

Committees:

Planning Committee	<input type="checkbox"/>	Finance and Audit Committee	<input type="checkbox"/>
External Affairs Committee	<input type="checkbox"/>	Operations Committee	<input type="checkbox"/>
Rider Complaint Committee	<input type="checkbox"/>	Paratransit Committee	<input type="checkbox"/>
Board of Directors	<input checked="" type="checkbox"/>	Financing Corporation	<input type="checkbox"/>

SUBJECT: Report on Process to Implement Draft 2009 REVISED Service Adjustments Plan (RSAP).

RECOMMENDED ACTION:

- Information Only Briefing Item Recommended Motion

Consider Receiving Report and Provide Staff Feedback on the Public Input Process

Fiscal Impact:

Implementation of the Draft 2009 Revised Service Adjustments Plan (RSAP) will result in an estimated annualized District-wide savings of approximately \$9.6 Million, net of anticipated fare revenues. Postponement of the implementation of the RSAP for 2 months is anticipated to result in additional costs of up to \$3 Million, net of anticipated fares.

Background/Discussion:

On October 14, 2009 the AC Transit Board of Directors provided direction to staff to pursue option #2 outlined in GM memo 09-217b. Text from the earlier memo is repeated below (clarifications in bold):

2. Implementation of the 2009 SAP Plus 140,000 Annual Platform Hours – If additional funds are secured, staff would propose restoration of service of up to 140,000 annual platform hours based on the following priorities:
 - a. **Coverage** – restoration of lines that are shown to have disparate impacts under Title VI, and under the concept of “completing the grid” (**ensuring adequate geographic coverage**),
 - b. **Frequency, Transbay Trips and Span** – restoration or expansion of frequency, trips and/or span to areas based on **demonstrated** patron demand

Translation of these priorities into service concepts would occur relatively quickly as staff would use information obtained during the recent Community Workshops and Public Hearings processes in connection with the SAP. Immediately after development of a service strategy, the District would complete its analysis of Title VI impacts on the revised proposal. In order to allow for sufficient time for an implementation date in mid-March 2010, the Board would need to adopt a final service plan in mid-December 2009.

Fiscal Impact – There are two notable impacts associated with this scenario:

- Service additions totaling 140,000 annual platform hours would result in \$9 Million in additional annual cost.
- Delaying the implementation of the SAP to March 2010 would result in \$3.0 Million additional costs for FY 2009/10.

While the partial restoration of service will greatly lessen the impact of reductions to AC Transit patrons, it should not be forgotten that there is still exigency to implement service reductions due to the declared fiscal emergency. As stated above, in order to meet a mid March 2010 implementation target, the Board would need to adopt a final service plan by the meeting of December 16, 2009. Because of the nature of the service changes and the magnitude of work required for implementation, if Board adoption does not occur in December, the implementation date for the RSAP would be pushed out accordingly. Each month that the RSAP is postponed after the planned implementation date of January 2010 will result in \$1.35 Million in additional costs to the District.

Public Outreach

A hallmark of the original SAP was the robust community outreach process that was completed. Through a two-phase progression, a great deal of information was obtained from the public that aided in analysis and initial routing and service proposals, as well as refinement of the final routing and service proposals. Over 3,000 compliments, complaints comments, and suggestions were received that covered almost every line proposal. Analysis of these comments continues; to the extent possible, staff will use the information received from the public to address issues and gaps identified in the current SAP, using the priorities identified above.

Following the restoration priorities identified above, it is anticipated that the District will resolve many of the issues identified during the SAP outreach process. As such, staff would suggest a proportionately-scaled public outreach process. This process would consist of:

- Development of printed material outlining changes from the original SAP brochure,
- Placement of the updated information on the District website,
- Sending the revised proposals to the public via the established e-news subscriber list,
- Sending the revised proposals to those individuals who provided email contact information during the SAP process,
- Hosting one community open house, to be held at the District's General Offices. The open house would be conducted in a fashion similar to the prior community workshops, and would involve one-on-one conversations with District staff and the public. The primary purpose and goal of the open house would be to convey route and service information to the public, and to receive input on the proposals.

Given the compressed timeline for approval, substantive revisions to the RSAP after November 18, 2009 will be challenging at best. Regarding the open house, staff suggests two options for Board consideration:

1. Conduct the open house immediately prior to Board presentation of the RSAP on November 18 and receive public input during that time.
2. Present the RSAP to the Board on November 18, and conduct a separate public open house shortly thereafter. The public would have an opportunity to provide input at either the Board meeting or the open house.

Implementation Timeline

The following is a draft implementation timeline for the RSAP:

<i>Date</i>	<i>Activity</i>
October 28, 2009	Board – Presentation of Process
November 18, 2009	Board – Presentation of RSAP
<i>Tentative</i> - November 19, 2009	RSAP Community Open House
December 16, 2009	Board – Consideration of RSAP
December 16 2009 to March 2010	Preparation for Implementation
Mid-March 2010	RSAP Effective

Prior Relevant Board Actions/Policies:

- GM Memo 09-217b: Consider Receiving Report Concerning Postponing the Implementation of the 2009 Service Adjustments Plan (SAP)
- GM Memo 09-217: Public Comment Regarding the Proposed 2009 Service Adjustments Plan
- GM Memo 09-228: Consider Authorizing the General Manager or His Designee to Pursue Shifting Funds from the E. 14th Street/International Boulevard/Telegraph Avenue Bus Rapid Transit Project (BRT) to the Operating Budget
- GM Memo 09-161: Presentation of Draft 2009 Service Adjustments Plan and Consider Setting Public Hearing Regarding the Implementation of the Draft 2009 Service Adjustments Plan

Attachments:

None.

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Date Prepared: October 22, 2009