



**CITY OF ELK GROVE
CITY COUNCIL STAFF REPORT**

AGENDA TITLE: Provide staff direction regarding the Noticing of Potential Transit Service Adjustments and Scheduling of a Public Hearing for May 26, 2010 to Consider Service Adjustments

MEETING DATE: March 24, 2010

PREPARED BY: Tiffani M. Fink, Transit System Manager

DEPARTMENT HEAD: Richard Shepard, Public Works Director

RECOMMENDED ACTION:

Staff seeks direction regarding the noticing of potential transit service adjustments and the scheduling of a public hearing for May 26, 2010 to consider service adjustments necessary to offset declining revenues and to coordinate service with Sacramento Regional Transit.

BACKGROUND:

The adopted Transit budget for Fiscal Year 2009-10 includes an operating deficit of approximately \$1.7 million. On July 22, 2009, the City Council adopted a schedule of service adjustments effective September 1, 2009 to close the deficit. A copy of the staff report and the selected schedule of adjustments are included in this staff report as Attachment 2. On August 26, 2009, the City Council restored limited weekend service and increased the trip frequency of Route 52 and Route 53.

The service adjustments as presented on July 22 were the last adjustments in a series of service changes, fare increases and contract modifications designed to make the Transit Fund self-sustainable. The reduction in

funding from the State of California along with a decline in sales tax revenues directly impacts the City's delivery of services.

While passengers are charged a fare to ride, those fares represent only 20% of the service costs incurred by the City. Even after the fare increase, Transit offers a significant reduction in the cost of commuting for the average commuter:

Mode of Commute Travel	Estimated Cost
Passenger Car (gas and parking) ¹ , annual expenses	\$4,878
<i>e-tran</i> (12 months of <i>e-tran</i> passes)	\$1,200
<i>e-tran</i> (12 months of <i>e-tran</i> passes net of subsidy for State employees)	\$420

The service adjustments presented on July 22 and August 31 were evaluated against performance measures, including ridership levels, frequency, deadhead (time a bus travels empty at the beginning or end of a trip), redundancy and cost recovery. City staff, MV Corporate and MV local staff reviewed the ridership data, boarding patterns and redundancy to develop the comprehensive proposal of options presented. The service adjustments were designed to minimize the impacts to the passengers utilizing the system by taking advantage of operational efficiencies. In addition, a complete survey was undertaken on each local route to determine the boarding patterns of each individual run that a route operates. To date, these reductions have resulted in the necessary savings with limited impact to total system ridership. Staff has worked with passengers in identifying alternative routing to complete their trips, thus resulting in sustained ridership.

The action taken on July 22 discontinued local fixed route services on weekends due to low ridership. In addition to the reduced operating costs due to billed hourly costs, the City was able to achieve a reduction in the fixed costs billed to the City by MV through their reduction in costs associated with maintenance, dispatch and management. Additional savings have been realized since September 1 due to the introduction of automated dispatching software for the *e-van* service.

¹ Cost calculation from American Public Transit Association commute calculator, adjusted for Sacramento-area commutes. The calculator is available on the *e-tran* web site.

ANALYSIS:

On March 8, 2010, Sacramento Regional Transit District (Sac RT) conducted a public hearing to solicit responses to their proposed service adjustments. In response to an approximately \$35 million shortfall in the next 18 months, Sac RT has issued approximately 200 layoff notices (20% of workforce) as well as evaluating service reductions totaling nearly 30% of the services they provide. Due to the scale of cuts outlined by Sac RT, impacts will be felt on the *e-tran* system. The City has worked closely with Sac RT to ensure seamless travel between the two systems. This directed cohesion means that cuts to the Sac RT system will directly affect *e-tran* operations and will most likely result in missed transfers and *e-tran* services that extends beyond the RT operating hours. A copy of the Sac RT staff report, which outlines the magnitude of their cuts, including the elimination of service after 8 pm and all weekend service, is provided as Attachment 1.

Due to the scale of the adjustments, staff will likely be required to alter several of our core routes beyond the 20% allowed to be completed administratively. Therefore, staff seeks direction from the City Council to notice potential service adjustments following final adoption of the Sac RT reductions and a full impact analysis on City transit operations. Staff proposes to conduct two evening public meetings, as well as two mid-day meetings (one at the Franchise Tax Board office and another in Downtown Sacramento) on the proposed adjustments. A public hearing is proposed for the May 26 council meeting with final action considered by the Council at its first meeting in June. It is anticipated any service adjustments would take effect August 1.

FISCAL IMPACT:

As revenues decline and Sac RT services change, the City Transit staff continues to evaluate our services to ensure that the appropriate level of service is provided. Should the City not adjust service at this time, the City would incur costs to operate service that does not effectively serve its customer. The operating deficit would either add to the fund's negative reserve status or be borne by the General Fund.

ATTACHMENTS:

1. Sacramento Regional Transit Staff Report Item #9 and #10
2. August 31, 2009 Staff Report on Possible Service Re-instatement
 - a. Attachment 1 - July 22, 2009 Staff Report on Service Adjustments

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	02/22/10	Open	Information	02/15/10

Subject: FY 2010 Mid-Year Operating Budget Update and FY 2011 Projections

ISSUE

To provide the Board with a FY 2010 mid-year status report on operating revenues and expenditures with projections to year-end; FY 2011 revenue outlook, and a re-balancing plan for the FY 2010 and FY 2011 Budgets.

RECOMMENDED ACTION

Informational only.

FISCAL IMPACT

None as a result of this staff report.

DISCUSSION

The purpose of this issue paper and attachments are to: (1) provide the Board with a mid-year update on Regional Transit (RT)'s current operating budget in light of existing economic and financial conditions, (2) highlight major impacts to RT revenues resulting from the proposed FY 2011 State Budget and other contributing economic factors, and (3) provide the Board with a comprehensive 18 month re-balancing plan for the FY 2010 and FY 2011 Budgets.

Background:

On June 22, 2009, following extensive public input and further direction from the Board to minimize service cuts, staff presented a balanced FY 2010 Preliminary Operating Budget of \$139.3 million and a FY 2010 Capital Budget of \$117.1 million, which were subsequently adopted by the Board. The adopted operating budget incorporated all known revenues and expenditures at that time; fare structure changes and increases; a scaled back service reduction of \$700,000; and \$1 million in potential service cuts scheduled for January 1, 2010, if additional revenue or cost savings could not be identified.

On August 24, 2009, RT staff reported an increase in revenue due to the availability of stimulus funds and additional decreases in revenues due to the economic decline. These were combined with an increase in carryover to the new budget year (due to a favorable FY 2009 year-end adjustment for Workers Compensation and Property Liability/Property Damage insurance) to enable staff to present a revised and re-balanced operating budget for consideration that eliminated the potential service cuts scheduled for January 1, 2010. The FY2010 Budgets were amended to increase the Operating Budget to \$140.8 million; and decrease the Capital Budget to \$97.4 million.

Approved:


General Manager/CEO

Presented:


Chief Financial Officer

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	02/22/10	Open	Information	02/15/10

Subject: FY 2010 Mid-Year Operating Budget Update and FY 2011 Projections

Economic Conditions:

Since the FY 2010 Budgets were adopted, the overall outlook for RT has worsened from earlier projections of severely constrained operating and capital revenues through FY 2010, leveling off in FY 2011. Projections now indicate a precipitous decline in revenues in both years. High unemployment in the region, combined with the State’s forced furloughs of 3 Fridays per month and lower gas prices, have caused significant changes in fare media buying patterns and the use of the RT system itself. Compounding these significant impacts is the continuing decline in sales tax based revenues that will likely not rebound until both unemployment is reduced and the housing market improves. The demands on the state budget also continue to undercut the availability of state transit funding support.

Revenue Discussion

The following analysis is provided to illustrate the impact of each declining segment of RT revenue.

Fare Revenues

Staff evaluated the effects of the fare policy changes and fare increases implemented with the FY 2010 Budget over the first six months of the year to determine the impacts of those changes in light of regional economic conditions. In short, RT’s fare revenues have not met projections during the first six months of FY 2010 and are not expected to increase significantly during the second half of the year. Fare revenue continues to climb but at a much lower than projected rate. FY 2010 fare revenues are now projected to be \$33 Million, or \$7.9 Million less than budgeted.

Local Transportation Funding

Recent information received from the Sacramento Area Council of Governments (SACOG) indicates a serious decline in projections for FY 2010 sales tax receipts with the prospect of additional steep declines in FY 2011. The SACOG Board of Directors will consider a revised Findings of Apportionment of Local Transportation Funds (LTF) for FY 2011 and a Revised Sacramento County Findings of Apportionment for FY 2010 on February 18th. It is expected that FY 2010 projected receipts will be further reduced by 10%, bringing the total year-to-year reduction in LTF to 18.8%. The additional impact in dollars is estimated to be a decline by \$2.6 Million in FY 2010, with a subsequent decline of 14% in FY 2011 estimated at \$3.9 Million, for an additional two-year decline of \$6.5 Million from LTF alone.

Measure A Funding

The Sacramento Transportation Authority (STA) Board will also consider action on March 11th to formally revise Measure A allocations for FY 2010 downward by as much as 16% and to lower Measure A projections for FY 2011. If STA matches Sacramento County estimates used by SACOG, those numbers will mean a decline by as much as \$4.5 Million in FY 2010, with a subsequent decline by \$3.3 Million in FY 2011, for an additional two-year decline in Measure A revenue of \$7.8 Million.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	02/22/10	Open	Information	02/15/10

Subject: FY 2010 Mid-Year Operating Budget Update and FY 2011 Projections

State Funding

Although the State Supreme Court upheld the Appellate Court ruling that the State of California's raid of transit funds was illegal, the Governor ignored the ruling and issued his proposed budget for FY 2011 in January 2010 to eliminate the sales tax on gas and diesel fuel and replace it with an excise tax dedicated to non transit or capital only purposes. If adopted by the Legislature, this action will effectively eliminate any operating revenue from State sources for RT or other California transit agencies. Although there are counter proposals under consideration in the Legislature, due to the uncertainty of this funding source, RT can no longer hold out for a favorable outcome to balance the FY 2010 budget or provide revenue in FY 2011. These budget projections are prepared without expectation of State funding for operations in either FY 2010 or FY 2011.

Federal Funding

Federal funding from Section 5307 Urbanized Area Formula funds will also decline by \$2.5 million in FY 2011 due to the expiration of an agreement among local transits for RT to receive a larger share of regional funds for a number of years.

Federal Stimulus Funding

Federal stimulus funds received in FY 2009 and in FY 2010 are not currently projected for FY 2011. If a second stimulus program is approved that mirrors the first, RT estimates that it could receive up to \$4 Million in FY 2010 (assuming an operating funds component) and \$10.5 million in preventative maintenance in FY 2011. Although there has been much discussion of a second round of stimulus funding, as of the date of this writing, no additional stimulus has yet been authorized and so is not included in the re-balancing plan proposed later in this staff report.

Other Revenues

The additional six months of CNG rebate revenue added to the FY 2010 Budget in August 2009, to partially offset the removal of the planned service cut in January must now be withdrawn from the budget. Although it appeared promising in August 2009, none of the legislation to which the extension was attached passed in both houses. Extension language retroactive to January 1, 2010, was included in the "Jobs Bill" passed by the House of Representatives earlier this year, however, the Senate has not yet passed the bill and with yet another version of the bill in the works for proposal in the Senate, it is not certain when or if a bill will pass or if the CNG rebate extension will be included in the final version. As a result, approximately \$750,000 in rebate revenue will not be realized in FY 2010, and \$1.5 Million will not be available in FY 2011 without legislation to extend the rebate.

RT is facing a "perfect storm" of revenue losses that, once revised, will take projected revenue for FY 2010 from current sources below 2006 levels. Projections for FY 2011 will fall below 2004 levels.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	02/22/10	Open	Information	02/15/10

Subject: FY 2010 Mid-Year Operating Budget Update and FY 2011 Projections

As a result of the failure of revenues to adequately fund RT programs and facilities caused by these developments, RT is projected to have a fiscal emergency as defined under Public Resources Code section 21080.32, wherein it is projected to have negative working capital within one year absent action.

Attachment 1 provides an eleven year look at revenues with projections for FY 2010 and FY 2011.

Re-Balancing Measures Undertaken To-Date

Structural deficits such as RT is now facing are usually not slow in the making and this is no exception. While RT has withstood ever-increasing raids on transit funds and fluctuations in the economy by undertaking numerous revenue enhancement and cost cutting measures, revenues have continued to decline to the point where additional internal measures can no longer meet the additional shortfall.

A quick review of the cumulative list of actions RT has taken to meet budget shortfalls will show RT has implemented increasingly intense re-balancing measures to meet the resulting shortfalls, as the State of California began to raid transit funds in 2008. Staffing levels have been kept low with positions frozen in place and expenditure levels are carefully considered. More than \$39 Million in State funding reductions in the last three fiscal years have been met. Careful, even frugal management has enabled RT to continue to provide service with minimal reductions until now. It should not be a question of "how has RT been managing its money"; the question should be "how has RT managed so well for so long."

An updated summary of actions RT has taken to meet budget revenue shortfalls is provided as Attachment 2.

18 Month Re-Balancing Plan

RT staff began the process of developing a cost cutting plan in January when it was determined after six months of experience that fare revenues would not achieve projected levels. Early indications were that additional internal measures could bridge the fare revenue gap. However, when new information was received that sales tax based revenues would be formally revised downward again, and the full depth of the projected revenue loss was known, RT executive staff began an almost continuous series of meetings to intensify district-wide cost cutting measures that would include administrative staff reductions in anticipation of deep service cuts.

Due to the late notice of the decline in revenues in FY 2010 and the time required to publicly notice and implement service reductions, RT will be unable to meet the shortfall with re-balancing strategies during the remainder of FY 2010 alone. Therefore, a re-balancing plan for the second half of the current fiscal year combined with the next budget year is proposed to bring revenues and expenditures into balance by June 30, 2011.

Attachment 3 provides an updated look at the FY 2010-2011 Operating Budget Worksheet that projects all operating revenues and the projected shortfall before remedial action.

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
9	02/22/10	Open	Information	02/15/10

Subject: FY 2010 Mid-Year Operating Budget Update and FY 2011 Projections

Attachments 4 and 5 provide a re-balancing summary and worksheet that illustrate the effect of reducing non-labor operating costs to a “bare-bones” level; annualized net savings from administrative layoffs; and district-wide service cuts at the level necessary to bring the agency into balance if all assumptions are met, including cooperation from labor unions to meet the zero-based budget requirements that have been in negotiations since April of 2009.

Staff will go over these attachments at the February 22nd Board meeting.

Critical Issue

Maintaining adequate cash flows is a critical issue in maintaining RT's viability as a going concern. Staff has been evaluating cash flow levels in light of the dramatically reduced revenue projections. Current calculations indicate that if all assumptions come through as planned, the agency will be able to survive.

The primary assumption is that RT will be able to maintain its Line of Credit with Wells Fargo Bank at \$25 Million. Finance staff will meet with Wells Fargo Bank staff on March 5th to continue discussions on RT's financial condition and future projections. There is every indication that Wells Fargo Bank will work with RT through the current fiscal emergency as long as a plan exists to solve the problem.

Additional assumptions include labor union cooperation to bring in the concessions needed to meet the expected zero-base levels for both FY 2010 and FY 2011; labor and fringe costs coming in at projected reduced levels; and all non-labor operating costs kept at projected reduced levels. This will require intense effort and cooperation on the part of every employee remaining at RT.

Steps Ahead

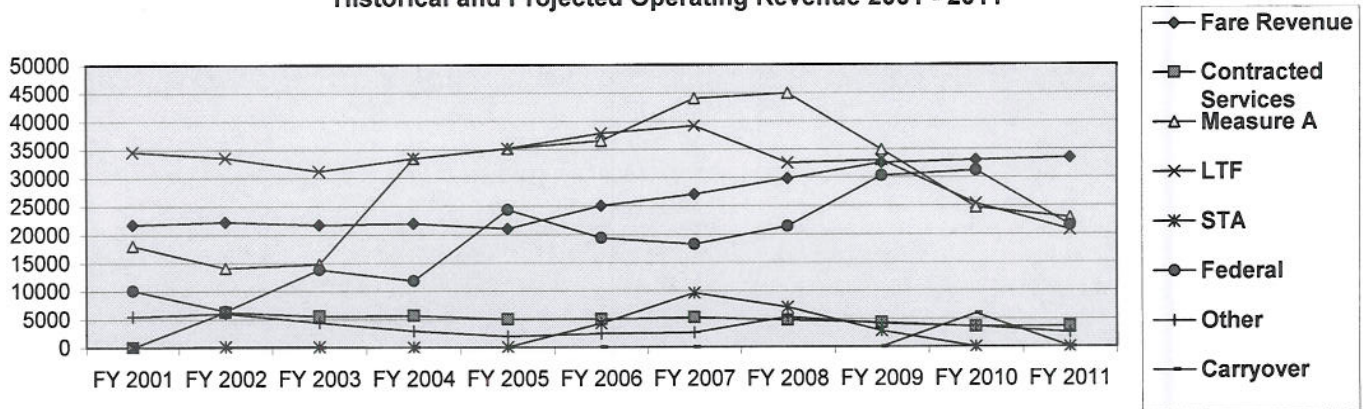
- March 8, 2010 Public Hearing on service reductions
- March 22, 2010 Following actions by SACOG and STA, RT staff will propose revisions to the FY 2010 Operating Budget to reduce revenue projections and adjust expenditures to the greatest extent possible for the remainder of FY 2010.
- March 22, 2010 Board considers determination of a fiscal emergency under Public Resources Code section 21080.32
- March 22, 2010 Adopt service reductions
- March 22, 2010 Staff will propose FY 2011 Operating and Capital Budgets for 60 day review and call for a public hearing.
- April 12, 2010 Public Hearing on FY 2011 Budget
- June 14, 2010 Adopt FY 2011 Budget
- June 20, 2010 Implement Service Reductions
- July 1, 2010 Begin FY 2011 Budget Year

**SACRAMENTO REGIONAL TRANSIT DISTRICT
HISTORICAL AND PROJECTED OPERATING REVENUE - FY2001 to FY2011**

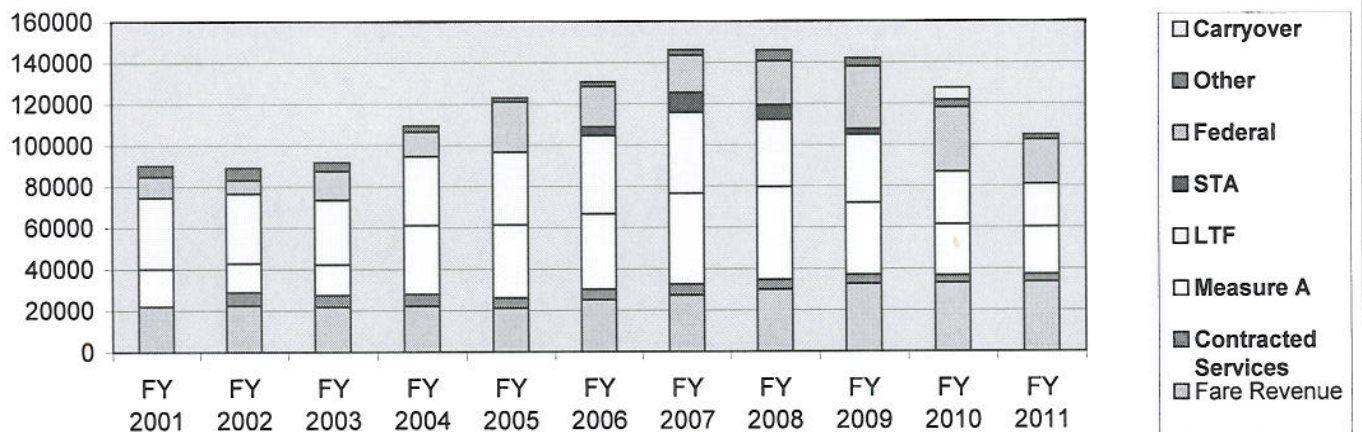
(in millions)

OPERATING REVENUES	FY 2001	FY 2002	FY 2003	FY 2004	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
Fare Revenue	\$21,847	\$22,305	\$21,745	\$22,004	\$21,101	\$25,072	\$27,101	\$29,866	\$32,571	\$33,071	\$33,471
Contracted Services	\$0	\$6,320	\$5,561	\$5,697	\$4,970	\$4,993	\$5,295	\$4,732	\$4,311	\$3,552	\$3,674
Measure A	\$18,111	\$14,144	\$14,806	\$33,433	\$35,164	\$36,568	\$44,039	\$44,946	\$34,872	\$24,667	\$22,890
LTF	\$34,619	\$33,571	\$31,235	\$33,444	\$35,244	\$37,861	\$39,150	\$32,568	\$33,057	\$25,365	\$20,719
STA	\$0	\$180	\$86	\$0	\$46	\$4,251	\$9,650	\$7,044	\$2,796	\$0	\$0
Federal	\$10,109	\$6,483	\$13,886	\$11,853	\$24,400	\$19,413	\$18,273	\$21,426	\$30,309	\$31,214	\$21,519
Other	\$5,522	\$6,043	\$4,391	\$2,944	\$1,954	\$2,414	\$2,603	\$5,314	\$4,129	\$3,594	\$2,495
SUBTOTAL	\$90,208	\$89,047	\$91,710	\$109,374	\$122,879	\$130,572	\$146,112	\$145,896	\$142,046	\$121,465	\$104,770
Carryover	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$7,289	\$4,387	\$5,883	\$0
TOTAL	\$90,208	\$89,047	\$91,710	\$109,374	\$122,879	\$130,572	\$146,112	\$153,185	\$146,433	\$127,348	\$104,770

Historical and Projected Operating Revenue 2001 - 2011



Historical and Projected Operating Revenue 2001-2011 (In Total)



**SACRAMENTO REGIONAL TRANSIT DISTRICT
ACTIONS TO MEET STATE BUDGET REVENUE SHORTFALLS**

ACTIONS TO MITIGATE THE FY 2008 BUDGET SHORTFALL OF \$8 MILLION:

1. Deferred \$2.3 million in operating expenditures.
2. Eliminated 5 non-operating positions and froze an additional 28 positions.
3. Conducted a thorough review of employee medical dependent coverage eligibility which resulted in a cost reduction of \$300,000 per year by removing ineligible dependents from plans.
4. Instituted cost reduction and cost containment measures in all discretionary spending areas including supplies, professional services, travel, and non-essential meeting expenses.
5. Non-labor cost increases were limited to 2.0% and labor and fringe benefit growth was limited to 4.0% over the prior year budget.
6. Scaled back or indefinitely delayed 91 capital projects to reprogram flexible funding to operations.
7. Eliminated 5% of unproductive bus service.
8. Management cost-of-living increase for FY 2008 was cancelled.

ACTIONS TO MITIGATE THE FY 2009 BUDGET SHORTFALL OF \$22 MILLION:

9. Filed and received CNG fuel rebates from the Federal Government (ongoing).
10. Reduced travel and participation in non-essential meetings and community events.
11. Discontinued the Paratransit Group Pass effective 12-1-08.
12. Further reduced staffing levels and froze all non-critical vacancies.
13. Increased the pension amortization period from 20 to 30 years on both pension plans to reduce fringe benefit expenditures.
14. Re-negotiating existing fare and transfer agreements to minimize cash outlay.
15. Increased overall fare structure by 11.7% effective 1-1-09.
16. Increased Paratransit Fares by 12.5% effective 1-1-09.

ACTIONS TO MITIGATE THE FY 2010 BUDGET SHORTFALL OF \$9 MILLION:

17. Implemented class & pay study to bring salaries to a competitive level, then froze any possibility of movement through the improved ranges for over 18 months.
18. Intensified the two years old hiring freeze with consideration of permanently eliminating positions that have remained unfilled for two years or more.
19. Eliminated almost all contract workers and intern opportunities.

**SACRAMENTO REGIONAL TRANSIT DISTRICT
ACTIONS TO MEET STATE BUDGET REVENUE SHORTFALLS**

20. Reduced community based memberships and sponsorships.
21. Reduced remaining travel and training by two-thirds.
22. Implemented "zero-base" salary and benefit program requiring each labor union to determine a combination of strategies to absorb rising costs so that total costs in FY 2010 are the same as the base year (FY 2009).
 "Zero-Base" Strategies include:
 - a. Salary freeze;
 - b. Suspension of vacation, sick leave, floating holiday sell backs;
 - c. Furloughs of 9+ days over 18 months;
 - d. Increased insurance premium payment share by employees from 8% to 10%;
 - e. Increased insurance co-pays for office visits; and
 - f. Reduce RX replacements per co-pay from 90 day to 30 day supply.
23. Reduce Professional Services costs and limit to prior year total for larger contracts such as Paratransit Inc., and Security Services, which make up 76% of this category.
24. Reduce facilities services contracts for internal services such as janitorial services, for example, from 7 days to 5 days per week.
25. Developed and planned implementation of a district-wide cost allocation plan that will provide a mechanism to legitimately shift indirect costs by as much as \$2 million each year from operations to capital projects (currently awaiting FTA approval).
26. Pursue additional grant opportunities for preventive maintenance and other purposes that will shift additional labor costs from operations to capital (ongoing).
27. Eliminated Lifetime Pass for customers 75 and older effective 9-1-09, grandfathering in current pass holders.
28. Increased Paratransit Monthly Pass from \$100 to \$125.
29. Adopted fare structure adjustments (Increases to single fare, elimination of future Lifetime passes, creation of "Super Senior" discount, elimination of transfers, elimination of central city and shuttle fares) effective 9/1/09.
30. Board adopted service reductions on 9/6/09.
31. Board approved 3 parking lot pilot program to charge \$1 per day for parking or \$15 for a monthly parking permit. Estimated revenue >\$300,000 annually in parking fees.
32. Board approved expanded advertising program to include "King Kong" ads on buses in FY 2010 for additional revenue.
33. Board approved installing drink vending machines at light rail stations. RT will receive 25¢ per drink in revenue.

**Sacramento Regional Transit District
FY 2010 - FY 2011 Operating Budget Worksheet**

Funding Source	2010	2010	2011	Variance		
	Operating Budget	Forecast	Proposed Budget	\$	%	
FY 2009 Estimated Carry Over Funds	\$ 3,770,763	\$ 5,883,428	\$ -	\$ (5,883,428)	-100.0%	1
Fare Revenues						
Cash Fares	13,777,558	10,687,564	10,987,564	300,000	2.8%	
Prepaid Sales	26,742,782	22,187,205	22,787,205	600,000	2.7%	
Special Fares (Los Rios, CSUS, Natomas, etc.)	1,616,108	1,592,215	1,592,215	-	0.0%	
Transfer Agreements	(1,100,000)	(1,386,447)	(1,386,447)	-	0.0%	
Folsom Contract change	-	-	(500,000)	(500,000)	N/A	2
Commissions	(36,000)	(9,078)	(9,078)	-	0.0%	
SubTotal - Fare Revenues	41,000,448	33,071,459	33,471,459	400,000	1.2%	
Other RT Revenues						
Advertising	1,314,000	1,150,000	1,150,000	-	0.0%	
Investments	550,000	150,956	300,000	149,044	98.7%	
Real Estate						
Commercial	366,000	364,170	366,000	1,830	0.5%	
Park N Ride Parking	136,500	150,000	400,000	250,000	N/A	3
Miscellaneous Income	1,779,292	1,133,663	279,292	(854,371)	-75.4%	4
SubTotal - Other RT Revenues	4,145,792	2,948,789	2,495,292	(453,497)	-15.4%	
Local / Measure A						
Measure A - RT General	28,210,659	23,667,430	20,353,990	(3,313,440)	-14.0%	5
Measure A - RT General Redirected from COPS	-	1,000,000	-	(1,000,000)	-	
SubTotal - Local/Measure A	28,210,659	24,667,430	20,353,990	(4,313,440)	-17.5%	
Transportation Development Act (TDA)						
Local Transportation Fund	28,183,319	25,842,243	22,224,329	(3,617,914)	-14.0%	6
State Transit Assistance (incl. Prop 42)	-	-	-	-	N/A	
SubTotal - TDA	28,183,319	25,842,243	22,224,329	(3,617,914)	-14.0%	
Contracted Services						
Folsom - Light Rail	971,400	971,400	1,471,400	500,000	51.5%	7
Citrus Heights	2,204,510	1,984,059	1,706,201	(277,858)	-14.0%	
Elk Grove	596,633	596,633	596,633	0	0.0%	
SubTotal - Contracted Service Areas	3,772,544	3,552,092	3,774,234	222,142	6.3%	
Federal						
Jobs Access/Reverse Commute	483,148	483,148	483,148	-	0.0%	8
ARRA	7,683,618	7,182,388	-	(7,182,388)	-100.0%	9
Section 5307 Urbanized Area Formula	18,793,000	18,793,000	16,280,540	(2,512,460)	-13.4%	
Section 5309 Fixed Guideway	4,755,809	4,755,809	4,755,809	-	0.0%	
SubTotal - Federal	31,715,575	31,214,345	21,519,497	(9,694,848)	-31.1%	
Total Revenues	\$ 140,799,100	\$ 127,179,787	\$ 103,838,801	\$ (23,340,986)	-18.4%	
Current Estimated Revenue Shortfall Year-to-Year		\$ 13,619,313	\$ 23,340,986	\$ 36,960,298	-Combined	
Projected Operating Expenditures Over/(Under) Budget Before SC		\$ (688,871)	\$ -			10
Sub-Total Estimated Shortfall Before SC		\$ 12,930,442	\$ 23,340,986	\$ 36,271,427	-Combined	

11 & 12

Notes

- 1 Assumes additional \$2.0M in carryover in FY 2010, and NO carryover funds for FY 2011
- 2 Assumes Fare Revenue sharing with Folsom according to the contract amendment
- 3 Assumes continuation of Pilot Park-N-Ride program at three stations
- 4 Assumes elimination of CNG tax rebate effective 12-31-09 and no continuation in 2011.
- 5 Assumes 15% reduction in FY 2010 and 14% reduction in FY 2011
- 6 Assumes \$2.3 million reduction in FY 2010 and additional 14% reduction in FY 2011
- 7 Assumes increased payment due to Fare Revenue sharing agreement
- 8 Assumes NO stimulus for FY 2011
- 9 Assumes reduction in 5307 based on TCC funding recommendations for Sacramento urbanized area
- 10 Assumes ~\$2.2 Million in non-labor cuts and ~\$800K (net) from 2.5 mos of Admin/Mgmt layoffs
- 11 Potential exists for receipt of State STA funds from FY 2007-2008 lawsuit, or restructuring of PTA account Statewide
- 12 Potential exists for second round of Federal Stimulus Funding which could mean \$2 - \$3 million in 2010; \$10.5 million in 2011

**SACRAMENTO REGIONAL TRANSIT DISTRICT
FY 2010 OPERATING BUDGET RE-BALANCING STRATEGIES SUMMARY AS OF 2-16-2010**

	Adopted Budget Aug 24, 2009	(+)(-)	(+)(-)	(+)(-)	(+)(-)	(+)(-)	NET CHANGE	REVISED
REVENUES								
Fare Revenue	\$ 41,000,448	(7,928,989)					(7,928,989)	\$ 33,071,459
Contracted Services	3,772,544	(220,452)					(220,452)	3,552,092
Other Income	4,145,792	(551,374)		104,371	5		(1,197,003)	2,948,789
Carryover	3,770,763	2,112,665					2,112,665	5,883,428
Local Subsidy	56,393,978	(2,341,075)		1,000,000	9		(5,884,304)	50,509,674
Federal Subsidy	31,715,575	(501,230)			10		(501,230)	31,214,345
Total	\$ 140,799,100						(13,619,313)	\$ 127,179,787
EXPENDITURES								
Salaries & Benefits	\$ 89,865,860	2,330,630		500,000	13		2,250,212	\$ 92,116,072
Professional Services	23,372,267	(1,681,003)					(1,681,003)	21,691,264
Materials & Supplies	9,161,625	(644,163)					(644,163)	8,517,462
Utilities	5,574,200	(142,399)					(142,399)	5,431,801
Insurance & Liability	10,363,118	-					-	10,363,118
Other Expenses	2,462,030	(471,518)					(471,518)	1,990,512
Total	\$ 140,799,100						(688,871)	\$ 140,110,229
							(Shortfall)/Balance	\$ (12,930,442)

Revision Descriptions

- 1 Fare Revenue shortfall
- 2 Decrease in Citrus Heights LTF funding
- 3 Decrease in Investment and Advertising Revenue
- 4 Decrease in CNG Rebate - Expired 12/31/09
- 5 One-time Natural Gas Anti-trust case settlement
- 6 Increase in FY 2009 carryover funds as a revenue source for FY 2010
- 7 Reduction in LTF due to lower than expected taxable sales per SACOG as of 2/2/2010
- 8 15% reduction in Measure A
- 9 Interest income from COPs to pay for COPs (one time revenue to close out fund)
- 10 Adjustment to FY 2010 ARRA Operating Assistance
- 11 Costs attributable to (ATU, IBEW, AFSCME) labor unions inability to provide zero-based concessions for FY 2010 Budget.
- 12 Changes to reflect FY 2010 expenditure forecast before GM cuts.
- 13 Adjustment for over allocation of indirect cost as determined by FTA Auditors
- 14 Estimated 2.5 months savings from Administrative/Management layoffs after accrual payouts, net of unemployment impacts.
- 15 Adjustments to salary and benefits attributable to cost overruns in unemployment benefits and overtime

18 Month Rebalancing Plan Worksheet

Carryover Shortfall from FY 2010 (includes Labor Union concessions necessary for FY 2010)	\$ 12,930,442
Estimated non-labor operating for FY 2011	41,105,174
Estimated FY 2011 labor budget with first phase Admin Layoffs before Service Cuts	<u>83,887,168</u>
Sub-total	<u>\$ 137,922,784</u>
Less necessary labor union concessions for 2010	(2,330,630) *
Less necessary labor union concessions for 2011	<u>(6,194,461) *</u>
Sub-total	<u>\$ 129,397,693</u>
Estimated FY 2011 Revenue	<u>(103,838,801)</u>
Short-Fall Sub total	<u>\$ 25,558,892</u>
Estimated Later Phases of Admin Layoffs in FY 2011 based on 10/12ths of a year	<u>(580,000)</u>
First cut at service level cuts needed	<u><u>\$ 24,978,892</u></u>

*Labor negotiations have been underway since April 2009 to come to zero-over-base agreements. AEA and MCEG have negotiated zero-over-base agreements for FY 2010 & FY 2011; ATU, IBEW, and AFSCME are still in negotiations with RT.

REGIONAL TRANSIT ISSUE PAPER

Revised 2/22/10

Page 1 of 3

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	02/22/10	Open	Action	02/22/10

Subject: Scheduling a Public Hearing for March 8, 2010 to Consider Service Reductions in Light of a Fiscal Emergency.

ISSUE

Whether or not to schedule a public hearing for March 8, 2010 to consider service reductions in light of a fiscal emergency.

RECOMMENDED ACTION

Adopt Resolution No. 10-02-_____, Scheduling a Public Hearing for March 8, 2010 to Consider Service Reductions in Light of a Fiscal Emergency.

FISCAL IMPACT

Scheduling a public hearing will not have a fiscal impact.

DISCUSSION

All sales tax based revenues such as Measure A and Local Transportation Funds (LTF) have been dramatically reduced, and RT's State Transit Assistance (STA) share of funding has declined to zero beginning in Fiscal Year 2010. This will continue into future years as indicated in the Budget presentation and presents the conditions of a possible fiscal emergency under Public Resources Code Section 21080.32. To help balance the budget for Fiscal Year 2011, RT has undertaken a wide variety of cost-saving measures, including **noticing** layoffs of ~~administrative~~ employees, but it must also propose reductions in service.

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 method, however, tends to overlook low-performing routes if they belong to a category that is low-performing as a group. RT has also eliminated low-productivity routes in prior service reductions. The magnitude of the current situation required consideration of a radical approach to the service reduction process. Thus, staff took into consideration eliminating whole blocks of service, such as weekend service, or service after 7:00 p.m. To address the present shortfall of revenue requires that all services and all routes be considered for reduction, including light rail.

Table 1 provides an estimate of the impact on ridership and of service, if all failing routes were eliminated, in accordance with the Board-adopted resolution. All figures are annual, as the target date for implementation of the service changes is June 20, 2010.

Approved:


General Manager/CEO

Presented:


RoseMary Covington, AGM of Planning and Transit System Development

J:\IP-MGMTS\PLANNING\2010\02 February\Service Changes - Set Public Hearing.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	2/22/10	Open	Action	1/28/10

Subject: Scheduling a Public Hearing for March 8, 2010 to Consider Service Reductions In Light of a Fiscal Emergency

weekend services. If the totality of these reductions is still not sufficient to achieve the necessary cost reductions, RT will go down the list of routes by productivity until the cost reduction goal is met.

Attachment 1 to the issue paper presents the routes in order of productivity by category, with a highlight to show where the Board-adopted productivity measure indicates a failing route. Attachment 2 presents the rough estimates of personnel reductions and percentages of service for blocks of reduced service, including combinations of service reduction. This would include a Board-adopted productivity based reduction plus evening service reduction, for example.

Staff notes that to close the projected budget gap, low productivity routes, weekend service, and evening service will all need to be eliminated. Attachment 2 also estimates the impact of reducing light rail service on evenings and weekends, but it does not add the effects of such reductions to the bus scenarios. Further analysis will be needed to determine collateral effects of combined bus and light rail service reductions. If services are reduced, the changes would be implemented on June 20, 2010.

Table 2 summarizes major deadlines in the service change process.

Table 2. Service Change Timeline.

Schedule Hearing	2/22/10
Hold Hearing	3/8/10
Adopt June 2010 Changes	3/22/10
June Package to ATU	4/16/10
Implement Service Changes	6/20/10

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 engage in a substantial public information effort to publicize the hearings. Also, notices will be placed 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.

Central City			
Route	Ridership	RevHrs	Riders/Hr
142-3rd/16th Streets	140	5.9	23.6
141-9th/10th Streets	110	11.7	9.4
GROUP AVERAGE			16.5
SERVICE STANDARD			11.5

Commute			
Route	Ridership	RevHrs	Riders/Hr
7-Pocket Express	157	4.1	38.3
3-Riverside Express	215	5.8	37.4
29-Arden-CA Ave.	129	4.0	32.0
103-Auburn Blvd.	92	3.7	25.0
109-Hazel Express	90	3.8	23.6
102-Hillsdale Express	61	2.9	20.9
101-Don Julio	46	2.2	20.7
89-Gateway Oaks	24	1.2	20.5
100-Antelope Express	79	3.9	20.3
106-Madison Express	43	2.3	18.8
104-Sunset	51	2.7	18.7
107-Greenback Express	36	2.1	17.0
GROUP AVERAGE			24.4
SERVICE STANDARD			17.1

Crosstown			
Route	Ridership	RevHrs	Riders/Hr
81-Florin-65th Street	3,578	101.0	35.4
26-Fulton	1,201	36.7	32.8
82-Howe-65th Street	1,944	62.3	31.2
1-Greenback	3,234	103.7	31.2
23-El Camino	2,297	73.9	31.1
87-Howe	1,295	43.5	29.8
80-Watt Ave-Elkhorn	1,112	41.1	27.1
84-Watt Ave. No. Highlands	995	37.6	26.5
25-Marconi	949	37.1	25.6
68-44th Street	1,510	60.6	24.9
83-14th Ave.	290	12.2	23.8
67-Franklin	1,468	62.1	23.7
65-Franklin South	340	16.0	21.3
21-Sunrise	1,393	66.8	20.9
GROUP AVERAGE			27.5
SERVICE STANDARD			19.3

Feeder			
Route	Ridership	RevHrs	Riders/Hr
22-Arden	336	15.3	22.0
19-Rio Linda	819	39.8	20.6
14-Norwood	455	22.7	20.0
93-Hillsdale	1,005	50.7	19.8
4-Meadowview-Gerber	255	13.4	19.1
5-Meadowview-Valley Hi	269	14.3	18.8
13-Northgate	353	19.1	18.5
28-Fair Oaks-Folsom	550	32.8	16.8
8-Power Inn-Florin Mall	499	30.1	16.6
20-Cottage	237	16.2	14.7
24-Madison-Greenback	122	9.2	13.3
GROUP AVERAGE			18.2
SERVICE STANDARD			12.7

Local			
Route	Ridership	RevHrs	Riders/Hr
55-Scottsdale	614	16.2	37.8
72-Rosemont-Lincoln Village	1,425	45.7	31.2
54-Center Parkway	683	26.6	25.7
75-Mather Field	229	13.7	16.8
74-International	240	21.1	11.4
73-White Rock	196	20.6	9.5
GROUP AVERAGE			22.1
SERVICE STANDARD			15.4

Radial			
Route	Ridership	RevHrs	Riders/Hr
56-Pocket-CRC	2,097	50.3	41.7
51-Broadway-Stockton	4,076	106.8	38.2
86-San Juan-Silver Eagle	1,823	57.8	31.5
31-J St.-River Park	536	18.4	29.2
15-Rio Linda-O St.	1,561	54.7	28.6
88-West El Camino	1,171	43.1	27.2
30-J St. Dash	1,861	69.3	26.9
62-Freeport	1,540	63.1	24.4
11-Truxel Road	678	28.9	23.4
38-P/Q Streets	1,140	49.5	23.0
61-Fruitridge	882	44.5	19.8
2-Riverside	727	37.2	19.5
34-McKinley	732	42.2	17.4
50-E-Bus Stockton	641	41.9	15.3
36-Folsom	188	12.6	15.0
6-Land Park	559	37.8	14.8
63-24th St. -Hogan	172	12.8	13.5
GROUP AVERAGE			24.1
SERVICE STANDARD			16.8

Supplemental			
Route	Ridership	RevHrs	Riders/Hr
206-12th Ave.-Sutterville Rd.	64	0.8	79.9
213-Fruitridge & Stockton	74	1.0	73.1
211-College Greens	83	1.2	72.5
246-Meadowview & Greenhaven	59	1.0	58.6
212-14th Ave. & 21st St.	65	1.2	55.3
227-So. Land Park & Greenhaven	33	0.6	52.7
255-La Riviera/College Greens	121	2.4	51.2
214-Broadway & Stockton	101	2.2	46.8
247-21st St. & Florin	49	1.1	44.3
248-Meadowview & Rush River	43	1.0	44.2
228-Gloria & Rush River	34	0.9	39.7
205-Fruitridge-Freeport	46	1.2	38.6
252-Freeport/Fruitridge/ML King	40	1.1	37.7
226-Pocket/Riverside	51	1.7	29.5
251-Freeport/Fruitridge/24th	16	0.5	29.4
261-LaRiviera/Rosemont/Lincoln Vill	51	1.8	28.6
200-Florin-Freeport	28	1.0	28.5
201-South Land Park Dr.	4	0.9	4.3
210-La Riviera Dr.	3	1.1	2.6
GROUP AVERAGE			43.0
SERVICE STANDARD			30.1

Shuttle			
Route	Ridership	RevHrs	Riders/Hr
33-Dos Rios	567	11.48	49.4
16-Del Paso Hgts-Norwood Ave.	193	11.15	17.3
47-Phoenix Park	227	13.52	16.8
9-Carmichael-Walnut Ave.	121	10.35	11.7
18-Del Paso Hgts-Bell Ave.	108	11.93	9.0
10-Carmichael-Dewey Drive	100	14.47	6.9
77-Rancho Cordovan	82	11.87	6.9
95-Citrus Heights-Antelope Rd.	70	11.83	5.9
94-Citrus Hts.-Auburn Blvd.	66	11.7	5.6
85-McClellan Shuttle	14	6.38	2.2
GROUP AVERAGE			10.5
SERVICE STANDARD			7.3

Note: Routes 33, 77, and 85 have been excluded

Route Productivity by Classification
 Daily Averages for Saturday Service
 Source: APC data from 9/6/09 - 1/31/10

Shaded = Failing Route

ATTACHMENT 1

Central City			
Route	Ridership	RevHrs	Riders/Hr
143-Downtown Trolley	11	7.6	1.4
GROUP AVERAGE			1.4
SERVICE STANDARD			1.0

Crosstown			
Route	Ridership	RevHrs	Riders/Hr
67-Franklin	830	28.9	28.7
87-Howe	413	14.4	28.7
23-El Camino	1766	63.2	28.0
68-44th St.	778	29.0	26.9
26-Fulton	379	14.3	26.6
81-Florin-65th Street	1799	73.5	24.5
80-Watt Ave.-Elkhorn	759	31.8	23.9
84-Watt Ave.-No. Highlands	560	24.8	22.6
25-Marconi	504	24.4	20.7
1-Greenback	1263	65.2	19.4
82-Howe-65th St.	575	30.0	19.2
21-Sunrise	729	42.1	17.3
65-Franklin South	128	9.0	14.3
GROUP AVERAGE			23.1
SERVICE STANDARD			16.2

Feeder			
Route	Ridership	RevHrs	Riders/Hr
22-Arden	346	12.9	26.9
93-Hillsdale	386	19.7	19.6
19-Rio Linda	377	21.2	17.7
8-Power Inn-Florin Mall	214	13.0	16.5
14-Norwood	270	17.6	15.3
5-Meadowview-Valley Hi	176	12.3	14.3
24-Madison-Greenback	73	5.3	14.0
13-Northgate	181	14.6	12.4
28-Fair Oaks-Folsom	298	25.4	11.7
GROUP AVERAGE			16.5
SERVICE STANDARD			11.5

Local			
Route	Ridership	RevHrs	Riders/Hr
72-Rosemont-Lincoln Village	363	14.6	24.9
55-Scottsdale	229	10.0	23.0
75-Mather Field	109	8.3	13.2
74-International	106	11.4	9.3
54-Center Parkway	138	16.4	8.4
GROUP AVERAGE			15.8
SERVICE STANDARD			11.0

Radial			
Route	Ridership	RevHrs	Riders/Hr
51-Broadway-Stockton	2286	65.5	34.9
56-Center Parkway	1284	41.9	30.7
15-Rio Linda-O St.	693	23.4	29.6
86-San Juan-Silver Eagle	627	22.0	28.5
88-West El Camino	427	16.3	26.2
30-J St. Dash	686	39.4	17.4
38-P/Q Streets	300	19.3	15.6
62-Freeport	376	28.5	13.2
61-Fruitridge	313	29.6	10.6
6-Land Park	217	20.8	10.4
34-McKinley	78	9.4	8.3
GROUP AVERAGE			11.6
SERVICE STANDARD			8.1

Shuttle			
Route	Ridership	RevHrs	Riders/Hr
16-Del Paso Hts-Norwood	94	9.3	10.1
47-Phoenix Park	102	8.58	11.9
GROUP AVERAGE			11.0
SERVICE STANDARD			7.7

Route Productivity by Classification
 Daily Averages for Sun/Hol Service
 Source: APC data from 9/6/09 - 1/31/10

Shaded = Failing Route

ATTACHMENT 1

Crosstown			
Route	Ridership	RevHrs	Riders/Hr
87-Howe	256	10.2	25.1
80-Watt Ave.- Elkhorn	589	24.5	24.1
23-El Camino	1258	52.4	24.0
26-Fulton	234	11.1	21.2
67-Franklin	605	28.9	20.9
81-Florin-65th Street	1209	58.7	20.6
68-44th St.	542	29.0	18.7
21-Sunrise	512	29.7	17.2
82-Howe-65th St.	458	27.5	16.7
1-Greenback	749	45.6	16.4
GROUP AVERAGE			20.5
SERVICE STANDARD			14.3

Feeder			
Route	Ridership	RevHrs	Riders/Hr
22-Arden	194	10.6	18.2
19-Rio Linda	292	20.7	14.1
93-Hillsdale	261	19.7	13.2
8-Power Inn-Florin Mall	155	12.4	12.6
14-Norwood	214	17.6	12.1
13-Northgate	138	14.6	9.5
GROUP AVERAGE			13.3
SERVICE STANDARD			9.3

Local			
Route	Ridership	RevHrs	Riders/Hr
72-Rosemont-Lincoln Village	228	13.4	17.0
55-Scottsdale	129	7.8	16.7
75-Mather Field	94	7.8	12.2
GROUP AVERAGE			15.3
SERVICE STANDARD			10.7

Local			
Route	Ridership	RevHrs	Riders/Hr
51-Broadway-Stockton	1507	44.6	33.8
86-San Juan-Silver Eagle	377	15.9	23.7
56-Pocket-CRC	876	40.0	21.9
15-Rio Linda-O St.	489	23.1	21.1
88-West El Camino	296	14.3	20.7
30-J St. Dash	473	25.4	18.6
38-P/Q Streets	252	14.9	16.9
34-McKinley	55	9.4	5.9
GROUP AVERAGE			20.3
SERVICE STANDARD			14.2

Summary of Failing Routes

All routes below are failing productivity standards

MONDAY-FRIDAY		
Route	Daily Boardings	Revenue Hours Per Day
6 - Land Park	559	37.8
10 - Carmichael	100	14.47
36 - Folsom Blvd	188	12.6
50E - Stockton Blvd	641	41.9
63 - 24th St/Hogan	172	12.8
73 - White Rock	196	20.6
74 - International	240	21.1
94 - Citrus Hts/Auburn Blvd	66	11.7
95 - Citrus Hts/Antelope Rd	70	11.83
107 - Greenback Express	36	2.1
141 - 3rd/16th Shuttle	110	11.7
200 - Florin/Freeport	28	1.0
201 - S. Land Park	4	0.9
210 - La Riviera	3	1.1
226 - Pocket/Riverside	51	1.7
251 - Freeport/Fruitridge	16	0.5
261 - La Riviera/Rosemont	51	1.8
DAILY TOTAL	2,531	205.6
ANNUAL TOTAL	642,816	52,225

SATURDAY		
Route	Daily Boardings	Revenue Hours Per Day
65 - Franklin South	128	9.0
74 - International	106	11.4
54 - Center Pkwy	138	16.4
DAILY TOTAL	372	36.8
ANNUAL TOTAL	19,322	1,913

SUN/HOL		
Route	Daily Boardings	Revenue Hours Per Day
34 - McKinley	55	9.4
TOTAL	55	9.4
ANNUAL TOTAL	3,237	552

ANNUAL TOTAL		
	Boardings	Revenue Hours
Weekday	642,816	52,225
Saturday	19,322	1,913
Sun/Hol	3,237	552
TOTAL	665,376	54,690

Service Reduction Scenarios

Baseline Statistics
 - FY 2011 - No Changes
 Lower than FY 2010 due to Sept. service cuts

Bus Rev. Hours 627,393
 Bus Operator Req 433

Bus Service Reductions

Versus FY 2011 - No Changes

		<u>Rev Hours</u>	<u>Operators</u>	<u>Percent of Service</u>
A	Use Service Standards (70%) Cut all routes failing productivity stds., i.e., <70% of group average	54,690	34	8.7%
B	Cut Evening Service Cut all trips beginning after 7pm	55,016	35	8.8%
C	Cut All Weekend Service No other changes to current schedule, excludes light rail	88,858	52	14.2%
D	Cut CBS Incl. 16, 47 on Saturday, excl. McClellan Shuttle and Cordovan	25,227	17	4.0%
D	Cut 70% and After 7pm Options A and B combined	109,467	69	17.4%
E	Cut All Weekend, M-F Below 70%, and After 7pm Options A, B, and C combined	195,860	121	31.2%
G	Cut Weekends, 70%, 7pm, and CBS Options A, B, C, and D combined	211,435	133	33.7%

Light Rail Service Reductions

	Annual LRT Revenue Hours	216,087		
F	Cut All Weekend Light Rail	22,565	16	10.4%
G	Cut Light Rail Weekdays After 7pm	8,299	7	3.8%
H	Stretch Light Rail Headways to 20 min.	13,616	5	6.3%

NOTE: Operator savings do not include ancillary costs still being calculated - fuel, overtime, supervision, parts, security, mechanics, etc. which would also be reduced

RESOLUTION NO. 10-02-_____

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

February 22, 2010

**SCHEDULING A PUBLIC HEARING FOR MARCH 8, 2010
TO CONSIDER SERVICE REDUCTIONS IN LIGHT OF A FISCAL EMERGENCY**

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

THAT, a public hearing is set for March 8, 2010 at 6:00 p.m. in the Regional Transit Auditorium to receive public testimony regarding a fiscal emergency and the service changes proposed to all bus and light rail routes as a result.

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 June 2010.

STEVE MILLER, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Public Notice
RT to Hold Public Hearing
on Proposed Service Changes in Light of a Fiscal Emergency

NOTICE IS HEREBY GIVEN that the Sacramento Regional Transit District (RT) will hold a public hearing on Monday, March 8, 2010 at 6:00 p.m. to receive comments regarding proposed transit service changes in light of a fiscal emergency. These changes may include reduction, realignment, or elimination of any and all bus and light rail routes. This would also affect the provision of paratransit service under the Americans With Disabilities Act (ADA).

The proposed service changes are scheduled for adoption by the RT Board of Directors on March 22, 2010 and would take effect on June 20, 2010.

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, March 8, 2010.



**CITY OF ELK GROVE
CITY COUNCIL STAFF REPORT**

AGENDA TITLE: Consider restoration of *e-tran* and *e-van* service levels effective September 1, 2009

MEETING DATE: August 31, 2009

PREPARED BY: Tiffani M. Fink, Transit System Manager

DEPARTMENT HEAD: Cody Tubbs, Deputy City Manager

RECOMMENDED ACTION:

Staff recommends that the City Council discuss *e-tran* and *e-van* service levels and provide staff direction as deemed appropriate.

SUMMARY:

The adopted Transit budget for Fiscal Year 2009/10 includes an operating deficit of approximately \$1.7 million. On July 22, 2009, the City Council adopted service adjustments effective September 1, 2009 to close the deficit to no more than \$25,000. That staff report and the selected adjustments are included as Attachments 1 and 2. On August 26, 2009 the City Council directed staff to return prior to September 1 to reconsider the adjustments.

BACKGROUND INFORMATION:

Transit agencies throughout the United States, and California in particular, are facing unprecedented cuts in local and state revenue while at the same time ridership is climbing to levels not seen since World War II.

Locally, the Sacramento Regional Transit District (RT) has made deep service cuts and raised fares to cover lost revenue. RT implemented a fare increase January 1, 2009 following service reductions in 2008. At their June 22, 2009 meeting the RT Board voted to increase the cash fare and eliminated all transfers from the system, requiring purchase of a daily or monthly pass to avoid paying a fare each time one boards.

The service adjustments presented on July 22 were the last major item in a series of difficult Transit restructuring steps, which previously included fare increases and contract modifications. All of these steps are necessary for a balanced and self-sustaining Transit fund. The previous deficit in the transit fund was closed in the prior fiscal year through the fare increases and contract modifications which combined resulted in \$1.7 million in savings or revenue generation. Unfortunately, while the City was working diligently to close an existing deficit a new challenge presented itself, a loss of transit funding not before seen at the levels the City is currently experiencing.

If not for the complete elimination of all state transit support exacerbated by a steep loss of sales tax revenue, the Transit fund would be balanced today and service adjustments would not be necessary. These revenue losses mean that the Transit fund will receive \$1.5 million less revenue in FY 2009/10 than in FY 2008/09.

The complete elimination of state transit funding and significant drop in sales tax revenue directly impact the Transit services the City delivers. While passengers are charged a fare to ride, fare revenues typically do not cover more than 20% of the actual cost of the service. Taxpayers, through other funding sources, subsidize the remaining 80%.

Even after the recent fare increase, transit still offers a significant savings in the cost of commuting for the average *e-tran* commuter. According to the American Public Transit Association (APTA), the average auto commute cost in Sacramento is \$4,878/year vs. \$1,200/year for transit (or \$420/year for state employees who receive an additional Transit subsidy).

ANALYSIS:

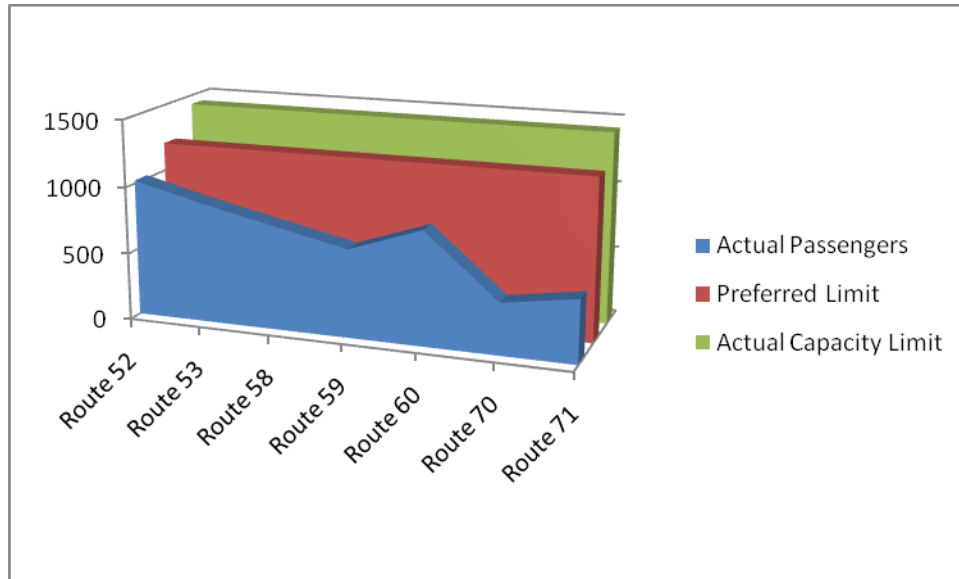
The service adjustments presented on July 22 were evaluated against performance measures, including ridership levels, frequency, “deadhead” (time a bus travels empty at the beginning or end of a trip), redundancy and cost recovery. A performance audit by the Sacramento Area Council of Governments in March 2008 recommended that staff conduct a comprehensive analysis of the routes to find efficiencies and reduce operating costs (Attachment 6). While these data factors are normally evaluated in a Short Range Transit Plan update (which the City is just beginning), the loss of significant operating revenues required evaluation of the route performance this summer to allow enough time for the adjustments to be realized during the current fiscal year.

MV provided the ridership data used to perform the analysis directly from the MV-generated Daily Dispatch Log. The MV Dispatch Log data is compiled by each MV driver and presented to the MV dispatcher on duty.

The MV dispatcher then takes the ridership data and combines it with the route performance and personnel data to create a complete listing of the day’s activity. The MV report is then electronically posted for the City’s use in contract monitoring and reporting.

City staff, MV corporate staff and MV local staff reviewed the ridership data, boarding patterns and redundancy to develop the comprehensive proposal of options presented to, and adopted by, the Council in July.

The service adjustments were designed to minimize the impacts to passengers and to the system itself, by maximizing operational efficiencies. In addition, a complete survey was undertaken on every local route to determine the boarding patterns of each run that a route operates. Below is a graph of the current commuter routes (Actual passengers reflect the peak during the previous three month period) as compared to the vehicle capacity and operational capacity.



These surveys were then subjected to a random system check that included a separate passenger count conducted by City staff.

Public Outreach:

In accordance with the City's adopted (and federally mandated) Transit public participation policy, staff conducted comprehensive outreach to passengers to solicit comments and input on the service reductions. A copy of the materials posted is included as Attachment 5:

1. Notices of possible service adjustments were posted in all buses 34 days prior to the City Council public hearing and Riders' Alerts were issued to all text alert subscribers. (There are currently 848 subscribers.)
2. Public Workshop Notices were posted for Workshop #1 and Workshop #2 in each *e-tran* and *e-van* bus, on the website and via text alert on June 22nd.
3. Public Workshop Notices were posted for Workshop #3 and Workshop #4 in each *e-tran* and *e-van* bus, on the website, and via text alert on June 26th.
4. Public Workshop #1 was held on July 7 at 6PM.
5. Public Workshop #2 was held on July 10 at 2PM, which was a furlough Friday.
6. Public Workshop #3 was held on July 14 at 6PM.
7. Public Workshop #4 was held on July 16 at 2PM.

8. Public Hearing was held on July 22 and staff was directed to implement service adjustments effective September 1.
9. Outreach meeting with riders of Routes 70 and 71 at the Franchise Tax Board (FTB) was held on August 13 to discuss the revised routes and to solicit further feedback.
10. The Service Adjustment notice was posted on August 6 and again on August 17 and Riders' Alerts were issued to all text alert subscribers.

The service adjustments proposed by the City and MV and adopted by the City Council on July 22 were the first in the history of *e-tran*.

The frustration of riders affected by service cuts resulting from sharp reductions in transit funding is understandable. Their feedback about the process is valuable and will be used to improve the process in the future. Staff is committed to expanding all future outreach and is looking into additional outreach methods utilizing enhanced noticing and the use of social media sites such as Facebook and/or Twitter.

Title VI – Effect on Minority and Low-Income Populations:

In addition to ridership data, the Federal Transit Administration (FTA) requires what is known as a Title VI analysis of any service reductions. In accordance with FTA Circular C 4702.1A, the City is required to ensure that any service adjustments do not have a disproportionately high and adverse effect on minority and low-income populations.

In Chapter 2, Section 6H, FTA defines this as “an adverse effect that: 1) is predominately borne by a minority population and/or a low income population, or 2) will be suffered by the minority population and/or low-income population and is appreciably more severe or greater in magnitude than the adverse effect that will be suffered by the non-minority population and/or low-income population.”

To determine if the disparity exists, staff evaluates the changes and identifies and compares the following to determine if reductions in service on certain days or times impact the minority and/or low-income population more. The standards include: 1) span of service (when operated: days and

times); 2) vehicle headway; 3) vehicle load; 4) on-time performance and 5) service availability.

The service adjustments adopted by Council July 22 comply with the Title VI requirements. Following any action by the City Council to reinstate service, staff will prepare another analysis of the adjustments. Due to the uncertainty of what may be reinstated, staff could not conduct an analysis prior to receiving Council's direction tonight.

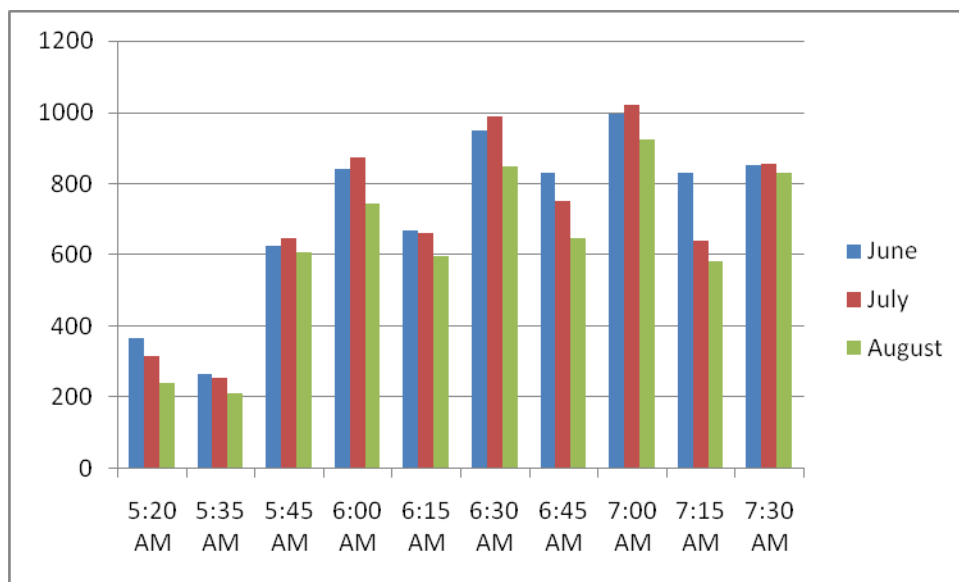
Evaluation of Individual Routes with Service Adjustments or Discontinuation- Ridership, Coverage and Cost of Service

The following information reviews each of the routes reduced on July 22, including three-month ridership evaluation and cost savings.

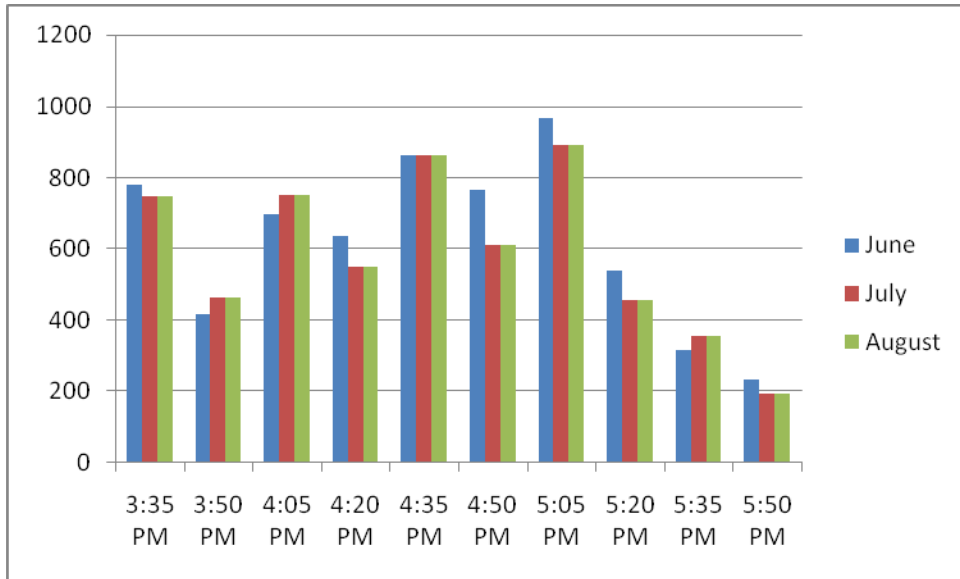
Route 52- Route 52 operates 20 runs daily, ten in the morning and ten in the afternoon. The service adjustments reduced a total of eight daily runs. Four of the runs were reduced in the AM (5:20 AM, 5:45 AM, 6:15 AM, and 7:15 AM) and four runs were reduced in the PM (3:50 PM, 4:20 PM, 4:50 PM and 5:20 PM).

The annual savings (not including deadhead) is approximately \$178,000.

Route 52 AM Ridership



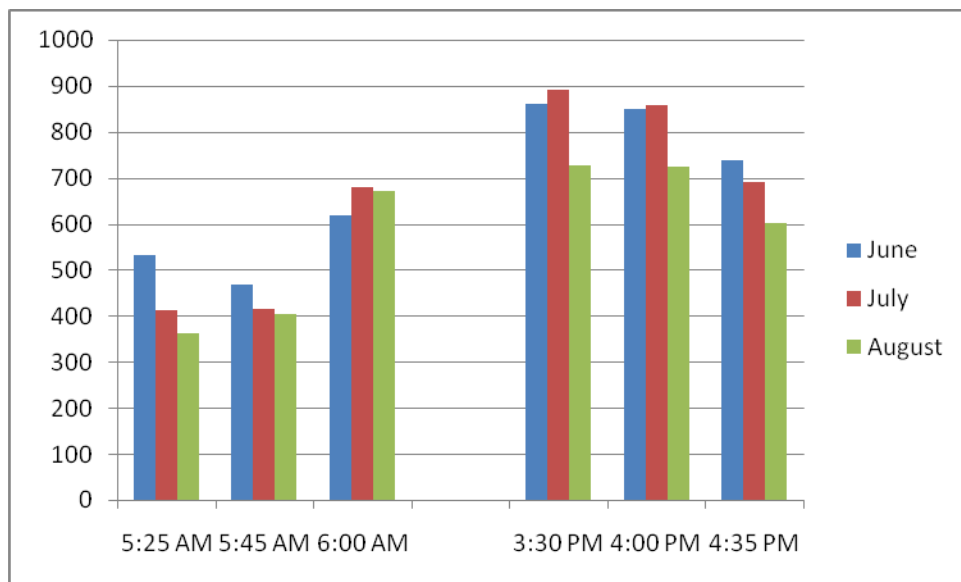
Route 52 PM Ridership



Route 53- Route 53 operates six runs daily, three in the morning and three in the afternoon. The service adjustments reduced two daily runs. One run was reduced in the AM (5:45 AM) and one run was reduced in the PM (4:00 PM).

The annual savings (not including deadhead) is approximately \$49,000.

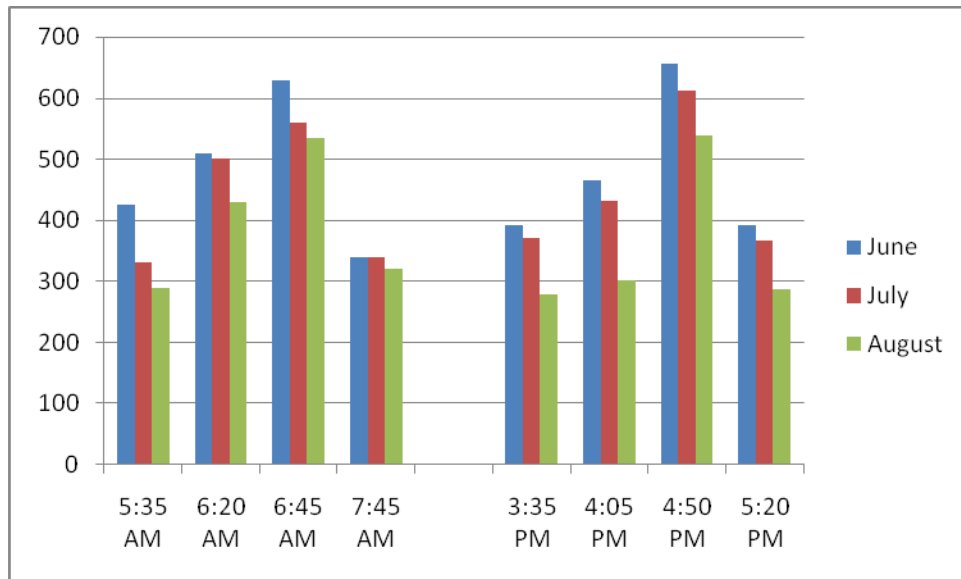
Route 53 Ridership



Route 59- Route 59 operates eight runs daily, four in the morning and four in the afternoon. The service adjustments reduced two daily runs. One run was reduced in the AM (7:45 AM) and one run was reduced in the PM (3:35 PM).

The annual savings (not including deadhead) is approximately \$49,000.

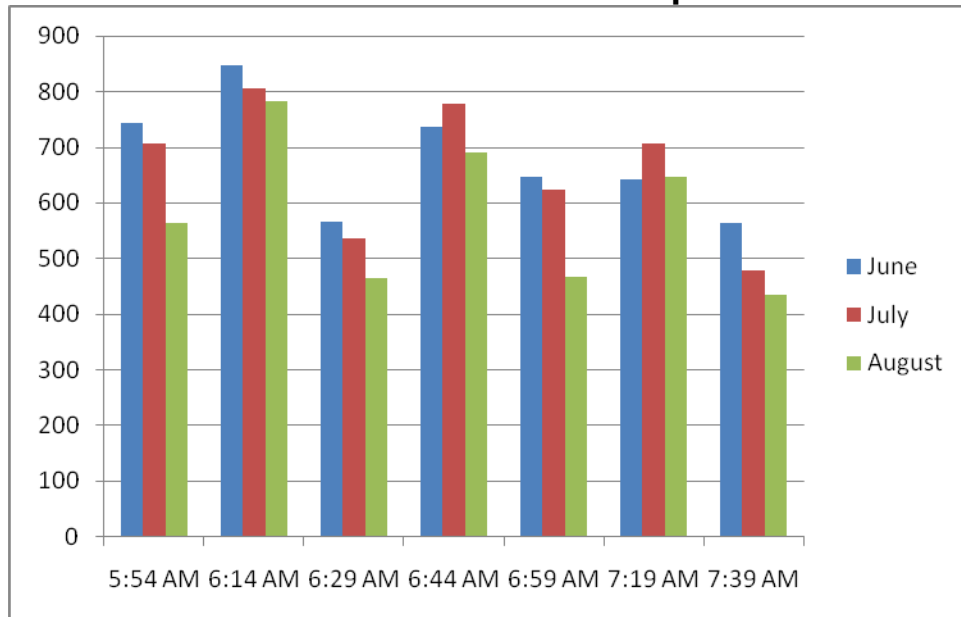
Route 59 Ridership



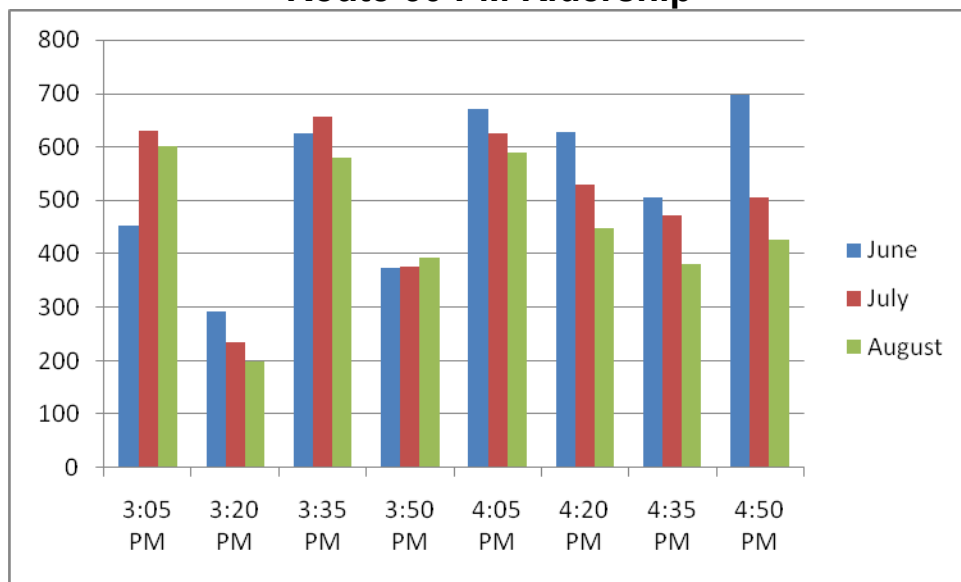
Route 60- Route 60 operates fifteen runs daily, seven in the morning and eight in the afternoon. The service adjustments reduced a total of three daily runs on the Route 60. Three runs were reduced in the PM (3:20 PM, 3:50 PM, and 4:35 PM).

The annual savings (not including deadhead) is approximately \$84,500.

Route 60 AM Ridership



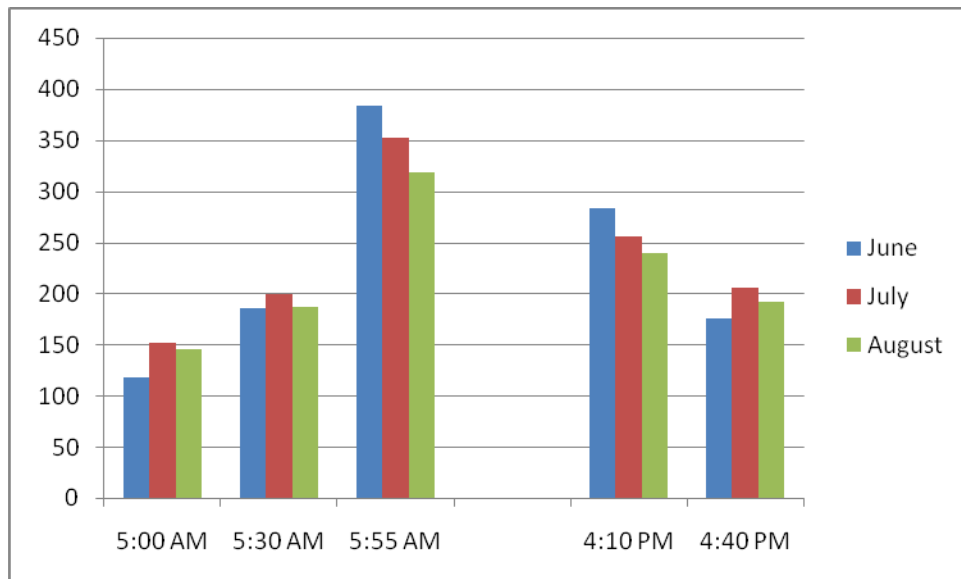
Route 60 PM Ridership



Route 70- Route 70 operates five daily runs, three in the morning and two in the afternoon. The service adjustments reduced one run daily. The starting times of the remaining runs were adjusted in consultation with the passengers and the FTB's transportation coordinator.

The annual savings (not including deadhead) is approximately \$24,500.

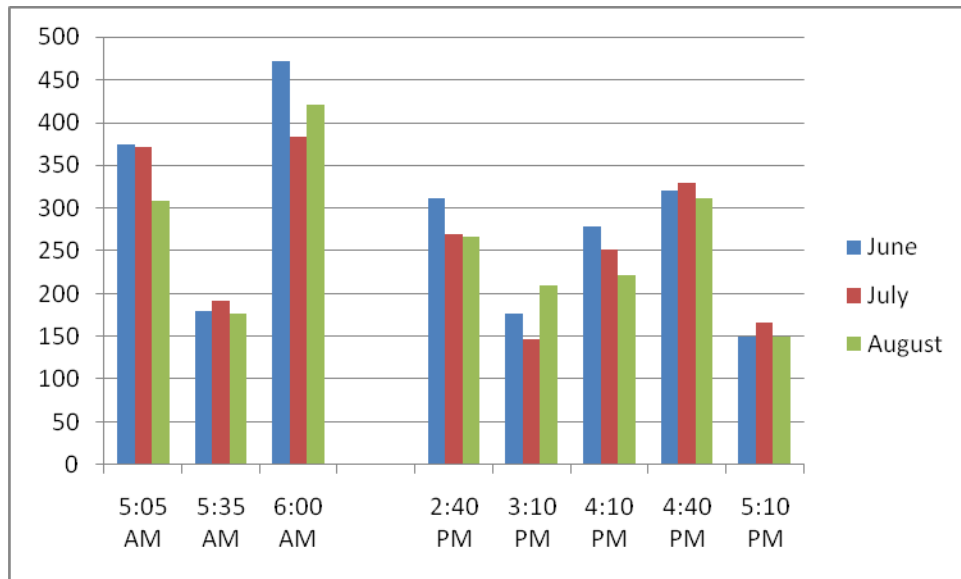
Route 70 Ridership



Route 71- Route 71 operates eight daily runs, three in the morning and five in the afternoon. The service adjustments reduced three runs. The starting times of the remaining runs were adjusted as well in consultation with the passengers and the FTB's transportation coordinator.

The annual savings (not including deadhead) is approximately \$84,500.

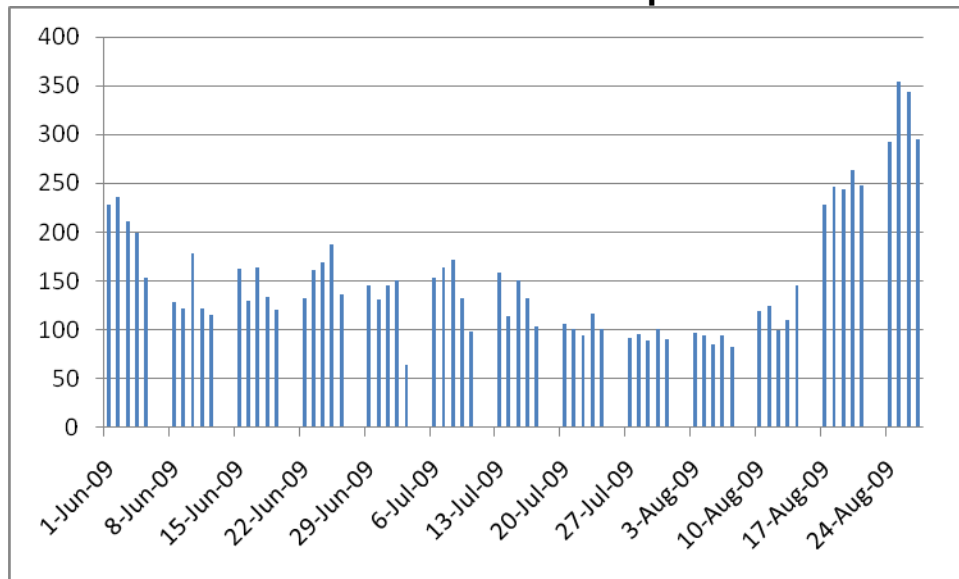
Route 71 Ridership



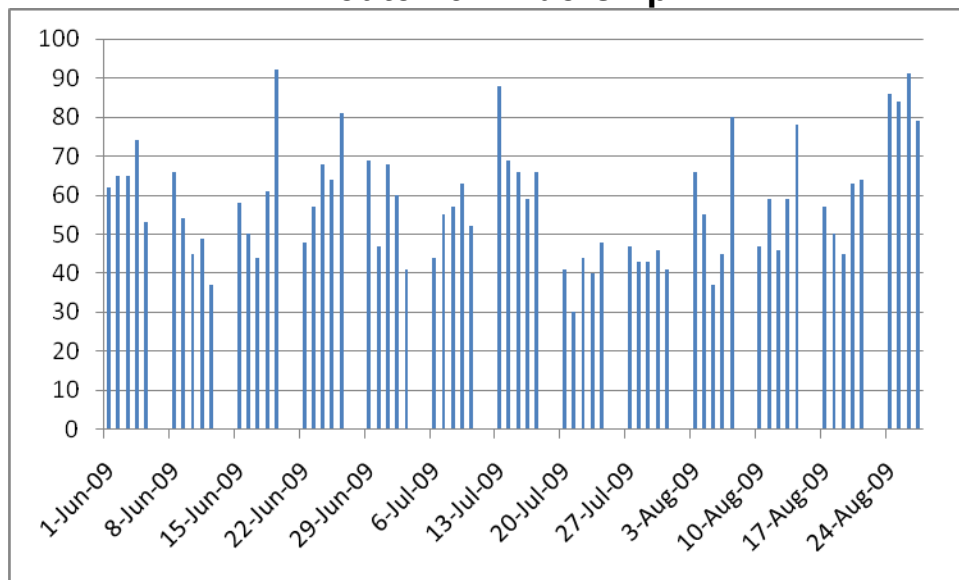
Route 158 and Route 162- Routes 158 and 162 were combined to create a loop route serving passengers on 1.5 hour headways at off-peak and 45 minutes headways at peak service. The combination of the two routes resulted in a reduction of 6.5 service hours daily as well as significant deadhead (time to and from a route) since the route now begins at the City's Corporation Yard instead of Cosumnes River College (CRC).

The annual savings is approximately \$137,500.

Route 158 Ridership



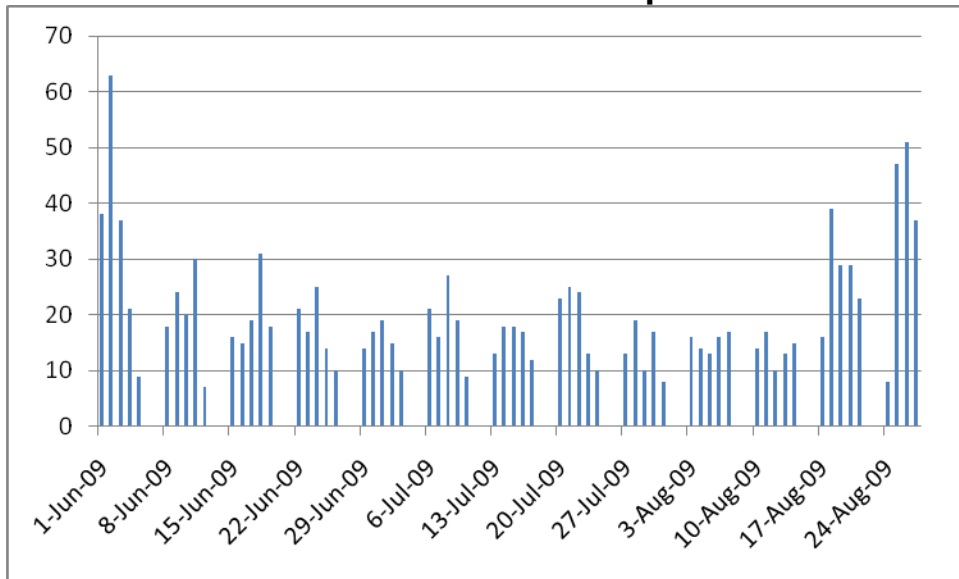
Route 162 Ridership



Routes 161- Route 161 operates seven daily runs. The service adjustments discontinued this route due to low ridership. The Route 159 has been modified to accommodate residents along Bilby Road needing to access Whitelock Parkway and Franklin High School.

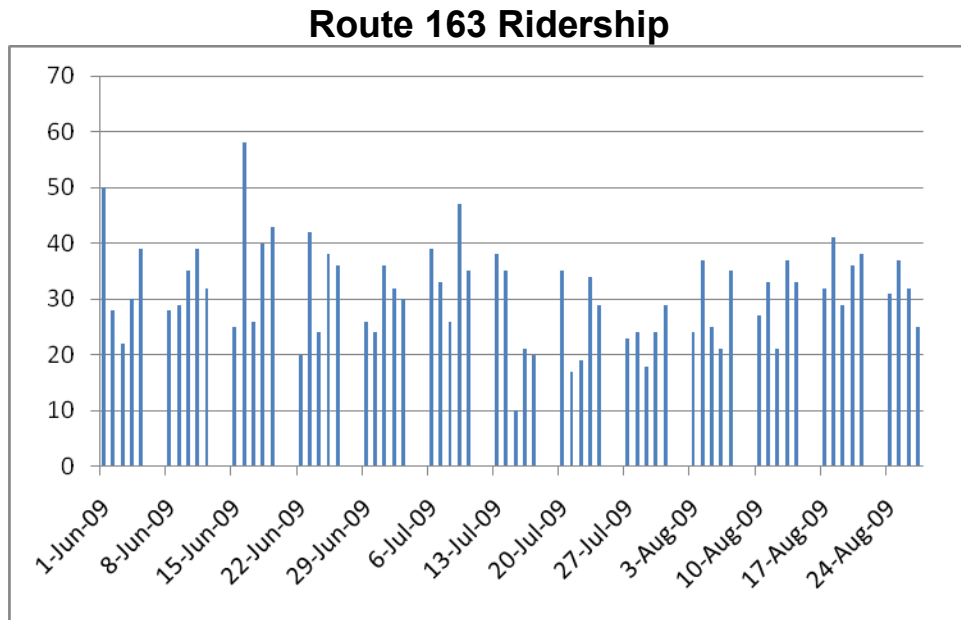
The annual savings is approximately \$74,100.

Route 161 Ridership



Route 163- Route 163 operates eighteen daily runs. The service adjustments discontinued this route due to low ridership. Additionally, the route travels down the same corridor as the Route 157 allowing passengers to continue to access the entire system.

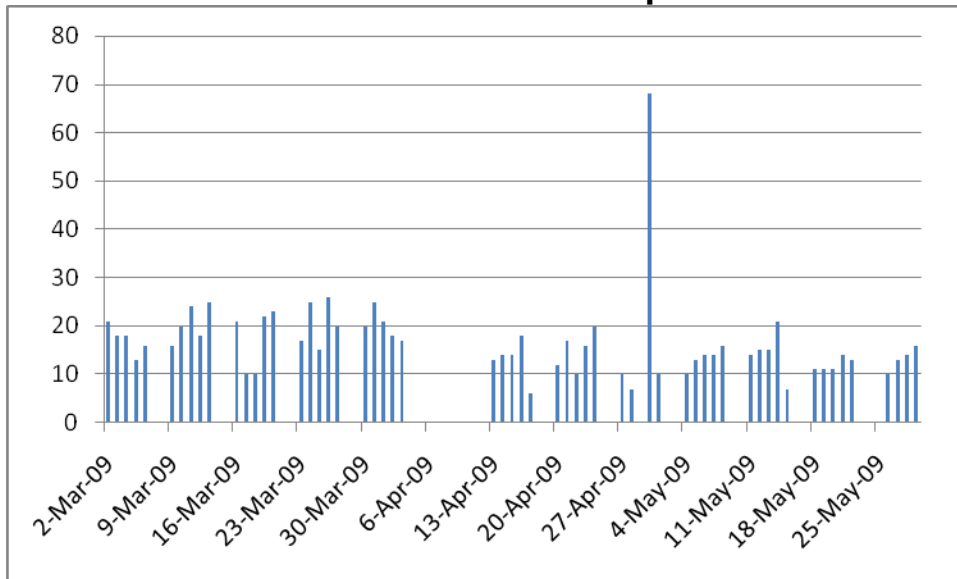
The annual savings is approximately \$190,485.



Route 304- Route 304 operates two daily runs. Route 304 operates with low ridership and passengers using the service can access school via the local fixed route system as recommended by the FTA. Due to the distance required to access this route and the standby time necessary to stage the route, it costs twice the deadhead hours daily than it operates in service.

The annual savings (not including deadhead) is approximately \$32,300.

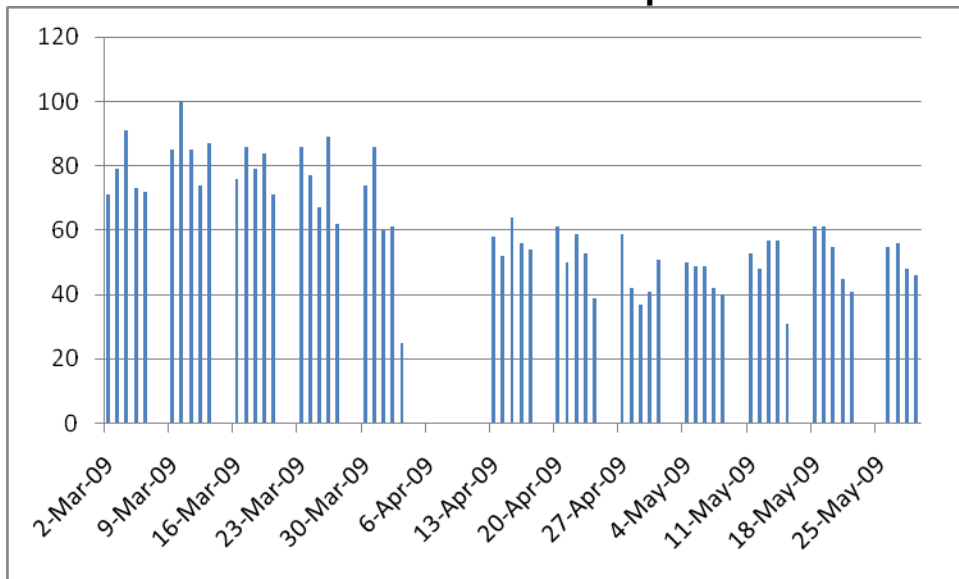
Route 304 Ridership



Routes 305- Route 305 operates two daily runs. Route 305 operates duplicative service to the local fixed route. FTA School Bus regulations reference student populations and recommend using main line fixed routes. Due to the distance required to access this route and the standby time necessary to stage the route, it costs twice the deadhead hours daily than it operates in service.

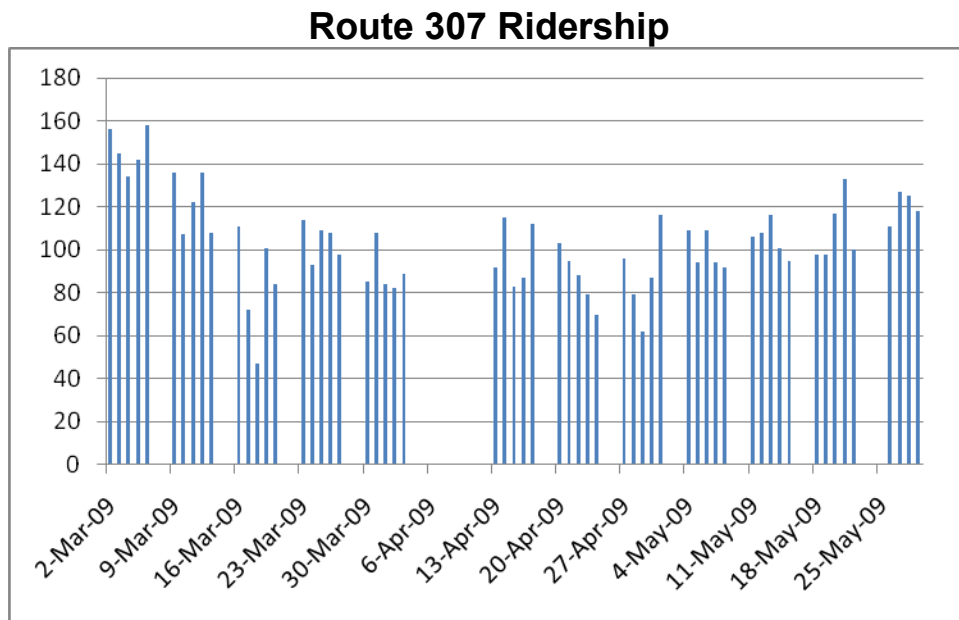
The annual savings (not including deadhead) is approximately \$32,300.

Route 305 Ridership



Route 307- Route 307 operates three daily runs that are duplicative service to the local fixed route. FTA School Bus regulations reference student populations and recommend using main line fixed routes. Due to the distance required to access this route and the standby time necessary to stage the route, it costs twice the deadhead hours daily than it operates in service.

The annual savings (not including deadhead) is approximately \$22,000.



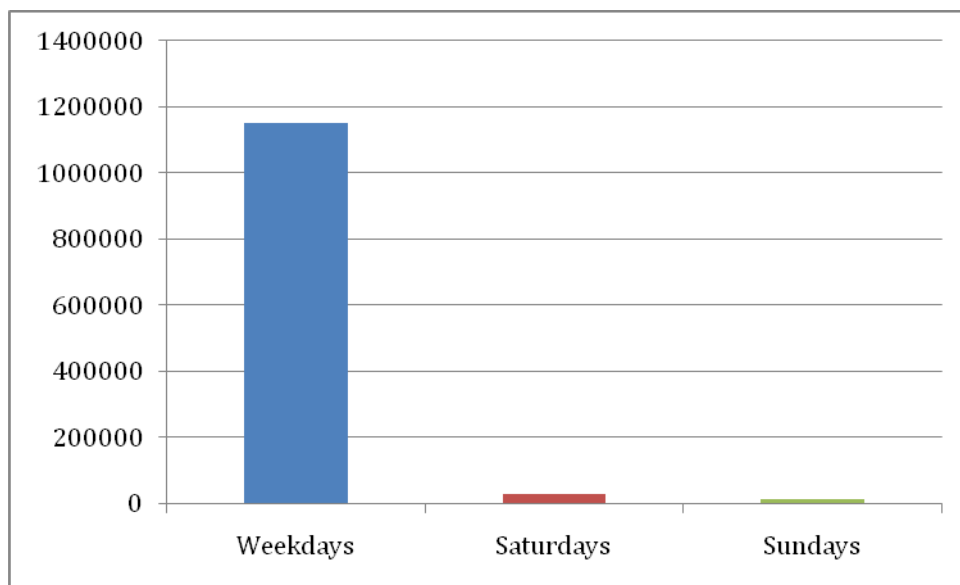
Route 308- This route is on the current schedule, but is not operated due to low ridership. The service reduction removed it from the schedule. That action had no fiscal impact and no impact to riders.

Commuter Route 49 and Local Route 49- The Route 49 Commuter and Local operated as deviations taking passengers to any bus stop in town. The commuter portion often performed with a daily ridership totaling less than 30 and the local portion often carried fewer than ten passengers per day. In addition to the low ridership, this local Route 49 had very low farebox recovery as many of the riders use a Los Rios Community College District pass. The agreement RT negotiated limits the fare paid to the City to approximately \$0.35 per ride.

e-tran and e-van Weekend Service:

Weekend ridership on *e-tran* and *e-van* is 96.4% less than it is on weekdays. Weekend services are mostly used to access employment, educational institutions and medical appointments. The following is a comparison of passenger trips on *e-tran* for Fiscal Year 2007/08, broken down by weekday (Monday-Friday), Saturday and Sunday.

e-tran Weekdays vs. Weekend Ridership

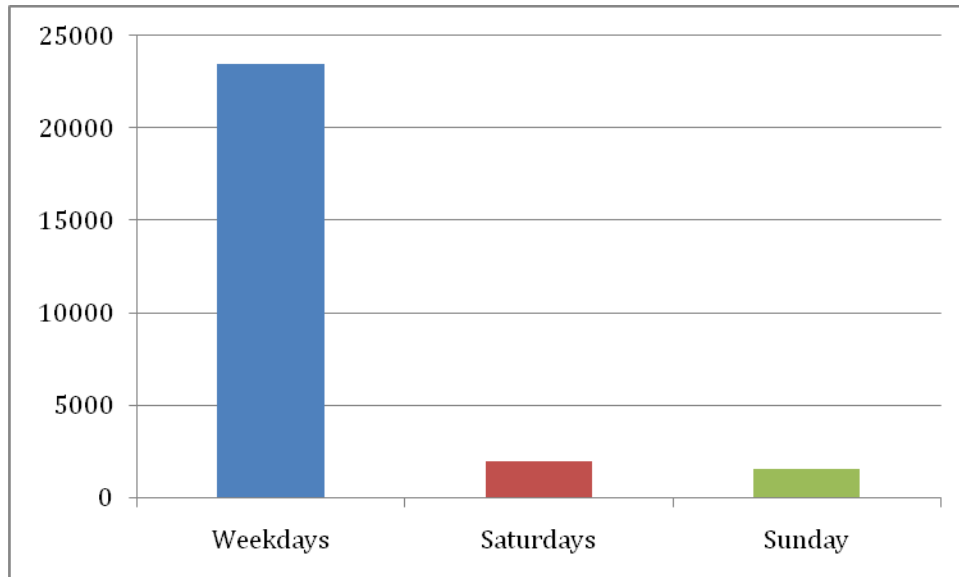


The City averages 4,400 passengers on any given weekday dropping to 555 on an average Saturday and falling again to 288 on an average Sunday. This significant drop off in ridership means that weekend service costs much more to operate per passenger than the weekday service.

Local fixed route services on weekends were eliminated due to low ridership. In addition to the reduced operating costs due that are billed on an hourly basis, the City was able to achieve a reduction in the fixed costs billed to the City by MV by reducing maintenance, dispatch and management costs. The reductions have the potential to affect about 43,000 boardings or roughly 3.6% of the *e-tran* passengers.

The following is a comparison of passenger trips on *e-van* for Fiscal Year 2007/08 broken down by weekday (Monday-Friday), Saturday and Sunday.

e-van Weekdays vs. Weekend Ridership



e-van service is the Federally required Americans with Disabilities (ADA) complement to Fixed Route service. Additionally, the City offers services outside of the ADA area to destinations throughout Sacramento County as well as services to seniors within the City of Elk Grove.

The adopted service adjustments discontinued *e-tran* fixed route services on weekends. Due to the limited ridership on the weekend and the significant cost per trip for passengers using the *e-van* service, weekend *e-van* service was also discontinued.

Staff is implementing a taxi scrip program. Taxi scrip is a program where ADA eligible passengers are issued a limited number of ride opportunities (coupons) to use on weekends when service is not offered. The coupons are good for 50% off of a taxi ride up to a maximum City contribution of \$10 per ride.

Staff reviewed the summer ridership on *e-van* and directly mailed taxi scrip to active weekend passengers in advance of the service change. In addition, a letter explaining the service was sent to both weekend riders as well as all ADA certified *e-van* passengers. This information has also been posted on www.e-tran.org and a Riders' Alert has been sent about it.

The annual savings (not including deadhead) is at minimum \$250,000. It should be noted that due to e-van's operation as a demand service, the actual cost is dependant on the number of trips performed during the fiscal year and varies from year to year.

Summary of Routes Remaining Unchanged: The role of Ridership, Coverage, and Expected Displacement from Other Routes

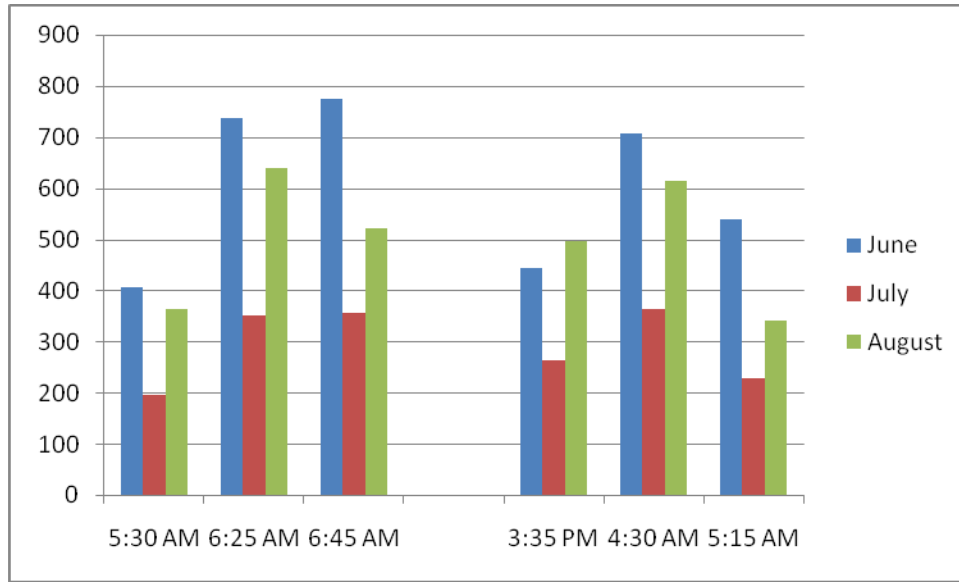
Staff has received inquiries about routes that were not cut when service adjustments were adopted, mostly about the Route 58.

Route 58 is a commuter route that operates three morning and three evening runs. A summary of the ridership over the last three months is included. Ridership in the morning is higher than the Route 53, but the afternoon ridership is not as high. While the Route 58 ridership does not carry as many afternoon passengers, ridership is not the only consideration.

Two other critical factors are the area the route serves and the availability of other route options. In addition, staff evaluated the reduction of other routes and the displacement of riders that would occur.

While Route 53 could see displacement from reduced Route 52, the Route 58 not only saw displacement from other commuter routes, but was compounded by the reduction of supplemental routes serving four public schools as well as a reduction in fixed route service in the corridor.

Route 58 Ridership



FINANCIAL IMPLICATIONS:

The Transit fund is designed as an “enterprise” fund which dictates that the enterprise be balanced and self-sustaining. Since the inception of City Transit service in 2005, the cost of service has exceeded revenues by over \$4 million total.

The Council directed that the accumulated deficit be carried for future reconciliation during the adoption of the last two annual budgets. The General Fund has advanced the cash shortfall, thereby reducing the ability of the City to dedicate much needed revenue to other activities. To prevent further restraints on other City revenue funds by adding to the accumulated deficit, the ongoing structural Transit operating imbalance must first be corrected.

This is very challenging when the Transit fund will receive \$1.5 million less in state revenues and sales tax in fiscal year 2009/10 than it received in the prior year. The service adjustments approved by Council on July 22, 2009 reduced the structural Transit budget deficit from \$1.7 million/year to \$25,000/year.

Any reinstatement of Transit service that is not concurrently offset by an equal amount of service cuts and/or fare increases, or some combination thereof, will add to the \$4 million Transit fund deficit that has accumulated since 2005.

ATTACHMENTS:

1. July 22, 2009 Staff Report on Service Adjustments
2. Adopted Service Adjustment Summary
3. Comparison of Service pre- and post-adjustment
4. Public notices about service adjustments
5. City of Elk Grove Process for Soliciting and Considering Public Comment Prior to a Fare Increase or Major Service Reduction
6. SACOG Performance Audit, City of Elk Grove Transit System- March 2008
7. "Sacramento-area transit makes cuts as revenue falls." Sacramento Bee, August 31, 2009.



**CITY OF ELK GROVE
CITY COUNCIL STAFF REPORT**

AGENDA TITLE: Public hearing to consider e-tran and e-van service adjustments and authorizing the City Manager to implement adjustments effective September 1, 2009

MEETING DATE: July 22, 2009

PREPARED BY: Tiffani M. Fink, Transit System Manager

DEPARTMENT HEAD: Cody Tubbs, Deputy City Manager

RECOMMENDED ACTION:

Staff recommends that the City Council conduct a public hearing to consider adjustments to *e-tran* and *e-van* service levels and adopt a resolution authorizing the City Manager to implement the adjustments effective September 1, 2009.

SUMMARY:

The adopted Transit budget for Fiscal Year 2009-10 includes an operating deficit of approximately \$1.7 million in addition to the over \$4 million in accumulated operating deficits since the City established *e-tran* in 2005.

Transit agencies throughout the United States, and especially in California, are facing unprecedented decreases in local and state revenues. At the same time, ridership levels are climbing to levels not seen since the Second World War.

Like other transit agencies, state cuts have hit *e-tran* very hard. If not for reductions in funding from the state and a continued loss of sales tax dollars [the revenue source for the Transportation Development Act (TDA)

funding the City receives for Transit], the City's Transit fund would be balanced today because expenditures are now being properly managed. The resulting Transit Fund deficit in FY 2009-10 coincides with a combined loss of approximately \$1.5 million in revenue (from lower Federal Transit Administration funding, TDA funding and the elimination of State Transit Assistance) over FY 2008-09.

The California Transit Association recently reported the following agency reductions and noted that this was only a partial list with many agencies, Elk Grove included, still working to determine the scope actions necessary to resolve the financial challenges presented:

Orange County Transportation Authority voted to enact a 25 percent reduction of services and eliminate 400 jobs....

...the San Francisco Municipal Transportation Authority approved a plan that includes an increase in the cost of basic fares, and reduction or elimination of service on half of the lines it operates....

... Central Contra Costa Transit Authority has raised its basic fares by nearly 30 percent, eliminated 23 percent of its service, and laid off 20 percent of its drivers... (*Transit California*, Spring 2009).

Locally, the Sacramento Regional Transit District (RT) has undertaken a number of actions to cover its loss of revenue. RT implemented a fare increase January 1, 2009 following service reductions the year prior.

At its June 22, 2009 meeting the RT Board voted to increase the cash fare and eliminated all transfers from or within the system, requiring purchase of a daily or monthly pass to avoid paying a fare each time one boards.

That same night, the RT Board considered elimination of Saturday service on Route 65. While no action was taken regarding Route 65 at that meeting, the RT Board has scheduled an additional public meeting in September to consider further service reductions with an anticipated effective date of January 1, 2010. Staff will continue to monitor the proposals from RT for any future impacts to Route 65.

Staff has prepared four *e-tran* service adjustment options for consideration by the City Council. Four public meetings were conducted this month (two evening meetings and two daytime meetings) to present the information to the public and hear feedback.

ANALYSIS:

The proposed service adjustments have been evaluated against performance measures, which include ridership levels, frequency, deadhead (time a bus travels empty at the beginning or end of a trip), redundancy, and cost recovery. City staff and MV corporate and local staff have worked hand in hand and reviewed the ridership data, boarding patterns, and redundancy to develop a comprehensive proposal of options that minimize the impacts to passengers by maximizing operational efficiencies.

A complete survey was undertaken on each local route to determine the boarding patterns of each individual “run” that a route operates. Due to inconsistencies in the data collected, these surveys were then put to a random system check that included a separate passenger count conducted by City staff consisting of Transit staff as well as the City’s corps of analysts from a variety of departments.

Staff has prepared four options for consideration by the City Council. Before evaluating service reduction options City staff (as part of the budget process) re-built the transit budget to maximize the efficiencies available outside of the contract.

The new contract that was awarded and will take effect September 1, 2009 will result in operational savings. It established the framework in which to develop the proposed service adjustment options and calculate cost estimates.

Following adoption of the City budget, staff met with MV Corporate staff (Kevin Klika, Chief Operating Officer; Nate Smith, President, West Coast Operations; and WC Pihl, Vice President of Business Development) to evaluate the fixed costs associated with the service provided in Elk Grove.

To close the \$1.7 million Transit deficit, the Transit staff/MV team identified approximately \$1.2 million in savings. The remaining \$500,000 in savings is anticipated to be realized through reductions in fueling costs (fewer buses use less fuel), a reduction in maintenance parts (the City purchases all parts over \$2,500), and reductions in other incidental costs.

Through a collaborative approach, approximately 40% of the \$1.2 million in savings was obtained without directly affecting over-the-road service. These reductions include reducing the phone reservation call-in period to 8:00 am – 5:00 pm daily from 7:00 am to 7:00 pm and elimination of the following contract positions:

- one payroll clerk
- 0.8 of one dispatch position
- one mechanic
- one road supervisor
- two utility workers
- two customer service representatives

In addition to these measures, service adjustments as described in Option 1 (below) provide for a balanced transit budget with the least impact to passengers. The following is a detailed description of those service adjustments. Descriptions of Options 2, 3, and 4 and corresponding identified unfunded deficit projections follow Option 1.

OPTION 1: No Transit Operating Deficit

Routes with No Proposed Weekday Changes

Option 1 includes seven routes (57, 58, 66, 154, 156, 157 and 159) that will remain unchanged on weekdays. These routes perform the strongest in their current form and have substantial ridership throughout the day. Routes 57, 58 and 66 are commuter routes that operate near capacity. Routes 154 and 157 are the spine of the local routes that connect several of them. Ridership is solid and the timetable as currently operated is needed to feed the remainder of the local fixed route service. Route 156 is another local route with significant ridership. In addition, the 156 services the Meadowview Light Rail station connecting the local fixed route service

to RT's Light Rail service. No changes are recommended to that route to ensure that connectivity with light rail is not affected.

Routes with Minor Restructuring

Included in Option 1 is a minor restructuring of three of the current "supplemental" routes. The supplemental routes were added to the fixed route system to accommodate the peak hour service impacts of students on the City transit system. The supplemental routes were given a separate numbering system to identify them as a distinct service.

The Code of Federal Regulations restricts the services a transit agency can provide as school service. A transit provider can only add extra capacity to regular routes to handle increased ridership; the provider cannot create routes specific to handle the school demand. In an effort to better conform to these federal requirements and minimize a loss of federal funds, staff has included in Option 1 a proposed renumbering of the routes to fold them into the fixed route schedule. Route 301 would become Route 151, Route 302 would become Route 152 and Route 303 would become Route 153. These routes currently operate on different schedules daily to coincide with the school bell schedule and minimum days. Staff proposes to restructure the schedule to operate on a fixed timeline five days a week and to discontinue all minimum day service to bring the system into further compliance with federal regulations.

Routes with Strategic Service Adjustments to Current Level of Service

After a comprehensive review of all Transit services provided by the City, Option 1 includes specific identified reductions to four commuter routes as well as two local fixed routes. The following is a breakdown by route of the service adjustment and its justification. Each of the commuter routes in Option 1 includes significant overhead expense to operate. Each run must deadhead (run empty to the starting point) to:

- **Route 52** - The City operates ten commuter runs into Downtown Sacramento. Route 52 provides for ten morning and ten afternoon runs to and from Sacramento. The route operates on approximately 15 minute service with several of the runs well below capacity. Option 1 identified the ridership patterns on each run and identified those that currently run with significant capacity. Option 1 includes the discontinuation of the four morning runs (5:20 am, 5:45 am, 6:15

am, and 7:15 am) as well as four afternoon runs (3:50 pm, 4:20 pm, 4:50 pm and 5:20 pm). This reduction will still leave the route operating on half-hour frequency, which meets or exceeds every local fixed route frequency. In addition, staff has included the 6:45 am run to cover demand in the morning. Each run identified has lower ridership that can be accommodated by either the run ahead of or behind the time point proposed for discontinuation.

- **Route 53** - Route 53 operates a limited schedule daily of three morning and afternoon runs with base ridership on the first and last runs on the morning and afternoon schedules. Option 1 includes the discontinuation of the 5:45 am and 4:00 pm runs. Each run identified has lower ridership that can be accommodated by either the run ahead of or behind the time point.
- **Route 59** - Route 59 operates a schedule daily of four morning and afternoon routes with ridership varying by run. Option 1 includes the discontinuation of the 7:45 am and 3:35 pm runs. Each run identified has lower ridership that can be accommodated by either the run ahead of or behind the time point.
- **Route 60** - Route 60 operates seven morning runs and eight afternoon runs between Elk Grove and Downtown Sacramento. Ridership is stronger in the mornings with all morning runs operating with significant ridership. In the afternoon, the ridership spreads out with three runs seeing limited ridership. Option 1 would eliminate the 3:20 pm, 3:50 pm and 4:35 pm runs. Each run identified has lower ridership that can be accommodated by either the run ahead of or behind the time point.
- **Routes 70 and 71** - Routes 70 and 71 operate between the City of Elk Grove and the Franchise Tax Board (FTB) in Rancho Cordova. They operate in parallel for the majority of the routes and ridership is scattered between the two routes and the numerous runs operated. Option 1 includes combining the two routes into one route and re-defining the starting and ending times. City staff has been working with the transportation liaison at the FTB to survey passengers regarding their travel patterns. Option 1 anticipates no reduction to the morning service while discontinuing one afternoon run. Staff will

continue to work to re-time the routes prior to September 1, 2009 and will publish the new times 30 days in advance.

- **Route 158 and 162** - Routes 158 and 162 are local fixed routes serving Elk Grove. Each route loops through the City and connects at Cosumnes River College. The two routes touch at two different transfer points at the beginning and end of the routes. After reviewing the boarding patterns of passengers and the deadhead associated with the Route 158, greater efficiencies could be achieved by operating the two routes as one loop route originating from the bus stop on Elkmont Drive adjacent to the City's Corporation Yard. Option 1 includes a loop route operating on a 90 minute frequency during the currently posted hours of operation for the existing Route 158 and folding the Route 162 into the Route 158. In addition, during peak hours, the new Route 158 would offer additional frequency bringing the headways (time between buses) down to 45 minutes, which is an increase from the current hour headways.

Routes Identified for Discontinuation

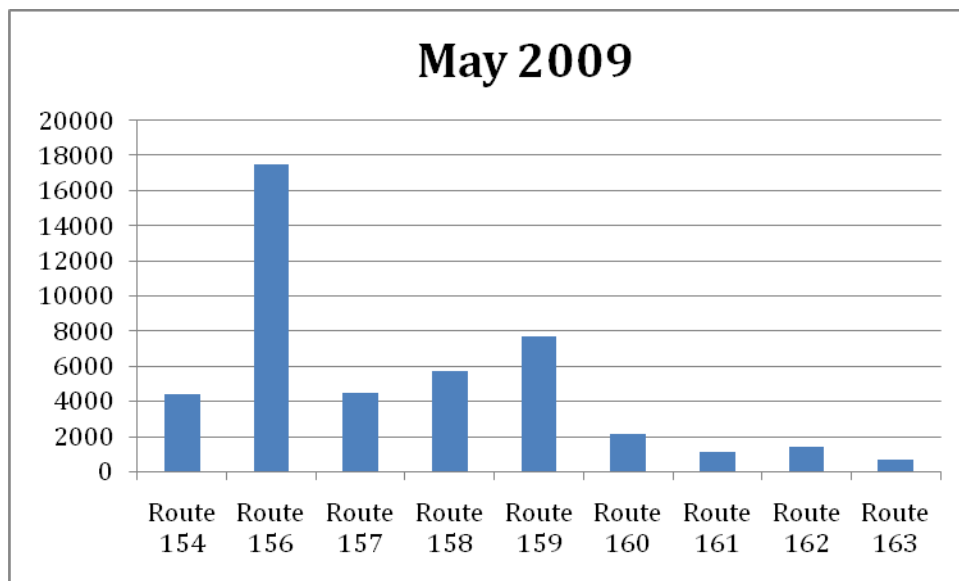
During the evaluation of the services offered by the City, eight routes were identified for either poor performance or for their redundancy with services already offered by another route. Below is a listing of the routes with the reason for discontinuation. The routes have been categorized by type (supplemental, commuter or local fixed route).

Supplemental Routes: The reasons for discontinuation of the four supplemental routes vary. Route 308, while on the current schedule, is not currently operated due to low ridership. Option 1 would simply remove the route from the schedule entirely. There is no ridership impact to discontinuation of this route. Route 304 operates with low ridership daily and passengers utilizing the service can access school via the local fixed route system as recommended by the FTA. Routes 307 and 308 are duplicative to local fixed route service. All the schools served by the two routes are also served by Routes 156 and 157.

Local Fixed Routes: The City offers 10 local fixed routes serving Elk Grove residents and providing connections to Cosumnes River College and

Meadowview Light Rail Station, as well as to shopping, dining and medical services in the City of Sacramento and southern Sacramento County. While the majority of the routes perform very well, two of the routes do not, seeing ridership that is only a small fraction of the other routes operated. Option1 discontinues Routes 161 and 163. These routes have limited ridership and operate on corridors where passengers have other transit options to complete their trip.

The following graph shows the ridership on local routes for the month of May 2009:

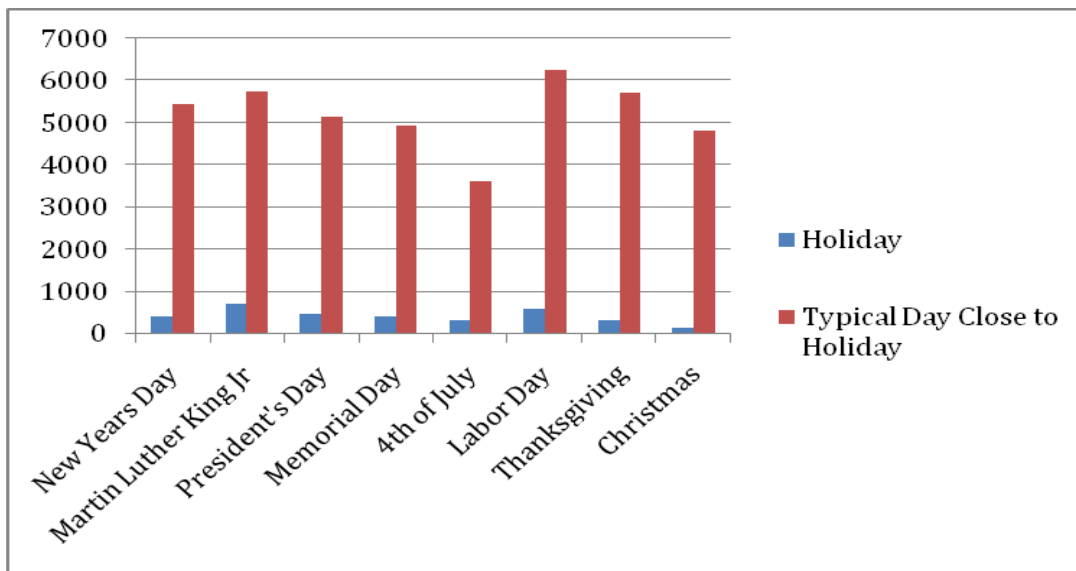


Commuter Route 49 and Local Route 49: The City offers ten commuter routes weekdays to destinations throughout Sacramento County. Nine of the routes operate as traditional fixed service, with one route operating as a deviated route. Commuter Route 49 and Local Route 49 allow passengers to catch the route and then request a deviation to another bus stop to connect to any bus stop in the City.

Due to the customized nature of this service, ridership is limited resulting in a high cost per passenger to operate. The Commuter portion often performs with a daily ridership totaling less than 30 with the Local portion often carrying fewer than ten passengers daily. Option1 identifies both of these segments of Route 49 to be discontinued.

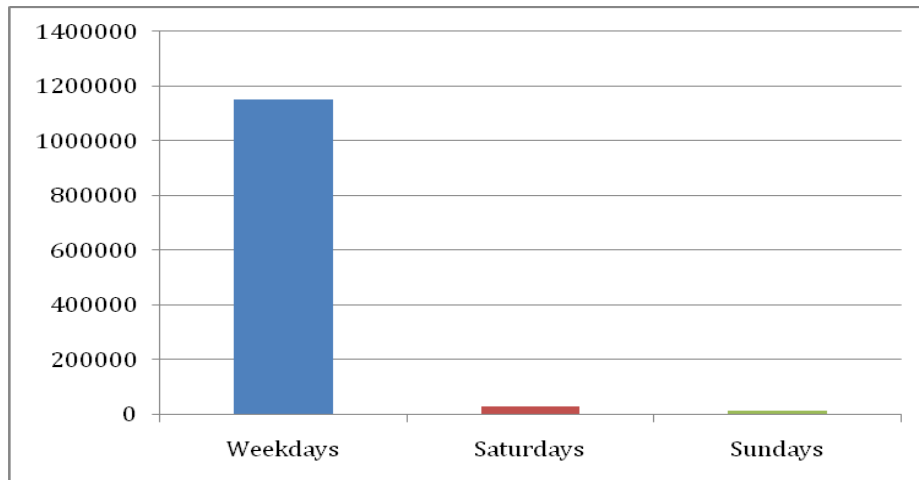
Discontinuation of Holiday Service on Select Federal Holidays

The City currently offers reduced service on holidays similar to the service offered on weekends. This service consists of three local routes which operate on a reduced time schedule. Staff has reviewed ridership on eight federal holidays and Option 1 proposes to discontinue service on these holidays due to low ridership and the high fixed costs associated with operating on a holiday. Fixed costs include overtime for drivers and dispatch because as this is an approved holiday in the bargaining agreement between MV and the Amalgamated Transit Union. As these holidays are already called out in the union Agreement, MV has notified the City no further negotiations are required to discontinue service on these days. The graph below shows ridership on each of the holidays compared to a normal operating weekday in that same month:



Weekend Service:

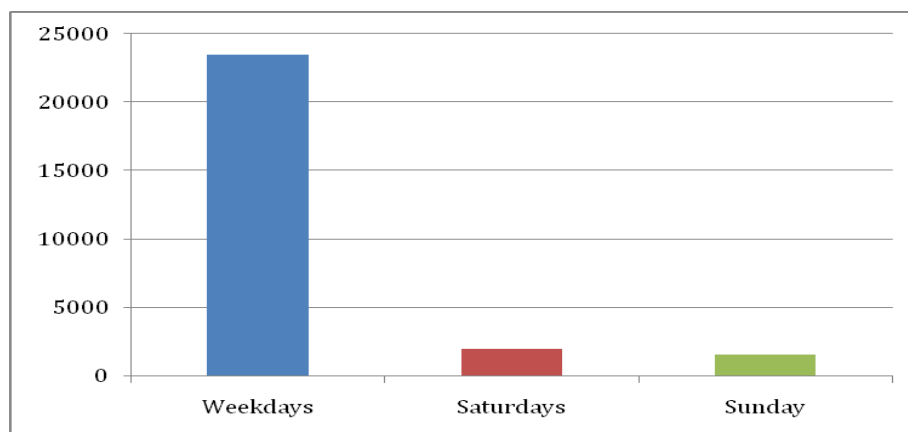
Weekend ridership on *e-tran* and *e-van* is significantly less than it is on weekdays. The transit services provided by the City are most frequently used to access employment, educational institutions and medical appointments. The following graph shows the number of passenger trips on *e-tran* for FY 2007-08 broken down by weekdays (Monday - Friday), compared to weekend (Saturdays and Sundays):



The City's Transit division averages 4,400 passengers on any given weekday dropping to 555 on an average Saturday and falling again to 288 on an average Sunday. This significant drop off in ridership results in the services operated on weekends having a significantly higher cost to operate per passenger than weekday services.

Option 1 proposes discontinuing local fixed route services on weekends due to low ridership. In addition to the reduced operating costs due to billed hourly costs, the City is able to achieve a reduction in the fixed costs billed to the City by MV through their reduction in maintenance, dispatch and management costs. The reductions would affect potentially 43,000 boardings or approximately 3.6% of *e-tran* passengers.

The following graph shows the number of passenger trips on *e-van* for FY 2007-08 broken down by weekdays (Monday-Friday) compared to weekends (Saturdays and Sundays):



e-van service is the federally required Americans with Disabilities Act (ADA) complement to Fixed Route service. Additionally, the City offers services outside of the ADA area to destinations throughout Sacramento County as well as services to seniors within the City of Elk Grove.

Option 1 proposes to discontinue *e-tran* fixed route services on weekends. Should option 1 be selected, the City would no longer have any ADA requirement on the weekends.

Due to the limited ridership on the weekend and the significant cost per trip for passengers utilizing the *e-van* service, Option 1 proposes to discontinue *e-van* service on the weekends. Staff is working to explore other options available to ADA eligible passengers including the development of a taxi script program. A description of this service is included in the description of Option 2.

OPTION 2: \$25,000 Unfunded Transit Deficit Projected

Includes all of the Option 1 reductions

Option 2 includes all of the above mentioned reductions. The difference between Option 1 and Option 2 is the addition of a taxi script program.

Taxi Script Program Implementation

Taxi script is a program where ADA eligible passengers would be issued a limited number of ride opportunities (coupons) to use on weekends when service is not offered. The coupons could be good for 50% off of a taxi ride for a maximum City contribution of \$10 a ride.

The taxi script program has been included under Option 2. Additional weekend options for ADA passengers may include service via Paratransit, Inc. or the Elk Grove Senior Center's dial-a-ride service. The additional cost of these limited ADA-eligible only services would leave the Transit Fund with an unfunded deficit of approximately \$25,000 if adopted with that limit and a 2,500 trip cap.

OPTION 3: \$226,906 Unfunded Transit Deficit Projected

Option 3 reinstates weekend service

Option 3 includes all of the reductions proposed with Option 1 with the exception of the elimination of weekend service. Option 3 would restore 3 local *e-tran* routes on Saturday and Sunday as well as all *e-van* service currently provided.

Additional reductions to Commuter Services on “Furlough Fridays”

Option 3 includes an additional reduction to the commuter services to coincide with the Governor’s Executive Order furloughing state employees the first three Fridays of each month. This option would eliminate the 5:50 am and 4:05 pm runs from Route 57, the 5:30 am and 3:35 pm runs from Route 58, the 5:54 am and 7:39 am runs from Route 60 as well as one morning and evening run of Route 71 to be determined after the route realignment. One challenge with the implementation of the furlough Friday schedule is that it remains unknown how long the three day furlough will continue and, if reduced, whether the state will revert to floating furloughs that spread the reduction in ridership among several days and could result in the demand to reinstate this service prior to June 30, 2010.

OPTION 4: \$241,325.50 Unfunded Transit Deficit Projected

Option 4 reinstates weekend service

Option 4 includes all of the reductions proposed with Option 1 with the exception of the elimination of weekend service. Option 4 would restore 3 local *e-tran* routes on Saturday and Sunday as well as all *e-van* service currently provided. Option 4 does not include any additional reductions on furlough Fridays.

FINANCIAL IMPLICATIONS:

The City’s adopted FY 2009-10 budget includes an operating deficit in the Transit Fund of approximately \$1.7 million in addition to the over \$4 million in accumulated operating deficits since the City established *e-tran* in 2005.

All identified funding sources eligible for transit operations have been included in the budget.

Due to recent sales tax decreases and state revenue diversions, operating revenues are insufficient to sustain the system. Option 1, as presented, provides a menu of service adjustments that closes the deficit in the current fiscal year.

To balance the Transit Fund, any item removed from that list requires a reduction of service elsewhere. If not, the Transit operating deficit will continue. The reductions outlined in the staff report have been carefully analyzed by City staff and MV. They pose the least impact to passengers and maintain the needed farebox recovery ratios.

As outlined in Option 1, through selective reductions to service, ridership on the remaining routes is projected to increase while the less productive revenue hours are proposed for discontinuation. This balance is designed to sustain the farebox recovery ratio. The adopted FY 2009-10 farebox revenues are conservative and were calculated anticipating a potential service reduction.

ATTACHMENTS:

1. Resolution Adopting Service Adjustments on *e-tran* and *e-van* and Authorizing the City Manager to Implement the Adjustments Effective September 1, 2009
2. Options 1, 2, 3 and 4
3. *e-tran* Bus Route Ride Guides
4. American Public Transit Association Report, "*Challenges of State and Local Funding Constraints on Transit Systems: Effects on Service, Fares, Employment and Ridership*" (June 2009)
5. California Transit Association Article, "*Where Do We Go From Here?*" (Spring 2009)

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ELK GROVE ADOPTING SERVICE ADJUSTMENTS ON E-TRAN AND E-VAN AND AUTHORIZING THE CITY MANAGER TO IMPLEMENT THE ADJUSTMENTS EFFECTIVE SEPTEMBER 1, 2009

WHEREAS, the City of Elk Grove (City) provides public transportation service for the benefit of persons in the City of Elk Grove; and

WHEREAS, the City has adopted a budget for Fiscal Year 2009-10 that includes a deficit in the Transit fund; and

WHEREAS, sales tax receipts credited to transportation have been impacted by the current economic climate in California; and

WHEREAS, the State of California has eliminated all dedicated State funding for transit operations for the next five fiscal years; and

WHEREAS, the City is committed to providing the maximum level of transit service possible while maintaining fiscal constraint.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Elk Grove does hereby adopt service adjustments on *e-tran* and *e-van* as shown on Exhibit A to this resolution. *[Note: Exhibit A will be prepared in accordance with Council direction at the July 22, 2009 meeting.]*

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Elk Grove does hereby authorize the City Manager to implement the adjustments effective September 1, 2009.

PASSED AND ADOPTED by the City Council of the City of Elk Grove this 22nd day of July 2009.

PATRICK HUME, MAYOR of the
CITY OF ELK GROVE

ATTEST:

APPROVED AS TO FORM:

SUSAN J. BLACKSTON, CITY CLERK

SUSAN COCHRAN, CITY ATTORNEY

e-tran and e-van Service Adjustments- Option 1

Routes Remaining Unchanged

<i>Route</i>	<i>Action</i>
Route 57	
Route 58	
Route 66	
Route 154	
Route 156	Weekdays only. Weekends are proposed for discontinuation
Route 157	Weekdays only. Weekends are proposed for discontinuation
Route 159	

Minor Restructuring

<i>Route</i>	<i>Action</i>
Route 301	Rename Route 301 as Route 151 and post a fixed start and end time each weekday
Route 302	Rename Route 302 as Route 152 and post a fixed start and end time each weekday
Route 303	Rename Route 303 as Route 153 and post a fixed start and end time each weekday

Strategic Service Adjustments

<i>Route</i>	<i>Action</i>
Route 52	Discontinue the 5:20, 5:45, 6:15 and 7:15 A.M. runs Discontinue the 3:50, 4:20, 4:50 and 5:20 P.M. runs
Route 53	Discontinue the 5:45 A.M. and 4:00 P.M. runs
Route 59	Discontinue the 7:45 A.M. and 3:35 P.M. runs
Route 60	Discontinue the 3:20, 3:50 and 4:35 P.M. runs
Routes 70/71	Discontinue Route 70 and restructure 71 to combine passengers from both routes
Routes 158/162	Combine the routes into one loop route and operate on 1 1/2 hour headways

Routes Identified for Discontinuation

<i>Route</i>	<i>Comment</i>
Route 304	Low ridership along corridor
Route 305	Service is redundant. Students can access school on Routes 156 and 157
Route 307	Service is redundant. Students can access school on Routes 156 and 157
Route 308	Already out of service. This action would remove route from schedule
Route 161	Discontinue due to limited ridership on the Route.
Route 163	Discontinue due to limited ridership on the Route.
Route 49	Discontinue the Commuter and Local routes
Route 155	Route operates Weekends only

Holidays

Discontinue service on eight Federal Holidays: New Years Day, Martin Luther King, Jr. Day, President's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day, Christmas Day

Weekends

Discontinue Weekend *e-tran* service (Routes 155, 156 and 157)
 Discontinue Weekend *e-van* service

Unfunded Deficit Remaining: \$ 0.00

e-tran and e-van Service Adjustments- Option 2

Routes Remaining Unchanged

<i>Route</i>	<i>Action</i>
Route 57	
Route 58	
Route 66	
Route 154	
Route 156	Weekdays only. Weekend service proposed for discontinuation
Route 157	Weekdays only. Weekend service proposed for discontinuation
Route 159	

Minor Restructuring

<i>Route</i>	<i>Action</i>
Route 301	Rename Route 301 as Route 151 and post a fixed start and end time each weekday
Route 302	Rename Route 302 as Route 152 and post a fixed start and end time each weekday
Route 303	Rename Route 303 as Route 153 and post a fixed start and end time each weekday

Strategic Service Adjustments

<i>Route</i>	<i>Action</i>
Route 52	Discontinue the 5:20, 5:45, 6:15 and 7:15 A.M. runs Discontinue the 3:50, 4:20, 4:50 and 5:20 P.M. runs
Route 53	Discontinue the 5:45 A.M. and 4:00 P.M. runs
Route 59	Discontinue the 7:45 A.M. and 3:35 P.M. runs
Route 60	Discontinue the 3:20, 3:50 and 4:35 P.M. runs
Routes 70/71	Discontinue Route 70 and restructure 71 to combine passengers from both routes
Routes 158/162	Combine the routes into one loop route and operate on 1 1/2 hour headways

Routes Identified for Discontinuation

<i>Route</i>	<i>Comment</i>
Route 304	Low ridership along corridor
Route 305	Service is redundant. Students can access school on Routes 156 and 157
Route 307	Service is redundant. Students can access school on Routes 156 and 157
Route 308	Already out of service. This action would remove route from schedule
Route 161	Discontinue due to limited ridership on the Route.
Route 163	Discontinue due to limited ridership on the Route.
Route 49	Discontinue the Commuter and Local routes
Route 155	Route operates Weekends only

Holidays

Discontinue service on eight Federal Holidays: New Years Day, Martin Luther King, Jr. Day, President's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day, Christmas Day

Weekends

Discontinue Weekend *e-tran* service (Routes 155, 156 and 157)
 Discontinue Weekend *e-van* service
 Implement a Taxi Script service capped at \$25,000 or 2,500 rides

Unfunded Deficit Remaining: \$ 25,000

e-tran and e-van Service Adjustments- Option 3

Routes Remaining Unchanged

Route 57
Route 58
Route 66
Route 154
Route 155
Route 156
Route 157
Route 159

Minor Restructuring

<i>Route</i>	<i>Action</i>
Route 301	Rename Route 301 as Route 151 and post a fixed start and end time each weekday
Route 302	Rename Route 302 as Route 152 and post a fixed start and end time each weekday
Route 303	Rename Route 303 as Route 153 and post a fixed start and end time each weekday

Strategic Service Adjustments

<i>Route</i>	<i>Action</i>
Route 52	Discontinue the 5:20, 5:45, 6:15 and 7:15 A.M. runs
Route 53	Discontinue the 3:50, 4:20, 4:50 and 5:20 P.M. runs
Route 59	Discontinue the 5:45 A.M. and 4:00 P.M. runs
Route 60	Discontinue the 7:45 A.M. and 3:35 P.M. runs
Routes 70/71	Discontinue the 3:20, 3:50 and 4:35 P.M. runs
Routes 158/162	Discontinue Route 70 and restructure 71 to combine passengers from both routes Combine the routes into one loop route and operate on 1 1/2 hour headways

Routes Identified for Discontinuation

<i>Route</i>	<i>Comment</i>
Route 304	Low ridership along corridor
Route 305	Service is redundant. Students can access school on Routes 156 and 157
Route 307	Service is redundant. Students can access school on Routes 156 and 157
Route 308	Already out of service. This action would remove route from schedule
Route 161	Discontinue due to limited ridership on the Route.
Route 163	Discontinue due to limited ridership on the Route.
Route 49	Discontinue the Commuter and Local routes

Holidays

Discontinue service on eight Federal Holidays: New Years Day, Martin Luther King, Jr. Day, President's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day, Christmas Day

Additional Commuter Service Reductions on Furlough Fridays (1st, 2nd and 3rd Fridays)

<i>Route</i>	<i>Action</i>
Route 57	Eliminate 5:50 A.M. and 4:05 P.M. runs
Route 58	Eliminate 5:30 A.M. and 3:35 P.M. runs
Route 60	Eliminate 5:54 A.M. and 7:39 A.M. runs
Route 71	Eliminate 1 AM and 1PM run (TBD)

Unfunded Deficit Remaining: \$226,906.61

e-tran and e-van Service Adjustments- Option 4

Routes Remaining Unchanged

Route 57
 Route 58
 Route 66
 Route 154
 Route 155
 Route 156
 Route 157
 Route 159

Minor Restructuring

<i>Route</i>	<i>Action</i>
Route 301	Rename Route 301 as Route 151 and post a fixed start and end time each weekday
Route 302	Rename Route 302 as Route 152 and post a fixed start and end time each weekday
Route 303	Rename Route 303 as Route 153 and post a fixed start and end time each weekday

Strategic Service Adjustments

<i>Route</i>	<i>Action</i>
Route 52	Discontinue the 5:20, 5:45, 6:15 and 7:15 A.M. runs Discontinue the 3:50, 4:20, 4:50 and 5:20 P.M. runs
Route 53	Discontinue the 5:45 A.M. and 4:00 P.M. runs
Route 59	Discontinue the 7:45 A.M. and 3:35 P.M. runs
Route 60	Discontinue the 3:20, 3:50 and 4:35 P.M. runs
Routes 70/71	Discontinue Route 70 and restructure 71 to combine passengers from both routes
Routes 158/162	Combine the routes into one loop route and operate on 1 1/2 hour headways

Routes Identified for Discontinuation

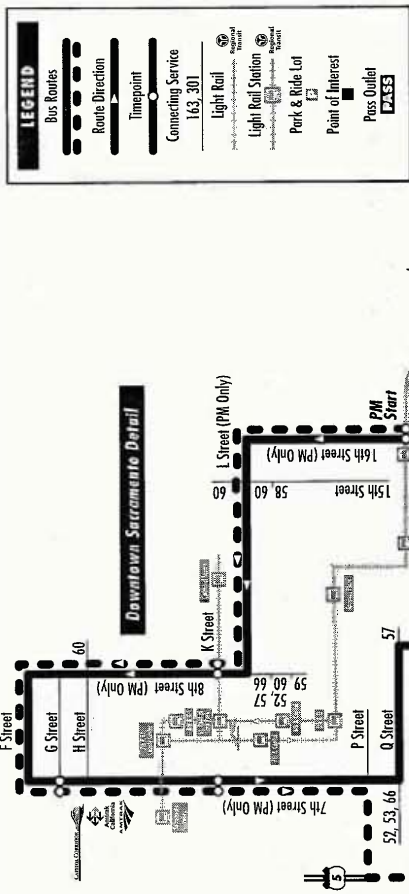
<i>Route</i>	<i>Comment</i>
Route 304	Low ridership along corridor
Route 305	Service is redundant. Students can access school on Routes 156 and 157
Route 307	Service is redundant. Students can access school on Routes 156 and 157
Route 308	Already out of service. This action would remove route from schedule
Route 161	Discontinue due to limited ridership on the Route.
Route 163	Discontinue due to limited ridership on the Route.
Route 49	Discontinue the Commuter and Local routes

Holidays

Discontinue service on eight Federal Holidays: New Years Day, Martin Luther King, Jr. Day, President's Day, Memorial Day, 4th of July, Labor Day, Thanksgiving Day, Christmas Day

Unfunded Deficit Remaining: \$ 241,325.50

Commuter Route: 49 – Commuter For-the-Nighter



Commuter Route: 49 – Commuter For-the-Nighter

Monday – Friday: PM Southbound to Elk Grove Travelling I-5

Route 49 – Commuter For-the-Nighter is a unique service. When boarding the bus in downtown Sacramento, please advise the bus operator of the bus stop location in Elk Grove at which you wish to be dropped off. You will be dropped off within 30 to 60 minutes after departing downtown Sacramento.

Buses may depart timepoints early in Elk Grove in the PM.

Commuter routes do not operate on Saturday, Sunday or on the following Federal holidays: New Year's Day, Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day.

AM times shown in lightface, **PM times shown in boldface type.**

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Footnote	16th St. at O St.	6:10	6:15	6:20	6:23	6:43
	(16th St. LRT Sta.)					
	8th St. at K St.					
	(St. Rose of Lima)					
	Park Light Rail Sta.)					
	7th Street					
	at G Street					
	7th St. at K St.					
	(St. Rose of Lima)					
	Park Light Rail Sta.)					
	7th St. at K St.					
	(St. Rose of Lima)					
	First Drop Off					
	In Elk Grove					

Monday – Friday: PM Southbound to Elk Grove Travelling East of State Route 99

Footnote	16th St. at O St.	6:10	6:15	6:20	6:23	6:30	1: 6:50
	(16th St. LRT Sta.)						
	8th St. at K St.						
	(St. Rose of Lima)						
	Park Light Rail Sta.)						
	7th Street						
	at G Street						
	7th St. at K St.						
	(St. Rose of Lima)						
	Park Light Rail Sta.)						
	Broadway at						
	24th St.						
	First Drop Off						
	In Elk Grove						

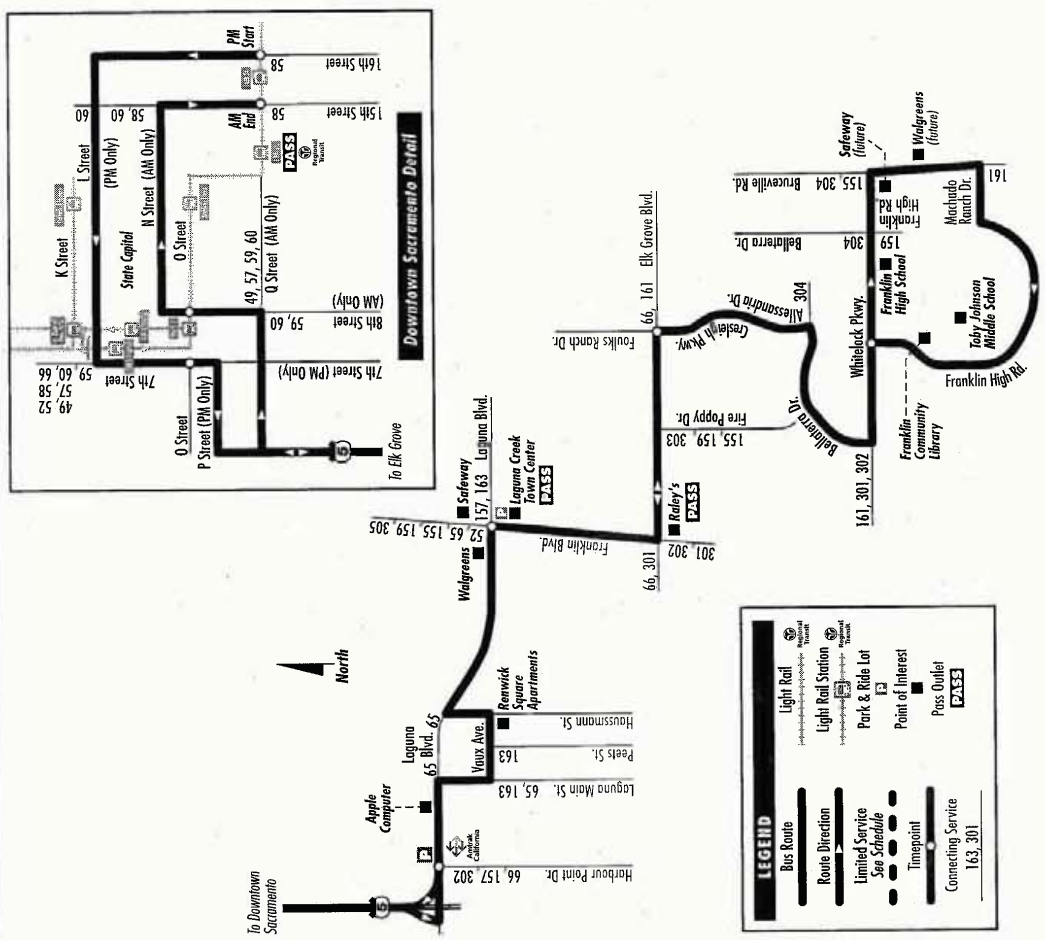
1 – Meets SCTLINK Hwy 99 Express to Galt at Elk Grove Blvd. at Emerald Vista Dr. at 7:05 PM

Commuter routes do not operate on Saturday, Sunday and Holidays.

Route 49 – Elk Grove For-the-Nighter
When boarding in downtown Sacramento, advise the bus operator of the bus stop location in Elk Grove where you wish to be dropped off. You will be dropped off within 30 to 60 minutes after departing downtown Sacramento. This bus will serve Elk Grove west of State Route 99.

Route 49 – Elk Grove For-the-Nighter
When boarding in downtown Sacramento, advise the bus operator of the bus stop location in Elk Grove where you wish to be dropped off. You will be dropped off within 30 to 60 minutes after departing downtown Sacramento. This bus will serve Elk Grove east of State Route 99.

Commuter Route: 53 - Whitelock Pkwy/Franklin Express



Commuter Route: 53 - Whitelock Pkwy/Franklin Express

Monday - Friday: AM Northbound to Downtown Sacramento
 Monday - Friday: PM Southbound to Elk Grove

Stop	AM Northbound	PM Southbound
Whitelock Pkwy, (EB)	5:25	3:30
Community Library	5:45	4:00
Elk Grove Blvd at Foules Ranch Dr	6:00	4:35
Laguna Blvd at Franklin Blvd	6:15	4:45
Laguna Blvd at (P/R at Bel Air)	6:30	5:15
Laguna West P/R (Laguna Blvd at Harbour Point Dr)	6:45	5:30
Light Rail Station	7:00	5:45
15th St at O St	7:10	5:50
Footnotes		

Commuter routes do not operate on Saturday, Sunday and Holidays.

P/R = Park and Ride Lot

Commuter routes do not operate on Saturday, Sunday or the following Federal holidays: New Year's Day, Martin Luther King, Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day.

Buses may depart timepoints early in Downtown Sacramento in the AM.

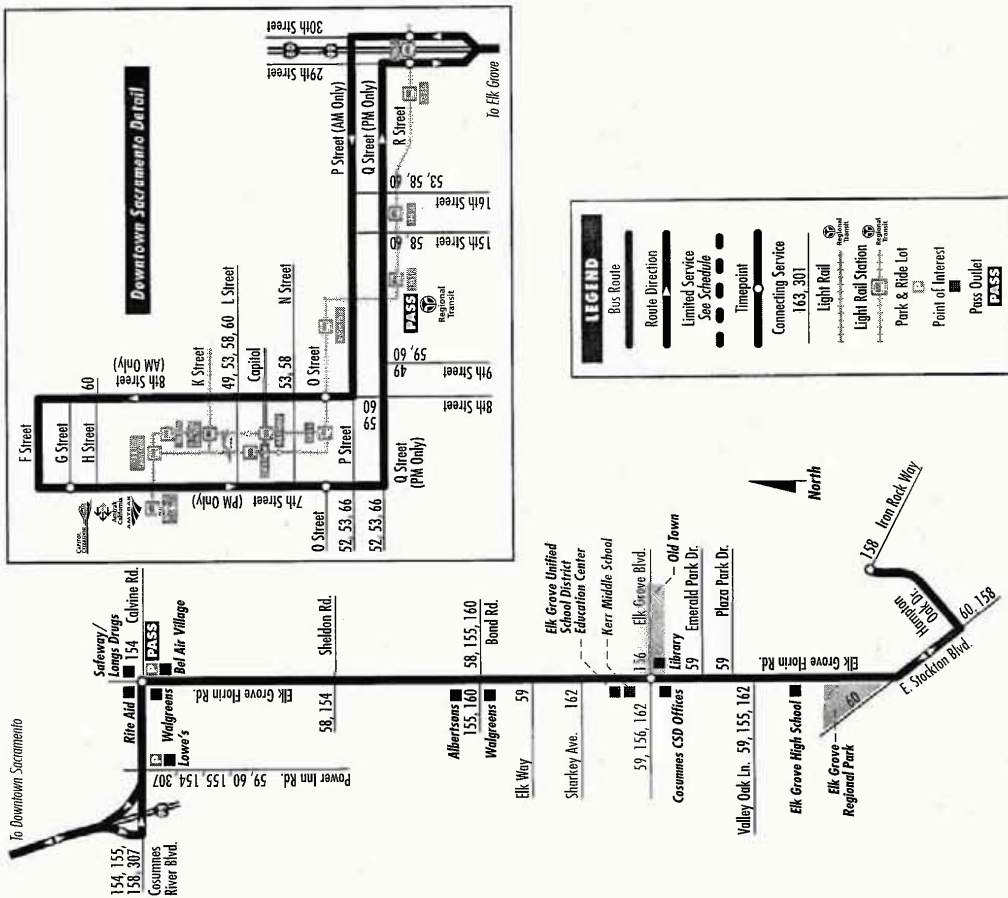
Buses may depart timepoints early in Elk Grove in the PM.

EB = Eastbound NB = Northbound

AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Commuter Route: 57 – Elk Grove Florin Express



Commuter Route: 57 – Elk Grove Florin Express

Monday – Friday: AM Northbound to Downtown Sacramento

Footnotes	Iron Rock Wy. at Hampton Oak Dr.	5:50	5:56	6:09	6:39	6:50	6:55	7th Street at G Street
	Elk Grove Florin Rd. at Elk Grove Blvd.	6:15	6:22	6:35	6:59	7:10	7:15	8th St. at O St. Light Rail Station
	Calvine Rd. at Elk Grove Florin Rd.	6:35	6:42	6:55	7:24	7:35	7:40	9th St. LRT Sta. (30th St. at R St.)
	(P/R at Bel Air)							
	Elk Grove Florin Rd.							
	(P/R at Bel Air)							
	Calvine Rd. at Elk Grove Florin Rd.							
	(P/R at Bel Air)							
	Elk Grove Florin Rd.							
	29th St. LRT Sta.							
	(30th St. at R St.)							
	8th St. at O St. Light Rail Station							
	7th Street at G Street							

Monday – Friday: PM Southbound to Elk Grove

Footnotes	7th Street at G Street	4:05	4:10	4:20	4:45	4:54	5:10
	Calvine Rd. at Elk Grove Florin Rd.	4:35	4:40	4:50	5:15	5:24	5:40
	(P/R at Bel Air)	5:05	5:10	5:20	5:45	5:54	6:10
	Elk Grove Florin Rd.						
	29th St. LRT Sta.						
	(30th St. at R St.)						
	8th St. at O St. Light Rail Station						
	7th Street at G Street						

Commuter routes do not operate on Saturday, Sunday and Holidays.

PM = Park and Ride Lot

Commuter routes do not operate on Saturday, Sunday or on the following Federal holidays: New Year's Day, Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day.

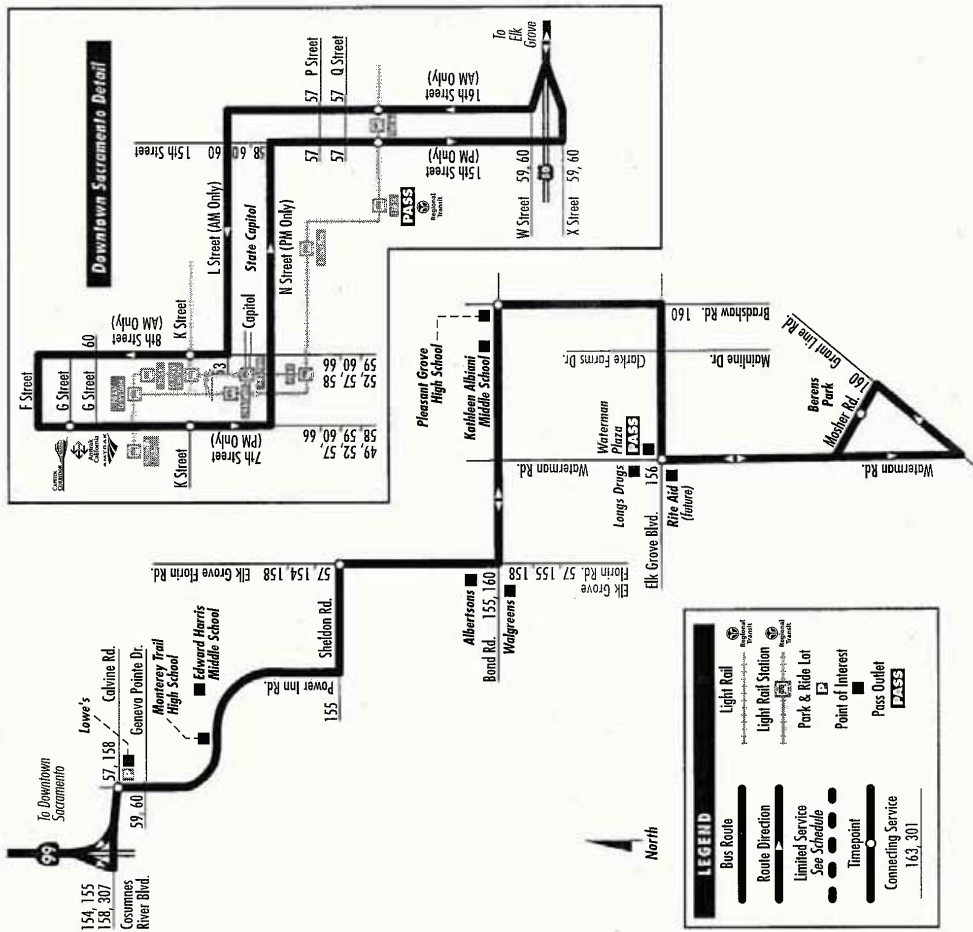
Buses may depart timepoints early in Downtown Sacramento in the AM.

Buses may depart timepoints early in Elk Grove in the PM.

AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Commuter Route: 58 - East Elk Grove Express



Commuter Route: 58 - East Elk Grove Express

Monday - Friday: AM Northbound to Downtown Sacramento

Footnotes	Mosher Rd. at Berens Park	5:30	5:35	5:39	5:45	6:00	6:20	6:25	6:30	7th St. at G St.
	Elk Grove Blvd. at Waterman Rd.	6:25	6:30	6:34	6:40	6:55	7:15	7:20	7:25	Park LRT Sta.)
	Bond Rd. at Bradshaw Rd.	6:45	6:50	6:54	7:00	7:15	7:45	7:50	7:55	8th St. at K St.
	Sheldon Rd. at Elk Grove Florn Rd.									(St. Rose of Lima
	Power Inn Rd. at Calvine Rd.									(16th St. LRT Sta.)
	(P/R at Lowe's)									

Monday - Friday: PM Southbound to Elk Grove

Footnotes	7th St. at G St.	3:35	3:40	3:50	4:20	4:30	4:41	4:45	4:50	Mosher Rd. at Berens Park
	7th St. at K St.	4:30	4:35	4:45	5:20	5:30	5:41	5:45	5:50	Waterman Rd. at Kiever Wy.
	(St. Rose of Lima	5:15	5:20	5:30	6:00	6:10	6:21	6:25	6:30	Bradshaw Rd. at Bond Rd.
	16th St. LRT Sta.)									Elk Grove Florn Rd. at Sheldon Rd.
	Power Inn Rd. at Calvine Rd.									(P/R at Lowe's)
	(P/R at Lowe's)									

Commuter routes do not operate on Saturday, Sunday and Holidays.

P/R = Park and Ride Lot

Commuter routes do not operate on Saturday, Sunday or on the following Federal holidays: New Year's Day, Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day.

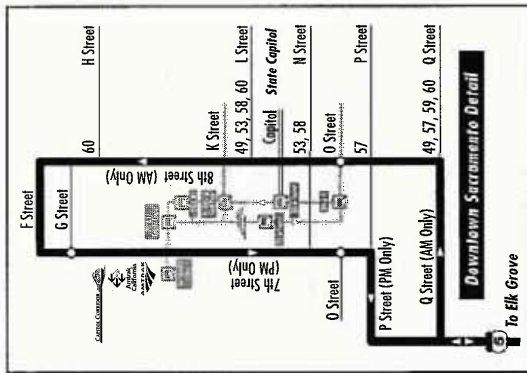
Buses may depart timepoints early in Downtown Sacramento in the AM.

Buses may depart timepoints early in Elk Grove in the PM.

AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Commuter Route: 66 – Elk Grove Blvd. Express



LEGEND

- Bus Route
- Route Direction
- Limited Service See Schedule
- Timepoint
- Connecting Service
- 163, 301
- Light Rail
- Light Rail Station
- Park & Ride Lot
- Point of Interest
- Plus Outlet
- CSAA



Commuter Route: 66 – Elk Grove Blvd. Express

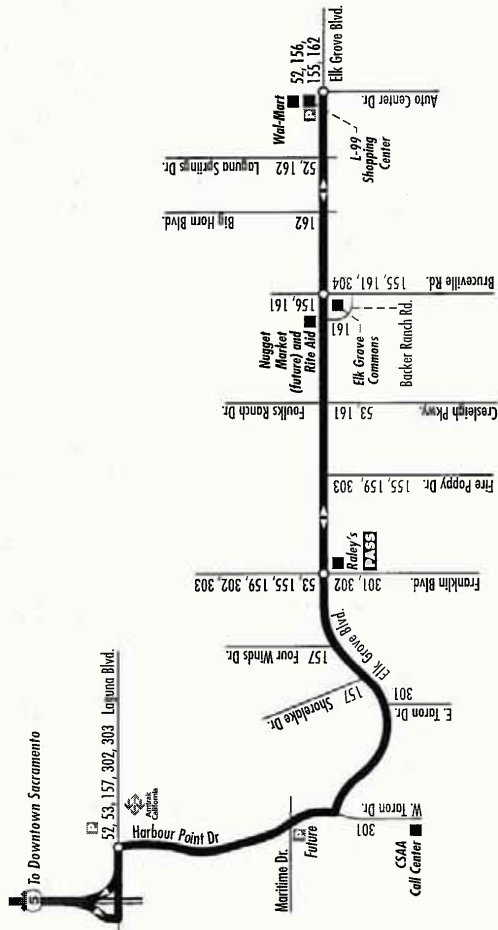
Monday – Friday, AM Northbound to Downtown Sacramento

Elk Grove Blvd. at Auto Center Dr. P/R	6:25	6:31	6:36	6:46	7:10	7:23
Elk Grove Blvd. at Bruceville Rd.	6:50	6:56	7:01	7:11	7:43	7:55
Elk Grove Blvd. at Franklin Blvd.						
Harbour Point Dr. at Laguna Blvd. (Laguna West P/R)						
8th St. at O St. Light Rail Station						
7th Street						

Monday – Friday, PM Southbound to Elk Grove

Footnotes	4:45	4:50	5:20	5:30	5:37	5:45
7th Street	5:20	5:25	5:55	6:05	6:13	6:20
Elk Grove Blvd. at Franklin Blvd.						
Elk Grove Blvd. at Bruceville Rd.						
Elk Grove Blvd. at Laguna Blvd. (Laguna West P/R)						
Harbour Point Dr. at Laguna Blvd. (Laguna West P/R)						
7th St. at O St. (8th & O LRT Sta.)						
Auto Center Dr. P/R						

Commuter routes do not operate on Saturday, Sunday and Holidays.



P/R = Park and Ride Lot

Commuter routes do not operate on Saturday, Sunday or on the following Federal holidays: New Year's Day, Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day.

Buses may depart timepoints early in Downtown Sacramento in the AM.

Buses may depart timepoints early in Elk Grove in the PM.

AM times shown in lightface. PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

ROUTE 70 - Bradshaw Express

Monday - Friday, AM Northbound to Butterfield Light Rail Station

Footnotes	Harbor Point Dr. at Laguna Blvd (P/R)	Harbour Point Dr. at Elk Grove Blvd	Elk Grove Blvd at Auto Center Dr. P/R	Elk Grove Blvd at Elk Grove Florn Rd.	Bradshaw Rd. at Calvine Rd.	Franchise Tax Board and Butterfield Light Rail Station
	5:00	5:02	5:13	5:16	5:27	5:50
	5:30	5:32	5:43	5:46	5:57	6:20
	5:55	5:57	6:08	6:11	6:22	6:45

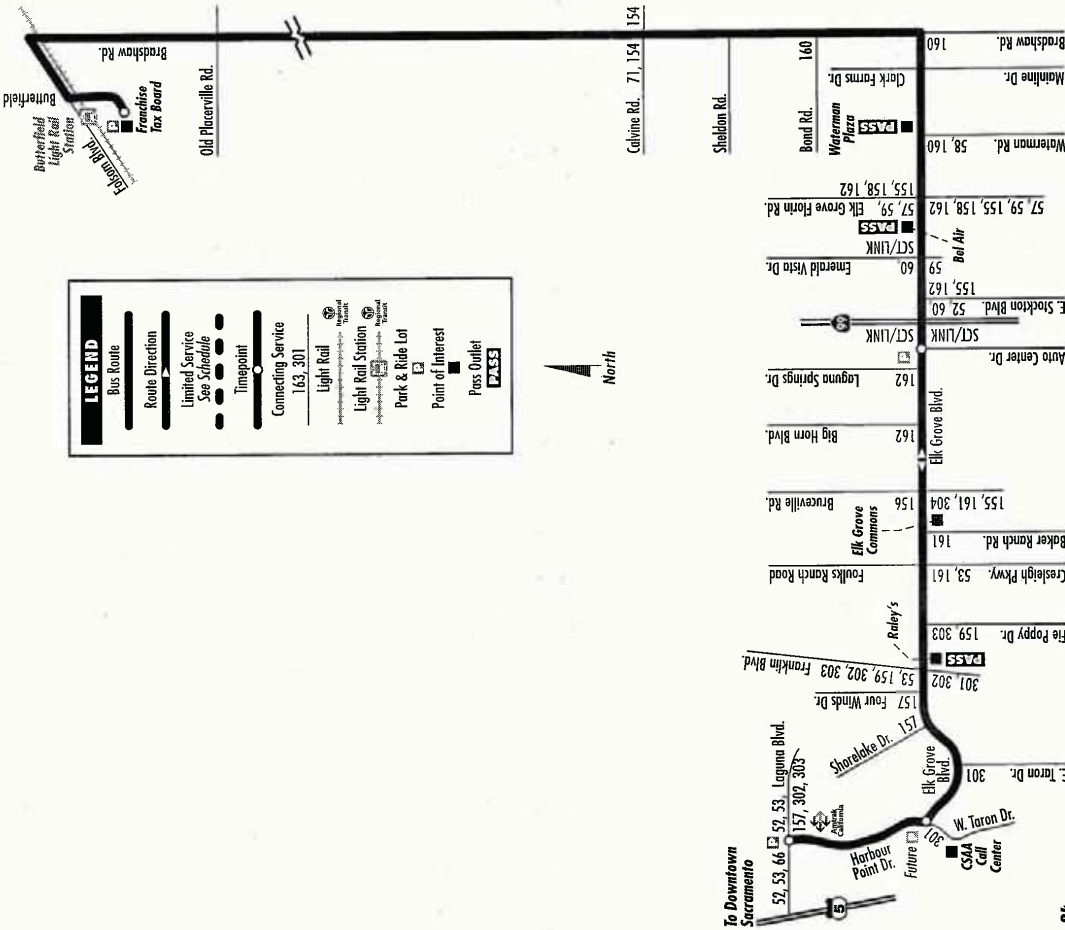
Monday - Friday, PM Southbound to Elk Grove

Footnotes	Franchise Tax Board and Butterfield Light Rail Station	Bradshaw Rd. at Calvine Rd.	Elk Grove Blvd at Elk Grove Florn Rd.	Elk Grove Blvd at Bradshaw Rd. at Calvine Rd.	Elk Grove Blvd at Elk Grove Blvd at Auto Center Dr. P/R	Elk Grove Blvd at Harbour Point Dr.	Harbor Point Dr. at Laguna Blvd (P/R)
	4:10	4:35	4:46	4:49	5:05	5:10	
	4:40	5:05	5:16	5:19	5:35	5:40	

Commuter routes do not operate on Saturday, Sunday and Holidays.

ROUTE 70 - Bradshaw Express

Monday - Friday, AM Northbound to Butterfield Light Rail Station



Monday - Friday, PM Southbound to Elk Grove

Footnotes	Harbor Point Dr. at Laguna Blvd (P/R)	Harbour Point Dr. at Elk Grove Blvd	Elk Grove Blvd at Auto Center Dr. P/R	Elk Grove Blvd at Elk Grove Florn Rd.	Bradshaw Rd. at Calvine Rd.	Franchise Tax Board and Butterfield Light Rail Station
	5:00	5:02	5:13	5:16	5:27	5:50
	5:30	5:32	5:43	5:46	5:57	6:20
	5:55	5:57	6:08	6:11	6:22	6:45

Commuter routes do not operate on Saturday, Sunday and Holidays.

P/R = Park and Ride Lot

Commuter routes do not operate on Saturday, Sunday or on the following Federal holidays: New Year's Day, Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day and Christmas Day.

Buses may depart timepoints early in Downtown Sacramento in the AM.

Buses may depart timepoints early in Elk Grove in the PM.

AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Local Route: 49 – Elk Grove For-the-Nighter

Monday – Friday: Night Service to the Closest Bus Stop Within the City Limits of Elk Grove

Evening Services from CRC to Elk Grove

Catch the Route 49 at Cosumnes River College, then get dropped off at any **e-tran** bus stop in Elk Grove. Just let the bus driver know where you'd like to go.

6:55 7:00
7:35 7:40
8:35 8:40
9:35 9:40
10:05 10:10

Local Route 49 does not operate on New Year's Day, Dr. Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, Day after Thanksgiving, Christmas Eve, Christmas Day and New Year's Eve.

PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Local Route: 154 – Calvine

Monday – Friday: Eastbound to East Elk Grove

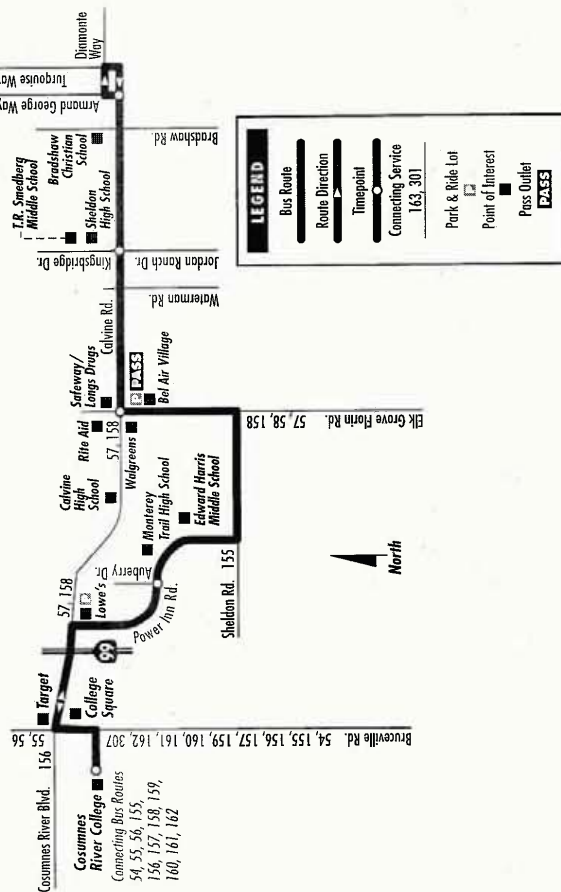
Cosumnes River College
Power Inn Rd. at Auberry Dr.
Calvine Rd. at Elk Grove Florin Rd.
Jordan Ranch Dr.
Armand George Wy. at Calvine Rd.

Monday – Friday: Westbound to Cosumnes River College

Armand George Wy. at Calvine Rd.
Calvine Rd. at Kingsbridge Dr.
Elk Grove Florin Rd. at Calvine Rd.
Power Inn Rd. at Auberry Dr.
Cosumnes River College

7:15	7:23	7:32	7:38	7:48	7:53	8:03	8:13	8:14	8:24	8:29	8:39	8:49	8:38	8:48	8:53	9:03	9:13	10:15	10:23	10:28	10:34	10:38	10:38	10:48	10:53	11:03	11:13
12:15	12:23	12:28	12:34	12:38	12:48	12:53	1:03	1:03	1:13	1:13	1:23	1:33	1:38	1:48	1:53	2:03	2:13	2:15	2:23	2:28	2:34	2:38	2:38	2:48	2:53	3:03	3:13
3:25	3:33	3:38	3:44	3:48	3:48	3:58	4:03	4:03	4:13	4:13	4:23	4:23	4:25	4:33	4:38	4:44	4:48	4:25	4:33	4:38	4:44	4:48	4:48	4:58	5:03	5:13	5:23
5:25	5:33	5:38	5:44	5:48	5:48	5:58	6:03	6:03	6:13	6:13	6:23	6:23	6:25	6:33	6:38	6:44	6:48	6:25	6:33	6:38	6:44	6:48	6:48	6:58	7:03	7:13	7:13

This Route Does Not Operate On Weekends



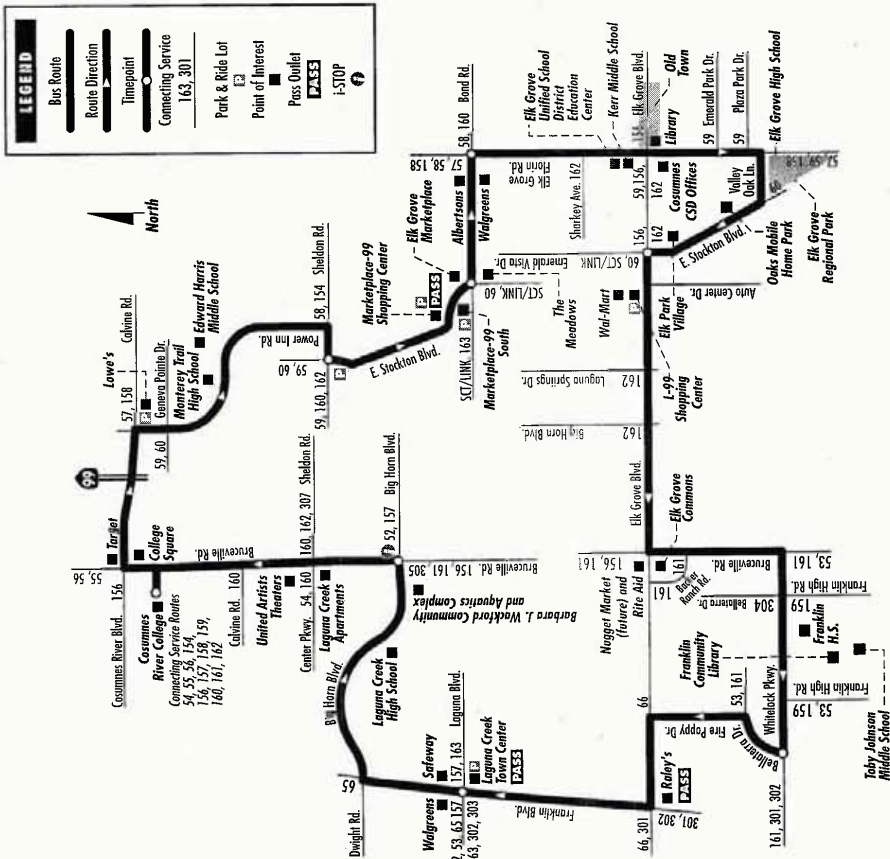
1. = Waits for connecting Route 158 arriving Calvine Rd @ Elk Grove Florin Rd at 7:32 AM and 8:32 AM. Route 158 connecting riders must cross street to catch eastbound Route 154 by Carl's J.

This route does not operate on Weekends and the following holidays: New Year's Day, Dr. Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, Christmas Eve, Christmas Day and New Year's Eve.

AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Local Route: 155 - Weekend City Circulator



Local Route: 155 - Weekend City Circulator

Weekends and Holidays:: Eastbound to East Elk Grove

Stop	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25
Cosumnes River College	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25
Sheldon Rd. at Power Inn Rd.	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34
Bond Rd. at East Stockton Blvd.	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40
Elk Grove Florn Rd. at Bond Rd.	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45
Elk Grove Blvd. at Emerald Vista Dr.	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56
Emerald Vista Dr. at Elk Grove Blvd.	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	
Belterra Dr. at Whitlock Pkwy.	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14
Franklin Blvd. at Laguna Blvd.	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18
Bruceville Rd. at Big Horn Blvd.	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23
Cosumnes River College	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23

Weekends and Holidays:: Westbound to Cosumnes River College

Stop	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25
Cosumnes River College	8:25	9:25	10:25	11:25	12:25	1:25	2:25	3:25	4:25	5:25	6:25
Sheldon Rd. at Power Inn Rd.	8:34	9:34	10:34	11:34	12:34	1:34	2:34	3:34	4:34	5:34	6:34
Bond Rd. at East Stockton Blvd.	8:40	9:40	10:40	11:40	12:40	1:40	2:40	3:40	4:40	5:40	6:40
Elk Grove Florn Rd. at Bond Rd.	8:45	9:45	10:45	11:45	12:45	1:45	2:45	3:45	4:45	5:45	6:45
Elk Grove Blvd. at Emerald Vista Dr.	8:56	9:56	10:56	11:56	12:56	1:56	2:56	3:56	4:56	5:56	6:56
Emerald Vista Dr. at Elk Grove Blvd.	9:06	10:06	11:06	12:06	1:06	2:06	3:06	4:06	5:06	6:06	
Belterra Dr. at Whitlock Pkwy.	8:14	9:14	10:14	11:14	12:14	1:14	2:14	3:14	4:14	5:14	6:14
Franklin Blvd. at Laguna Blvd.	8:18	9:18	10:18	11:18	12:18	1:18	2:18	3:18	4:18	5:18	6:18
Bruceville Rd. at Big Horn Blvd.	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23
Cosumnes River College	8:23	9:23	10:23	11:23	12:23	1:23	2:23	3:23	4:23	5:23	6:23

This Route Does Not Operate On Weekdays

This route only operates on Weekends and the following holidays: New Year's Day, Dr. Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, Christmas Eve, Christmas Day and New Year's Eve.

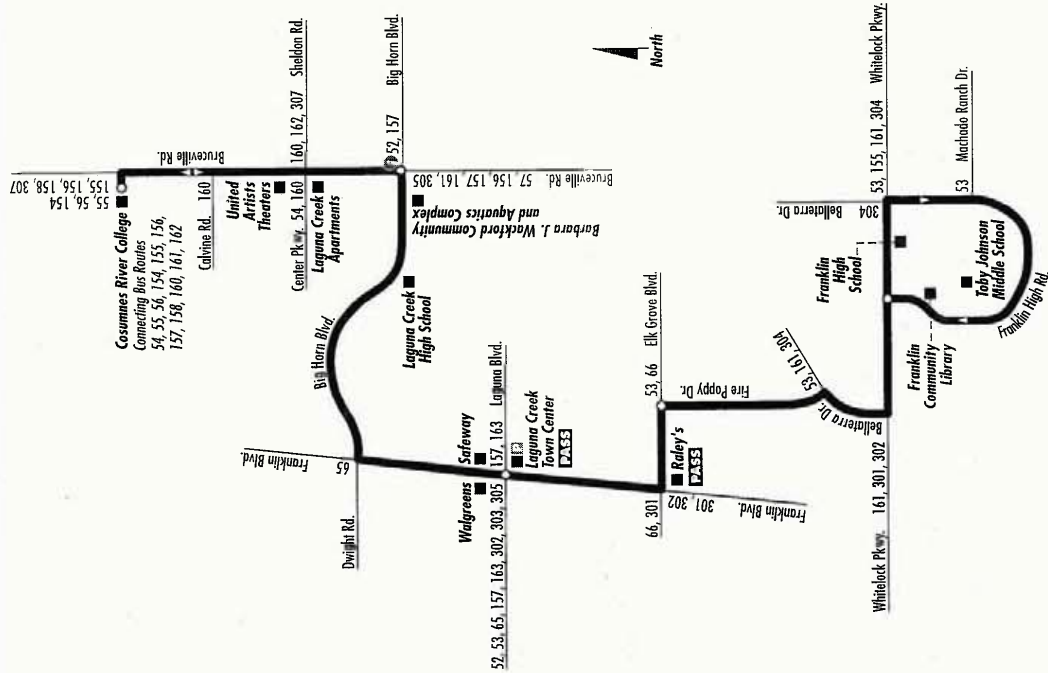
AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Local Route: 156 - Bruceville/Elk Grove Blvd. (continued)

Saturdays: Northbound to Meadowview LRT Station												Saturdays: Southbound to East Elk Grove																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
Clark Farms Dr.	Elk Grove Blvd at	Emerald Vista Dr.	Bruceville Rd at	Elk Grove Blvd	Bruceville Rd at	Laugna Rd.	Bruceville Rd.	Elk Grove Blvd	at Bruceville Rd.	Elk Grove Blvd	at Stockton Blvd.	Elk Grove Blvd	at Clark Farms Dr.	Clark Farms Dr.	Elk Grove Blvd at	Elk Grove Blvd	at Stockton Blvd.	Elk Grove Blvd	at Bruceville Rd.	Elk Grove Blvd	at Clark Farms Dr.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																														
6:30	6:43	6:48	6:52	6:56	7:00	7:04	7:08	7:12	7:16	7:20	7:24	7:28	7:32	7:36	7:40	7:44	7:48	7:52	7:56	8:00	8:04	8:08	8:12	8:16	8:20	8:24	8:28	8:32	8:36	8:40	8:44	8:48	8:52	8:56	9:00	9:04	9:08	9:12	9:16	9:20	9:24	9:28	9:32	9:36	9:40	9:44	9:48	9:52	9:56	10:00	10:04	10:08	10:12	10:16	10:20	10:24	10:28	10:32	10:36	10:40	10:44	10:48	10:52	10:56	11:00	11:04	11:08	11:12	11:16	11:20	11:24	11:28	11:32	11:36	11:40	11:44	11:48	11:52	11:56	12:00	12:04	12:08	12:12	12:16	12:20	12:24	12:28	12:32	12:36	12:40	12:44	12:48	12:52	12:56	13:00	13:04	13:08	13:12	13:16	13:20	13:24	13:28	13:32	13:36	13:40	13:44	13:48	13:52	13:56	14:00	14:04	14:08	14:12	14:16	14:20	14:24	14:28	14:32	14:36	14:40	14:44	14:48	14:52	14:56	15:00	15:04	15:08	15:12	15:16	15:20	15:24	15:28	15:32	15:36	15:40	15:44	15:48	15:52	15:56	16:00	16:04	16:08	16:12	16:16	16:20	16:24	16:28	16:32	16:36	16:40	16:44	16:48	16:52	16:56	17:00	17:04	17:08	17:12	17:16	17:20	17:24	17:28	17:32	17:36	17:40	17:44	17:48	17:52	17:56	18:00	18:04	18:08	18:12	18:16	18:20	18:24	18:28	18:32	18:36	18:40	18:44	18:48	18:52	18:56	19:00	19:04	19:08	19:12	19:16	19:20	19:24	19:28	19:32	19:36	19:40	19:44	19:48	19:52	19:56	20:00	20:04	20:08	20:12	20:16	20:20	20:24	20:28	20:32	20:36	20:40	20:44	20:48	20:52	20:56	21:00	21:04	21:08	21:12	21:16	21:20	21:24	21:28	21:32	21:36	21:40	21:44	21:48	21:52	21:56	22:00	22:04	22:08	22:12	22:16	22:20	22:24	22:28	22:32	22:36	22:40	22:44	22:48	22:52	22:56	23:00	23:04	23:08	23:12	23:16	23:20	23:24	23:28	23:32	23:36	23:40	23:44	23:48	23:52	23:56	24:00	24:04	24:08	24:12	24:16	24:20	24:24	24:28	24:32	24:36	24:40	24:44	24:48	24:52	24:56	25:00	25:04	25:08	25:12	25:16	25:20	25:24	25:28	25:32	25:36	25:40	25:44	25:48	25:52	25:56	26:00	26:04	26:08	26:12	26:16	26:20	26:24	26:28	26:32	26:36	26:40	26:44	26:48	26:52	26:56	27:00	27:04	27:08	27:12	27:16	27:20	27:24	27:28	27:32	27:36	27:40	27:44	27:48	27:52	27:56	28:00	28:04	28:08	28:12	28:16	28:20	28:24	28:28	28:32	28:36	28:40	28:44	28:48	28:52	28:56	29:00	29:04	29:08	29:12	29:16	29:20	29:24	29:28	29:32	29:36	29:40	29:44	29:48	29:52	29:56	30:00	30:04	30:08	30:12	30:16	30:20	30:24	30:28	30:32	30:36	30:40	30:44	30:48	30:52	30:56	31:00	31:04	31:08	31:12	31:16	31:20	31:24	31:28	31:32	31:36	31:40	31:44	31:48	31:52	31:56	32:00	32:04	32:08	32:12	32:16	32:20	32:24	32:28	32:32	32:36	32:40	32:44	32:48	32:52	32:56	33:00	33:04	33:08	33:12	33:16	33:20	33:24	33:28	33:32	33:36	33:40	33:44	33:48	33:52	33:56	34:00	34:04	34:08	34:12	34:16	34:20	34:24	34:28	34:32	34:36	34:40	34:44	34:48	34:52	34:56	35:00	35:04	35:08	35:12	35:16	35:20	35:24	35:28	35:32	35:36	35:40	35:44	35:48	35:52	35:56	36:00	36:04	36:08	36:12	36:16	36:20	36:24	36:28	36:32	36:36	36:40	36:44	36:48	36:52	36:56	37:00	37:04	37:08	37:12	37:16	37:20	37:24	37:28	37:32	37:36	37:40	37:44	37:48	37:52	37:56	38:00	38:04	38:08	38:12	38:16	38:20	38:24	38:28	38:32	38:36	38:40	38:44	38:48	38:52	38:56	39:00	39:04	39:08	39:12	39:16	39:20	39:24	39:28	39:32	39:36	39:40	39:44	39:48	39:52	39:56	40:00	40:04	40:08	40:12	40:16	40:20	40:24	40:28	40:32	40:36	40:40	40:44	40:48	40:52	40:56	41:00	41:04	41:08	41:12	41:16	41:20	41:24	41:28	41:32	41:36	41:40	41:44	41:48	41:52	41:56	42:00	42:04	42:08	42:12	42:16	42:20	42:24	42:28	42:32	42:36	42:40	42:44	42:48	42:52	42:56	43:00	43:04	43:08	43:12	43:16	43:20	43:24	43:28	43:32	43:36	43:40	43:44	43:48	43:52	43:56	44:00	44:04	44:08	44:12	44:16	44:20	44:24	44:28	44:32	44:36	44:40	44:44	44:48	44:52	44:56	45:00	45:04	45:08	45:12	45:16	45:20	45:24	45:28	45:32	45:36	45:40	45:44	45:48	45:52	45:56	46:00	46:04	46:08	46:12	46:16	46:20	46:24	46:28	46:32	46:36	46:40	46:44	46:48	46:52	46:56	47:00	47:04	47:08	47:12	47:16	47:20	47:24	47:28	47:32	47:36	47:40	47:44	47:48	47:52	47:56	48:00	48:04	48:08	48:12	48:16	48:20	48:24	48:28	48:32	48:36	48:40	48:44	48:48	48:52	48:56	49:00	49:04	49:08	49:12	49:16	49:20	49:24	49:28	49:32	49:36	49:40	49:44	49:48	49:52	49:56	50:00	50:04	50:08	50:12	50:16	50:20	50:24	50:28	50:32	50:36	50:40	50:44	50:48	50:52	50:56	51:00	51:04	51:08	51:12	51:16	51:20	51:24	51:28	51:32	51:36	51:40	51:44	51:48	51:52	51:56	52:00	52:04	52:08	52:12	52:16	52:20	52:24	52:28	52:32	52:36	52:40	52:44	52:48	52:52	52:56	53:00	53:04	53:08	53:12	53:16	53:20	53:24	53:28	53:32	53:36	53:40	53:44	53:48	53:52	53:56	54:00	54:04	54:08	54:12	54:16	54:20	54:24	54:28	54:32	54:36	54:40	54:44	54:48	54:52	54:56	55:00	55:04	55:08	55:12	55:16	55:20	55:24	55:28	55:32	55:36	55:40	55:44	55:48	55:52	55:56	56:00	56:04	56:08	56:12	56:16	56:20	56:24	56:28	56:32	56:36	56:40	56:44	56:48	56:52	56:56	57:00	57:04	57:08	57:12	57:16	57:20	57:24	57:28	57:32	57:36	57:40	57:44	57:48	57:52	57:56	58:00	58:04	58:08	58:12	58:16	58:20	58:24	58:28	58:32	58:36	58:40	58:44	58:48	58:52	58:56	59:00	59:04	59:08	59:12	59:16	59:20	59:24	59:28	59:32	59:36	59:40	59:44	59:48	59:52	59:56	60:00	60:04	60:08	60:12	60:16	60:20	60:24	60:28	60:32	60:36	60:40	60:44	60:48	60:52	60:56	61:00	61:04	61:08	61:12	61:16	61:20	61:24	61:28	61:32	61:36	61:40	61:44	61:48	61:52	61:56	62:00	62:04	62:08	62:12	62:16	62:20	62:24	62:28	62:32	62:36	62:40	62:44	62:48	62:52	62:56	63:00	63:04	63:08	63:12	63:16	63:20	63:24	63:28	63:32	63:36	63:40	63:44	63:48	63:52	63:56	64:00	64:04	64:08	64:12	64:16	64:20	64:24	64:28	64:32	64:36	64:40	64:44	64:48	64:52	64:56	65:00	65:04	65:08	65:12	65:16	65:20	65:24	65:28	65:32	65:36	65:40	65:44	65:48	65:52	65:56	66:00	66:04	66:08	66:12	66:16	66:20	66:24	66:28	66:32	66:36	66:40	66:44	66:48	66:52	66:56	67:00	67:04	67:08	67:12	67:16	67:20	67:24	67:28	67:32	67:36	67:40	67:44	67:48	67:52	67:56	68:00	68:04	68:08	68:12	68:16	68:20	68:24	68:28	68:32	68:36	68:40	68:44	68:48	68:52	68:56	69:00	69:04	69:08	69:12	69:16	69:20	69:24	69:28	69:32	69:36	69:40	69:44	69:48	69:52	69:56	70:00	70:04	70:08	70:12	70:16	70:20	70:24	70:28	70:32	70:36	70:40	70:44	70:48	70:52	70:56	71:00	71:04	71:08	71:12	71:16	71:20	71:24	71:28	71:32	71:36	71:40	71:44	71:48	71:52	71:56	72:00	72:04	72:08	72:12	72:16	72:20	72:24	72:28	72:32	72:36	72:40	72:44	72:48	72:52	72:56	73:00	73:04	73:08	73:12	73:16	73:20	73:24	73:28	73:32	73:36	73:40	73:44	73:48	73:52	73:56	74:00	74:04	74:08	74:12	74:16	74:20	74:24	74:28	74:32	74:36	74:40	74:44	74:48	74:52	74:56	75:00	75:04	75:08	75:12	75:16	75:20	75:24	75:28	75:32	75:36	75:40	75:44	75:48	75:52	75:56	76:00	76:04	76:08	76:12	76:16	76:20	76:24	76:28	76:32	76:36	76:40	76:44	76:48	76:52	76:56	77:00	77:04	77:08	77:12	77:16	77:20	77:24	77:28	77:32	77:36	77:40	77:44	77:48	77:52	77:56	78:00	78:04	78:08	78:12	78:16	78:20	78:24	78:28	78:32	78:36	78:40	78:44	78:48	78:52	78:56	79:00	79:04	79:08	79:12	79:16	79:20	79:24</

Local Route: 159 - Whitelock Pkwy/Franklin



Local Route: 159 - Whitelock Pkwy/Franklin

Monday - Friday: Southbound to Whitelock Pkwy.

Origin	Time	Origin	Time
Cosumnes River College	6:29	Whitelock Pkwy at High School	6:29
Big Horn Blvd at Bruceville Rd.	7:15	Franklin High Rd at Fire Poppy Dr.	7:31
Laguna Blvd at Franklin Blvd.	7:20	Laguna Blvd at Franklin Blvd.	7:25
Franklin Blvd at Bruceville Rd.	7:45	Franklin High Rd at Fire Poppy Dr.	8:01
Franklin Blvd at Bruceville Rd.	8:15	Franklin High Rd at Fire Poppy Dr.	8:31
Franklin Blvd at Bruceville Rd.	9:15	Franklin High Rd at Fire Poppy Dr.	9:31
Franklin Blvd at Bruceville Rd.	10:15	Franklin High Rd at Fire Poppy Dr.	10:31
Franklin Blvd at Bruceville Rd.	11:15	Franklin High Rd at Fire Poppy Dr.	11:31
Franklin Blvd at Bruceville Rd.	12:15	Franklin High Rd at Fire Poppy Dr.	12:37
Franklin Blvd at Bruceville Rd.	1:15	Franklin High Rd at Fire Poppy Dr.	1:37
Franklin Blvd at Bruceville Rd.	2:15	Franklin High Rd at Fire Poppy Dr.	2:37
Franklin Blvd at Bruceville Rd.	3:25	Franklin High Rd at Fire Poppy Dr.	3:47
Franklin Blvd at Bruceville Rd.	4:25	Franklin High Rd at Fire Poppy Dr.	4:47
Franklin Blvd at Bruceville Rd.	5:25	Franklin High Rd at Fire Poppy Dr.	5:47
Franklin Blvd at Bruceville Rd.	6:25	Franklin High Rd at Fire Poppy Dr.	6:47

Monday - Friday: Northbound to Cosumnes River College

Origin	Time	Origin	Time
Whitelock Pkwy at High School	6:29	Franklin High Rd at Fire Poppy Dr.	6:39
Franklin High Rd at Fire Poppy Dr.	6:59	Franklin High Rd at Fire Poppy Dr.	7:09
Franklin High Rd at Fire Poppy Dr.	7:44	Franklin High Rd at Fire Poppy Dr.	7:59
Franklin High Rd at Fire Poppy Dr.	8:37	Franklin High Rd at Fire Poppy Dr.	8:45
Franklin High Rd at Fire Poppy Dr.	9:37	Franklin High Rd at Fire Poppy Dr.	9:45
Franklin High Rd at Fire Poppy Dr.	10:37	Franklin High Rd at Fire Poppy Dr.	10:45
Franklin High Rd at Fire Poppy Dr.	11:37	Franklin High Rd at Fire Poppy Dr.	11:45
Franklin High Rd at Fire Poppy Dr.	12:37	Franklin High Rd at Fire Poppy Dr.	12:45
Franklin High Rd at Fire Poppy Dr.	1:37	Franklin High Rd at Fire Poppy Dr.	1:45
Franklin High Rd at Fire Poppy Dr.	2:37	Franklin High Rd at Fire Poppy Dr.	2:55
Franklin High Rd at Fire Poppy Dr.	3:47	Franklin High Rd at Fire Poppy Dr.	3:15
Franklin High Rd at Fire Poppy Dr.	4:47	Franklin High Rd at Fire Poppy Dr.	3:35
Franklin High Rd at Fire Poppy Dr.	5:47	Franklin High Rd at Fire Poppy Dr.	3:55
Franklin High Rd at Fire Poppy Dr.	6:47	Franklin High Rd at Fire Poppy Dr.	4:00

This Route Does Not Operate On Saturday - Use Route 155 - Weekend City Circulator

This route does not operate on Saturdays, Sundays or holidays.

Holidays with no service include New Year's Day, Dr. Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, Christmas Eve, Christmas Day and New Year's Eve.

AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Local Route: 159 - Whitelock Pkwy/Franklin

Monday - Friday: Southbound to Whitelock Pkwy.

Origin	Time	Origin	Time
Cosumnes River College	6:29	Whitelock Pkwy at High School	6:29
Big Horn Blvd at Bruceville Rd.	7:15	Franklin High Rd at Fire Poppy Dr.	7:31
Laguna Blvd at Franklin Blvd.	7:20	Laguna Blvd at Franklin Blvd.	7:25
Franklin Blvd at Bruceville Rd.	7:45	Franklin High Rd at Fire Poppy Dr.	8:01
Franklin Blvd at Bruceville Rd.	8:15	Franklin High Rd at Fire Poppy Dr.	8:31
Franklin Blvd at Bruceville Rd.	9:15	Franklin High Rd at Fire Poppy Dr.	9:31
Franklin Blvd at Bruceville Rd.	10:15	Franklin High Rd at Fire Poppy Dr.	10:31
Franklin Blvd at Bruceville Rd.	11:15	Franklin High Rd at Fire Poppy Dr.	11:31
Franklin Blvd at Bruceville Rd.	12:15	Franklin High Rd at Fire Poppy Dr.	12:37
Franklin Blvd at Bruceville Rd.	1:15	Franklin High Rd at Fire Poppy Dr.	1:37
Franklin Blvd at Bruceville Rd.	2:15	Franklin High Rd at Fire Poppy Dr.	2:37
Franklin Blvd at Bruceville Rd.	3:25	Franklin High Rd at Fire Poppy Dr.	3:47
Franklin Blvd at Bruceville Rd.	4:25	Franklin High Rd at Fire Poppy Dr.	4:47
Franklin Blvd at Bruceville Rd.	5:25	Franklin High Rd at Fire Poppy Dr.	5:47
Franklin Blvd at Bruceville Rd.	6:25	Franklin High Rd at Fire Poppy Dr.	6:47

Monday - Friday: Northbound to Cosumnes River College

Origin	Time	Origin	Time
Whitelock Pkwy at High School	6:29	Franklin High Rd at Fire Poppy Dr.	6:39
Franklin High Rd at Fire Poppy Dr.	6:59	Franklin High Rd at Fire Poppy Dr.	7:09
Franklin High Rd at Fire Poppy Dr.	7:44	Franklin High Rd at Fire Poppy Dr.	7:59
Franklin High Rd at Fire Poppy Dr.	8:37	Franklin High Rd at Fire Poppy Dr.	8:45
Franklin High Rd at Fire Poppy Dr.	9:37	Franklin High Rd at Fire Poppy Dr.	9:45
Franklin High Rd at Fire Poppy Dr.	10:37	Franklin High Rd at Fire Poppy Dr.	10:45
Franklin High Rd at Fire Poppy Dr.	11:37	Franklin High Rd at Fire Poppy Dr.	11:45
Franklin High Rd at Fire Poppy Dr.	12:37	Franklin High Rd at Fire Poppy Dr.	12:45
Franklin High Rd at Fire Poppy Dr.	1:37	Franklin High Rd at Fire Poppy Dr.	1:45
Franklin High Rd at Fire Poppy Dr.	2:37	Franklin High Rd at Fire Poppy Dr.	2:55
Franklin High Rd at Fire Poppy Dr.	3:47	Franklin High Rd at Fire Poppy Dr.	3:15
Franklin High Rd at Fire Poppy Dr.	4:47	Franklin High Rd at Fire Poppy Dr.	3:35
Franklin High Rd at Fire Poppy Dr.	5:47	Franklin High Rd at Fire Poppy Dr.	3:55
Franklin High Rd at Fire Poppy Dr.	6:47	Franklin High Rd at Fire Poppy Dr.	4:00

This Route Does Not Operate On Saturday - Use Route 155 - Weekend City Circulator

This route does not operate on Saturdays, Sundays or holidays.

Holidays with no service include New Year's Day, Dr. Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, Christmas Eve, Christmas Day and New Year's Eve.

AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Neighborhood Route: 161 – Bilby



Neighborhood Route: 161 – Bilby

Monday – Friday: Southbound to Franklin

Monday – Friday: Northbound to Cosummes River College

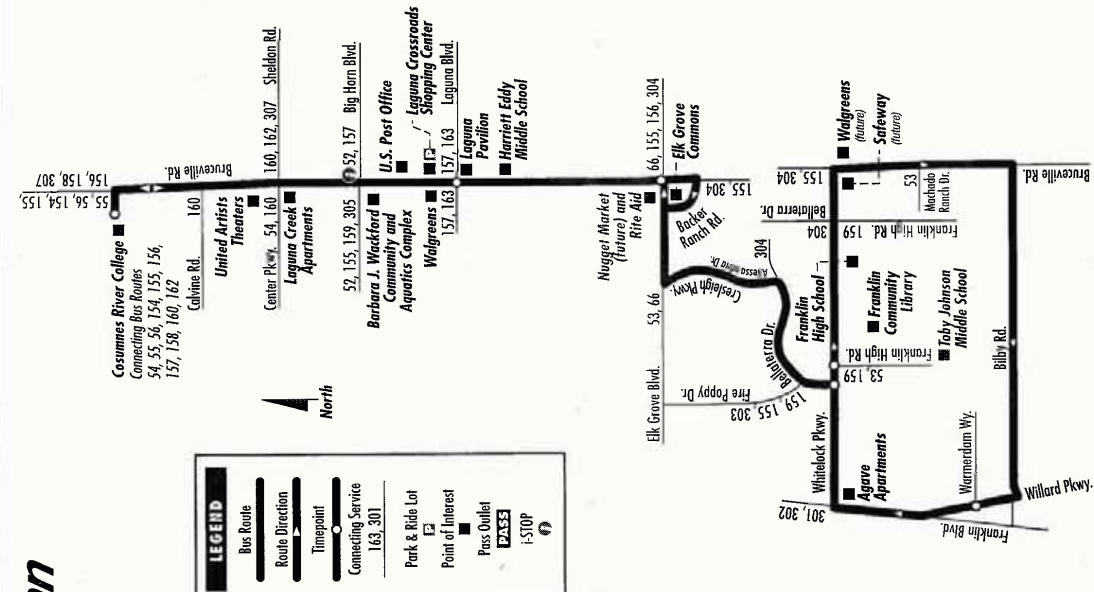
Willard Pkwy. at Warmerdam WY.	—	—	—	—	—
Whitelock Pkwy. at Franklin High Rd. (Franklin Community Library)	—	—	—	—	—
7:15	7:23	7:29	7:37	7:45	7:53
8:15	8:23	8:29	8:37	8:45	8:53

Willard Pkwy. at Warmerdam WY.	6:45	6:53	7:05	7:13
Bruceville Rd. at Laguna Blvd.	7:45	7:53	8:05	8:13
Bruceville Rd. at Elk Grove Blvd.	8:45	8:53	9:05	9:13

No Midday Service

3:25	3:33	3:39	3:47	3:55	4:03	4:09	4:15	4:23
------	------	------	------	------	------	------	------	------

This Route Does Not Operate On Weekends



Route Deviations: Route 161 offers a special service called a route deviation. This route may "deviate" or travel off route up to 3/4 mile to pick up and drop off seniors (age 62 or older) and persons with disabilities who possess a valid **e-van** eligibility card. Reservations must be made at least one hour in advance by calling (916) 687-3081 or simply asking the bus operator. An additional 50 cent fare is required for route deviations, except those with a valid Lifetime Pass.

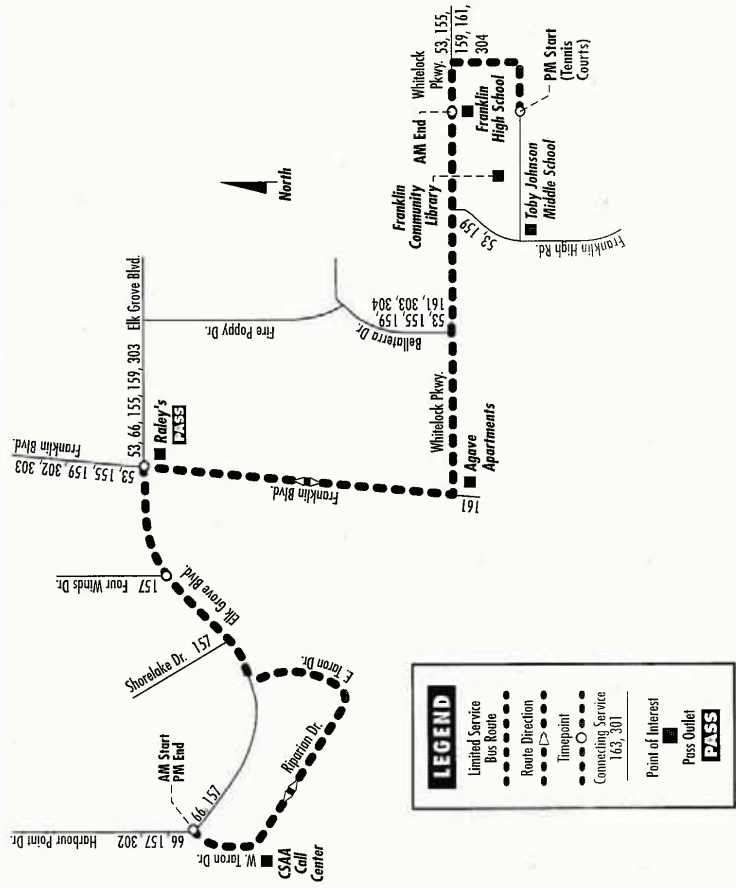
This route does not operate on Saturdays, Sundays or holidays.

Holidays with no service include New Year's Day, Dr. Martin Luther King Jr. Day, President's Day, Memorial Day, Independence Day, Labor Day, Veteran's Day, Thanksgiving Day, the day after Thanksgiving, Christmas Eve, Christmas Day and New Year's Eve.

AM times shown in **lightface**, PM times shown in **boldface type**.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Local Supplemental Route: 301 – Stonelake



Local Supplemental Route: 301 – Stonelake

Monday – Friday: AM Southbound to Franklin High School
 Monday – Friday: PM Northbound to Stonelake

Footnotes	W. Taron Dr at Elk Grove Blvd.	Elk Grove Blvd. at Four Winds Dr.	Franklin Blvd. at Elk Grove Blvd.	Whillock Pkwy. at Franklin High Rd. (Franklin H.S.)
S	7:05	7:10	7:15	7:30
S	7:15	7:20	7:25	7:40
W	8:05	8:10	8:15	8:30

Footnotes	Franklin High Rd. at Whillock Pkwy.	Elk Grove Blvd. at Franklin Blvd.	Elk Grove Blvd. at Four Winds Dr.	Harbour Point Dr. at Elk Grove Blvd.
M	12:30	12:40	12:45	1:00
S	3:15	3:25	3:30	3:45

H.S. = High School

S = This trip operates mornings and afternoons on Monday, Tuesday, Thursday and Friday and only Wednesday afternoons during the school year.

M = This trip only operates on minimum days. The trip departing at 3:15 PM will NOT operate.

W = This trip only operates on Wednesday mornings.

In the PM, this route may depart timepoints early.

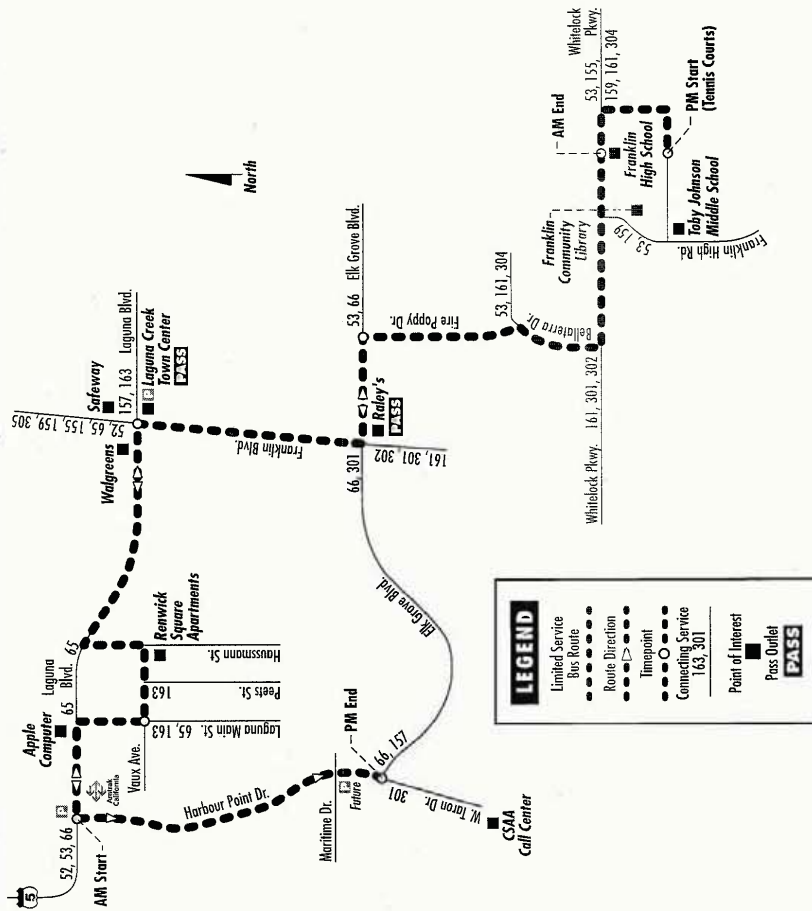
For additional details on this route, please call e-tran at (916) 608-TRAN (683-8726).

This route only operates from late August to mid-June and does not operate on Saturday, Sunday or holidays, which include: New Year's Day, Dr. Martin Luther King Jr. Day, Lincoln's Birthday, Washington's Birthday, Spring Break, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Winter Break and Christmas Day.

AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Local Supplemental Route: 303 – Laguna West/Whitelock Pkwy.



Local Supplemental Route: 303 – Laguna West/Whitelock Pkwy.

Monday – Friday: AM Southbound to Franklin High School

Footnotes	Laguna Blvd. at Harbour Point Dr.	Laguna Town Hall (Vaux Ave. at Laguna Main St.)	Franklin Blvd. at Laguna Blvd.	Fire Poppy Dr. at Elk Grove Blvd.	Whitelock Pkwy. at Franklin H.S.)
S	7:20	7:30	7:35	7:40	7:45
W	8:20	8:30	8:35	8:40	8:45

Monday – Friday: PM Northbound to Laguna West

Footnotes	Franklin High Rd. at Whitelock Pkwy.	Elk Grove Blvd. at Fire Poppy Dr.	Laguna Blvd. at Franklin Blvd.	Laguna Town Hall (Vaux Ave. at Laguna Main St.)	Harbour Point Dr. at Elk Grove Blvd.
M	12:30	12:37	12:47	12:50	12:58
S	3:15	3:25	3:35	3:45	3:55

H.S. = High School

S = This trip operates mornings and afternoons on Monday, Tuesday, Thursday and Friday and only Wednesday afternoons during the school year.

M = This trip only operates on minimum days. The trip departing at 3:15 PM will NOT operate.

W = This trip only operates on Wednesday mornings

In the PM, this route may depart timepoints early

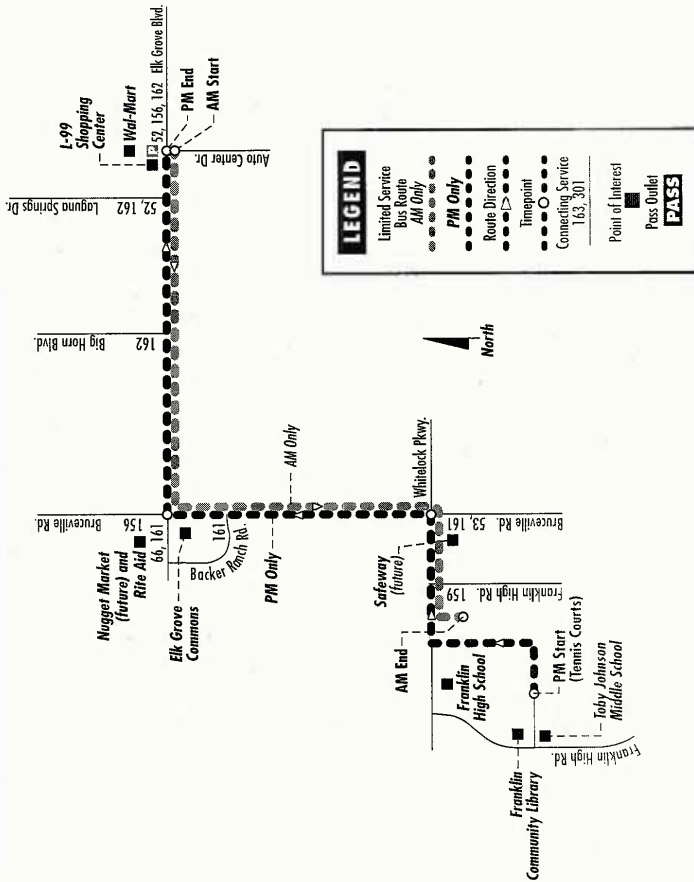
For additional details on this route, please call e-tran at (916) 688-TRAN (688-8726).

This route only operates from late August to mid-June and does not operate on Saturday, Sunday or holidays, which include: New Year's Day, Dr. Martin Luther King Jr. Day, Lincoln's Birthday, Washington's Birthday, Spring Break, Memorial Day, Independence Day, Labor Day, Veterans' Day, Thanksgiving Day, Winter Break and Christmas Day.

AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.

Local Supplemental Route: 304 – Elk Grove Blvd./Whitelock Pkwy



LEGEND

- Limited Service Bus Route
- AM Only
- PM Only
- Route Direction
- Timepoint
- Connecting Service 162, 301
- Point of Interest
- Pass Outlet
- PASS**

Local Supplemental Route: 304 – Elk Grove Blvd./Whitelock Pkwy

Monday – Friday: Southbound to Whitelock Pkwy. Monday – Friday: Northbound to Elk Grove Blvd.

Footnotes	S	W	7:20	7:25	7:26	7:35
Elk Grove Blvd. at Auto Center Dr.						
Bruceville Rd. at Elk Grove Blvd.						
Whitelock Pkwy. at Bruceville Rd.						
Whitelock Pkwy. at school drop off						

Footnotes	M	S	12:30	12:36	12:38	12:46
Franklin High Rd. at Poppy Ridge Rd. (Tennis Courts)						
Whitelock Pkwy. at Bruceville Rd.						
Elk Grove Blvd. at Bruceville Rd.						
Elk Grove Blvd. at Auto Center Dr.						

H.S. = High School

S = This trip operates mornings and afternoons on Monday, Tuesday, Thursday and Friday and only Wednesday afternoons during the school year.

M = This trip only operates on minimum days. The trip departing at 3:15 PM will NOT operate.

W = This trip only operates on Wednesday mornings.

In the PM, this route may depart timepoints early

For additional details on this route, please call e-tran at (916) 686-TRAN (683-8726).

This route only operates from late August to mid-June and does not operate on Saturday, Sunday or holidays, which include: New Year's Day, Dr. Martin Luther King Jr. Day, Lincoln's Birthday, Washington's Birthday, Spring Break, Memorial Day, Independence Day, Labor Day, Veterans Day, Thanksgiving Day, Winter Break and Christmas Day.

AM times shown in lightface, PM times shown in boldface type.

Times are approximate and may vary due to traffic and weather conditions. Subject to change without notice.



*AMERICAN
PUBLIC
TRANSPORTATION
ASSOCIATION*

Challenge of State and Local Funding Constraints on Transit Systems: Effects on Service, Fares, Employment and Ridership

Survey Results

June 2009

**APTA
1666 K St. NW
Washington, DC 20006
www.apta.com**

Challenge of State and Local Funding Constraints on Transit Systems: Effects on Service, Fares, Employment and Ridership

June 2009

Executive Summary and Key Findings

Public transportation systems across the United States have faced a challenging year. Transit systems have been forced to cut service, raise fares, layoff employees and sometimes do all of these, despite continued demand for service. In the summer of 2008, budgets of public transit systems across the country were affected as rapid increases in fuel prices resulted in increased demand for service and increased operating costs. More recently, as the financial collapse has affected economic conditions across the country, public transit systems have been confronted by budgetary pressures, made even more acute by declining revenue from local, regional and state sources.

This report is intended to provide a national perspective on the extent to which systems are facing declining revenues and the effect these changes in revenue are having on system operations. This report is based on a survey of APTA transit agency members conducted in May of 2009 and focuses on actions taken within the past year. The survey found the following:

- The impacts of revenue decline are widespread, with more than 80 percent of public transit systems reporting flat or decreased local and/or regional funding. Revenue declines average more than 12% among agencies with a decrease in regional or local funding.
- More than 80% of transit systems have seen flat or decreased funding from state sources. Among those systems facing a decrease, the average decline was more than 20% with several reporting the elimination of all state funding.
- Among transit systems facing decreased local, regional and/or state funding, nearly nine in ten (89%) had to raise fares or cut service; three in four (74%) have raised fares, more than 60 percent have cut service. Almost half (47 percent) have both raised fares and cut service.
- Among those public transit systems reducing service, nearly two-thirds (65 %) have eliminated or reduced off-peak service and nearly half (48%) have reduced the geographic coverage of public transit service.
- More than 60 percent of participating agencies reported higher ridership in the first quarter of 2009 over the same period last year despite declining economic conditions, lower fuel prices, and in some cases higher fares and decreased service. One-half of the systems participating in the survey have been forced to eliminate staff positions to address budget shortfalls with several systems individually reporting reductions of more than 400 staff positions.

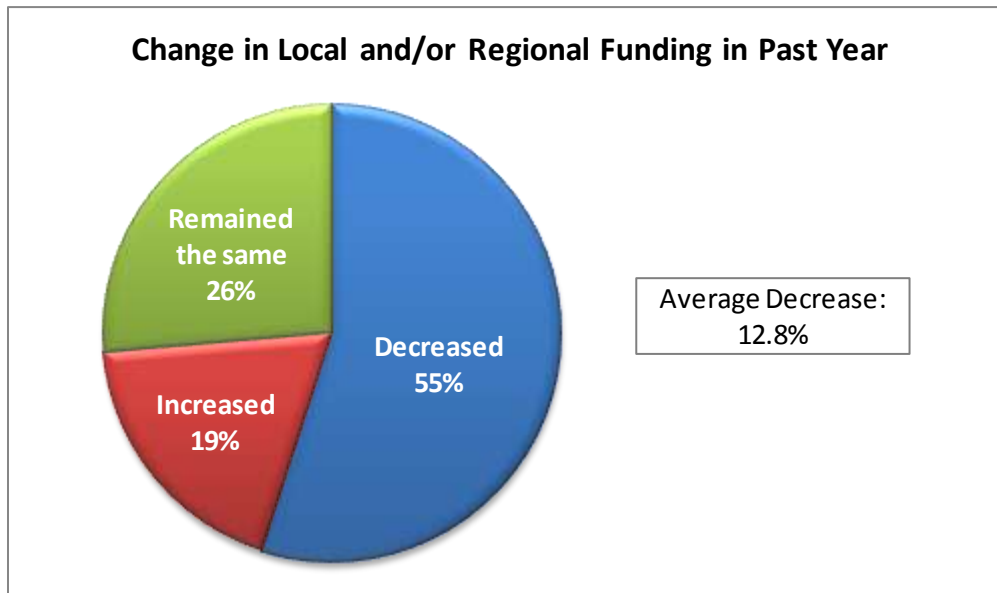
- As agencies continue to face budget constraints, additional actions are under consideration with two-thirds of transit agencies considering service cuts, and one-half considering fare increases, some for the second time.

Introduction

In May of 2009 APTA conducted a survey of its public transit system members to provide a national perspective on the extent to which systems are facing declining revenues due to the recent economic downturn and the effect on system operations and ridership. A total of 98 agencies responded to the survey, representing more than one-half of the nation's transit riders and including 10 of the top 15 agencies in terms of annual ridership.

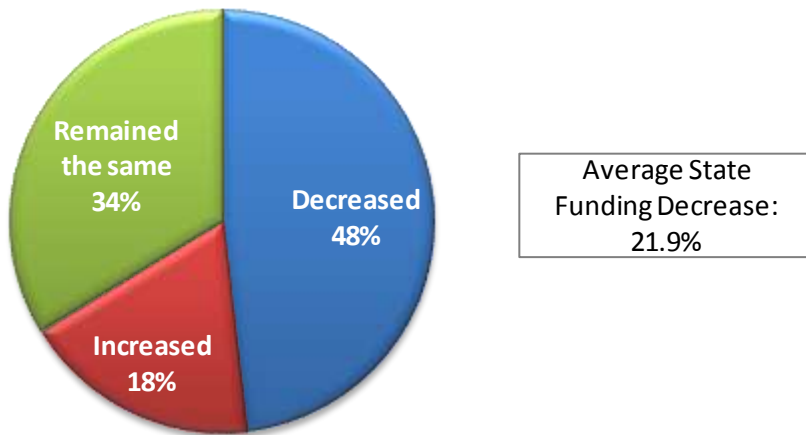
Economic Downturn Results in Decline in Local, Regional and State Funding

The results of the survey confirm that the effect of the economic downturn has been widespread, touching the majority of transit systems. Financing approaches vary among transit systems, but general declines in real estate transactions, property tax collections and sales tax revenue are likely contributors to flat and declining revenue sources. Overall, more than 80 percent of agencies reported flat or decreased local or regional funding. Revenue declines average more than 12 percent among agencies with a decrease in regional or local funding.



State funding sources have proved no more stable. Among those systems which receive state financial assistance, more than 80 percent report flat or decreasing funding from the state. Among the more than half of systems facing a decrease in state funding, the average decline of state funding was more than 20%. In some states these cuts are quite substantial. For example, all transit agencies in California are facing the complete elimination of state funding.

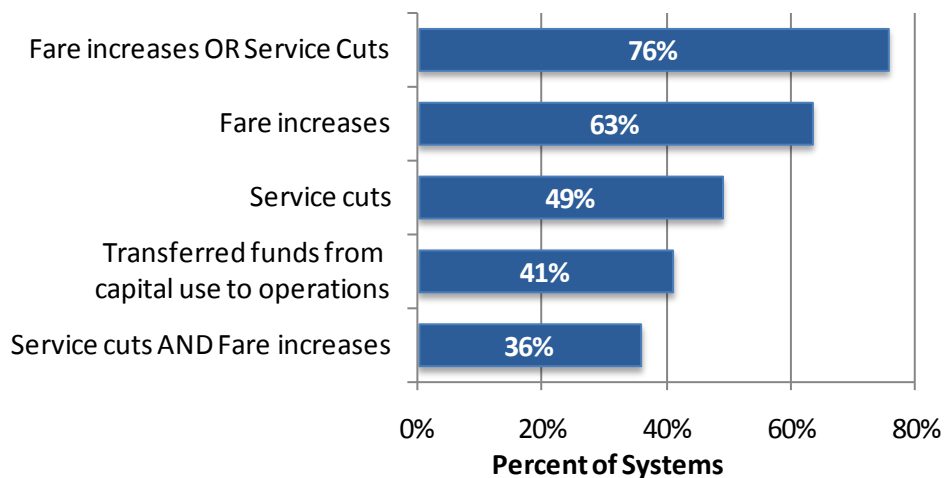
Change in State Funding Over the Past Year



Transit Systems Forced to Raise Fares, Cut Service and Defer Capital Investment

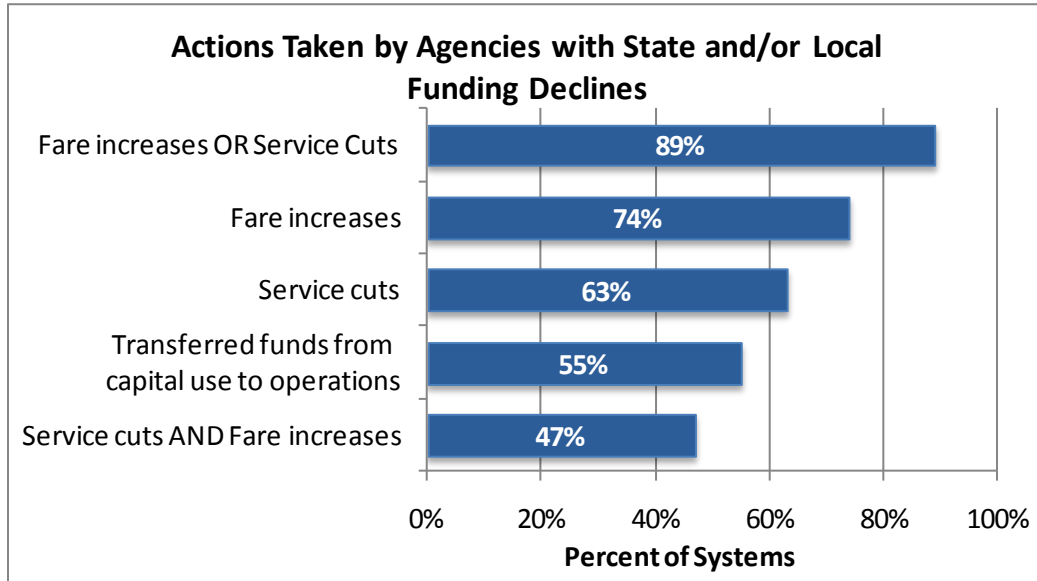
In response to the recent economic downturn, transit agencies have been forced to take actions to reduce costs. Of all transit systems surveyed, these actions have been widespread with more than 60 percent reporting that they have raised fares, with an increase averaging more than 20 percent. Almost half of systems report that they have cut service.

Recent Actions Taken by Transit Agencies

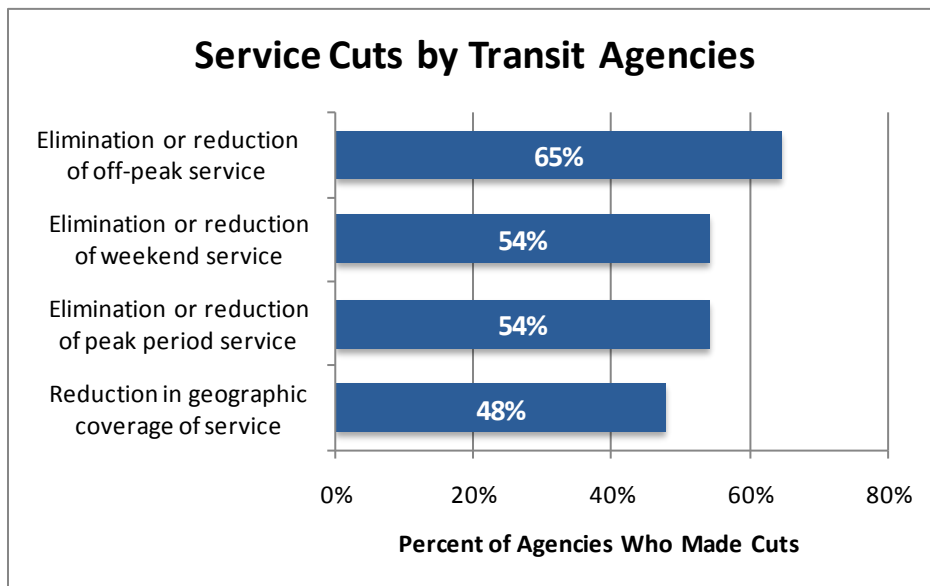


While service cuts and fare increases are widespread, they are most drastic among the systems facing declines in local, regional and/or state revenues. Among these systems facing state and local declines, nearly three in four have raised fares, more than 60% have cut service, and nearly nine in ten have taken at least one of these actions. Almost half of these transit systems have made the difficult decision to both

raise fares and cut service. Just as significant, more than half have shifted capital funds into operations, with potential negative long-term impacts on system condition and reliability.



Among those transit systems that have been forced to cut service, these cuts have been made on many fronts. Nearly two-thirds have reduced or eliminated off-peak service, while more than half have eliminated or reduced peak period or weekend service. Almost one-half of systems which have reduced service have decreased the geographic coverage of service, meaning some citizens and employees no longer have any access to public transportation.

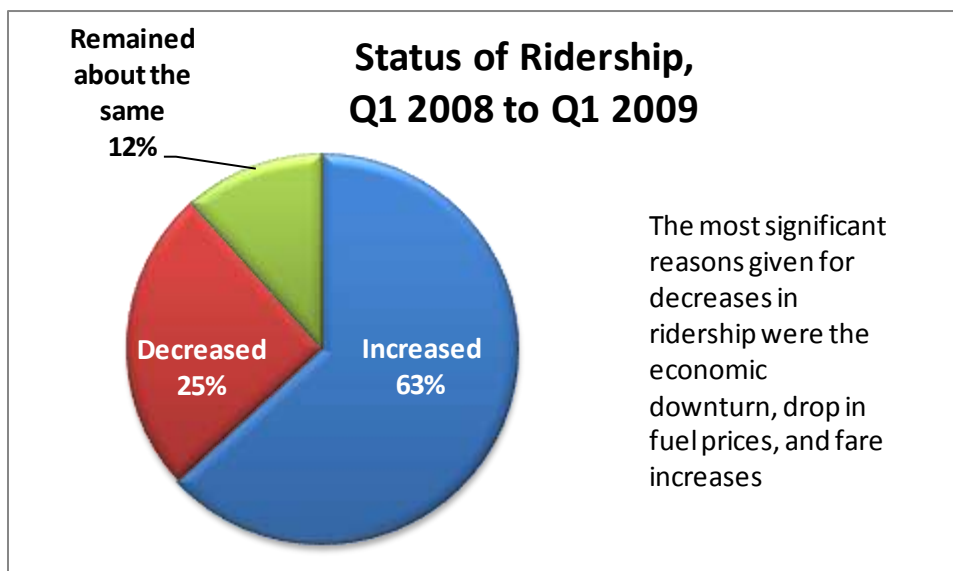


Public Transit Systems Forced to Eliminate Positions

While the nation's public transportation systems were fortunate to receive funding through the American Recovery and Reinvestment Act (ARRA), funding for ARRA has been limited to capital expenditures. Transit system operations are funded primarily through state, local and regional sources in addition to transit fares. As a result of declining local, regional and state revenue, many agencies, while still benefiting from additional capital resources, are facing significant challenges with their operating budgets. One-half of the systems participating in the survey have indicated that they have been forced to eliminate staff positions to address budget shortfalls. Systems report a wide range in the number of staff positions eliminated, with several individually reporting the elimination of 400 or more. Other actions taken to alleviate budget constraints have included salary freezes, hiring freezes, and cuts in staff benefits..

Despite Economic Conditions, Demand for Public Transportation Remains Strong

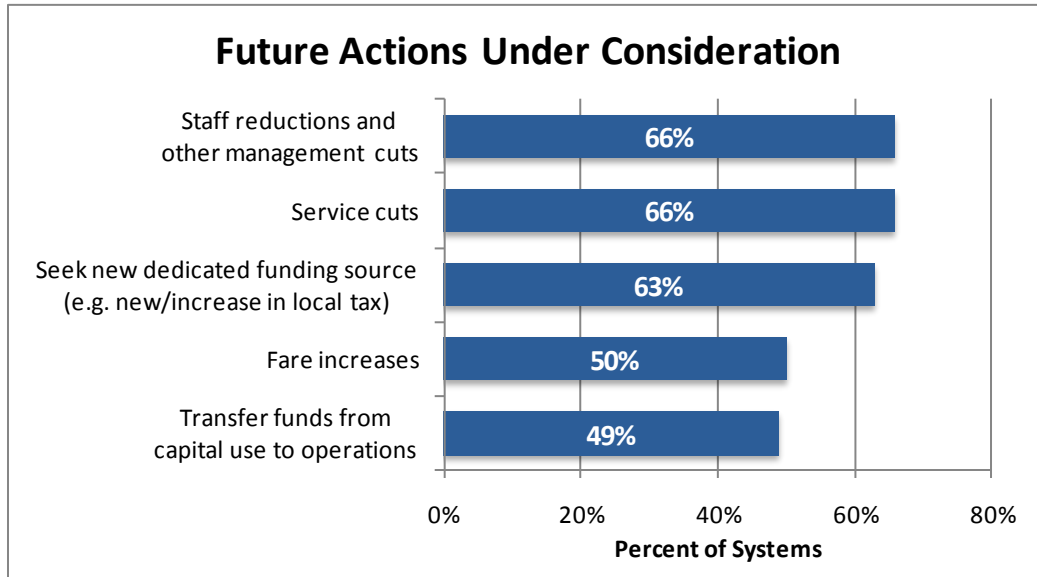
Although declining economic conditions, lower fuel prices, higher fares, and decreased services might suggest that ridership would decline, more than 60 percent of participating systems reported higher ridership in the first quarter of 2009 over the same period last year.



Public Transit Systems Considering Further Actions to Address Budget Shortfalls

While many systems report having to make difficult decisions to address current shortfalls, still additional actions are under consideration as systems continue to face declining revenue. Two-thirds of systems are considering service cuts, in some cases for a second time. Despite the high proportion of systems that

have already raised fares, still one-half are considering increases. Other actions under consideration include reductions in staff, seeking new revenue sources and the transfer of funds from capital to operations.



Conclusion

The results of this survey clearly show public transit systems across the country are severely challenged in their ability to meet the continued demand for service. Declining revenue from local, regional and state sources have forced many systems to increase fares, cut service or both. Even since the completion of this survey, indications are that transit agencies will face even more serious challenges ahead, with states considering or acting to eliminate all funding and sales tax revenue projections showing continued declines. While public transit systems have benefitted from capital investment through ARRA, they still face major challenges in funding operations through this economic crisis with many agencies being forced to eliminate positions.

Despite all of these challenges the majority of public transit systems still report increases in transit ridership, showing the continued demand for service in these challenging economic times. Public transportation systems are seeking help to enable them to meet the public's growing demand for public transportation services.



Where

DO WE GO FROM HERE?

Before the ink could dry on the latest state budget pact, the repercussions were already being felt at public transit agencies throughout the state. In the midst of the monumental revenue crisis, public services of all stripes expected to feel the pinch. Everyone anticipated that some belt-tightening would be in order. But for transit operators, the February agreement amounted to taking away the belt and instead being handed a noose.

BY JEFF WAGNER

*Communications Director,
California Transit Association*

STATE BUDGET DEALS A CRITICAL BLOW TO TRANSIT, BUT OPENS THE DOOR FOR NEW POTENTIAL REMEDIES TO THE FUNDING CRISIS

Previous false starts in the process of adopting a spending plan for 2008-09 had proffered diversions of 50 percent, 72 percent, 85 percent and 92 percent from available, transit-dedicated funding. But the final plan enacted more than seven months into the fiscal year dealt transit the ultimate blow, completely eliminating all state funding for day-to-day operations. With the eradication of the State Transit Assistance (STA) program, budget crafters declared that California had abandoned its responsibility to fund public transit.

The only ongoing source of state funding for day-to-day transit operations since its inception in the early 1970s, the STA had long been in Governor Arnold Schwarzenegger's crosshairs. Administration officials sold the move as essentially harmless, based on the contention that STA represents only a minimal portion of transit systems' budgets. While in some years that may have been relatively true, the volatile nature of various transit funding streams meant that STA had recently grown to represent 15 to 20 percent of the operating budgets for large metropolitan systems, and as much as 70 percent of the budgets for many of the state's smaller, rural operators.

While on the one hand touting the passage of landmark legislation to combat global warming (and clearly seeking to build his legacy as a champion of the environment), Schwarzenegger on the other hand killed the funding for the one state program already in place that is best equipped to help achieve those very goals. With the help of his Department of Finance and Republican leadership in the legislature, the Jolly Green Governor became the Transit Terminator.

The hoopla over federal stimulus money and "shovel-ready" projects didn't help matters. While transit systems will indeed see a windfall of capital funding

as a result of President Barack Obama's *American Recovery and Reinvestment Act*, the allotments are restricted to infrastructure spending. Congressional efforts to include transit operations funding fell victim to parliamentary machinations, meaning that the package includes not one penny for day-to-day operations. It's the equivalent of saying: "Here's some money. Go build some new rail lines – but good luck buying any trains or paying people to run them."

REPERCUSSIONS ROCK TRANSIT PROVIDERS

At a time when demand for transit services continues to soar, the state has succeeded in making it more and more difficult for transit providers to meet that demand. In the aftermath of the February budget agreement, the threat of fare hikes, service cuts and job losses have become reality for transit agencies throughout the state. In January, the advocacy group Transportation for America (<http://t4america.org>) began publishing an online map with "pins" representing communities across the country for which the group found media reports of such measures being enacted or proposed. By March, the pins completely obscured the State of California. Among the actions taken in the aftermath of the budget agreement:

- Orange County Transportation Authority voted to enact a 25 percent reduction of services and eliminate 400 jobs.
- Bay Area Rapid Transit directors vote next month on a plan to increase fares by 10 percent, reduce night and weekend service, and lay off 100 workers.
- In declaring a state of fiscal emergency, the San Francisco Municipal Transportation Authority approved a plan that includes a 33 percent increase in the cost of basic fares, and

reduction or elimination of service on half of the lines it operates.

- Central Contra Costa Transit Authority has raised basic fares by nearly 30 percent, eliminated 23 percent of its service, and laid off 20 percent of its drivers.
- San Diego Metropolitan Transit System (MTS) and North County Transit District in San Diego have both sought approval for fare increases, with MTS having already approved frequency reduction and outright elimination of some lines.
- Fare increases have been approved by nearly every other transit system in the Bay Area, including Alameda-Contra Costa Transit District, San Mateo County Transit District and the Caltrain commuter rail.

The Transportation for America map names 30 California transit agencies (of the 85 agencies listed nationwide), and even that only represents those for whom press coverage could be located.

LEGISLATIVE REMEDY AT HAND?

To be fully accurate, February's zeroing out of the STA is officially listed as merely a "suspension" of the program through 2013 – though it's safe to regard that as a matter of semantics, since such "suspended" programs rarely ever resurface. But the search for a silver lining (aside from: "at least they can't cut transit anymore") reveals something of a clean slate upon which transit advocates can build.

To that end, there is reason for cautious optimism emanating from the Senate in the form of personal assurances from Senate President Pro Tem Darrell Steinberg (D-Sacramento) to work with transit stakeholders to establish a secure, reliable stream of state funding for day-to-day transit operations. That in itself

(continued on next page)

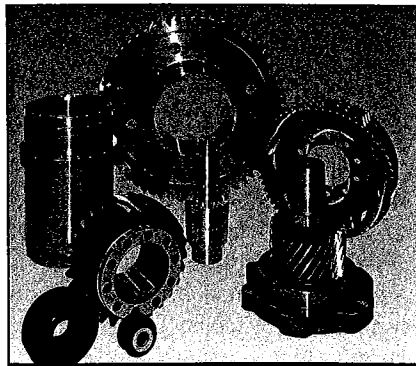
Lack of Transit Funding Impacts California

This is a partial list of actions or possible actions being taken by California transit agencies that have been forced to respond to funding cutbacks. The information is based on media reports compiled by Transportation for America through April 17, 2009. For updated information, visit the California Transit Association website at www.caltransit.org

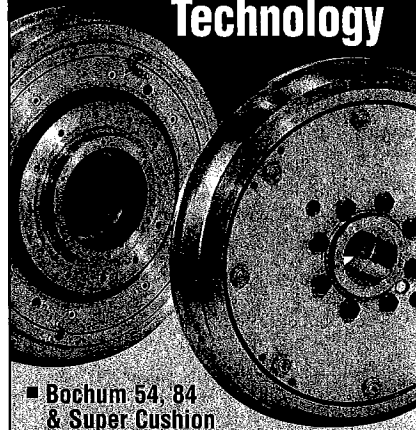
CITY/REGION	AGENCY	IMPACT
Contra Costa	County Connection	Cutting bus service, raising fares effective March 2009
El Centro	Imperial Valley Transit	Increasing fares effective October 1, 2009
Hollister	San Benito County Express	Reducing Service February 1, considering raising fares
Los Angeles	Metro	Considering cutting service in '08 or '09
Long Beach	Long Beach Transit	Fares increasing by 20 cents
Modesto	Modesto	Increasing fares effective July 1, 2009
Monterey	Monterey-Salinas Transit	Increased Fares January 3
Norwalk	Norwalk Transit	Increasing fares effective August 31, 2009
Orange County	Orange County Transportation Authority	Raised fares on January 5, 2009, cutting service effective March 8, 2009
Riverside	Riverside Transit Agency	Cut service in January 2009, considering further cuts and fare increases
Sacramento	Sacramento Regional Transit	Raised fares in February 2009
San Bernardino	Omnitrans	Considering raising fares effective September 2009
San Diego	Metropolitan Transit System	Considering eliminating shuttle bus services
SF Bay Area	Bay Area Rapid Transit	Cutting off-peak service, considering 10 percent fare increase
San Francisco-San Jose-Gilroy	Caltrain	Increased fares January 1
San Joaquin	San Joaquin Regional Transit District	Considering service cuts
San Luis Obispo	San Luis Obispo Regional Transit Authority	Regional bus fares increasing
San Mateo	SamTrans	Increasing fares February 1
Santa Barbara	MTD Santa Barbara	Fares increased in January 2009
Santa Monica	Santa Monica's Big Blue Bus	Cutting service on February 15
Sonoma County	Sonoma County Transit	Facing service reductions in April or possibly July as well
Stockton-San Jose	Altamont Commuter Express	Fares increased on February 2, 2009
Torrance	Torrance Transit	Fares increased in early 2009
Tri-Valley region	Livermore-Amador Valley Transit Authority	Raised fares, cut service in February 2009
Vallejo	Vallejo Transit	Could be forced to cut service
Western Contra Costa County	WestCAT	Proposed reductions in service, fare increases
Yolo County	Yolobus	Increasing fares on April 1, 2009

Source: Transportation for America

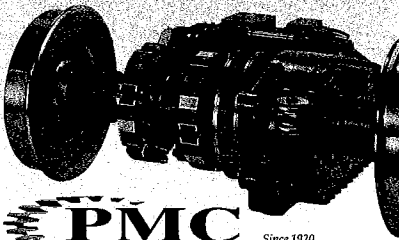
(continued on page 12)



Turn to the Leader in Transit Wheel, Axle and Gearbox Technology



- Bochum 54, 84 & Super Cushion Resilient Wheels
- New Wheelsets & Repair Services
- Hollow & Solid Axles
- Gearbox Remanufacturing & Components
- Brake Disks & Hubs
- Rubber Components
- 50 Years of Transit Experience with In-House Heat Treating



PMC Since 1920

PENN MACHINE COMPANY

Carnegie, PA 412-279-4460
Johnstown, PA 814-288-1547
pmcsales@pennmach.com



A Marmon Group/Berkshire Hathaway Company

WHERE DO WE GO FROM HERE? (continued from page 8)

fosters hope in light of the instability of STA funding even before lawmakers turned transit into their own personal piggy bank for papering over budget shortfalls.

Steinberg's promise has begun to take shape via the formation of a transit funding task force in the upper chamber, to be headed by Senator Alan Lowenthal (D-Long Beach). It was Lowenthal, Chair of the Senate Transportation Committee, who took a public stand during budget proceedings in December by declaring on the Senate floor that "(This bill) means no public transit operations funding. That is a problem, and I commit to working on this problem in the next year. We need public transit now more than ever, and we now do not have a sustainable funding stream for transit operations."

Further encouragement could be found in the near unanimous chorus of reactions by lawmakers in face-to-face meetings during the Association's recent *Transit Lobby Day 2009*. Taken to task by transit advocates for their budget votes, elected officials consistently expressed regret for what their action meant to transit, resentment over the fact that rank-and-file members were shut out of the budget negotiating process, and assurance that they were on board with the quest for a legislative remedy. Whether this contrition ends up being little more than lip service will ultimately depend on the efforts of transit advocates to make their case to the Senate task force, as well as to advance the cause among potential allies in the Assembly, where efforts to generate similar attention from Speaker Karen Bass (D-Culver City) continue.

PERHAPS IT'S BACK TO THE BALLOT

The initiative process is certainly another option under consideration. Transit funding initiatives have a history of overwhelming support from the state electorate. Four such measures that went before voters in the last decade each passed with no less than 61 percent approval. The most recent of those (*Proposition 1A* in 2006) received 6.4 million votes – nearly two million more votes than the governor received in either of his own elections, and more than the

combined vote total of all current members of either the State Senate or the State Assembly.

This past November, eight of nine local transit funding ballot measures across the state (including Measure R in Los Angeles County) successfully met the two-thirds vote threshold to gain approval. The only measure to fail (in Monterey County) achieved "only" 62-percent support from local voters.

Of course, in an era of annual budget crises, the notion of "ballot box budgeting" can carry negative connotations. But there's a big difference between measures like the previous transportation initiatives, which created new spending programs but also created new revenue streams to pay for them, and those that have amounted to unfunded mandates – like, say, *Proposition 49*, Citizen Schwarzenegger's 2002 measure to expand after-school programs.

Should transit advocates choose to go down that road (and whatever form the accompanying funding mechanism takes) it would be critical that any such measure contain iron-clad protections against further betrayal of the voters' will, such as the \$5 billion in voter-created transit funding already diverted this decade – \$3 billion in the last two years alone. That need has been further highlighted by the existence of measures on the May 19 special election ballot seeking permission to divert voter-created funds for mental health and preschool programs, as well as by the Association's ongoing lawsuit (currently working its way through the appeal process) to recover voter-created transit funds raided during the 2007-08 budget process.

So what could rightly be termed transit's darkest hour may in the end shine new light on the crisis. The renewed concern expressed by legislative leadership, the ever-growing motivation on the part of transit users and an expanding coalition of transit allies, as well as the burgeoning call for substantive budget reform all signal a day when 21st century planning actually reflects 21st century priorities. For transit providers and the millions of Californians they serve, that day can't come soon enough. ☐

e-tran and e-van Service Adjustments- Effective September 1, 2009

Routes Remaining Unchanged

Route	Action
Route 57	
Route 58	
Route 66	
Route 154	
Route 156	
Route 157	Route will operate on weekdays only
Route 159	Route will operate on weekdays only
Route 160	

Minor Restructuring

Route	Action
Route 301	Re-name Route 301 as Route 151 and post a fixed start and end time each weekday
Route 302	Re-name Route 302 as Route 152 and post a fixed start and end time each weekday
Route 303	Re-name Route 303 as Route 153 and post a fixed start and end time each weekday

Strategic Service Adjustments

Route	Action
Route 52	Discontinue the 5:20, 5:45, 6:15 and 7:15 A.M. runs
Route 53	Discontinue the 5:45 A.M. and 4:00 P.M. runs
Route 59	Discontinue the 7:45 A.M. and 3:35 P.M. runs
Route 60	Discontinue the 3:20, 3:50, and 4:35 P.M. runs
Route 70/71	Reduce Route 70 and Route 71 service by 1/3. Rebuild Schedule following meetings with passengers
Route 158/162	Combine the Routes into one loop and operate on 1 1/2 hour headways
	Discontinue the 3:50, 4:20, 4:50 and 5:20 P.M. runs

Routes To Be Discontinued

- Route 304
- Route 305
- Route 307
- Route 308
- Route 161
- Route 163
- Route 49
- Route 155

Holidays

Discontinue service on eight Federal Holidays:

- New Year's Day, Martin Luther King, Jr., President's Day, Memorial Day,
- 4th of July, Labor Day, Thanksgiving Day, Christmas Day

Weekends

Discontinue Weekend *e-tran* service (Route 155, 156, and 157)

Discontinue Weekend *e-van* service

Implement a Taxi Scrip service for ADA Certified Riders: Funded at \$25,000

Program will offer 2,500 rides with the City covering 50% of the taxi fare up to a max of \$10.00

Service Reduction Comparison by Service

Ridership is split almost 50/50 between the two

Reduce Rte 52 by 4 morning and 4 evening runs	
Reduce Rte 53 by 1 morning and 1 evening run	
Reduce Rte 59 by 1 morning and 1 evening run	
Reduce Rte 60 by 3 evening runs	
Reduce Rte 70 by 2 runs	
Reduce Rte 71 by 2 runs	
Discontinue Rte 49	
Total # of runs reduced: *	19
Does not include Rte 49	
Discontinue Rte 155	22
Discontinue Rte 156 weekends	38
Discontinue Rte 157 weekends	11
Discontinue Weekend e-van	
Fix 152 times eliminate minimum days	
Fix 153 times eliminate minimum days	
Fix 151 times, eliminate minimum days	
Discontinue 304	2
Discontinue 305	2
Discontinue 307	4
Discontinue 161	7
Discontinue 163	18
Discontinue 49	
Merged Rte 158 with Rte 162 and put to 1 1/2 hour frequency	11

Total # of runs reduced:* 115
 Does not include e-van or Rte 49



City of Elk Grove

Notice of Public Meetings to Receive Comment Regarding Potential Service Adjustments and Potential Adjustments to Transfers to Regional Transit

Due to declining revenues dedicated to Transit, the City Transit budget is operating with a \$1.7 million deficit for 2009/2010. Revenue projections in 2010/2011 indicate the deficit will continue into that fiscal year as well. To address this shortfall, the City Council will be presented on July 22, 2009 with potential service reductions needed to close the operating deficit. The City is scheduling two public meetings prior to the Council meeting to solicit feedback and service recommendations from the public. The two meetings are scheduled for:

Tuesday July 7, 2009 at 6:30 p.m.

Friday July 10, 2009 at 2:00 p.m.

**Council Chambers
8400 Laguna Palms Way**

The City Council will consider and may implement any or all of the following service adjustments:

- Reduced Frequency on Commuter and Local Services**
- Discontinuation of duplicative and under-utilized routes**
- Discontinuation of weekend service**
- Discontinuation of Holiday service**
- Route restructuring (expansion/contraction)**

In addition, Sacramento Regional Transit has proposed the elimination of transfers on their service. The City Council will consider limiting all transfers issued by e-tran to City operated services only. Transfers from e-tran to RT are proposed to be eliminated to coincide with the proposal from Sacramento RT.

City of Elk Grove
Transit Services

8401 Laguna Palms Way
Elk Grove, CA 95758

(916)68E-TRAN
transit@elkgrovecity.org



City of Elk Grove

Notice of Public Meetings to Receive Comment Regarding Potential Service Adjustments and Potential Adjustments to Transfers to Regional Transit

Due to declining revenues dedicated to Transit, the City Transit budget is operating with a \$1.7 million deficit for 2009/2010. Revenue projections in 2010/2011 indicate the deficit will continue into that fiscal year as well. To address this shortfall, the City Council will be presented on July 22, 2009 with potential service reductions needed to close the operating deficit. The City is scheduling two public meetings prior to the Council meeting to solicit feedback and service recommendations from the public. The two meetings are scheduled for:

Tuesday July 7, 2009 at 6:30 p.m.

Friday July 10, 2009 at 2:00 p.m.

Tuesday July 14, 2009 at 6:30 p.m.

Thursday July 16, 2009 at 2:00 p.m.

**Council Chambers
8400 Laguna Palms Way**

The City Council will consider and may implement any or all of the following service adjustments:

**Reduced Frequency on Commuter and Local Services
Discontinuation of duplicative and under-utilized routes
Discontinuation of weekend service
Discontinuation of Holiday service
Route restructuring (expansion/contraction)**

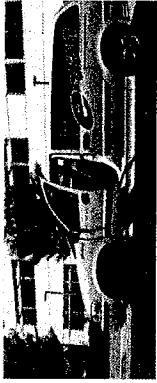
In addition, Sacramento Regional Transit has proposed the elimination of transfers on

City of Elk Grove
Transit Services

8401 Laguna Palms Way
Elk Grove, CA 95758

(916)68E-TRAN
transit@elkgrovecity.org

their service. The City Council will consider limiting all transfers issued by e-tran to City operated services only. Transfers from e-tran to RT are proposed to be eliminated to coincide with the proposal from Sacramento RT.



e-van SERVICE ADJUSTMENTS AS OF SEPTEMBER 1, 2009

TYPE OF ELIGIBILITY	within 3/4 mile of route	City Limits	Regional Service
ADA Unconditional	Weekdays: 5:30 am- 10:30 pm	Weekdays: 5:30 am- 10:30 pm	Weekdays: 6:30 am- 7:30 pm
ADA Conditional	Weekdays: 5:30 am- 10:30 pm	Weekdays: 5:30 am- 10:30 pm	Weekdays: 6:30 am- 7:30 pm
Senior (75 or over non-ADA)	Weekdays: 7:00 am- 9:00 pm	Weekdays: 7:00 am- 9:00 pm	DISCONTINUED

PRIORITY OF TRIP ASSIGNMENT

The ADA requires that all ADA certified passengers traveling within 3/4 mile of a non-commute fixed route receive priority in trip assignments. In order to accommodate this requirement within the limited service capacity, bumping can occur. When bumping of trips is required, the following priority order shall be followed for trip assignments to ensure that all requests are treated consistently:

1st Priority	ADA Unconditional within 3/4 mile of a non-commute Fixed Route (as required by the ADA)
2nd Priority:	ADA Conditional within 3/4 mile of a non-commute Fixed Route
3rd Priority:	ADA Unconditional and Conditional service outside of 3/4 mile of a non-commute Fixed Route but within the City Limits
4th Priority:	Seniors within 3/4 mile of a non-commute fixed route or within the City limits. (No Regional Trips)

e-tran and e-van Service Adjustments- Effective September 1, 2009

Routes Remaining Unchanged

Route	Action
Route 57	
Route 58	
Route 66	
Route 154	
Route 156	
Route 157	Route will operate on weekdays only
Route 159	Route will operate on weekdays only
Route 160	

Minor Restructuring

Route	Action
Route 301	Re-name Route 301 as Route 151 and post a fixed start and end time each weekday
Route 302	Re-name Route 302 as Route 152 and post a fixed start and end time each weekday
Route 303	Re-name Route 303 as Route 153 and post a fixed start and end time each weekday

Strategic Service Adjustments

Route	Action
Route 52	Discontinue the 5:20, 5:45, 6:15 and 7:15 A.M. runs
Route 53	Discontinue the 5:45 A.M. and 4:00 P.M. runs
Route 59	Discontinue the 7:45 A.M. and 3:35 P.M. runs
Route 60	Discontinue the 3:20, 3:50, and 4:35 P.M. runs
Route 70/71	Reduce Route 70 and Route 71 service by 1/3. Rebuild Schedule following meetings with passengers
Route 158/162	Combine the Routes into one loop and operate on 1 1/2 hour headways

Routes To Be Discontinued

- Route 304
- Route 305
- Route 307
- Route 308
- Route 161
- Route 163
- Route 49
- Route 155

Holidays

Discontinue service on eight Federal Holidays:

- New Year's Day, Martin Luther King, Jr., President's Day, Memorial Day,
- 4th of July, Labor Day, Thanksgiving Day, Christmas Day

Weekends

Discontinue Weekend *e-tran* service (Route 155, 156, and 157)

Discontinue Weekend *e-van* service

Implement a Taxi Scrip service for ADA Certified Riders: Funded at \$25,000

Program will offer 2,500 rides with the City covering 50% of the taxi fare up to a max of \$10.00

e-tran and *e-van* Service Reductions Frequently Asked Questions

1. Why were service reductions considered at a time when ridership has increased?

The City of Elk Grove takes pride in our ridership on the *e-tran* and *e-van* systems. We understand the value of the services we offer to each of our passengers' daily activities. Unfortunately, due to economic conditions beyond the City's control, transit funding has been significantly reduced. The FY 09/10 adopted budget noted a reduction in revenue which created an approximately \$1.7 million deficit in the Transit fund prior to the service adjustments. The service adjustments allow for a balanced transit budget.

2. How is the transit service funded in the City of Elk Grove?

Transit service in the City of Elk Grove is funded through external grant resources and passenger fares. The transit services do not utilize General Fund revenues vital to other City programs, such as Police. The largest share of funding received is based on a percentage of sales tax dedicated to transit. In addition, the City receives limited federal funding and historically has received funding from the State of California. Unfortunately, the City (like all other Transit Agencies in California) was greatly impacted by a decision of the State Legislature to eliminate all dedicated State funding for transit service.

3. Who approved the service reductions and when?

Service reductions were approved at the July 22 City Council meeting. A public hearing was held and public comment was taken. The City Council was presented with four options as well as the ability to customize an option. After review of the data, the Council selected the option as posted on the website effective September 1, 2009.

4. Was there any public outreach conducted?

Prior to consideration by the City Council, four public meetings were held. Staff reviewed the four options that were then presented to the City Council on July 22 and gathered passenger feedback. The public meetings were noticed more than 30 days prior on each *e-tran* and *e-van* bus, on the City website, through direct text alerts to passengers, as well as, through coverage in the Sacramento Bee

and Elk Grove Citizen. Additional coordination was conducted with the Elk Grove Senior Center and the Transportation Coordinator for the Franchise Tax Board.

5. What analysis was performed in determining the service reductions?

City Transit staff performed a comprehensive review of all of the services provided. This included the re-evaluation of the route performance on a daily basis from July 2008 thru June 2009. Staff reviewed the daily performance logs to identify patterns in ridership trends by not only route but each time that route operates. In conjunction with the data review, the City worked with our Contractor to perform passenger counts on the routes to confirm the data previously reviewed. City staff road the routes over several weeks to observe the ridership patterns and to further evaluate all transfer options. Once the data was complete, staff examined each individual route, its operational costs, connections to other routes and redundancy in the corridors served. The result of this review was the development of the four options presented to the Council for consideration.

6. With the furlough Fridays, couldn't the City cut routes on those days and save them on others?

One of the options presented to the City Council evaluated the impact of additional furlough Friday reductions. Due to the level of reduction needed, the additional reductions for furlough Friday resulted in an approximate \$15,000 savings. Additionally, the limited number of hours applicable to furlough Fridays did not create enough hours to re-instate any of the Monday-Thursday service reductions to the commuter routes.

7. Why were the commuter routes impacted?

The service reductions approved by the City Council impacted each of the services the City offers, including Commuter service. Ridership on e-tran is approximately 50% commuter passengers/ 50% local fixed route passengers. City staff evaluated all routes, their destinations, daily ridership and the hours required to operate. We realize that our services are well utilized and that buses may be fuller in the future. The reductions adopted do impact Commuters and we realize that this may require an adjustment in your travel time or work schedule. While these reductions are not without impact, greater reductions were taken on the local service where 9 local routes were discontinued and weekend service was eliminated.

8. What's next?

City Transit staff will continue to monitor the performance of the routes to ensure their on-time performance and to observe the ridership patterns on the remaining routes. City staff will be riding the Commuter routes September 1 and 2 to assist with the transition to the new schedule. Additionally, staff will continue to monitor the financial resources available to the Transit program and will be working to develop a Comprehensive Short Range Transit plan. It is our goal to develop this plan now so that when the revenues increase, we have a well developed plan for the future growth of the system.

**CITY OF ELK GROVE
PROCESS FOR SOLICITING AND CONSIDERING PUBLIC COMMENT
PRIOR TO A FARE INCREASE OR A MAJOR SERVICE REDUCTION**

FEBRUARY 2009

SCOPE

This policy applies to all proposed fare increases and/or major service reductions for the City's transit service.

POLICY

In order to provide clear direction and proper standards for considering fare increases and/or major service reductions for the City's transit service, it is the policy of the City to provide ample public notice by posting flyers in the buses, presenting a staff report to the City Council in order to allow the public a forum to state their comments and questions to the City Council, and initiating such changes no less than 14 days after the City Council approves them. A major service reduction is any service reduction resulting in a decrease of vehicle service hours of 25% or more.

PROCEDURES

1. When preparing recommendations for fare increases (or reductions) and/or major service reductions for City's transit service, notices shall be placed in the interior of the buses of all City transit buses and online at www.e-tran.org, at least 30 days before such recommended fare increases (or reductions) and/or major service reductions are brought before the City Council for its consideration and public input. In addition, staff shall conduct at least one public meeting prior to the City Council meeting. All adoptions shall be conducted as public hearings to allow for additional public comment in conjunction with the FTA public participation requirements.
2. After the City Council approves recommended fare increases (or reductions) and/or major service reduction for the City's transit service, notice of such changes approved by the City Council shall be posted in the interior of the buses and online at www.e-tran.org for a period of at least 14 days prior to those fare increases (or reductions) and/or major service reductions taking place.

**SACOG Performance Audit
City of Elk Grove Transit System – March 2008**

**Table 1-1
SUMMARY OF RECOMMENDATIONS**

Recommendation	Responsibility	Implementation Period
1. Develop a set of performance measures and standards by which to measure the effectiveness and efficiency of the system operation. This should include, as appropriate, separate standards for the commute service, local service, and the paratransit program.	City of Elk Grove , with SACOG assistance	High Importance – As soon as practical
2. Continue to improve system monitoring and reporting by developing periodic summary reports of system performance relative to the adopted standards for efficiency and effectiveness (Task #1). Track ridership and operational data separately, including costs, for the different system components. Include estimated farebox ratio calculations to ensure compliance with TDA minimums.	City of Elk Grove	High Importance -- As soon as practical
3. Review current city transit administration staffing levels to evaluate staff size and strengths and weaknesses in managing the present service and the planned service expansion. Consider including a peer group evaluation for comparison with other public operations in similar growth modes.	City of Elk Grove	High Importance – As soon as practical
4. Develop a new Transit Plan to update the earlier version that was produced prior to system start-up. Include the performance measures and standards (see rec'd. #1) and incorporate a longer term financial plan to demonstrate how future service expansion and capital acquisitions will be funded.	City of Elk Grove , with SACOG assistance	High Importance – As soon as practical
5. Conduct a detailed evaluation of the transit operation's impact on the city's corporation yard including the future fleet maintenance needs, the bus washing and fueling areas, bus parking, and the administrative offices for both the contractor	City of Elk Grove	During next fiscal year

**SACOG Performance Audit
City of Elk Grove Transit System – March 2008**

and city staff.		
6. Analyze fare structures of the local and commuter fixed-route services (which currently are the same). To address marginal farebox ratio situation, consider establishing a premium differential for the longer distance commuter-oriented service, similar to policies in place by other operators in region.	City of Elk Grove, with SACOG assistance	During next fiscal year
7. Ensure that data provided in the State Controller's Report is consistent with city records and other local source documents that have been collected and compiled throughout the year.	City of Elk Grove	In next Controller's Report submittal
8. Correctly calculate and report Full-Time Equivalents (FTE's) for State Controller's Report annual submissions.	City of Elk Grove	For the next Report
9. Correctly track and report paratransit vehicle service miles and hours as defined by TDA guidance documents.	City of Elk Grove	As soon as practical
10. Incorporate system performance monitoring of roadcalls, accidents (preventable and non-preventable), and complaints into periodic reports (monthly and annually).	City of Elk Grove	During next fiscal year
11. Work to improve productivity (reducing trip costs) for demand-response service through more efficient scheduling and/or adjusting quality of service. Track and report response time, ride time, and turndowns and monitor against standards.	City of Elk Grove	During next fiscal year

Comments (28) |  Recommend (1) | Print

Leave your comment

More on [sacbee.com](#)

powered by [Lingospot](#)

Sacramento-area transit makes cuts as revenue falls

ShareThis

Buzz up!

By Tony Bizjak
tbizjak@sacbee.com

Published: Monday, Aug. 31, 2009 - 12:00 am | Page 1A

Sacramento buses will take another turn Tuesday down an increasingly bumpy road.

Riders on the blue and gold Regional Transit fleet will begin paying one of the steepest in-city fares in the state, \$2.50 per ride. And forget about a transfer slip; it's been eliminated.

Elk Grove commuters face tough news at the bus stop, too. The city's e-tran service will drop 19 runs starting Tuesday, and shut down weekend service Saturday – just months after raising fares.

This week's moves by two of Sacramento's major commute carriers are clear signs: Transit in California is in trouble.

A year after high gas prices drove tens of thousands of commuters out of cars and onto buses and rail, a bad economy is causing dozens of agencies to bandage budgets with fare hikes and service cuts.

The cutbacks have exposed the state's transit financing system as a flawed patchwork, prompting calls for change.

"Just when more people need transit, you have less money to operate it," said Larry Greene, the Sacramento region's air quality chief. "We have to fix this. It's not responding to society's needs."

The core of the problem, said transit advocates and critics alike, is that bus and light-rail fares alone do not come anywhere near paying for the cost of transit service.

On average, a Bee review found, the five largest transit agencies in the Sacramento region collect less than 25 percent of their revenue from passenger fares.

Federal, state and local governments make up the difference by tapping gas pump taxes, local sales taxes and offering grants.

That system is unraveling.

Sacramento County's transportation sales tax revenue plummeted more than 30 percent below expectations this year.

At the same time, faced with its own budget deficit, the state withheld more than a billion dollars from transit agencies, including tens of millions for agencies around Sacramento.



Matthew Barrows: 49ers have work to do
Matthew Barrows, 1 day, 17 hours ago



No end to the views
Chad Jones, 1 day, 17 hours ago



Pioneering organic farmer adds 'educator' to his resume
Anna Tong, 1 day, 18 hours ago

"It's a ripple effect; actually, these days, it's more of a tidal wave effect," Yolo transit executive Terry Bassett said.

California's transit agencies have sued the Schwarzenegger administration to get back the money. The case appears to be headed to the state Supreme Court.

Sacramento Regional Transit, the largest of the region's 14 transit agencies, appears to be in the worst shape locally.

The agency has been on a two-year run of cost cuts, service reductions and fare hikes. And it's resorted to creative budgeting, using \$14 million in federal stimulus funds to plug gaping budget holes for two years.

But the federal emergency money disappears next year.

RT board Chairman Steve Cohn warned riders last week: "We may be back here (soon) talking more cuts."

Sacramento-area transit agencies are discovering that they face a problem their compatriots in San Francisco and Los Angeles don't: Tens of thousands of daily riders in Sacramento are state workers who no longer show up at bus stops three days a month on "Furlough Fridays."

RT has reduced the number of cars on light-rail trains to scratch out some savings.

Some area agencies are talking about cutting back Friday service to weekend levels, but they say the situation is so new that they don't know how to deal with it.

"There are just so many unknowns right now," Placer County Transit head Will Garner said. "Things are in limbo until things stabilize."

Garner's buses made headlines last year when they became so jammed with commuters avoiding \$4-a-gallon gas that people had to be turned away. Others stood in the aisles while buses headed down the freeway to downtown.

Despite raising monthly passes for long-distance riders to \$131, Placer and other local agencies continue to pack their buses with commuters most days during peak hours.

But with sales tax revenue dropping, Placer, Yuba-Sutter and other smaller local agencies say they could well find themselves in the same service-cutting mode as Regional Transit and Elk Grove's e-trans.

"The worst may be yet to come," Placer's Garner warned.

Riders universally lament the fare hikes. But many say buses are still worth it if agencies can keep enough buses on the street near homes and jobs.

ShareThis
Buzz up!

Call The Bee's Tony Bizjak, (916) 321-1059.