



# Public Hearing on Potential Bus Service Reductions

Board of Directors Meeting

May 22, 2009



# Balancing the Budget

- Board direction to reduce cost equivalent of 400,000 RVH
- Equates to \$33 million
- About 22% service reduction
- Preserves more service in the long run










# Five Year Financial Impact\*

- **Two major funding sources for bus operations down**
  - Transportation Fund: ¼ - cent sales tax down \$214 million
  - State Transit Assistance loss \$99 million
- **Added \$76 million federal stimulus funds**
- **Fiscal emergency**
- **Overall Impact**
  - Original estimate (2008) \$1.65 billion
  - Revised estimate (2009) \$1.38 billion
  - Shortfall \$ 272 million




# Others Systems Impacted

AGENCY	IMPACT
	<p><b>Service cuts</b> <b>Reduce operations staff</b></p>
	<p><b>Service cuts</b> <b>Raise fares</b></p>
	<p><b>Raise fares</b></p>
	<p><b>Service cuts</b></p>
	<p><b>Raise fares</b> <b>Change Paratransit service</b></p>
	<p><b>Service cuts</b></p>
	<p><b>Spending Reserves; Local Sales Tax eligible for transit operations</b></p>

# Existing Service Levels

Budget determines service levels and measured in revenue vehicle hours (RVH)

	<b>Revenue Vehicle Hours (RVH)</b>		
	<b>Daily Hours</b>	<b>Annual Hours*</b>	<b>Annual Percent</b>
<b>Weekday</b>	<b>5,276</b>	<b>1,460,000</b>	<b>81.4%</b>
<b>Saturday</b>	<b>3,250</b>	<b>169,000</b>	<b>9.4%</b>
<b>Sunday</b>	<b>2,842</b>	<b>165,000</b>	<b>9.2%</b>

**Total Annual RVH\* 1,794,000**

*\*Service levels as of July 1, 2009*

# Current Bus Utilization

**27 routes**  
serve approximately  
**82% of riders**  
on fixed routes

**68.5%**  
of riders

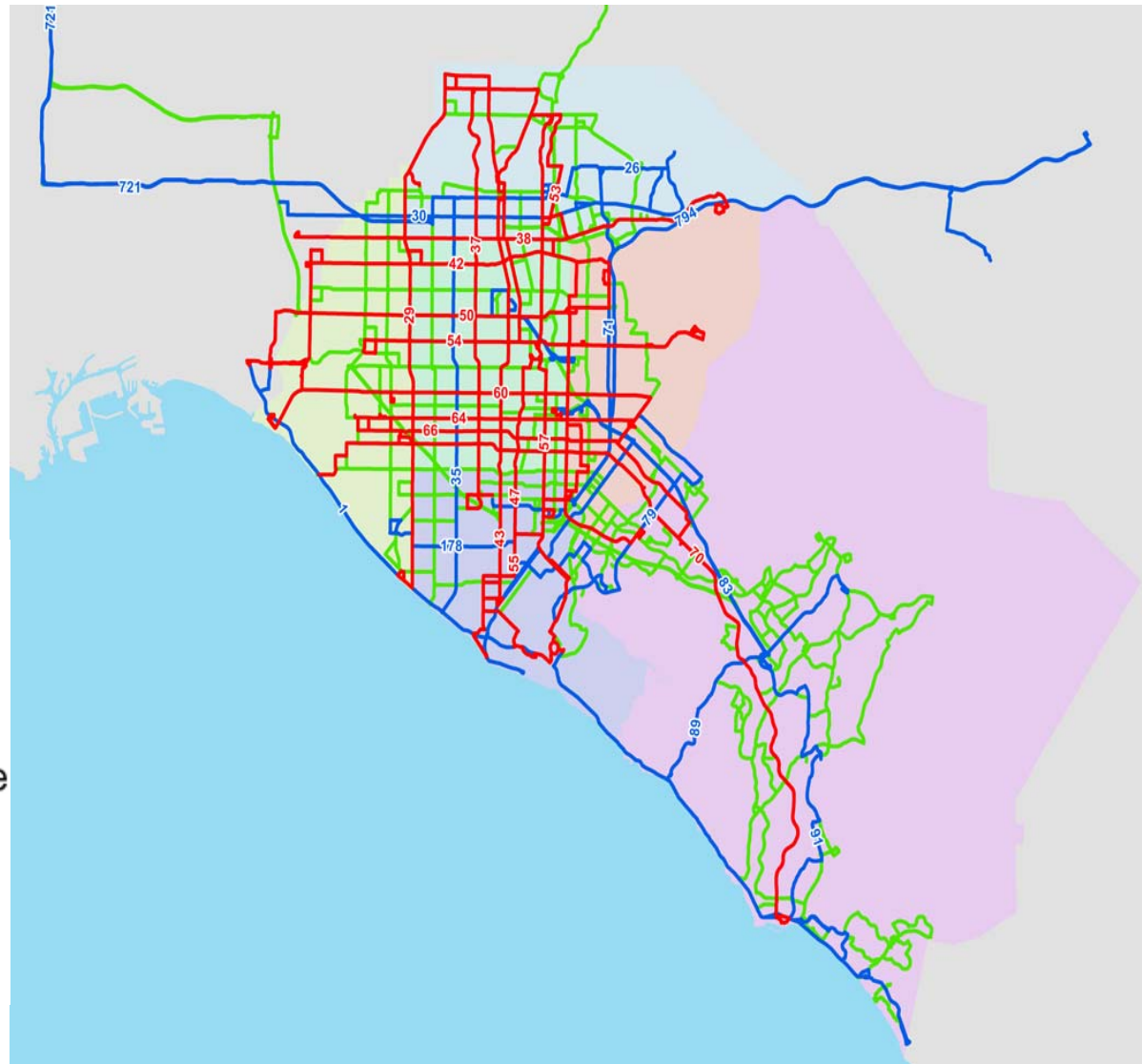
**15** Core bus routes

**13.3%**  
of riders

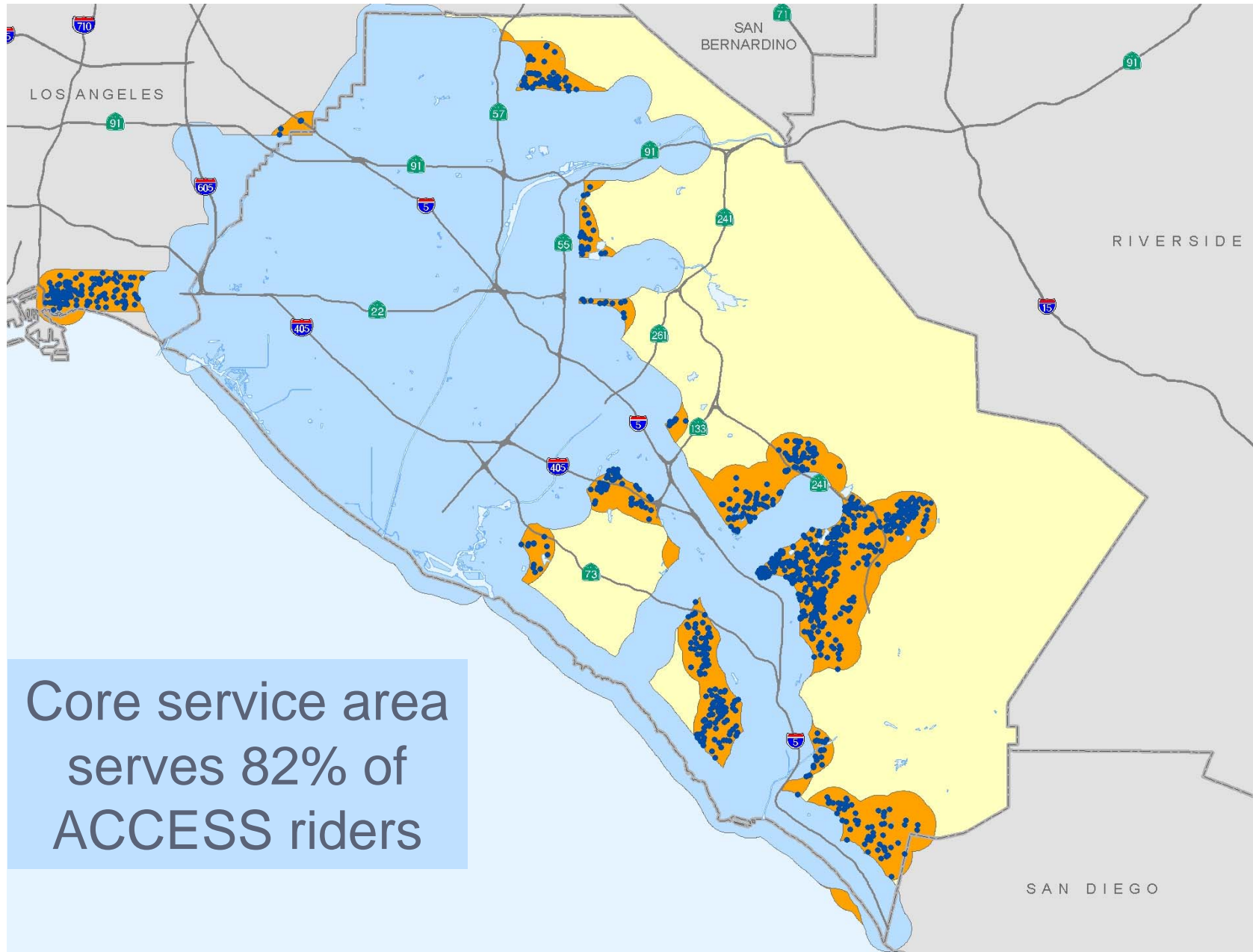
**12** Connecting routes to the core

**18.2%**  
of riders

**53** Less-productive bus routes



# ACCESS in Core Service Area



Core service area  
serves 82% of  
ACCESS riders

# When are peak travel times?

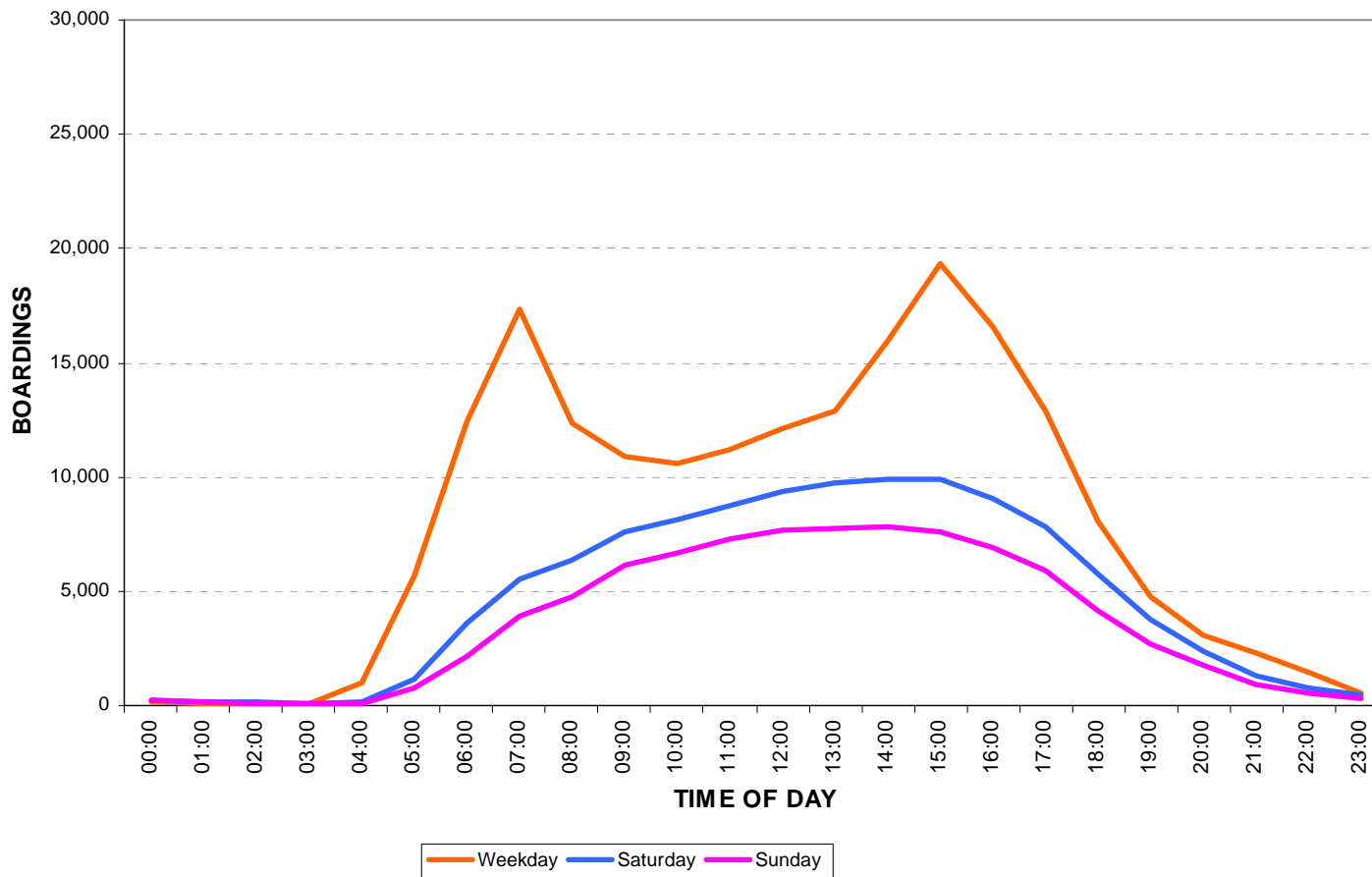
## ■ Weekdays

- Morning peak: 6 to 9 a.m.
- Afternoon peak: 3 to 6 p.m.

## ■ Weekends

- Later start
- Gradual peak

AVERAGE BOARDINGS BY TIME OF DAY



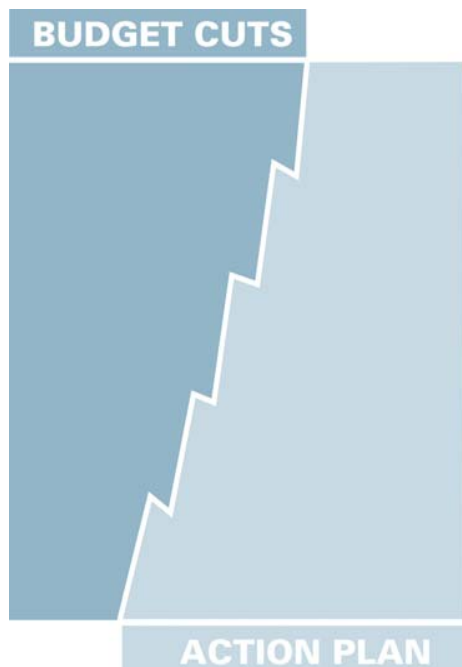


# Actions To Date



- Reduced administrative budgets, benefits
- Implemented hiring & wage freeze
- Raised transit fares January 2009
- Reallocated \$4 million/year bikes to bus
- Granted \$76 million federal stimulus funds
- Reduced service 133,300 RVH
- Asked unions to re-negotiate
- Used \$20 million reserves FY 08-09\*
- Cancelled capital projects
- Continue to contract out 26 routes

*\*\$6 million more than planned*



# Proposed September 2009 Service Change Program

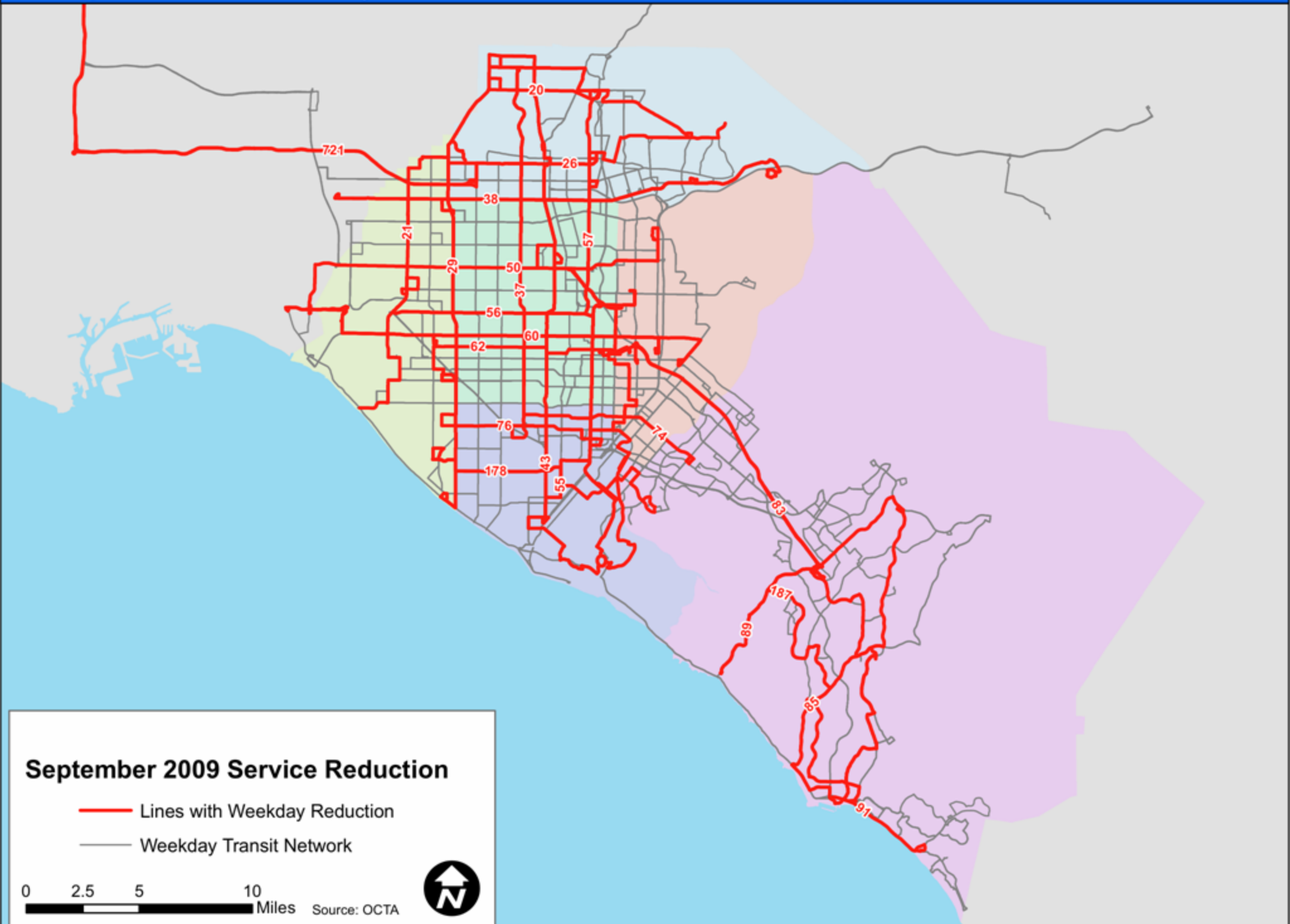


# Proposed Changes

- Discontinue Night Owl service
- Reduce service frequency
- Reduce service hours
- Reduce segments of routes



# Proposed Weekday Service Reduction for September 2009



## September 2009 Service Reduction

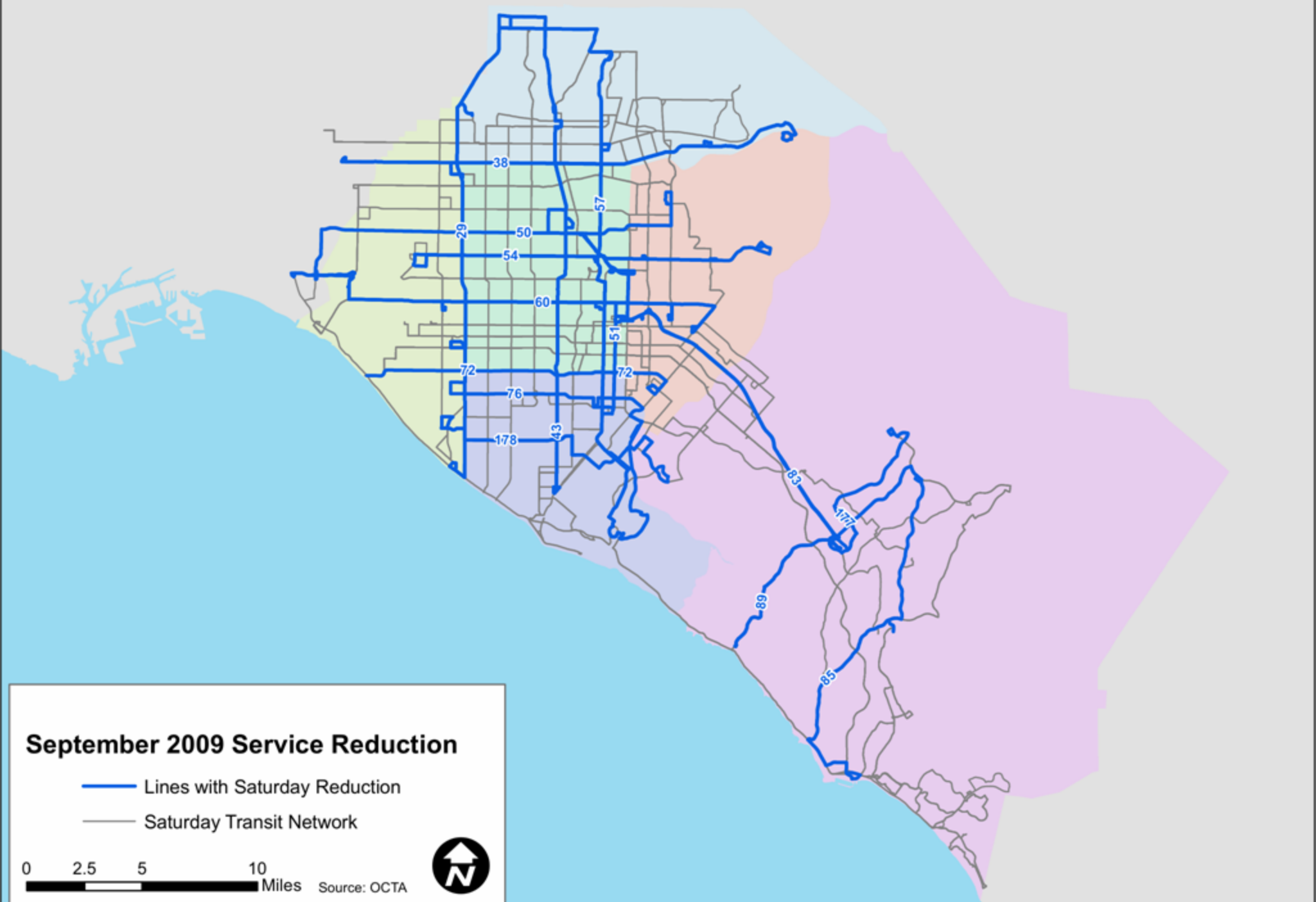
- Lines with Weekday Reduction
- Weekday Transit Network

0 2.5 5 10 Miles

Source: OCTA



# Proposed Saturday Service Reduction for September 2009



## September 2009 Service Reduction

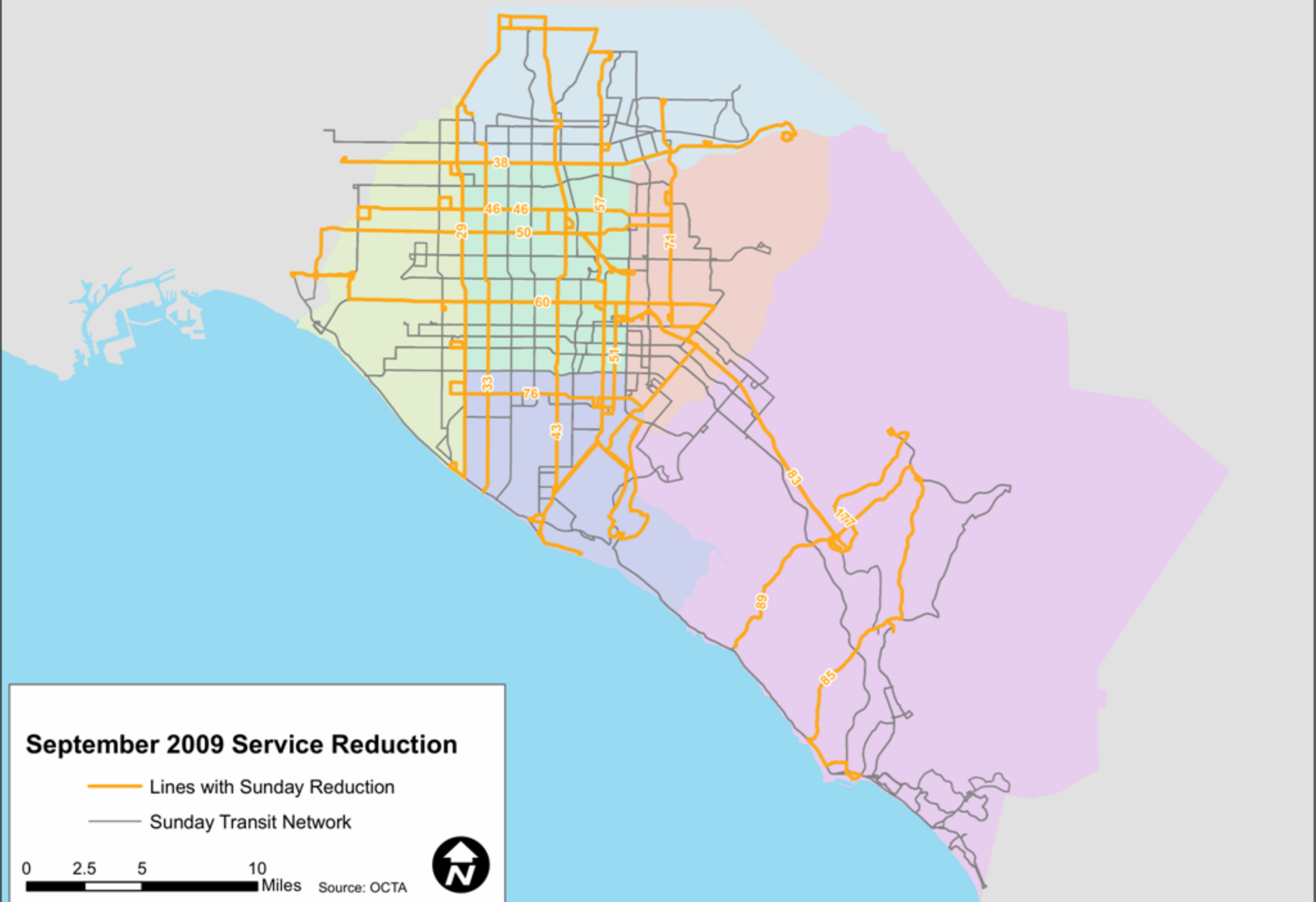
- Lines with Saturday Reduction
- Saturday Transit Network

0 2.5 5 10 Miles

Source: OCTA



# Proposed Sunday Service Reduction for September 2009



## September 2009 Service Reduction

- Lines with Sunday Reduction
- Sunday Transit Network

0 2.5 5 10 Miles

Source: OCTA



# Estimated Annual Service Hours Saved

- Less frequency ➤ 37,650 hours
- Selected trip reductions ➤ 24,700
- Reduction in hours of operation ➤ 12,400
- Discontinue Owl service on 4 lines ➤ 20,000
- Short line trips on 2 lines ➤ 5,250
- **Estimated Total Reduction** ➤ **100,000 hours**

# Bus Service Reduction Program

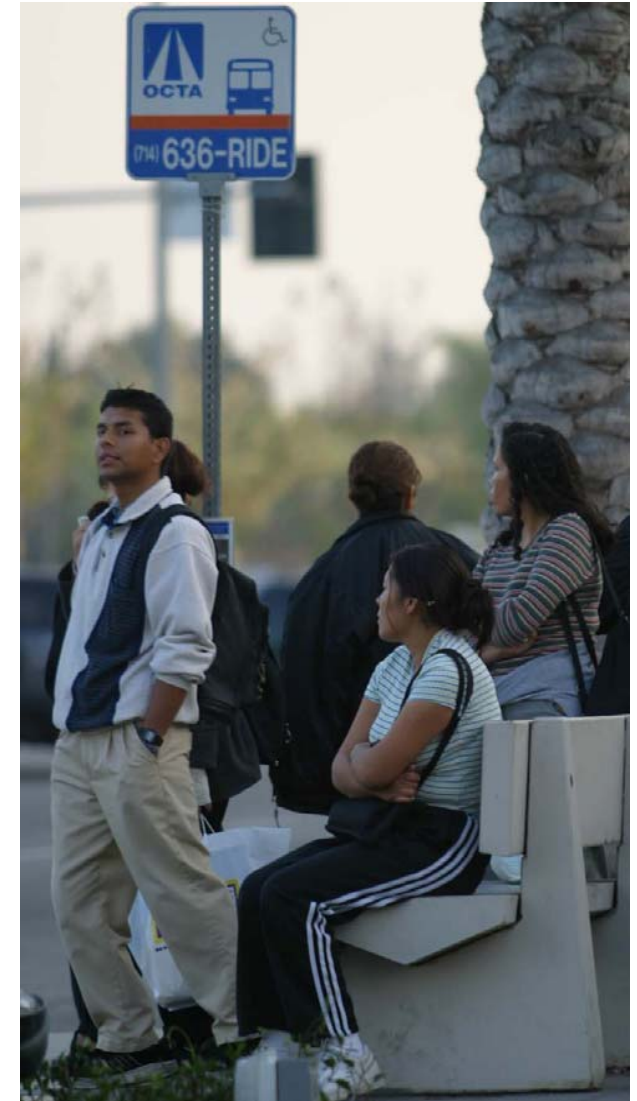
## Public Outreach & Feedback



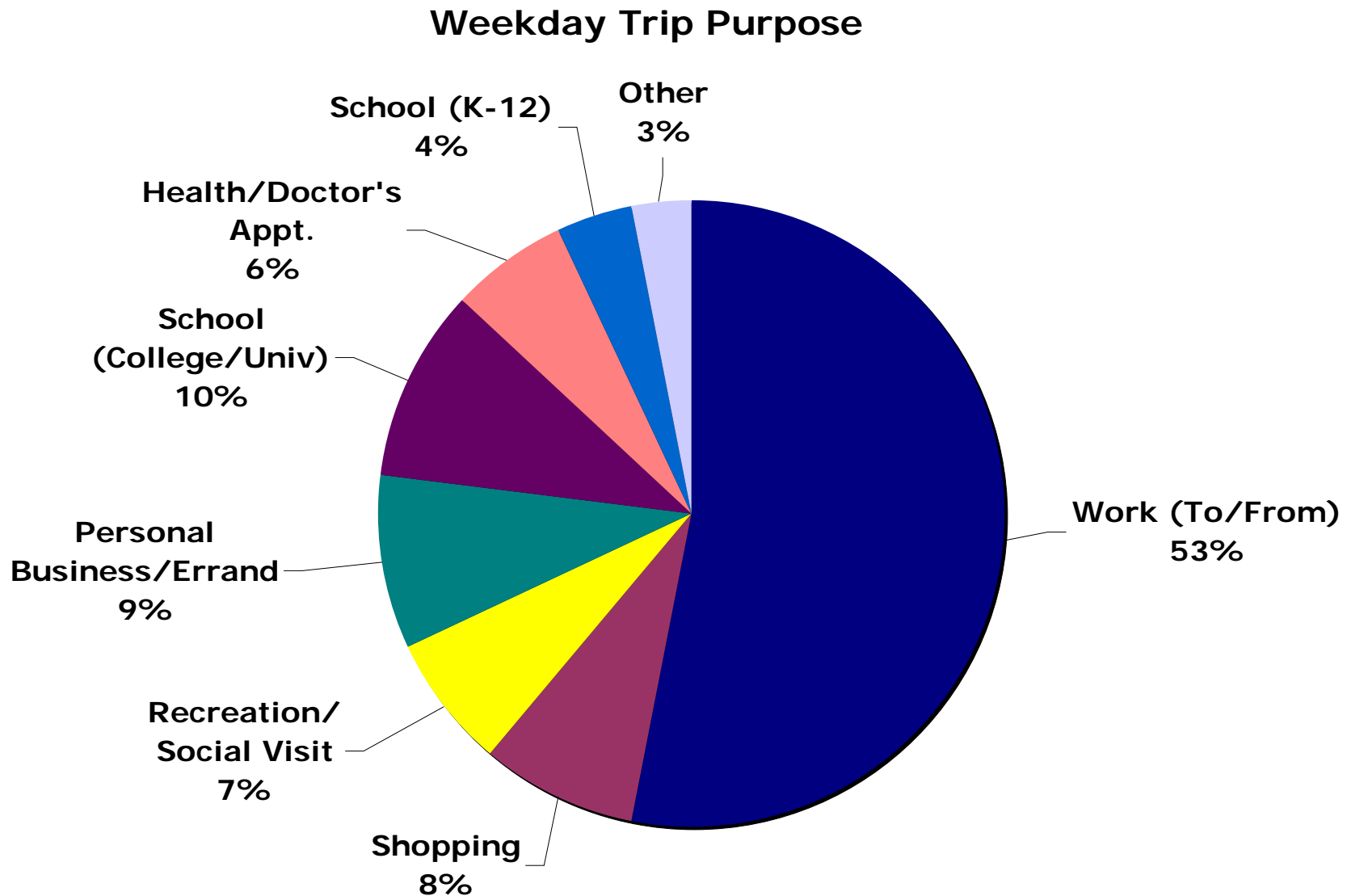


# Customers

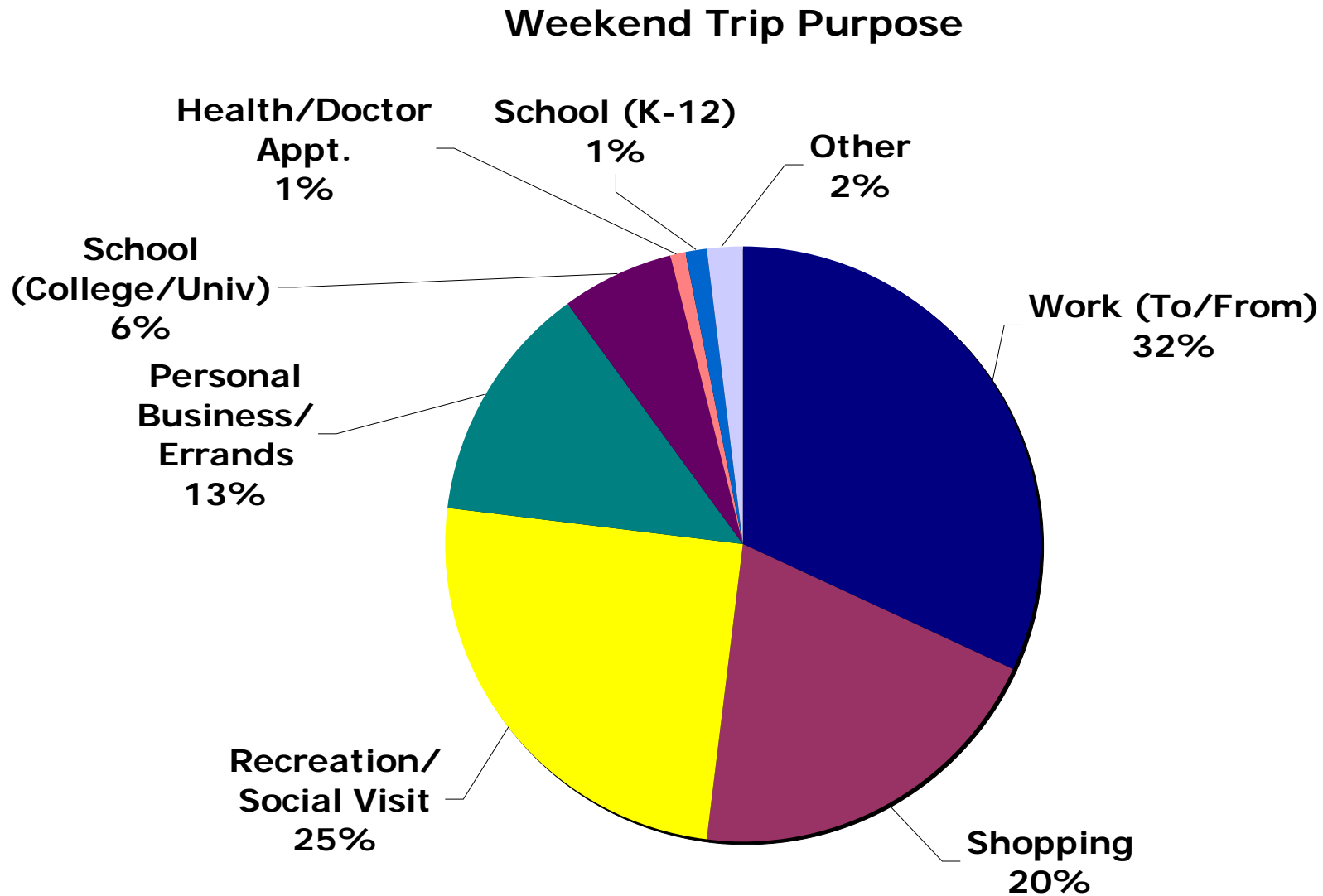
- 75% 18 to 44 years
- 8% seniors (65+)
- 67% no car available
- 18% ride to save money
- 70% full or part-time workers



# Trip Purpose - Weekday



# Trip Purpose - Weekend



# Public Notification

- 13 newspaper ads
- 1,200 on-bus cards
- 160,000 comment cards circulated
- 650 stakeholders mailed information
- 500 stakeholders e-mail blast
- Press releases/newsletter information
- Public service announcements

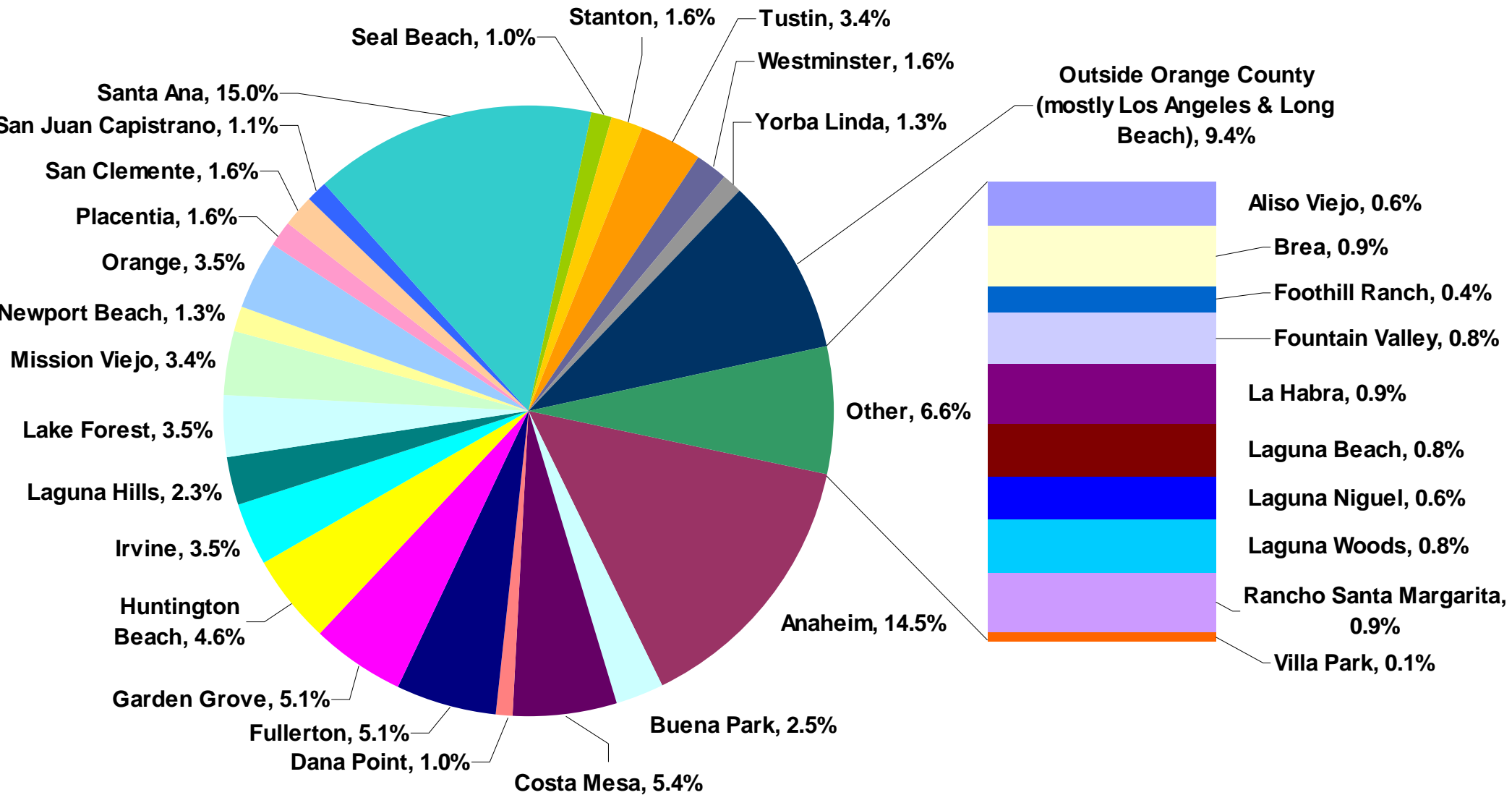


# Public Outreach

- **2 workshops** with Citizens Advisory/ Special Needs Committees
- **3 community meetings** – 140 attended
- **1,000 comments** received by mail and web first 30 days
- **70 comments** received by phone
- **50 meetings** – cities, employers, schools, senior/disabled groups
- **30 one-on-ones** – on board bus, churches, schools, transit centers
- Public service announcements



# Responses from Comment Cards and Online Surveys By City



# Feedback

## Options



Shorten/eliminate least used route segments  
(most favored)

Eliminate least used trip times

Eliminate least used routes

Have less frequent service

Reduce hours of operation



Eliminate weekend service (least favored)

# Concerns

- Elimination of Night Owl
- Can't get to work, church, shopping on weekends
- Only means of transportation
- Loss of independence & quality of life
- Loss of ACCESS for persons with disabilities
- Employment losses





# Comments

- Would pay higher fare to avoid cuts
- Explore public/private partnerships
- Consider geographic coverage in South County
- Seek/advocate for transit funding



# Advisory Committee Options

- Wholesale versus strategic cuts
- Impact fewest riders
- Geographic equity / coverage
- Reduce weekday peak service
- Reduce weekend service
- Reduce span of service
- Expand holiday service days
- Consider fare increase

# Advisory Committee Feedback

- Make strategic cuts
- Impact fewest riders
  - More important than geographic coverage
- Reduce frequency
  - More important than changing span
- Run Sunday schedule on more holidays
- Consider fare increase (temporary?)

# Other Committee Comments

- ACCESS is the only option for some
- Convey to union: jobs will be lost
- Look for funding opportunities
- Use bigger buses to help with pass-bys
- Lease out or sell older buses
- Write legislature about tremendous impacts
- Pursue partnerships with private sector
- Promote vanpool/carpool opportunities

# Next Steps



- Continue Public Involvement
- Transit Committee                      May 28, 2009
- Executive Committee                      June 1, 2009
- Board of Directors                      June 8, 2009