

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
8	5/11/09	Open	Action	4/27/09

Subject: Scheduling a Public Hearing for June 8, 2009 to Consider Service Reductions

ISSUE

Whether or not to schedule a public hearing for June 8, 2009 to consider service reductions.

RECOMMENDED ACTION

Adopt Resolution No. 09-05- _____, Scheduling a Public Hearing for June 8, 2009 to Consider Service Reductions.

FISCAL IMPACT

Scheduling a public hearing will not have a fiscal impact.

DISCUSSION

State funding in the Public Transportation Account (PTA) has been reduced, and RT's respective Sacramento Transportation Authority (STA) share of funding has declined to zero beginning in Fiscal Year 2010. This will continue into future years. At the same time, Local Transportation Funds and Measure A funding have also declined due to the reduction in sales tax receipts. RT's revenues have therefore been reduced substantially in the Fiscal Year 2009 and Fiscal Year 2010 preliminary budgets, meaning that RT is no longer able to provide the same level of service as in Fiscal Year 2008.

Board Resolution 01-09-0193 specifies productivity standards for bus service. Per these standards, all bus routes are compared to their peers and if productivity for a given route is less than 70 percent of the group average, measured in boardings per revenue hour, the route is considered to be failing. This process identified 12 weekday routes, 9 Saturday routes, 2 Sunday/Holiday routes and 4 supplemental routes as failing, as detailed in Attachment 1.

This method, however, tends to overlook low-performing routes if they belong to a category that is low-performing as a group. Thus, a second column titled "System Avg" was included on Attachment 1 comparing all routes to a systemwide average. Using the systemwide average, a slightly different set of failing routes was identified, including, in total, 15 weekday routes, 12 Saturday routes, and 4 Sunday/Holiday routes. The same four supplemental routes were also designated as failing.

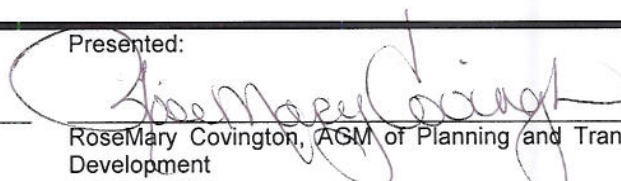
Table 1 provides an estimate of the impact on ridership, level of service, and the driver requirement, if all failing routes were eliminated, either according to the first method or the second method. All figures are annual, although the target date for implementation of the service changes is September 6, 2009.

Approved:



General Manager/CEO

Presented:



RoseMary Covington, AGM of Planning and Transit System Development

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8	5/11/09	Open	Action	4/27/09

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Table 1. Estimated Annual Impact of Proposed Service Reductions.

	Method Used	
	Group Averages	Systemwide Averages
Boardings	842,000	1,059,000
Revenue Hours	61,900	81,800
Percent of Service	9.4%	12.5%
Bus Drivers	39	52

Note that the number of boardings listed is the estimated current ridership. The actual impact on ridership will depend on the availability and desirability of alternative routes. The change to the driver requirement is an estimate based on revenue hours. The actual impact will depend upon the run cut.

Due to the severity of the budget situation, staff is preparing to make an additional service reduction in January 2010 as well. Proposals for January 2010 service changes will be addressed in a separate issue paper.

The following timeline summarizes major deadlines in the service change process.

Table 2. Service Change Timeline.

Schedule First Hearing	5/11/09
Hold First Hearing	6/8/09
Adopt September 2009 Changes	6/22/09
Schedule Second Hearing	6/22/09
Hold Second Hearing	7/27/09
Adopt January 2010 Changes	8/24/09
September Package to ATU	7/10/09
September Changes Effective	9/6/09
January Package to ATU	10/2/09
January Changes Effective	1/3/10

Board Resolution 94-09-2214 requires a public hearing prior to Board approval of any major service change, as defined in the resolution. Public notice is required at least ten days in advance of the hearing. Staff intends to publicize the hearings in the *Sacramento Gazette*, *The Daily Recorder*, *El Hispano* and *Nichi Bei Times*, in substantially the form set out in Exhibit A, as well as on all buses and trains, and on RT's public website. Staff will also notify the City of Citrus Heights of potentially reduced routes that operate in part within their jurisdiction and are, therefore, part of the City of Citrus Heights contract service. In addition to the hearings, public comments may also be submitted to RT's Planning Department via mail or email.

Weekday Route Productivity

Systemwide Performance Standard = 16.4 boardings per revenue hour

Route	Classification	TotTrips	DailyOn	RevHrs	Direct		Farebox Recovery	Boardings Per RH	Failing	
					Cost	Revenue			Group Avg	System Avg
140	Central City	21	83	5.7	\$522	\$137	18.4%	14.7		X
141	Central City	63	383	34.1	\$3,150	\$672	14.9%	11.2		X
142	Central City	37	251	17.5	\$1,621	\$462	19.9%	14.3		X
					Group Average =			13.4		
					Performance Standard =			9.4		
3	Commute	8	235	5.8	\$532	\$461	60.6%	40.8		
7	Commute	6	164	4.1	\$379	\$322	59.4%	40.0		
29	Commute	4	140	4.0	\$373	\$274	51.4%	34.6		
89	Commute	4	35	1.2	\$109	\$62	39.7%	29.6		
100	Commute	7	81	3.9	\$362	\$129	24.9%	20.6		
101	Commute	4	47	2.2	\$203	\$91	31.3%	21.3		
102	Commute	8	59	2.8	\$262	\$114	30.4%	21.0		
103	Commute	8	105	3.7	\$342	\$201	41.1%	28.4		
104	Commute	6	57	2.7	\$253	\$109	30.1%	20.8		
106	Commute	4	45	2.4	\$220	\$87	27.5%	19.0	X	
107	Commute	4	39	2.1	\$194	\$74	26.7%	18.4	X	
109	Commute	4	121	3.7	\$345	\$232	47.0%	32.4		
					Group Average =			27.3		
					Performance Standard =			19.1		
1	Crosstown	115	3,096	103.4	\$9,560	\$3,693	27.0%	29.9		
21	Crosstown	71	1,740	66.8	\$6,180	\$2,271	25.7%	26.0		
23	Crosstown	64	2,527	74.8	\$6,914	\$3,378	34.2%	33.8		
25	Crosstown	30	1,088	37.9	\$3,503	\$1,263	25.2%	28.7		
26	Crosstown	52	1,250	36.7	\$3,391	\$1,662	34.3%	34.1		
65	Crosstown	28	391	16.0	\$1,478	\$519	24.6%	24.4		
67	Crosstown	58	1,596	62.1	\$5,741	\$2,075	25.3%	25.7		
68	Crosstown	57	1,604	60.6	\$5,601	\$2,123	26.5%	26.5		
80	Crosstown	32	1,286	40.8	\$3,771	\$1,990	36.9%	31.5		
81	Crosstown	123	3,672	101.5	\$9,387	\$4,651	34.7%	36.2		
82	Crosstown	58	1,677	62.3	\$5,761	\$1,811	22.0%	26.9		
83	Crosstown	44	409	23.8	\$2,202	\$463	14.7%	17.2	X	
84	Crosstown	28	1,109	37.8	\$3,495	\$1,666	33.4%	29.3		
87	Crosstown	60	1,277	43.5	\$4,021	\$1,624	28.3%	29.4		
					Group Average =			28.6		
					Performance Standard =			20.0		
4	Feeder	27	301	13.4	\$1,236	\$342	19.3%	22.5		
5	Feeder	29	331	14.3	\$1,325	\$435	23.0%	23.1		
8	Feeder	52	542	30.1	\$2,783	\$809	20.3%	18.0		
13	Feeder	33	396	19.1	\$1,768	\$609	24.1%	20.7		
14	Feeder	32	524	22.7	\$2,099	\$783	26.1%	23.1		
19	Feeder	28	967	39.8	\$3,680	\$1,183	22.5%	24.3		
20	Feeder	27	256	16.6	\$1,535	\$366	16.7%	15.4		X
22	Feeder	24	381	15.3	\$1,413	\$607	30.1%	25.0		
24	Feeder	20	160	9.7	\$892	\$224	17.6%	16.5		
28	Feeder	37	677	32.9	\$3,038	\$1,042	24.0%	20.6		
93	Feeder	57	1,111	50.7	\$4,690	\$1,645	24.5%	21.9		
					Group Average =			21.0		
					Performance Standard =			14.7		

Weekday Route Productivity

Systemwide Performance Standard = 16.4 boardings per revenue hour

Route	Classification	TotTrips	DailyOn	RevHrs	Direct		Farebox Recovery	Boardings Per RH	Failing	
					Cost	Revenue			Group Avg	System Avg
54	Local	32	683	26.0	\$2,403	\$887	25.8%	26.3		
55	Local	27	585	16.6	\$1,535	\$783	35.7%	35.2		
72	Local	67	1,480	46.6	\$4,312	\$1,996	32.4%	31.7		
73	Local	28	282	20.6	\$1,905	\$460	16.9%	13.7	X	X
74	Local	29	357	21.1	\$1,946	\$555	19.9%	17.0		
75	Local	14	183	13.6	\$1,258	\$183	10.2%	13.5	X	X
					Group Average =			22.9		
					Performance Standard =			16.0		
2	Radial	43	759	37.2	\$3,440	\$1,057	21.5%	20.4		
6	Radial	44	606	37.8	\$3,495	\$773	15.5%	16.0	X	X
11	Radial	35	709	28.5	\$2,638	\$999	26.5%	24.8		
15	Radial	59	1,623	54.7	\$5,055	\$2,271	31.4%	29.7		
30	Radial	99	1,927	78.9	\$7,297	\$1,899	18.2%	24.4		
31	Radial	30	513	21.5	\$1,983	\$506	17.8%	23.9		
34	Radial	56	892	42.2	\$3,901	\$1,078	19.3%	21.2		
36	Radial	44	391	24.5	\$2,262	\$501	15.5%	16.0	X	X
38	Radial	58	1,266	49.5	\$4,579	\$1,586	24.2%	25.6		
50	Radial	52	815	41.9	\$3,876	\$1,034	18.7%	19.4		
51	Radial	119	4,411	106.8	\$9,873	\$5,632	39.9%	41.3		
56	Radial	67	2,185	50.0	\$4,619	\$2,712	41.1%	43.7		
61	Radial	50	980	44.5	\$4,113	\$1,361	23.1%	22.0		
62	Radial	64	1,414	63.1	\$5,838	\$1,265	15.2%	22.4		
63	Radial	22	277	23.2	\$2,141	\$356	11.6%	12.0	X	X
86	Radial	62	2,056	57.8	\$5,348	\$2,900	37.9%	35.5		
88	Radial	59	1,141	43.2	\$3,998	\$1,591	27.8%	26.4		
					Group Average =			25.0		
					Performance Standard =			17.5		
9	Shuttle		121	12.1	\$910	\$134	9.6%	10.0	X	X
10	Shuttle		109	12.5	\$940	\$80	5.6%	8.7	X	X
16	Shuttle		221	11.4	\$854	\$294	22.5%	19.4		
18	Shuttle		136	11.9	\$895	\$172	12.6%	11.4		X
33	Shuttle		650	11.5	\$861	\$574	43.6%	56.6		
37	Shuttle		130	11.5	\$865	\$169	12.8%	11.3		X
47	Shuttle		258	13.5	\$1,014	\$334	21.5%	19.1		
85	Shuttle		10	6.4	\$479	\$18	2.4%	1.6		
94	Shuttle		76	11.7	\$878	\$112	8.3%	6.5	X	X
95	Shuttle		102	11.8	\$887	\$153	11.2%	8.6	X	X
					Group Average =			15.3		
					Performance Standard =			10.7		
					SYSTEM AVERAGE =			23.5		
					PERFORMANCE STANDARD =			16.4		
Notes:										
Route 75 is not failing on Saturday or Sun/Hol, so it can't be eliminated M-F										
McClellan TMA pays all net costs of Route 85, so it is not being recommended for elimination										
Routes 94, 95, 106, and 107 are partly subsidized by Citrus Heights										
Ridership data from APCs and CBS driver check sheets										
Direct costing factor of \$92.47 per revenue hour is used for estimated cost savings (\$75.00 for CBS)										
Revenue estimate is based on fare survey data, is not reconciled with actual systemwide revenue										
Farebox recovery figure uses total costing factor, i.e., \$132.18 per revenue hour (\$114.71 for CBS)										
Route 85 data from 12/1/08 - 2/28/09.										
Citrus Heights routes = 1, 21, 23, 24, 25, 28, 80, 93, 94, 95, 100, 103, 106, 107										
Citrus Heights total annual cost is \$17.7m. Fare revenue is \$2.9m (16%). Citrus Heights pays \$3.0m (17%)										
Routes failing group performance standard total					196	revenue hours per day				
Routes failing group performance standard total					2,641	boardings per day				
Routes failing systemwide performance standard total					265	revenue hours per day				
Routes failing systemwide performance standard total					3,386	boardings per day				

Saturday Route Productivity

Systemwide Performance Standard = 14.7 boardings per revenue hour

Route	Classification	TotTrips	DailyOn	RevHrs	DirectCost	Revenue	Farebox Recovery	Boardings Per RH	Failing	
									Group Avg	System Avg
1	Crosstown	95	1,457	66.2	\$6,123	\$1,738	19.9%	22.0		
21	Crosstown	44	900	42.1	\$3,896	\$1,175	21.1%	21.4		
23	Crosstown	52	1,839	63.2	\$5,844	\$2,458	29.4%	29.1		
25	Crosstown	21	554	24.4	\$2,253	\$644	20.0%	22.7		
26	Crosstown	21	440	14.3	\$1,318	\$585	31.1%	30.9		
65	Crosstown	16	133	9.0	\$828	\$177	14.9%	14.8	X	
67	Crosstown	31	932	28.9	\$2,675	\$1,212	31.7%	32.2		
68	Crosstown	29	827	29.0	\$2,677	\$1,094	28.6%	28.6		
80	Crosstown	26	828	31.8	\$2,941	\$1,282	30.5%	26.0		
81	Crosstown	87	1,860	74.2	\$6,860	\$2,356	24.0%	25.1		
82	Crosstown	31	536	30.0	\$2,771	\$579	14.6%	17.9		
84	Crosstown	20	597	24.8	\$2,295	\$898	27.4%	24.1		
87	Crosstown	29	455	14.4	\$1,330	\$579	30.4%	31.6		
					Group Average =			25.1		
					Performance Standard =			17.6		
5	Feeder	25	220	12.3	\$1,140	\$290	17.8%	17.9		
8	Feeder	27	227	13.0	\$1,199	\$338	19.7%	17.5		
13	Feeder	20	233	14.6	\$1,349	\$359	18.6%	16.0		
14	Feeder	23	336	17.6	\$1,631	\$502	21.5%	19.0		
19	Feeder	20	450	21.2	\$1,963	\$550	19.6%	21.2		
22	Feeder	46	359	12.9	\$1,190	\$572	33.6%	27.9		
24	Feeder	18	75	5.3	\$485	\$105	15.1%	14.2		X
28	Feeder	28	314	25.4	\$2,344	\$483	14.4%	12.4	X	X
93	Feeder	22	469	19.8	\$1,831	\$694	26.5%	23.7		
					Group Average =			18.9		
					Performance Standard =			13.2		
54	Local	18	169	16.4	\$1,518	\$219	10.1%	10.3	X	X
55	Local	19	254	10.0	\$923	\$340	25.8%	25.4		
72	Local	23	451	14.7	\$1,361	\$608	31.2%	30.6		
73	Local	22	99	13.0	\$1,201	\$161	9.4%	7.6	X	X
74	Local	24	121	18.4	\$1,703	\$188	7.7%	6.6	X	X
75	Local	13	140	9.8	\$905	\$139	10.8%	14.3		X
					Group Average =			15.8		
					Performance Standard =			11.1		
6	Radial	22	240	20.8	\$1,919	\$306	11.2%	11.6	X	X
15	Radial	31	749	23.4	\$2,165	\$1,048	33.8%	32.0		
30	Radial	69	834	39.4	\$3,642	\$822	15.8%	21.2		
34	Radial	19	102	9.4	\$865	\$124	10.0%	11.0	X	X
38	Radial	25	335	19.3	\$1,783	\$420	16.5%	17.4		
51	Radial	70	2,471	65.5	\$6,054	\$3,155	36.5%	37.7		
56	Radial	57	1,289	41.9	\$3,871	\$1,599	28.9%	30.8		
61	Radial	30	390	29.6	\$2,739	\$542	13.8%	13.2	X	X
62	Radial	29	413	28.5	\$2,635	\$369	9.8%	14.5	X	X
86	Radial	28	709	22.0	\$2,033	\$1,000	34.4%	32.2		
88	Radial	29	415	16.3	\$1,507	\$579	26.9%	25.5		
					Group Average =			22.4		
					Performance Standard =			15.7		
16	Shuttle		109	9.3	\$700	\$145	13.6%	11.7		X
47	Shuttle		99	8.6	\$644	\$128	13.0%	11.5		X
					Group Average =			11.6		
					Performance Standard =			8.1		
					SYSTEM AVERAGE =			21.0		
					PERFORMANCE STANDARD =			14.7		
Notes:										
Route 28 is partly subsidized by Citrus Heights										
Ridership data from APCs and CBS driver check sheets										
Direct costing factor of \$92.47 per revenue hour is used for estimated cost savings (\$75.00 for CBS)										
Revenue estimate is based on fare survey data, is not reconciled with actual systemwide revenue										
Farebox recovery figure uses total costing factor, i.e., \$132.18 per revenue hour (\$114.71 for CBS)										
Route 85 data from 12/1/08 - 2/28/09.										
Citrus Heights routes = 1, 21, 23, 24, 25, 28, 80, 93, 94, 95, 100, 103, 106, 107										
Citrus Heights total annual cost is \$17.7m. Fare revenue is \$2.9m (16%). Citrus Heights pays \$3.0m (17%)										
Routes failing group performance standard total 170 revenue hours per day										
Routes failing group performance standard total 1,981 boardings per day										
Routes failing systemwide performance standard total 194 revenue hours per day										
Routes failing systemwide performance standard total 2,271 boardings per day										

Sun/Hol Route Productivity

Systemwide Performance Standard = 14.2 boardings per revenue hour

Route	Classification	TotTrips	DailyOn	RevHrs	DirectCost	Revenue	Farebox Recovery	Boardings Per RH	Failing	
									Group Avg	System Avg
1	Crosstown	62	889	45.6	\$4,217	\$1,061	17.6%	19.5		
21	Crosstown	31	598	29.7	\$2,749	\$781	19.9%	20.1		
23	Crosstown	47	1,317	52.4	\$4,845	\$1,761	25.4%	25.1		
26	Crosstown	20	266	11.1	\$1,022	\$354	24.2%	24.1		
67	Crosstown	31	690	28.9	\$2,675	\$897	23.5%	23.8		
68	Crosstown	29	614	29.0	\$2,677	\$812	21.2%	21.2		
80	Crosstown	23	650	24.5	\$2,264	\$1,006	31.1%	26.5		
81	Crosstown	61	1,321	58.7	\$5,426	\$1,673	21.6%	22.5		
82	Crosstown	28	415	27.5	\$2,538	\$448	12.4%	15.1	X	
87	Crosstown	21	288	10.2	\$945	\$367	27.2%	28.2		
					Group Average =			22.6		
					Performance Standard =			15.8		
5	Feeder	24	162	11.7	\$1,085	\$213	13.7%	13.8		X
8	Feeder	25	175	12.4	\$1,144	\$261	16.0%	14.2		X
13	Feeder	20	179	14.6	\$1,349	\$275	14.3%	12.3		X
14	Feeder	23	266	17.6	\$1,631	\$397	17.0%	15.1		
19	Feeder	20	357	20.7	\$1,917	\$436	15.9%	17.2		
22	Feeder	40	204	10.6	\$983	\$325	23.1%	19.2		
93	Feeder	22	313	19.8	\$1,831	\$463	17.7%	15.8		
					Group Average =			15.4		
					Performance Standard =			10.8		
55	Local	16	132	7.8	\$717	\$176	17.2%	17.0		
72	Local	22	302	13.4	\$1,242	\$407	22.9%	22.5		
75	Local	11	110	7.8	\$717	\$110	10.7%	14.2		X
					Group Average =			17.9		
					Performance Standard =			12.5		
15	Radial	27	541	23.1	\$2,139	\$757	24.8%	23.4		
30	Radial	46	560	25.4	\$2,346	\$551	16.4%	22.1		
34	Radial	19	81	9.4	\$865	\$98	7.9%	8.6	X	X
38	Radial	20	262	14.9	\$1,378	\$328	16.6%	17.6		
51	Radial	52	1,627	44.6	\$4,126	\$2,077	35.2%	36.5		
56	Radial	55	950	40.0	\$3,700	\$1,179	22.3%	23.7		
86	Radial	21	427	15.9	\$1,473	\$603	28.6%	26.8		
88	Radial	29	323	14.3	\$1,325	\$450	23.7%	22.5		
					Group Average =			22.6		
					Performance Standard =			15.9		
					SYSTEM AVERAGE =			20.3		
					PERFORMANCE STANDARD =			14.2		
Notes:										
Ridership data from APCs										
Direct costing factor of \$92.47 per revenue hour is used for estimated cost savings										
Revenue estimate is based on fare survey data, is not reconciled with actual systemwide revenue										
Farebox recovery figure uses total costing factor, i.e., \$132.18 per revenue hour										
Citrus Heights routes = 1, 21, 23, 24, 25, 28, 80, 93, 94, 95, 100, 103, 106, 107										
Citrus Heights total annual cost is \$17.7m. Fare revenue is \$2.9m (16%). Citrus Heights pays \$3.0m (17%)										
Routes failing group performance standard total					37 revenue hours per day					
Routes failing group performance standard total					496 boardings per day					
Routes failing systemwide performance standard total					56 revenue hours per day					
Routes failing systemwide performance standard total					707 boardings per day					

Route Productivity

Supplemental Service

Systemwide Performance Standard = 49.8 boardings per revenue hour

Route	TotTrips	DailyOn	RevHrs	Direct Cost	Revenue	Farebox Recovery	Boardings Per RevHr	Failing
200	2	69	1.0	90	76	59.2%	71.1	
201	2	54	0.9	83	59	49.9%	60.0	
205	2	48	1.2	109	53	33.9%	40.7	X
206	2	98	0.8	74	108	101.9%	122.5	
210	2	67	1.0	92	74	55.8%	67.0	
211	2	103	1.1	99	113	80.1%	96.3	
212	3	119	1.7	155	131	58.9%	70.8	
213	2	110	1.0	91	121	93.4%	112.2	
214	4	149	2.0	180	164	63.6%	76.4	
226	2	90	1.7	154	99	44.8%	53.9	
227	1	67	0.6	57	74	89.9%	108.1	
228	1	40	0.8	71	44	43.2%	51.9	
246	2	95	1.5	134	105	54.5%	65.5	
247	2	85	1.1	102	94	64.3%	77.3	
248	2	75	1.0	90	83	64.3%	77.3	
249	1	12	0.7	60	13	15.4%	18.5	X
251	1	26	0.5	49	29	40.8%	49.1	X
252	2	66	0.7	65	73	78.5%	94.3	
255	3	183	2.5	228	201	61.7%	74.1	
261	2	67	1.9	178	74	28.9%	34.7	X
Group Average =							71.1	
Performance Standard =							49.8	
Notes:								
Manual counts used for supplemental trips								
Manual counts for 2008-2009 school year taken Fall 2008								
Cross-checked with APC counts taken from 9/1/08 - 3/31/09								
Routes failing group performance standard total					4.3	revenue hours per day		
Routes failing group performance standard total					153	boardings per day		

RESOLUTION NO. 09-05-_____

Adopted by the Board of Directors of the Sacramento Regional Transit District on this date:

May 11, 2009

**SCHEDULING A PUBLIC HEARING FOR JUNE 8, 2009
TO CONSIDER SERVICE REDUCTIONS**

BE IT HEREBY RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

THAT, a public hearing is set for June 8, 2009 at 6:00 p.m. to receive public testimony regarding service changes proposed to the following bus routes: 5, 6, 8, 9, 10, 13, 16, 18, 20, 24, 28, 34, 36, 37, 47, 54, 61, 62, 63, 65, 73, 74, 75, 82, 83, 94, 95, 106, 107, 140, 141, 142, 205, 249, 251, and 261.

THAT, the General Manager/CEO, or his designee, is hereby authorized to publish a notice in substantially the form set out in Exhibit A pertaining to the service changes proposed for September 2009.

STEVE COHN, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

**RT to Hold Public Hearing on Proposed Service Changes
to Revise the Fiscal Year 2010 Operating Budget**

The Sacramento Regional Transit District (RT) will hold a public hearing on Monday, June 8, 2009 at 6:00 p.m. to receive comments regarding proposed transit service changes. These changes may include reduction, realignment, or elimination of the following bus routes: 5, 6, 8, 9, 10, 13, 16, 18, 20, 24, 28, 34, 36, 37, 47, 54, 61, 62, 63, 65, 73, 74, 75, 82, 83, 94, 95, 106, 107, 140, 141, 142, 205, 249, 251, and 261.

The proposed service changes are scheduled for adoption by the RT Board of Directors on June 22, 2009 and would take effect on September 6, 2009.

The public hearing will be held at 6:00 p.m. in the RT Auditorium at 1400 29th Street (at N Street). This location is served by Routes 36, 38, 50E, 67, 68, and light rail at the 29th Street light rail station.

Comments may be submitted in writing to the Planning Department (P.O. Box 2110, Sacramento, CA 95812-2110) or by email to servicechanges@sacrt.com and must be received by 5:00 p.m. on Monday, June 8, 2009.