



**Regional Transit
Master Plan**

Sacramento City Council Presentation - October 21, 2008



Regional Transit

TMP Vision Statement and Objectives

> The DRAFT Vision Statement:
“Regional Transit will work in partnership to deliver the Blueprint’s smart growth land-use principles through a Transit Master Plan that attracts and serves riders by offering a real transportation choice that caters to their lifestyles and supports the region’s future economic prosperity”

> The DRAFT Objectives:

- Provide a safe and secure transit system
- Provide an efficient, cost-effective transit system
- Provide an integrated transit system that is linked to transit-oriented land use policies
- Provide a fully accessible transit system that maximizes passenger convenience
- Reduce the impact on the environment
- Support the economy by improving access to opportunity areas by transit



Regional Transit

Moving You Forward  2

The TMP Service Philosophy

- > Linked to the TMP Vision Statement and the Aims & Objectives we developed the following TMP “Service Philosophy”

Core high speed, high frequency, high capacity transit network serving the key demand corridors and destinations supported by a network of community and neighborhood shuttle and circulator services

Recap from Spring Outreach Efforts

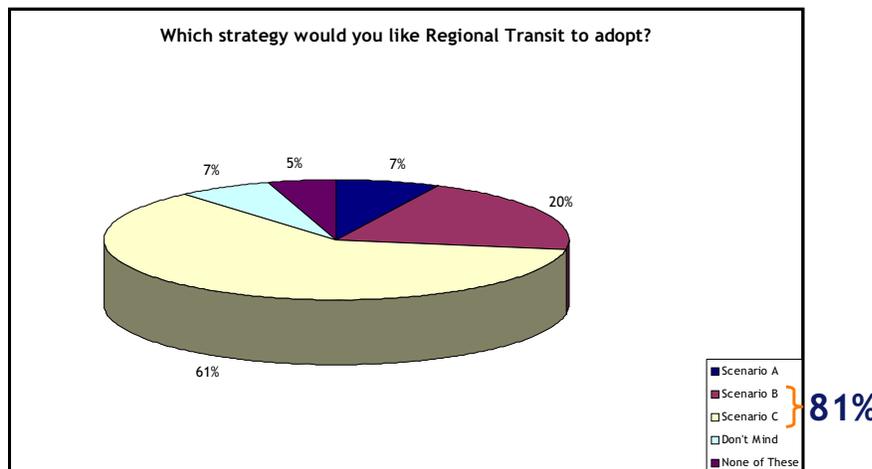
- > Discussed the need to assess a range of Transit Futures or ‘Scenarios’ as part of the development of the TMP
- > 3 Scenarios were reviewed drawn from reviews of the Blueprint, SACOG’s MTP2035, a peer review, Board and staff interviews and from our local, regional, national, and international team
 - **Scenario A: Base Case - Financially Constrained to Existing Sources** - assumes that the Blueprint smart growth measures are **not implemented** and that transit provision is very much a *status quo* offer
 - **Scenario B: Blueprint and MTP2035** - assumes that the *Blueprint Preferred Alternative* land-use is delivered and that the transit network is as proposed in SACOG’s Metropolitan Transportation Plan (MTP) 2035
 - **Scenario C: Integrated Transit Solution** - extends the transit offer beyond the MTP2035 providing a fully integrated package linking the Blueprint with a comprehensive set of Transit, transportation demand management (TDM) and transit oriented development (TOD) policies and projects
- > These Scenarios formed the core content of the Outreach program over the past five months

Spring Outreach Summary

- > Extensive public outreach, including:
 - Eight public workshops/open houses
 - Presentations provided to
 - All City Councils
 - Board of Supervisors and
 - Other transportation partner agencies
 - Provided briefings to over seventy community and stakeholder organizations
 - Hosted a Modern Bus and Technology Seminar
 - Formed a group comprised of 60 representatives from stakeholder groups including civic, environmental, business, and community organizations. Partners acted as connectors and influentials with the populations that they serve.
- > 2,100 TMP online questionnaires filled out

Public Feedback - Online Questionnaire

(August 19, 2008 data)



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(August 19, 2008 data)

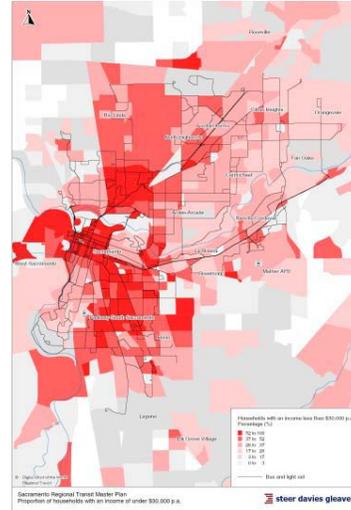
- > Tested the most and least important factors/characteristics of transit service - 12 attributes provided as options
- > Most important:
 - Safe and secure services (65%)
 - Reliable and punctual services (64%)
 - High frequency services (36%)
 - Affordable fares (32%)
 - Fast journey times (31%)
- > Least important:
 - Easy for everyone to get on and off services (40%)
 - Direct services so no need to transfer (39%)
 - Friendly and helpful staff and drivers (35%)

Public and Stakeholder Feedback - Key Themes

- > Key themes emerged from the online questionnaire, open houses and briefings provided
- > Service frequency, type and coverage:
 - **Improve Quality:** reliability, frequency, span of service, coverage, speed, comfort, shelter and security
 - **Improve Appearance:** safety, cleanliness, customer service
 - **Improve Pedestrian and bike access** to stop/stations and on-board accommodation
 - **Increase Access to Information:** let them know what's going on and make it easy to find information about services
 - **Incorporate Environmental Sensitivity:** land use (smart growth); energy use
- > Financial considerations:
 - Before expanding service, **make existing service higher quality** (meet the needs above)
 - People want service to reach them in far-reaching areas...but others don't want to pay for service for those who choose to live far away

Summary of Technical Work Program

- > All three scenarios tested using SACOG's SACMET travel demand forecasting model - outputs from the model include:
 - Total passenger boardings, miles and hours
 - Total vehicle miles travelled (private car, truck and transit)
- > Range of sensitivities also tested including:
 - Impacts of higher gas prices
 - Changes in land use (both intensification and 'sprawl')
 - Implementation of complementary measures (e.g. increased parking costs)
- > All three scenarios 'costed' to determine the total capital and operating cost over the life of the TMP



Modelled Service Level Assumptions

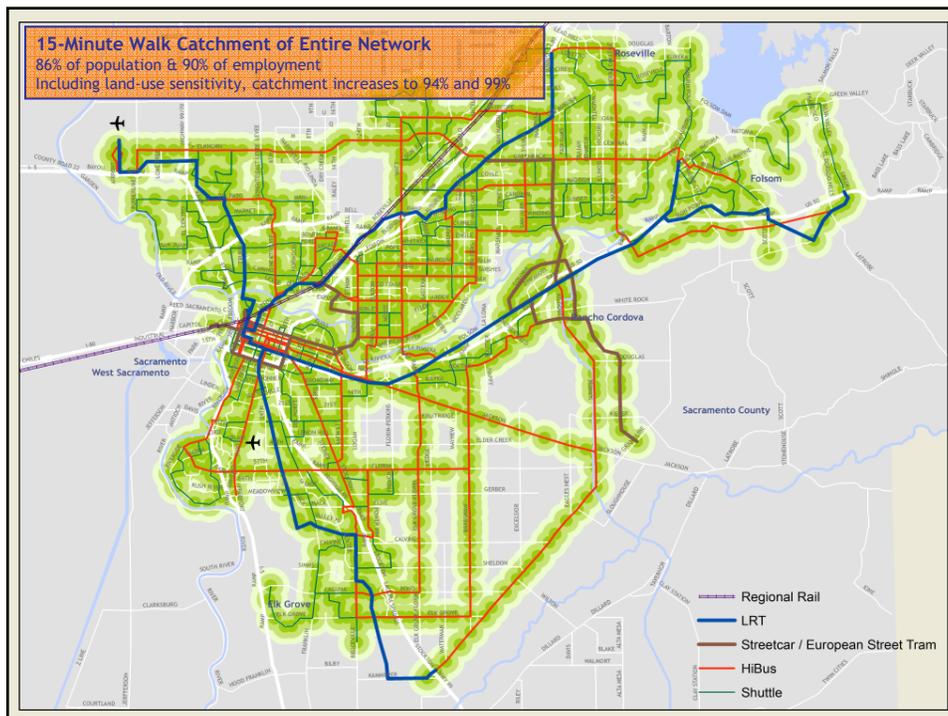
Mode/Service	Preferred Scenario
Regional Rail	4 trains/hour (peak)
Light Rail	
Gold Line	5/10 min (Peak/Offpeak)
Blue Line	5/10 min (Peak/Offpeak)
DNA	5/10 min (Peak/Offpeak)
Streetcar	5/10 min (Peak/Offpeak)
BRT / Hi-Bus	5/10 min (Peak/Offpeak)
Community Based Services	10/20 min Peak/Offpeak)

The Costs of the Scenarios

Scenario Cost ¹	Scenario A	Scenario B	Scenario C
Total Capital Investment	\$2,073	\$3,405	\$7,232
Average Annual Operating Cost	\$208	\$370	\$563

¹ Costs are present values in millions of 2008 dollars

- > Costs may seem high when looked at as a total, but equivalent to:
 - \$810 per household per year, or...
 - Less than one tank of gas per household per month, or...
 - 4 cups of coffee per household per week
- > Compared to peer agencies:
 - TriMet (Portland) - \$391m annual operating cost (2007)
 - TransLink (Vancouver) - \$593m annual operating cost (2007) and \$2,752m 9-year capital program
 - RTD (Denver) - \$458m annual operating budget (2008) and \$6,100 - \$7,900m 13-year capital program (FasTracks)



Details of the Network

Mode/Service	Avg. Operating Speed	Avg. Car Speed in Corridor	Length/Distance	Total Stops	Average Spacing
Light Rail (Gold, Blue and DNA Lines)	23 mph	22-60 mph	84 miles	92	0.91 miles
Rancho Cordova Streetcar	19 mph	33 mph	19 miles	21	0.89 miles
Downtown Streetcar (North and South Loops)	17 mph	22 mph	19 miles	42	0.45 miles
Rancho Cordova - Citrus Heights European Street Tram	25 mph	32 mph	8 miles	14	0.56 miles
Hi-Bus	19 mph	30 mph	263 miles	527	0.49 miles
Community Based Services	15 mph	30 mph	340 miles	1,487	0.23 miles

Creating TOD/TMP communities

- > The Blueprint identified the need for smart growth development
- > Backed up by evidence that some elements of Scenario C perform much better than others - the key to making it all work will be the creation of complete corridors and complete neighborhoods built around the core network
- > Developing TOD guidelines to set standards for RT investment and transit service provision



Finding the Funding

- > Revenue gap emerging and RT will need additional sources to build and operate the system
- > In addition to fare revenues, RT already has a number of sources of funding (e.g. Measure A, TDA-LTF)...but more will be needed
- > Convened a national Finance Panel of experts to provide ideas and views on innovative funding techniques - some likely to be controversial today but perhaps not in the context of a 30-year plan
- > Key component of Outreach Phase 2 will be a 'willingness-to-pay' tool to test the public's appetite for paying for transit improvements:
 - Simple version used online
 - More complex version for use in workshops, meetings and open houses

Scenario C - Suggested Phasing of Implementation

- > All projects must be linked to land-use changes and partner participation - complete corridors and complementary measures (TOD)
- > Phasing split into four time slices 2009 - 2013:
 - Begin rolling program of investment in cameras at stops & vehicles, increasing police presence, improvements to stations/stops and improvements to pedestrian access
 - Recast of the bus network and begin 10% p.a. increase in service
 - DNA MOS1
 - South Line Phase 2
- > 2014 - 2018:
 - Continue rolling program of investment in safety, stops and access improvements as well as in the build up of bus network
 - DNA full build to the Airport
 - Railyards-Downtown-Mid Town-CSUS-Cal Expo Streetcar/European Tram
 - Starter portion of the Rancho Cordova Streetcar/European Tram
- > 2019 - 2027:
 - LRT extension to Elk Grove
 - LRT extension to Citrus Heights
 - West Sac-Downtown-Mid Broadway Streetcar/European Tram
 - Full build of the Rancho Cordova-Citrus Heights Streetcar/European Tram
- > 2028 - 2035:
 - LRT extensions to Roseville & El Dorado County

Next Steps

- > Second phase of public outreach to test the public's 'willingness to pay' for increased transit service - October-November 2008
- > Further technical work and refinement:
 - Development of detailed TOD guidelines - September-November 2008
 - Optimizing Scenario C to balance the costs and ridership of the network - October-November 2008
 - Development of options for funding the TMP - October-November 2008
 - Ongoing review and participation of the MAC & TAC - October-December 2008
- > Draft TMP and SRTP for RT Board Review in January 2009