



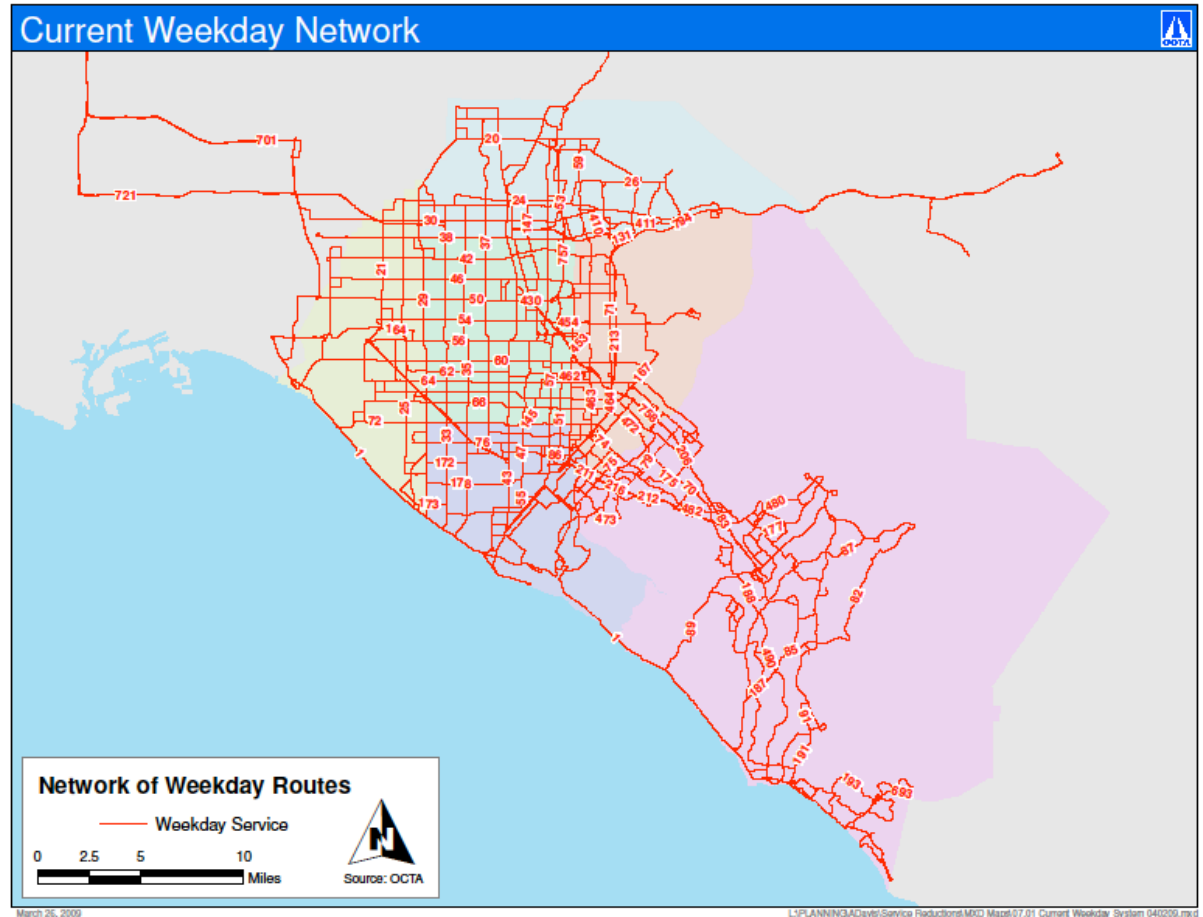
Workshop on Bus Service Reduction

OCTA Board of Directors
April 27, 2009




OCTA Bus System

- Daily countywide bus service
- 80 weekday routes
 - 45 Saturday routes
 - 42 Sunday routes
- 67.8 million annual boardings
- \$227 million annual operating cost



What are existing service levels?

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

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

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

*Service levels as of July 1, 2009

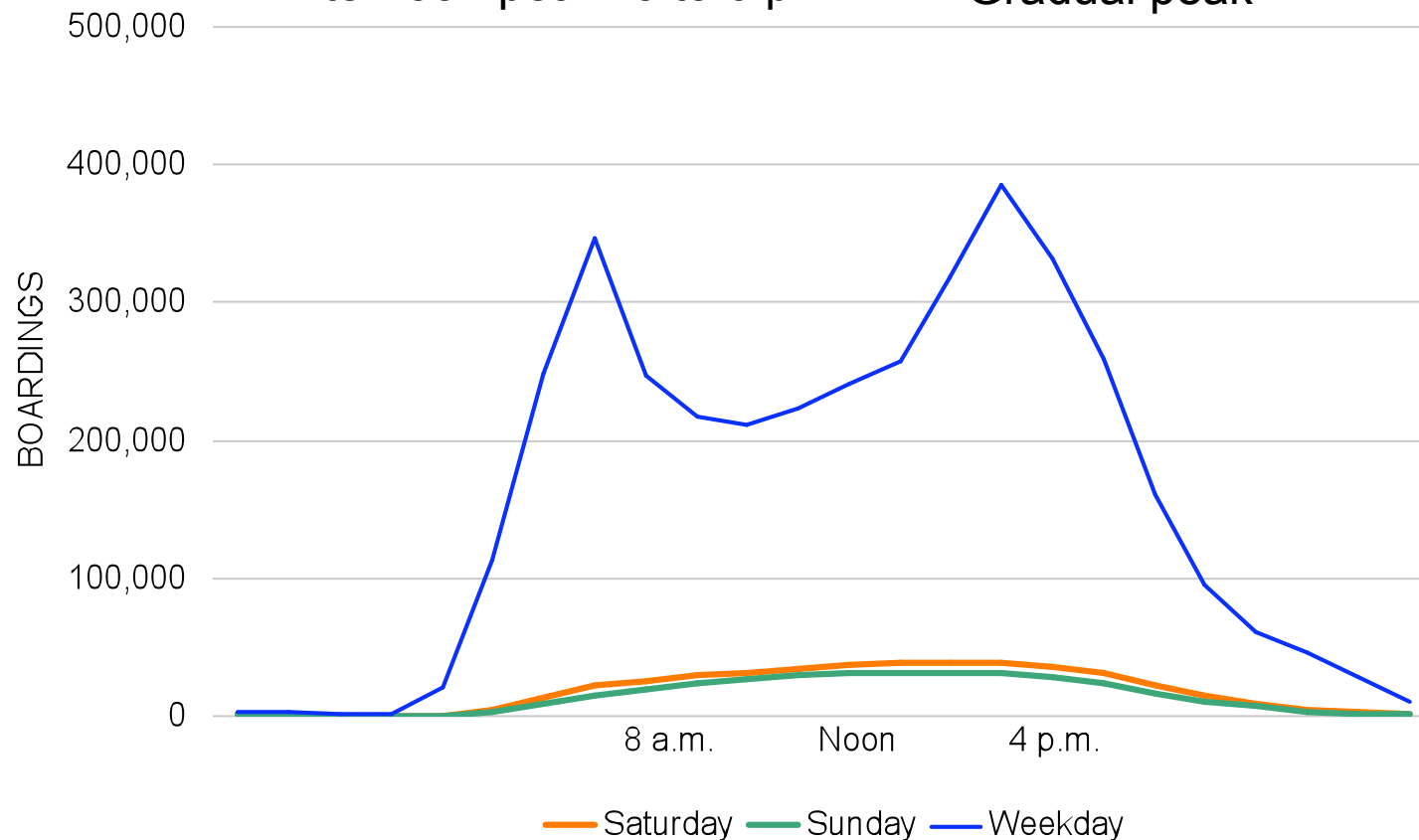
When are peak travel times?

- **Weekdays**

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

- **Weekends**

- Later start
- Gradual peak

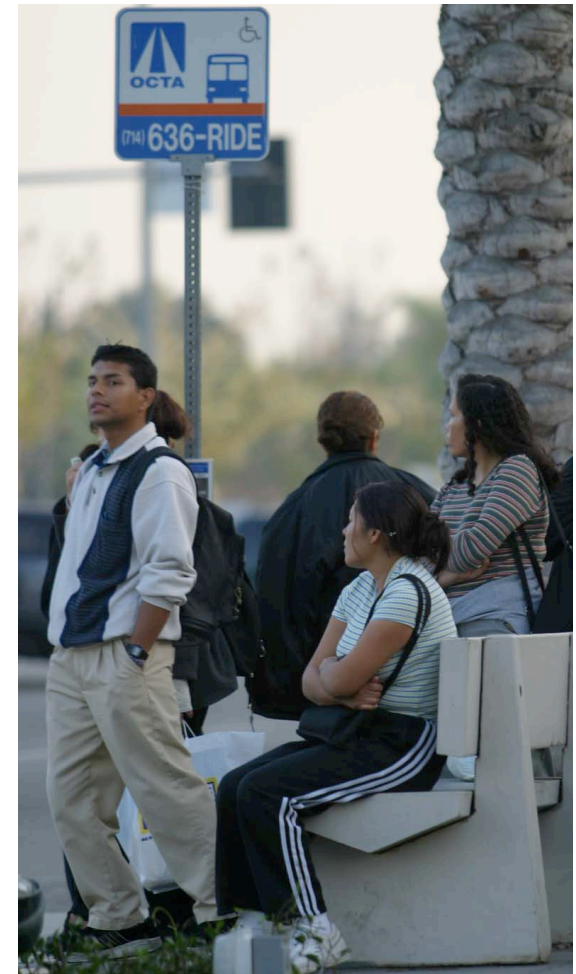


Who rides the bus?

Our customers rely on transit

- 75% Are 18 to 44 years
- 67% Have no car available
- 70% Work full-time or part-time
- 18% Ride to save money

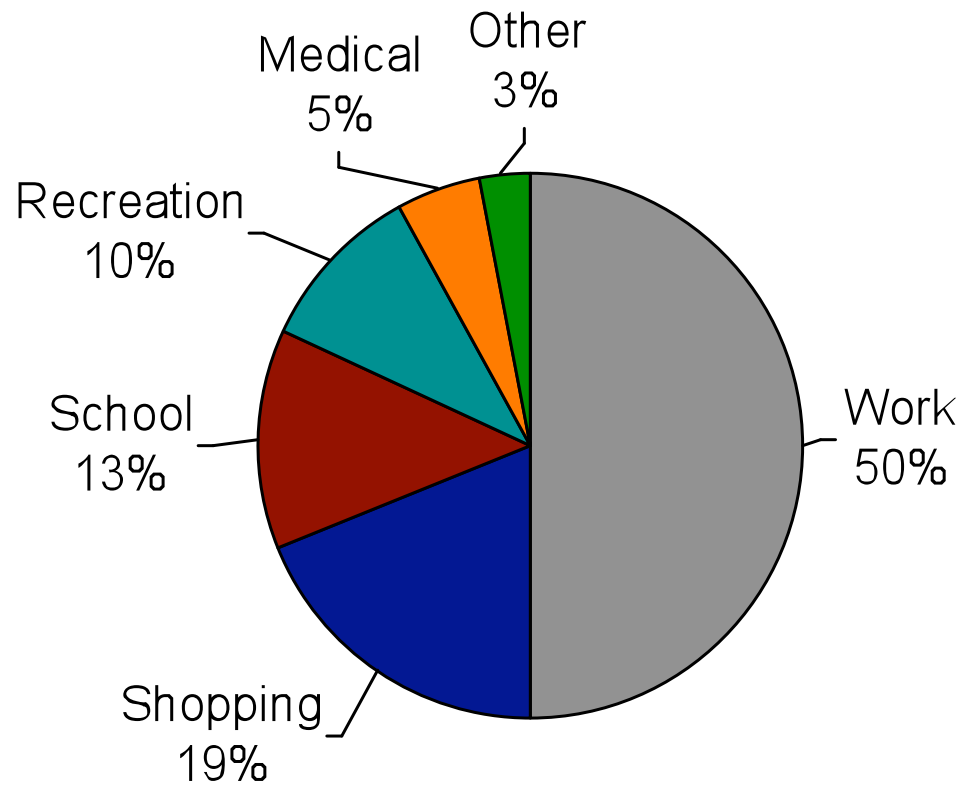
Source: 2007 Bus Customer Satisfaction Survey



What are customers' trip purposes?



Many travel to and from work



Source: 2007 Bus Customer Satisfaction Survey

FY 2009-10 budget challenges

- **Budget crisis**

- Elimination of State Transit Assistance
- Reduction of sales tax revenues
- Net loss of \$272 million over 5 years

- **Action plan to balance budget**

- Board direction to reduce \$33 million or up to 22% of service in FY 2010
- Public hearing required



Service reduction strategies

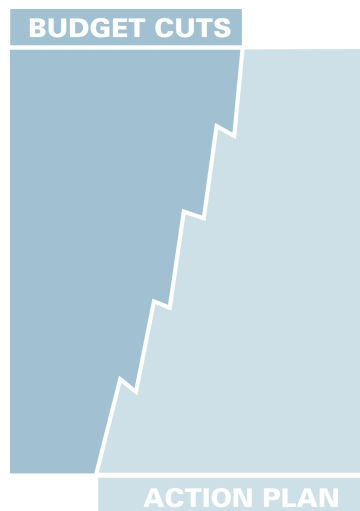
- **Implemented strategies**
 - Make service less frequent
 - Eliminate selected trips
 - Decrease hours of service
 - Delete route segments
- **Other reduction strategies**
 - Discontinue selected routes
 - Reduce service across most lines proportionally
 - Discontinue days of service: holidays, weekends, etc.



Steps taken to date

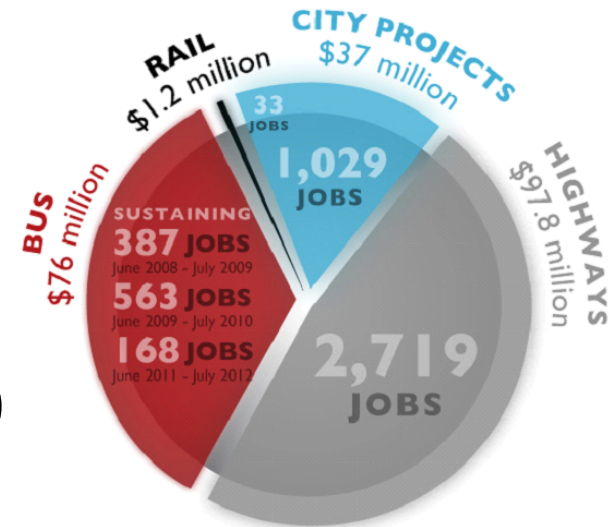


- Reduced OCTA budget for current year
- Implemented hiring & salary freeze
- Proposed cuts to employee benefits
- Asked unions to re-negotiate contracts
- Raised transit fares January 2009
- Reallocated \$4 million per year from bikeways to buses



Additional steps taken

- Received \$76 million federal stimulus for bus operations
- Reduced costs by \$11 million with elimination of 133,000 vehicle revenue hours or 7% through June 2009
 - Make service less frequent
 - Eliminate selected trips
 - Decrease hours of service
 - Delete route segments



Other considerations

- Geographic balance
- Bus rapid transit
- Express bus service
- StationLink service
- ACCESS paratransit service



Current Bus Service

27 routes
serve approximately
82% of riders
on fixed routes

68.5%
of riders

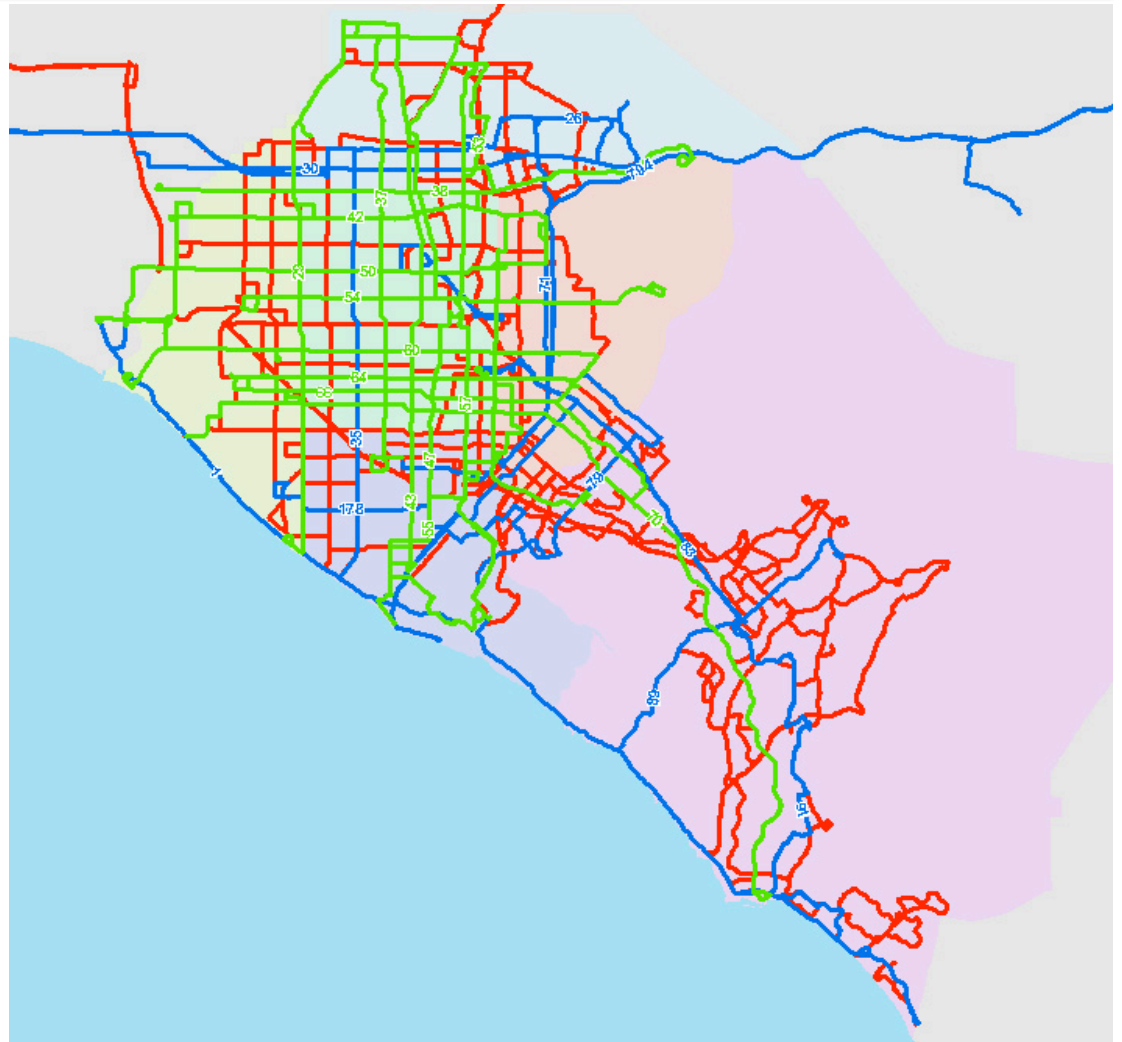
15 Core bus routes

13.3%
of riders

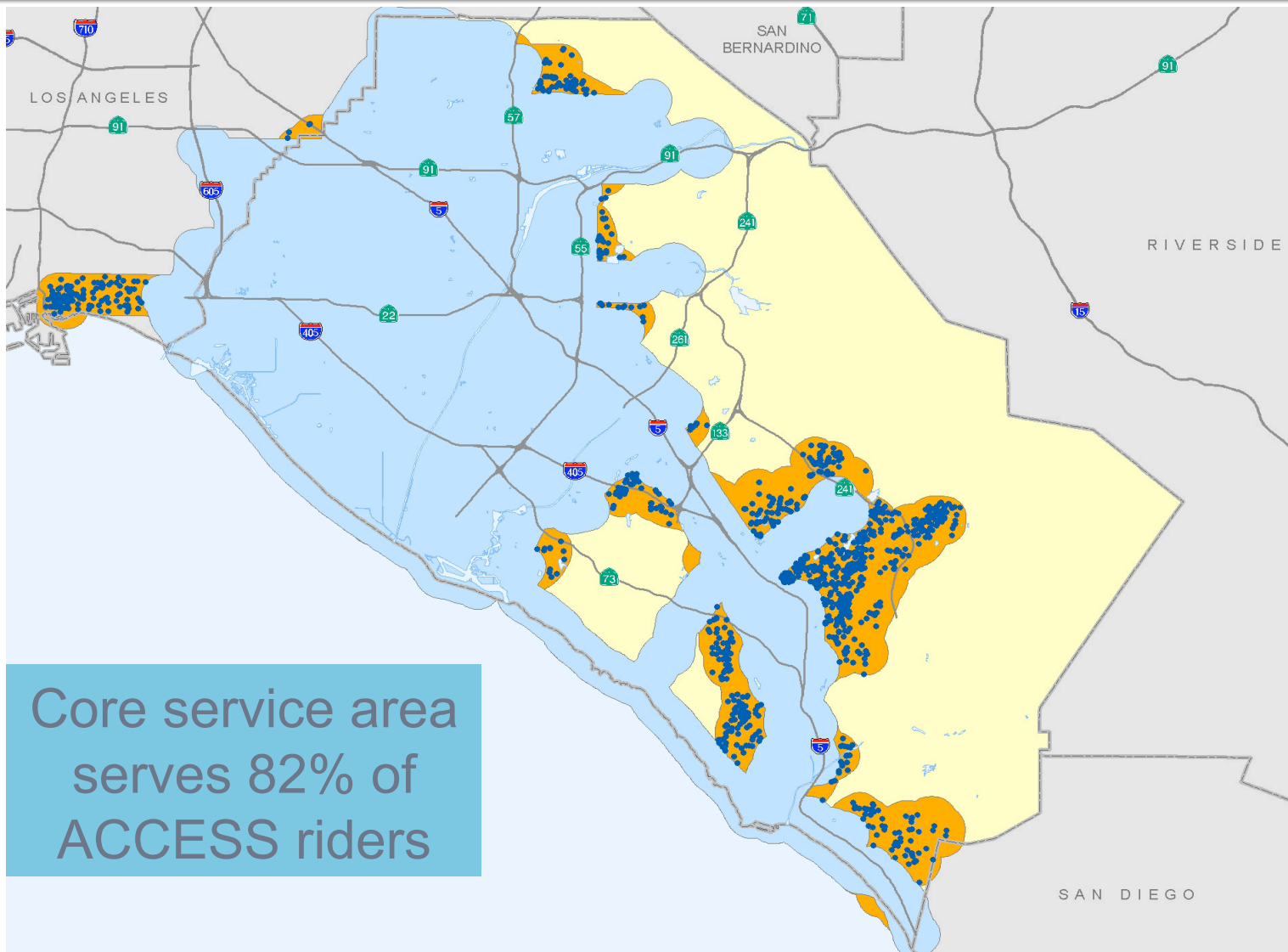
12 Connecting routes to the core

18.2%
of riders

53 Less-productive bus routes



Corresponding ACCESS service area

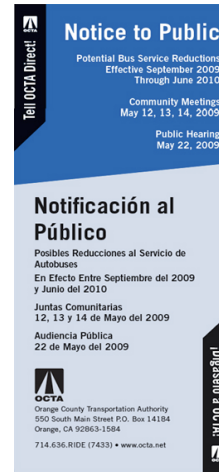


Possible Service Changes

- **Potential reductions in September**
 - Discontinue Night Owl service
 - Reduce service frequency
 - Reduce operating hours
 - Reduce segments of routes
- **Other options**
 - Modify or discontinue weekend service
 - Modify or discontinue holiday service
 - Discontinue selected routes



What are the next steps?



- Gather public feedback
- Conduct public hearing
- Refine proposal
- Make recommendations
- Continue customer outreach
- Begin service changes

April / May 2009

May 22, 2009

June 2009

June 2009

Summer 2009

September 2009

Policy Considerations

- Preserve service during peak periods
- Protect ACCESS mobility
- Address geographic balance
- Maintain StationLink & express bus service

