



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

AGENDA TITLE: Provide Guidance on Proposed e-tran Service Modifications

MEETING DATE: February 25, 2015

PREPARED BY: Jean Foletta, Transit System Manager
Raquel Chavarria, Transit Planner

DEPARTMENT HEAD: Richard Shepard, Director of Public Works

RECOMMENDED ACTION:

Provide guidance on proposed e-tran Service Modifications.

BACKGROUND INFORMATION:

The City of Elk Grove currently operates eight commuter routes to Sacramento, two commuter routes to Rancho Cordova, and two reverse commute routes - one from Rancho Cordova and the other from downtown Sacramento. These routes operate during peak commute hours in the morning and afternoon and on frequencies varying 15 to 60 minutes.

In early September 2015, Sacramento Regional Transit ("RT") will begin providing light rail service via the Blue Line Light Rail ("Blue Line") extensions to new stations at Franklin Boulevard and Consumes River College (CRC). At the same time, RT will discontinue operating Route 65 in Elk Grove. This route provides services from South Sacramento to Laguna Town Hall in Elk Grove via the Franklin Boulevard and Laguna Boulevard corridors.

These changes will necessitate several route modifications for the City's e-tran service and provide an opportunity to enhance existing service frequencies to downtown Sacramento via the new Blue Line Light Rail stations and service provided by RT.

The proposals in this staff report are consistent with the City’s General Plan Policies, specifically CI-7, which reads as follows:

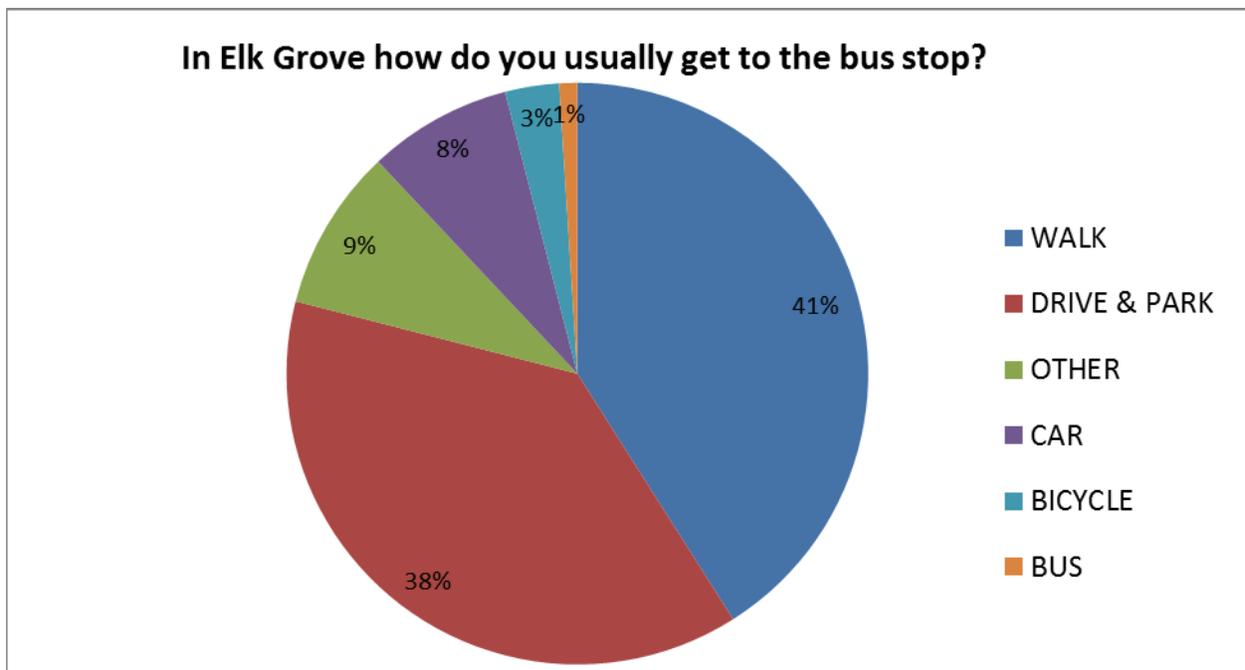
The City shall encourage an approach to public transit service in Elk Grove which will provide the opportunity for workers living in other areas of Sacramento County to use all forms of public transit – including bus rapid transit and light rail – to travel to jobs in Elk Grove, as well as for Elk Grove workers to use public transit to commute to jobs outside the City.

The recommendations in the staff report are also consistent with the Fiscal Years 2014-2020 Short Range Transit Plan (SRTP) as they are the first steps at providing an “Express Service”, which could lead to the formation of Bus Rapid Transit (BRT) corridors in the City.

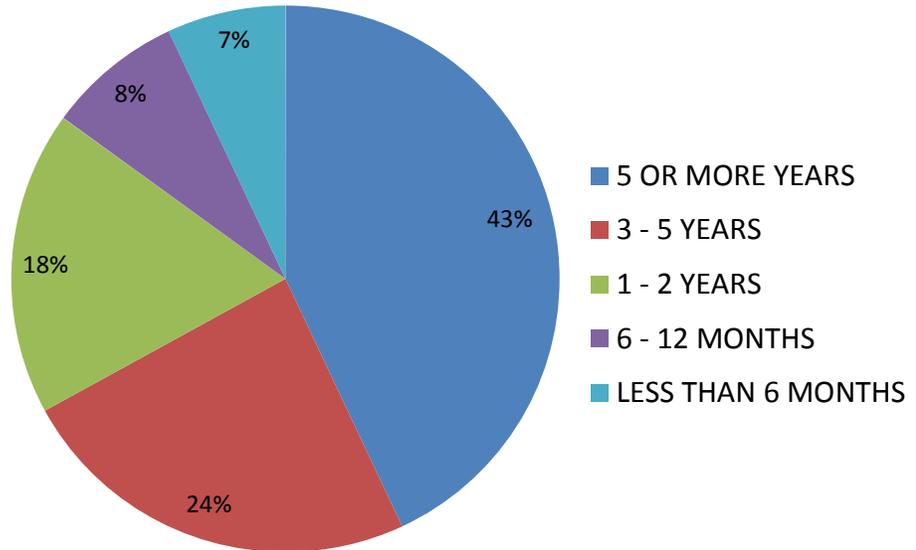
Commuter Survey:

In anticipation of the extension of the RT Blue Line, staff prepared and distributed a survey to all commuter routes servicing downtown Sacramento. Riders had the option of completing the survey electronically or through paper surveys distributed on the bus. Approximately 500 riders completed the survey.

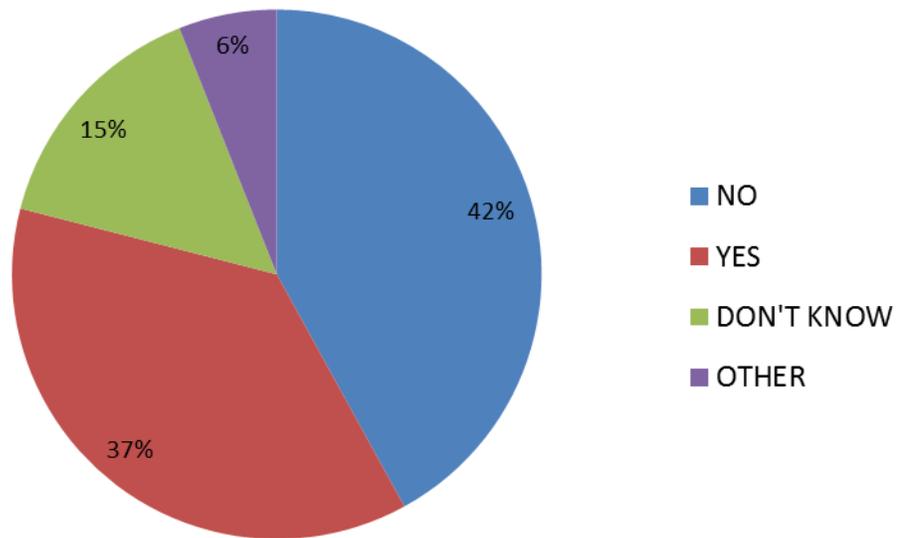
Highlights of the survey are detailed below; expanded results are detailed in Attachment #1.

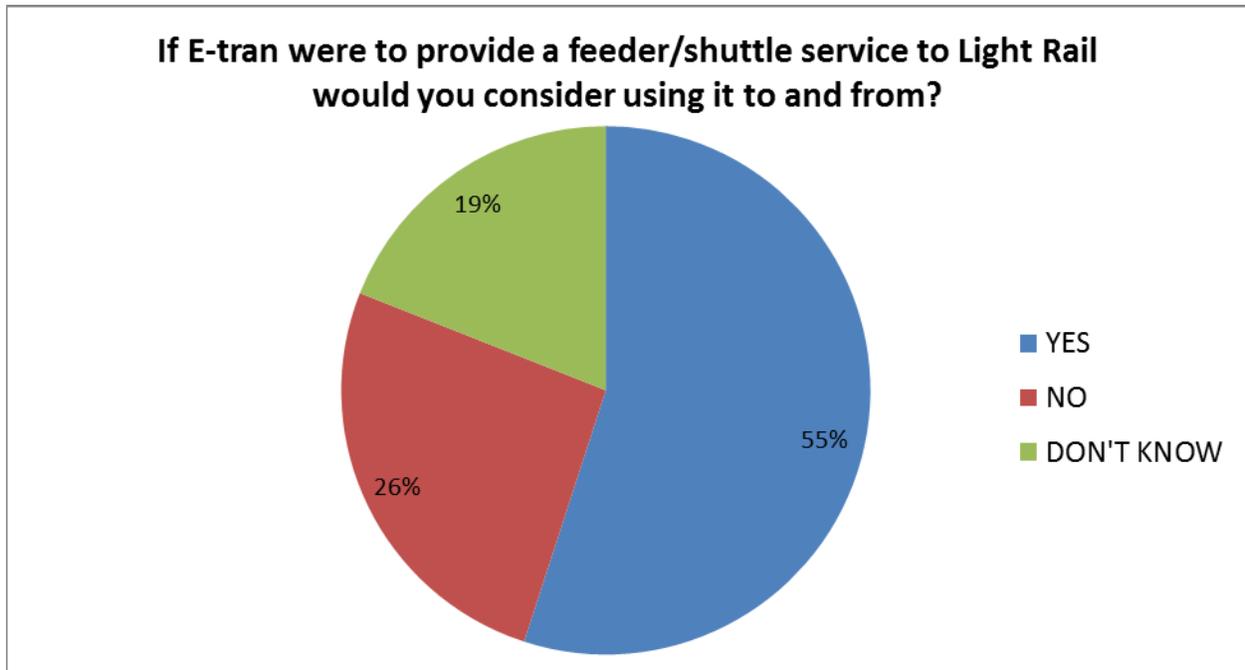


How long have you been riding E-tran?



With the new Light Rail Stations at CRC and Franklin Boulevard are you considering Light Rail as an option for making this trip?





The survey results indicate that initially riders were not considering using light rail as part of their commute; but, if the City ran a feeder service to light rail, a majority of riders would consider this as an option.

Budget and Vehicle Constraints

E-tran services are constrained by the size of the fleet available during peak use (commute hours) and the budget capacity to operate the fleet. Our existing fleet size is barely sufficient to maintain service during peak hours where we have a 13% spare ratio (vehicles available for emergency needs); while the FTA recommends a minimum 20% spare ratio. Increasing service during peak hours is not possible without an increase in buses.

In addition, this fiscal year, the Transit budget is expected to operate nearly break-even. For FY 2015-16, Transit is still anticipated to operate without a loss even though there will be an increase in expenses of about \$400,000 due to the recently approved RT Service Agreement.

Therefore, due to vehicle and fiscal constraints, no additional service can be recommended.

PROPOSED MODIFICATIONS:

In order for the e-tran system to effectively provide a feeder service to the new light rail stations, as well as accommodate service to areas within the City that are affected by the discontinuation of RT's Route 65, there are several significant service modifications to consider. The proposed route

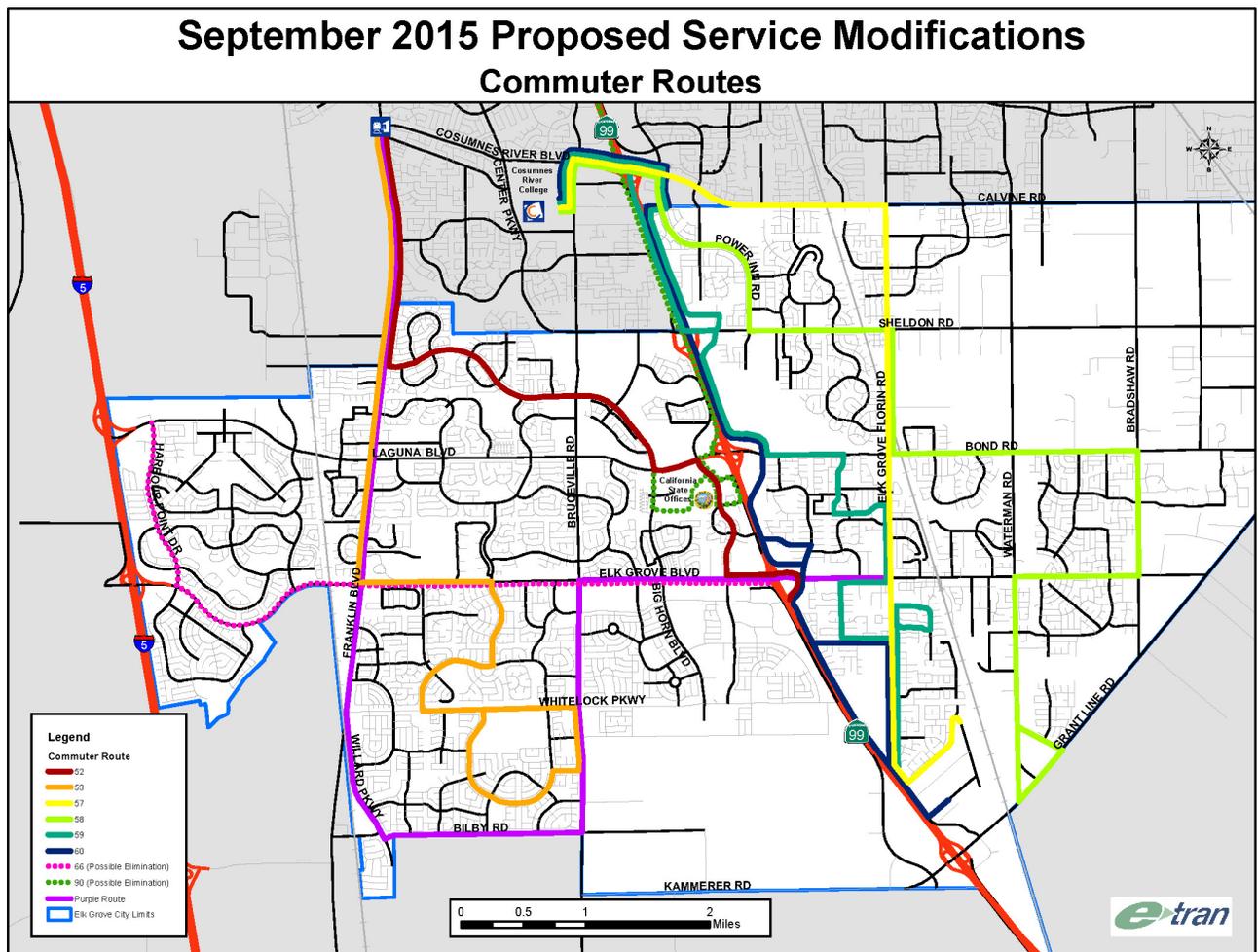
modifications below are made within the constraints of the fleet and budget issues discussed above.

Routes 52, 53, 57, 58, 59, 60, 66; Purple Route; and Route 90 (Reverse Commute)

- Terminate all Commuter Service currently going into Sacramento at the new CRC or Franklin Boulevard Light Rail Stations.
- Possibly discontinue Route 66 to eliminate duplication of service on segments currently being served by e-tran.
- Discontinue Route 90 (Reverse Commute).
- Minor modifications to Routes 52 and 53 to re-direct connection to the new Franklin Boulevard Light Rail Station.

- **Estimated Annual Savings - \$434,432**

The map below shows the routes detailed above and the Light Rail Stations where they would terminate.



Route 156

Route 156 is the local route with heaviest ridership. This route travels along Elk Grove Boulevard to Bruceville and then on to CRC and the Meadowview Light Rail station on 30 minute frequencies during commute hours.

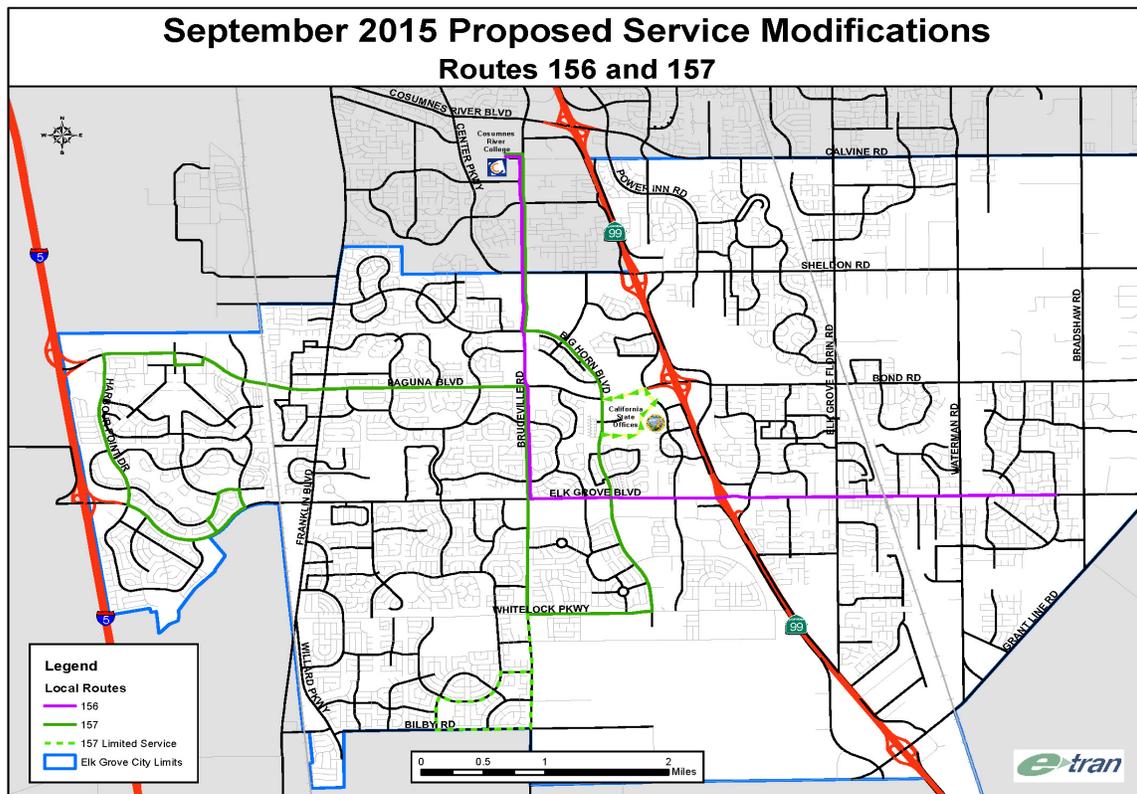
- Proposed route modifications include:
 - Terminating service to the Meadowview Light Rail Station.
 - Use savings to provide 15-minute frequencies during peak hours to the CRC Light Rail station.
- **Estimated Annual Savings - \$6,151**

Route 157 - Service to California Correctional Healthcare Services (CCHS) on Longleaf Drive

The CCHS site is currently being served by Route 90 (Reverse Commute) that is being proposed for discontinuation.

- It is proposed this service be replaced by Route 157 to run on a 30 minute frequency during commute hours to serve the CCHS facility.
- **Estimated Annual Cost - \$147,000**

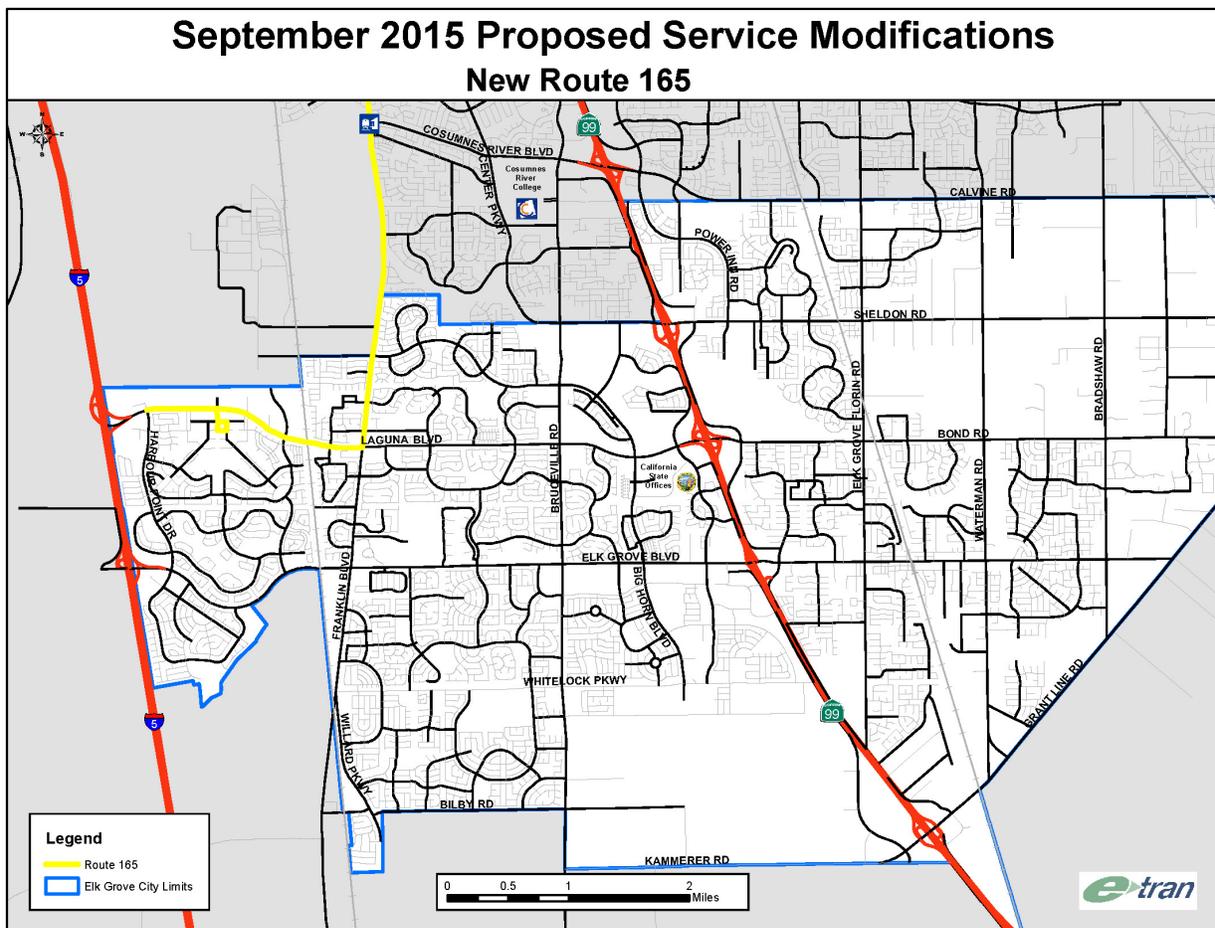
The map below shows proposed modifications to Routes 156 and 157.



e-tran Route 165 - to replace Route 65 being discontinued by RT

- Create e-tran Route 165 to serve a portion of RT's Route 65 being discontinued and operate it at 15 minute frequencies during commute hours and 30-60 minute frequencies at other times.
 - The proposed Route 165 may require future modifications depending on use. The route will be monitored and evaluated during subsequent service changes.
- **Estimated Annual Cost \$344,494**

The map below shows the proposed Route 165.



TOTAL ESTIMATED ANNUAL COST FOR PROPOSED MODIFICATIONS = \$50,911

These overarching service modifications can be accomplished without increasing the fleet size. As noted above, a slight increase to the operating budget is anticipated. The precision of the cost estimates and the number of variables associated with these recommendations make it difficult to provide an exact budget neutral recommendation. Staff believes the proposed estimate is as close as can be made at this stage of analysis.

OUTREACH AND PUBLIC NOTICE:

Should Council agree with moving forward with the proposed service modifications, staff would perform public outreach and public noticing activities as noted below:

- Notice of proposed modifications will be placed on all buses and e-tran's website 30 days before recommendations are brought to Council.
- Transit staff will receive public comment by e-mail, phone, or fax during the 30-day comment period.
- Staff will host two public workshops during the 30-day comment period.
- Item will be brought back to Council as a public hearing to allow public participation and Council's consideration for adoption.
- If City Council approves reductions, notice will be placed on all buses and e-tran website for 14 days prior to the effective date.

RECOMMENDATIONS

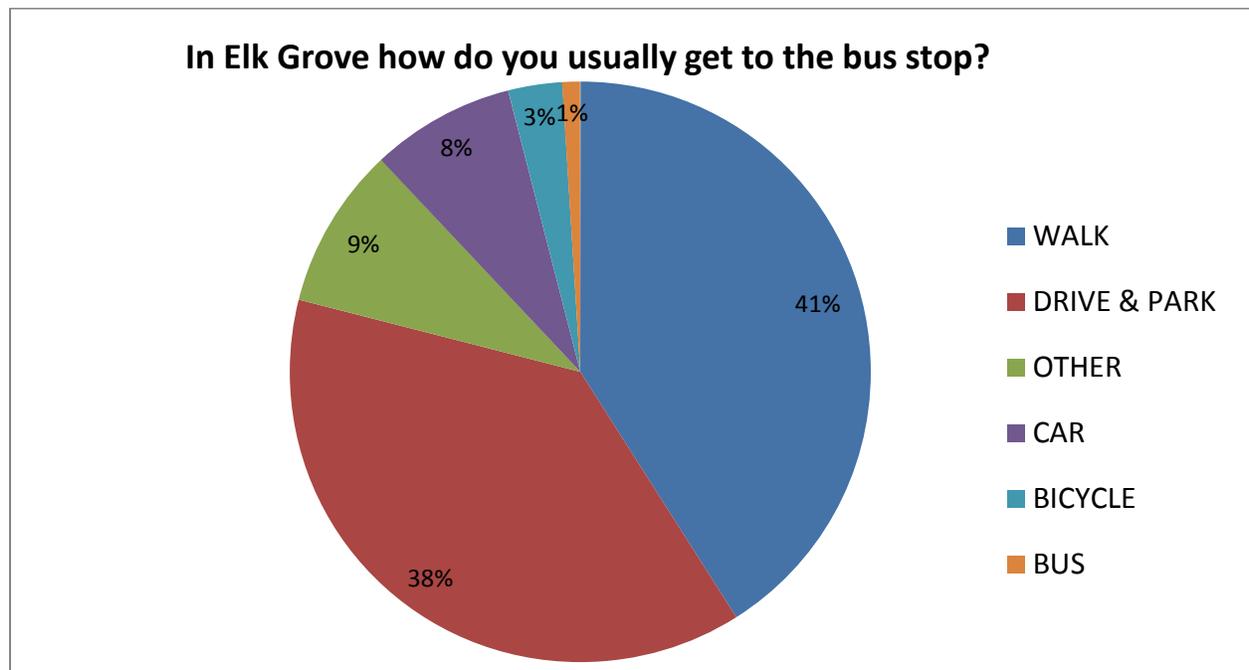
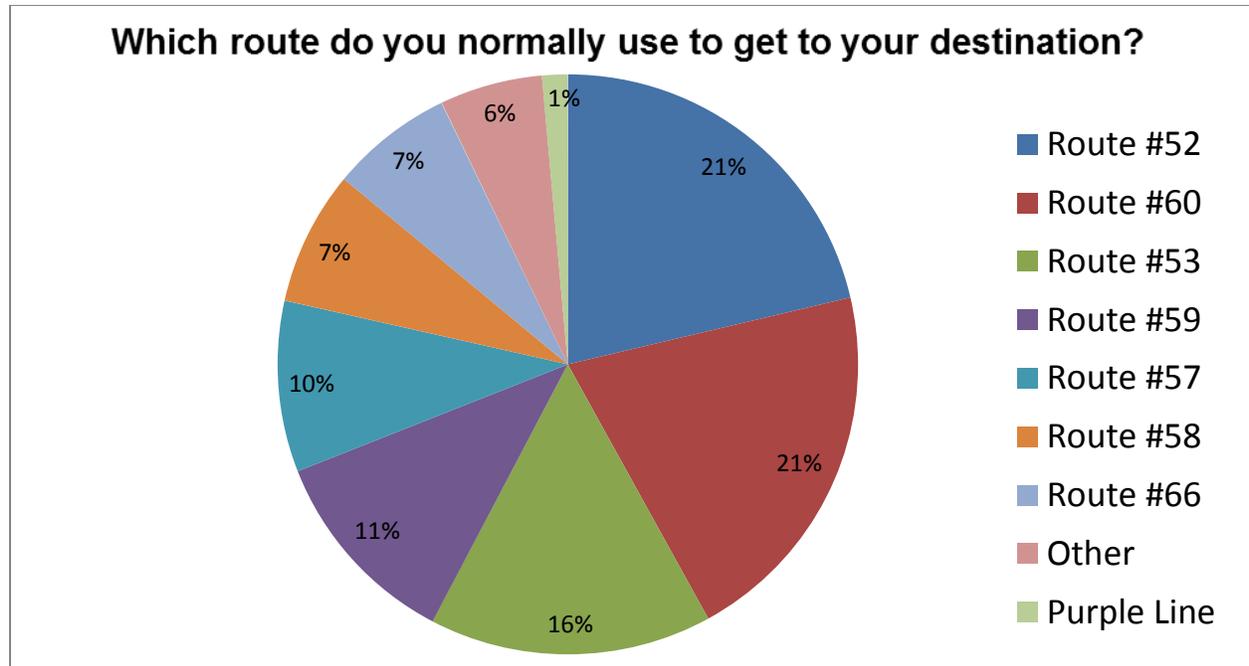
Staff requests Council's direction to begin the public outreach process for the proposed commuter service modifications.

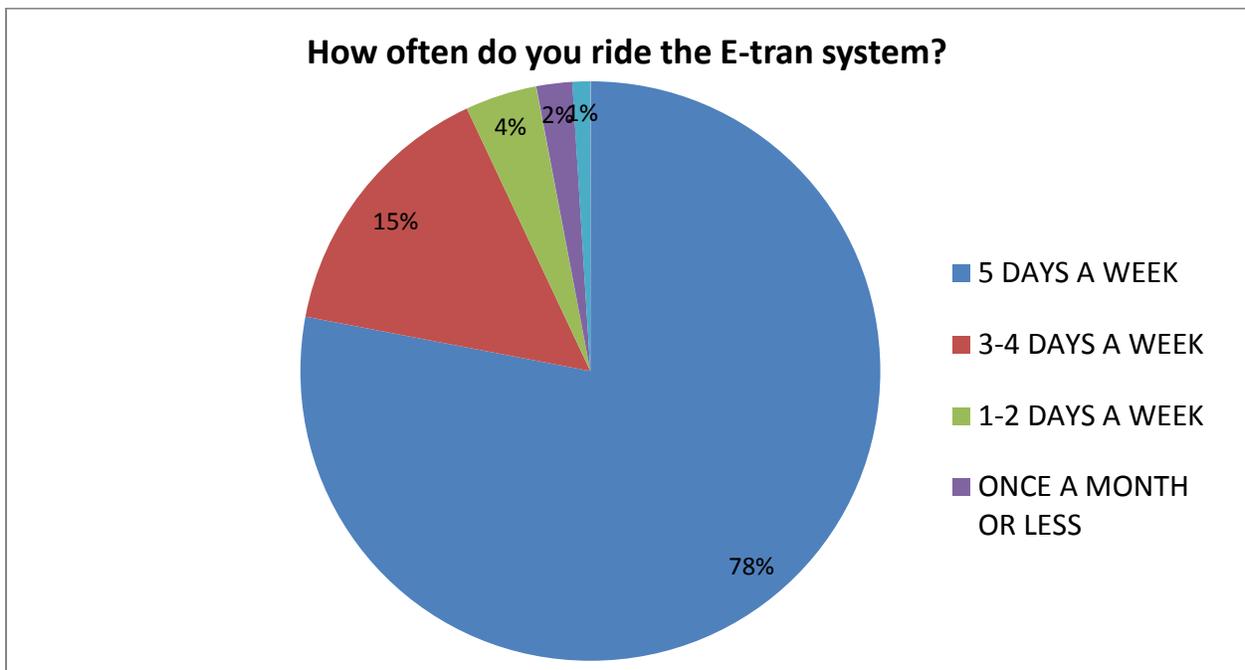
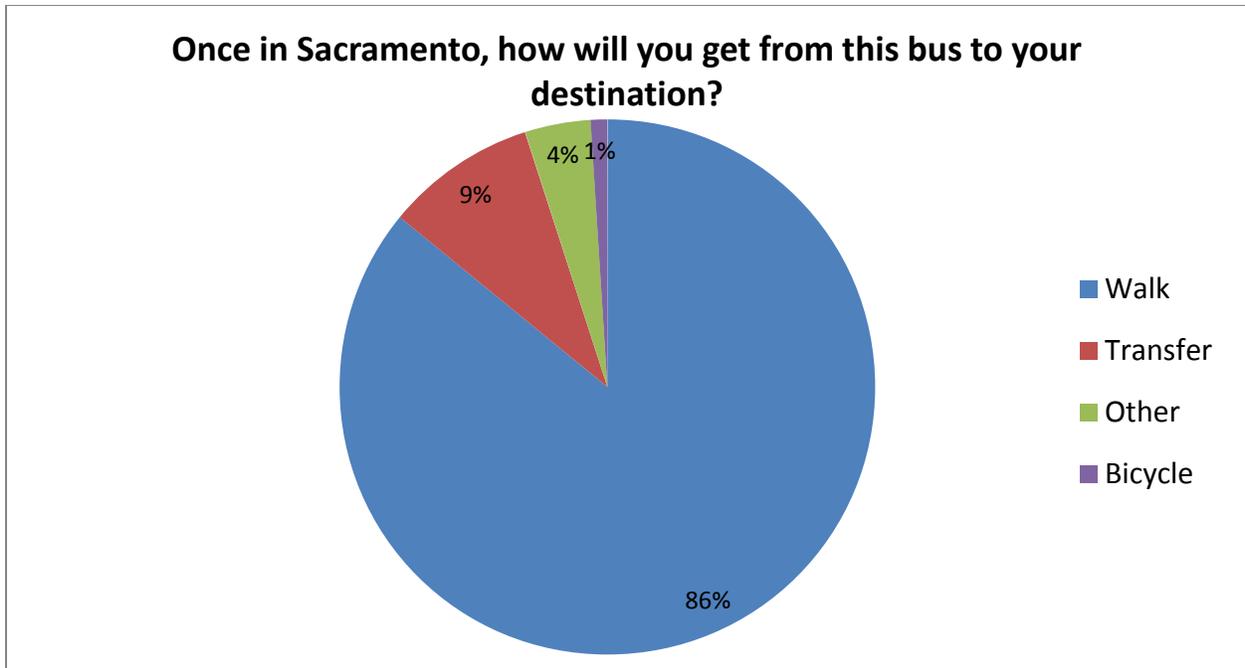
FISCAL IMPACT

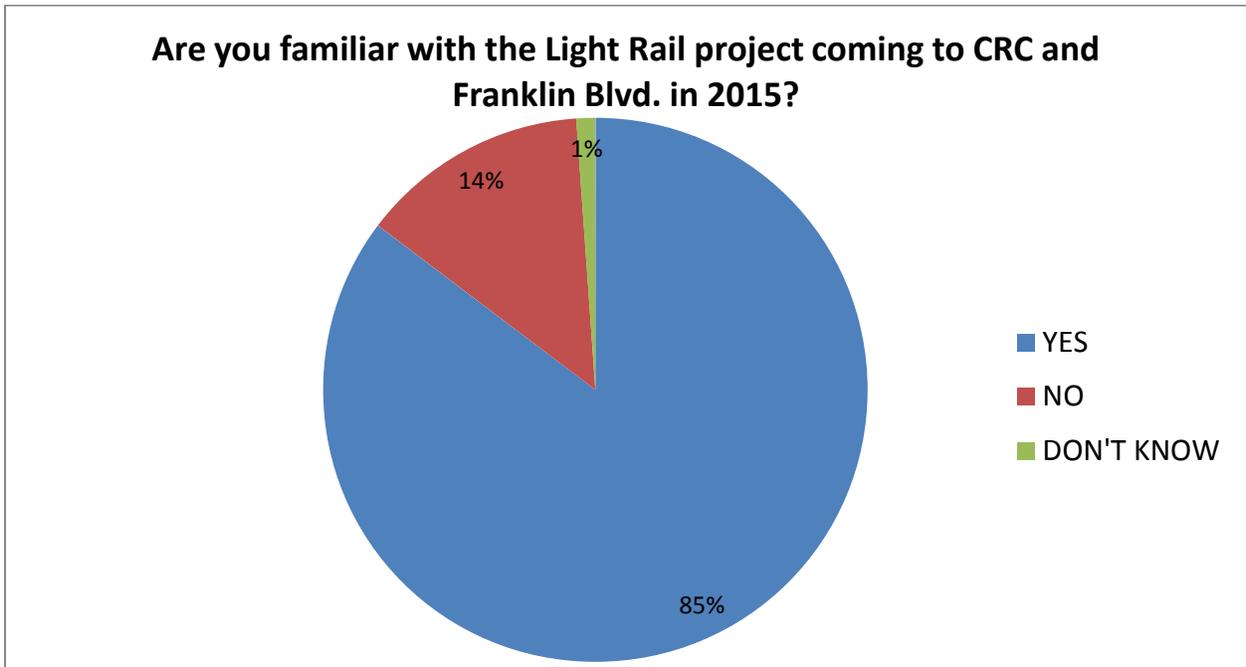
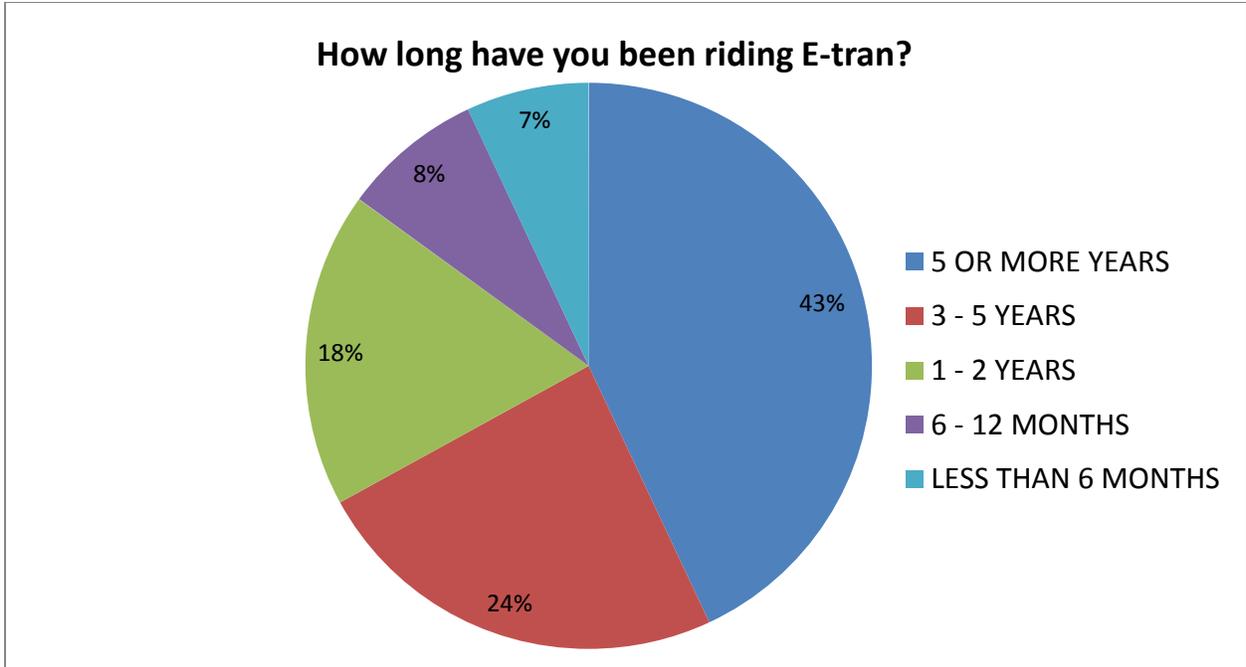
Staff anticipates an estimated annual cost of \$50,911 that will result from the proposed service modifications identified in this staff report.

ATTACHMENTS:

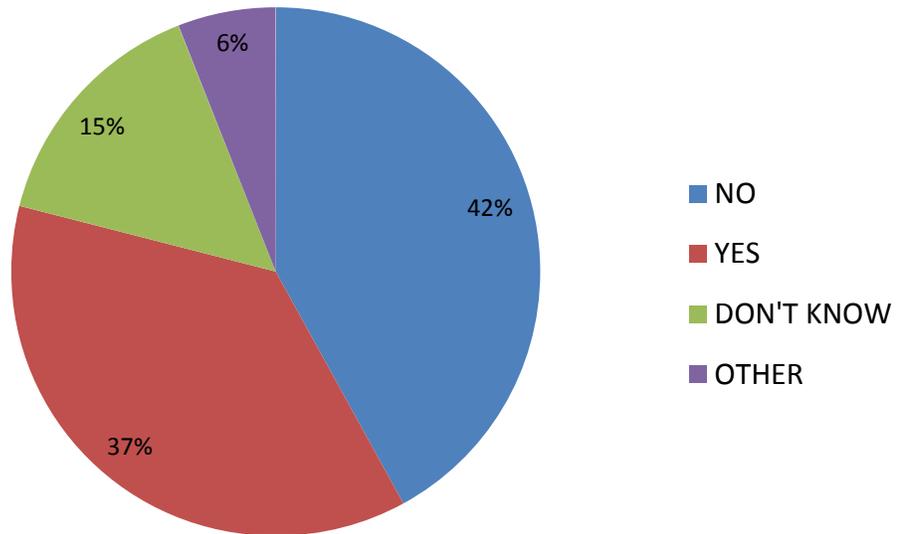
1. Commuter Survey Results



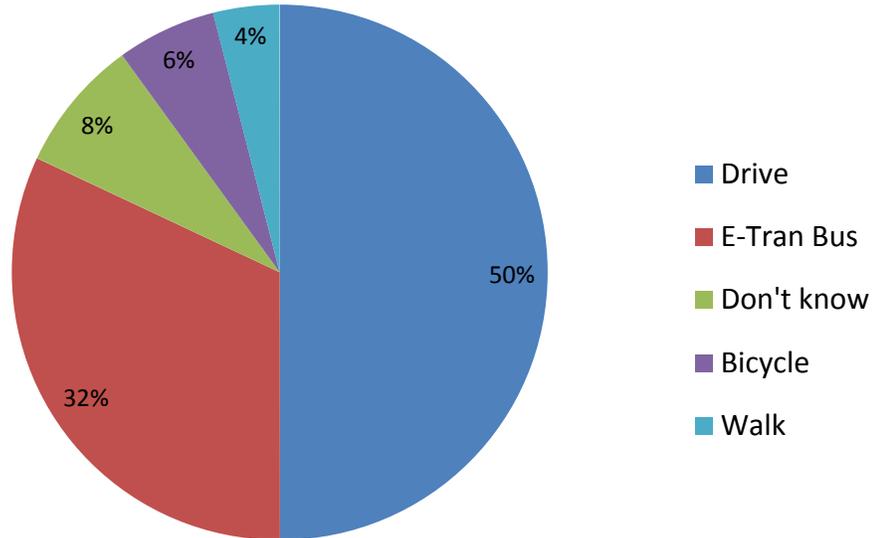




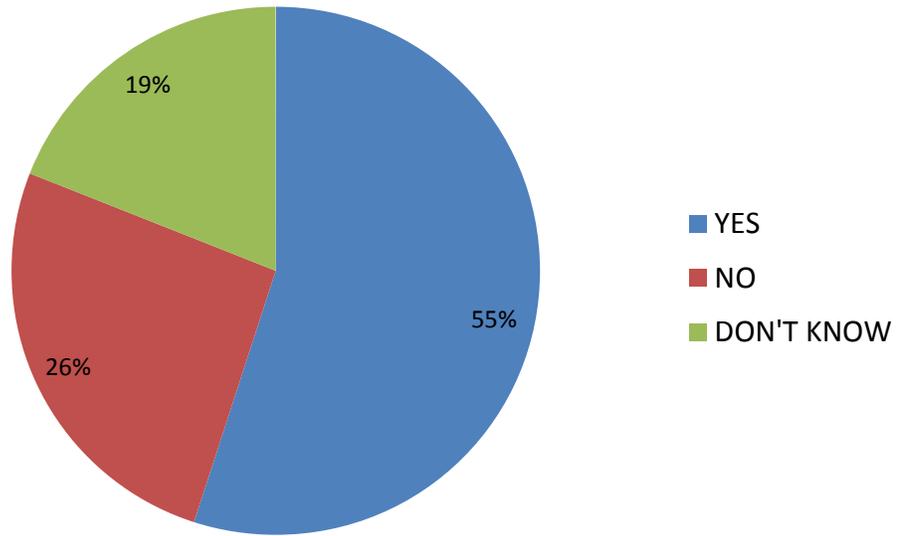
With the new Light Rail Stations at CRC and Franklin Boulevard are you considering Light Rail as an option for making this trip?



If response to last question is yes, how were you planning to travel between Elk Grove to the Light Rail Stations?



If E-tran were to provide a feeder/shuttle service to Light Rail would you consider using it to and from?



What would you consider would be an attractive feeder/shuttle E-tran service to Light Rail?

