

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
14	10/27/14	Open	Information	10/21/14

Subject: Potential Route 28 Bus Service to Rancho Cordova Library

ISSUE

Informational Update on Potential Route 28 Bus Service to Rancho Cordova Library.

RECOMMENDED ACTION

None.

FISCAL IMPACT

None.

DISCUSSION

Prior to June 2010, the Rancho Cordova Library located at 9845 Folsom Boulevard was served by Route 28. In June 2010, as part of RT's major 20 percent service reductions, Route 28 was shortened and service was eliminated on Folsom Boulevard from the Butterfield light rail station to the Cordova Town Center light rail station, as shown in Attachment 1. In response to inquiries from library representatives, staff has developed a proposal which would essentially return Route 28 to its original alignment (serving the library) on a cost-neutral basis.

Cost-Neutrality – RT's current budget and near-term forecasts do not allow for any net increases in bus service. For this reason, all bus service improvements must be cost-neutral. Cost-neutral improvements can sometimes be accomplished by either reducing service levels on other routes (preferably low-productivity routes) or by reducing break time on nearby routes or through similar improvements in schedule efficiency. In January 2014, Route 28 was extended approximately 1.5 miles from the Cordova Town Center light rail station to the Mather Field/Mills light rail station on a cost-neutral basis. This was accomplished primarily by reallocating unproductive time spent looping around the Cordova Town Center shopping center via Olson Drive to more productive running time on Folsom Boulevard.

Initial Efforts – In February 2014, RT staff met with library representatives and discussed RT's basic constraints, i.e., RT's budgetary situation and the need for a cost-neutral solution. At that time, no schedule efficiencies could be identified. Route 28 was also in a state of flux at that time, as the aforementioned extension to the Mather Field/Mills light rail station had just become effective in January, and staff was responding to customer feedback which had suggested that slight schedule revisions were necessary.

Next Steps – After subsequent inquiries and appearances by library representatives before the RT Board, staff reexamined the issue and considered several new options. One key objective was to minimize disruptions to existing riders on well-utilized routes. Availability of bus stops was another

Approved:

Presented:

Final 10/22/14

General Manager/CEO

AGM of Planning & Transit System Development

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issue, as some segments of Folsom Boulevard lack adequate infrastructure for transit riders and pedestrians. The most important factor was availability of sufficient break time in nearby routes for reallocation to running time. Staff also examined stop-by-stop ridership levels on existing routes to help assess potential impacts to ridership and walking distances. All nearby routes were examined, including Routes 28, 72, 74, 75, 80, and 84. Staff also investigated the creation of a Community Bus Service (CBS) shuttle, to take advantage of lower labor costs; however, the lack of nearby CBS routes to potentially extend or adjust made this option infeasible. Ultimately, extension of Route 28 on its original route proved to be the option most likely to conform to the aforementioned parameters. A proposal to return Route 28 to its original route to the Butterfield light rail station is depicted and described in Attachment 1.

Approval – Extension of Route 28 to Butterfield would constitute a major service change according to RT’s official definitions. The public review and Board approval process for a major change requires Board approval, a public hearing, a Title VI equity analysis, and potentially an environmental analysis. The overall lead time for a major service change is at least six months from beginning of the formal public review process to the effective date.

Timeline – Major service changes must generally be scheduled around RT’s fixed operator bidding schedule, which calls for four annual schedule changes beginning in January, April, June, and September. Major changes related to the former Route 8 are also being contemplated at this time, and are discussed under a separate agenda item. Staff recommends both Route 8 and Route 28 changes be combined into one service change package to become effective coincident with the opening of the Blue Line to Cosumnes River College light rail extension in September 2015. A third item on tonight’s agenda asks the Board to set a hearing date for the combined service change package, initiating the formal public review process.

There are several reasons for combining the changes into one package and waiting until September 2015 to make the changes effective. First, as major service changes, both sets of changes would require their own Title VI and California Environmental Quality Act (CEQA) analyses, 30-day review periods, etc. Combining the two packages into one not only streamlines the administrative process, but is also more consistent with federal guidance on Title VI, which recommends that recipients consider aggregate effects of multiple service changes. Second, the opening of the Blue Line extension is a key part of staff’s recommended changes with regard to the former Route 8. Without the Blue Line extension, the proposed solution, which involves changes to Route 65, would be infeasible, because it would leave Route 65 without a connection to light rail. Third, the Blue Line extension will necessitate adjustments to train times on the Blue Line, and consequentially, on the Gold Line, the Green Line, and many connecting bus routes as well. The task of preparing these systemwide adjustments will be in progress for approximately the next eight months. This process can have a major impact on system efficiency, schedule reliability, connection timing, etc. Major changes implemented between now and September 2015 would tend to disrupt this process and are therefore to be avoided.

In terms of timing alone, the June 2015 schedule change would still be possible to meet, but for the aforementioned reasons, staff suggests targeting the September 2015 schedule change instead. To meet the April 2015 schedule change, all materials for public review, including the full

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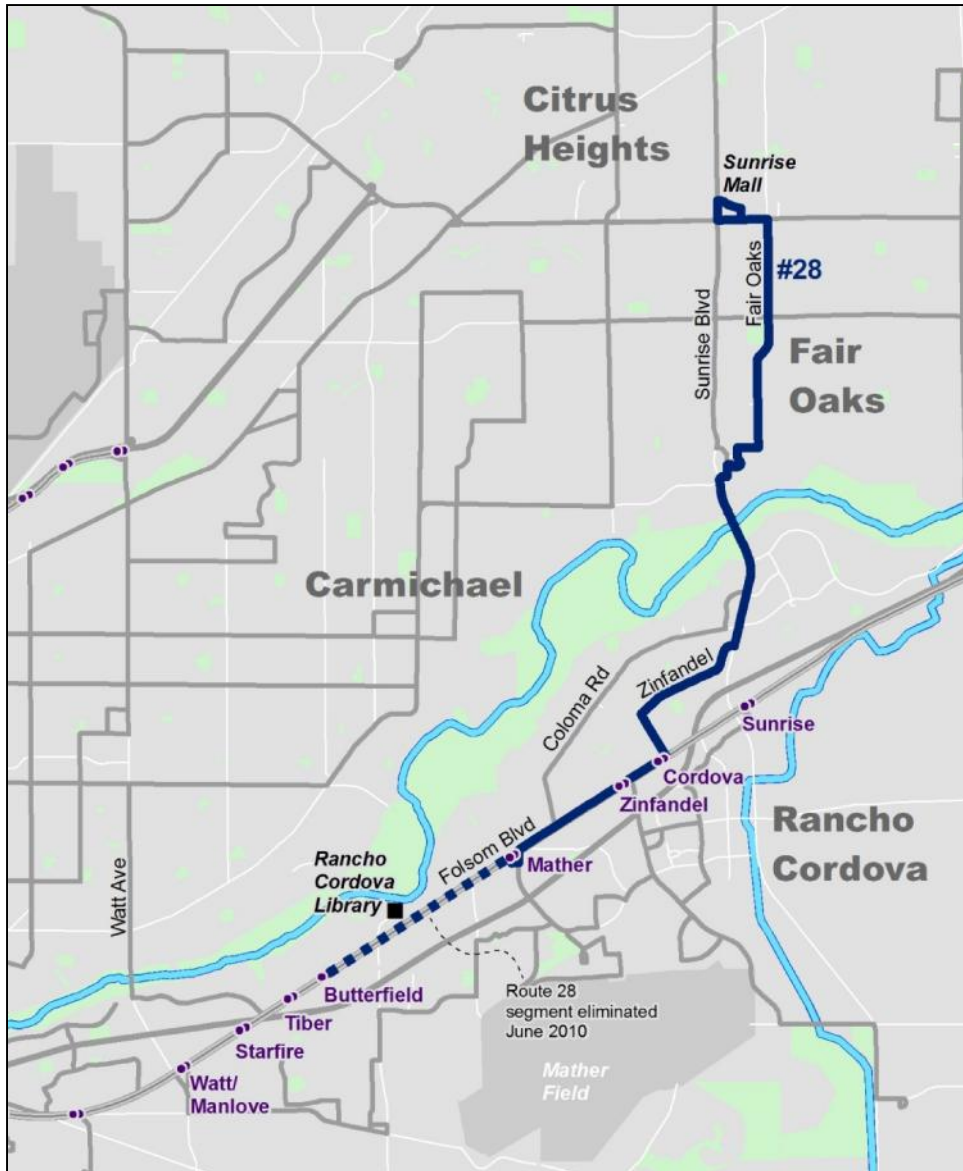
plan, as well as Title VI, and CEQA documents based on that plan, would have had to have been ready for release to the public for review on today's date. Given the number of key unknowns, many of which have become resolved only recently, this timeline was, in the view of staff, unachievable, and in light of the other aforementioned reasons for waiting until September 2015, not advisable.

Route 28

Service to Rancho Cordova Library

Sacramento Regional Transit District
Planning Department

October 27, 2014



Route 28 Proposed Changes

Proposed for September 2015

Route	Proposed Changes
28 Mon-Fri	Service extended from Mather Field/Mills light rail station to Butterfield light rail station via Folsom Blvd. No other changes.

Notes

- Route 28 would be returned to its original alignment prior to service cuts in June 2010.
- Route 28 would stop on Folsom Blvd. at Mather instead of entering Mather/Mills light rail station.
- Span of service will remain approximately 5:15 a.m. to 7:38 p.m.

Daily Ridership

Route	Before	After *
28	270	530

* Ridership forecast based on actual ridership data from 2010 when Route 28 operated the proposed route and schedule.