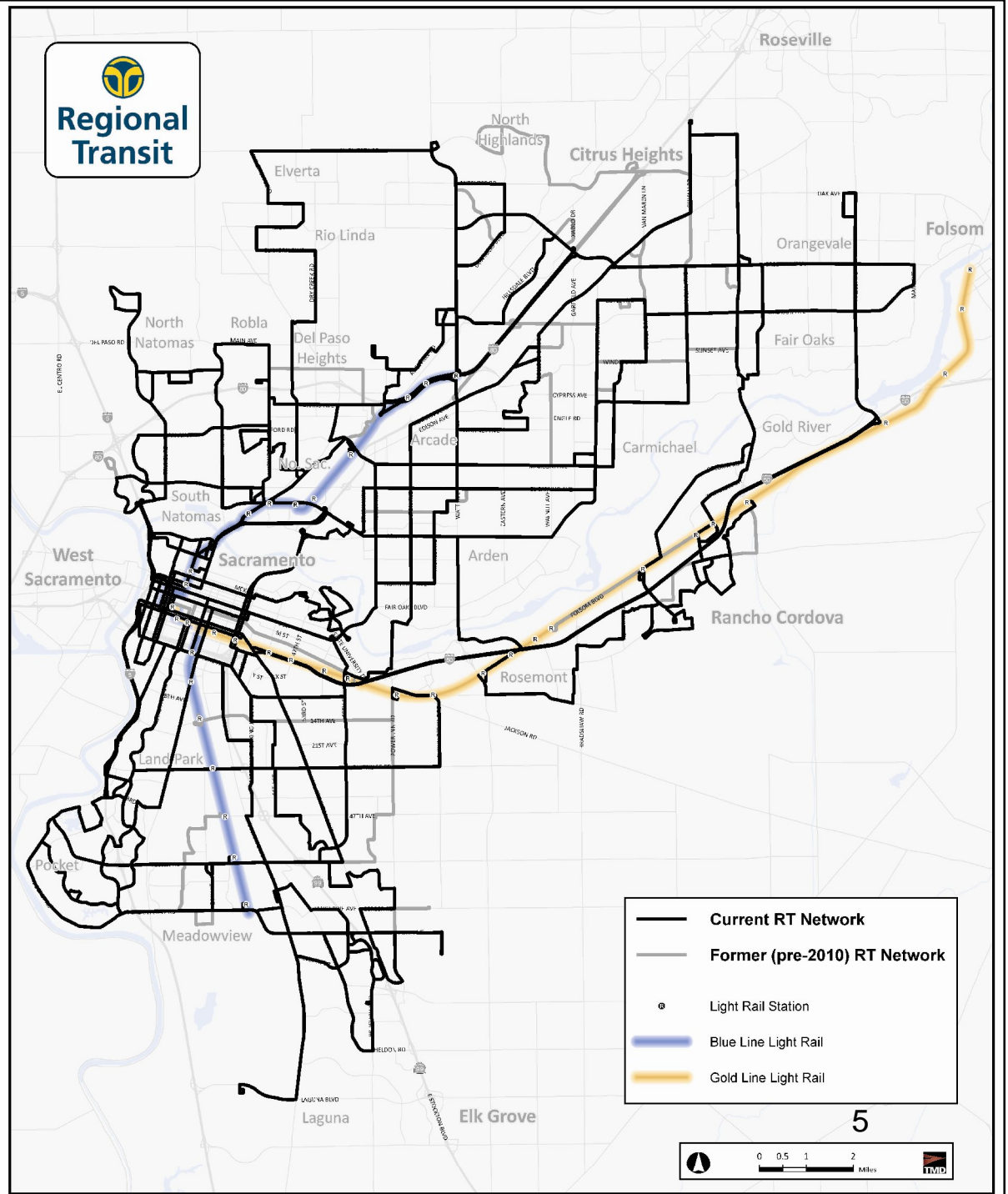
RT Yesterday

- Two LRT lines and 72 bus routes
- 31.5 million annual boardings
- Identified budget shortfall of \$25 million
- Service coverage, span and frequency were reduced



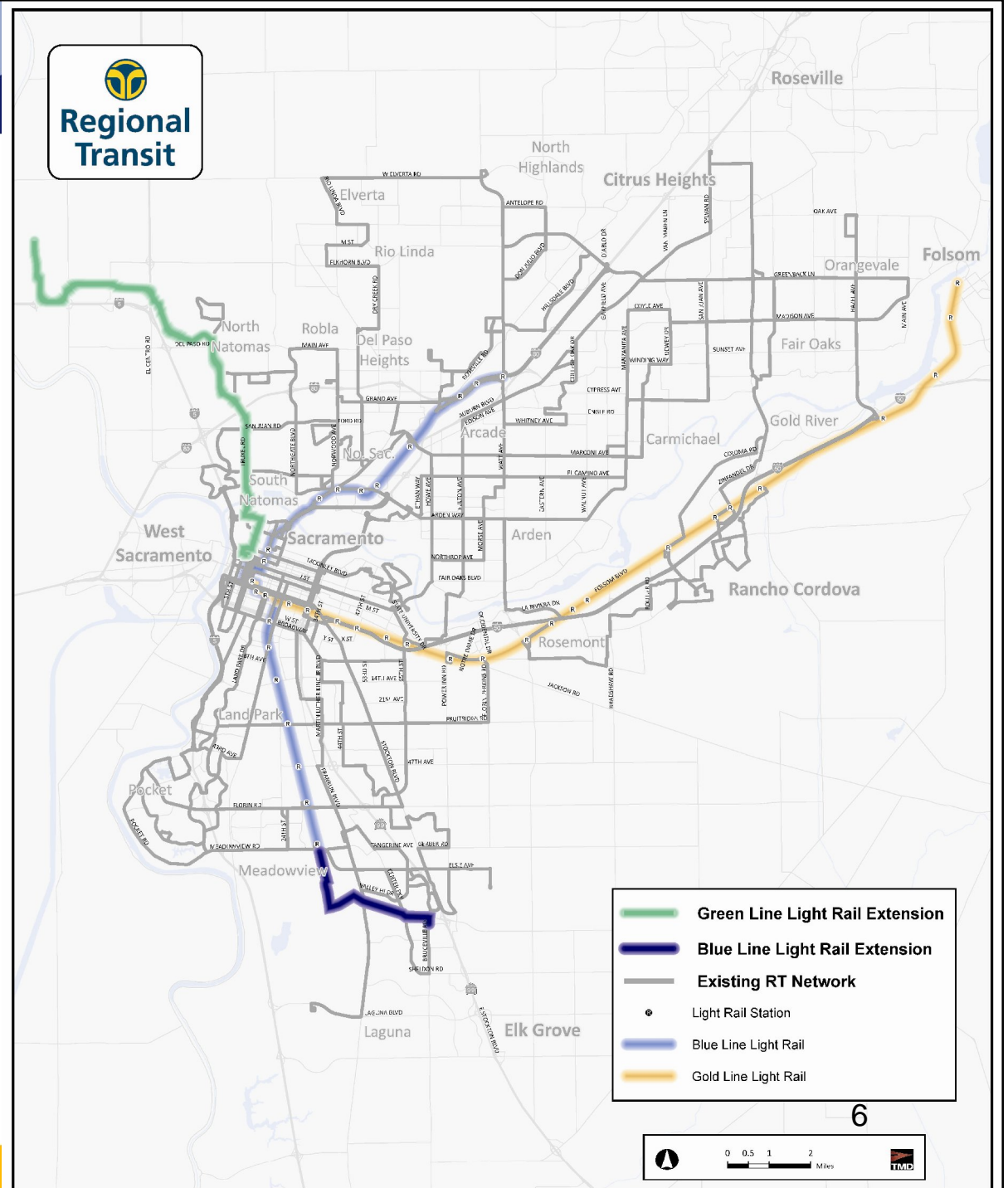
RT Today

- Two LRT lines and 50 bus routes
- 27 million annual boardings
- Assumed 50% increase in total revenues over the next 5 years



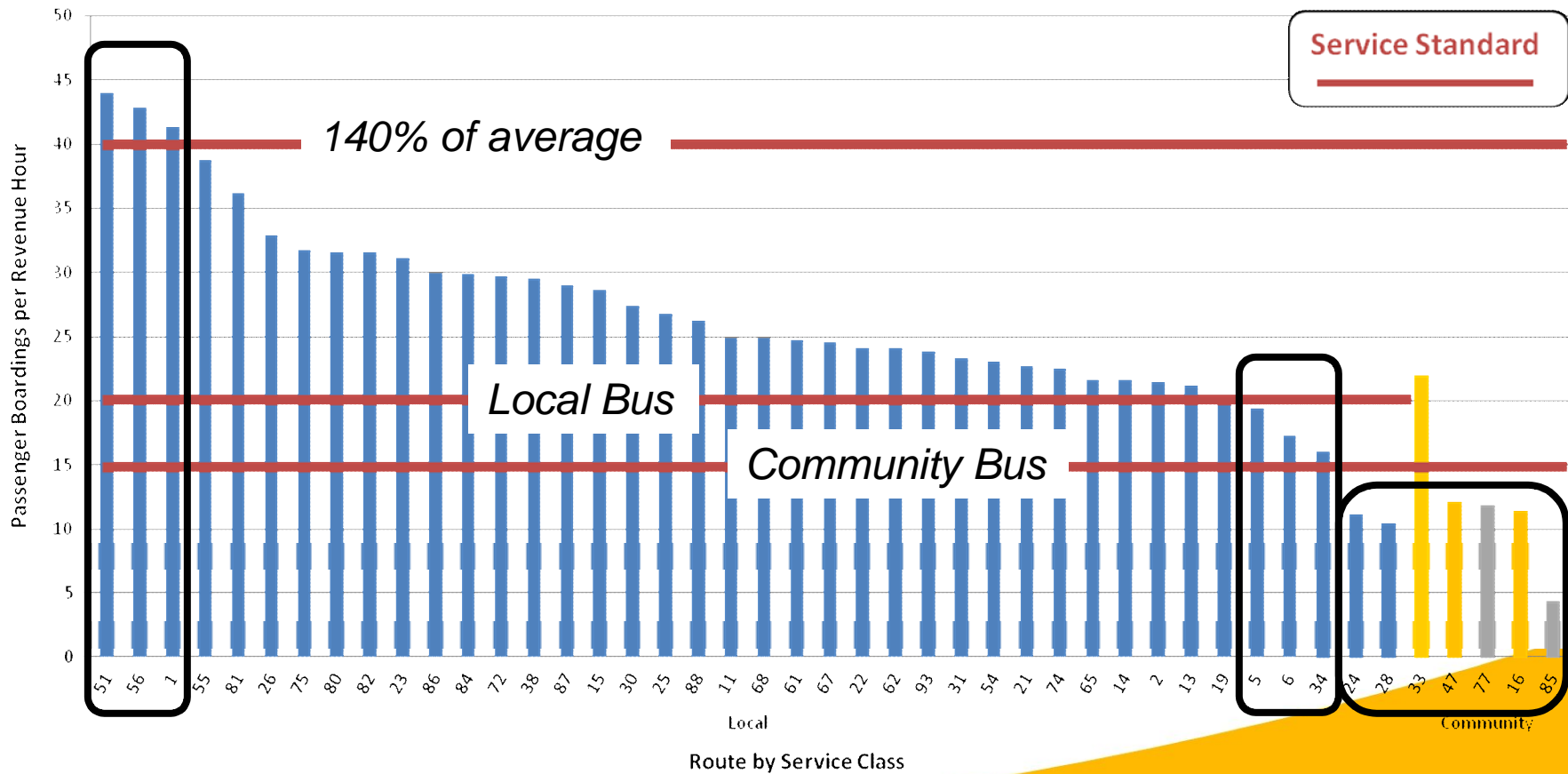
RT's Future

- Major infrastructure investments planned
 - Green Line 1st Phase (2012)
 - Gold Line limited-stop operation (2014)
 - South Line Extension (2015)
 - Blue Line limited-stop operation (2017)
 - Green Line (full operation in 2029)



Performance Measures

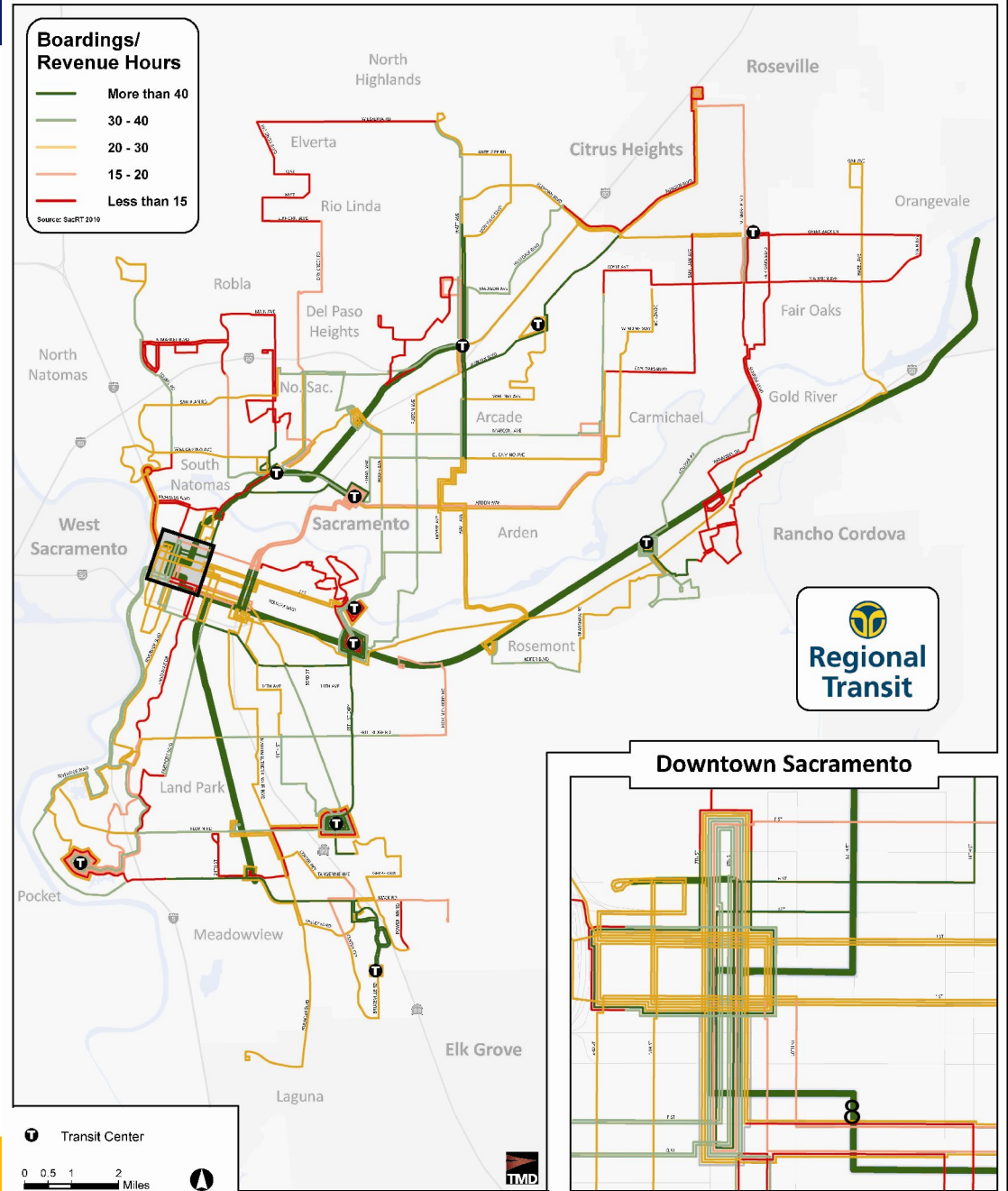
Weekday Passenger Boardings per Revenue Hour



Passenger Boardings per Revenue Hour

Performance Measures

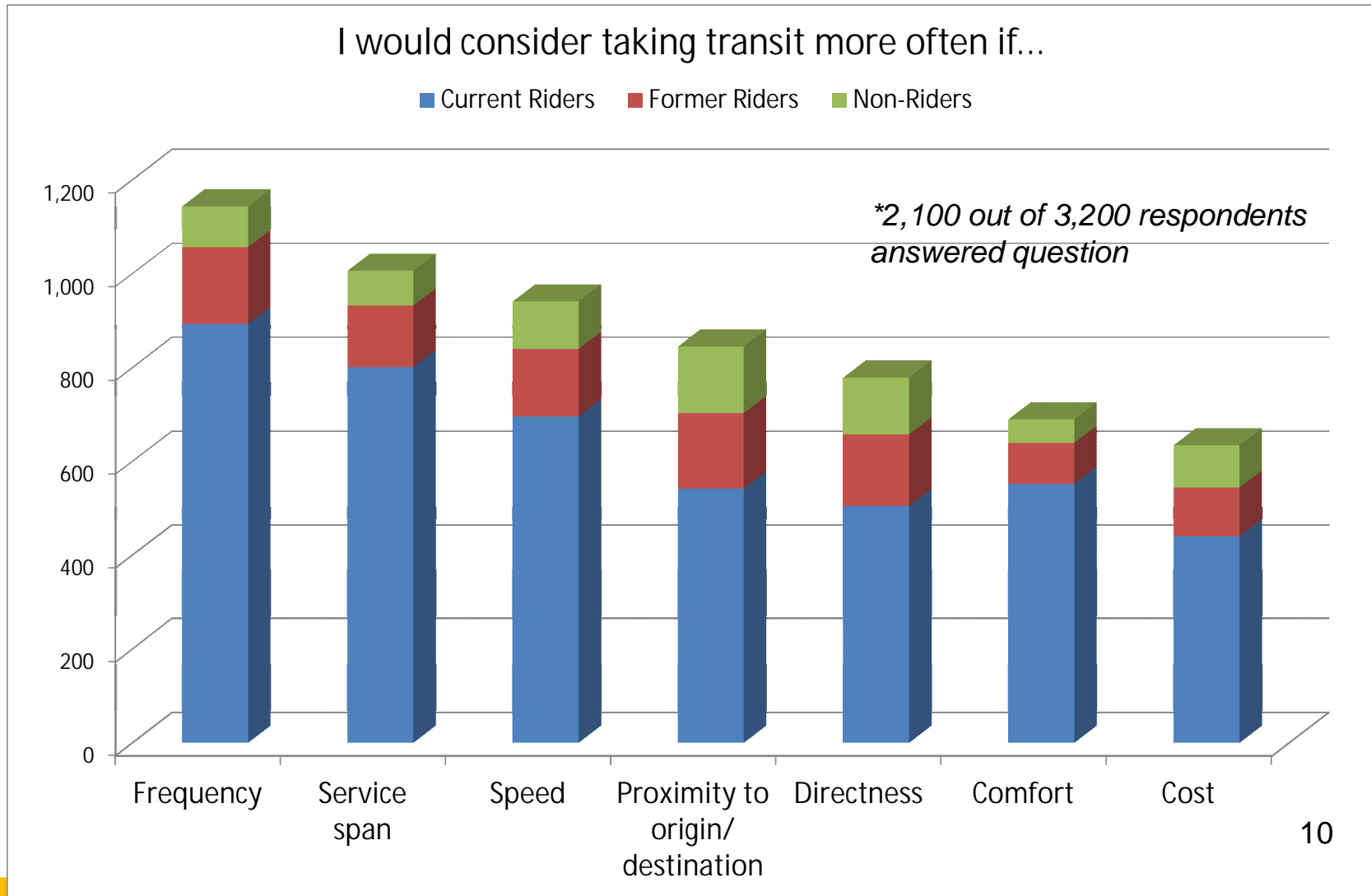
- Many corridors/route segments in the RT system show strong performance and warrant additional investment
- Sections of the RT system under 20 passengers per hour considered for restructuring



Guiding Principles

- Create a **strong core network**
- Make the best use of RT's current resources, as well as planning for future expansion
- Balance “clean slate” approach with honoring RT's route structure

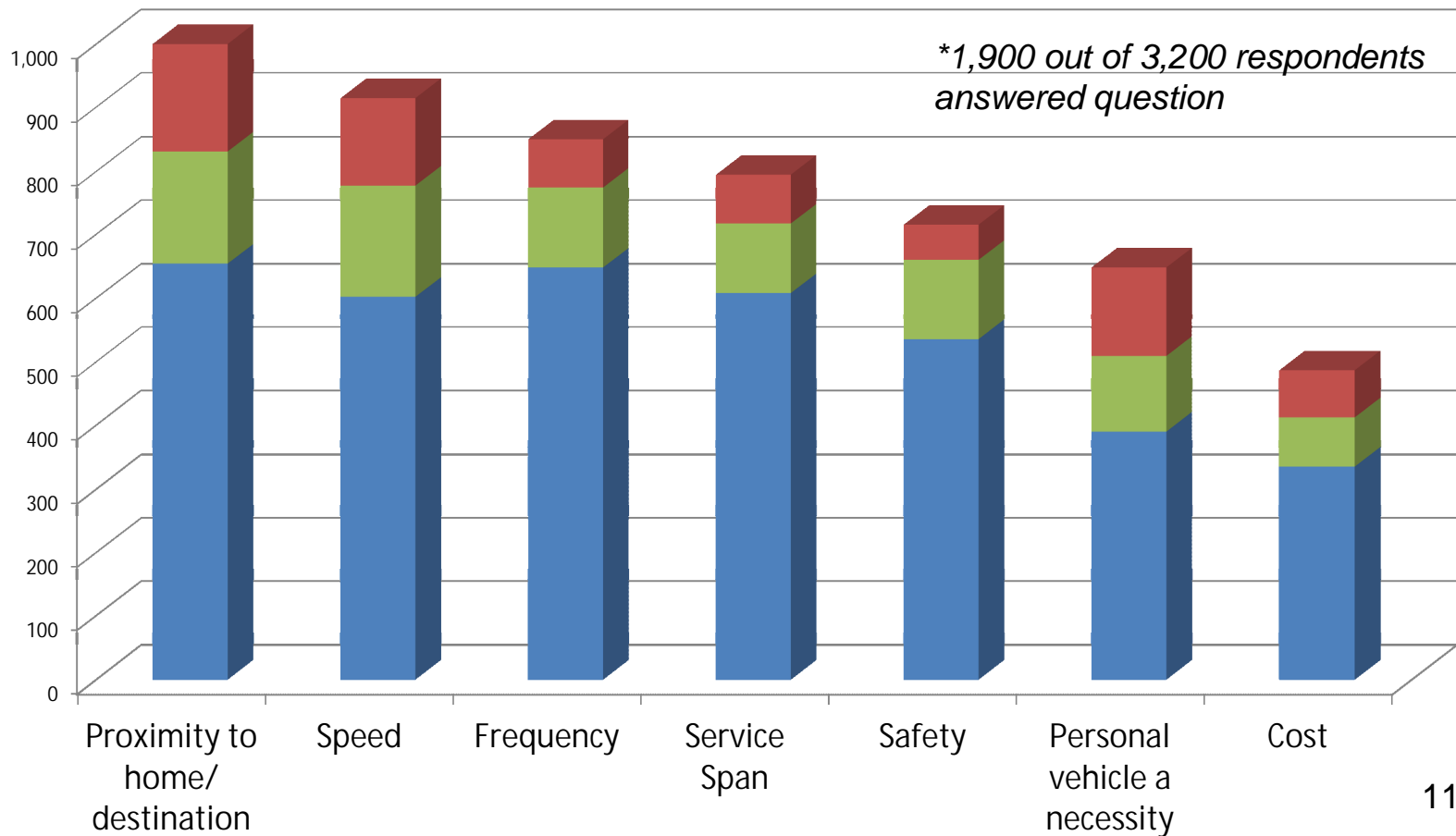
TransitRenewal Online Survey



TransitRenewal Online Survey

If any, what are the reasons why you do not take transit more often

■ Current Riders ■ Former Riders ■ Non-Riders



Themes of the Plan

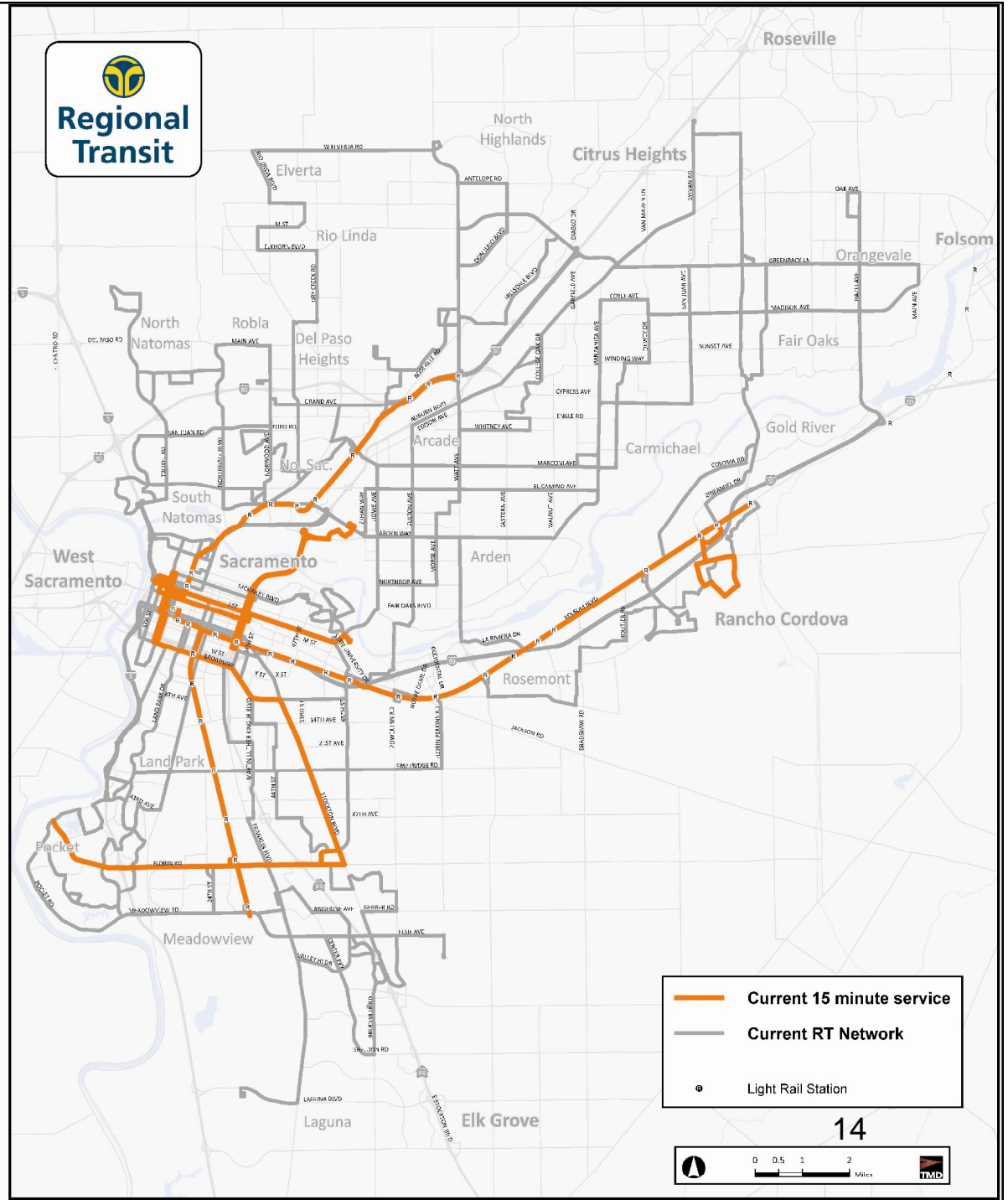
- Create a core network where customers can use transit spontaneously
- Improve frequency where the market demands
- Create an evening and weekend service network
- Make service faster and more direct
- Reinvest resources from underperforming routes
- Provide additional services in key unmet need areas

Plan Elements

- Spontaneous-Use Frequency Network
- Other Frequency Improvements
- Evening and Weekend Service
- Streamlined Service
- Community Bus
- Modified or Discontinued Service
- Additional Services

Current Spontaneous-Use Frequency Network

- Currently, LRT and four bus corridors sustain 15-minute frequency, as well as peak-only CordoVan service

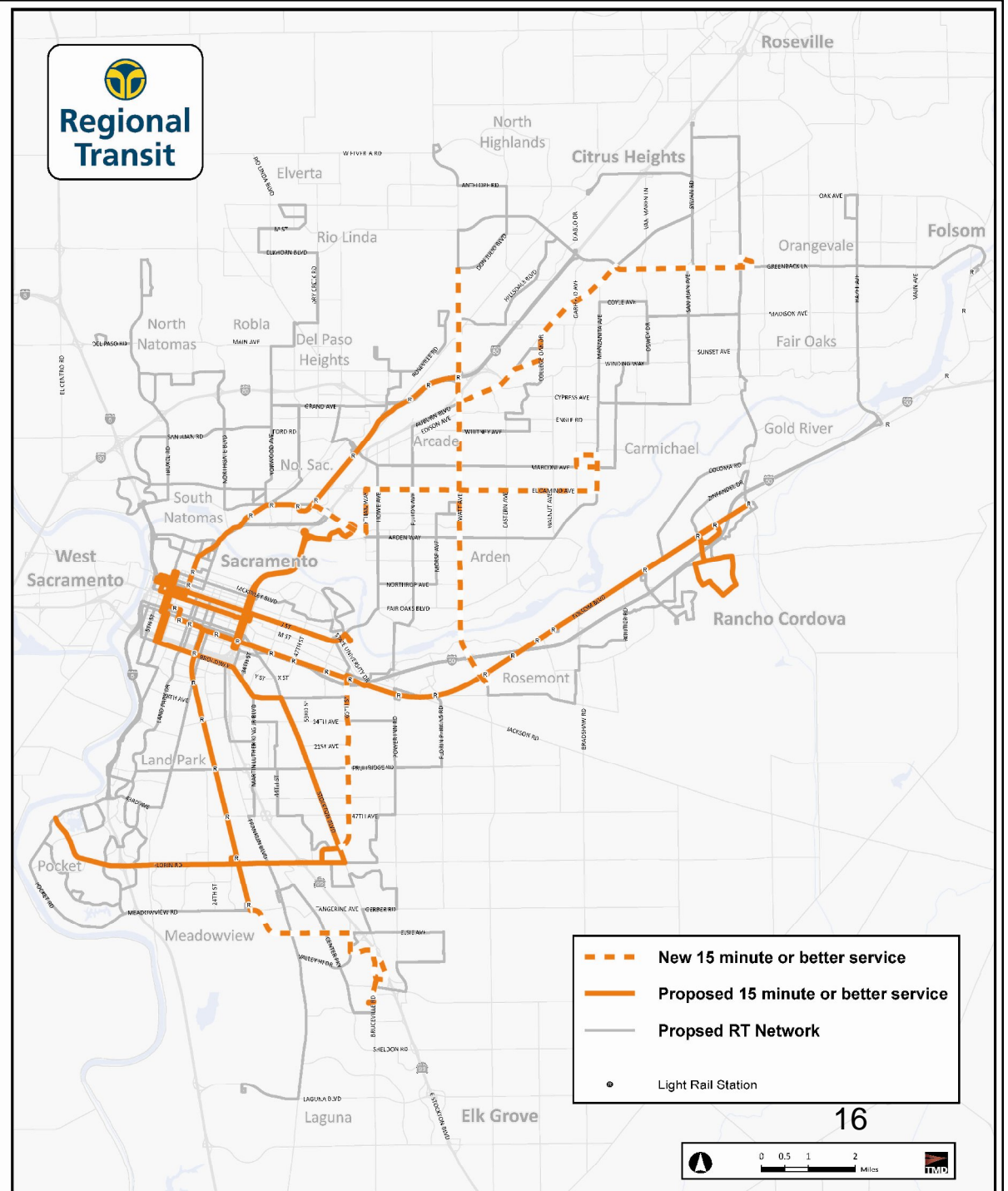


Improvement Corridors

Corridor	BPH	Current Frequency	Proposed Frequency
Route 51 Stockton	44	15	10
Route 1 Greenback	41	20	15
Route 23 (El Camino segment)	38	30	15
Route 56 (Meadowview/Mack segment)	53	30	15
Routes 80/84 (Watt segment)	37	30	15
Route 81 (65 th St segment)	47	30	15 15

New Spontaneous-Use Frequency Network

- Over 12,000 current weekday riders will gain access to 15-minute bus service (25% of RT bus ridership)
- Over 250,000 residents/employees will be within walking distance (1/3 of mile) of new 15-minute bus service (286,000 are currently within walking distance of 15-minute bus service)



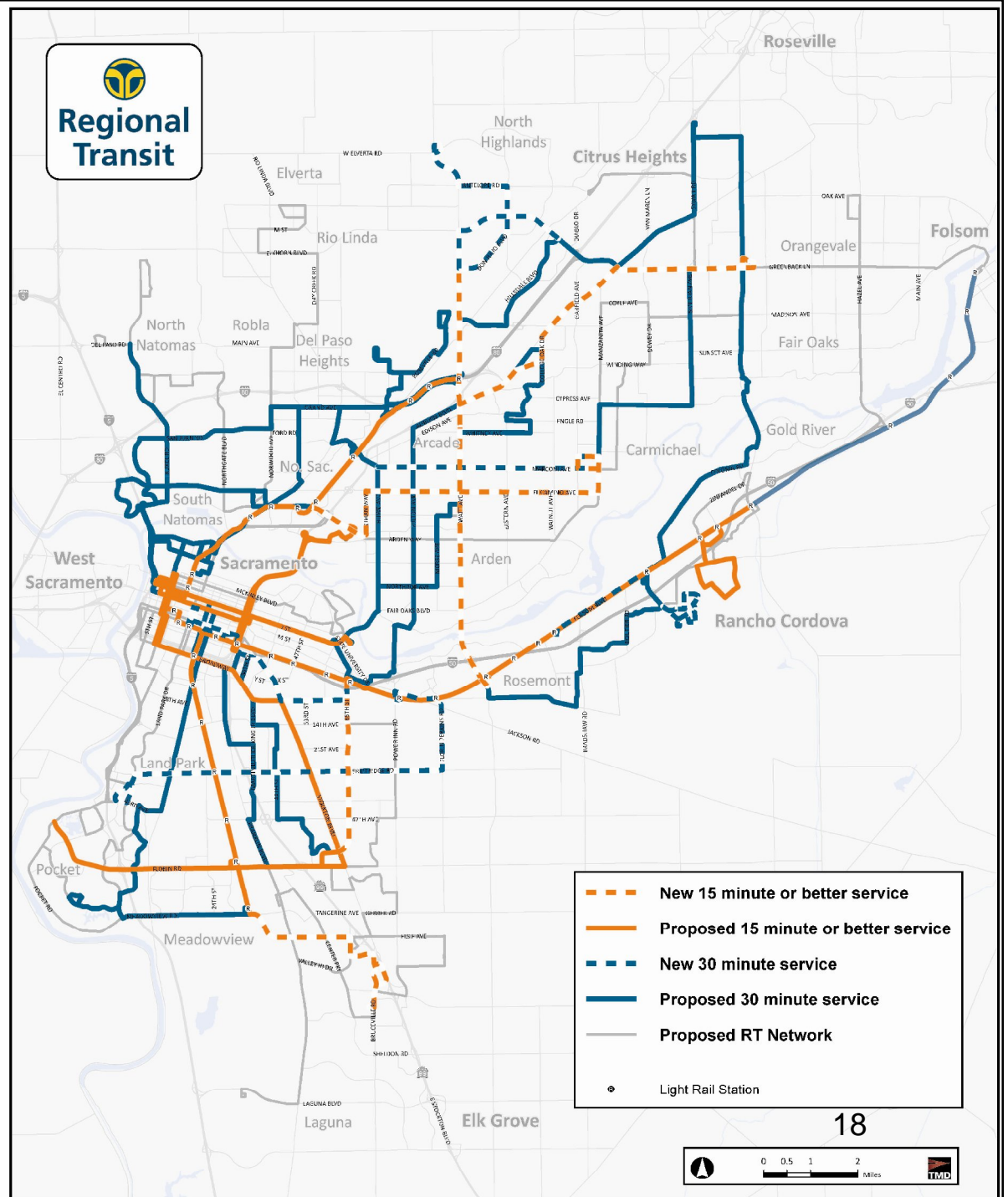
Improve Network Frequency

Other services justify improved frequency, especially 60- to 30-minute levels

Corridor	BPH	Current	Proposed
Route 11 Truxel	25	30/60	30
Route 25 (Marconi segment)	33	60	30
Route 38 (Broadway/downtown segment)	31	60	30
Route 55 Scottsdale	39	60	30
Route 61 Fruitridge	25	60	30
Route 75 (Mather Field)	32	60	30 ¹⁷

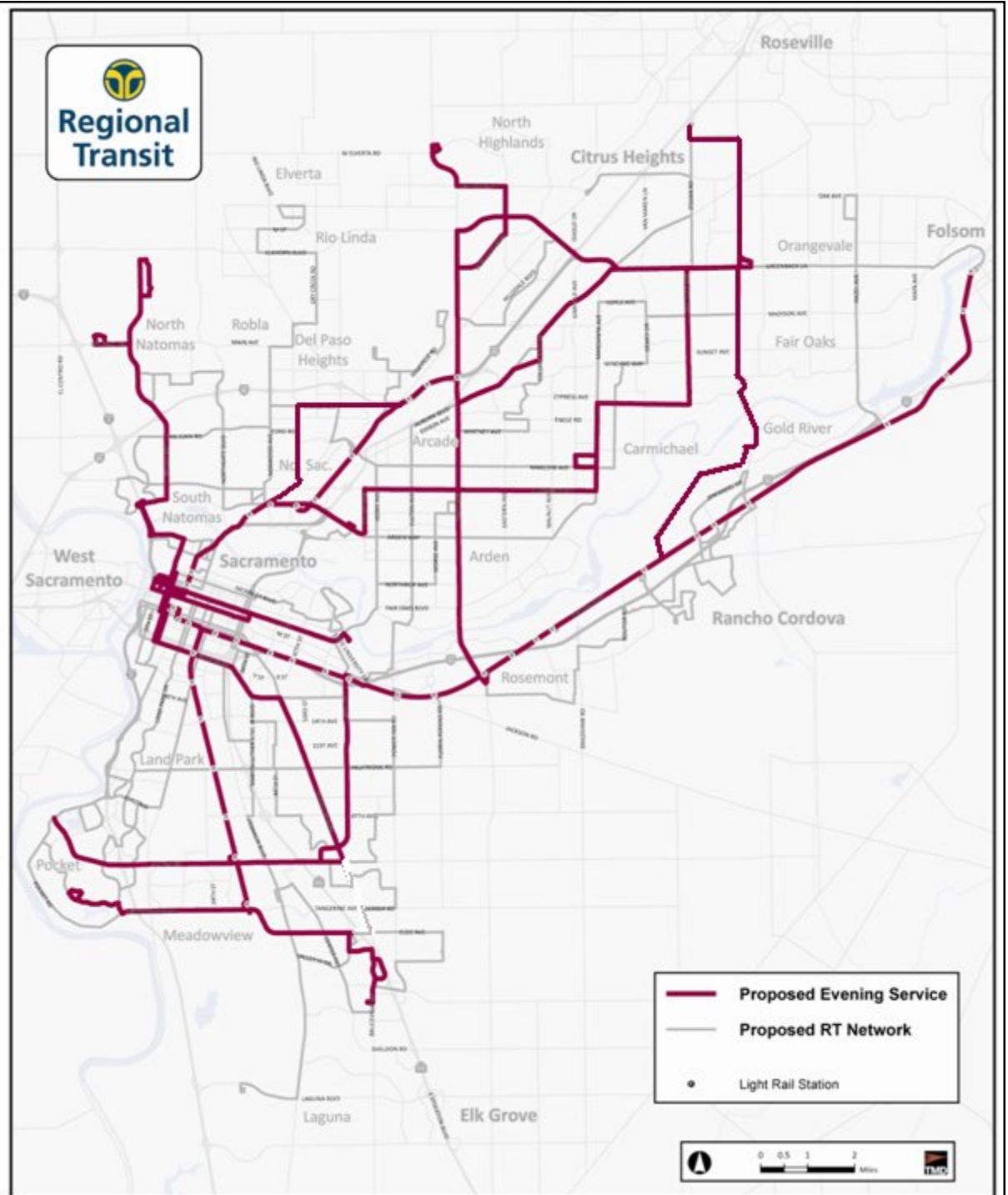
Improved Network Frequency

- Over 2,700 current weekday customers gain access to new 30-minute service instead of 60-minute service (6% of RT bus ridership)
- Over 120,000 residents/employees will gain access to 30 minute service within walking distance)



Evening Service

- Create a network of evening services
 - Restore LRT weekday service span
 - Core bus network runs until approximately 11 pm
 - Other bus routes may have additional evening trips to accommodate demand

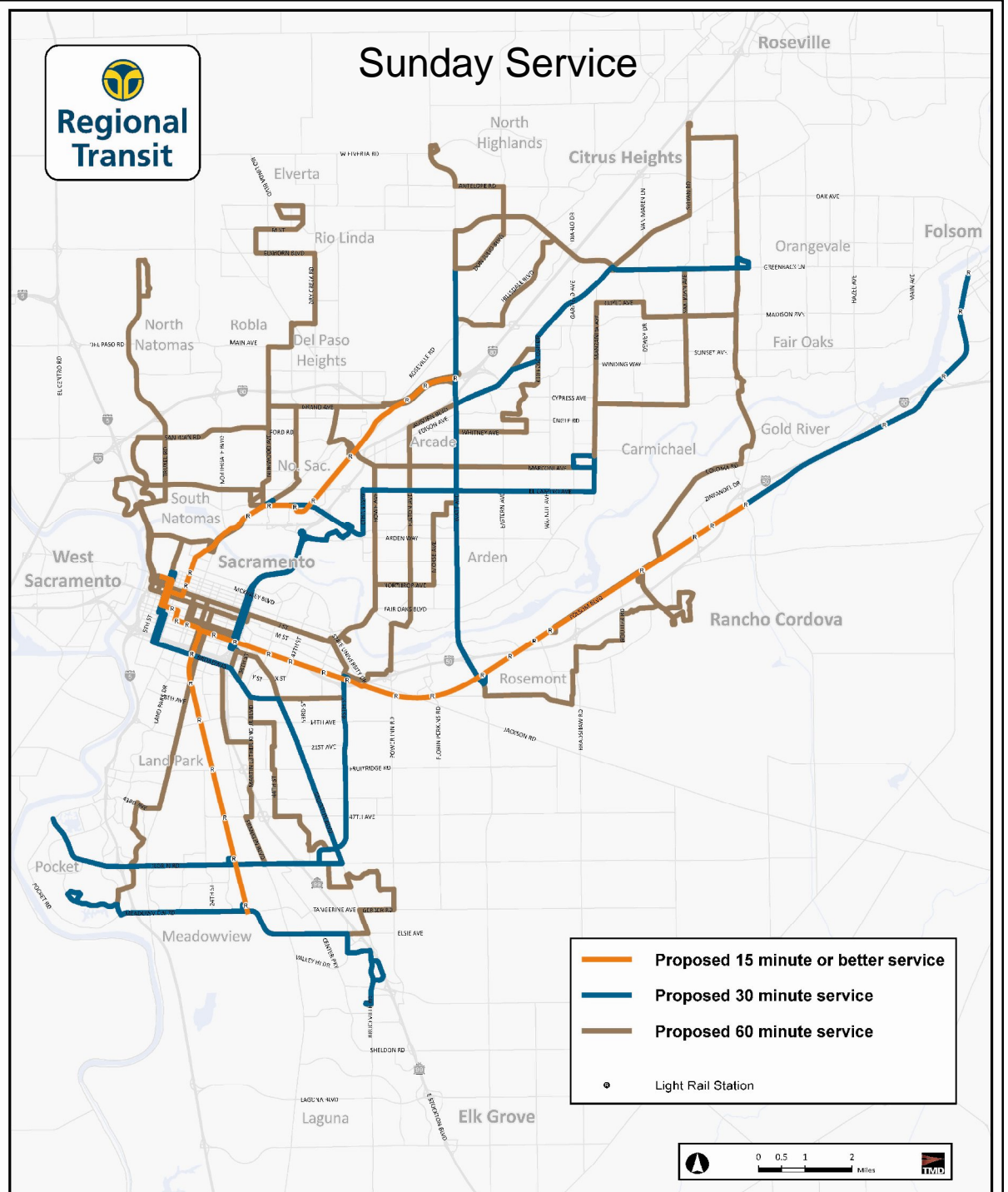


Evening Service

- RT bus routes with service until 11 pm
 - Route 1 (Auburn/Greenback)
 - Route 15 (Rio Linda)
 - Route 21 (Sunrise)
 - Route 23 (El Camino)
 - Route 30 (J/L St)
 - Route 51 (Stockton)
 - Route 56 (Meadowview/Mack)
 - Routes 80/84 (Watt)
 - Route 81 (Florin/65th)

Weekend Service

- Expand the weekend service network
 - Restore LRT frequency
 - Expand bus coverage and frequency
 - Routes with new weekend service:
 - Route 11
 - Route 25 (Sunday)

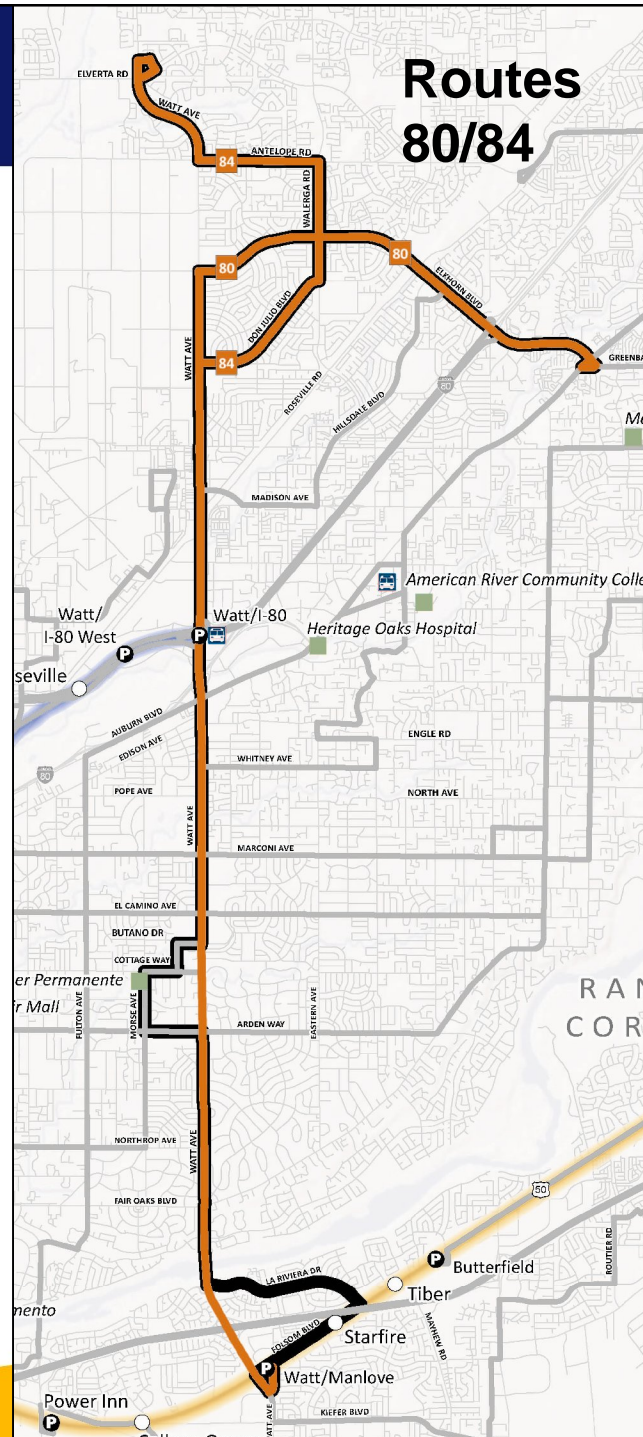


Streamlined Service

- In the online survey, 28% of respondents answered that they would use transit more often if travel was faster and/or more direct
- Several routes realigned for quicker travel between origins and destinations
- Savings in both customer travel times and RT resource costs

Streamlined Service: Example

- Routes on highly-productive Watt Avenue corridor have two significant deviations
- Service realigned for direct travel
- Access to key destinations (i.e. hospitals) maintained on other routes



Community Bus

- Supports the core transit network
- Suitable for routes with low- to moderate productivity (15 to 20 passengers per hour) and loads that can be accommodated with smaller vehicles
- Connects neighborhoods to activity centers

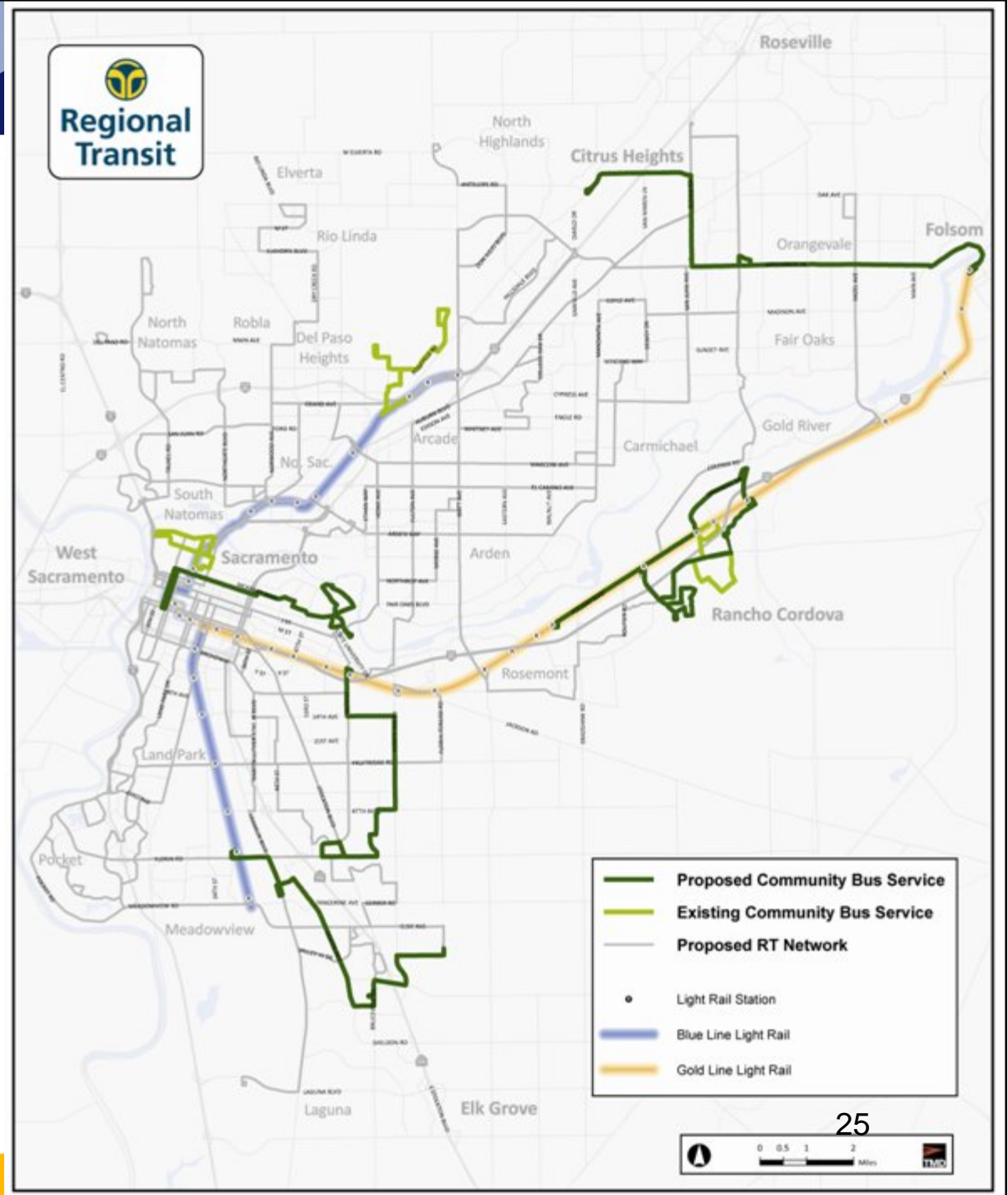
Community Bus

Existing Community Bus service maintained

- 33 Dos Rios
- 85 McClellan Park
- 77 Rancho Cordova

New Community Bus service

- 8 (Power Inn)
- 24 (Greenback)
- 34 (Downtown)
- 54 (Center Pkwy)
- 28 Zinfandel
- 74 (Int'l Drive)
- 75 (Mather Field Rd)
- 95 (Citrus Heights)



Modified or Discontinued Service

- Resources from routes and route segments falling well below performance standards (20 bph for Local bus, 15 bph for Community Bus) were considered for restructuring/ discontinuation
- Certain new or redesigned routes were introduced to cover the highest-ridership portions of discontinued service

Discontinued Service

Route/Segment	BPH	Comments
28 (north of Zinfandel Dr)	10	Southern portion in Rancho Cordova covered by CBS Route 28
24 (Madison Ave)	11	New Route 24 covers Greenback Lane and connects to Folsom
19 (Elverta Rte)		Routes 80/84
16		Most of alignment covered by other routes
14 (Main Ave)	12	Route 19 realigned to Norwood Ave Route 13 covers North Market Blvd.
47	12	Most of alignment covered by other routes, especially 54

***Average cost of discontinued services:
over \$10.00 per boarding***

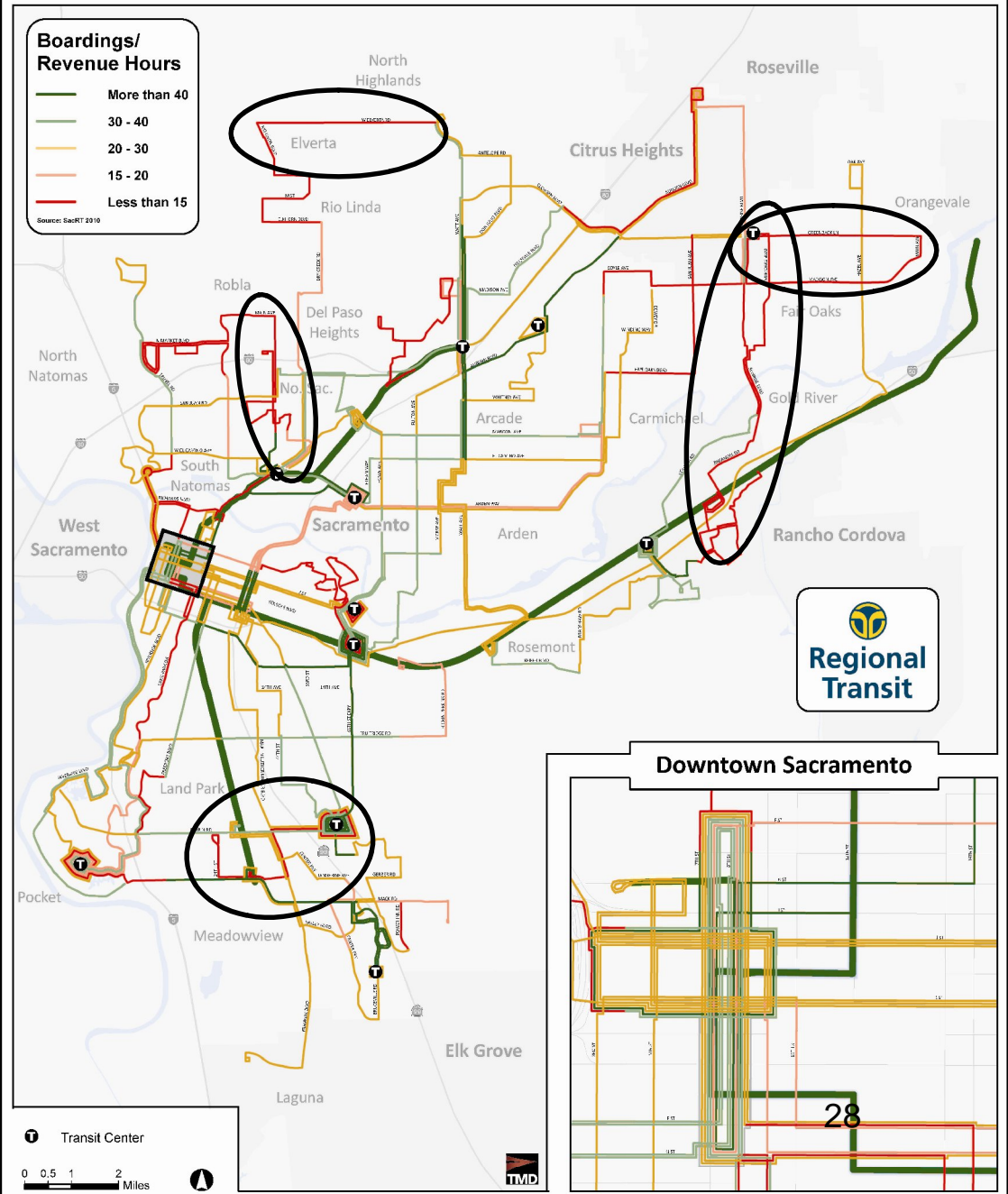
Due to route restructuring/streamlining, smaller segments of routes were also discontinued

Discontinued Service

Discontinued Route Segments:

- Route 28 (north of Zinfandel Dr)
- Route 24 (Madison Ave)
- Route 19 (Elverta Rd)
- Route 16
- Route 47

Passenger Boardings per Revenue Hour



Additional Services

- New and/or reinstated coverage provided in key areas
 - 8 Power Inn Rd
 - 11 Del Paso Blvd
 - 24 Greenback Ln to Folsom LRT (New Route 24)
 - 95 Citrus Heights
 - 74 White Rock Road

Increases in Span and Frequency

Span of Service

- 1, 11, 21, 23, 25, 26, 30, 51, 56, 80/84, 81

Frequency

- 1, 11, 23, 25, 38, 51, 55, 56, 61, 75, 80/84, 81

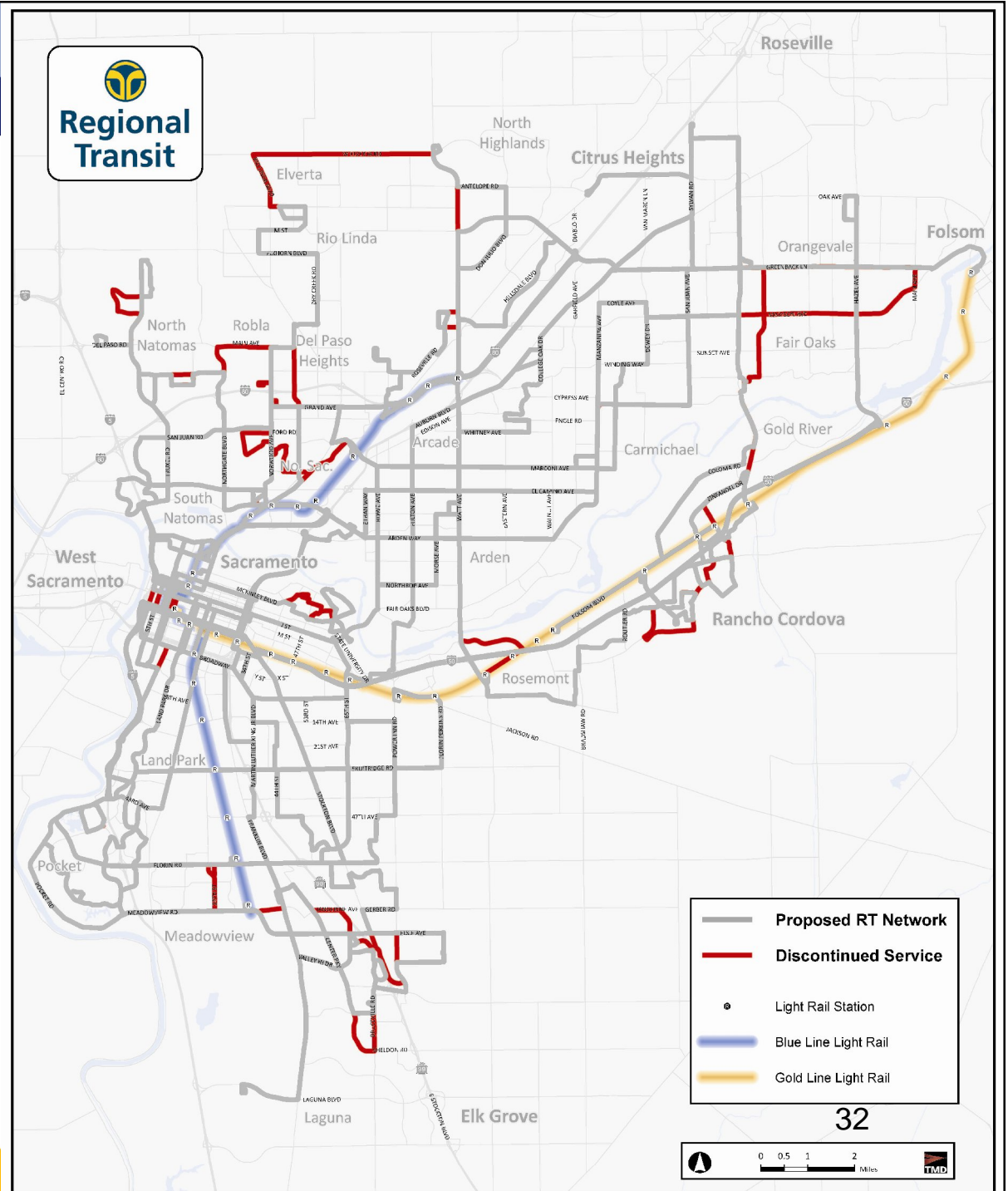
LRT Service*

- Restore Weekday Evening Span to 11 pm
- Increase Weekend Frequency to 15 minutes during peak travel hours
- Blue Line
 - South Line Extension to CRC
 - Limited Stop Service from Watt/I-80 to Downtown
- Gold Line
 - Limited Stop Service from Sunrise to Downtown
- New Green Line Service to Richards Blvd.

*New rail extensions are service expansions outside of TransitRenewal

Transit Network Coverage

- Just over 300 weekday boardings (approx. 150 people) are outside of walking distance (1/3 mile) of proposed service network
- Approximately 15,000 weekday boardings (approx. 7,500 people) with access to more frequent service (over 4,000 on weekends)



TransitRenewal: Putting it All Together

Service Type	Existing Annual Revenue Hours	Additional Annual Revenue Hours	Existing Annual Revenue Miles	Additional Annual Revenue Miles
Bus	500,000	109,000	5.7 M	1.2 M
LRT	68,600	25,400	3.9 M	1.2 M
Total	568,600	134,400	9.6 M	2.4 M

Next Steps

January
2012

- Service Plan to RT Board for information
- Public outreach begins

February
2012

- Set Public Hearing for Service Plan
- Public outreach continues
- Public Hearing

March
2012

- Preferred Service Plan to RT Board for approval