

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
15	10/27/14	Open	Information	10/21/14

Subject: Informational Update on Route 8 - Power Inn and Realignment of Route 65 - Franklin South

## ISSUE

Informational Update on Route 8 – Power Inn and Realignment of Route 65 – Franklin South.

## RECOMMENDED ACTION

None.

## FISCAL IMPACT

None.

## DISCUSSION

In June 2010, as part of RT’s major 20 percent service reductions, Route 8 (Power Inn) was eliminated. RT’s 2012 TransitRenewal project identified Route 8 as a high priority route for restoration; however, budgetary limitations to date have prevented it from being restored. Annual costs for the route are approximately \$687,000. Per Board instructions on August 25, 2014, staff investigated and was successful in developing a proposal for restoring comparable bus service to the Glen Elder neighborhood on a cost-neutral basis, as shown in Attachment 1.

Public Involvement – Neighborhood representatives approached RT staff at a meeting on November 6, 2013 and the RT Board on November 11, 2013 to inquire about the feasibility of restoring Route 8. On November 14, 2013, staff attended a rally at the George Sim Community Center organized by neighborhood representatives to demonstrate support for bus service in the Glen Elder neighborhood. RT staff expressed at that time that while restoration of Route 8 was part of RT’s TransitRenewal plan, RT’s budgetary situation would not permit RT to reinstate the route immediately or in the near future.

On August 25, 2014, staff presented RT’s Short Range Transit Plan, which included a list of cost estimates for all service improvements currently contemplated by RT. This list included a line item for Route 8, showing that according to RT’s current financial forecasts, the route could not be restored until Fiscal Year 2019. Following comments from neighborhood representatives, the Board instructed staff to investigate ways to accelerate restoration.

Basic Principles – On September 10, 2014, staff met with neighborhood representatives to discuss basic objectives and agreed to the following: (1) all options must be cost-neutral; (2) all options must meet the basic requirements expressed by residents, specifically, regular fixed-route service on at least 60 minute headways providing access to Florin Towne Centre, Hiram Johnson High School, and bus connections at the University/65th Street light rail station; (3) adverse

Approved:

Presented:

Final 10/22/14

General Manager/CEO

AGM of Planning & Transit System Development

J:\Board Meeting Documents\2014\18 October 27, 2014\Route 8 - IP.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
15	10/27/14	Open	Information	10/21/14

Subject: Informational Update on Route 8 - Power Inn and Realignment of Route 65 - Franklin South

impacts to other major bus routes should be avoided or minimized, including bus/rail connections and on-time performance; and (4) the changes should improve or at least maintain systemwide ridership.

Options – At a follow-up meeting on September 29, 2014, staff shared specific options with neighborhood representatives. Feedback included concern about impact on other routes as well as well as reiteration of the need for direct service to Florin Towne Centre, Hiram Johnson High School, and the University/65th Street light rail station. The cost-neutrality requirement makes some impacts to nearby routes unavoidable; however, staff was able to develop several revised alternatives with fewer negative impacts. At a follow-up meeting with neighborhood representatives on October 20, 2014, a single preferred option was presented by staff and endorsed by neighborhood representatives. This option involves realigning Route 65 (Franklin South) and is shown in Attachment 1 as the staff recommendation.

Approval Requirements – The proposed changes 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 to Route 28 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.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
15	10/27/14	Open	Information	10/21/14

Subject: Informational Update on Route 8 - Power Inn and Realignment of Route 65 - Franklin South

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 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. Neighborhood representatives have been briefed on this timeline and have endorsed staff's recommended approach.

# **Routes 8 and 65**

## **Informational Update on Potential Service Changes**

Sacramento Regional Transit District  
Planning Department

October 27, 2014

## Background

- Route 8 – Power Inn eliminated in June 2010
  - Part of major 20 percent service cuts related to state funding reductions
  - Recommended for reduction based on low ridership; but was one of the “best” routes eliminated
- Identified for restoration in TransitRenewal (2012)
  - Budgetary shortfalls have prevented it from being restored according to schedule
- Interest from neighborhood representatives
  - Avondale/Glen Elder Neighborhood Association (AGENA)
  - Capitol Region Organizing Project (CROP)
  - Appeared before RT Board on 11/11/13
  - Held rally at George Sim Community Center on 11/14/13

## Route 8 – Power Inn (Original Alignment)

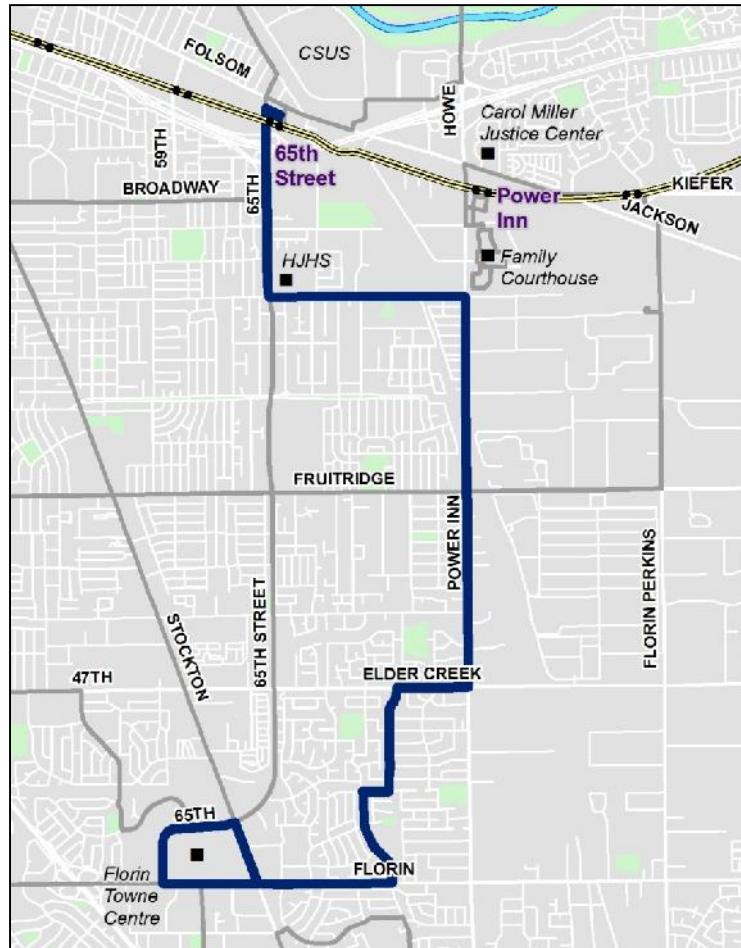


- **Power Inn Station to Florin Towne Centre**
  - Via Power Inn Road, Elder Creek Road, 7<sup>th</sup> Street, Lawnwood Drive, Briggs Drive, Florin Road, 65<sup>th</sup> Street, and Stockton Blvd.
- **Key Destinations**
  - Florin Towne Centre, Glen Elder Neighborhood, Family Courthouse
- **480 boardings per day**
  - 30-minute headways Mon-Fri
  - 16 boardings per revenue hour
  - Below productivity standards (20 boardings per hour)
- **“Half-Price” Option**
  - 350 boardings per day \*
  - 60-minute headways Mon-Fri
  - 22 boardings per revenue hour \*
  - Would meet productivity standards
- **Does not meet key objective of direct service to HJHS and 65<sup>th</sup> Street light rail**
  - Requires 15-minute walk to get to Hiram Johnson HS
  - Requires transfer to reach CSUS and connecting buses at 65<sup>th</sup> Street

- [Estimated Ridership] = [Ridership on Original Route] / [1 + Elasticity]  
= [480] / [1.35] = 350

0.35 elasticity assumed for 30 to 60 minute headway change

## Route 8 – Power Inn (TransitRenewal Alignment)



- 65<sup>th</sup> Street Station to Florin Towne Centre
  - Via 65<sup>th</sup> Street, 14<sup>th</sup> Avenue, Power Inn Road, Elder Creek Road, 7<sup>th</sup> Street, Lawnwood Drive, Briggs Drive, Florin Road, 65<sup>th</sup> Street, and Stockton Blvd.
- Key Destinations
  - Florin Towne Centre, Glen Elder Neighborhood, Hiram Johnson HS, Family Courthouse (via 10 minute walk)
- Pros
  - More direct service to Hiram Johnson High School and CSUS
  - More bus connections at 65<sup>th</sup> Street station
    - Routes 26, 38, 81, 82, 87
    - CSUS Hornet Shuttle, Megabus
  - Preferred by CROP and AGENA
  - Operational advantages (more interlining and relief opportunities)
- Cons
  - Requires twice as many resources (2 buses instead of 1) as “Half Price” 60-minute headway option to Power Inn station (on previous page)
  - 10-minute walk to Family Courthouse on Power Inn Road
- 375 boardings per day \*
  - 60-minute headways
  - 13 boardings per revenue hour
  - Below productivity standards (20.0 boardings per hour)

- [Ridership Estimate] = [60m Power Inn Option] + [Gain from 65<sup>th</sup> Alignment]  
= 350 + 25 = 375

Assumes net gain of 25 riders from realigning from Power Inn to 65<sup>th</sup> Street

## Background, cont.

- RT publicly-stated position
  - Restoration of Route 8 is a high-priority improvement from TransitRenewal
  - Route would cost approximately \$687,000 annually to operate
  - RT's budget does not include adequate funds for new service to reinstate
- Recent developments
  - Short Range Transit Plan (presented 8/25/14) showed Route 8 restoration in FY 2019
  - Comments from CROP and AGENA before RT Board
  - Board instructed staff to re-investigate options for accelerated restoration
  - Staff discussed basic objectives with CROP/AGENA on 9/10/14
  - Staff shared preliminary options with CROP/AGENA on 9/29/14
  - Staff shared new preferred option and other revised alternatives with CROP/AGENA on 10/20/14



## Requirements

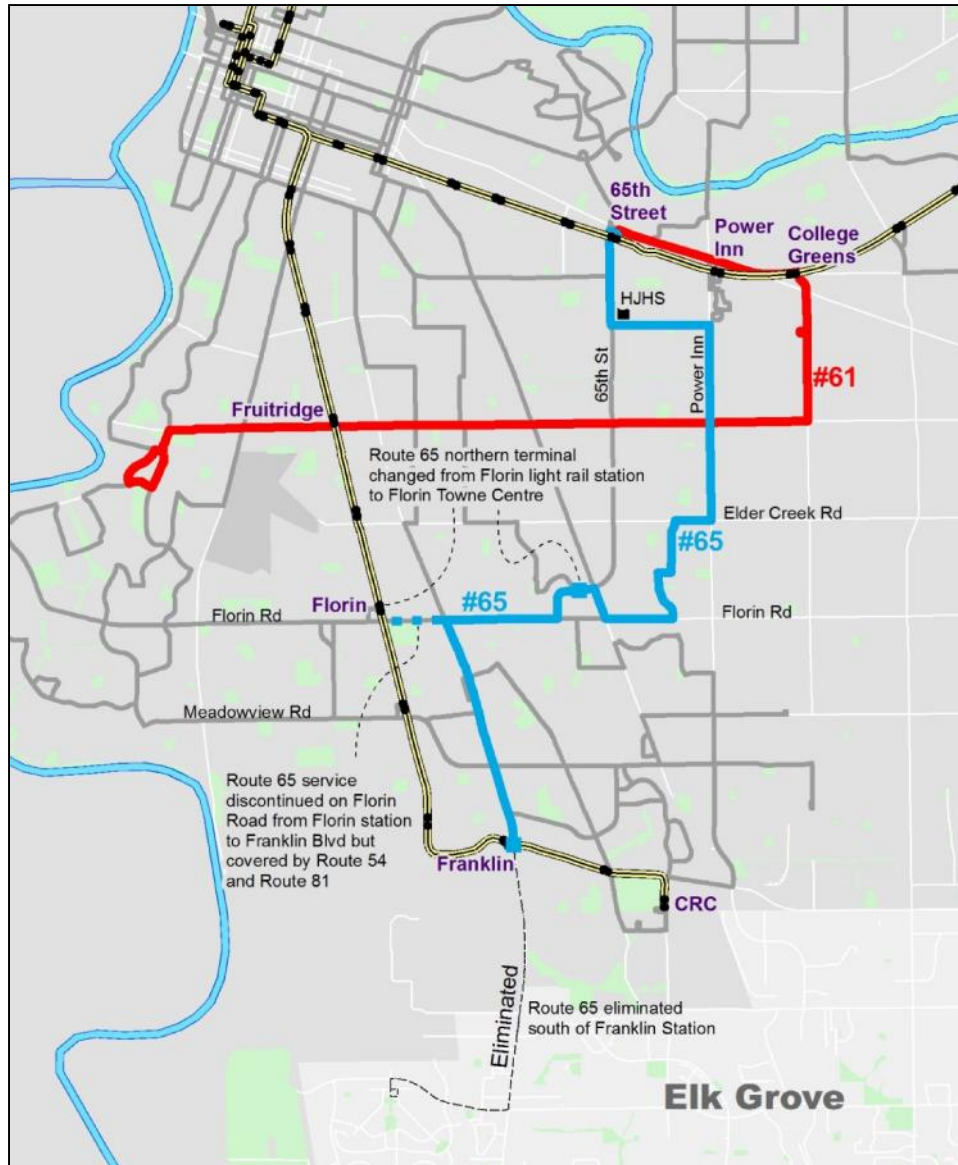
- **Cost neutrality**
  - Reduce break time on nearby routes where possible
  - Reduce or eliminate low-ridership routes or route segments
- **Meet basic requirements for residents**
  - Direct service to Florin Towne Centre, Hiram Johnson HS, Univ/65<sup>th</sup> Street Station
  - Weekday service on 60 minute headways from about 6:00 a.m. to 9:00 p.m.
- **Avoid/minimize negative impacts to other routes**
  - Especially major routes that are performing well
- **Increase or maintain overall ridership**

## Progress to Date

- First approach
  - Route 8 requires 2 buses in service all day
  - Some routes or route segments would have to be eliminated
  - Considered cutting low-productivity routes and route segments (see Attachment 2)
    - Routes 6, 24, 28, 47, 65, and 95 all below productivity standards and lower than Route 8 productivity projections
  - Neighborhood representatives opposed cuts to other neighborhoods
  
- Revisions
  - Blue Line to CRC extension adds station at Franklin, allows new alternatives
  - Staff revised alternatives
  - Recommended option
    - Cut southern segment of Route 65
    - Discontinue Route 65 service to Florin light rail
    - Extend northern segment of Route 65 to serve Glen Elder (using preferred Route 8 alignment)
    - Eliminated segment of Route 65 would be primarily outside of RT's service area (in Elk Grove)
    - City of Elk Grove may opt to cover this segment
    - Light rail connection would still exist at Franklin station (opening September 2015)
    - Wait until September 2015 to make changes effective
    - Meets all requirements with fewest impacts to other routes

## Proposed Changes

Proposed for September 2015



Route	Proposed Changes
61 Mon-Fri	Service into Power Inn station discontinued (covered by Granite Park Shuttle). From College Greens station, Route 61 would be extended to 65 <sup>th</sup> Street station via Folsom Blvd.
65 Mon-Fri	Service discontinued at Laguna Town Hall in Elk Grove and on Laguna Blvd. and Franklin Blvd. from Laguna Blvd. to Cosumnes River Blvd. Service also discontinued at Florin light rail station and on Florin Road from Florin light rail station to Franklin Blvd (covered by Routes 54 and 81). New route will operate from Franklin light rail station (on Franklin Blvd. at Cosumnes River Blvd., due to open in September 2015) to 65 <sup>th</sup> Street light rail station via Franklin Blvd., Florin Road, 65 <sup>th</sup> Street (to Florin Towne Centre), Stockton Blvd. Florin Road, Briggs Drive, Lawnwood Ave., 75 <sup>th</sup> Street, Power Inn Road, 14 <sup>th</sup> Ave., and 65 <sup>th</sup> Street.

### Notes

- City of Elk Grove could opt to cover Laguna Blvd and South Franklin where Route 65 service would be discontinued
- Allows Route 61 and 65 riders to transfer directly to major bus routes at 65<sup>th</sup> Street (e.g., Routes 26, 38, 81, 82, 87, Hornet Shuttle, Megabus)
- Scheduled wait time at Florin Towne Centre may be desirable to facilitate transferring between routes (47, 51, 55, 67, 67, 81)

### Daily Ridership

Route	Before	After
65	390	525
61	685	685
TOTAL	1,075	1,210