

Transit Restructure and FTA Title VI Workshop

Department of Transportation

June 28, 2018



Introduction

- Goals of the System Changes
- FTA Title VI Process
- Public Outreach Process
- Local and National Rider Priorities
- Implemented Changes Towards a Faster FAX
- Financial Impact



Goals for System Changes

- Address a 30-year-old system structure
- Provide customers with desired service
- Improve system efficiencies
- Focus on productivity (Faster Fax) vs coverage
- Attempt to maintain cost neutrality
- Ensure financial sustainability of system
- Ensure Title VI compliance



Title VI Policy Requirements

(FTA Circular 4702.1B of October 2012)

➤ FAX recommends:

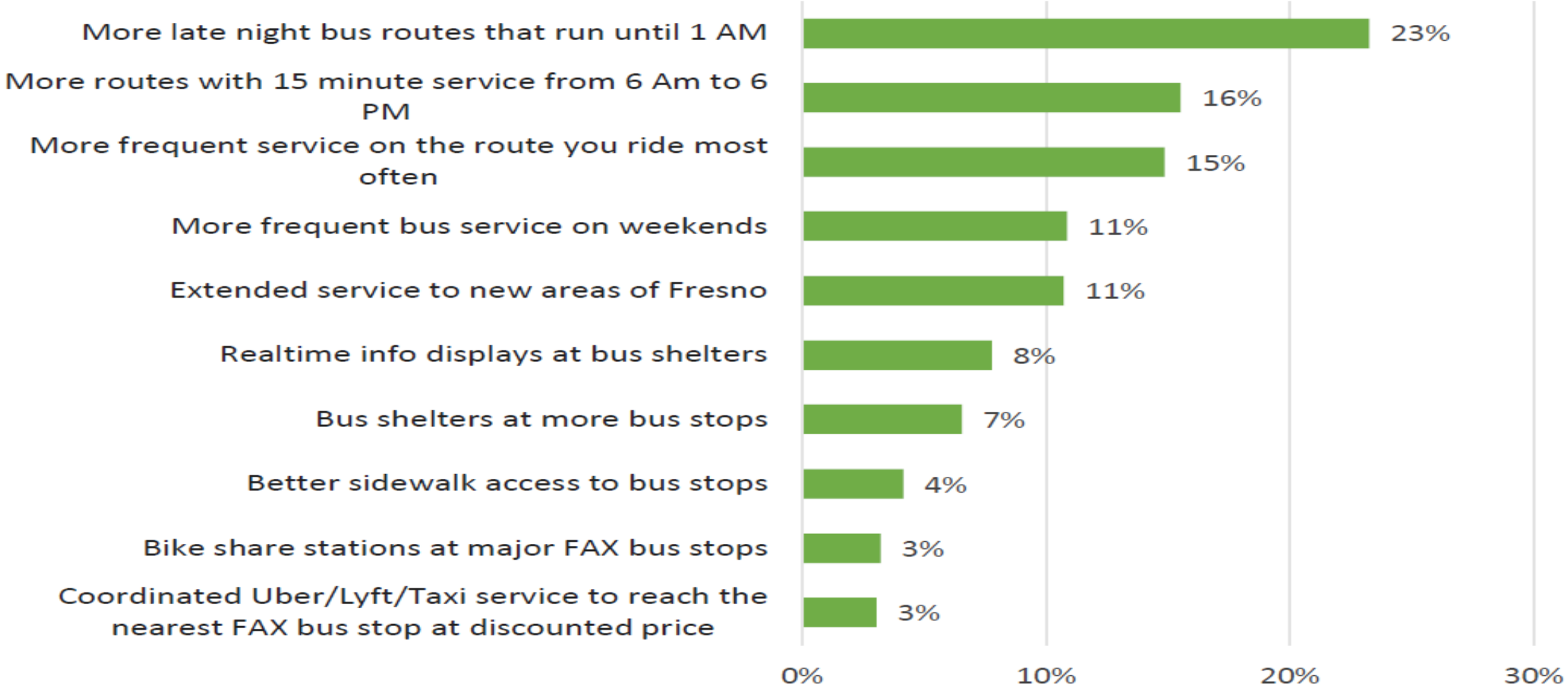
- **Major Service Change** (+/- 25% change in revenue hours or miles)
- **Disparate Impact** (Minority population bears 20% or more of the adverse effects than the general population)
- **Disproportionate Burden** (Low income population bears 20% or more of the adverse effects than the general population)

The Public Engagement Process

- Eight (8) public workshops with approximately 120 community members in attendance, held at the following locations:
 - Fresno City College
 - Central Valley Regional Center
 - Mosqueda Center
 - Frank H. Ball Neighborhood Center
 - Woodward Park Library
 - Pinedale Community Center (2) including the Wrap Up Session
 - Holmes Community Center
- On-bus surveys (2,444 respondents)
- Twenty-five (25) stakeholder interviews
- “Pop-up” events (Big Fresno Fair, Cencalvia Open Street, Veteran’s Day Parade)
- Driver surveys
- Web and social media

Public Engagement Results

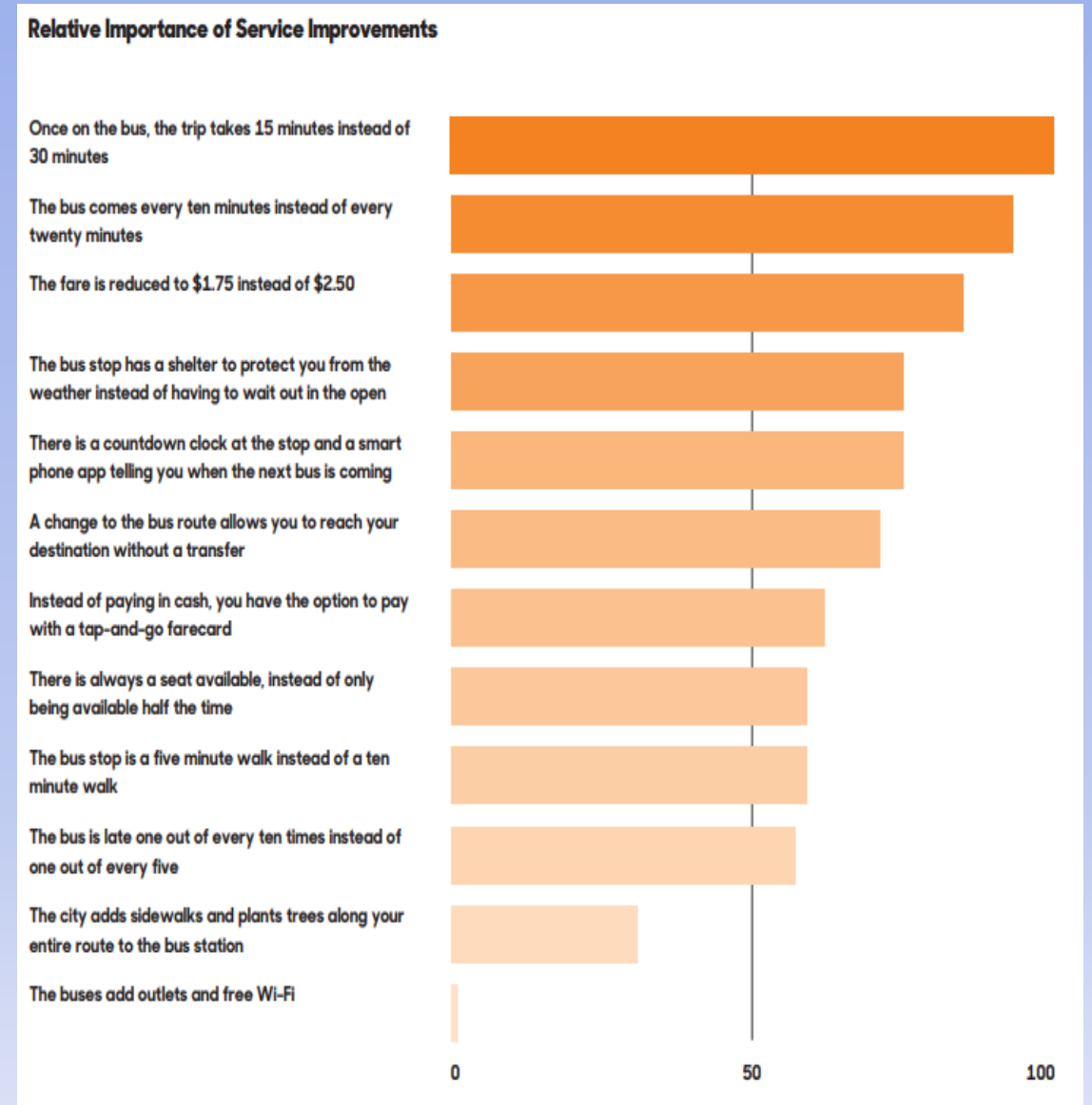
Which is the Most Important Improvement?



*On-Board Rider Survey

National Ridership Priorities

- Lower travel times
- More frequent service
- Lower fare cost
- Better stop/station facilities
- Real-time information
- Fewer transfers
- More payment options
- Seating availability
- Shorter walking distance to/from stop
- Safety and pleasantness
- Access to WiFi and power



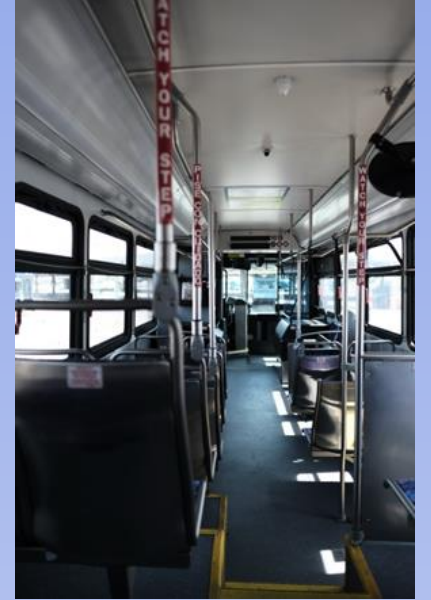
Changes Implemented Towards A Faster FAX

- Frequencies increased on Shaw and Cedar (FAX15) – January 2017
- Routes 32 and 39 no longer diverted into MTC – January 2017
- Night service extended on five major routes – May 2017
- Frequencies increased on weekends – May 2017
- BRT on Blackstone and Ventura/Kings Canyon – February 2018



Proposed Additional Faster FAX Changes

- Re-align route 34 (First Street) at First/Herndon
- Extend 15-minute frequency on route 38 (Cedar) from Cedar and Jensen into Downtown
- Disconnect route 9 (Shaw) west of Brawley
- Extend route 39 to (FYI/Clinton) Shaw and Brawley, roughly following current alignment and adding service to Inspiration Park
- Route adjustments and efficiencies (route 20 [Hughes/McKinley] and route 26 [Palm/Butler])
- Route adjustments and efficiencies now on the route 32 (Fresno St.)
- Future by disconnecting route 34 Downtown and West Fresno and replacing it with a new route 29 to serve Downtown, Southwest Fresno, and Fresno Industrial Park



Reductions in Service Recommended by Jarrett Walker in 2014 but Rejected:

- Eliminate route 34 (First Street) south of Downtown
- Re-route route 38 (Cedar) into Downtown via Elm (replace 34)
- Eliminate route 22 (West/Tulare)
- Restructure route 20 (Hughes/McKinley)
 - (60-minute frequency north of Ashlan providing service to eliminated portion of route 22)
- Eliminate route 28 (FSU/Manchester/West Fresno) north of MTC
- Truncate route 41 (Shields/Chestnut) on south end (Malaga)



Financial Impact (annual)

Cost to implement proposed changes: \$1,024,100

(Includes revisions to routes 9, 20, 26, 32, 34, 38, and 39)

Cost to retain service levels in less productive areas: \$ 300,000

Total additional cost: \$1,324,100

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“Q & A”

