

# REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	03/22/10	Open	Action	03/12/10

Subject: Adoption of Service Reduction Proposal

## ISSUE

The adoption of staff recommendation for service reductions.

## RECOMMENDED ACTION

Adopt Resolution No. 10-03- \_\_, Adoption of Service Reduction Proposals.

## FISCAL IMPACT

Budgeted:	N/A	This FY:	\$
Budget Source:	Operations	Next FY:	\$ (\$13,407,423)
Funding Source:	N/A	Annualized:	\$ (\$13,407,423)
Cost Cntr/GL Acct(s) or Capital Project #:		Total Amount:	\$ (\$13,407,423)

Total Budget:

The proposed action would reduce operating budget costs.

## DISCUSSION

The RT Board of Directors held a public hearing on March 8, 2010, to receive public input on the service reductions necessary to address a condition of fiscal emergency under Public Resources Code Section 21080.32.

As discussed in the staff report to the Board on March 8, there was the potential for additional revenue in the current fiscal year, particularly from a budget compromise that was submitted for the Governor's signature. However, the Governor has stated his intent to veto the measure. Table 1 summarizes the impacts of several potential, albeit uncertain, revenue sources.

Table 1

Potential Revenue Sources			
	2009-2011	Balance	
RT Shortfall 2010		(\$25 million)	
STA from State	\$11.8 million	(\$13.2 million)	
CNG Rebate	\$2.25 million	(\$10.95 million)	
ARRA-2 Stimulus	\$13.0 million	\$2.05 million	

Staff examined a wide variety of service reduction possibilities with the view of addressing as much as a \$25 million shortfall in revenue expected between now and the end of FY 2011. The result of the staff evaluation revealed that no one option would close the budget shortfall. A

Approved:

Presented:

FINAL 3/18/10

General Manager/CEO

AGM Planning & Transit System Development

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combination of options including a major service reduction will need to be considered to even get near to closing the \$25 million budget shortfall. However, if state funding is restored at the proposed level or the CNG and ARRA-2 legislation funding options are enacted, the staff recommendation set out below would achieve the budget savings necessary from a service reduction.

**Options Considered** – As described in the public hearing of March 8, 2010, staff applied Board-adopted productivity standards as a first step in the route reduction strategy. This standard is applied by taking the average passengers per revenue hour for each route, and measuring it against its “group average.” Routes falling below the 70 percent group average are considered “low productivity” routes and are candidates for elimination. The group is a class of service, such as Peak Express, or Community Bus and Central City. Under this standard, staff estimated savings of just \$2 million from reduced drivers and related expenses. A more stringent productivity standard, services falling below 70 percent of systemwide average passengers per revenue hour, is projected to yield just \$4 million in savings, again from fewer drivers and related cost reductions. Many additional options were considered, including elimination of service after 8:00 pm, 9:00 pm, weekends, and combinations of these options. The options considered are summarized as Attachment 1 to the staff report.

**Public Comment** – The public hearing was attended by over 250 members of the public, and resulted in public testimony on the service cuts by 82 participants – predominantly persons with disabilities. An additional 24 participants provided written comments in lieu of spoken testimony, and a further 27 participants left the hearing after having registered to speak. The hearing lasted from 4:00 pm to 8:45 pm. Prior to the hearing, RT received over 120 e-mail and written comments, as well as 201 faxes from dialysis patients.

The majority of comments concerned ADA Complementary service. These comments had as their major themes: work access, basic life needs, quality of life issues and medical needs such as dialysis. Additional comments were received about Routes 28, 31, 72, 75, 94, 95, and 141. The Route 29 was supported with a petition list of 29 riders. A few comments suggested stretching headways on certain bus routes and light rail, but the overwhelming tenor of the comments received was to not reduce ADA Complementary service. The comments received are summarized in Attachment 3.

**Board Direction** – During and after the hearing on March 8, Board members directed staff to examine all options, with a view to preserving network integrity and minimizing negative impacts to special populations including persons with disabilities. Direction included examining the possibility of tying all bus routes into the light rail system, as well as preserving connectivity to major activity centers such as employment, medical, and social services.

**Revised Options for Service Reduction** –After taking public comments and Board direction at the hearing on March 8, staff added a group of options around a basic option (Recommended Option) of eliminating low productivity routes, service after 9:00 pm, some duplicative routes, and some weekend services. (See Tables 2A and 2B.) This would preserve a basic transit network in

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Sacramento, provide continuing access for dialysis and other medical appointments, and minimize disruption to shift worker schedules (many trips beginning at or before 9:00 pm would continue in operation until 9:30 pm, and a very few would continue beyond, however, no new trips would begin after 9:00 pm). This would eliminate 37 weekday routes, 21 Saturday and 12 Sunday routes.

## Table 2A – Recommended Option

- Cut Low Productivity, After 9pm, Peak, Some Weekend**
- Cut Mon-Fri routes**, plus most peak routes, plus routes w/ overlap  
 4 6 8 9 10 13 16 18 20 24 28 34 36 38 47 50 63 73 74 75 83 89 95 100 101 102 104 106 107 141  
 142 200 201 210 226 251 261                      Lengthen headways on 61                      Shorten 109 to Hazel
- Cut Saturday routes**, plus more  
 5 6 8 13 14 16 19 24 28 34 38 47 54 61 62 65 74 75 82 93 143  
 Lengthen headways                      1 30 81
- Cut Sun/Holiday routes**, plus more  
 8 13 14 19 22 34 38 55 72 75 82 93  
**Lengthen headways**                      23 30 56 81
- Lengthen rail headways to 30 minutes** on weekends
- Eliminate all remaining bus and rail trips starting after 9pm**

Impact on Operations (Annually)	
Total Bus Boardings Lost	1,441,481
Total Rail Boardings Lost	866,513
<b>Total Boardings Lost</b>	<b>2,307,994</b>
Bus Revenue Hours	197,867
Percent of Total Bus Service	31.5%
Bus Operators affected, incl. EXB and VCRs	126
Light Rail Train Revenue Hours	17,455
Percent of Total Train Revenue Hours	21.3%
Light Rail Operators affected, incl. EXB and VCRs	13
ADA Complementary Service - 100% After 9pm Type I Trips Provided	14,066

Financial Impact (Annually)	
Gross Savings	
Subtotal - Bus Savings	\$12,931,110
Subtotal - Rail Savings	\$3,038,791
ADA Complementary Savings	\$481,455
<b>Total Gross Savings</b>	<b>\$16,451,356</b>
Unemployment Costs @ \$11,700 per operator	(\$1,626,300)
Bus & CBS Fare Revenue Lost @ \$0.964	(\$1,389,588)
Rail Fare Revenue Lost @ \$0.964	(\$835,318)
<b>Subtotal - Net Savings from 2A</b>	<b>\$12,600,150</b>

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**Table 2B – Additional Service Reductions**

Eliminate the following		
<b>Mon-Fri routes</b>		
5 31 33 54 65		
<b>Saturday routes</b>		
5 54 65		
<b>Impact on Operations (Annually)</b>		
Total Bus Boardings Lost		284,091
Bus Revenue Hours		23,982
Percent of Total Bus Service		3.8%
Bus Operators affected, incl. EXB and VCRs		12
<b>Financial Impact (Annually)</b>		
Gross Savings		\$1,221,536
Unemployment Costs @ \$11,700 per operator		(\$140,400)
Bus & CBS Fare Revenue Lost @ \$0.964		(\$273,863)
<b>Subtotal - Net Savings from 2B</b>		<b>\$807,273</b>
<b>Totals from 2A and 2B</b>		
Subtotal - Net Savings from 2A		\$12,600,150
Subtotal - Net Savings from 2B		\$807,273
<b>Grand Total</b>		<b><u>\$13,407,423</u></b>

Cost reductions in this table result from reduced operators, overtime, liability and workmen’s compensation, security services, mechanics and supervision; fuel, electric power, spares, tires and materials; as well as savings from ADA complementary service. However, the savings are reduced by loss of fare revenue and unemployment costs resulting from the changes in service.

The great majority of comment from the public addressed the fundamental need for social activities such as visiting friends, engaging in community activities, and attending worship services. All of these activities take place on evenings and/or weekends, and are most easily facilitated with bus service. Furthermore, the bus service maximizes the geographic extent of ADA complementary service as well. Under federal regulations, ADA complementary services must be provided within ¾ mile of any fixed bus route or light rail station during the days and hours that service is in operation. ADA complementary service riders expressed similar concerns to fixed route riders regarding the elimination of services on weekends and evenings, which would limit availability of transportation for quality of life trips, work access, medical needs, and worship activities.

Since a number of public comments focused on dialysis treatment, staff contacted a number of major dialysis centers in the region to inquire about days and hours of service and transportation coordination. A small percentage of dialysis centers offer services until as late as 11 pm, with the majority closing by 7 pm and several centers offer Saturday service. Dialysis centers are able to work with patients while scheduling an appointment to allow the patient to make proper travel

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arrangements. It appears that the staff proposed recommendation will meet the majority of travel needs for life sustaining medical treatment.

If additional savings are required beyond the Recommended Option, staff could propose to eliminate the 5, 31, 33, 54 and 65, which are the next series of lower productivity routes (but still very productive) serving areas with some duplicative existing service. This would raise the saving to just over \$13.4 million.

**Title VI/Environmental Justice Considerations** – The Federal Transit Administration provides guidance in support of regulations to implement the constitutional mandate in Title VI of the Civil Rights Act. This guidance requires consideration of Environmental Justice, so as “1) To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations and low-income populations. 2) To ensure the full and fair participation by all potentially affected communities in the transportation decision-making process. 3) To prevent the denial of, reduction in or significant delay in the receipt of benefits by minority and low-income populations.”

Staff has undertaken a Title VI evaluation of the proposed service reduction strategies presented to the public on March 8, 2010. That report is provided as Attachment 2 to the staff report. Any service reduction of this magnitude will limit transportation access to places of worship, shopping, social service organizations, employment centers and entertainment venues. The service reductions will affect the entire Sacramento area population including minority and/or disadvantaged populations. This is due in large part to the present geographic distribution of the transit service – i.e., more than 60 percent of the current service is provided to census tracts with disadvantaged populations.

Because cutting service on weekends entirely, or after 7:00 pm, would affect low-income households disproportionately, RT developed alternative scenarios that would mitigate these effects, such as service later in the day, or additional weekend service. These options still have negative impacts on all Sacramento area households, but the attempt is to retain sufficient transportation options to provide at least some alternatives to mitigate negative impacts on minority and low income communities. SACOG modeling of the service reductions indicated that as many as 47 percent of transit riders would divert from eliminated routes to remaining service. Thus, staff examined service reduction alternatives that retained as many trip-making options as possible on a transit network. This led to development of the Recommended Option, outlined above.

As part of its Title VI evaluation, RT also looked at environmental impacts of reducing service, to determine whether impacts would fall disproportionately on minority or disadvantaged households. The primary, direct impact of reducing transit service was a return of at least 11.8 million vehicle miles of travel to the streets and roads in Sacramento County. The projected increase in automotive emissions, including greenhouse gases, is presented in Table 3. By comparison, the Sacramento emission of Hydrocarbons and Carbon Monoxide are 34.8 tons per day from motor

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vehicles of all types. Our reduction of transit service will add the equivalent of four days of motor vehicle emissions to the region’s atmosphere.

**Table 3**

Projected Annual Emissions from Lost Boardings on Transit (Tons/Year)				
Passengers	HC	CO	Nox	GHG
2,091,003	11.46	126.1	10.23	4,688.2

The increased cost of fuel at today’s prices would be in excess of \$2.4 million annually, or over \$583 per person.

### Effect on Sacramento Area Economy

The reductions in RT service are the result of decisions made by the Governor to reduce transit funding and the effect of the economic slowdown on RT funding sources dependent on the economy. RT is a major financial contributor to the Sacramento area economy. In addition to being a major employer, RT also provides transportation to 11% of Sacramento area workers. The dollar impact of these changes will put additional pressure on an already distressed economy. A few of the most direct impacts are listed below.

- The budget cuts (including service changes) will result in the lay off of a projected 300 RT employees. Those lay offs are expected to cost the regional economy \$15.9 million in lost wages plus the multiplier effect of those wages, or an additional \$79.5 million.
- Additionally, every job lost because an individual no longer has access to transit service, reduced the local economy by an additional \$43,816 (Sacramento Median Income).
- The reduced number of miles, hours and passenger boardings which will result from this service reduction will also result in lower Federal funding for RT capital improvements of an estimated \$1.9 million annually and the loss of \$0.7 million in preventative maintenance funding used for operations.

### Service Recovery Plan

RT staff realizes that the lower service levels and the reduced route network will not be adequate to meet the needs of Sacramento residents and is therefore developing a strategy to rebuild the system as additional funding becomes available. This strategy will replace low productivity routes with a more efficient set of routes which respond to the trip needs of current riders and provide attractive options for those who are currently non-riders.

The first steps in this effort have been taken, and funding secured, to initiate a Comprehensive Operational Analysis (COA). With the support of SACOG, and the conduct of an on-board and

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general survey, staff will examine origins and destinations of current transit riders as well as potential transit riders. This will provide the data required to design a transit restoration plan to meet the needs of our service area going forward. This COA will form the basis for seeking a new revenue source for RT, as well as a transition plan to implement the TransitAction Plan, when the economy and RT's fiscal condition allows it. Staff would like to more fully discuss this option at a near future meeting.

### Schedule

- a. Adoption on March 22, 2010
  - i. Complete Run Cut by April 16
  - ii. Public Information campaign – thru July 15
  - iii. COA Survey Activities – May 1- 11, 2010
  - iv. Operator Sign-up – April 23 to June 7, 2010
  - v. Service changes take effect – June 20, 2010
  - vi. COA analysis and route structure development – September 2010
  - vii. COA completed – Spring 2011

### Recommendation

In light of the current fiscal emergency, as well as the uncertainty surrounding potential receipt of additional revenues, staff recommends that the Board authorize the General Manager to initiate the Recommended Option service reduction (Exhibit A of the Board Resolution).

There may be a continuing projected budget shortfall in 2011, depending upon further State and/or Federal legislation. In that event, staff recommends that the General Manager be authorized to add additional routes to the service reduction as necessary from among the routes announced in preparation for the public hearing on March 8 (Exhibit B of the Board Resolution). This additional service reduction would be implemented either June 20 or September 6, 2010 as necessary.

Service Reduction Scenarios

Attachment 1

Baseline Statistics	<u>Boardings</u>	<u>Driver Reg</u>	<u>Rev Hours</u>		<u>Boardings</u>	<u>Driver Reg</u>	<u>Rev Hours</u>	
FY 2011-No Changes Lower than FY2010 due to Sept. service cuts	15,571,400	433	627,393		16,143,000	67	82,074	
	Bus				Light Rail			
Reduction Scenarios Versus FY 2011 – No Changes	<u>Boardings</u>	<u>Operators</u>	<u>Rev Hours</u>	<u>% Rev Hours</u>	<u>Boardings</u>	<u>Operators</u>	<u>Train Rev Hrs</u>	<u>% Train Rev Hrs</u>
A Use Service Standards (70%) Cut all routes failing productivity stds., i.e., <70% of group average	352,648	34	55,769	8.9%	0	0	0	0.0%
A2 Service Standards, plus More Option A, plus any bus route below 70% of systemwide average	660,864	74	116,725	18.6%	0	0	0	0.0%
B Cut Evening Service, After 7 pm Cut all bus and light rail trips starting after 7pm	707,229	15	55,956	8.9%	858,299	10	11,296	13.8%
B8 Cut Evening Service, After 8pm Cut all bus and light rail trips starting after 8pm	403,389	14	34,708	5.5%	708,777	10	8,869	10.8%
C Cut All Weekend Service Cut all weekend bus, light rail, and paratransit service	1,870,000	52	88,865	14.2%	2,112,000	27	22,565	27.5%
C2 Skeletal Weekend System Cut many but not all weekend bus routes, Rail, to 30m headways	290,641	20	34,791	5.5%	950,400	6	11,283	13.7%
D Eliminate Neighborhood Ride Incl. 16, 47 on Saturday, excl. McClellan Shuttle and Cordovan	196,100	17	25,227	4.0%	0	0	0	0.0%
E Cut 70% and After 7pm Options A and B combined	1,059,877	49	111,725	17.8%	858,299	10	11,296	13.8%
E8 Cut 70% and After 8 pm Same drivers as 7pm, but more trips	756,037	48	89,729	14.3%	708,777	10	8,869	10.8%
F Cut All Weekend, M-F Below 70%, and After 7pm Options A, B, and C combined	2,795,653	101	187,736	29.9%	2,745,555	33	30,426	37.1%
F2 Skeletal Weekend Bus-Only, M-F Below 70% and After 7pm Options A, B, and C2 combined, except LR still on 15m headways	1,644,166	69	135,537	21.6%	858,299	13	11,296	13.8%
G Cut Weekends, 70%, CBS, & Systemwide Options A, B, C and D combined	2,959,351	113	207,213	33.0%	2,745,555	33	30,426	37.1%
G8 Cut Weekends, 70%, 8pm, and CBS Options A, B, C, and D combined	2,853,075	112	163,471	26.1%	2,628,848	33	28,737	35.0%
H Cut Weekends, 70%, CBS, and Systemwide Options A2, C and D combined	2,694,150	119	192,517	30.5%	2,112,000	27	22,565	27.5%
H8 Cut Weekends, 70%, CBS, Systemwide, After 8pm Options A2, B8, C and D combined	3,023,016	133	222,648	35.2%	2,628,848	33	28,737	35.0%
I Low Productivity, After 8pm, Peak, Some Weekend	2,971,751	126	197,867	31.5%	1,467,248	13	17,455	21.3%
IE Low Productivity, After 8pm, Peak, All Weekend Same as I, except evening service is preserved	2,600,520	105	165,904	26.4%	950,400	6	11,283	13.7%
IW Low Productivity, After 8pm, Peak, All Weekend Same as I, except ALL weekend bus and rail eliminated	4,521,439	156	246,153	39.2%	3,087,184	33	28,737	35.0%
IR Low Productivity, After 8pm, Peak, All Weekend Rail Same as I, except ALL weekend rail is cut, some bus remains	3,203,291	126	197,867	31.5%	3,087,184	33	28,737	35.0%
X Bare Bones System 27 routes, M-F Only	3,818,896	181	284,948	45.1%	2,112,000	27	22,565	27.5%



## Service Reduction Scenarios - Finance

FY 2011-No Changes  
Lower than FY2010 due to Sept. service cuts

Reduction Scenarios Versus FY 2011 – No Changes	Total Operators	Gross Savings	Boardings	Fare Revenue	Unemployment Cost	Net Savings
A Use Service Standards (70%) Cut all routes failing productivity stds., i.e., <70% of group average)	34	\$2,964,372	352,648	\$339,953	\$397,800	\$2,226,619
A2 Service Standards, plus More Option A, plus any bus route below 70% of systemwide average	74	\$6,549,446	660,864	\$637,073	\$865,800	\$5,046,573
B Cut Evening Service, After 7 pm Cut all bus and light rail trips starting after 7pm	25	\$4,133,410	1,565,528	\$1,509,169	\$292,500	\$2,331,742
B8 Cut Evening Service, After 8pm Cut all bus and light rail trips starting after 8pm	24	\$3,740,384	1,112,166	\$1,072,128	\$280,800	\$2,387,457
C Cut All Weekend Service Cut all weekend bus, light rail, and paratransit service	79	\$12,290,713	3,982,000	\$3,257,276	\$924,300	\$8,132,436
C2 Skeletal Weekend System Cut many but not all weekend bus routes, Rail to 30m headways	26	\$1,241,041	1,196,364	\$1,444,824	\$304,200	\$986,591
D Eliminate Neighborhood Ride Incl. 16, 47on Saturday, excl. McClellan Shuttle and Cordovan	17	\$2,179,422	370,000	\$356,680	\$198,900	\$1,623,842
E Cut 70% and After 7pm Options A and B combined	59	\$7,064,286	1,918,176	\$1,849,121	\$690,300	\$4,524,111
E8 Cut 70% and After 8 pm Same drivers as 7pm, but more trips	58	\$6,642,672	1,464,814	\$1,412,080	\$678,600	\$4,629,922
F Cut All Weekend, M-F Below 70%, and After 7pm Options A, B, and C combined	134	\$20,103,192	5,541,208	\$5,341,724	\$1,567,800	\$13,514,436
F2 Skeletal Weekend Bus-Only, M-F Below 70% and After 7pm Options A, B, and C2 combined, except LR Still on 15m headways	82	\$9,643,049	2,502,465	\$2,412,377	\$959,400	\$6,271,272
G Cut Weekends, 70%, CBS, & Systemwide Options A, B, C and D combined	146	\$22,449,551	5,704,906	\$5,499,529	\$1,708,200	\$15,548,227
G8 Cut Weekends, 70%, 8pm, and CBS Options A, B, C, and D combined	145	\$22,004,511	5,481,923	\$5,284,574	\$1,696,500	\$15,266,397
H Cut Weekends, 70%, CBS, and Systemwide Options A2, C and D combined	146	\$20,539,624	4,806,150	\$4,324,777	\$1,708,200	\$14,529,947
H8 Cut Weekends, 70%, CBS, Systemwide After 8pm Options A2, B8, C and D combined	166	\$23,576,325	5,691,864	\$5,448,397	\$1,942,200	\$16,185,728
I Low Productivity, After 8pm, Peak, Some Weekend	139	\$16,576,356	4,438,999	\$4,279,195	\$1,626,300	\$10,686,467
IE Low Productivity, After 8pm, Peak, All Weekend Same as I, except evening service is preserved	111	\$11,847,408	3,550,920	\$3,423,087	\$1,298,700	\$7,125,621
IW Low Productivity, After 8pm, Peak, All Weekend Same as I, except ALL weekend bus and rail eliminated	189	\$25,648,314	7,608,623	\$7,334,713	\$2,211,300	\$16,102,301
IR Low Productivity, After 8pm, Peak, All Weekend Rail Same as I, except ALL weekend rail is cut, some bus remains	159	\$20,172,394	6,290,475	\$6,064,018	\$1,860,300	\$12,248,075
X Bare Bones System 27 routes, M-F Only	208	\$27,543,158	5,930,896	\$5,409,032	\$2,433,600	\$19,723,825

SACRAMENTO REGIONAL TRANSIT DISTRICT



# TITLE VI ASSESSMENT

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## SERVICE REDUCTION PROPOSALS

Of March 8-22, 2010

# TITLE VI ASSESSMENT

## TRANSIT SERVICE REDUCTION PROPOSALS



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### THE FEDERAL REQUIREMENT

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**REQUIREMENT TO EVALUATE SERVICE AND FARE CHANGES.** In order to comply with 49 CFR Section 21.5(b)(2), 49 CFR Section 21.5(b)(7) and Appendix C to 49 CFR part 21, recipients to which this chapter applies shall evaluate significant system-wide service and fare changes and proposed improvements at the planning and programming stages to determine whether those changes have a discriminatory impact. For service changes, this requirement applies to “major service changes” only. The recipient should have established guidelines or thresholds for what it considers a “major” change to be. Often, this is defined as a numerical standard, such as a change that affects 25 percent of service hours of a route.

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### WHAT IS THE NATURE OF THE CHANGE?

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To address a budget shortfall for the current fiscal year and a projected budget shortfall in future fiscal years, the Sacramento Regional Transit District (RT) is proposing a major reduction in transit service, as defined in the RT Board of Directors’ Resolution No. 94-09-2214. In that resolution, the Board requires a public hearing for any system-wide service changes affecting 5% or more of revenue miles or hours.<sup>1</sup> The following table lays out the options that have been considered by staff. Each option, by itself, exceeds 5% of system miles or hours. Staff considered combinations of options as well, in order to arrive at a service reduction sufficient to meet the budget targets.

The options were assessed against several factors, as represented in the attached maps. These were: households with no automobiles, persons over the age of 5 with disabilities, minority households, and households below the Federal poverty level.<sup>2</sup> The analysis was performed at the Census Tract level, using the Year 2000 Household Census database. This data set is used to establish relative proportions of population and households by type, on a Census Tract basis. Census tracts are characterized by the distribution of persons or households above or below the service area average –e.g., above or below poverty level, or auto ownership.

The service reduction options begin with productivity-based selections of routes, using both the Board-adopted standard of 70% of group averages for passengers per revenue hour, as well as a broader 70% of system-wide average. In the latter case, twice as many routes are affected (see p. 5 below). Then, whole blocks of service are considered for elimination,

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<sup>1</sup> There are additional standards for service changes that affect 25% or more of riders or vehicle miles on any particular route.

<sup>2</sup> This is estimated by the Bureau of the Census to be between \$12,894 and \$14,001 per year in 2009 for a two-person household or a householder over 65 years of age.

including evening service on bus and light rail (trips departing after 7:00 pm), weekend services on bus and light rail, and elimination of neighborhood ride routes. Due to its severe impact, the weekend service option was also examined in a “reduced” form, so that some, minimal weekend service would still be offered (Option C2). None of these options were sufficient, by themselves, to address the entire budget shortfall.

The next step was to combine these options in an attempt to achieve the net savings necessary to meet the budget objectives while minimizing the impact on transit users. This led to the inclusion of additional options, such as elimination of service after 8:00 pm, when it became apparent that the additional hour of daily service could be provided at relatively low additional cost. These additional options were then incorporated into combined options, again in an effort to minimize impacts on disadvantaged populations.

<b>Table 1 - Service Reduction Options for 2011</b>				
<b>Option</b>	<b>Bus Rev. Veh. Hours Eliminated</b>	<b>LRT Train Hours Eliminated</b>	<b>Operator Positions Eliminated</b>	<b>Net Savings per Fiscal Year</b>
<b>A.</b> Eliminate Service Falling Below Board Adopted Productivity Standard	55,769	0	34	\$2,226,619
<b>A2</b> Implement Option A and Eliminate Service falling below 70% of Systemwide Avg. passengers/Rev. Hour	116,725	0	72	\$5,046,573
<b>B</b> Eliminate Bus & Light Rail service after 7:00 pm	55,956	11,296	25	\$2,331,172
<b>B8</b> Eliminate Bus & Light Rail service after 8:00 pm	34,708	8,869	24	\$2,387,457
<b>C</b> Eliminate weekend service on Bus and Light Rail	88,865	22,565	79	\$8,132,436
<b>C2</b> Retain minimal Bus and Light Rail weekend service	34,791	11,283	26	\$1,095,716
<b>D</b> Reduce Neighborhood Ride to 2 routes	25,227	0	17	\$986,591
<b>E</b> – Option A + B	111,725	11,296	59	\$4,524,111
<b>E8</b> – Option A + B8	89,729	8,869	58	\$4,629,922
<b>F</b> – Option A + B + C	187,736	30,426	134	\$13,514,436
<b>F2</b> – Option A+ B + C2, LRT on 15 min. headways	135,537	11,296	82	\$6,271,272
<b>G</b> – Option A + B + C + D	207,213	30,426	146	\$15,548,227
<b>H</b> – Option A2 + C + D	192,510	22,565	146	\$14,529,947
<b>H8</b> – A2 + B8 + C + D	222,648	28,737	166	\$16,185,728
<b>I</b> – Option A2 + B8 + some C, and some weekend	197,867	17,455	139	\$10,686,467
<b>X</b> Bare Bones System (Light Rail and 27 Bus Routes)	284,948	22,565	208	\$19,723,825

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## PUBLIC OUTREACH PROCESS

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The RT Board of Directors declared a condition of fiscal emergency at the public meeting of February 22, 2010, and directed staff to hold a public hearing on possible service changes on March 8, 2010. The hearing was advertised in local publications of general circulation, as well as specialized publications of local interest. The notice was published in the major non-English languages of the region, specifically Spanish, Russian, and Hmong.<sup>3</sup> Poster boards were placed at light rail stations and in buses and light rail vehicles, also in English, Spanish, Russian, and Hmong.

The public hearing was held at the RT Board room, on March 8, 2010. Spanish, Russian, Hmong, American Sign Language (ASL) and tactile sign language interpreters were provided to assist the public in participating in the hearing. Overall, 84 persons out of over 200 attendees addressed the Board on the subject of service reductions and other strategies for meeting the current budgetary crisis. The overwhelming majority of the testimony was centered on provision of paratransit service. Six presenters identified themselves as not being paratransit users, though they also spoke out against reducing levels of paratransit service. Over 300 additional written comments were received as of 4:00 pm, March 8. Additional written comments were anticipated to be received by the end of the comment period, March 12, 2010.

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### WHAT IS THE IMPACT OF THE PROPOSED SERVICE CHANGE?

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The following pages respond to the questions posed in the FTA Circular 4702.1A, "Title VI and Title VI-dependent Guidelines for FTA Recipients."

***(1) Assess the effects of the proposed fare or service change on minority and low-income populations.***

The affected routes are individually assessed against three averages for the Sacramento transit service area: Autos per household, Income level, and Ethnicity. In the case of autos per household, the standard is "30 percent of households have no car." If the areas served by the route have a higher percentage, it is an indication of greater transit dependency.<sup>4</sup> For income level, the standard is "Households below the poverty level." If the areas served have more than 13.3 percent of households below the poverty level (U.S. Census), this is an indication of greater poverty than average for the service area. In the case of ethnicity, the measure is "Preponderance of minority populations." If the population served by a route exceeds 48.1 percent minorities, then it is an indication of greater minority population than the average. In the following tables, the factors will be identified as A (Autos), I (Income), and E (Ethnicity). A plus (+) indicates exceeding the service area average, a minus (-) indicates being below average. More pluses than minuses for a service

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<sup>3</sup> The Sacramento region, in addition to these languages, includes Japanese, Mandarin, Vietnamese, Tagalog, and other Pacific Island languages. By addressing Spanish, Russian and Hmong, RT covered over 75 percent of limited English Proficiency (LEP) individuals.

<sup>4</sup> This statistic indicates transit-dependency, but not necessarily income level. In mid-town Sacramento, many households choose to live without a car, so the percentage of households there with zero automobiles is higher than the service area average.

reduction option indicate disparate impact. The 200-series routes are trippers, making only two trips each per day. The number of persons affected by these routes is much less than for other routes.

(a) Route changes. Options A, A2, and D, highlighted above, represent whole bus route eliminations.

1. Option A, eliminating routes that fail the Board-adopted productivity standard of 70 percent of group average passengers per revenue hour, does not disproportionately affect minority or other disadvantaged populations during weekdays. The eliminated routes currently serve a variety of neighborhoods, including neighborhoods with a significant proportion of low income households (below the Federal poverty level in household income) as well as more affluent neighborhoods in roughly equal proportions. Proportions of persons with disabilities and minority households are also comparable. Greater disparity is observed in the Saturday reductions, which all affect routes with predominantly low-income households. The following is a list of the routes that could be affected.

MONDAY-FRIDAY					
Route	Daily Boardings	Revenue Hours Per Day	Census Tract Characteristics		
			A	I	E
6 - Land Park	559	37.8	-	+	+
10 - Carmichael	100	14.47	-	+	-
36 - Folsom Blvd	188	12.6	=	-	-
50E - Stockton Blvd	641	41.9	=	+	+
63 - 24th St/Hogan	172	12.8	+	+	+
73 - White Rock	196	20.6	-	-	-
74 - International	240	21.1	-	+	-
94 - Citrus Hts/Auburn Blvd	66	11.7	-	+	-
95 - Citrus Hts/Antelope Rd	70	11.83	-	-	-
107 - Greenback Express	36	2.1	-	-	-
141 - 3rd/16th Shuttle	110	11.7	-	-	+
200 - Florin/Freeport*	28	1.0			
201 - S. Land Park*	4	0.9			
210 - La Riviera*	3	1.1			
226 - Pocket/Riverside*	51	1.7			
251 - Freeport/Fruitridge*	16	0.5			
261 - La Riviera/Rosemont*	51	1.8			
<b>DAILY TOTAL</b>	<b>2,531</b>	<b>206</b>	<b>-7</b>	<b>1</b>	<b>-3</b>
<b>ANNUAL TOTAL</b>	<b>642,816</b>	<b>52,225</b>			

\*-These are trippers for which no assessment was available.

SATURDAY						
Route	Daily Boardings	Revenue Hours Per Day	Census Tract Characteristic			
65 - Franklin South	128	9.0	-	+	+	
74 - International	106	11.4	-	+	-	
54 - Center Pkwy	138	16.4	-	+	+	
<b>DAILY TOTAL</b>	<b>372</b>	<b>37</b>	<b>-3</b>	<b>3</b>	<b>1</b>	
<b>ANNUAL TOTAL</b>	<b>19,322</b>	<b>1,913</b>				
SUN/HOL						
Route	Daily Boardings	Revenue Hours Per Day	Census Tract Characteristic			
34 - McKinley	55	9.4	-	+	-	
<b>TOTAL</b>	<b>55</b>	<b>9</b>	<b>-1</b>	<b>1</b>	<b>-1</b>	
<b>ANNUAL TOTAL</b>	<b>3,237</b>	<b>552</b>				

2. Option A2 would eliminate the same routes as Option A, but include additional bus routes that fall below 70 percent of a system-wide average of passengers per revenue hour. This option would affect disadvantaged populations disproportionately, because more of the eliminated routes currently serve census tracts that have lower-income populations and a higher proportion of minority households. The disparity of impact is more pronounced on Sundays, when the service reduction affects both low-income and ethnically diverse households more than the service area average. The additional routes affected by this reduction are listed here.

Mon-Fri	Census Tract Characteristic		
	A	I	E
8 - Power Inn - Florin Mall	-	+	+
9 - Carmichael - Walnut Ave	-	+	-
16 - Del Paso Hts - Norwood	+	+	+
18 - Del Paso Hts - Bell Ave	-	+	+
20 - Cottage	-	+	-
24 - Madison - Greenback	-	+	-
28 - Fair Oaks - Folsom	-	+	-
47 - Phoenix Park	-	+	+
75 - Mather	-	+	+
<b>Total</b>	<b>-8</b>	<b>9</b>	<b>1</b>
Saturday			
8 - Power Inn - Florin Mall	-	+	+
13 - Northgate	-	+	+
16 - Del Paso Hts - Norwood	+	+	+
24 - Madison - Greenback	-	+	-
28 - Folsom Blvd	-	+	-
47 - Phoenix Park	-	+	+
61 - Fruitridge	-	+	+
62 - Freeport	-	+	-
75 - Mather	-	+	+

	Total	-8	9	3
<b>Sun/Hol</b>				
8 - Power Inn - Florin Mall		-	+	+
13 - Northgate		-	+	+
14 - Norwood		-	+	+
75 - Mather		-	+	+
		-4	4	4

- Option D eliminates all but two Neighborhood Ride routes. Route 77 and Route 85 are contracted services, and would be retained under this option. This option for service reduction imposes disparate impacts on low-income households, as the census tracts affected all have a higher proportion of households below the Federal poverty level than the RT service area as a whole. The comparison of census tracts by income shows that seven of the routes have lower incomes vs. one with higher incomes. The following routes would be affected by this change. There is no disparate impact observed for ethnicity.

Route/Days		Route Names	Census Tract Characteristic		
9	M-S	Carmichael-Walnut Avenue	-	+	-
10	M-S	Carmichael-Dewey Drive	-	+	-
16	M-S	Del Paso Heights-Norwood Avenue	+	+	+
18	M-F	Del Paso Heights-Bell Avenue	-	+	+
33	M-F	Dos Rios	+	+	+
47	M-S	Phoenix Park	+	+	+
94	M-F	Citrus Heights-Auburn Boulevard	-	+	-
95	M-F	Citrus Heights-Antelope Road	-	-	-
Total			-2	6	0

(b) Bus and Light Rail Changes

- Option B eliminates all bus and light rail transit after 7:00 pm on weekdays, Saturdays, Sundays and Holidays. This option will have disparate impacts on low-income households, though RT does not have sufficient data to estimate the extent of the impact. The negative impact would result from inability to access work outside of the normal “9 to 5” working day. The census tracts affected have a greater proportion of low-income households than the service area as a whole.<sup>5</sup> On the scoring method above, Option B has a -14 score on zero auto households, a 27 score on low-income, and a 1 score on ethnicity. This indicates the option imposes disparate impacts on low-income households but not on low auto-ownership or ethnically diverse households.

<sup>5</sup> The statistic on income below the poverty line cannot differentiate between degrees to which the proportion is exceeded. Thus, one census tract may only slightly exceed 13.3 percent of households below the Federal poverty level, while another will contain 40 percent or more of households below the poverty level.



**Option B - Service After 7:00 PM**

<b>Mon-Fri</b>		<b>Saturday</b>		<b>Sunday/Holidays</b>	
Blue	Meadowview-Watt/I-80	Blue	Meadowview-Watt/I-80	Blue	Meadowview-Watt/I-80
Gold	Downtown-Folsom	Gold	Downtown-Folsom	Gold	Downtown-Folsom
1	Greenback	1	Greenback	1	Greenback Rio Linda Blvd.-O St.
5	Meadowview-Valley Hi	5	Meadowview-Valley Hi	15	Sunrise
8	Power Inn-Florin Mall	15	Rio Linda Blvd-O St.	21	Arden
13	Northgate	21	Sunrise	22	El Camino
14	Norwood	22	Arden	23	J-Street
15	Rio Linda Blvd.-O St.	23	El Camino	30	Broadway-Stockton
21	Sunrise	30	J-Street	51	Pocket-CRC
22	Arden	38	P/Q Streets	56	Franklin
23	El Camino	51	Broadway-Stockton	67	44th Street
28	Fair Oaks-Folsom	56	Pocket-CRC	68	Florin-65th Street
30	J-Street	61	Fruitridge	81	Howe-65th Street
38	P/Q Streets	62	Freeport	82	West El Camino
51	Broadway-Stockton	67	Franklin		
56	Pocket-CRC	68	44th Street		
61	Fruitridge	81	Florin-65th Street		
62	Freeport	82	Howe-65th Street		
67	Franklin	86	San Juan-Silver Eagle		
68	44th Street	87	Howe		
72	Rosemont-Lincoln Vil.	88	West El Camino		
80	Watt-Elkhorn				
81	Florin-65th Street				
82	Howe-65th Street Watt Ave. -N.				
84	Highlands				
86	San Juan-Silver Eagle				
87	Howe				
88	West El Camino				
93	Hillsdale				

- Option C eliminates all weekend light rail and bus services, a reduction of 14 percent of bus service and 27 percent of light rail. This change affects low-income households disproportionately. On the scoring basis outlined in Section (1), this option scores -2 on auto ownership, 40 on income level, and 5 on ethnicity. This indicates that all but one route reduction affects low-income households disproportionately. There is also some disparity of impact to minority households. In addition, during a public hearing held to discuss these service reductions, members of the public including persons with disabilities indicated that weekend service was a necessary condition for maintaining quality of life. In particular, weekend transit and paratransit service was deemed essential for shopping, college, and church attendance, in addition to dialysis treatment. Consequently, staff examined other options in an effort to preserve weekend service.

**Option C – Elimination of Weekend Service**

Blue	Watt/I-80-Meadowview	
Gold	Downtown-Folsom	
	1 Greenback	51 Broadway-Stockton
	6 Rush River/S Land Park	54 Center Parkway
	8 Power Inn/Florin Mall	55 Florin-Scottsdale
	13 Northgate	56 Pocket-CRC
	14 Norwood	61 Fruitridge
	15 Rio Linda Blvd-O Street	62 Freeport
	16 Del Paso Heights-Norwood	65 Franklin South
	19 Rio Linda	67 Franklin
	20 Cottage	68 44th Street
	22 Arden	72 Rosemont-Lincoln Vil.
	21 Sunrise	73 White Rock
	23 El Camino	74 International
	24 Madison-Greenback	75 Mather Field
	25 Marconi	80 Watt-Elkhorn
	26 Fulton	84 Watt-North Highlands
	28 Fair Oaks-Folsom	81 Florin-65th Street
	30 J-Street	82 Howe-65th Street
	34 McKinley	86 San Juan-Silver Eagle
	38 P/Q Streets	87 Howe
	47 Phoenix Park	88 West El Camino
		93 Hillsdale

3. Options E, F, G, H, and X all result in disparate impacts to low-income households, because the preponderance of routes currently serve low-income and minority households. The SACOG on-board survey of 2005 indicates that 30 percent of RT’s ridership comes from households below the Federal poverty level in income. This is substantially higher than the average for Sacramento County. All of these options include light rail service reductions, either on weekends or evenings. However, the light rail lines cross so many census areas in the County that negative impacts are roughly equally distributed between income and ethnic groups.
  
4. Option I – eliminate low-productivity routes, service after 9:00 pm, peak-period routes, and some weekend routes – has disparate negative impacts on both low-income households and minority households. The disparity with low-income households is greater than for minority households. Several additional variations on this option were also developed, reflecting the retention of evening service (IE), the elimination of weekend service on light rail (IR), and the elimination of weekend service on bus and light rail (IW). While the latter option achieved the highest level of cost savings, it resulted in highly disparate negative impacts on low-income and minority households. The variant having the least disparate impact among the Option I choices was the elimination of weekend light rail. This allowed the bus network to provide mobility over the weekends, while retaining more robust transit service for

the weekday commute. However, since the network is fundamentally based on the light rail service as a “backbone” to the network, Option IR was deemed to have greater disadvantages for disadvantaged populations.

	% Bus	% Rail	Gross Savings	Lost Ridership	Lost Revenue	Net Savings
<b>Option I</b>	31.5%	21.3%	\$16,591,962	4,438,999	\$5,626,300	\$10,686,467
<b>Option IE</b>	26.4%	13.7%	\$11,847,408	3,550,920	\$4,721,787	\$7,125,621
<b>Option IR</b>	31.5%	35.0%	\$20,172,394	6,591,607	\$8,214,610	\$11,957,784
<b>Option IW</b>	39.2%	35.0%	\$25,648,314	7,786,785	\$9,717,761	\$15,930,553

(c) Fare changes. At the request of one Board member, staff examined the possibility of raising fares to assist in meeting the current budget shortfall. The current system base fare is among the highest in the State, as is the daily pass. The transfer has been eliminated, thus potentially imposing a full fare transfer cost on patrons making trips with multiple connections. This potential impact was reduced by keeping the monthly pass constant and encouraging transit users to take advantage of the daily pass, which allows unlimited transfers. However, if fares were raised once more the impact would be likely to disproportionately affect disadvantaged populations, particularly those households with incomes below the poverty level. A relatively small change in base fare would have a disproportionately large impact on a household’s budget. Since disadvantaged populations would have limited alternatives under a fare increase (other than walking or bicycling, transit is the lowest cost alternative in most instances), the proposal was judged to be unfeasible.

(2) *Assess the alternatives available for people affected by the fare increase or major service change.*

(a) Service changes. In the case of proposed service changes, the routes selected for elimination were chosen on the basis of low productivity, duplication of other routes, and presence or absence of “lifeline” activities such as hospitals and schools along the selected routes. With service reductions of this magnitude, especially all weekend service, the alternatives include personal automobiles, family and friends, or taxi services. For some transit riders with disabilities the ADA Paratransit service may provide critical trips. However, if weekend fixed route service is eliminated, there is no legal requirement to provide ADA Paratransit service on the weekend either.

Staff considered the impact of reducing service after 7:00 pm on light rail and on bus, both throughout the work week and on weekends. The impact of this change was determined to have a disproportionate impact on lower-income populations. Staff therefore considered the option of continuing service to 8:00 pm or even 9:00 pm. This had the effect of preserving over 820,000 trips at relatively low cost.

And, since the standard would apply to trips departing on their final run after 9:00 pm, this would still provide some trips returning as late as 9:30 or 10:00 pm.

- (3) ***Describe the actions the agency proposes to minimize, mitigate, or offset any adverse effects of proposed fare and service changes on minority and low-income populations.***

RT examined the routes proposed for elimination and identified alternate means for achieving many of the trips. In some cases it will require greater travel distances on foot or by wheelchair in order to access routes that ran parallel to those that were eliminated, in other cases it may require multiple transfers to achieve the trip purpose. RT also restored some later operation times in order to maintain evening services for many whose work day extends to 8:30 or 9:00 pm. The focus of our analysis has been on making the trip possible by maintaining the transit network, even though the trip may now take longer than it used to. For households of limited means and no auto access, it was deemed better to have relatively poor service than no service at all. We have an online trip planning system, which will be able to develop alternative routes once the service changes are in place. Finally, RT will provide advice through our call center for transit users who need assistance in finding alternate routes.

- (4) ***Determine which, if any of the proposals under consideration would have a disproportionately high and adverse effect on minority and low-income riders.*** Recipients can implement a fare increase or major service reduction that would have disproportionately high and adverse effects provided that the recipient demonstrates that the action meets a substantial need that is in the public interest and that alternatives would have more severe adverse effects than the preferred alternative.

Option A has a relatively equal impact on all populations during weekdays and on weekends. Options A2 and D will have a disproportionately high and adverse effect on low-income populations generally, and disproportionately high impact on minority populations on weekends. Option B, elimination of evening service, has no disproportionate impacts on zero-auto households or minorities, but it has significantly disproportionate impact on low-income households. Options were examined to minimize this impact by delaying the end of the service day to 9:00 pm. This preserved more than 820,000 annual trips. Option C, elimination of weekend service, had no disparate negative impact on zero-auto households. However, it had disparate negative impacts on low-income households for all but one route. It also had a somewhat disproportionate impact on minority households. As a result, staff examined options to preserve weekend service.

The other options (E, F, G, H and I) were developed as combinations of the preceding options, to address the budget shortfall while minimizing the negative effects on minorities and/or persons of lower income. Thus, while cutting service on weekends entirely (option C), or after 7:00 pm (option B), would affect low-income households disproportionately, RT developed alternative scenarios that would mitigate these effects, such as E8, H8, and so on. These options still have negative impacts on low-income households, but the attempt is to retain sufficient transportation options to provide at least some alternatives to mitigate the negative impacts. SACOG modeling of the service reductions indicated that as many as 47 percent of transit riders would divert from

eliminated routes to remaining service. Thus, staff examined service reduction alternatives that retained as many trip-making options as possible on a transit network.

One additional option was developed – Option X. This was a “bare-bones” transit network, developed from the highest productivity routes, and designed to maintain a basic network for weekday operation only. Its purpose was to maximize cost-savings while still preserving the functionality of a transit network. Analysis of this option indicated it would have disparate negative impacts on low-income and minority households. Public testimony, as reported above, indicated it would also have disparate impacts on persons with disabilities, due to the elimination of weekend service and the likely reduction in geographic coverage for paratransit service. Consequently, this option was abandoned.

**Substantial Need/Public Interest** - If RT does not undertake this level of service reduction, it faces a continuing fiscal crisis that may result in insolvency. In that event, RT would have two alternatives – to seek protection under Chapter IX of the Bankruptcy code; or cease operations.

In the case of Chapter IX protection, RT would not be in control of how much transit service could, or should, be provided. The level of service provided would likely be much less than the currently preferred alternative. The entity assuming control of the District under Chapter IX would not necessarily be a public transit operator. Service decisions would be made on the basis of the budget available at the time, not necessarily the greatest needs of the citizens of Sacramento.

If operations ceased, there would be no transit service at all for some period of time. This would result in significant environmental impact as 32 million trips per year returned to the County’s highways, and as some individuals lost their jobs due to lack of transportation alternatives. As Sacramento is already in Air Quality Non-Attainment, this could have severe consequences with regard to public health, Federal funding, and economic growth in the County.

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## ENVIRONMENTAL CONSIDERATIONS

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Public Resources Code Section 21080.32 provides a statutory exemption from the need to provide a California Environmental Quality Act (CEQA) evaluation of a service change required by an ongoing condition of fiscal emergency. However, Title VI requires negative impacts to minority and disadvantaged populations to be examined in the context of a major service reduction. The present action is likely to have significant, negative environmental impacts within the RT service area, as summarized here.

For example, if RT’s annual ridership (32 million transit trips) were to be undertaken by automobile each year, this would add over 144 million vehicle miles of travel to the county’s roads. The resulting increase in automotive emissions, including greenhouse gases, is illustrated in the following table. This is based on the assumption that automotive occupancy would equal the national average of 1.3 persons per vehicle. The level of Reactive Organic Gas (ROG) emissions added to Sacramento’s atmosphere is equivalent to 48 additional days of motor vehicle traffic every year, or a 13 percent increase in emissions of Ozone precursors.

<b>Projected Annual Emissions from Lost Boarding on Transit (in Tons per Year)</b>				
<b>Passengers</b>	<b>HC</b>	<b>CO</b>	<b>Nox</b>	<b>GHG</b>
32,000,000	139.6	1,535.5	124.6	57,085.7

Congestion would increase dramatically, and fuel consumption would increase by at least \$29 million per year, along with automotive emissions from sitting in traffic. Particulates and Ozone would increase, threatening public health. Trade connections would be impacted as travel along I-5 and I-80 would be disrupted on a regular basis. These cumulative economic impacts have not been estimated for this assessment, but they would be significant.

The location of these likely impacts is along major corridors in the Sacramento area. These include I-5, I-80, SR-99, and major east-west thoroughfares such as Mack Road, Florin, or El Camino, as well as north-south thoroughfares such as Watt Avenue or Riverside Boulevard. These corridors are broadly distributed across the Sacramento area, and the negative impacts from increased air pollution and congestion are likely to fall relatively equally on the entire population. However, communities living closest to the major freeways may face significant increases in particulate matter (PM-2.5), particularly during peak travel times. The daily rush hour may spread, as drivers seek to minimize their travel time by varying their trip times. This would increase immediate exposure durations for households and businesses closest to the freeways. Rates of road incidents would increase, as would injuries and fatalities resulting from such incidents.

Economic impacts would be more widely spread. Congestion along the major freeways would increase the cost of shipping along the west coast, possibly causing some freight to bypass Sacramento. The lack of public transportation would put some transit-dependent persons out of work, due to their inability to make the journey to work. More likely, however, is the option of purchasing a motor vehicle and joining the crowd on the freeways. Each job-holder who is forced to acquire a motor vehicle to keep their job, will spend upward of \$3,000 per year in commute costs, provided they have free parking at their job. By comparison, transit commute costs are \$1,200 per year. If just 5.4 million trips are lost each year due to the service reduction, that is equivalent to about 22,000 daily travelers. These travelers would lose an aggregate of \$39.4 million each year through increased transportation costs. These are funds that could not be spent on food, clothing, or medicines. The lowest income families would be the most affected by such an increase in transportation cost.

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## CONCLUSION

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RT has examined a wide variety of service reduction alternatives, in an effort to achieve the maximum cost-savings while minimizing adverse impacts on the public. The Title VI assessment indicates that despite efforts to minimize adverse impacts, minority and disadvantaged populations in the Sacramento area will be negatively affected. However, RT has also determined that failure to undertake these service reductions will have even greater negative impacts, including potential job losses for some transit dependent users, air quality impacts, and cumulative economic impacts.

Therefore, RT finds that while this transit service reduction may have disproportionate impacts on minority or disadvantaged populations in the Sacramento area, the available alternatives to a service reduction are more harmful than the preferred alternative.

## Appendix A

The following graphs were used in examining disparate impacts on selected groups of disadvantaged and/or minority populations. They indicate the extent of service reductions on a series of base maps of the Sacramento Regional Transit District (RT) service area. The base maps are drawn from demographic information provided by the U.S. Bureau of the Census, regarding households below the Federal poverty level, households with limited English proficiency (LEP), minority households, and households with no automobile. Disparate impact was judged on the basis of exceedance of the service area or Sacramento County average for the criterion.

<b>Criterion</b>	<b>Sacramento Average</b>
Below Federal Poverty Level	16.2%
Limited English Proficiency	24.4%
Minority Households	48.1%
No Automobiles available	30.1%

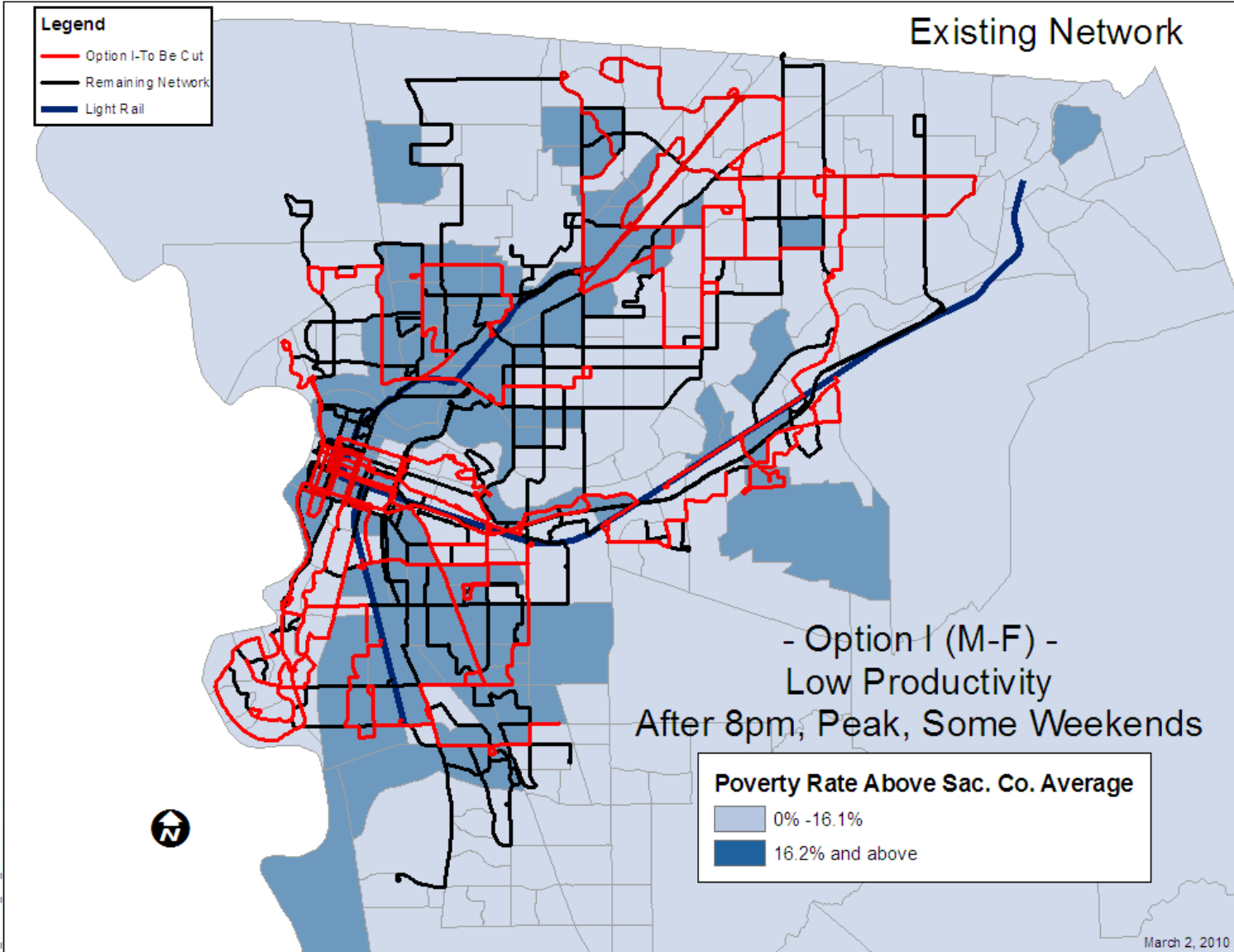
In the case of households below the Federal poverty level, Census tracts are highlighted in which more than 16.2% of households were below the Federal poverty level. For LEP, census tracts that exceeded the average of 24.4% were highlighted. Since Sacramento has a highly diverse population, the break point for minority population is quite high, at 48.1 percent. Census tracts exceeding this percentage were highlighted. For No Automobiles available, census tracts exceeding this percentage were highlighted. As noted in the Title VI assessment, this variable is not a consistent indicator of disadvantage, as affluent households living in urbanized areas (such as Mid-town) will choose to live without a car, which actually enhances their fiscal condition.

The following maps indicate in black lines the remaining network, and in red lines the routes that are being removed from the network. The Title VI assessment was completed on the basis of geographic location within the census tracts.

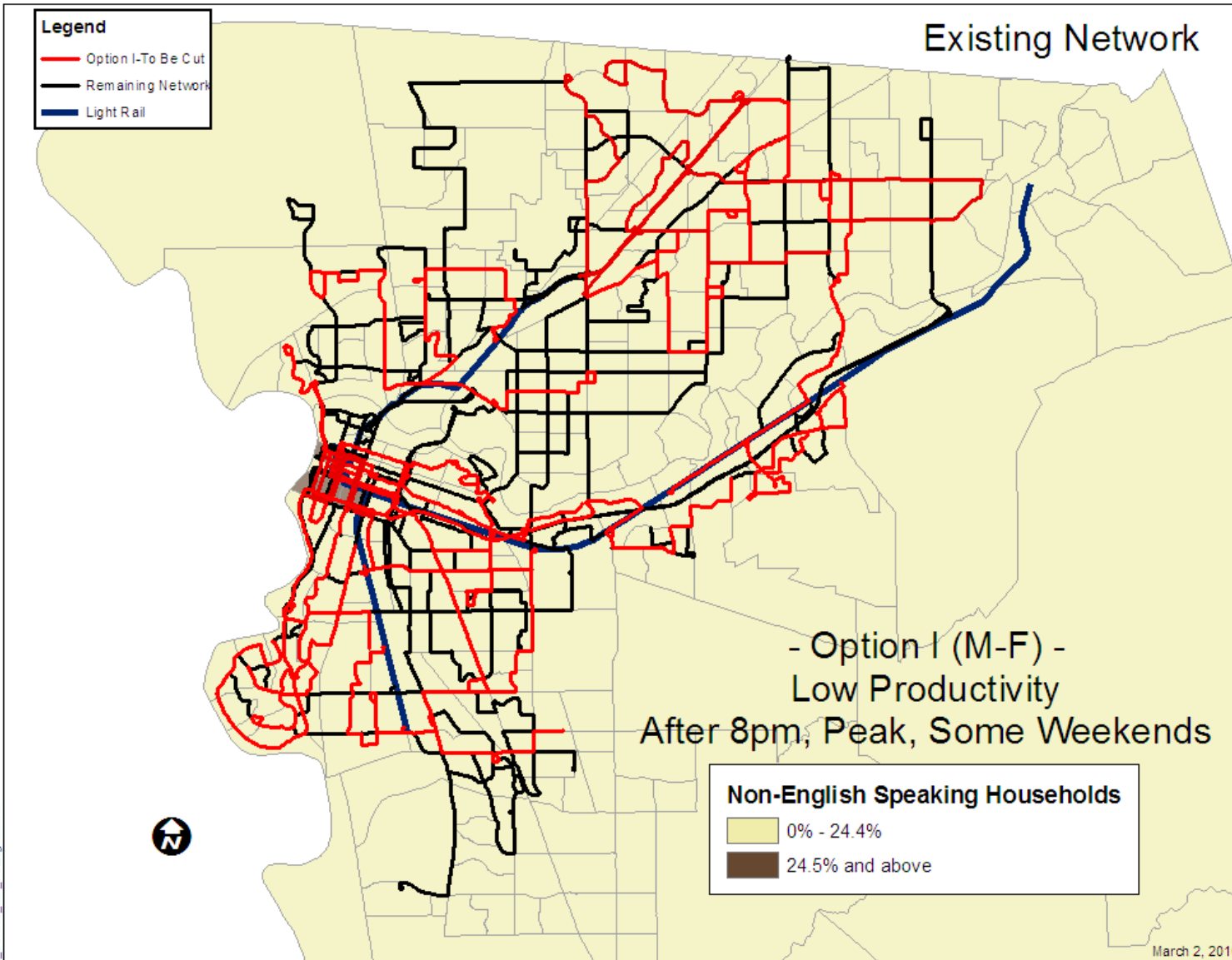




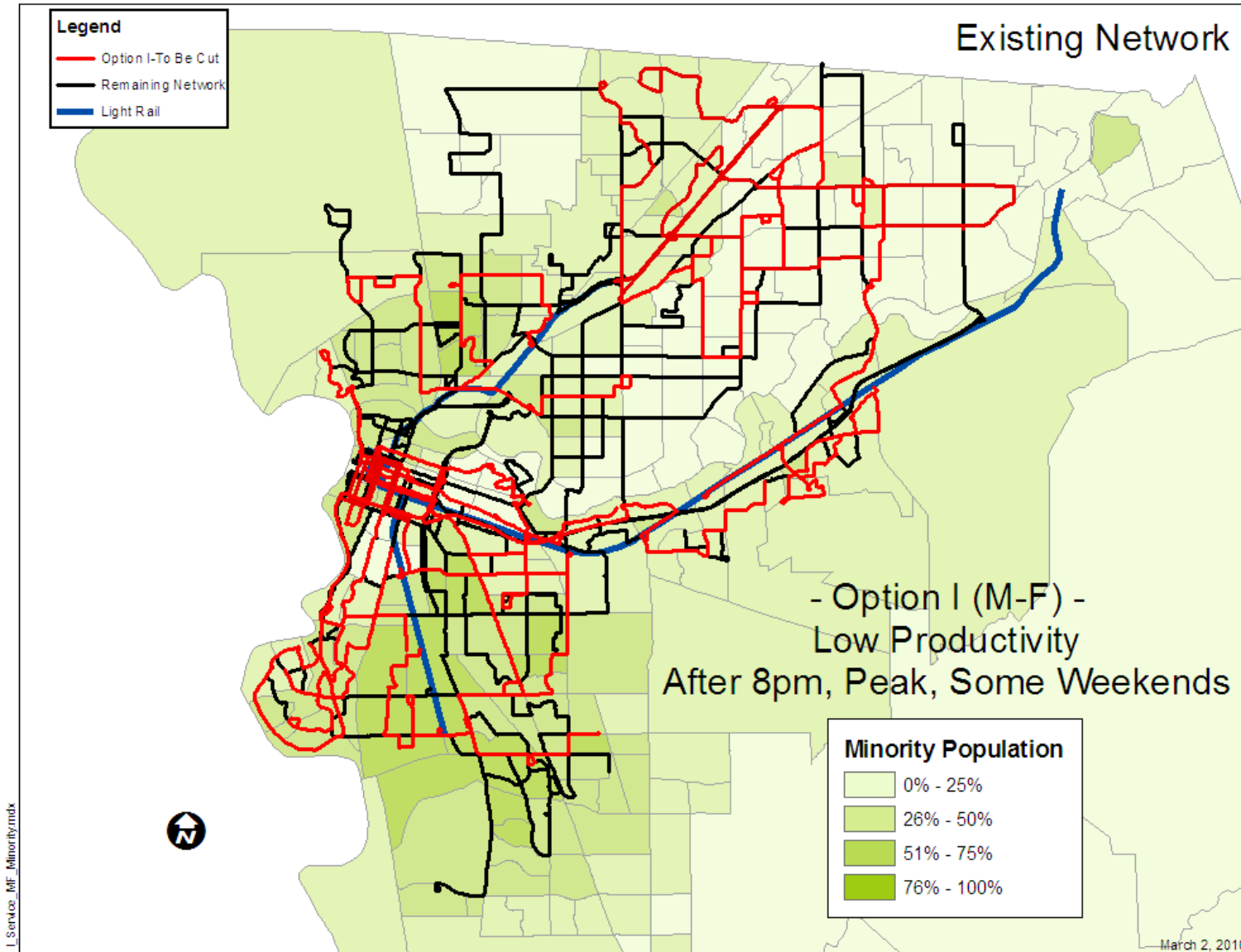
More than 16% of Households below Federal Poverty Level



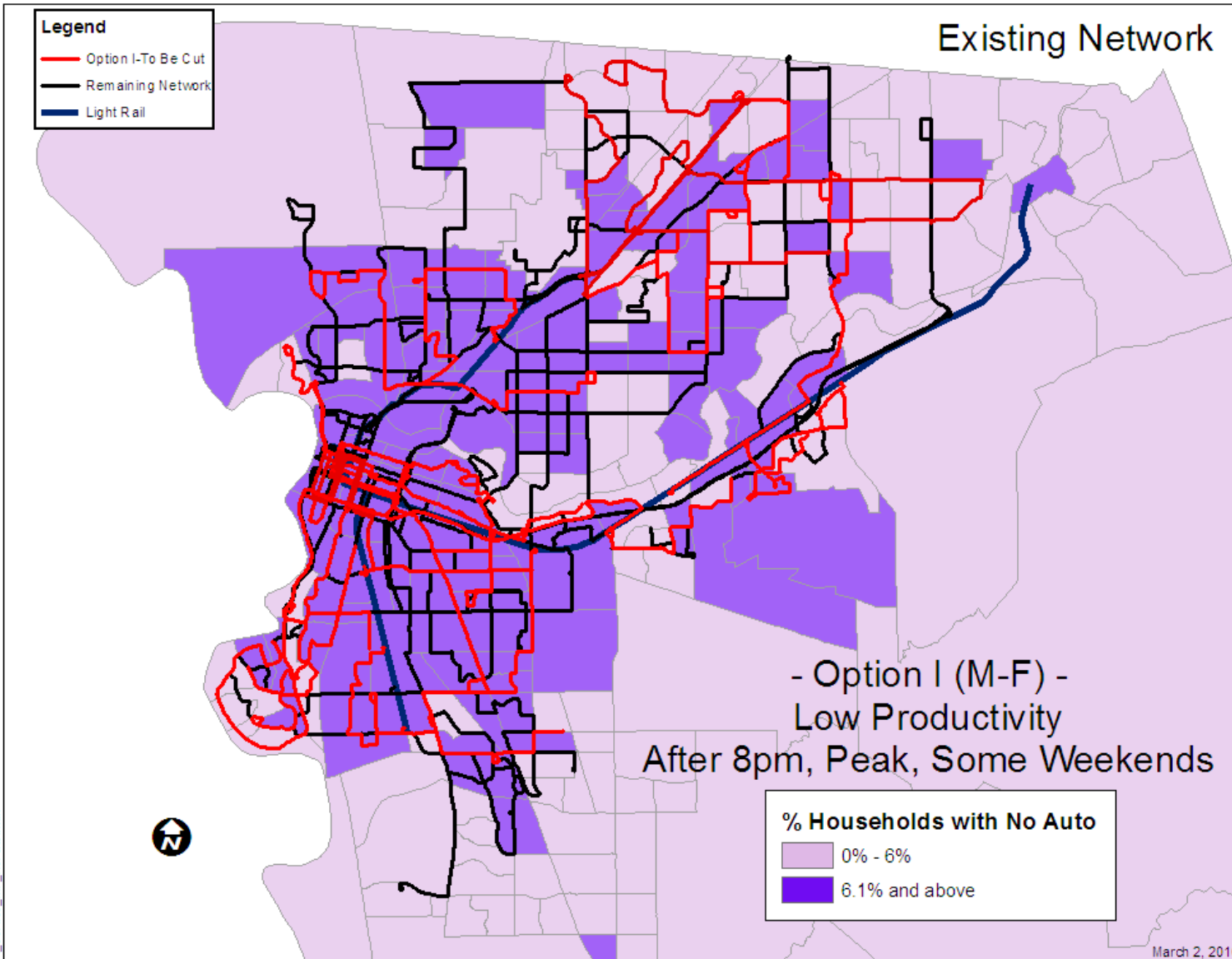
Census tracts where more than 24.4% of Households have Limited English Proficiency



Census Tracts by Percentage of Minority Population – County Average = 48.1%



Census Tracts where more than 30.1 percent of households have no car



I:\Service\_MF\_NoAuto.mxd

## Attachment 3

### Summary of Public Comments at Board Hearing of March 8, 2010

The public hearing was noticed in publications of general circulation as well as publications of special interest. The notice was published in English, Spanish, Russian, and Hmong. The hearing attended by over 250 members of the public, and resulted in public testimony on the fiscal emergency and proposed service reductions by 82 participants – predominantly persons with disabilities. An additional 24 participants provided written comments in lieu of spoken testimony, and a further 27 participants left the hearing after having registered to speak. The hearing lasted from 4:00 pm to 8:45 pm. Prior to the hearing, RT received over 120 e-mail and written comments, as well as 201 faxes from dialysis patients.

The following 2 pages contains summaries of many of the comments received via mail and telephone from the general public (duplicates are not included), in addition to the public testimony. Each comment may have been made by more than one commenter. Six comments received addressed the budget situation, suggesting increased fare checking, charging for parking at all transit parking lots, contracting out police services to other entities such as Los Rios Community College District, and paying higher fares. All of the remaining comments were about service reductions. Most (80 out of 82 comments at the hearing, plus faxes and written comments) were concerned with reduction of ADA Complementary Service, either evenings or on weekends. The other major commenters were Sacramento City College students who depend on public transit to attend courses. Eleven comments were received citing 20 specific routes that should be preserved.

Staff examined the comments and sought to address the fundamental issues raised during the development of service reduction proposals. Adding parking charges to more parking lots is feasible, and is being pursued as a longer-term strategy (it takes time for the revenue to benefit RT). A higher fare was examined and determined to be insufficient to meet the RT budget requirements, and to have significant and disparate impact on low-income households. Contracting out of police services would not reduce cost, as RT already contracts with the Sacramento County and City for police services. Finally, staff has examined the possibility of increasing fare checking, and determined that significantly increasing the complement of fare checkers would cost more than the reduced fare evasion would save.

## Comments Received by Telephone or Mail

Prior to March 12, 2010

"What are the specific changes proposed?"

"what are they trying to do?"

6 packed at peak, make peak only route if cutback

7 day a week paratransit essential, from Solana Beach

a student, leave everything unchanged: fares, schedules, discounts, etc

alternatives to PT & RT for older seniors: taxi's, vans, more CBS

attends SacCityCollege, depends on RT, other sources for funding, service too vital

better LR fare evasion enforcement, higher fines for repeat offenders

blind, uses PT because prior route ended, needs weekend service

charge more for Central City parking-not at LR, cut CBS&off peak, not peak

cited routes are efficient, need realignment

City College & ARC student

City College student; transit dependent

college student

contract RT police to other police depart: Los Rios CCD or Twin Rivers USD

cut low usage trips, keep some basic evening service for evening workers

daily 29 rider, bus overcrowded

daily 36 rider, crowded in AM, parallel 30 will be more overcrowded if 36 ended

daily rider for work and school, its great, keep it unchanged

daily rider to Sac City & intends Sac State next year, transit dependent

daily rider, buses unclean, late, overcrowded, dangerous, etc; invest in system

daily Route 31 rider

depend on paratransit

depends on paratransit for evening and weekend work, not safe otherwise

develop a volunteer driver program for disabled: church, dialysis, etc

dialysis patients need weekend service

disabled, PT service on eve/wkds

disabled, uses LR for school, work, shopping

evening and weekend service essential for dialysis patients

evening service essential for students, transit dependent

evening service worker, changed work location after last changes, scheduling poor

father depends on paratransit, cut elsewhere

faxes from 201 patients and staff

former RT employer, use smaller buses off peak & on some routes, have less spotters

have guards check for tickets, too many people don't pay, was checked once in 5 years

have turnstiles, fire fare inspectors, lower fares. Knows many people who quit after

increase

Hearing too early for 9 to 5 workers?

keep all service to SacCityCollege, does 4pm meeting hinder students, employed?

Keep Los Rios pass & transfers, help the poor

Los Rios student, don't raise fares or change routes

moved when 105 ended, now takes LR & 2 bus routes for work; don't cut 13

must have weekend and evening paratransit & evening service for transit dependent

need Paratransit for Sunday church and daily activities

need Paratransit for Sunday church and evening church activities, a blind senior citizen

need Route 141- am Transp Coord. For CalEPA

needs weekend & evening service to visit family

needs weekend service, shut in without paratransit  
no details on website, wrote before  
no PT service on eve/wkds  
no PT service on wkds  
now transit dependent, wrote before  
paratransit dependent, needs evenings & weekends for social life  
paratransit vital  
paratransit, both blind, one outside activity in evening  
parks at 17/18/W/X lot  
Petition with 29 signatures: Keep Route 29!  
PT rider; suggested partnering w/non-profits for funding  
PT service hours; PT call center hours  
reducing paratransit & RT for dialysis patients will cost more due to emergencies  
rides 62 or 141 from state parking lots  
RT & bike user, evening service for students  
RT service not stable  
run LR 20 min during non-peak; make 50E and 36 express; combine routes: 9&10,  
73&74, 94&95; eliminate eve service for all except top routes  
run LR 20 min to save money  
Sac City student, depends on LR & buses, evening classes  
Sac City student, depends on LR/buses, appreciates fare deal, high fares reduce  
ridership.  
same comments as above plus make 36 peak only  
school, works+ volunteer work; Los Rios pass dependent, bought parking pass as  
donation  
serve colleges, why were buses upgraded?, speak at 3/22 Capitol Rally  
suggests reducing freq. to 60 min w/ consistent schedules on routes  
takes early buses to work, transit dependent  
too many people depend on RT, social chaos if cut back  
totally dependent upon paratransit  
transit dependent for both school and work  
transit dependent, daily rider, City College student  
transit dependent, disabled  
transit dependent, evenings & weekends essential, new disabled facility  
very poor depend on RT  
weekend & evening worker, depends on RT, LR every 30 min off peak to save money  
West Sac City Col = difficult transit trip, early & late service essential for students  
West Sac City Col = difficult transit trip, 1 car for 5 in family, change more for Los Rios  
passes  
where are the proposed changes posted?  
where are the proposed changes posted?  
where are the proposed changes posted?  
where are the proposed changes posted?  
works on Saturday, church on Sunday, depends on paratransit  
writing for 50 year old daughter who is retraining at Sac City and doesn't drive



RESOLUTION NO. 10-03-\_\_\_\_\_

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

March 22, 2010

**ADOPTION OF SERVICE REDUCTION PROPOSALS**

WHEREAS, the public hearing for the proposed June 2010 Service Changes was held on March 8, 2010; and

WHEREAS, this Board has determined that a state of fiscal emergency exists, as described under Public Resources Code Section 21080.32; and

WHEREAS, RT has assessed the proposed service reductions under Title VI of the Civil Rights Act.

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

THAT, the General Manager/CEO is authorized to implement the service reduction described in Exhibit A of this resolution, effective June 20, 2010; and

THAT, the General Manager/CEO is further authorized to implement additional route reductions as described in Exhibit B of this resolution, either on June 20, 2010 or in September 2010, as necessary to achieve cost savings.

\_\_\_\_\_  
STEVE MILLER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: \_\_\_\_\_  
Cindy Brooks, Assistant Secretary

Recommended Scenario

**Exhibit A**

Eliminate the following Monday-Friday routes

Route	Name	Daily Boardings	Boardings Per Revenue Hour	Cost Per Passenger
4	Meadowview - Gerber	255	19.1	\$4.84
6	Land Park	559	14.8	\$6.24
8	Power Inn - Florin Mall	499	16.6	\$5.56
9	Carmichael - Walnut Ave	121	11.7	\$7.89
10	Carmichael - Dewey Dr	100	6.9	\$13.36
13	Northgate	353	18.5	\$4.99
16	Del Paso Hts - Norwood	193	17.3	\$5.34
18	Del Paso Hts - Bell	108	9.0	\$10.21
20	Cottage	237	14.7	\$6.29
24	Madison - Greenback	122	13.3	\$6.92
28	Fair Oaks - Folsom Blvd	550	16.8	\$5.49
34	McKinley	732	17.4	\$5.32
36	Folsom	188	15.0	\$6.16
38	P/Q Streets	1,140	23.0	\$4.01
47	Phoenix Park	227	16.8	\$5.49
50	Stockton Blvd	641	15.3	\$6.03
63	24th St - Hogan	172	13.5	\$6.86
73	White Rock	196	9.5	\$9.68
74	International	240	11.4	\$8.08
75	Mather	229	16.8	\$5.49
83	14th Ave	290	23.8	\$3.88
89	Gateway Oaks	24	20.5	\$4.48
94	Citrus Hts - Auburn	66	5.6	\$16.44
95	Citrus Hts - Antelope	70	5.9	\$15.68
100	Antelope Express	79	20.3	\$4.55
101	Don Julio	46	20.7	\$4.46
102	Hillsdale Express	61	20.9	\$4.42
104	Sunset	51	18.7	\$4.94
106	Madison Express	43	18.8	\$4.89
107	Greenback Express	36	17.0	\$5.42
141	3rd/16th Streets	110	9.4	\$9.80
142	9th/10th Streets	140	23.6	\$3.91
200	Florin - Freeport	28	28.5	\$3.24
201	South Land Park	4	4.3	\$21.45
210	La Riviera	3	2.6	\$35.58
226	Pocket - Riverside	51	29.5	\$3.13
251	Freeport - Fruitridge - 24th	16	29.4	\$3.12
261	La Riviera - Rosemont - Linc Vill	51	28.6	\$3.23

Also lenthen Headways on 61 - Fruitridge and shorten 109 - Hazel Express to Hazel LRT  
Eliminate all remaining bus and light rail trips starting after 9:00 pm

(more)

Recommended Scenario

Eliminate the following Saturday routes:

Route	Name	Daily Boardings	Boardings Per Revenue Hour	Cost Per Passenger
5	Meadowview - Valley Hi	176	14.3	\$6.47
6	Land Park	217	10.4	\$8.84
8	Power Inn - Florin Mall	214	16.5	\$5.60
13	Northgate	181	12.4	\$7.45
14	Norwood	270	15.3	\$6.03
16	Del Paso Hts - Norwood	94	10.1	\$9.12
19	Rio Linda	377	17.7	\$5.20
24	Madison - Greenback	73	14.0	\$6.61
28	Fair Oaks - Folsom Blvd	298	11.7	\$7.85
34	McKinley	78	8.3	\$11.05
38	P/Q Streets	300	15.6	\$5.93
47	Phoenix Park	102	11.9	\$7.75
54	Center Parkway	138	8.4	\$11.00
61	Fruitridge	313	10.6	\$8.72
62	Freeport	376	13.2	\$7.00
65	Franklin South	128	14.3	\$6.45
74	International	106	9.3	\$9.95
75	Mather	109	13.2	\$6.98
82	Watt - 65th St	575	19.2	\$4.80
93	Hillsdale	386	19.6	\$4.71
143	Old Sac - Convention Ctr	15	2.0	\$46.53

Eliminate the following Sunday/Holiday routes:

Route	Name	Daily Boardings	Boardings Per Revenue Hour	Cost Per Passenger
8	Power Inn - Florin Mall	155	12.6	\$7.34
13	Northgate	138	9.5	\$9.74
14	Norwood	214	12.1	\$7.61
19	Rio Linda	292	14.1	\$6.55
22	Arden	194	18.2	\$5.05
34	McKinley	55	5.9	\$15.72
38	P/Q Streets	252	16.9	\$5.45
55	Scottsdale	129	16.7	\$5.53
72	Rosemont - Lincoln Vill	228	17.0	\$5.44
75	Mather	94	12.2	\$7.58
82	Howe - 65th St	458	16.7	\$5.53
93	Hillsdale	261	13.2	\$6.97

Also lengthen headways on Routes 1, 30, and 81 on Saturdays,  
 Routes 23, 30, 56, and 81 on Sundays/Holidays,  
 Run 30 minute headways on light rail on weekends and holidays  
 And eliminate all bus and rail trips starting after 9:00 pm

## Additional Service Reductions

Eliminate the following Monday-Friday routes

Route	Name	Daily Boardings	Boardings Per Revenue Hour	Cost Per Passenger
5	Meadowview - Valley Hi	269	18.8	\$4.91
31	J St - River Park	536	29.2	\$3.16
33	Dos Rios	567	49.4	\$1.87
54	Center Parkway	683	25.7	\$3.59
65	Franklin South	340	21.3	\$4.33

Eliminate the following Saturday routes:

Route	Name	Daily Boardings	Boardings Per Revenue Hour	Cost Per Passenger
5	Meadowview - Valley Hi	176	14.3	\$6.47
54	Center Parkway	138	8.4	\$11.00
65	Franklin South	128	14.3	\$6.45