

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	04/09/12	Open	Action	04/04/12

Subject: Accepting the Strategies as Detailed in the TransitRenewal Report as a Guide for Future Service Development, Approving Negative Declaration for September 2012 Service Changes, and Adopting the September 2012 Service Changes

ISSUE

Accepting the Strategies as Detailed in the TransitRenewal Report as a Guide for Future Service Development, Approving Negative Declaration for September 2012 Service Changes, and Adopting the September 2012 Service Changes

RECOMMENDED ACTION

Adopt Resolution No. 12-04-____, Accepting the Strategies as Detailed in the TransitRenewal Report as a Guide for Future Service Development, Approving Negative Declaration for September 2012 Service Changes, and Adopting the September 2012 Service Changes

FISCAL IMPACT

The fiscal impact of TransitRenewal will be discussed in the following Agenda Item to Release the Fiscal Year 2013 Operating and Capital Budgets.

DISCUSSION

On March 26, 2012, the RT Board conducted a Public Hearing on the recommendations and strategies derived from the TransitRenewal study and analysis. The Board also received testimony on the service changes proposed for September 2012.

The Public Hearing provided the public an opportunity to speak directly to the RT Board and to add to the comments gathered through nearly a year of outreach activities which included stakeholder groups which helped guide the development of TransitRenewal; meetings with civic and community organizations to receive feedback on the overall direction of the TransitRenewal strategies; workshops at rail stations and major bus transit centers to receive responses to specific route changes; online surveys to receive comments on various aspects of the plan; and e-mail and telephone responses to specific recommendations.

The TransitRenewal public outreach activities are detailed in Attachment 1 to this Issue Paper.

The public comments have provided major direction to the strategies detailed in the Transit Renewal Draft Report and the service change recommendations.

Approved:

Presented:

Final 4/4/12

General Manager/CEO

Assistant General Manager, Planning and Transit System Development

j/Board Meeting Documents/2012/april 9, 2012/accept the strategies as detailed in the TransitRenewal Report.doc

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Transit Renewal Strategies

RT entered the TransitRenewal process with a general strategy to develop a strong core transit network and replace the service hours cut in the June 2010 service reduction through a sustainable approach to service planning. The project has a five-year time frame starting in September 2012 and ending in 2017.

A key element in the network development was a focus on projected revenues and cost efficiency. The recommendations of TransitRenewal were planned within the available revenues as projected for the five year implementation time frame. In order to maintain an efficient network, the TransitRenewal strategies also propose performance goals and a monitoring system aimed at keeping the network sustainable over time.

Initial research into the RT route structure uncovered some short-comings that needed to be addressed. Because the network has been consistently modified over time in response to service reductions and individual route restructuring, the network now contains duplicative routes, routes with indirect travel patterns, routes with low frequency, and an overall route network which ends earlier than is typical in transit systems serving areas with a population the size of Sacramento.

The importance of correcting these short-comings was reinforced by an online survey which confirmed a very strong desire among current and former riders, as well as non-riders, for faster, more direct routes serving key origins and destinations, with a longer span of service (Attachment 2).

A TransitRenewal service philosophy was developed with information obtained through the route analysis and customer research. The strategy was reviewed with the RT Board. The TransitRenewal service philosophy is focused on developing a *“core high speed, high frequency, high capacity transit network serving the key demand corridors and destinations supported by a network of community and neighborhood shuttle and circulator services”*.

The elements of the proposed network include:

- *A longer service span on bus and rail at night and on weekends*
- *A spontaneous route network of 15 minutes or less on highly performing routes*
- *Increased frequency of 30 minutes or less on other well patronized routes*
- *A weekend bus network*
- *Streamlined, more direct routes to reduce travel time*
- *Additional service in areas of unmet need*
- *Reinvested service hours from underperforming routes*

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Information on the TransitRenewal strategies has been formally presented to individuals attending meetings of civic and community organizations. It has also been discussed with customers during community outreach sessions at bus transit centers and rail stations. The response to the TransitRenewal strategies has been very positive. The surveys collected during the public outreach activities, indicate that the community thinks RT is going in the right direction with the overall TransitRenewal.

The complete TransitRenewal analysis is contained in the document titled TransitRenewal Draft Report and was attached to Agenda Item 8 of the March 12, 2012 Board of Directors meeting. The document is also available at the RT website: www.sacrt.com.

Route Network Recommendations

Developing the proposed route network involved an analysis of each route for ridership, running times, service pattern, bus stop placement, coverage, hours of service, cost efficiency and other performance factors. This analysis was made at a route segment level to determine how each portion of the route affected not only the performance of the rest of the route, but also other routes in the corridor. Modifications were made to several routes to adjust those portions of routes which were not performing well or were duplicated by other routes. Some routes were realigned to address problems of directness. Additional frequency was added to routes in order to address overcrowding and customer demand. In all cases, efforts were made to adjust service to insure that key origins and destinations were still served, but in a more efficient manner.

An evaluation of route coverage indicated that the number of residents and employees in RT's service area receiving more frequent service increased by over 370,000 and that only approximately 150 current daily riders will be farther than 1/3 mile from transit service after the full implementation of TransitRenewal (refer to pages 87-89 of the Draft TransitRenewal Report).

After the new network was developed, the TransitRenewal implementation was phased over 5 years to adjust to projected revenue availability as projected in the RT Financial Forecast Model (see Attachment 3, page 2, Project Highlights by year). The network adjustments proposed for September 2012 are detailed on Attachment 3, page 1: Proposed Year 1 Service Changes.

Service changes described in TransitRenewal will be evaluated and proposed to the RT Board on an annual basis. The type and level of changes will be modified as demographics, land use, and service effectiveness warrant. Recommendations will be adjusted to reflect up-to-date financial realities.

As previously noted, an initial goal of TransitRenewal is to develop a transit network that can be financially sustainable over time. This requires a detailed service monitoring effort which

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looks at the performance of each route and its impact on the financial viability of the entire network. TransitRenewal proposes monthly, quarterly and annual reporting on the network by a systemwide, route and route segment basis. TransitRenewal recommends that poorly performing routes be subjected to a two-year sunset rule. The Board will be asked to decide if routes falling below standards should be continued in service.

September 2012 Service Changes

On March 26, 2012, the RT Board of Directors held a public hearing to receive testimony regarding the strategies proposed in the TransitRenewal Draft Report and the specific proposal for September 2012 service changes, based on the Transit Renewal strategies. A number of modifications were made to the original September 2012 proposal (Attachment 3, page 1) based on public comment and budget considerations. A summary of the individual September 2012 proposed route changes, summarized public comments and proposed modifications is contained in Attachment 4 to this Issue Paper.

To comply with revenue constraints, a number of other modifications were made to the original proposal. These changes become RT's first priority for TransitRenewal during FY 2014

After incorporating the proposed modifications, the final list of recommended changes is below.

Final Recommendations September 2012 Service Changes

- Extend night service on light rail to approximately 11:00 p.m. on weekdays and Saturdays.
- Extend weekday evening service to approximately 10:00 p.m. on Routes 1, 21, 23, 30, 51, 56, 80, 81, and 82. New evening trips on Route 23 should only operate from Arden/Del Paso light rail station to Marconi Avenue.
- Route 1 (Greenback) - Increase frequency to every 15 minutes during the day on weekdays. Discontinue Route 1 service north of Watt/I-80 light rail station.
- Route 5 (Valley Hi) - Service on Power Inn Road will be discontinued. All trips will go to Florin High School on Cottonwood Lane.
- Route 11 (Truxel Road) - Later evening service to approximately 7:00 p.m.; New Saturday service with 60 minute frequency from approximately 7:00 a.m. to 8:00 p.m.
- Routes 14 (Norwood) and 16 (Del Paso Hts. - Norwood Ave.) will be discontinued and served by Route 19 (Rio Linda), which will be rerouted to operate on Norwood Avenue from Bell Avenue to Arden/Del Paso Station. Route 19 (Rio Linda) will continue to operate seven days a week, adding weekend service on Norwood Avenue. Rio Linda Boulevard will continue to be served by Route 15 (Rio Linda Blvd. - O St.).
- Route 19 (Rio Linda) - Add one additional trip beginning approximately 8:00 p.m. from Arden/Del Paso light rail station.

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- Route 22 (Arden) will be discontinued east of Watt Avenue and will instead terminate at the Kaiser Hospital on Morse Avenue. Saturday service will be discontinued due to overlap with Route 23 (El Camino).
- Route 24 (Madison - Greenback) - Route will be eliminated (replaced with Route 27).
- Route 25 (Marconi) - Later evening service to approximately 8:00 p.m. on weekdays. In addition, weekday frequency will be increased to 30 minutes on Marconi Avenue only. Service from the Marconi/Arcade light rail station to the Arden/Del Paso light rail station will be discontinued due to low ridership.
- Route 26 (Fulton) - Extend weekday service from Watt/I-80 light rail station to McClellan Business Park via Watt Avenue, James Way, Dudley Boulevard, Peacekeeper Way, Luce Avenue, and Palm Street.
- Route 27 (Greenback/Folsom) - Create new route from Sunrise Mall to Historic Folsom light rail station via Greenback Lane beginning approximately 6:00 a.m. from Sunrise Mall and ending approximately 7:00 p.m. in Folsom.
- Route 30/31 (J/L Streets) - Route 31 service to the River Park neighborhood will be discontinued and will instead be served by Route 34. Route 30 will still have 15 minute frequency during the day.
- Route 34 (McKinley) - Service from the CSUS Transit Center to the University/65th Street light rail station will be discontinued due to overlap with Routes 82 and 87. Route 34 will instead serve the River Park neighborhood north of CSUS currently served by Route 31. Weekend service will be discontinued due to low ridership.
- Route 47 (Phoenix Park) - Saturday service will be discontinued. New Saturday service on Route 54 will provide service on Franklin Boulevard near Phoenix Park.
- Route 54 (Center Parkway) - Service on Tangerine Avenue, La Mancha Way, and Mack Road will be discontinued (rerouted to Center Parkway). Service on Center Parkway and Bruceville Road south of Calvine Road will also be discontinued (rerouted to Calvine Road). New Saturday service will be added with 60 minute frequency from approximately 8:00 a.m. to 8:00 p.m. Service will also be extended from Cosumnes River College to Gerber Road via Power Inn Road to serve the Elk Grove Adult Education Center on weekdays.
- Route 51 (Stockton/Broadway) - Increase weekday frequency to 12 minutes or add time to schedule to improve reliability.
- Route 55 (Scottsdale) - Increase weekday frequency to every 30 minutes and extend Sunday/Holiday service from Kaiser South Hospital to Cosumnes River College.
- Route 86 - Service on Harris Avenue will be discontinued (rerouted to Grand Avenue).
- Route 95 (Citrus Heights) will be restored and extended west on Antelope Road to serve Walmart near Roseville Road.
- Route 195 (Citrus Heights) implement public demand response service.

The service changes listed above reflect the considerable comment received from the public f outreach meetings as well as the Public Hearing. The specific changes made due to public comment are detailed on Table 1, below.

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Table 1: September 2012 –Service Change Proposal Modifications Based on Public Comment.

Route	Description of Change
5	Midday service will not be eliminated. Service on Power Inn Road will be eliminated as originally proposed.
19	Add one additional weekday trip beginning approximately 8:00 p.m. from the Arden/Del Paso light rail station.
24	Eliminate route and replace with new Route 27.
26	Extend from Watt/I-80 light rail station to McClellan Business Park via Watt Avenue. Use existing Route 1 routing and stops in McClellan Park (James Way, Dudley Boulevard, Peacekeeper Way, Luce Avenue, and Palm Street).
27	New route operating from Sunrise Mall to/from Historic Folsom light rail station via Greenback Lane from approximately 6:00 a.m. to approximately 7:00 p.m.
51	Improve weekday frequency to every 12 minutes or add time to schedule to improve reliability.
80/84	Routes 80 and 84 will not be rerouted from Morse Avenue, Cottage Way, etc. to Watt Avenue in September 2012. This change will be postponed until headways are improved on Routes 80 and 84.
85	No changes to existing alignment.

During the public outreach activities, a number of conversations were held with high school students. RT will continue those conversations and make minor changes to the route network to reflect student needs as FY 2013 progresses.

Financial Implications

The TransitRenewal service change recommendations have been structured to match RT’s revenue projections for the next five years; however, revenue assumptions for RT have been and remain a moving target. Adjustments were made to the original September 2012 service change recommendations to reflect RT’s most recent revenue assumptions. These changes, which become RT’s first service change priority for FY 2014, are detailed on Attachment 5. If RT’s revenue picture improves to a sustainable level during FY 2014, RT staff will request

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Board authorization to implement all or some of the changes listed on Attachment 5 before FY 2014.

RT staff is confident that the revenue estimates currently projected for FY 2013 will be adequate to support the recommended September 2012 service changes listed above. The financial assumptions also allow RT to contribute a projected \$10.2 million into reserves by the end of FY 2013 (Projected \$6.6 million in FY 2012 and FY 2013 Preliminary Budget includes \$3.6 million in budgeted reserves), and keep pace with the commitment to attain a reserve equivalent to 1.5 months of operating expense by 2015.

If the TransitRenewal strategy is adopted, staff will prepare service change recommendations each year, consistent with available revenue.

Title VI

A Title VI Analysis was conducted as required for recipients of federal funds. The Draft report was included as Attachment 2 of Agenda Item 6 of the March 26, 2012 Board meeting and is available on the RT website: www.sacrt.com. The Title VI report covers the route change recommendations for the 5 year implementation period of Transit Renewal.

The Title VI report is prepared to determine if service change recommendations cause a disparate negative impact on populations as described in FTA Circular 4702.1. The Transit Renewal Title VI report examined 32 routes which serve populations defined as Title VI and concluded that many of the network improvements are focused on routes which serve significant Title VI population.

Further, those routes serving Title VI populations represent the largest proportion of improved service levels. Of the approximately 1.3M increase in revenue miles and approximately 105k increase in the revenue hours of the total proposed Transit Renewal route network, an estimated 1.1M miles and 90K hours are concentrated in areas of significant minority, in poverty or limited English proficiency populations (see pages 20-21 of the Title VI report).

CEQA

The service changes proposed for September 2012 were subjected to an Environmental Evaluation (Initial Study) based on the criteria set in the State CEQA Guidelines (Title 14 CCR Sections 15000, et Seq) including Sections 15064, 15065, and 15070. The changes proposed in TransitRenewal cover a very similar overall area as presently served by transit. Based on the findings of the Initial Study, RT prepared a Negative Declaration for the Project. The Negative Declaration was filed with the Sacramento County Clerk Recorder on March 14, 2012. As required by CEQA, a 20-day review period was provided that ended on April 3, 2012. As of April 4, 2012, no comments were received. The Negative Declaration reviewed

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nineteen potential impacts (see list below) and concluded there was no substantive evidence of significant environmental effects.

1. Aesthetics
2. Agriculture and Forest Resources
3. Air Quality
4. Biological Resources
5. Cultural Resources
6. Geology and Soils
7. Greenhouse Gas Emissions
8. Hazards and Hazardous Materials
9. Hydrology and Water Quality
10. Land Use and Planning
11. Mineral Resources
12. Noise
13. Population and Housing
14. Public Services
15. Recreation
16. Transportation/Traffic
17. Utilities and Service Systems
18. Other Issues
19. Mandatory Findings of Significance

Any future TransitRenewal-related service changes will be subject to a similar environmental evaluation. The Negative Declaration and Initial Study is Exhibit A of the resolution.

Recommendation

RT staff recommends acceptance of the TransitRenewal Strategies as detailed in the TransitRenewal Report. Staff also recommends approval of the Negative Declaration for September 2012 Service Changes. Staff further recommends that the General Manager/CEO be authorized to implement the final list of recommended service changes for September 2012 (listed above and in Exhibit B of the resolution).

Next Steps

Following the acceptance of the TransitRenewal strategies and authorization of the service changes, the documents associated with TransitRenewal will be updated to reflect citizen input and Board concerns. This includes the TransitRenewal Report itself and the Title VI Report. Once updated, the reports will be placed on the RT website and made available to interested individuals. The RT Board members will each receive a copy of the final documents.

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RT has other reports which will need to be updated immediately following the Board Action. The Short Range Transit Plan (SRTP) is prepared to ensure RT's compliance with the Memorandum of Understanding with the Sacramento Area Regional Council of Governments (SACOG) regarding the coordination of on-going transit planning and programming of the federal funds that support current and future transit services. RT will also update the Fleet Management Plan to address any changes in fleet needs that should be reflected in long range planning.

TransitRenewal Outreach Summary

Community and Technical Advisory Committees

RT staff received valuable input and recommendations from stakeholders representing agencies, community groups, organizations and partners. The TransitRenewal Community and Technical Advisory committees provided feedback throughout the TransitRenewal process and were instrumental in developing the guiding principles and draft service analysis.

Stakeholders were asked to participate in four meetings held on June 8, 2011; July 28, 2011; October 11, 2011; and January 11/12, 2012.

TECHNICAL ADVISORY COMMITTEE		
Barker-Hidalgo	Beth	Paratransit, Inc.
Blank	Dean	Sacramento County DOT
Dollson	John	Sac City Unified School District
Ernst	Chuck	Sac City Unified School District
Fredericks	Eric	Caltrans District 3 Sacramento Area Office
Gayaldo	Jill	Elk Grove Unified School District
Harris	Fedolia "Sparky"	City of Sacramento
Hom	Norman	Sacramento Transportation Authority
Jackson	Mindy	El Dorado County Transit Authority
Kigar	Tom	Capitol Area Development Authority
McGhee	Charlene	Sacramento Metropolitan Air Quality Management District
Phillely	Paul	Sacramento Metropolitan Air Quality Management District
Nguyen	Paul	Yolo County Transportation District
Pahule	Chris	Sacramento Housing and Redevelopment Agency

Palmere	Anthony	Unitrans
Poole	Mary	City of Citrus Heights
Wheaton	David	City of Citrus Heights
Shafizadeh	Kevan	California State University, Sacramento
Brown	Jim	Sacramento Area Council of Governments
Sprowls	Sharon	Sacramento Area Council of Governments
Taylor	Gary	Sacramento Area Council of Governments
Sparkman	Elizabeth	City of Rancho Cordova
Thomas	Mark	City of Rancho Cordova
Bandy	Jamie	City of Elk Grove
Chavarria	Raquel	City of Elk Grove
COMMUNITY ADVISORY COMMITTEE		
Bettis	Rick	League of Women Voters/Sutter Club/Breathe California
Blymyer	Bob	Sacramento County Taxpayers League
Bridges	Kendra	Sacramento Housing Alliance
Carlson	Dawn	Power Inn Alliance
Cruz	Joseph	California Alliance for Jobs
Dwyer	Dion	Downtown Sacramento Partnership
Gandola	Steve	Sacramento Hispanic Chamber of Commerce
Garrison	Rebecca	Point West Area TMA/50 Corridor TMA
Heieck	Becky	North Natomas TMA
Janus	Sarah	North Natomas TMA
Hicks	Duane	UC Davis Medical Center
Johnson	Terrence	Stockton Blvd. Partnership / Oak Park Business Association

Lane	Charmaine	Crossings TV
Nguyen	Stephanie	Asian Resources
Kerth	Rob	Midtown Business Association / SMUD
Schmaeling	Amber	Midtown Business Association
Uranga-Foster	Aja	Midtown Business Association
Kleinknecht	Patty	The River District
Leslie	Scott	U.S. DOT / Cal Asian Chamber of Commerce
Merten	Stephanie	South Natomas TMA
Vitaich	Jason	South Natomas TMA
Monteton	Jim	Citrus Heights Neighborhood Association
Perez	Alice	Sacramento Hispanic Chamber of Commerce
Preston	Terry	WALK Sacramento
Rager	Bev	McClellan Park TMA
Rooney	Seann	Friends of Light Rail and Transit
Slider Pierre	Constance	Sacramento Housing Alliance
Stanton	Barbara	Ridership for the Masses
Teranishi	Sue	Sacramento TMA, Sacramento Area Bicycle Advocates
Thronson	Tara	Valley Vision/Cleaner Air Partnership
Titus	Kori	Breathe California
Underwood	Sarah	WALK Sacramento
Zolin	Jan	Mobility Advisory Council

Outreach at Light Rail Stations and Transit Centers

RT staff presented potential service change information and route scenarios to the public at key light rail stations and transit centers throughout the RT service area to promote the TransitRenewal project.

During the first phase of the process, RT staff reached out to thousands of passengers, community members and stakeholders to encourage participation by taking the TransitRenewal survey. Patrons were given the opportunity to complete a survey, which included a description of the project, questions about their current riding behavior, demographic information, and what specific changes RT could make to bus and light rail service that would help identify transit priorities and encourage increased usage of the transit system. Printed copies of the survey were distributed by RT staff at community events. After the first round of outreach, the data was compiled and recommendations were incorporated in the TransitRenewal draft service analysis used for the second phase of outreach and accompanying survey. More than 3,500 surveys were completed for both phases.

RT staff presented information to passengers at the following locations during the first phase of public outreach conducted in August 2011:

- Watt/I-80 light rail station
- Arden/Del Paso light rail station
- Meadowview light rail station
- Florin light rail station
- 8th & O light rail station
- 16th Street light rail station
- Arden Fair Transit Center
- Watt/Manlove light rail station
- Florin Towne Centre (formerly referred to as Florin Mall) Transit Center
- Mather Field/Mills light rail station
- University/65th Street light rail station
- Sunrise Mall Transit Center

RT staff presented information to passengers at the following locations during the second phase of public outreach conducted in March 2012:

- Sacramento State Transit Center
- Mather Field/Mills light rail station
- American River College Transit Center
- Arden/Del Paso light rail station
- City College light rail station
- Meadowview light rail station
- Cosumnes River College Transit Center
- 16th Street light rail station
- Sunrise Mall Transit Center
- Watt/I-80 light rail station
- Florin Towne Centre (formerly referred to as Florin Mall) Transit Center
- St. Rose of Lima Park (7th & K) light rail station

Presentations to the Community

In addition to the public outreach at key light rail stations and transit centers, RT staff provided ten to 30-minute presentations to 45 regularly scheduled community, city, county, business, neighborhood association, chamber and environmental groups to educate the public about the importance of participating in the TransitRenewal process. Phase one presentations were conducted from July 2011 through September 2011. Phase two presentations began in February 2012 and are scheduled through June 2012. Many more agencies, groups and school districts were offered TransitRenewal presentations, but either did not respond to the request or declined a presentation.

Presentations were conducted to the following groups:

- 50 Corridor Transportation Management Association/Businesses on Bradshaw
- Adult & Aging Commission
- Antelope CPAC
- Arden Arcade CPAC
- Asian Resources
- Ben Ali Community Association
- Carmichael - Old Foothill Farms CPAC
- Citrus Heights Public Open Meeting (teachers, council members, residents)
- Citrus Heights Sunrise MarketPlace PBID CEO
- Complete Streets Coalition
- Cordova Community Council
- Cordova CPAC
- Florin Road Partnership
- Friends of Light Rail and Transit (FLRT)
- Greater Broadway Partnership
- Hart Senior Center
- Hagginwood Community Association
- League of Women Voters
- McClellan Park Transportation Management Association
- Midtown Business Association
- North Highlands/Foothill Farms CPAC
- Natomas CPAC
- North Franklin District Business Association
- North Natomas Transportation Management Association
- Oak Park Business Association
- Oak Park Neighborhood Association
- Older Women's League of California
- Orangevale Chamber of Commerce
- Orangevale CPAC
- Paratransit, Inc. Board of Directors
- Resources for Independent Living

- Cleaner Air Partnership (CAPTAC): Sac Breathe (Air Forum) includes Valley Vision, Sacramento Area Bicycle Advocates, Environmental Council of Sacramento, Environmental Defense, Sacramento Metropolitan Air Quality Management District, Environmental Protection Agency
- Sacramento Area Council of Governments – Transit Coordinating Committee
- Sacramento Asian Pacific Chamber of Commerce
- Sacramento Metro Chamber of Commerce – Transportation Committee
- Sacramento High School
- Sacramento Housing Alliance
- Sacramento Transportation Management Association
- South Natomas Transportation Management Association
- South Sacramento CPAC
- Southeast Area CPAC
- Stockton Boulevard Business Association
- Sunrise Marketplace PBID CEO
- Vineyard CPAC
- Walk Sacramento

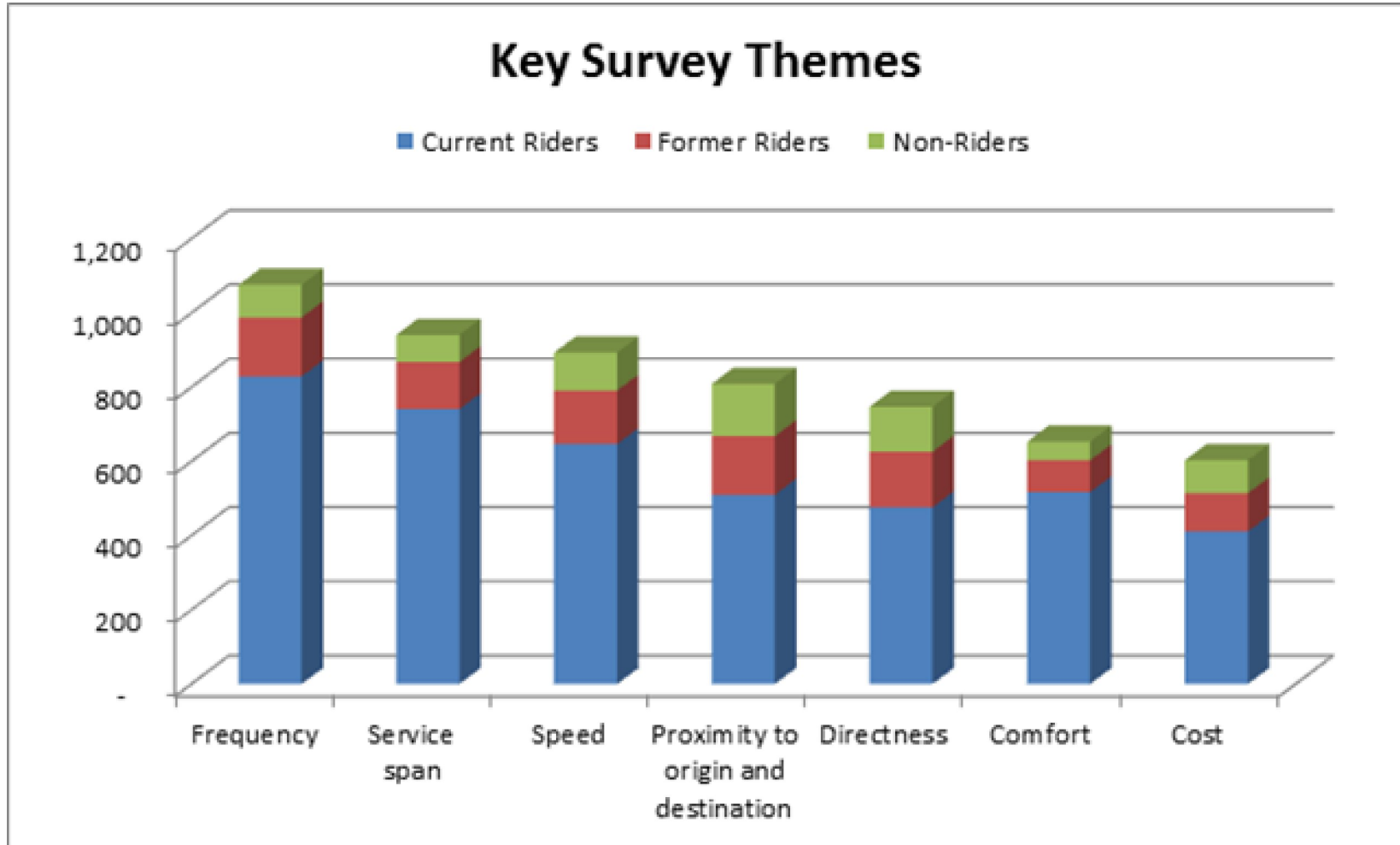
Promotion

Marketing and Communications department staff have promoted the TransitRenewal project and September 2012 Service Changes Public Hearing through various print, electronic and social media channels, including:

- TransitRenewal and September 2012 Service Changes Public Hearing webpage links posted on RT's website, including access to information about the project, reports, draft service analysis, community maps, surveys and language translation links (September 2012 Service Changes Public Hearing information posted in multiple languages for compliance with Title VI).
- A-frame signage at light rail stations, transit centers and high utilization bus stops (information posted in multiple languages for compliance with Title VI)
- 11" x 17" posters placed in all bus and light rail vehicles
- Articles in RT's passenger newsletter (Next Stop News)
- Multiple announcements posted on RT's Facebook page
- Flyers distributed at RT's Customer Service and Sales Center (information available in multiple languages for compliance with Title VI)
- Flyers placed on cars in RT park-and-ride lots (information available in multiple languages for compliance with Title VI)
- Ads placed in The Sacramento Bee (information translated in multiple languages for compliance with Title VI) and Sacramento News & Review
- News releases distributed (announcement translated in multiple languages for compliance with Title VI)
- Recorded announcement placed on the Customer Service Center information center phone line

- Email announcements (Constant Contact service) sent to TransitRenewal stakeholders and email contacts, riders, community groups, schools, senior centers, community centers, chambers, media and the general public (with links to information in multiple languages for compliance with Title VI)
- Copies of the TransitRenewal Draft Service Analysis placed in 15 public libraries

TransitRenewal Online Survey





Proposed Year 1 Service Changes Effective September 2012

(Subject to funding constraints and approval by the RT Board of Directors)

- **Light Rail** - Extend night service on light rail to approximately 11 p.m. on weekdays and Saturdays and extend Sunday/Holiday service to approximately 10-11 p.m.
- Extend night service on 9 major bus routes (Routes 1, 15, 21, 23, 51, 56, 80, 81 and 84) on weekdays and Saturdays. In addition, extend night service on Routes 30 (J St.) and 82 (Howe - 65th St.) on weekdays only
- **Route 1** (Greenback) - Increase service frequency to every 15 minutes during the day on weekdays. Service north of Watt/I-80 to McClellan Business Park will be discontinued and served by Routes 80 (Watt - Elkhorn) and 84 (Watt - North Highlands)
- **Route 5** (Valley Hi) - Discontinue midday service due to low ridership
- **Route 11** (Truxel Road) - Extend evening service to approximately 7 p.m. Add new Saturday service
- **Routes 14** (Norwood) **and 16** (Del Paso Heights - Norwood Ave.) - Service will be discontinued and served by Route 19 (Rio Linda), which will be rerouted to operate on Norwood Avenue from Bell Avenue to the Arden/Del Paso light rail station. Route 19 will continue to operate seven days a week, adding weekend service on Norwood Avenue. Rio Linda Boulevard will continue to be served by Route 15 (Rio Linda Blvd. - O St.)
- **Route 22** (Arden) will be discontinued east of Watt Avenue and will instead operate to the Kaiser Hospital on Morse Avenue. Saturday service will be discontinued due to an overlap with Route 23 (El Camino)
- **Route 24** (Madison - Greenback) - Service on Madison Avenue will be discontinued and will operate from Sunrise Mall to/from the Historic Folsom light rail station via Greenback Lane, with extended evening service to approximately 7 p.m.
- **Route 25** (Marconi) - Extend evening service to approximately 8 p.m. on weekdays. In addition, weekday service frequency will be increased to 30 minutes on Marconi Avenue only. Service from the Marconi/Arcade light rail station to the Arden/Del Paso light rail station will be discontinued due to low ridership
- **Route 30/31** (J St.) - Route 31 service to the River Park neighborhood will be discontinued and will instead be served by Route 34 (McKinley). Route 30 (J St.) will continue to operate on a 15-minute service frequency during the day
- **Route 34** (McKinley) - Service from the CSUS Transit Center to the University/65th Street light rail station will be discontinued due to an overlap with Routes 82 (Howe - 65th St.) and 87 (Howe). Route 34 will instead serve the River Park neighborhood north of CSUS currently served by Route 31 (J St.). Weekend service will be discontinued due to low ridership
- **Route 47** (Phoenix Park) - Saturday service will be discontinued. New Saturday service on Route 54 (Center Parkway) will provide service on Franklin Boulevard near Phoenix Park
- **Route 54** (Center Parkway) - Service on Tangerine Avenue and La Mancha Way (to Center Parkway) will be discontinued and rerouted to Center Parkway. Service on Center Parkway and Bruceville Road (south of Calvine Road) will also be discontinued and rerouted to serve Calvine Road. New service will be added from Cosumnes River College to Gerber Road via Power Inn Road to serve the Elk Grove Adult Education Center. In addition, new Saturday service will be added
- **Route 55** (Scottsdale) - Increase service frequency to every 30 minutes and extend Sunday/Holiday service from Kaiser South Hospital to Cosumnes River College
- **Route 56** (Pocket - C.R.C) - Increase service frequency to every 15 minutes between the Meadowview light rail station and the Cosumnes River College Transit Center during the day on weekdays
- **Routes 80** (Watt - Elkhorn) **and 84** (Watt - North Highlands) - Service to Kaiser Hospital via Morse Avenue, Cottage Way and Butano Drive will be discontinued and rerouted to Watt Avenue. Kaiser Hospital will continue to be served by Route 82 (Howe - 65th St.) and will also have new service from Route 22 (Arden). Routes 80 and 84 will also be rerouted into McClellan Business Park from Watt Avenue to replace Route 1 (Greenback) service north of the Watt/I-80 light rail station
- **Route 85** (McClellan) Adjustments to route alignment
- **Route 86** (San Juan Road) - Service on Harris Avenue will be discontinued (rerouted to Grand Avenue)
- **Route 95** (Citrus Heights) - Service will be restored and extended west on Antelope Road to serve Walmart near Roseville Road
- **Route 103** (Auburn Express) - Feeder service to the Watt/I-80 light rail station will be discontinued and instead travel directly to/from downtown Sacramento twice in the morning and twice in the afternoon
- **Route 195** Add new curb to curb demand response service in Citrus Heights neighborhoods

September 2012 Service Changes Public Hearing

Monday, March 26, 2012 at 6 p.m.

RT Auditorium, 1400 29th Street (at N Street)
(pending approval by the RT Board of Directors)

To request language interpretation services, call 916-556-0515 at least 72 business hours in advance of the public hearing. For other questions and comments, please call 916-556-0164.



Project Highlights by Year

To view the full draft TransitRenewal service analysis, visit www.sacrt.com/transitrenewal. All recommended improvements are subject to funding constraints and approval by the RT Board of Directors.

Year 1 - Effective September 2012

- Extend night service on light rail to approximately 11 p.m. seven days a week
- Extend night service on 9 major bus routes (Routes 1, 15, 21, 23, 51, 56, 80, 81 and 84) on weekdays and Saturdays. In addition, extend night service on Routes 30 (J St.) and 82 (Howe - 65th St.) on weekdays only
- Increase service frequency on Routes 1 (Greenback) and 55 (Scottsdale) to relieve overcrowding on portions of Routes 25 (Marconi) and 56 (Pocket - C.R.C.)
- Consolidate and restructure several north/south routes in Del Paso Heights (Routes 14, 15, 16 and 19) into two core north/south routes to provide weekday and weekend service on Norwood Avenue and Rio Linda Boulevard
- Extend evening service to approximately 7 p.m. on Routes 11 (Truxel) and 25 (Marconi)
- Adjust alignment on Routes 1, 22, 24, 25, 31, 34, 54, 55, 80, 84, 85, 86 and 103
- Eliminate weekend service on Routes 34 (McKinley) and 47 (Phoenix Park) and midday service on Route 5 (Meadowview - Valley Hi)
- Add new Saturday service on Route 11 (Truxel) and Route 54 (Center Parkway)
- Restore Route 95 (Citrus Heights) with an extension to Walmart on Antelope Road
- Add new demand response service in Citrus Heights

Year 2 - Effective September 2013

- Add new Sunday/Holiday service on Route 11 (Truxel)
- Increase weekday service frequency to every 15 minutes (El Camino Avenue only) on Route 23 (El Camino)
- Add new Sunday/Holiday service and extend evening Saturday service on Route 25 (Marconi)
- Adjust alignment on Routes 28, 74 and 75 in Rancho Cordova
- Increase service frequency on Route 51 (Broadway - Stockton) on weekdays
- Increase service frequency on Route 56 (Pocket - C.R.C.) on Sundays and holidays
- Increase service frequency in North Sacramento and Del Paso Heights on Routes 86 (San Juan Rd.) and 88 (West El Camino) on Saturdays. In addition, extend Sunday/Holiday service on Route 86 (San Juan - Silver Eagle)

Year 3 - Effective September 2014

- Restore Route 8 (Power Inn) with direct service to the University/65th Street light rail station
- Increase service frequency on Routes 11 (Truxel), 51 (Broadway - Stockton), 80 (Watt - Elkhorn) and 84 (Watt - North highlands) on weekdays
- Increase service frequency on Routes 15 (Rio Linda Blvd. - O St.) and 51 (Broadway - Stockton) on weekends
- Add new Sunday/Holiday service on Route 84 (Watt - Elkhorn)
- Discontinue Route 47 (Phoenix Park) due to overlap with Routes 54, 56, 65, 67 and 81
- Adjust alignment on Routes 11, 19, 75, 80, and 84
- Begin light rail service on Blue Line to Cosumnes River College in June 2015

Years 4 and 5

- Increase service frequency on Routes 38, 61, 75 and part of Route 81 on weekdays
- Increase service frequency on light rail and Route 81 (Florin - 65th St.) on weekends
- Extend weekday and Saturday evening service on Route 26 (Fulton)
- Extend Sunday/Holiday evening service on Route 1 (Greenback)
- Adjust alignment on Routes 25 (Marconi) and 38 (P/Q Streets)

TransitRenewal Service Recommendations Update

April 9, 2012

Routes Without Major Complaints or Adjustments

- Route 2
- Route 3
- Route 7
- Route 8
- Route 30
- Route 33
- Route 54
- Route 65
- Route 67
- Route 82
- Route 87
- Route 88
- Route 93
- Route 195

September 2012 Recommendations

Light Rail

Original recommendation:

- Extend weekday, Saturday, and Sunday/Holiday service to approximately 11:00 p.m. in September 2012

Comments/responses:

- No negative feedback about later evening service from customers
- Due to funding limitations, later evening service on Sundays and Holidays should be postponed from September 2012 until funding is available

Final proposal:

- Postpone later evening service on Sundays and Holidays until funding is available

Route 1

Original recommendation:

•Route 1 will be streamlined, with service north of Watt/I-80 Station to McClellan Business Park discontinued. The Watt Avenue segment will continue to receive service via Routes 80, 84, and 93. Weekday frequency will be increased from operating every 20 minutes to every 15 minutes and service span will be extended to approximately 10:00 p.m. Existing Saturday and Sunday route alignment and service levels will be unchanged, while Saturday service span will be extended until approximately 10:00 pm.

Comments/observations:

- McClellan Park concerned about service being discontinued north of I-80; provided formal letter to RT explaining concerns.
- Staff has met with McClellan Park management, exchanged correspondence.
- Staff recommends Route 26 be extended from Watt/I-80 to McClellan Park on same alignment as current Route 1.**
- Due to funding limitations, later evening service on Saturdays on Route 1 should be postponed from September 2012 until funding is available.

Final proposal:

- Follows original recommendation, although later evening Saturday service will be postponed until funding is available. Route 26 will be extended north of Watt/I-80 to enter McClellan Park.

Route 5

Original recommendation:

- The Power Inn Road branch will be eliminated due to low ridership. Power Inn is also proposed to be served by Route 54 via an extension to Gerber Road. Eliminate midday service on Route 5 due to low ridership. Route 5 should be reduced to seven morning trips and nine afternoon trips. Route 5 is duplicative of other travel options, including Route 56, which is proposed to be increased to every 15 minutes in this area. Ridership on Route 5 is also heavily peak-oriented, so operating as a peak-only service will better match RT's resources with demand.

Comments/observations:

- Concern from staff and members of public about eliminating midday service.
- Staff recommends midday service not be eliminated.**
- Staff recommends service on Power Inn Road still be eliminated as originally proposed (will be covered by Route 54).**

Final proposal:

- Midday service will not be eliminated, however service on Power Inn Road to the Verandas Apartments will be discontinued. Power Inn Road will receive service coverage via proposed Route 54.

Route 6

Original recommendation:

- Route will remain as is.

Comments/observations:

- Requests for Sunday/Holiday service on Routes 6 and/or 62 serving Land Park, Greenhaven, Pocket Area, etc.
- Route 6 formerly had Saturday and Sunday/Holiday service at 60 minute frequency.
- Currently Route 6 has no weekend service.
- No changes to Route 6 recommended.**

Final proposal:

- Route will remain as is.

Route 11

Original recommendation:

- Weekday service span will be extended to approximately 7:00 p.m. and new Saturday service will be introduced operating every 60 minutes from approximately 6:00 a.m. to 6:00 p.m.

Comments/observations:

- Follow-up needed on specific coverage, trip times, etc. in North Natomas between Route 11 local service and Flyer peak-only service.

Final proposal:

- Follows original recommendation.

Route 14

Original recommendation:

•Route 14 will be combined with Route 19 (see Route 19 slide). Due to low daily boardings and a need for improved speed, Strawberry Manor service will be discontinued. Service along Main Avenue is underperforming and the Market Boulevard segment is duplicated by Route 13. Service coverage along Norwood Avenue will be maintained by restructured Route 19. The combined route will be numbered Route 19.

Comments/observations:

- Concern from customers about elimination of Route 14.
- Route 14 service on Norwood Avenue will be covered by Route 19.
- Route 19 will use same bus stops as Route 14 on Norwood Avenue:
 - Walk distances to Department of Human Assistance, CalFresh, and Heat Energy Assistance Program (HEAP) will not change.
- By consolidating all Norwood Avenue service onto Route 19, it is possible to provide one route with higher quality service:
 - Seven day service and evening service.

Route 14

Comments/observations:

- **Staff recommends Route 14 be eliminated as proposed in the Draft Transit Renewal Service Recommendations.**
- **Staff recommends a specialized marketing campaign be conducted for Routes 14, 16, and 19 riders prior to implementation in September 2012 due to complexity of changes.**
- Concern about walk distance for residents in Strawberry Manor:
 - 6 riders would have to walk 0.2 to 0.5 miles
 - 19 riders would have to walk 0.5 to 0.9 miles
 - No riders would have to walk more than 0.9 miles
- **Staff recommends Route 19 remain on Norwood Avenue as proposed in Transit Renewal.**
- Concern about walk distance for residents near Norwood Avenue and Main Avenue.
- **Staff recommends RT work with City of Sacramento to install sidewalks on Main Avenue:**
 - **Upon completion of sidewalks and installation of stops, Route 19 should be realigned to use Main Avenue instead of Bell Avenue.**

Final proposal:

- Route 14 will be eliminated as proposed. However, due to the complexity of changes, a specialized marketing campaign is proposed for Routes 14, 16, and 19. The campaign should occur prior to September 2012 service changes.

Route 15

Original recommendation:

- Route 15 weekday and Saturday service spans will be extended to approximately 10:00 p.m.

Comments/observations:

- Due to budget limitations, later evening service on Route 15 on weekdays and Saturdays should be postponed.

Final proposal:

- The extension of Route 15 weekday and Saturday service spans to approximately 10:00 p.m. will be postponed until Year 2.

Route 16

Original recommendation:

- Route 16 will be discontinued. Service is duplicative of Route 15 and Route 19, and performance falls below the Community Bus standard of 15 boardings per revenue hour. Very little service coverage is lost due to discontinuing Route 16. In addition, consolidating Routes 14, 16, and 19 will create one route with higher quality service.

Comments/observations:

- Concern about elimination of Route 16
- **Staff recommends Route 16 be eliminated as proposed in the Draft Transit Renewal Service Recommendations.**
- Route 16 service on Norwood Avenue will be covered by Route 19.
- Route 19 will use same bus stops as Route 14 on Norwood Avenue:
 - Walk distances to Department of Human Assistance, CalFresh, and Heat Energy Assistance Program (HEAP) will not change
- By consolidating all Norwood Avenue service onto Route 19, it is possible to provide one route with higher quality service:
 - Seven day service, evening service
- **Staff recommends a specialized marketing campaign be conducted for Route 14, 16, and 19 riders prior to implementation in September due to complexity of changes.**

Final proposal:

- Route 16 will be eliminated as proposed. However, due to the complexity of changes, a specialized marketing campaign is proposed for Routes 14, 16, and 19. The campaign should occur prior to September 2012 service changes.

Route 19

Original recommendation:

- Route 19 will be realigned to operate from Arden/Del Paso Station to Rio Linda Boulevard and Q Street via Norwood Avenue and Bell Avenue. In the long term, service will be rerouted to Main Avenue (following sidewalk placement). Service coverage along Rio Linda Boulevard south of Grand Avenue will continue to be provided by current Route 15. Route 19 Saturday and Sunday service will follow the same restructured alignment as weekday, providing new weekend service to Norwood Avenue residents. Route 19 will not undergo changes to service span or frequency on weekdays, Saturdays, and Sundays.

Comments/observations:

- Concern by some current riders interviewed at Arden/Del Paso about route being changed.
- Residents on Rio Linda Boulevard will continue to have service from Route 15.
- Residents of Rio Linda will continue to have service from Route 19.
- Concern about coverage in the vicinity of Norwood Avenue and Main Avenue.
- Lack of sidewalks on Main Avenue prevents RT from installing bus stops.
- **Staff recommends RT work with the City of Sacramento to have sidewalks completed on Norwood Avenue, north of Bell Avenue and on Main Avenue between Norwood and Rio Linda Boulevard.**
- Route 19 should be rerouted from Bell Avenue (as shown in Draft Plan) to Main Avenue upon completion of sidewalks and installation of bus stops.
- **Staff recommends an additional evening trip from Arden/Del Paso at 8:00 p.m. or later to match current Route 14 end time.**
- **Staff recommends a specialized marketing campaign be conducted for Route 14, 16, and 19 riders prior to implementation in September due to complexity of changes.**

Final proposal:

- Follows original recommendation with an additional evening trip from Arden Del/Paso Station at approximately 8:00 p. m. Also, due to the complexity of changes, a specialized marketing campaign is proposed for Routes 14, 16, and 19. The campaign should occur prior to September 2012 service changes.

Route 21

Original recommendation:

- Route 21 service will not undergo alignment changes or frequency changes on weekdays. Weekday service span will be extended to approximately 10:00 p.m. to better serve the Sunrise Mall area, with one additional southbound and northbound trip serving Sunrise Mall. Route 21 Saturday service span will also be extended to approximately 10:00 p.m. Sunday service will not undergo any changes.

Comments/observations:

- Due to funding limitations, later evening service on Saturdays on Route 21 should be postponed from September 2012 until funding is available.

Final proposal:

- Follows original recommendation, although later evening Saturday service will be postponed until funding is available.

Route 22

Original recommendation:

- Route 22 service will be shortened to operate from Arden/Del Paso Station to Watt Avenue, and will be realigned to serve Kaiser Hospital at Morse Avenue and Cottage Way. Service east of Watt Avenue is low performing and will continue to be served in the peak hours by Route 29. Route 22 Saturday service will be discontinued, while coverage will be maintained by Route 23.

Comments/observations:

- Bus operators concerned that transfers will not be possible between Route 22 and Routes 80 and 84 on Watt Avenue due to lack of stops on Watt Avenue between Arden Way and Butano Drive.
- Watt Avenue currently lacks suitable bus stop locations
- Staff recommends Routes 80 and 84 remain on Morse Avenue, Cottage Way, etc.**
- Staff recommends Route 22 be extended to Country Club Plaza, if possible without additional resources**
- Staff recommends RT work with Sacramento County to improve pedestrian infrastructure on Watt Avenue for eventual Bus Rapid Transit**

Final proposal:

- Follow original recommendation with endpoint at Kaiser Hospital on Morse Avenue. If during the scheduling process, Route 22 can be extended to Country Club Plaza without requiring additional vehicles, then this should be done to improve connections.

Route 23

Original recommendation:

- Route 23 weekday and Saturday service spans will be extended to approximately 10:00 p.m. to improve evening service connections.

Comments/observations:

- Staff recommends that new late night trips on Route 23 scheduled for September 2012 should only run to Fair Oaks Boulevard and Marconi Avenue.**
- Due to funding limitations, later evening service on Saturdays on Route 23 should be postponed from September 2012 until funding is available.

Final proposal:

- Extend weekday service to approximately 10:00 p.m. but only from Arden/Del Paso light rail station and Marconi Avenue.
- Postpone later Saturday service until funding is available.

Route 24

Original recommendation:

•Route 24 service along Sunrise Boulevard, Madison Avenue, and Main Avenue will be discontinued. Route 24 is recommended to be changed to a Community Bus route to provide streamlined service from Sunrise Mall to Historic Folsom Station via Greenback Lane. Route 24 will travel on the American River Bridge to get into Folsom, take the ramp to Historic Folsom Station, east on Sutter Street, north on Riley Street, and back to Citrus Heights/Orangevale on the Rainbow Bridge. It will maintain current frequency, however evening service will be extended from approximately 5:00 p.m. to approximately 7:00 p.m. to better provide return trips for riders coming home from Sacramento. The restructured route will provide a direct connection for Citrus Heights residents to downtown Folsom and an additional connection to the Gold Line.

Comments/observations:

- Concern about route being eliminated on Madison Avenue:
 - Students at Bella Vista High School
 - Apartments on Madison Ave east of Hazel
- Approximately 10 Bella Vista students per day riding only in afternoons.
- Remainder of Madison Avenue riders concentrated at east end within one mile of Folsom Stage Line.
- Folsom Stage Line not planning on eliminating service to Madison Avenue even with Route 24 extension to Folsom.
- Staff recommends route be eliminated as proposed.**
- Staff recommends new CBS route be branded as Route 27 to help distinguish it from eliminated Route 24.**
- Staff recommends specialized marketing campaign be conducted prior to changes in September.**

Final proposal:

•Follows original recommendation, although route will be renamed Route 27 to avoid confusion. In addition, a specialized marketing campaign will be conducted prior to September 2012 service changes.

Route 25

Original recommendation:

- Route 25 will be restructured with service discontinued along Del Paso Boulevard due to low performance. Frequency will be improved to every 30 minutes from Marconi/Arcade Station along Marconi Avenue to Fair Oaks Boulevard. This segment has high productivity and warrants additional service investment. Service will operate every 60 minutes from Fair Oaks Boulevard to Sunrise Mall. Weekday service span will be extended to approximately 8:00 p.m.

Comments/observations:

- Concern about elimination of Del Paso Blvd service:
 - Most residents within walking distance of Route 15 or 86.

Final proposal:

- Follows original recommendation.

Route 26

Original recommendation:

Year 5

- Route 26 will not undergo alignment or frequency changes. Weekday service span will be extended to approximately 8:00 p.m. and Saturday service to approximately 7:00 p.m. Route 26 will not undergo any changes on Sundays.

Comments/observations:

- Staff recommends route be extended from Watt/I-80 to McClellan Park to cover discontinued Route 1 service.**

Final proposal:

Year 1

- Extend north on Watt Avenue to serve McClellan Park (via existing Route 1 alignment) on weekdays.

Year 5

- Add evening service as originally proposed

Route 31

Original recommendation:

- Route 31 will be discontinued, with its River Park alignment covered by restructured Route 34.

Comments/observations:

- Concern from parents of Sutter Middle School students residing in River Park.
- Students would instead take Route 34:
 - Walk from McKinley Library to Sutter MS.
- Students should have more available seats on Route 34:
 - Route 31 often crowded with Sac State students and others.
 - Approximately 15 student riders expected on school trips.

Final proposal:

- Follows original recommendation.

Route 34

Original recommendation:

•Route 34 will be restructured to operate as a Community Bus route along its current downtown alignment, east on F Street, east on McKinley Boulevard, east on D Street, south on 41st Street, east on F Street, south on Elvas Avenue, northeast on H Street to Sacramento State, northeast on Messina Drive, west on Spilman Avenue, and southeast on Moddison Avenue to River Park. Route 34 will no longer serve University/65th Street Station (riders can use Route 30). Route 34 Saturday and Sunday service displays low productivity and will be discontinued.

Comments/observations:

- See Route 31 for comments on Sutter Middle School students.
- Concern from East Sacramento residents regarding alignment.
- As long as alignment remains as is, this is an inconvenience (due to tight turning movements), but not a critical problem.
- Staff recommends alignment remain as is.**
- Ridership should be monitored to verify that passenger loads could be accommodated with a CBS vehicle.
- Conversion to CBS subject to demonstration of sufficient capacity as well as upcoming collective bargaining.

Final proposal:

- Follows original recommendation.

Route 47

Original recommendation:

- Route 47 Saturday service will be discontinued due to low performance.

Comments/observations:

- Saturday elimination recommended for September 2012:
 - Route 47 is currently the only CBS route operated on Saturday.
 - Route 54 proposed for restoration on Saturday.
 - Phoenix Park residents can walk to Route 54 at Forest Parkway and Franklin Boulevard.

Final proposal:

- Follows original recommendation.

Route 51

Original recommendation:

- Route 51 alignment will not undergo any changes. Route 51 weekday and Saturday service spans will be extended to approximately 10:00 p.m.

Comments/observations:

- Numerous requests for more service due to crowding, pass-ups, etc.:
 - Board testimony by several Sacramento and American Legion High School students.
- Staff recommends headway improvements be prioritized for September 2012 implementation.**
- Budget calls for two new buses:
 - Could improve headways from 15 to 12 minutes.
 - Could add time to existing 15 minute schedule to increase reliability.
- Due to funding limitations, later evening service on Saturdays on Route 51 should be postponed from September 2012 until funding is available.

Final proposal:

- Follows original recommendation, although Saturday service span extension will be postponed until funding is available. In addition, weekday headways will be improved to 12 minutes.

Route 55

Original recommendation:

- Route 55 route alignment and service span will not undergo any changes. Weekday frequency will be improved to every 30 minutes due to high performance. Saturday service will not undergo any changes. Route 55 Sunday service will be extended to match weekday alignment from Florin Towne Center to CRC.

Comments/observations:

- No complaints about improved service.
- Request by parents of Cristo Rey High School students for schedule adjustment:
 - Not within scope of COA.
 - Schedule will be adjusted September 2012 to accommodate.

Final proposal:

- Follows original recommendation.

Route 56

Original recommendation:

- Route 56 will not undergo any alignment changes. Route 56 frequency will be improved to operate every 15 minutes from Meadowview Station to CRC. This segment has strong productivity and warrants additional service. Route 56 will operate every 30 minutes from Pocket Transit Center to Meadowview Station. Route 56 weekday and Saturday service spans will be extended until approximately 10:00 p.m.

Comments/observations:

- Staff recommends headway improvements be postponed.**
- Due to funding limitations, later evening service on Saturdays on Route 56 should be postponed from September 2012 until funding is available.

Final proposal:

- Weekday service span will be extended to approximately 10:00 p.m. Weekday headway improvements and Saturday service span extension will be postponed until funding is available.

Routes 80/84

Original recommendation:

- Service to Kaiser Hospital via Arden service along Watt Avenue. Service approximately 10:00 p.m.

Comments/observations:

- Concern about eliminating service to Kaiser Hospital concerns about Title VI impacts raised by customers:
 - Increased travel time for riders going to these destinations on an alternate route.
 - Difficulty transferring to Route 22.
 - Concerns about pedestrian safety on and around Watt Avenue.

•Staff recommends elimination of service for September 2014).

- These destinations will be covered by Routes 22 and 82 even after Routes 80 and 84 are rerouted to Watt Avenue in 2014.
- Since all customers are served by other routes.
- Concern about elimination of service on La Riviera Drive.
- This change was original plan for Folsom Boulevard.
- Postponement also allows time to investigate alternatives for serving La Riviera Drive.
- RT and Sacramento County long range plans call for Bus Rapid Transit (BRT) along Watt Avenue.
- Strategic plan call for BRT.
- Due to budget limitations, service is not available.
- Due to budget limitations, service is not available.
- Later evening service on Route 80 on weekdays should still be implemented in September 2012.

Final proposal:

- Service to Kaiser Hospital via Watt Avenue
- Route 80 Saturday service

Route 81

Original recommendation:

- Route 81 weekday and Saturday service spans will be extended to approximately 10:00 p.m.

Comments/observations:

- Due to budget limitations, later Saturday evening service on Route 81 should be postponed from September 2012 until funding is available.

Final proposal:

- Saturday service span extension will be postponed until funding is made available.

Route 86

Original recommendation:

- Route 86 service to Harris Avenue will be discontinued (re-routed to Grand Avenue). Route 86 weekday service span and frequency will not undergo any changes.

Comments/observations:

- Concern that eliminating Harris Avenue loop will increase walk distance to CalFresh and Heat Energy Assistance Program (HEAP).
- Changes to Route 86 will increase walk distance from 0.1 to 0.3 miles:
 - From Norwood and Harris to Norwood and Lindsay (westbound).
 - From Norwood and Morrison to Norwood and Lindsay (eastbound).
- Route 19 will use same bus stops as existing Route 14, with minimal walk distance (0.1 miles).
- Eliminating Harris Avenue loop eliminates a difficult turn from southbound Vern Street to eastbound Grand Avenue.

Final proposal:

- Eliminate Harris Avenue loop as originally proposed.

Route 95

Original recommendation:

- Route 95 will be reinstated and operate as a Community Bus route with slight alignment changes; it will be extended to Walmart on Antelope Road and will not serve the Macy Plaza Drive deviation. Route 95 will operate every 60 minutes from approximately 6:00 a.m. to 6:00 p.m. on weekdays only.

Comments/observations:

- Request for weekend service.
- Weekend service is not recommended unless new weekday service demonstrates above average ridership.
- Current system average is 27 boardings per revenue hour.

Final proposal:

- Follows original recommendation.

Route 103

Original recommendation:

- Route 103 will be extended to operate along Interstate 80 into downtown Sacramento via 12th/16th Streets in order to provide a one-seat ride into downtown. The number of trips will be reduced so as not to increase the amount of resources required to operate the route.

Comments/observations:

- Survey conducted in March on all afternoon trips.
- Passengers indicated preference for direct service to Downtown Sacramento, as long as arrival times and location work for them.
- Three morning and three afternoon trips would be needed to properly accommodate schedules, increasing cost above original budget.
- Staff recommends route remain as is recommended for September 2012 with schedule adjustments to improve connections with Blue Line.**
- Route should be converted to Downtown Express with three morning and three afternoon trips when additional funding is available.

Final proposal:

- Route will remain as is (current alignment) until additional funding is made available.

Year 2 to 5 Recommendations

Route 1

Original recommendation:

Year 4

- Sunday service span will be extended to approximately 10:00 pm to grow the weekend evening network and improve connectivity with light rail.

Comments/observations:

- Due to funding limitations, later evening service on Saturdays on Route 1 should be postponed from September 2012 until funding is available.

Final recommendation:

Year 4

- Saturday and Sunday service spans will be extended to approximately 10:00 p.m. to grow the weekend evening network and improve connectivity with light rail.

Routes 9 and 10

Original recommendation:

- Routes were not included in Draft TransitRenewal Service Recommendations.

Comments/observations:

- Some requests were received for their restoration.
- Ridership was 120 and 100 per day respectively.
- To achieve minimum productivity goal of 15 boardings per hour requires approximately 225 per day per route.
- Staff recommends these routes not be restored but options be explored in the future for rerouting or branching existing higher-performing services to provide comparable connectivity between Fair Oaks Boulevard in Carmichael, American River College, Mercy San Juan Hospital, Carmichael DMV, etc.**

Final recommendation:

- Do not reinstate.

Route 11

Original recommendation:

Year 2

- Sunday/Holiday service will be introduced operating every 60 minutes from approximately 6:00 a.m. to 6:00 p.m.

Year 3

- Route 11 will be realigned to operate with two branches (Western Branch and Eastern Branch), each sharing a common trunk from downtown Sacramento to Truxel Road and Del Paso Road and each operating every 60 minutes to provide a combined 30 minute frequency on the trunk. Western Branch will operate from Truxel Road, west on Del Paso Road, to East Commerce Way. Western Branch will

Road, north on Natomas Boulevard, east on Club Center Drive, to Regency Park, Honor Parkway, Bridgecross Drive, and south on Natomas B

00 a.m. period. Saturday and Sunday service will operate along the alignment of Eastern Branch.

Comments/observations:

- Concern about specific destinations and coverage provided by future branched route:
 - Reduced service on Club Center Drive.
 - Service to senior apartments on Natomas Boulevard.
- Staff has met with North Natomas TMA.
- Flyer shuttles provide an opportunity to cover commuters on Club Center Drive.
- Follow
- New routing not scheduled to take effect until September 2014.**

Final proposal:

Year 2

- Follows original recommendation.

Year 3

- Follows original recommendation.

Route 13

Original recommendation:

- Route will remain as is.

Comments/observations:

- Requests for weekend service to provide east/west connectivity to Natomas Marketplace.
- Requests for improved peak-hour headways, especially due to PRIDE Industries employees.
- Staff recommends Saturday and Sunday/Holiday service on Route 13:**
 - Would likely capture some riders who formerly took Route 14 to Natomas Marketplace on weekends, improving performance.
 - Based on modest ridership, however, this should not be a first-year change.
- Staff does not recommend improved peak-hour weekday headways unless total ridership increases substantially.**
 - PRIDE Industries ridership is associated with specific trips due to strict shift times.

Final proposal:

Year 2

- New Saturday and Sunday/Holiday service will be introduced operating every 60 minutes from approximately 8 a.m. to 8 p.m.

Route 15

Original recommendation:

Year 3

- Saturday frequency will be improved to every 30 minutes.

Comments/observations:

- Due to budget limitations, later evening service on Route 15 on weekdays and Saturdays should be postponed.

Final proposal:

Year 2

- Route 15 weekday and Saturday service spans will be extended to approximately 10:00 p.m.

Year 3

- Saturday frequency will be improved to every 30 minutes.

Route 18

Original recommendation:

- Route was not included in Draft TransitRenewal Service Recommendations.

Comments/observations:

- Requests for restoration.
- Route originally created in September 2000.
- Route operated from Norwood Avenue to Bell Avenue, east on Bell Avenue, south on Pinnell Street, east on Grand Avenue, south on Astoria Street, south on Del Paso Boulevard, to Marconi/Arcade Station. Alignment of Route 18 is partially covered by proposed Route 19 along Norwood Avenue and Bell Avenue.
- Route eliminated in June 2010.
- Average daily ridership never significantly exceeded 100 boardings per day and 9 boardings per revenue hour.
- Restoration not recommended.**

Final proposal:

- Do not reinstate.

Route 19

Original recommendation:

Year 3

- Route 19 service along Elverta Road and Watt Avenue will be discontinued. Elverta Road will remain unserved. Service coverage on Watt Avenue will be provided by increased service levels on Routes 80 and 84.

Comments/observations:

- Staff recommends a specialized marketing campaign be conducted for Route 14, 16, and 19 riders prior to implementation in September due to complexity of changes.**

Final proposal:

Year 3

- Follows original recommendation.

Route 21

Original recommendation:

- No original future years recommendation.

Comments/observations:

- Requests for earlier service to Louis & Orlando on weekends.
- Weekend service currently starts at 6:00 a.m. but only between Sunrise Mall and Mather/Mills Station.
- Staff recommends earlier weekend trips be extended to Louis & Orlando as requested.**
- Due to funding limitations, later evening service on Saturdays on Route 21 should be postponed from September 2012 until funding is available.

Final proposal:

Year 2

- Extend Saturday service to approximately 10:00 p.m.
- Extend Saturday and Sunday morning trips from Sunrise Mall to Louis and Orlando Transit Center

Route 23

Original recommendation:

Year 2

•Route 23 will operate with an improved frequency every 15 minutes from Arden/Del Paso Station along El Camino Avenue as far as Fair Oaks Boulevard. The El Camino Avenue segment has high productivity (38 boardings per revenue hour) and warrants improved service levels. Route 23 will continue to operate every 30 minutes from Fair Oaks Boulevard to Sunrise Mall. Route 23 Sunday service levels will also be improved to every 30 minutes from Arden/Del Paso Station along El Camino Avenue to Fair Oaks Boulevard. Sunday service will continue to operate every 60 minutes on the remainder of the route from Fair Oaks Boulevard to Sunrise Mall.

Comments/observations:

- Request for improved headways on Fair Oaks Boulevard in Carmichael.
- Staff recommends that proposal remain as is, with headways improved only on El Camino Avenue.**
- If ridership and productivity increase substantially, revisit improved headways on Fair Oaks Boulevard.
- Request for Route 23 to serve Department of Motor Vehicles off of Walnut Avenue
- This is not recommended as it would be a significant disruption to existing Route 23 riders.
- Due to funding limitations, later evening service on Saturdays on Route 23 should be postponed from September 2012 until funding is available.

Final proposal:

Year 2

- Follows original recommendation, with Saturday service span extended to approximately 10:00 p.m. to improve weekend evening service connections.

Route 28

Original recommendation:

Year 2

•Route 28 service from Zinfandel Drive, north on Sunrise Boulevard, to Sunrise Mall will be discontinued. Route 28 is low performing (10 boardings per revenue hour) and does not meet the Local bus performance threshold of 20 boardings per revenue hour. Service will be restructured and Route 28 will operate as a Community Bus route from Mather Field/Mills Station to Sunrise Station via Folsom Boulevard, Cordova Lane, and Zinfandel Drive. In addition, peak frequency will be reduced from every 30 minutes to every 60 minutes and service span will be reduced to operate from approximately 7:00 a.m. to 7:00 p.m.

Comments/observations:

- Concern about elimination of Fair Oaks Boulevard and Winding Way service.
- Staff recommends alternative alignments be evaluated.**
- Route is not proposed for changes until September 2013.

Final proposal:

- Accept original recommendation for realigning route due to current low performance but develop and evaluate alternative alignments prior to September 2013.

Route 29

Original recommendation:

- Route will remain as is.

Comments/observations:

- Some requests for additional trips.
- Many Route 29 riders use Route 23 as a guaranteed ride home.
- Some Route 29 riders may also use Route 22 as a guaranteed ride home.
- With Route 22 being eliminated east of Watt Avenue, staff recommends RT run a later clean-up trip in the afternoon on Route 29 (leaving downtown at approximately 6:00 p.m. or leaving Arden/Del Paso Station approximately 6:30 p.m.) when funding is available.**

Final proposal:

Year 2

- Route 29 will receive an additional afternoon trip, leaving downtown at approximately 6:00 p.m. or leaving Arden/Del Paso Station at approximately 6:30 p.m.

Route 36

Original recommendation:

- Route was not included in TransitRenewal recommendations.

Comments/observations:

- Some requests for restoration:
 - Used mostly by seniors.
- Not recommended for restoration due to low performance:**
 - Lack of multiple markets, competition with light rail.
- Most users can walk to light rail.
- Customers unable to walk to light rail should be paratransit eligible:
 - Less expensive than running a low-performing fixed route.

Final recommendation:

- Do not reinstate.

Route 38

Original recommendation:

Year 4

•Route 38 will be restructured to operate along P/Q Streets to 15th/16th Streets, providing service to apartments and new developments. Route 38 will then travel along J/L Streets into downtown Sacramento, then south to 5th Street and Vallejo Way. Route 38 shows strong performance and warrants improvement of weekday frequency to every 30 minutes. Route 38 Saturday and Sunday service will follow the same proposed alignment as weekdays, with no changes to frequency or service span.

Comments/observations:

- Requests for headway improvements to be a higher priority.
- Staff recommends that Route 38 headways improvements be prioritized over Route 75 headway improvements:**
 - **Greater number of existing riders who would benefit.**
 - **Greater ridership potential based on past ridership numbers.**
- Staff and bus operators concerned about traffic on 15th/16th Streets and disruption to existing passengers from rerouting from 9th/10th Streets which are less congested.
- Staff recommends existing routing be maintained on 9th/10th Streets.**

Final recommendation:

Year 4

•Follows original recommendation, although route will maintain existing alignment on 9th/10th Streets. In addition, headway improvements will be prioritized over Route 75 headway improvements.

Route 47

Original recommendation:

Year 3

- Route 47 weekday service will be discontinued due to low performance and duplication with Routes 56, 54 and 81. Service into the Phoenix Park area will be maintained by restructured Route 54.

Comments/observations:

- Was originally proposed for elimination in September 2012 due to significant overlap with other nearby major routes:
 - Routes 56 and 81 have seven day service.
 - Headways improvements and later service planned for both.
- Access concerns regarding Phoenix Park:
 - Only small buses can enter Phoenix Park.
 - No sidewalks on Franklin Blvd to locate stops.
- Weekday elimination postponed until September 2014.

Final proposal:

- Follows original recommendation.

Route 51

Original recommendation:

Year 2

- Route 51 displays strong performance and warrants weekday frequency improved to every 12 minutes. Route 51 Saturday frequency will be improved to every 15 minutes.

Year 3

- Route 51 warrants weekday frequency improved to every 10 minutes.

Comments/observations:

- Numerous requests for more service due to crowding, pass-ups, etc.:
 - Board testimony by several Sacramento and American Legion High School students.
- Due to funding limitations, later evening service on Saturdays on Route 51 should be postponed from September 2012 until funding is available.

Final proposal:

Year 2

- Route 51 Saturday frequency will be improved to every 15 minutes and Saturday service span will be extended to approximately 10:00 p.m.

Year 3

- Follows original recommendation.

Route 56

Original recommendation:

Year 2

- Route 56 Sunday frequency will be improved to 30 minutes and service span will be extended to approximately 10:00 p.m.

Comments/observations:

- Staff recommends headway improvements be postponed**
- Due to funding limitations, later evening service on Saturdays on Route 56 should be postponed from September 2012 until funding is available.

Final proposal:

Year 2

- Follows original recommendation, with addition of Route 56 weekday frequency improved to operate every 15 minutes from Meadowview Station to CRC. This segment has strong productivity and warrants additional service. Also, Route 56 will operate every 30 minutes from Pocket Transit Center to Meadowview Station. Route 56 Saturday service span will be extended until approximately 10:00 p.m.

Route 61

Original recommendation:

Year 5

- Route 61 provides a key east-west linkage and warrants improved service levels. Frequency will be improved to 30 minutes.

Comments/observations:

- Headway improvements scheduled for September 2016.
- Request from Power Inn TMA for headway improvements to happen sooner to benefit riders on Fruitridge Road east of Power Inn and on Florin Perkins Road.
- Ridership east of 65th Street does not justify higher priority.
- Staff recommends headway improvements be implemented as soon as funding permits but that Route 61 not be moved ahead of other routes in terms of priority.**

Final proposal:

Year 5

- Follows original recommendation, with headway improvements implemented as soon as funding permits.

Route 68

Original recommendation:

- Route will remain as is.

Comments/observations:

- Concern about crowding from Sacramento High School students.
- Several alternative trip times and routes are available
- No changes recommended.**

Final proposal:

- Follows original recommendation.

Route 72

Original recommendation:

- Route will remain as is.

Comments/observations:

- Request for direct service to Einstein Middle School.
- Direct service to Einstein MS was discontinued in 2008.
- Students now walk to Kiefer Boulevard to catch Route 72.
- Current routing has reduced frequency of incidents requiring road supervisor response.
- Request for realignment from Branch Center to Bradshaw Road to serve future SMUD facility and Safety Center.
- Realignment is not advised due to numerous County of Sacramento facilities on Branch Center, and high speeds on Bradshaw Road.**

Final proposal:

- Route will remain as is.

Route 74

Original recommendation:

Year 2

•Route 74 service along Data Drive, Zinfandel Drive, Reserve Drive, Data Drive, and the port of Mather Field Road will be discontinued. Route 75 will provide service coverage to eliminated Route 74 segments (those that displayed the highest ridership) at improved service levels of every 30 minutes. Route 74 will be restructured and potentially operate as a Community Bus route from Mather Field/Mills Station, north along White Rock Road, north on Prospect Park Drive, and northeast on Trade Center Drive to Sunrise Station. Route 74 will operate every 60 minutes on weekdays only.

Comments/observations:

- Bus stops removed on White Rock due to safety issues, impossible to replace without sidewalk construction.
- Staff recommends existing alignment be maintained.**
- Less disruption to existing Route 74 riders on Data Drive (busiest segment).
- Less cost from improving Route 75 headways (no longer necessary).
- Less capital cost for sidewalk and bus stop installation on White Rock.
- Most former Route 73 riders making short distance walk from Rockingham Drive to Mather Field Road (served by Routes 72, 74, and 75).

Final proposal:

- Route will remain as is (current alignment).

Route 75

Original recommendation:

Year 2

- Route 75 service will be Femoyer Street, Internatiⁿ connection to light rail and Kaiser Hospital for local residents.

Year 3

- Route 75 will travel from Mather Field/Mills Station southwest along Folsom Boulevard to Butterfield Station.

Year 5

- Route 75 frequeⁿ proposed weekday alignment every 60 minutes.

Comments/observations:

- Not necessary to improve headways from 60 to 30 minutes (see Route 74).
- VA Medical Center runs its own shuttle to light rail.
- Butterfield extension (via Folsom Boulevard) does not necessarily need to be part of Route 75.
- Staff should investigate other routes that could serve Folsom Boulevard:
 - Consider former Route 28 alignment.
 - Considerⁿ Rancho Cordova.
- Folsom Boulevard extension not scheduled for implementation until September 2014.

Final proposal:

Year 2

- Follows original recommendation.

Year 3

- Follows original recommendation.

Year 5

- Route 75 will no longer receive frequency improvements.

Routes 80/84

Original recommendation:

Year 3

- Service on La Riviera Dr□
providing a combi□
Sund□

Comments/observations:

- Concern about eliminatin□

Drive including concerns about Title VI impacts raised by customers:

- Increased travel time for riders going to these destinations on an alternate route.
- Difficulty transferring to Route 22.
- Concerns about pedestrian safety on and around Watt Avenue.

- Staff re□

(scheduled for September 2014).

- Due t□

funding is available.

- Due to budget□

Final proposal:

Year 2

- Route 80 Satu□
approximately 10:00 p.m.

Year 3

- Follows origi□

streamlined service will provide faster, more direct service along Watt Avenue.

Route 81

Original recommendation:

Year 4

- Route 81 service will be improved to every 15 minutes on weekdays between Florin Towne Center and University/65th Street Station, so the entire route will operate at 15 minute frequency. Sunday service will be improved to every 30 minutes and service span will be extended to approximately 9:00 p.m.

Comments/observations:

- Due to budget limitations, later Saturday evening service on Route 81 should be postponed from September 2012 until funding is available.

Final proposal:

- Follows original recommendation, with addition of Saturday service span extended until approximately 10:00 p.m.

Route 83

Original recommendation:

- Route was not included in Draft TransitRenewal Service Recommendations.

Comments/observations:

- Not recommended for restoration in Draft TransitRenewal Service Recommendations.
- Requests for restoration from members of the public, especially for service to/from Hiram Johnson High School.
- Former ridership:
 - 290 boardings per day.
 - 24 boardings per hour.
- Area is well covered with north/south service from major routes:
 - Provides good regional connectivity.
- Area lacks an east/west route for local travel:
 - This is an inconvenience for residents but not a hardship.
- Staff recommends that service alternatives be explored.**

Final recommendation:

- Do not reinstate but continue to explore service alternatives.

Route 85

Original recommendation:

- Route will remain as is.

Comments/observations:

- Was being considered for realignment to serve parts of McClellan Park currently served by Route 1.
- No longer being considered.
- See Route 26 notes.

Final recommendation:

- Route will remain as is.

Route 86

Original recommendation:

Year 2

- Route 86 Saturday service will follow weekday alignment and service frequency will be improved to every 30 minutes. Route 86 Sunday service will follow weekday alignment and service span will be extended to approximately 8:00 p.m. to grow the evening weekend network.

Comments/observations:

- Concern that eliminating Harris Avenue loop will increase walk distance to CalFresh and Heat Energy Assistance Program (HEAP).
- Changes to Route 86 will increase walk distance from 0.1 to 0.3 miles:
 - From Norwood and Harris to Norwood and Lindsay (westbound).
 - From Norwood and Morrison to Norwood and Lindsay (eastbound).
- Route 19 will use same bus stops as existing Route 14, with minimal walk distance (0.1 miles).

Final proposal:

Year 2

- Follows original recommendation.

Route 89

Original recommendation:

- Route was not included in Draft TransitRenewal Service Recommendations.

Comments/observations:

- Requests for restoration of Route 89 or other service alternatives to Gateway Oaks Drive.
- Restoration of Route 89 as a peak-only service would be inadequate for college students with various schedules.
- Deviation of Route 88 is not an option due to heavy passenger loads:
 - Loop would take almost 10 minutes.
- Staff recommends Gateway Oaks residents and employees pursue a vanpool or contracted shuttle service.**

Final recommendation:

- Do not reinstate.

Route 91

Original recommendation:

- Route was not included in TransitRenewal recommendations.

Comments/observations:

- Requests received for restoration of Route 91.
- Routes 21 and 91 were duplicative:
 - Of the two, Route 21 had better ridership.
- Elimination of Route 91 helps ridership and productivity on Route 21:
 - This justifies service increases.
- Staff recommends Route 91 not be restored and Route 21 be improved as proposed.**

Final recommendation:

- Do not reinstate.

**Priority Recommendations
for FY 2014 Service Changes**

Type	Route	Description
Rail Evening Service	Blue Line	Extend evening service on Sundays/Holidays to 10:00 p.m. or later
	Gold Line	
Weekday Evening Bus Service	15	Extend weekday evening service to approximately 10:00 p.m.
	23	Extend late evening weekday service from Marconi Avenue to Sunrise Mall
	84	Extend weekday evening service to approximately 10:00 p.m.
Frequency Improvements	56	Improve weekday frequency from 30 to 15 minutes from Meadowview light rail station to Cosumnes River College Transit Center
Weekend Evening Bus Service	1	Extend Saturday evening service to approximately 10:00 p.m.
	15	
	21	
	23	
	51	
	56	
	80	
	81	
84		
Restructuring	103	Convert Route 103 to a downtown express with three morning and three afternoon trips. Use same route and stops on Auburn Boulevard but instead of going to/from Watt/I-80 light rail station, go directly to/from Downtown Sacramento.

RESOLUTION NO. 12-04-_____

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

April 9, 2012

ACCEPTING THE STRATEGIES AS DETAILED IN THE TRANSITRENEWAL REPORT AS A GUIDE FOR FUTURE SERVICE DEVELOPMENT, APPROVING NEGATIVE DECLARATION FOR SEPTEMBER 2012 SERVICE CHANGES, AND ADOPTING THE SEPTEMBER 2012 SERVICE CHANGES

WHEREAS, Regional Transit staff has prepared a TransitRenewal Report which provides guidelines for future transit service development; and

WHEREAS, Regional Transit staff has prepared an Initial Study and Negative Declaration in accordance with the California Environmental Quality Act (CEQA) Exhibit A; and

WHEREAS, the Initial Study and Negative Declaration address the proposed September 2012 Service Changes set out in attached Exhibit B; and

WHEREAS, there have been no negative comments received on the Initial Study and Negative Declaration; and

WHEREAS, the September 2012 Service Changes and the TransitRenewal Report have been reviewed by the public; and

WHEREAS, the Public Hearing was noticed in a newspaper of general circulation.

NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF DIRECTORS OF THE SACRAMENTO REGIONAL TRANSIT DISTRICT AS FOLLOWS:

Section 1. The Board has considered the TransitRenewal Report and the information received during the public outreach process; and

Section 2: The Board finds that there is no substantial evidence that the Project will have an adverse impact on the environment; and

Section 3: The Board has considered the service changes as detailed in the Negative Declaration; and

Section 4: The Board hereby accepts the TransitRenewal Report as a guideline for future service development; and

Item #10 - Revised page
only - Exhibit Designation
- 4/9/12

Section 5: The Board hereby adopts the Negative Declaration for the September 2012 service changes set out in Exhibit B A as their independent judgment; and

Section 6: The Board hereby adopts the September 2012 service changes as set out in Exhibit B.

BONNIE PANNELL, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

DRAFT INITIAL STUDY/ NEGATIVE DECLARATION

September 2012 Service Changes

Sacramento Regional Transit District

March 15, 2012

DRAFT INITIAL STUDY/ NEGATIVE DECLARATION

September 2012 Service Changes

Prepared for:

Sacramento Regional Transit District
1400 29th Street
Sacramento, CA 95816

Prepared by:

Atkins
1410 Rocky Ridge Drive, Suite 140
Roseville, CA 95661

Sacramento Regional Transit District

March 15, 2012

NEGATIVE DECLARATION

Date of Publication of Draft Initial Study/ Negative Declaration: March 15, 2012

Project Title: September 2012 Service Changes

Lead Agency and Project Sponsor: Sacramento Regional Transit District

Lead Agency Contact Person: Tom Quigley, Director of Planning

Address: PO Box 2110, Sacramento, CA 95812

Telephone: (916) 556-0507

E-mail: tquigley@sacrt.com

Project Location: RT's service area within Sacramento County.

City and County: Cities of Sacramento, Elk Grove, Rancho Cordova, Citrus Heights, and Folsom, Sacramento County, and unincorporated communities therein

Project Description: RT manages, maintains, and operates the Sacramento Regional Transit system, which provides bus and light rail service within Sacramento County, including the cities of Sacramento, Citrus Heights, Elk Grove, Folsom, and Rancho Cordova. Recent economic and funding conditions required RT to implement service reductions throughout the area. In June 2010, these reductions included 20 percent of bus and 16 percent of light rail service, the elimination of some routes, decreased frequency and weekend service on some routes, and discontinued service past 9:00 PM.

RT is proposing changes to restore some of the service. These changes would be implemented in September 2012 to provide higher frequency transit service on several of RT's heavily used routes, and would also extend the hours of service later into the evening. The changes are designed to provide later night service, increase frequency, improve weekend service, and provide faster and more direct service. Routes 14, 16 and 31 are recommended for elimination. Portions of these routes will be served through the restructuring of other routes. The proposed changes would vary by route. The proposed September 2012 service changes would affect the following: bus routes 1, 5, 11, 14, 15, 16, 19, 21, 22, 23, 24, 25, 28, 30, 31, 34, 47, 51, 54, 55, 56, 80, 81, 82, 84, 85, 86, 95, 103, 195; and two light rail lines (Blue Line and Gold Line). The light rail changes would consist of extended weekday and weekend service.

THIS PROJECT WILL NOT HAVE A SIGNIFICANT EFFECT ON THE ENVIRONMENT.

This finding is based upon the criteria of the Guidelines of the State Secretary for Resources, Sections 15064 (Determining Significant Effect), 15065 (Mandatory Findings of Significance), and 15070 (Decision to Prepare a Negative Declaration), and the reasons documented in the Environmental Evaluation (Initial Study) for the proposed project, which is attached. No mitigation measures are required.

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I. BACKGROUND

1. **Project Title:** September 2012 Service Changes
2. **Lead Agency Name and Address:** Sacramento Regional Transit District
1400 29th Street
Sacramento, CA 95816
3. **Contact Person, Phone Number, and E-mail:** Tom Quigley, Director of Planning
(916) 556-0507
tquigley@sacrt.com
4. **Project Location:** Sacramento County, including incorporated cities and unincorporated communities therein
5. **Project Sponsor's Name and Address:** Sacramento Regional Transit District
Tom Quigley, Director of Planning
P.O. Box 2110
Sacramento, CA 95812
6. **General Plan Designation:** not applicable
7. **Zoning:** not applicable
8. **Description of Project:** See Section IV, Project Description.
9. **Surrounding Land Uses and Setting:** See Section IV, Project Description.
10. **Other Public Agencies Whose Approval is Required:** See Section IV, Project Description.

II. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED


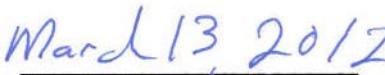

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use/Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Utilities/Service Systems | <input type="checkbox"/> Mandatory Findings of Significance |

III. DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the proposed project have been made by or agreed to by the applicant. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR OR NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

	
_____ Signature	_____ Date
	_____ For
Printed Name	

IV. PROJECT DESCRIPTION

PROJECT LOCATION

The proposed project comprises the Sacramento Regional Transit (RT) transit service area, which is entirely within Sacramento County, California (Figure 1). RT service is available in the cities of Sacramento, Elk Grove, Rancho Cordova, Citrus Heights, and Folsom, as well as unincorporated communities in the county.

SURROUNDING LAND USES AND SETTING

Sacramento County is divided into 25 community areas, some of which are incorporated cities. Most of these communities are in the urbanized core in the western, northwestern, or northern portion of the county. The southwestern, eastern, and southern portions of the county are more agricultural and rural residential.

BACKGROUND

As of March 2012, RT currently operates fixed-route bus service on 70 routes in Sacramento County on weekdays, including a combination of conventional, fixed-route, all-day local (40 routes), peak period express or limited (5 routes), neighborhood community bus shuttle (10 routes), and 15 peak-only supplemental routes with seasonal coverage. RT's network also operates two light rail lines (Blue Line and Gold Line), and a third (Green Line) will begin operation in 2012. Bus and light rail service hours vary by route, and headways vary by time of day and route. There are approximately 27 million annual boardings.

Recent economic and funding conditions required RT to implement service reductions throughout the area. In June 2010, these reductions included 20 percent of bus and 16 percent of light rail service, elimination of some routes, decreased frequency and weekend service on some routes, and discontinued service past 9:00 PM.

In August 2009, RT completed its TransitAction Plan (Transit Master Plan), a plan that identifies potential transit improvements through the 2035 planning horizon of the Sacramento Area Council of Government's (SACOG) Metropolitan Transportation Plan (MTP).¹ SACOG provides transportation planning and funding for the region, prepares the region's long-range transportation plan, and assists in planning for transit, bicycle networks, clean air and airport land uses. The MTP advocates for compact, mixed-use development and more transit choices as an alternative to low density auto-oriented development. SACOG is required by federal law to update the MTP at least every four years. Since the last MTP, California adopted Senate Bill 375, which requires a Sustainable Communities Strategy to be added to transportation plans across the state. SACOG is currently in the process of updating the

¹ SACOG is the Metropolitan Planning Organization (MPO), and the Regional Transportation Planning Agency (RTPA) for the six county (Sacramento, Yolo, Sutter, Yuba, Placer, and El Dorado) Sacramento region. The Environmental Impact Report for the 2035 MTP was certified in 2008.

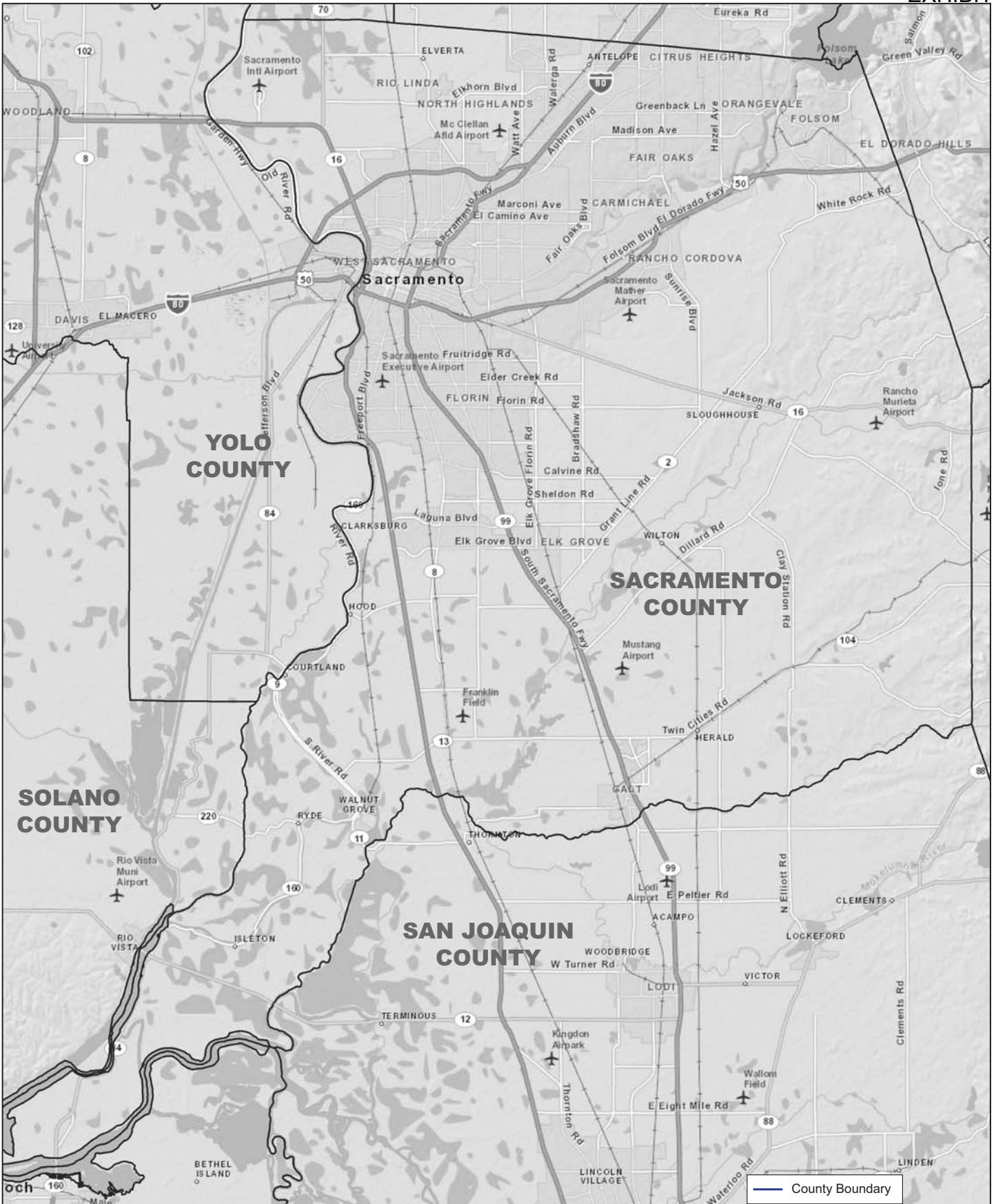


FIGURE 1
Regional Location Map

100027103

Source: ArcGIS, ArcMap, basemap, 2012; Atkins, 2012.

Sacramento Regional Transit District
September 2012 Service Changes Draft IS/ND

2035 MTP to address this requirement. The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is a long-range plan for transportation in the region. The downturn in the economy has also resulted in less money for transportation, especially at the local level. SACOG will be factoring these changes into the MTP/SCS.² As of the publication date of this document, SACOG has not adopted the MTP/SCS.

To implement the TransitAction Plan, RT developed a “TransitRenewal” program. The goal for TransitRenewal is to identify ways to “renew” transit in an effective, sustainable manner that prioritizes long-term environmental and financial health for the region, based on updated data and RT’s financial circumstances. The information to support TransitRenewal consisted of a comprehensive operational analysis (COA) of the RT bus and light rail system. That study was intended to result in recommendations for possible transit service improvements over the next five years. The COA consisted of conducting an in-depth transit service analysis, developing service standards, and extensive community input. RT developed TransitRenewal with the support of an external stakeholders group that met with RT staff and consultants four times over the course of the study. TransitRenewal is intended to support the 2035 MTP by providing targeted service improvements designed to: increase the frequency of service in those areas where there is demand; create an evening and weekend service network; make transit service faster and more direct; reinvest resources from underperforming routes; and provide additional service in key unmet need areas.

The COA provides recommendations through 2017. Beyond September 2012, the COA identifies possible future actions that RT has not approved, adopted, or funded. The timing and funding of service changes for years 2013 through 2017 has not been identified at this time. Thus, implementation of the future TransitRenewal service changes would be speculative for purposes of environmental analysis in this document.

PROJECT CHARACTERISTICS

The purpose of the CEQA analysis provided herein is to assess the impacts of the service changes proposed for implementation in September 2012. The proposed changes are described below.

The proposed September 2012 service changes would affect 28 existing bus routes and two light rail lines (Blue and Gold). The changes are designed to provide later night service, increase frequency, improve weekend service, and provide faster and more direct service. In addition to changes on the 28 existing routes, two new routes (95 and 195) are proposed. Routes 14, 16 and 31 are recommended for elimination; portions of these routes will be served through the restructuring of other routes. Table 1 identifies the specific service changes by route. For each route, Table 1 indicates the bus line name, the route, existing service (days, times, and frequency) and the changes proposed for each route for the September 2012 Service Changes. Information concerning light rail is also provided. Figures 2 through 6 illustrate the locations of the routes and the type of changes proposed.

² The SACOG MTP/SCS Environmental Impact Report is expected to be certified in April 2012.

The proposed project is anticipated to result in the following system-wide changes per weekday:

- Increase the number of one-way bus trips per weekday by 159
- Increase the number of buses in operation per day by 4
- Increase bus revenue hours by 86
- Increase bus revenue miles by 1,809
- Increase light rail one-way trips by 16
- Increase light rail revenue hours by 14
- Increase light rail revenue miles by 254

These changes, in combination with the service changes identified in Table 1 at the locations shown in Figures 2 through 6, form the basis for the assumptions used for the environmental analysis provided herein.

No physical changes to bus transfer points or RT facilities such as light rail tracks and stations are proposed. The existing Midtown maintenance facility would continue to serve project needs, and the McClellan Business Park facility, currently under construction, would supplement those operations.

To implement the proposed September 2012 Service Changes, RT intends to add up to five bus stops. As indicated in Table 1, three bus stops would be located on route 54, and two would be on route 95. One of the stops on route 54 may require minor curb alterations (from rolled to square).

REQUIRED PERMITS AND COORDINATION

The proposed project is subject to the California Environmental Quality Act (CEQA). RT is the lead agency for the project. As such, RT must oversee environmental review of the project under CEQA, prior to approving the project. Approval of the proposed 2012 Service Changes is the sole discretion of the RT Board of Directors. It would not require any permits or approvals from any federal or state resource agencies.

**Table 1
Proposed September 2012 Service Changes By Route**

RT Route Number	Route Name	Inbound/Outbound Locations	Major Roadways in Route (Existing)¹	Existing Service and Frequency²	Proposed September 2012 Service Changes
1	Greenback	Sunrise-Watt/ I-80 McClellan	Watt Avenue (McClellan Business Park), I/80-Watt Avenue, Auburn Boulevard, Greenback Lane, Sunrise Mall	M-F 5AM – 9PM (20 minutes) Sa 6AM – 8PM (30 minutes) Su 6AM – 8:30PM (30 minutes)	Discontinue service north of Watt/I-80 station to McClellan Business Park and replace with expanded Route 80/84 service Increase weekday frequency to 15 minutes Extend weekday and Saturday evening hours to approximately 10PM to meet last Watt/I-80 Blue Line
5	Meadowview-Valley Hi	Florin Hi-Meadowview Station	Meadowview Road, Mack Road, Franklin Boulevard, Valley Hi Drive, Stockton Boulevard/Power Inn Road (selected trips only), Elsie Avenue, Cottonwood Lane	M-F 6:30AM – 8:30 AM no weekend service	Eliminate midday service Eliminate segment along Stockton Boulevard and Power Inn Road
11	Truxel Road	Natomas-Downtown	Natomas Boulevard, Truxel Road, I-5, Richards Boulevard, 7 th Street, 3 rd /J Streets	M-F 6AM-6PM (30 minutes peak, 60 minutes midday) no weekend service	Extend weekday service to 7PM Add Saturday service
14	Norwood	North Natomas-Arden Del Paso	Natomas Marketplace, Main Avenue, Norwood Avenue, Del Paso Boulevard/Arden Way	M-F 6AM – 9PM (varies 30 to 75 minutes) no weekend service	Discontinue service Service duplicated by Route 13. Norwood Avenue service would be covered by restructured Route 19
15	Rio Linda	Watt/ I-80 - Downtown	Watt/I-80, I-80, Grand Avenue, Rio Linda Boulevard, Del Paso Boulevard, Richards Boulevard, Jibboom Street, 7 th /K	M-F 6AM – 9PM (30 minutes) Sa 7AM – 9PM (60 minutes) Su 8AM – 9:30PM (60 minutes)	Extend evening service to approximately 10PM weekdays and Saturday

Table 1
Proposed September 2012 Service Changes By Route

RT Route Number	Route Name	Inbound/Outbound Locations	Major Roadways in Route (Existing)¹	Existing Service and Frequency²	Proposed September 2012 Service Changes
16	Del Paso Heights – Norwood Avenue (Community Bus)	Norwood Center to Arden/Del Paso	Jessie Avenue, Norwood Avenue, Arcade Boulevard, Eleanor Avenue, Del Paso Boulevard	M-F 7:30AM - 6PM (60 minutes)	Discontinue service Service duplicated by Routes 15 and 19
19	Rio Linda	Watt/I-80 – Arden/Del Paso	Watt Avenue, Elverta Road, Rio Linda Boulevard, Elkhorn Boulevard, Del Paso Boulevard	M-F 6AM – 8PM (60 minutes) Sa 8AM – 9:30PM (60 minutes) Su 8AM- 6:30 PM (60 minutes)	Shift existing segment between Rio Linda Boulevard/Main Street and Del Paso Boulevard to Bell Avenue and Norwood Boulevard.
21				M-F 5:30AM – 9:30PM (30 minutes) Sa/Su 7AM – 9:30PM (60 minutes)	Extend evening service to approximately 10PM weekdays and Saturday
22	Arden	Arden/Del Paso	Del Paso Boulevard, Arden Way, Fair Oaks Boulevard, Marconi	M-F 7:30 AM – 8:30 PM 60 minutes Sa 8AM – 8:30PM (30 minutes) Su no service	End route at Kaiser Hospital (Cottage Way/Morse Avenue) and create new Morse, Cottage, Watt loop. East of Watt duplicated by Route 29 during peak hours Eliminate Saturday service
23	El Camino	Citrus Heights – Arden/Del Paso	Arden Way, El Camino Avenue, Fair Oaks Boulevard, San Luis Avenue, Greenback Lane	M-F 5AM – 9:30PM (30 minutes) Sa/Su 6:30AM – 9PM (30 minutes)	Increase weekday frequency to 15 minutes along El Camino Avenue to Fair Oaks Boulevard and Marconi Avenue. Extend weekday and Saturday service to approximately 10PM Increase Sunday frequency to 30 minutes along short line
24	Madison/Greenback	Sunrise Mall - Orangevale	Madison Avenue, Greenback Lane, Sunrise Boulevard	M-F 8AM - 5PM No weekend service	Service on Sunrise Boulevard and Madison Avenue would be eliminated. Service on Greenback Lane would be extended to the Historic Folsom light rail station.

Table 1
Proposed September 2012 Service Changes By Route

RT Route Number	Route Name	Inbound/Outbound Locations	Major Roadways in Route (Existing)¹	Existing Service and Frequency²	Proposed September 2012 Service Changes
25	Marconi	Sunrise Mall – Arden/Del Paso	Del Paso Boulevard, Marconi Avenue, Manzanita Avenue, Coyle Avenue, Madison Avenue, Sunrise Boulevard	M-F 6AM – 6:30PM (varies 20 to 75 minutes) Sa 8AM – 6:30PM (60 minutes) Su no service	Discontinue service along Del Paso Boulevard Increase weekday frequency to 30 minutes along Marconi Avenue to Fair Oaks Boulevard Extend weekday service to approximately 8PM
28	Fair Oaks – Cordova Town Center	Sunrise Mall – Cordova Town Center	Folsom Boulevard, Olson Drive, Cordova Avenue, Zinfandel Drive, Sunrise Boulevard, Fair Oaks Boulevard, Sunrise Mall	M-F 5AM – 7PM (60 minutes) no weekend service	Service on Sunrise Boulevard north of Zinfandel Drive would be discontinued. Route would terminate at Mather/Mills.
30	J Street-River Park	River Park C.S.U.S - Downtown	Sacramento Valley Station, J Street, Carlson Drive, Moddison Avenue, Spillman Avenue, Messina Drive, L Street	M-F 5:30AM – 9PM (varies 15 and 30 minutes) Sa 6:30AM – 9PM (30 minutes) Su 6:30AM – 9PM (varies 60 and 75 minutes)	Extend weekday and Saturday service to 10PM.
31				M-F 6:30AM – 6:30PM (varies 30 to 75 minutes) no weekend service	Discontinue Route 31 (Carlson Drive, Moddison Avenue, Spillman Avenue, Messina Drive) and replace with restructured Route 34
34	McKinley	University/65 th C.S.U.S. - McKinley	7 th and 8 th Streets (downtown loop), F Street, McKinley Boulevard, Meister Way, Brand Way, Pala Way/C Street (Sutter Memorial Hospital), C.S.U.S., Elvas Avenue, 65 th Street	M-F 5AM – 7PM (60 minutes) Sa/Su 9AM – 6PM (60 minutes)	Recommended for change to Community Bus Services division. Realign service east of I-80 Eliminate segment between C.S.U.S. and University/65 th Street Station. Segment is covered by Routes 82 and 87. Extend route from C.S.U.S. north into River Park neighborhood to cover Route 31 which is proposed for elimination.

Table 1
Proposed September 2012 Service Changes By Route

RT Route Number	Route Name	Inbound/ Outbound Locations	Major Roadways in Route (Existing)¹	Existing Service and Frequency²	Proposed September 2012 Service Changes
47	Phoenix Park	Florin Mall	24 th /25 th Avenues, Meadowview Road, Brookfield Drive, Franklin Boulevard, Florin Road, 65 th Street, Stockton Boulevard	M-F 6AM - 7PM Sa 9AM - 5PM	Discontinue Saturday and Sunday service Eliminate Saturday service. Majority of route is covered by Routes 56, 81 and Route 54, which would have new Saturday service.
51	Broadway-Stockton	Florin Mall - Downtown	7 th /8 th Streets, Broadway, Stockton Boulevard	M-F 5:30AM – 9PM (15 minutes) Sa/Su 6AM – 9PM (30 minutes)	Extend weekday and Saturday evening service to approximately 10PM
54	Center Parkway	Cosumnes River College – Florin Station	Florin Road, Center Parkway, Tangerine Avenue, LaMancha Way, Mack Road, Bruceville Road, Calvine Road, Cosumnes River Boulevard (CRC)	M-F 5:30AM – 7PM (varies 30 to 60 minutes) no weekend service	Discontinue service on Tangerine Avenue/LaMancha Way/Mack Road Discontinue service on Bruceville Road and Center Parkway between Calvine and Sheldon roads Extend new service from CRC along Bruceville Road, Cosumnes River Boulevard, Power Inn Road, Gerber Road 1 or 2 new bus stops on northbound Power Inn Road where existing infrastructure is ADA compliant. 1 bus stop would be relocated at Center Parkway and Mack Road and may require minor curb alterations (from rolled to square). Add Saturday service from approximately 7am to 7pm with 60 minute frequency

**Table 1
Proposed September 2012 Service Changes By Route**

RT Route Number	Route Name	Inbound/Outbound Locations	Major Roadways in Route (Existing)¹	Existing Service and Frequency²	Proposed September 2012 Service Changes
55	Scottsdale	Cosumnes River College – Scottsdale – Florin Mall	Bruceville Road, Timberlake Way, Wyndham Drive, Valley Hi Drive, Mack Road, Stockton Boulevard, Gerber Road, Scottsdale Road, Power Inn Road, Lindale Drive, Orange Avenue, Florin Mall	M-F 6AM – 7PM (60 minutes) Sa 9AM – 5:30PM (60 minutes) Su 10AM – 5:30PM (60 minutes)	Increase weekday frequency to 30 minutes Extend Sunday service to Cosumnes River College
56	Pocket -CRC	Cosumnes River College – Meadowview – Rush River	Rush River Drive, Pocket Road, Mack Road, Valley Hi Drive, Wyndham Drive, Timberlake Way, Bruceville Road	M-F 6AM – 9PM (30 minutes) Sa/Su 8:30AM – 9PM (30 minutes)	Increase weekday frequency from Meadowview Station to CRC to 15 minutes Extend weekday and Saturday service to approximately 10PM
80	Watt Ave. – Elkhorn	Watt/Manlove – Greenback/Auburn	Folsom Boulevard, La Riviera Drive, Water Avenue, Don Julio Boulevard, Elkhorn Boulevard, Antelope Road	M-F 6:30AM – 9:30PM (60 minutes) Sa/Su 7AM – 8PM (60 minutes)	Extend weekday and Saturday evening service to approximately 10PM Discontinue service on Morse Avenue, Cottage Way, and Butano Drive serving Kaiser Hospital. Reroute to Watt Avenue. Kaiser Hospital would continue to be served by Route 82 and would also be served by Route 22.
81	Florin – 65 th Street	Florin – University/65 th	Florin Road, 65 th Street Expressway	M-F 5AM – 9:30PM (varies 15 to 30 minutes) Sa 6:30AM – 9:30PM (30 minutes) Su 6:30AM – 9PM (60 minutes)	Extend weekday and Saturday evening service to approximately 10PM

Table 1
Proposed September 2012 Service Changes By Route

RT Route Number	Route Name	Inbound/Outbound Locations	Major Roadways in Route (Existing)¹	Existing Service and Frequency²	Proposed September 2012 Service Changes
82	Howe -65 th Street	American River College – University/65th	Elvas Avenue, Fair Oaks Boulevard, Morse Avenue, Watt Avenue, Whitney Avenue, Winding Way, Auburn Boulevard	M-F 5:30AM – 9:30PM (30 minutes) Sa/Su 7AM – 9:30PM (60 minutes)	Extend M-F evening service to approximately 10PM
84	Watt Ave – North Highlands	Watt/Manlove – Watt/Elverta	Folsom Boulevard, La Riviera Drive, Water Avenue, Don Julio Boulevard, Elkhorn Boulevard, Antelope Road	M-F 5:30AM – 9PM (varies 60 to 75 minutes) Sa 8:30AM – 6:30PM (60 minutes) Su no service	Extend weekday and Saturday evening service to approximately 10PM Discontinue service on Morse Avenue, Cottage Way, and Butano Drive serving Kaiser Hospital. Reroute to Watt Avenue. Kaiser Hospital would continue to be served by Route 82 and would also be served by Route 22.
85	McClellan Shuttle	Roseville Road Station	McClellan Business Park	Seven morning peak hour trips Six afternoon peak hour trips	Adjust route to better serve McClellan Business Park
86	San Juan – Silver Eagle	Marconi/Arcade - Downtown	J/L Streets, I-5, Garden Highway, Azevedo Drive, San Juan Road/Silver Eagle Road, Norwood Avenue, Grand Avenue, Marysville Road, Arcade Boulevard	M-F 5:30AM – 9PM (30 minutes) Sa 7AM – 9PM (60 minutes) Su 8AM – 6:30PM (60 minutes)	Eliminate Harris Avenue deviation

Table 1
Proposed September 2012 Service Changes By Route

RT Route Number	Route Name	Inbound/ Outbound Locations	Major Roadways in Route (Existing)¹	Existing Service and Frequency²	Proposed September 2012 Service Changes
95	Citrus Heights - Antelope Road	Sunrise Mall - Antelope Road	--	--	<p>Add M-F Community Bus Service route operating at 60-minute frequency 7AM-7PM</p> <p>Proposed route: Antelope Road at Riverside Road, Auburn Boulevard/Sylvan Road, Greenback Lane, Sunrise Mall</p> <p>Two new bus stops would be added in the vicinity of Antelope Road and Roseville Road at locations with existing infrastructure including turnouts, square curb, and concrete pad. Remainder of bus stops already exist and were never removed when route was discontinued in 2010.</p>
103	Auburn Boulevard	Citrus Heights – Watt/I-80	<p>Regular service: Auburn Boulevard (Louis/Orlando), Greenback Lane, Elkhorn Boulevard, Air Base Drive, Watt Avenue (Regular Service)</p> <p>Peak service: Auburn Boulevard (Louis/Orlando), Greenback Lane, I-80</p>	<p>Four morning peak-hour trips</p> <p>Four afternoon peak-hour trips</p>	<p>Service to Watt/I-80 Station would be discontinued and route would instead go direct to Downtown Sacramento.</p> <p>Number of trips would be reduced to two morning and two afternoon trips.</p>
195	Citrus Heights				Citrus Heights demand response
Gold Line	Downtown - Folsom				Extend weekday, Saturday, and Sunday/holiday service to approximately 11PM
Blue Line	Watt/I-80 - Downtown				Extend weekday, Saturday, and Sunday/holiday service to approximately 11PM

Source: Sacramento Regional Transit, 2012.

Notes:

- 1 Refer to Figures 2 through 6 for route location information.
- 2 Based on January 1, 2012 timetables. Times are rounded to nearest ½ hour and represent earliest and latest bus departures, irrespective of inbound or outbound. M-F - Monday through Friday; Sa – Saturday; Su – Sunday, includes holidays

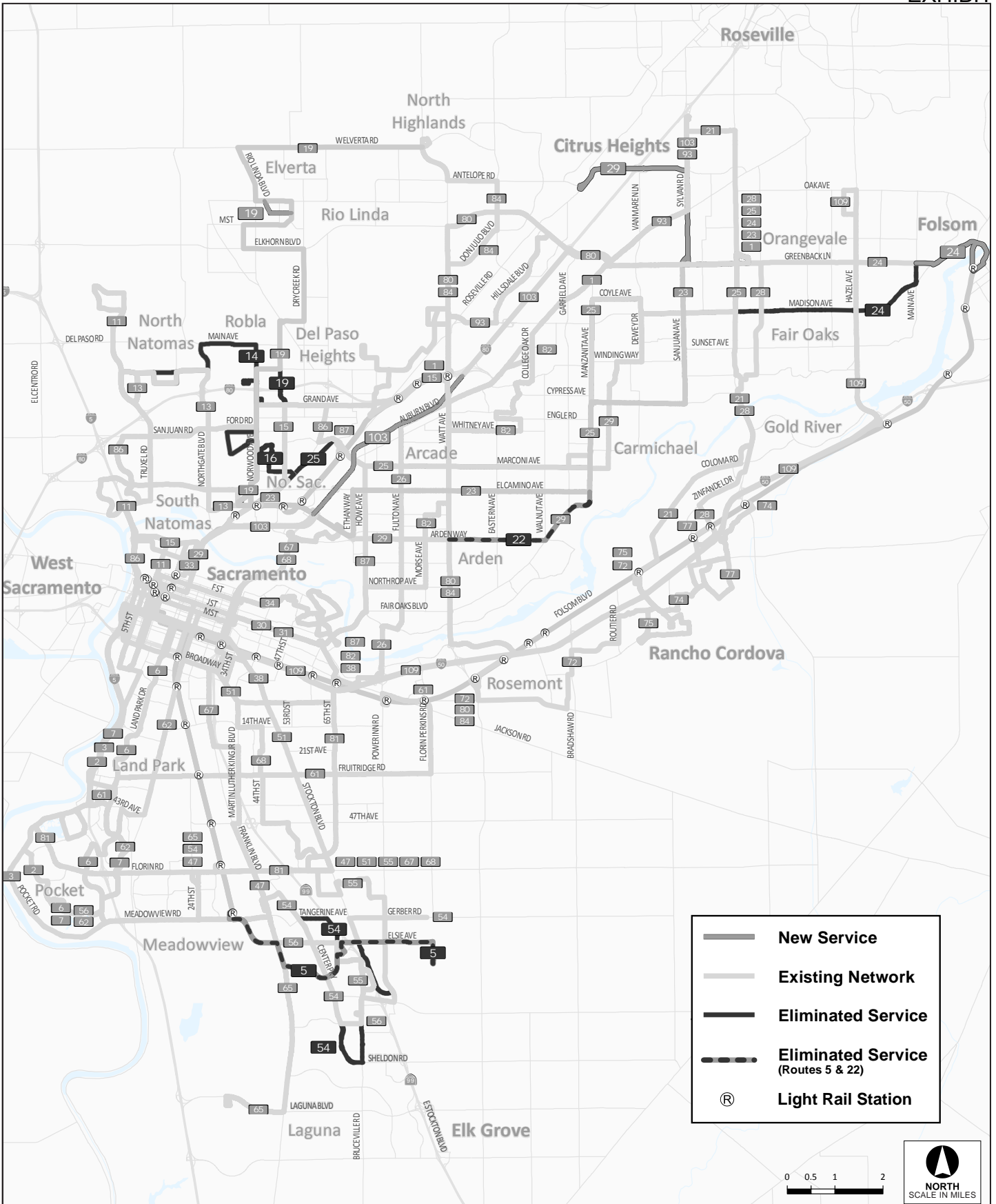


FIGURE 2
New/Eliminated Service Weekdays

100027103

Source: Regional Transit; TMD, 2012.

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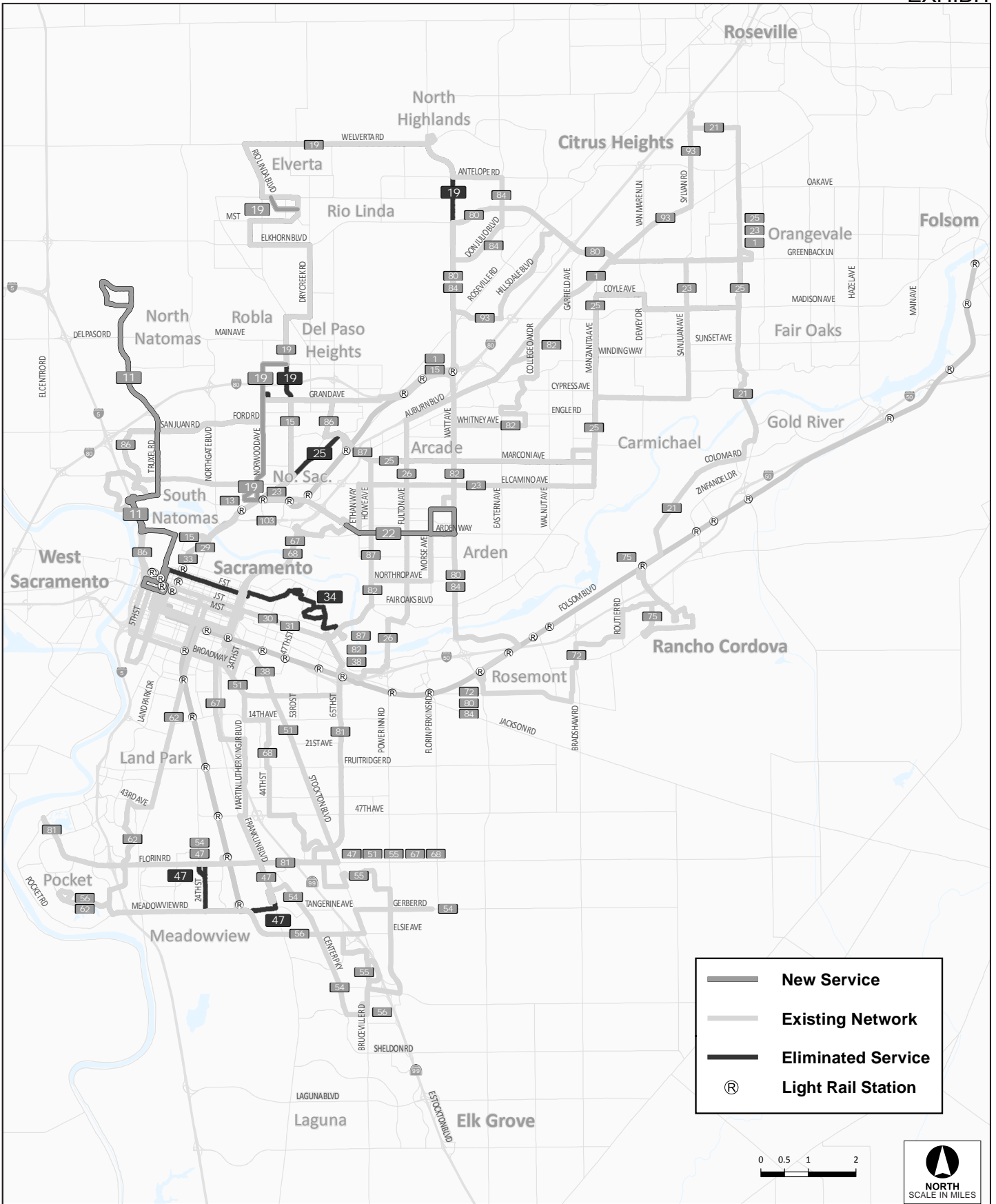


FIGURE 3
New/Eliminated Service Saturday

100027103

Source: Regional Transit; TMD, 2012.

Sacramento Regional Transit District
September 2012 Service Changes Draft IS/ND

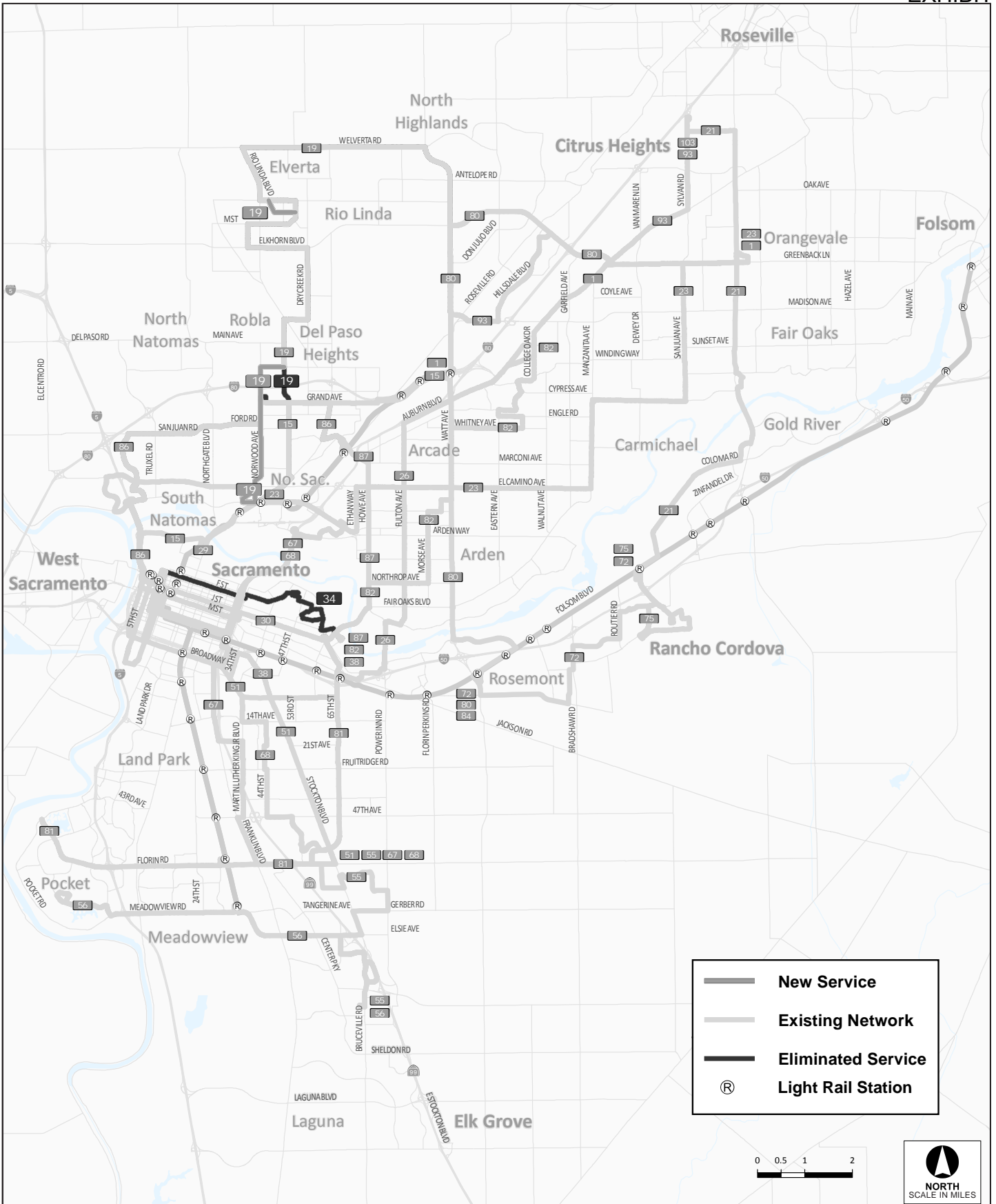


FIGURE 4
New/Eliminated Service Sunday

100027103

Source: Regional Transit; TMD, 2012.

Sacramento Regional Transit District
 September 2012 Service Changes Draft IS/ND

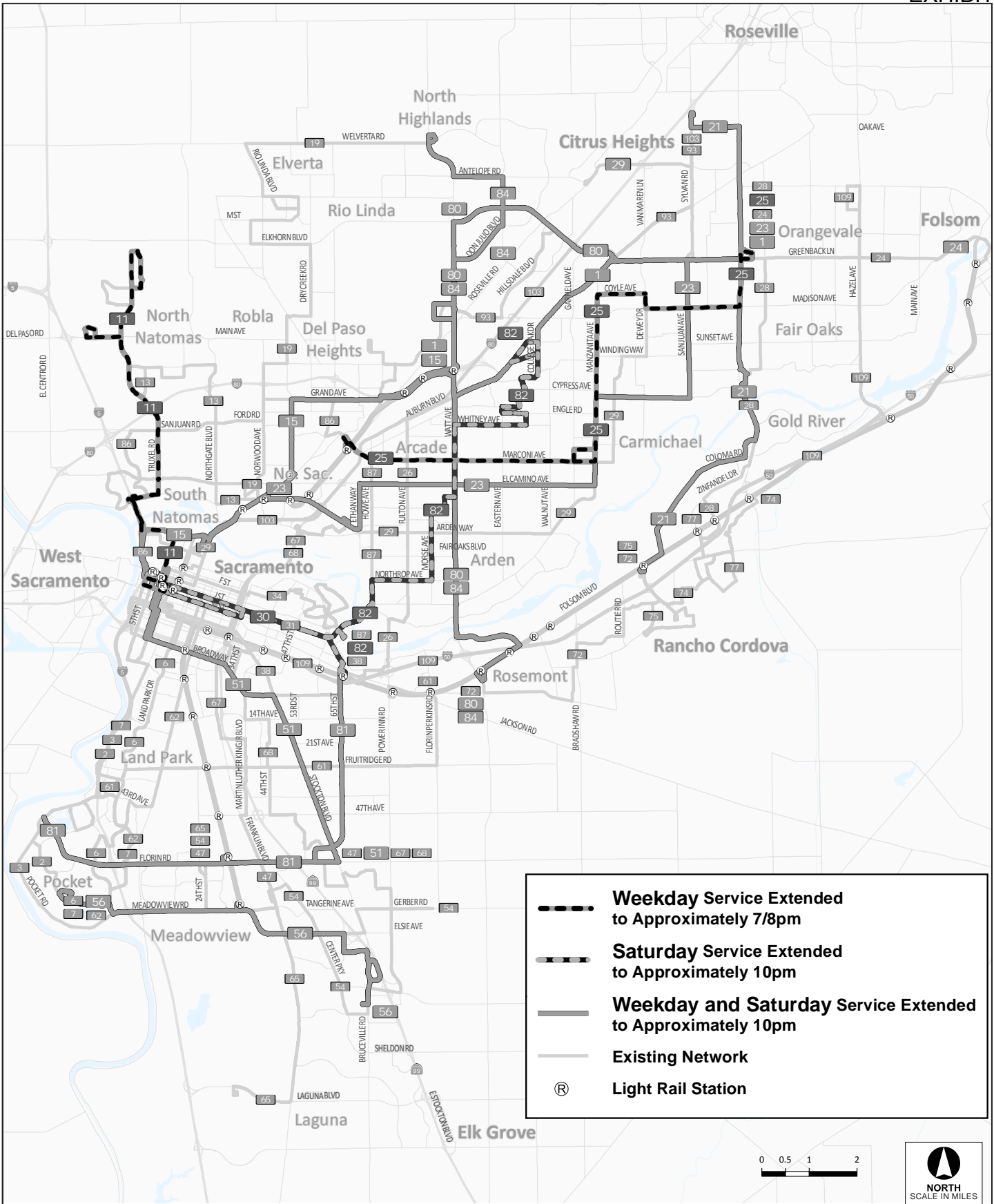


FIGURE 5
Extended Evening Service

100027103

Source: Regional Transit; TMD, 2012.

Sacramento Regional Transit District
September 2012 Service Changes Draft IS/ND

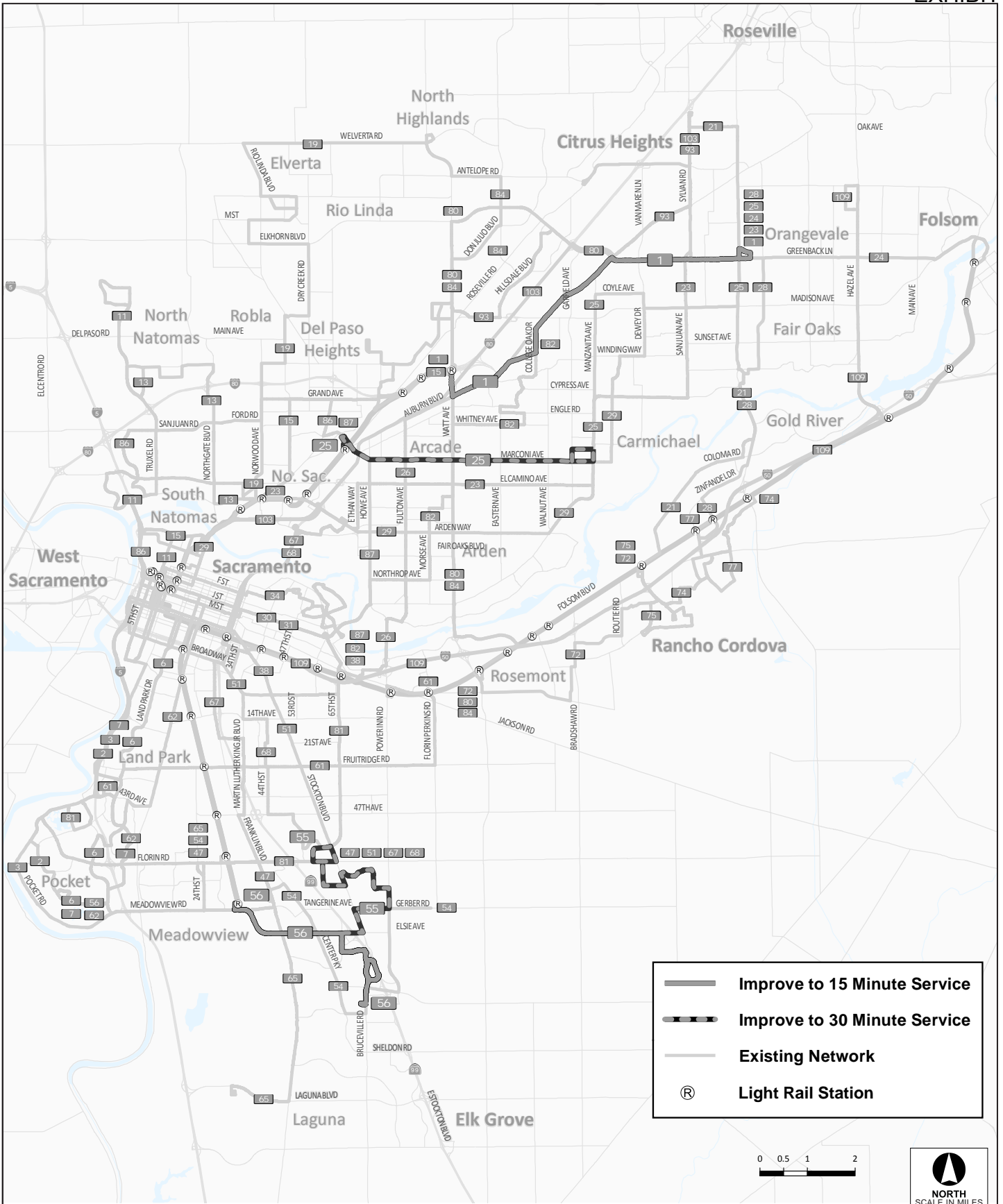


FIGURE 6
Weekday Headway (Frequency) Improvements

100027103

Source: Regional Transit; TMD, 2012.

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V. ENVIRONMENTAL CHECKLIST

INTRODUCTION

The following Checklist contains the environmental checklist form from Appendix G of the CEQA Guidelines. The checklist form is used to identify the impacts of the proposed project. A discussion follows each environmental issue identified in the checklist to provide an explanation for how the checklist was filled out. Included in each discussion are project-specific mitigation measures, where appropriate, to reduce potentially significant impacts to less than significant.

For this checklist, the following designations are used:

Potentially Significant Impact: An impact that could be significant, and for which no mitigation has been identified. If any potentially significant impacts are identified, an EIR must be prepared.

Less than Significant With Mitigation Incorporated: An impact that requires mitigation to reduce the impact to a less-than-significant level.

Less-Than-Significant Impact: Any impact that would not be considered significant under CEQA based on established significance thresholds.

No Impact: The project would not have any impact.

BASELINE CONDITIONS FOR PURPOSES OF THE ENVIRONMENTAL ANALYSIS

The proposed project is intended to help restore service affected by cutbacks in June 2010. However, to meet the requirements of CEQA, the analysis provided herein evaluates impacts against existing RT service as of January 1, 2012, which corresponds to conditions at the time this environmental review commenced. The existing conditions for each route are presented in Table 1.

1. AESTHETICS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a-d. **Less-Than-Significant Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6), which could include the placement of five bus stops. Bus stops have minimal aesthetic impacts, and would be consistent with existing visual environments, which would include roadways, street signs, utility lines, and other characteristics typical of an urban environment. Therefore, the impact on scenic vistas, scenic resources, visual character, and glare and lighting characteristics would be less than significant.

2. AGRICULTURE AND FOREST RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
d. Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-e. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). There would be no impact on agricultural and timber resources.

3. AIR QUALITY

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. **Less-Than-Significant Impact.** The applicable regional air quality plans in effect that apply to RT's network are the Sacramento Metropolitan Air Quality Management District (SMAQMD) State of Progress Plan and 2011 Reasonable Further Progress Plan, both of which address attainment of the federal 8-hour ozone standard. The 2008 Triennial Report and the 2007 Annual Progress Report address the attainment of the state ozone standard. These regional attainment plans base emissions estimates in part on transportation expectations defined within

the Sacramento Area Council of Government (SACOG) Metropolitan Transportation Plan (MTP). The most current MTP was approved in 2008.

Since approval of the 2035 MTP, California has adopted Senate Bill (SB) 375, which requires a Sustainable Communities Strategy (SCS) to be added to transportation plans across the state. SACOG is currently in the process of updating the 2035 MTP to address SB 375. The Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) is a long-range plan for transportation in the region as built on a Blueprint. As of the publication date of this document, the update has not yet been approved by SACOG. While Senate Bill 375 was passed specifically to aid in the reduction of greenhouse gas emissions, the reduction in vehicle miles traveled through the implementation of Sustainable Communities Strategies would also result in a cumulative reduction in criteria pollutants, thus furthering the region's attainment plans.

The proposed September 2012 Service Changes would support the goals of the adopted 2035 MTP and anticipated MTP/SCS, which would, in turn, support the regional attainment plans' goals of reducing regional emissions of criteria pollutants. Therefore, implementation of the proposed September 2012 Service Changes would not conflict with or obstruct the implementation of the applicable air quality plans.

- b. **Less-Than-Significant Impact.** Implementation of the proposed September 2012 Service Changes would result in minor construction and limited operational emissions of criteria air pollutants.

Construction would include the addition of five bus stops, one of which would require minor curb alterations. According to the SMAQMD CEQA Guidelines³, if the proposed construction activities are less than identified in the NO_x Construction Screening Level Tables, then the project would not require full quantification of construction emissions. While transit facilities projects such as the minor improvements needed for the proposed project are not specifically identified within the tables, minor curb alterations would be a substantially less intensive construction activity than any of the land use projects identified within the table. Therefore, with the implementation of the SMAQMD's Basic Construction Emission Control Practices, the proposed September 2012 Service Changes would not exceed NO_x emissions of 85 lbs/day, and, therefore, would not require full quantification and would be less than significant.

The operation of the proposed September 2012 Service Changes would result in the emission of criteria pollutants by increasing the estimated daily number of bus revenue miles traveled by 1,809, and light rail revenue miles by 254. This, however, would be offset by a reduction in reduce light duty auto and truck vehicle miles traveled by approximately 12,720 miles with the shift to transit. The combined change in total vehicle miles traveled would result in minor increases in NO_x, ROG, and PM emissions and a decrease in CO and ROG emissions, as shown in Table 2. Assumptions and calculations to estimate operational emissions associated with the net change in vehicle miles are included in Appendix A. While there would be slight

³ Sacramento Metropolitan Air Quality Management District, CEQA Guidelines, December 2009.

increase in NO_x and PM emissions, the levels are substantially below SMAQMD adopted thresholds of significance.

Table 2
Proposed September 2012 Service Changes
Operational Criteria Pollutant Emissions (lbs/day)

	NO _x	ROG	CO	PM ₁₀	PM _{2.5}
Transit¹:	13.65	1.61	0.90	0.15	0.13
Non-Transit:	-5.05	-1.51	-49.63	-0.06	-0.06
Total Change:	6.60	-0.09	-48.73	0.08	0.08
SMAQMD Threshold	65	65	-	-	-
Significant?	No	No	No	No	No

Source: Atkins, 2012.

Notes: Transit represents criteria pollutants from additional vehicle miles of diesel and CNG bus operation. Criteria Pollutants are based only on direct emissions, those emissions emitted at the site from onsite operations. Emissions of NO_x, ROG, CO, PM₁₀ and PM_{2.5} from the generation of electricity used by light rail are considered indirect pollutants as they are generated offsite at power plants, and therefore are not included in the calculation of criteria pollutant emissions.

- c. **Less-Than-Significant Impact.** As explained in item b, above, implementation of the proposed September 2012 Service Changes would result in a minor increase in emissions of NO_x and PM emissions, but applicable thresholds would not be exceeded.

The ridership and reduction in vehicle miles traveled, and resultant net change in emissions, is based on anticipated changes within the first year of operation of the proposed September 2012 service changes. The move towards transit-oriented development envisioned in the MTP/SCS would serve to further increase ridership. Therefore, although the analysis as discussed herein shows moderate increases in NO_x and PM emissions, the affected routes are not at capacity, and as the implementation of the MTP/SCS moves forward, the increase in services established now would result further vehicle miles traveled (VMT) and resultant criteria pollutant reductions in the long-term.

Moreover, the proposed project is consistent with SACOG's 2035 MTP, for which an environmental impact report (EIR) was certified in 2008.⁴ The certified EIR evaluated project and cumulative air quality effects associated with implementation of the 2035 MTP. Table 3 shows the emissions reductions anticipated by the implementation of the 2035 MTP. While an update to the 2035 MTP is in progress, the EIR for the MTP/SCS has not yet been certified. There are no changed circumstances as of the publication date of this environmental document indicating an increase in the severity of previously disclosed air quality impacts. It is expected, however, the MTP/SCS would result in even greater reduction in emissions than predicted for the 2035 MTP because the reduction in vehicle miles traveled through the implementation of

⁴ Sacramento Area Council of Governments (SACOG), Draft Environmental Impact Report for the Metropolitan Transportation Plan for 2035. Certified 2008. State Clearinghouse No. 2007012050. Available for review during normal business hours at Sacramento Regional Transit, 1400 29th Street, Sacramento, California.

Sustainable Communities Strategies would also result in a cumulative reduction in criteria pollutants, thus furthering the region's attainment plans.

Table 3
SACOG 2035 MTP Emission Estimates for Criteria Pollutants (tons/day)

	2005	2035		Difference Between			
		No MTP	MTP	2005 & MTP 2035	No MTP & 2035 MPT		
ROG	52.73	19.83	18.47	-34.26	-65.0%	-1.36	-6.9%
NOX	107.66	25.47	23.32	-84.34	-78.3%	-2.15	-8.4%
CO	452.28	126.78	116.07	-335.21	-74.3%	-10.71	-8.4%
PM10	4.49	4.33	3.94	-0.55	-12.2%	-0.39	-9%

Source: Sacramento Area Council of Governments, Metropolitan Transportation Plan for 2035 Draft Environmental Report, 2008.

The proposed project is within the scope of the analysis in the 2035 MTP EIR, and would not result in an increase in the severity of previously disclosed impacts. The proposed project's contribution to the air emissions inventory would be minor, and additional reductions are expected over the life of the project as ridership increases. On a cumulative level, implementation of the 2035 MTP and its update (MTP/SCS) are anticipated to also result in criteria air pollutant emissions. For those reasons, the proposed project would not cause a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard, and impacts would be less than significant.

- d. **Less-Than-Significant Impact.** RT uses compressed natural gas (CNG) in most of its bus fleet (182 large buses). Smaller buses use diesel fuel or gasoline, and those buses are being phased out of service. Combustion of CNG, diesel, and gasoline generate CO and PM. Emissions of CO and PM are identified as localized emissions and have the potential to adversely impact sensitive receptors from the emission of these pollutants in a relatively small area, most notably at congested intersections. As described above, implementation of the proposed project would result in a decrease in vehicles on the roads thus reducing congestions at intersections. The project would result in an increase in PM emissions but a decrease in CO emissions. While PM emissions would increase by 0.08 lbs/day, these emissions would be distributed throughout the RT network over all of the bus lines where service increases. Therefore, no single location would see a significant increase in PM emission. In addition, the proposed project would result in a decrease of 48.73 lbs/day of CO emissions. Because the proposed project would decrease vehicles within the RT network, it would not result in increases in congestion. Further, with the reduction of CO emissions and the larger area over which the nominal increase in PM emissions would be distributed, impacts from the proposed project would be less than significant.

The proposed project would be a source of toxic air contaminants (TACs) from combustion of diesel fuel, which generates diesel particulate matter (DPM). RT's CNG bus fleet is not a generator of DPM. While RT currently operates a few diesel-fueled buses, there would be no increase in the number of diesel-fueled buses associated with the proposed project, and RT will

be phasing the existing diesel fleet out of service. In addition, the proposed service changes would occur throughout RT's network, and would be transient and temporary. As a result, the potential DPM TAC impacts at any single receptor would be miniscule. Therefore, emissions from TAC would be less than significant.

- e. **Less-Than-Significant Impact.** Transient odors would be associated with diesel exhaust from operation of diesel-fueled buses. The project would only increase diesel emissions through the additional operation of diesel-fueled buses by 304 miles daily, until those buses are phased out of service. Exhaust odors from diesel-fueled buses would be temporary and transitory in nature, and would be distributed throughout RT's network only while those buses remain in service. While exhaust odor may be unpleasant while a bus passes an individual, it would not be persistent or at the level considered to be a nuisance. Therefore, impacts would be less than significant.

4. BIOLOGICAL RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marshes, vernal pools, coastal wetlands, etc.) through direct removal, filling hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with the provisions of an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, d. **Less-Than-Significant Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). These activities would not result in the removal of habitat or otherwise affect special-status plant or animal species, riparian habitat, sensitive natural community, or migratory corridors. The proposed service changes would result in a resumption in light rail-generated noise during evening hours. Noise can cause wildlife to react in a flight mode or have a startle effect. These reactions can result in disruption of bird nesting behaviors, and/or cause mammals to flee in directions that might not be safe (e.g., towards a moving train instead of away from it). Wildlife tend to avoid areas where noise- and vibration-generating activities occur unless they are habituated to it. The restoration of nighttime service would not be a substantial new source of noise that would cause flight or startle response because the Blue and Gold light rail lines are in densely urbanized areas, and wildlife is already habituated to noise associated with light rail operations as well as other noise sources such as roadway traffic.
- b. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of service in a few locations (see Table 1 and Figures 2 through 6). These activities would not result in the removal of riparian habitat or sensitive natural communities.
- c. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of service in a few locations (see Table 1 and Figures 2 through 6). These activities would not result in adverse effects on federally protected wetlands.
- d. **No Impact.** The project site is located in an urban area surrounded by commercial and residential uses. The southern portion of the project site is surrounded by the light rail line and Highway 50. The project site and vicinity does not provide a migratory wildlife corridor and therefore, there would be no impact on such resources resulting from the construction of the project site.
- e. **No Impact.** The proposed project is changes in transit service and would not involve activities that would conflict with local policies or ordinances protecting biological resources.
- f. **No Impact.** There are no approved Habitat Conservation Plans, Natural Conservation Community Plans, or other adopted plans in the vicinity of the project site. Therefore, no impact would occur.

5. CULTURAL RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-d. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). The addition of new bus stops could require minor alterations of existing sidewalks and curbs, none of which would be considered historic resources. Therefore, there would be no impact.

6. GEOLOGY AND SOILS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii. Strong seismic groundshaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii. Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv. Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Be located on expansive soil, as defined in Section 1803.5.3 of the 2010 CBC, creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-d. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). These activities would not involve construction or occupancy of new or renovated structures that could be susceptible to geologic hazards. The light rail system tracks are existing features that were designed and constructed to meet applicable geotechnical safety standards, and no changes to those facilities are proposed.

7. GREENHOUSE GAS EMISSIONS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, b. **No Impact.** Table 4 summarizes the emissions anticipated from the increase in transit operations combined with the decrease in automobile and light truck vehicle miles traveled. Detailed assumptions and calculations of GHG emissions are included in Appendix A. As shown, the proposed project would result in a reduction of 198.49 metric tons of carbon dioxide equivalents per year (MT CO₂e/year).

	CO ₂	CH ₄	N ₂ O	Total
Bus- Diesel	58.00	0.01	1.65	59.66
Bus - CNG	652.97	17.83	23.08	693.88
Light Rail	467.43	0.19	0.27	467.89
Vehicles	-1,345.00	-1.20	-10.16	-1,356.36
Total Change	-166.60	16.83	14.85	-134.93

Source: Atkins, 2012.

The Sacramento Area Council of Governments (SACOG) is working towards the development of a Regional Plan for Sustainable Development through the update of the Metropolitan Transportation Plan and the development of the Sacramento region's first Sustainable Communities Strategy. These plans are in compliance with SB 375 and are designed to be consistent with AB 32's requirements to reduce GHG emissions to 1990 emissions by 2020. As shown in Table 3, the estimated reduction in CO₂e emissions associated with the proposed project would be approximately 135 metric tons per year.

Because the proposed 2012 Service Changes would result in a reduction of emissions of carbon dioxide equivalents annually, it would support all applicable plans for the reduction of greenhouse gas emissions. Because the proposed project would not increase GHG emissions, there would be no impact. This would be considered a benefit of the proposed project.

8. HAZARDS AND HAZARDOUS MATERIALS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
e. Be located within an airport land use plan area or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Be located within the vicinity of a private airstrip and result in a safety hazard for people residing or working in the project vicinity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, b. **Less-Than-Significant Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). Maintenance of the RT fleet is provided at RT's maintenance facilities and includes bus and train washing, refueling, and bus and train interiors cleaning. The proposed service changes would result in additional buses and trains requiring periodic maintenance, but this would not result in the need for additional products that would exceed current storage and disposal volumes. RT is required to comply with all applicable hazardous materials management laws and regulations, which minimizes potential risks during day-to-day operations, and reduces risk for upset or accident conditions.
- c. **Less-Than-Significant Impact.** There are numerous schools located within ¼ mile of the RT bus and light rail routes. Diesel-fueled bus exhaust is source of toxic air contaminant emissions, specifically DPM. The proposed project would result in a minor increase in diesel bus miles. The potential impacts at any single receptor would be miniscule, and would not pose a health risk to sensitive receptors such as schools, as explained in Item 3d.
- d. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). The proposed changes in service would not have an effect on any site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 because no ground-disturbing activities are proposed.

- e, f. **No Impact.** The RT bus and light rail routes are within airport land use plan areas for Sacramento International Airport and other airports in Sacramento County (Sacramento Executive, McClellan Business Park, Mather Field), and there are smaller private airstrips. The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). The proposed changes in service would not result in any changes in air operations or construct features that would interfere with approach-departure paths or place occupied structures in incompatible zones.
- g. **No Impact.** The proposed project does not include design features that would impede the provision of emergency access in Sacramento County. Fire and other emergency access for the area would be provided by the existing roads.
- h. **No Impact.** RT's bus and light rail routes are in urbanized areas of Sacramento that are not adjacent to wildlands, and the proposed project would not involve changes in operations that could increase fire hazards.

9. HYDROLOGY AND WATER QUALITY

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge, resulting in a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level that would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding onsite or offsite?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area, as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
h. Place structures within a 100-year flood hazard area that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
j. Contribute to inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■

Discussion

- a. **Less-Than-Significant Impact.** Maintenance of RT's bus and trains is performed at RT maintenance facilities, which are regulated under the federal National Pollutant Elimination Discharge System (NPDES) program as industrial facilities for stormwater runoff. Wastewater from the maintenance facilities is discharged to the Sacramento County Regional Sewer District, which also is required to operate under the NPDES program. This program is administered at the State level by the Regional Water Quality Control Board, which issues permits. The proposed service changes would result in a slight increase in the number of buses and trains that would require routine washing and interior cleaning. However, this would not result in new or substantial increase in flows that could affect the ability of RT to comply with applicable discharge requirements.
- b. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). There would be no effect on groundwater supplies.
- c,d. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). This would have no effect on drainage patterns, erosion/siltation potential, or cause or exacerbate on- or off-site flooding.
- e. **No Impact.** No facilities would be constructed or altered to accommodate the proposed project, and no new impervious surface area would be created as result of the proposed service changes. As a result, there would be no changes to the existing rate and amount of stormwater entering local drainages and the stormwater drain system that could affect capacity.

- f. **No Impact.** Potential effects of the proposed project on degradation of water quality are fully addressed under Items a, c, and e. The proposed project would not otherwise degrade water quality.
- g, h. **No Impact.** The Federal Emergency Management Agency (FEMA) determines flood elevations and floodplain boundaries through their floodplain mapping system. These maps identify the locations of special flood hazard areas, including the 100-year floodplain. The proposed service changes would not place housing in special flood hazard areas, and it would not redirect or impede flood flows because no physical changes in the network are proposed.
- i. **Less-Than-Significant Impact.** RT's network is in an area protected from flooding by levees along the Sacramento and American rivers and Nimbus and Folsom dams. While flood risk does exist throughout RT's network and could affect operations, this is an existing condition that would not change as a result of the project, and there are no aspects of the project that would alter inundation areas.
- j. **No Impact.** RT's network is not located near an ocean coast or enclosed body of water that could produce a seiche. It is not located near areas having steep slopes that would create mudflows.

10. LAND USE AND PLANNING

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to, a general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Result in land use/operational conflicts between existing and proposed on-site or off-site land uses?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a,b,d. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). This would not involve land use changes that would divide an established community, conflict with land use plans, policies, or zoning, or result in incompatible land uses.

- c. **No Impact.** There is no applicable habitat conservation plan or natural community conservation plan.

11. MINERAL RESOURCES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, b. **No Impact.** The availability of mineral resources would not be affected by the proposed project because the proposed project consists of changes in service in RT's transit system. No new or altered facilities are proposed.

12. NOISE

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Expose persons to or generate excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Be located within an airport land use plan area, or, where such a plan has not been adopted, within two miles of a public airport or public use airport and expose people residing or working in the project vicinity to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
f. Be located in the vicinity of a private airstrip and expose people residing or working in the project vicinity to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a. The applicable standards for evaluating the proposed project are presented below.

City of Sacramento Noise Ordinance. The City of Sacramento Noise Control Ordinance, found in the Sacramento Municipal Code Title 8 – Health and Safety, Chapter 8.68, sets limits for exterior noise levels on designated residential property. The ordinance states that noise shall not exceed 55 dBA during any cumulative 30-minute period in any hour during the day (7:00 a.m. to 10:00 p.m.), and 50 dBA during any cumulative 30-minute period in any hour during the night (10:00 p.m. to 7:00 a.m.). The ordinance sets somewhat higher noise limits for noise of shorter duration; however, noise shall never exceed 75 dBA in the day and 70 dBA at night.

Construction activities are conditionally exempt from the Noise Ordinance, subject to certain limitations.

City of Rancho Cordova Noise Ordinance. The City of Rancho Cordova Noise Ordinance establishes maximum allowable exterior and interior noise levels for affected land uses. The ordinance generally limits exterior noise levels (measured at residential land and agricultural land uses) to a maximum of 55 dBA during any cumulative 30-minute period during the daytime hours (7 a.m.–10 p.m.), and 50 dBA during any cumulative 30-minute period during the nighttime hours (10 p.m.–7 a.m.). The ordinance sets somewhat higher noise limits for noise of shorter duration; however, noise must not exceed 75 dBA during the day and 70 dBA at night. Activities generally considered to be exempt from the noise standards include construction activities, subject to certain limitations.

City of Citrus Heights Noise Ordinance. The City of Citrus Heights Noise Ordinance, found in the City of Citrus Heights Code, Article III Noise Control, establishes exterior noise standards for affected land uses. The ordinance limits exterior noise levels of affected property to a maximum of 55 dBA during the daytime hours and 50 dBA during nighttime hours for operational noise sources. Activities considered to be exempt from the noise standards include construction activities, subject to certain limitations.

City of Folsom. The City of Folsom Noise Control Ordinance, found in the Folsom Municipal Code Title 8 – Health, Sanitation and Welfare, Chapter 8.42, sets limits for exterior noise levels on designated noise sensitive property. The ordinance limits exterior noise levels to a maximum of 50 dBA during the daytime hours and 45 dBA during nighttime hours for operational noise sources. Noise sources associated with construction are considered exempt from the noise standards, subject to certain limitations.

City of Elk Grove. The City of Elk Grove, found in the Elk Grove Municipal Code Title 6 – Health and Sanitation, Chapter 6.68, sets limits for exterior noise levels on designated noise sensitive property. The ordinance limits exterior noise levels to a maximum of 55 dBA during the daytime hours and 50 dBA during nighttime hours for operational noise sources. Noise sources associated with construction are considered exempt from the noise standards, subject to certain limitations.

County of Sacramento Noise Control Ordinance. The County of Sacramento Noise Control Ordinance, found in the Sacramento County Code Title 6 – Health and Sanitation, Chapter 6.68, sets limits for exterior noise levels on designated residential property. The ordinance states that noise shall not exceed 55 dBA during any cumulative 30-minute period in any hour during the day (7:00 a.m. to 10:00 p.m.), and 50 dBA during any cumulative 30-minute period in any hour during the night (10:00 p.m. to 7:00 a.m.). The ordinance sets somewhat higher noise limits for noise of shorter duration; however, noise shall never exceed 75 dBA in the day and 70 dBA at night. Construction activities are conditionally exempt from the Noise Control Ordinance, subject to certain limitations.

Short-Term Construction Noise

Less-Than-Significant Impact. Of the five bus stops proposed, only one is expected to require any sort of construction activity, consisting of minor curb alterations. The proposed project would be exempt from the noise standards during applicable hours, and would not result in sleep disturbance at noise sensitive receptors in the vicinity of proposed construction activities.

Light Rail Operations

Less-Than-Significant Impact. The proposed project includes extended light rail operations during weekdays and Saturday service to approximately 11 pm on both the Gold and Blue Lines. The proposed service changes would resume operation of 16 one-way trips between the two lines, which would represent an increase in evening operations compared to existing conditions. Noise impacts on the Gold Line were evaluated in the Downtown Sacramento-Folsom Corridor Final EIS/EIR for year 2012. Noise impacts at sensitive receptors were identified and mitigated by constructing sound walls in affected areas.⁵ The Blue Line was evaluated within the South Sacramento Corridor Phase 2 SFEIS/SFEIR. Noise impacts due to light rail operations were analyzed for the year 2015. Noise impacts at sensitive receptors were identified and mitigated by constructing sound walls in affected areas. The restoration of 16 one-way trips operating between the two light rail lines would not exceed the volume of light rail trips previously analyzed and mitigated. Therefore, resumption of extended light rail operations would not result in new noise impacts at noise sensitive receptors that would require additional mitigation.

⁵ Sacramento Regional Transit District, Downtown Sacramento-Folsom Corridor Final Environmental Impact Statement/Environmental Impact Report. March 2000. State Clearinghouse No. 1998032022. Available for review during normal business hours at Sacramento Regional Transit, 1400 29th Street, Sacramento, California.

Bus Stop Operations

Less-Than-Significant Impact. The proposed project would provide higher frequency transit service on RT's heavily used routes (routes 1, 25, 55, and 56, as shown on Figure 6). Bus stop operations are considered a stationary noise source and are evaluated as such. Noise sources associated with bus stop operations consist of the bus braking on approach to the stop, the air brakes being engaged (results in an air blast like noise), engine idling at the stop, the operation of warning bells during loading and unloading of passengers, and bus acceleration noise during departure. Atkins performed noise monitoring of existing bus stop operations on March 3, 2012. Bus stop operations were measured as a single event and each event measured took into account the noise sources discussed above. Single event noise level (SEL) measurements resulted in an average noise exposure level of 95.9 dBA SEL at 5 feet from the source.

The maximum headway (frequency) increase along bus transit lines would be 15 minutes an hour, resulting in a maximum of four operations per hour. This would only occur on routes 1 and 56. Conservatively applying the average SEL to four bus stop operations per hour would result in an hourly noise level of 66 dBA Leq at five feet from the bus stop. Applying a standard attenuation rate of 6 dBA per doubling of distance for stationary noise sources, bus stop operations would attenuate to 60 dBA at 10 feet, 54 dBA Leq at 20 feet, and 48 dBA Leq at 40 feet, and 42 dBA Leq at 80 feet. While bus stops located less than 40 feet from a sensitive receptor could slightly surpass the most restrictive nighttime 45 dBA Leq threshold (10PM-7AM), the bus stops are existing bus stops that are located along roadways that already experience heavy traffic volumes and traffic-related noise. Thus, the slight increase in intermittent noise at the existing stops on routes 1 and 56 would not contribute substantially to the existing background noise at those locations because those locations already experience relatively high levels of ambient noise, and the frequency of the bus stop noise would only occur twice as many times (i.e., it would not be a continuous source of noise). For proposed new bus stops on routes 54 and 95, the anticipated locations are expected to be at distances greater than approximately 40 feet from a residential exterior. As such, no stops are anticipated at locations where the incremental contribution to applicable daytime and nighttime noise levels would cause noise levels to be further exceeded. Therefore, impacts would be less than significant.

- b. **Less-Than-Significant Impact.** Installation of minor curb alterations at one bus stop could briefly expose nearby sensitive receptors (e.g., residential uses) to elevated levels of groundborne vibration during construction. Based on FTA's Transit Noise and Vibration Impact Assessment (2006), groundborne vibration associated with the operation of construction equipment to be used would not be considered substantial or excessive. Construction activities would be limited to daytime hours and the potential for sleep disturbance would not be present. Therefore, impacts would be less than significant.

Light rail operations would be another source of vibration attributable to the project that could expose nearby sensitive receptors to elevated levels of vibration. An increase of 16 one-way trips along the Gold and Blue Lines during the more sensitive evening and nighttime hours would have the potential to generate vibration that could disrupt sleep at nearby residences.

The Gold Line vibration impacts were evaluated in the *Downtown Sacramento-Folsom Corridor Final EIS/EIR*. Vibration impacts due to light rail operations were analyzed for the year 2015. The analysis resulted in the identification of impacts at some residences. These impacts were reduced to less than significant with mitigation measures that required the installation of vibration control track systems (e.g., ballast mats, floating slab trackbed). Similarly, the Blue Line impacts were also reduced to less than significant with mitigation measures that required the installation of vibration control track systems (e.g., ballast mats).

The proposed project would not increase one-way trips of light rail services along either the Gold Line or the Blue Line in excess of what was analyzed and mitigated in the documents referenced above. Therefore, impacts from vibration as a result of restored nighttime light rail service levels would be less than significant.

- c. **Less-Than-Significant Impact.** The long-term operation of the proposed project would result in an increase of daily bus traffic on the transit network and, consequently, an increase in traffic noise levels along affected bus lines. The largest increase of bus operations would be on bus route 56, with 66 additional bus trips along this route (e.g., Rush River Drive, Pocket Road, Meadowview Road, and Mack Road). The roadways along this route have varying existing traffic volumes ranging from 6,500 to 19,500 vehicles a day. Accounting for the largest increase of bus trips on roadways with a representative mix of traffic volumes, the proposed project's increase in traffic noise can be evaluated. Based on the traffic noise modeling results, which are included in Appendix A, the proposed project would result in a maximum of a +1 dBA Ldn increase in traffic noise levels along the most affected bus line (Route 56 with 66 additional bus trips). Specifically, with the addition of proposed project traffic, Rush River Drive, Meadowview Road and Mack Road traffic noise levels would increase by 1 dBA over existing traffic noise levels. Thus, traffic noise increases would not be considered substantial. Therefore, impacts would be less than significant.
- d. **Less-Than-Significant Impact.** As discussed above, noise generated during minor curb alterations at one location could create temporary or periodic increases in ambient noise levels. However, construction work hours would be restricted by provisions in the affected jurisdiction's Municipal Code. As stated above, no additional operation noise associated with additional vehicular traffic is anticipated. Operational noise would be limited to those noise levels associated with the operation of new bus stops. Therefore, the proposed project is not expected to generate a substantial temporary or periodic increase in ambient noise near sensitive receptors. Therefore, impacts would be less than significant.
- e, f. **No Impact.** The RT bus and light rail routes are within airport land use plan areas for Sacramento International Airport and other airports in Sacramento County (Sacramento Executive, McClellan Business Park, Mather Field), and there are smaller private airstrips. The proposed changes in service would not result in any changes in air operations that would affect noise levels. Therefore, there would be no impact.

13. POPULATION AND HOUSING

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Displace a substantial number of existing housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Displace a substantial number of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a. **No Impact.** The proposed service changes would not result in an increase in population that would result in the need for new housing or require the extension of infrastructure.
- b, c. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6) within RT's existing network. This would not displace people or housing.

14. PUBLIC SERVICES

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities or a need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the following public services:				
a. Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c. Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a-d. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). This would not result in an increase in the demand for fire, police, schools, or parks services because it would not involve changes in population requiring such services. City and County fire protection services for bus transfer points and light rail stations would be unaffected because the changes in frequency or hours would not result in new facilities requiring fire protection.
- e. **No Impact.** RT provides security services for its network, and would continue to provide security along the bus routes and at light rail stations for the service changes. This would not require new or altered government facilities.

15. RECREATION

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

- a, b. **No Impact.** The proposed project would involve changes to RT's bus and light rail service. This would not increase the number of residents in Sacramento County, and the proposed project would not generate any demand for recreational facilities. Thus, the proposed project would not affect use of existing facilities, nor would it require the construction or expansion of existing recreational facilities. Therefore, the proposed project would have no impact on recreational facilities.

16. TRANSPORTATION/TRAFFIC

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d. Substantially increase hazards because of a design feature (e.g., sharp curves or dangerous intersections or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e. Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f. Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. **Less-Than-Significant Impact.** The applicable plan is SACOG's 2035 MTP, which advocates for compact, mixed-use development and more transit choices as an alternative to low density auto-oriented development.⁶ The proposed September 2012 Service Changes are intended to support the 2035 MTP by providing targeted service improvements designed to: increase the frequency of service in those areas where there is demand; create an evening and weekend service network; make transit service faster and more direct; reinvest resources from underperforming routes; and provide additional service in key unmet need areas.

The proposed project is expected to make transit a more viable alternative to the auto, and would result in increased levels of transit, pedestrian, and bicycle use, and decreased levels of

⁶ SACOG. Metropolitan Transportation Plan for 2035 (MTP2035). March 20, 2008. www.sacog.org/mtp/2035/final-mtp/

auto use. Therefore, the 2012 Service Changes support the applicable transportation plan and impacts would be less-than-significant.

- b. **Less-Than-Significant Impact.** In the Sacramento region, during peak commute hours when congestion is highest and the transportation system is used at greatest capacity, 92 percent of person trips are made in private vehicles (either by a single occupant vehicle or a carpool/vanpool) and 82 percent of person trips are made by people driving alone. The proposed 2012 Service Changes would provide higher frequency transit service on several of RT's heavily used routes during the morning and afternoon commute times, and would also extend the hours of service later into the evening. This would result in the following system-wide changes per weekday:⁷

- Increase the number of one-way bus trips per weekday by 159
- Increase the number of buses in operation per day by 4
- Increase bus revenue hours by 86
- Increase bus revenue miles by 1809
- Increase light rail one-way trips by 16
- Increase light rail revenue hours by 14
- Increase light rail revenue mile by 254

These increases to transit service levels are anticipated to result in a system-wide estimated increase in ridership of 2,560 passengers per weekday. This would result in an estimated decrease of 1,700 auto vehicle trips per weekday. The reader is referred to Appendix A for a description of the methodology, assumptions, and calculations that resulted in these estimates.

The proposed September 2012 Service Changes would contribute to a reduction in congestion on Sacramento roadways by increasing the number of trips that are made by bus and light rail, and decreasing the number of trips made by private vehicles (autos). This would support the regional congestion management program. No impacts on levels of service, travel demand measures, or other standards established by the county congestion management agency for designated roads or highways would occur as a result of the proposed project.

- c. **No Impact.** The RT bus and light rail routes are within airport land use plan areas for Sacramento International Airport and other airports in Sacramento County (Sacramento Executive, McClellan Business Park, Mather Field), and there are smaller private airstrips. The proposed project would consist of increasing bus frequency on certain bus routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). The proposed changes in service would not result in any changes in air operations or changes in a location that would result in safety risks.

⁷ See Appendix A, Supporting Documentation: Traffic Analysis Assumptions and Methodology.

- d. **No Impact.** The proposed project would consist of increasing bus frequency on certain routes, extending service hours into the evening on certain bus routes and light rail, and the addition of bus service in a few locations (see Table 1 and Figures 2 through 6). No physical changes to roadways or light rail trackway and crossings are proposed that would create safety hazards.
- e. **No Impact.** The proposed project would affect certain existing bus routes and light rail, but no physical changes to roadways or light rail trackway and crossings are proposed. Therefore, the proposed project would not impede the provision of emergency access in Sacramento County.
- f. **Less-Than-Significant Impact.** The applicable transit plan is RT’s TransitAction Plan. To implement the TransitAction Plan, RT developed a “TransitRenewal” program. RT’s goal for TransitRenewal is to identify ways to renew transit in an effective, sustainable manner that prioritizes long-term environmental and financial health for the region, based on updated data and RT’s financial circumstances. The proposed changes would not conflict with an applicable transit plan. The proposed project would not involve any activities that would physically affect the performance of existing pedestrian or bicycle facilities.

17. UTILITIES AND SERVICE SYSTEMS

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or would new or expanded entitlements be needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
f. Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g. Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a.b. **Less-Than-Significant Impact.** Maintenance of RT's bus and trains is performed at RT maintenance facilities, which are regulated under the federal National Pollutant Elimination Discharge System (NPDES) program as industrial facilities for stormwater runoff. Wastewater from the maintenance facilities is discharged to the Sacramento County Regional Sewer District, which also is required to operate under the NPDES program. This program is administered at the State level by the Regional Water Quality Control Board, which issues permits. The proposed service changes would result in a slight increase in the number of buses and trains that would require routine washing and interior cleaning. However, this would not result in new or substantial increase in flows that could affect the ability of RT to comply with applicable discharge requirements.
- c-f. **Less-Than-Significant Impact.** Routine maintenance of additional buses and trains to implement the proposed service changes would involve bus and train washing and interior cleaning. These activities would use water, generate wastewater, and produce solid waste, all in limited quantities because the increase in buses and trains requiring routine maintenance would be small. Impacts on these utilities would not require new or expanded facilities.

18. OTHER ISSUES (ENERGY)

Would the project:

- a. Result in, contribute to, or substantially affect other environmental issues(s)? If so, specify below and evaluate:
-

Discussion

- a. **Less-Than-Significant Impact.** Construction activities associated with the proposed September 2012 Service Changes would be associated with the addition of 5 bus stops and minor curb alterations associated with one of those. The level of activity associated with this type of construction is temporary and minor and would result in minimal energy consumption.

The operation of the proposed September 2012 Service Changes would result in the consumption of energy associated with restoration of bus and light rail service. Energy consumption is shown in Table 5. Assumptions for energy consumption are included in Appendix A under Greenhouse Gas Emissions, and the results are summarized herein. The proposed project would result in a combined increase the daily energy consumption by 24.08 million British thermal units (MMBTU). However, as described elsewhere in this document, the shift from auto to transit oriented development would provide further reductions in auto vehicle miles traveled and in the long-term would result in a net reduction in energy consumption. Therefore, energy consumption impacts from the implementation of the proposed project would not be significant.

Table 5 Energy Consumption	
MMBTU/day	
Bus:	0.17
Light Rail:	24.14
Vehicles:	-0.23
Total Change:	24.08

Source: Atkins, 2012.

19. MANDATORY FINDINGS OF SIGNIFICANCE

Would the project:	Significant or Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less-Than-Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the project have impacts that are individually limited but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

- a. **Less-Than-Significant Impact.** The proposed project does not involve any activities that would involve ground-disturbance or alteration of structures. There would be no biological resources or cultural resources impacts. The proposed increased headways and extension of evening light rail service would not result in adverse impacts on wildlife and migratory species.
- b. **Less-Than-Significant Impact.** The proposed project has the potential to contribute to cumulative air quality impacts as a result of changes in VMT; however, as explained in Item 3c, the project’s contribution would not be cumulatively considerable, and the project would not conflict or obstruct implementation of the applicable air quality plan (Item 3a-b). Because the proposed project would result in a decrease in GHGs, it would not contribute to cumulative emissions or conflict with AB 32 (Item 7). The proposed project would result in negligible

noise impacts at the project level (refer to Item 12), and would not contribute to a cumulative impact. The proposed project supports and is consistent with the 2035 MTP. The study area for the MTP 2035 includes the counties of Sacramento, Sutter, Yolo, and Yuba, and Placer and El Dorado counties. Because it would result in a net reduction in passenger vehicle trips, it would not result in a cumulative contribution that would adversely affect the circulation network.

For all other remaining topics, due to the nature of project, the project would have no impact or less-than-significant impact, and, therefore, would not result in cumulatively considerable impacts at the project level for aesthetics, agriculture and forest resources, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, population and housing, public services, recreation, utilities and service systems, and energy.

- c. **Less-Than-Significant Impact.** There would be no significant adverse effects on human beings. As explained in Items 3 (Air Quality) and 11 (Noise), there would be no substantial increase in air emissions or noise levels as a result of the proposed project. For all other topics, there would be either no impact or a less-than-significant impact.

Appendix A

Supporting Documentation: Transportation, Air Quality, Greenhouse Gas, and Noise Analyses

Transit/Traffic Methodology and Calculations

The following describes the methodology and assumptions for estimating changes in ridership and modes.

ESTIMATE TRANSIT TRIPS, REVENUE HOURS AND MILES, AND PASSENGERS

The net changes per weekday provided by RT were used to estimate the change in transit trips, revenue hours, revenue miles, and passengers.

Using Route 1 as an example of the types of changes that RT is proposing for its bus service and how those changes would be reflected in ridership and change in mode, the following can be determined. RT is proposing to increase the frequency of service during the day, and also to extend the hours of service until 10:00 PM on weekdays. RT anticipates that increasing the frequency of service during the morning and afternoon peaks will result in an increase of 6 one-way bus trips, 4 revenue hours, 39 revenue miles, and 130 bus passengers per weekday. Extending service later into the evening would result in an increase of 6 one-way bus trips, 2.6 revenue hours, 55.46 revenue miles, and 178 bus passengers per weekday.

For rail, RT proposes to extend Blue Line light rail service until 11:00 PM on weekdays, and anticipates that this would result in an increase of 8 one-way rail trips, 7 revenue hours, 128 revenue hours, and 862 rail passengers per weekday.

In most cases, the number of passengers that are being added back to the transit mode would be equivalent to the drop in ridership that was observed when service was cut in June 2010. For example, light rail evening service was scaled back in 2010, and the observed drop in ridership that resulted from the cuts is now being added back.

ESTIMATE RIDERSHIP GROWTH FOR YEAR 1

RT proposes to restore service on certain routes, but it will take time for ridership to build back up to the levels assumed in the Transit Action Plan and Transit Renewal program. The assumption is that at the end of the first year, RT will have achieved 50% of ultimate growth.

Using Route 1 as an example, the growth at the end of Year 1 due to increasing frequency during the morning and afternoon peaks would be $130 \times 0.50 = 65$ bus passengers per weekday. The growth from extending service to 10:00 PM would be $178 \times 0.50 = 89$ bus passengers per weekday.

For the Blue Line, the growth at the end of Year 1 due to extending service to 11:00 PM would be $862 \times 0.50 = 431$ rail passengers per weekday.

ESTIMATE RESULTING CHANGE IN AUTO TRIPS

Table T-1 lists the 2035 MTP's assumptions for travel modes. As shown, the predominant travel mode in the Sacramento region is auto, either drive alone (single occupant vehicles [SOV]) or carpools.

Table T-1		
Sacramento Region Mode Share		
Commute Trips		
Mode	Mode Share¹	Normalized
Drive Alone (SOV)	76.4%	78%
Carpool	14.7%	16%
Transit	2.8%	
Bike	1.3%	1%
Walk	1.9%	2%
Work at Home	3.0%	3%
TOTAL	100.1%	100%
Non-Commute Trips		
Mode	Mode Share¹	Normalized
Drive Alone (SOV)	37.0%	37%
Carpool	50.0%	51%
Transit	0.8%	
Bike	1.9%	2%
Walk	8.7%	9%
Work at Home	1.5%	1%
TOTAL	99.9%	100%

Source:

1. SACOG, September 2011.

The analysis assumes the increase in ridership due to the proposed September 2012 service changes would remove trips from competing modes. In particular, trips would be reduced in proportion to regional mode shares. Therefore, for commute trips made in the AM and PM peaks, this decrease would be associated primarily with the SOV mode (78%). During non-commute (off-peak) times of the day, the reduction would primarily be associated with the carpool mode (51%). Either way, the increase in transit ridership is assumed to be associated with reductions in the auto (SOV + carpool) mode.

Using the same Route 1 example from above, adding another bus to the route and increasing the frequency of service during the morning and afternoon peaks would translate into an increase of 65 bus passengers per weekday. For the purpose of this project, traditional peak travel times are assumed, e.g., 7:00 to 9:00 AM, and 4:00 to 6:00 PM. Because the improvement would occur during the

morning and afternoon peaks, the following commute (peak travel times) share percentages were used (Table T-1):

- SOV: 51 of the 65 passenger increase (78%)
- Carpool: 10 of the 65 (16%)
- Bicycle: 1 of the 65 (1%)
- Walk: 1 of the 65 (2%)
- Work at home: 2 of the 65 (3%)

Extending the hours of service for Route 1 to 10:00 PM would translate into an increase of 89 bus passengers per day. Because this improvement would occur in the evening, the following off-peak mode share percentages were used (Table 1):

- SOV: 33 of the 89 passenger increase (37%)
- Carpool: 45 of the 89 (51%)
- Bicycle: 2 of the 89 (2%)
- Walk: 8 of the 89 (9%)
- Work at home: 1 person (1%)

Finally, the auto person trips were converted to auto vehicle trips. For the SOV trips, there is only 1 person per vehicle. For the carpools, the assumption is that average vehicle occupancy is equal to 2.0 persons. Therefore, 45 person trips in carpools is equivalent to 23 vehicle trips ($45/2 = 23$), and the total number of vehicles removed is equal to $33 + 23 = 56$.

ESTIMATE SYSTEM-WIDE CHANGES

The changes for all of the bus and rail routes derived from Steps 1 through 3, above, are shown in Table T-2.

Table T-2:	
Estimated System-Wide Changes at End of Year 1	
	Net change per weekday
Bus	
One way bus trips	+159
Number of buses in operation per day	+4
Bus revenue miles	+1809
Bus revenue hours	+86
Bus passengers	+1332

**Table T-2:
Estimated System-Wide Changes at End of Year 1**

	Net change per weekday
Rail	
One way rail trips	+16
Rail revenue miles	+254
Rail revenue hours	+14
Rail passengers	+862
Daily passengers	+2194
ADT - Auto vehicle trips	-1469
ADT – autos and buses	-1310

Source: Sacramento RT, 2012; Atkins, 2012

As illustrated by the data in Table T-2, the net effect of the proposed September 2012 service changes would be an estimated increase of 2194 transit passengers per day. This would result in an estimated decrease of 1469 auto vehicle trips per weekday. Adding back in the increase of 159 additional bus trips per day results in a total decrease of 1,525 vehicle trips per day ($-1469 + 159 = -1310$).

Air Quality Methodology and Calculations

The following presents the methodology used to estimate criteria air pollutant emissions. Detailed calculations and results are included at the end of this section.

Estimated changes in transit trips, bus revenue hours, bus revenue miles, and vehicle trips were based on the traffic analysis prepared for the proposed 2012 service changes, presented at the beginning of this appendix.

Vehicle miles traveled (VMT) assumptions for automobiles for years 2005 and 2035 were obtained from the certified 2035 MTP EIR dated 2008, and are shown in Table AQ-1. The vehicle trips and vehicle miles traveled for 2012 (implementation year for the proposed September 2012 service changes) were determined by assuming an average increase per year between 2005 and 2035 and adding that increase to the 2005 values. The vehicle miles per trip for all three years were determined by dividing the vehicle miles traveled by the number of vehicle trips.

Table AQ-1			
Vehicle Trip Assumptions			
	2005 (MTP Baseline)	2012 (Proposed Project Implementation Year)	2035 (MTP Future)
Vehicle Trips	7,675,549	8,732,493	12,205,311
Vehicle Miles Traveled	55,381,000	62,263,867	84,879,000
Vehicle miles per trip	7.2	7.1	7.0

The criteria pollutant emissions were determined by first multiplying the number of vehicle miles traveled per day for compressed natural gas (CNG) buses, diesel shuttle buses, and automobiles by their respective emission factors in grams per mile to determine grams per day of emissions. Grams per day were then converted to pounds per day by 453.59 (the number of grams per pound). Grams per mile for automobiles is a weighted average of automobiles, pick-up trucks and SUV based on the emission factors provided in EMFAC2011.

SacRT September 2012 Service Changes Air Quality Assumptions

Bus Information:

	Project
Total Daily Bus Miles Added: ¹	1,469.34
Total CNG Bus Miles: ¹	1,165.18
Total Diesel Bus Miles: ¹	304.16

Light Rail Information:

Total Daily Rail Miles Added: ¹	155,333
--	---------

Daily Non-bus Vehicle Information:

Reduction in vehicle Trips: ¹	1,469.0
VMT/Trip: ²	7.1
Total VMT:	10,429.9

Conversions

grams/lb ³	453.59237
lbs/metric ton ³	2204
MMBTU/BTU ³	1,000,000.00

Emission Factors

	gr/mile				
	NO _x	ROG	CO	PM ₁₀	PM _{2.5}
Vehicles ⁴	0.22	0.07	2.16	0.00	0.00
CNG Bus: ^{5,6}	4.10	0.56	1.05	0.04	0.04
Diesel Shuttle Bus: ⁴	4.65	0.24	1.17	0.05	0.05

Sources:

¹ Atkins, *Traffic Impact Analysis*, 2012, based on Personal Communication with Sacramento Regional Transit Planning, 2012.

Sacramento Area Council of Governments. Metropolitan Transportation Plan for 2035 Draft Environmental Impact Report. 2008.

³ California Climate Change Registry, *California Climate Action Registry General Reporting Protocol Version 3.1*, January 2009.

⁴ California Air Resources Board. EMFAC2011. Accessed: www.arb.ca.gov/msei/modeling.htm#emfac2011_web_based_data on March 2, 2012.

⁵ http://www.fhwa.dot.gov/environment/air_quality/conformity/research/mpe_benefits/mpe05.cfm

⁶ http://www.gobrt.org/BTI_BRT_CO2_Journal_2006.pdf

SacRT September 2012 Service Changes Criteria Pollutant Calculations

	Summary of change				
	NO _x	ROG	CO	PM ₁₀	PM _{2.5}
	lbs/day	lbs/day	lbs/day	lbs/day	lbs/day
Transit ¹ :	13.65	1.61	0.90	0.15	0.13
Non-Transit:	-5.05	-1.51	-49.63	-0.06	-0.06
Total Change:	8.60	0.09	-48.73	0.08	0.08

¹ Transit represents criteria pollutants from additional vehicle miles of diesel and CNG bus operation. Criteria Pollutants are based only on direct emissions, those emissions emitted at the site from onsite operations. Emissions of NO_x, ROG, CO, PM₁₀ and PM_{2.5} from the generation of electricity used by light rail are considered indirect pollutants as they are generated offsite at power plants, and therefore are not included in the calculation of criteria pollutant emissions.

	VMT/day	gr/mile	NO _x	lbs/day	gr/mile	ROG	lbs/day	gr/mile	CO	lbs/day
			gr/day			gr/day			gr/day	
Bus - Diesel:	304.16	4.65	1,413.76	3.12	0.24	72.44	0.16	1.17	356.18	0.79
Bus - CNG:	1,165.18	4.10	4,777.24	10.53	0.56	655.94	1.45	0.04	50.10	0.11
Vehicles:	10,429.90	0.22	2,290.79	5.05	0.07	685.88	1.51	2.16	22,510.89	49.63

	gr/mile	PM ₁₀	lbs/day	gr/mile	PM _{2.5}	lbs/day
		gr/day			gr/day	
Bus - Diesel:	0.054	16.37	0.04	0.050	15.06	0.03
Bus - CNG:	0.043	50.10	0.11	0.040	46.09	0.10
Vehicles:	0.003	28.18	0.06	0.002	25.60	0.06

EXHIBIT A

EMFAC 2011
 2012 Estimated Annual Emission Rates
 EMFAC 2011 Vehicle Categories
 Sacramento COUNTY
 Sacramento Valley AIR BASIN
 Sacramento Metropolitan AQMD

Area	CalYr	Season	Veh	Fuel	MdlYr	Speed (Miles/hr)	Pop (Vehicles)	VMT (Miles/day)	Trips (Trips/day)	ROG_RUNEX (gms/mile)	CO_RUNEX (gms/mile)	NOX_RUNEX (gms/mile)	CO2_RUNEX(Pavley I+LCFS) (gms/mile)	PM10_RUNEX (gms/mile)	PM2_5_RUNEX (gms/mile)	
40ft Bus																
Sacramento	2012	Annual	UBUS	DSL	AllMYr	AllSpeeds	455.37581	58813.5012	1821.5033	0.562951054	2.483032223	13.63528026		2489.647963	0.250525061	0.230483064
Sacramento	2004	Annual	UBUS	DSL	AllMYr	AllSpeeds	385.47981	49786.1723	1541.9193	0.772972263	3.234318263	19.18954906		2635.475438	0.352622008	0.32441226
Shuttle Bus (based off of LHD2 vehicle class due to weight)																
Sacramento	2012	Annual	LHD2	DSL	AllMYr	AllSpeeds	3478.3115	152012.418	43752.779	0.238180488	1.171017808	4.648086401		522.2723806	0.053825918	0.049519846

EMFAC 2011
 2012 Estimated Annual Emission Rates
 EMFAC 2011 Vehicle Categories
 Sacramento COUNTY
 Sacramento Valley AIR BASIN
 Sacramento Metropolitan AQMD

Area	CalYr	Season	Veh	Fuel	MdlYr	Speed (Miles/hr)	Pop (Vehicles)	VMT (Miles/day)	Trips (Trips/day)	ROG_RUNEX (gms/mile)	CO_RUNEX (gms/mile)	NOX_RUNEX (gms/mile)	CO2_RUNEX(Pavley I+LCFS) (gms/mile)	PM10_RUNEX (gms/mile)	PM2_5_RUNEX (gms/mile)
Sacramento	2012	Annual	LDA	GAS	AllMYr	AllSpeeds	481995.01	18615343.9	3029937.1	0.056700202	1.852609287	0.168515204	318.887806	0.002381115	0.002161867
Sacramento	2012	Annual	LDA	DSL	AllMYr	AllSpeeds	1867.7755	63654.3244	10849.411	0.064220625	0.330575724	0.710665492	313.4497272	0.046997185	0.04323741
Sacramento	2012	Annual	LDT1	GAS	AllMYr	AllSpeeds	68684.899	2509463.08	418737.77	0.13675844	3.904585055	0.379166421	369.0466809	0.004829725	0.004370525
Sacramento	2012	Annual	LDT1	DSL	AllMYr	AllSpeeds	90.214383	2650.57887	474.71949	0.097994523	0.427409072	0.793649798	324.2890674	0.082291459	0.07570814
Sacramento	2012	Annual	LDT2	GAS	AllMYr	AllSpeeds	166127.02	6602800.83	1045742.9	0.064313397	2.375448312	0.29790656	444.3434112	0.00231102	0.0021037
Sacramento	2012	Annual	LDT2	DSL	AllMYr	AllSpeeds	78.309062	2539.55627	428.56906	0.09085768	0.401358752	0.907979886	329.753552	0.073696172	0.067800475
							LDA-G	0.66970215		0.037972247	1.240696427	0.112854995	213.5598499	0.001594638	0.001447807
							LDA-D	0.00229002		0.000147066	0.000757024	0.001627435	0.717804934	0.000107624	9.90144E-05
							LDT1-G	0.09027998		0.012346549	0.35250585	0.034231136	33.31752595	0.000436027	0.000394571
							LDT1-D	9.5357E-05		9.34444E-06	4.07563E-05	7.56799E-05	0.030923146	7.84704E-06	7.21928E-06
							LDT2-G	0.23754114		0.015277077	0.564266689	0.070765063	105.5498383	0.000548962	0.000499715
							LDT2-D	9.1363E-05		8.30099E-06	3.66692E-05	8.29554E-05	0.030127143	6.73307E-06	6.19443E-06
							Weighted A		1	0.065760585	2.158303414	0.219637264	353.2060695	0.002701832	0.002454521

Greenhouse Gas Emissions Methodology and Calculations

The following presents the methodology used to estimate greenhouse gas (GHG) emissions. Detailed calculations and results are included at the end of this section.

Estimated changes in transit trips, bus revenue hours, bus revenue miles, and vehicle trips were based on the traffic analysis prepared for the proposed 2012 service changes, presented at the beginning of this appendix.

Vehicle miles traveled for automobiles for 2005 and 2035 were obtained from the certified 2035 MTP EIR and are shown in Table GHG-1. The vehicle trips and vehicle miles traveled for 2012 (implementation year) were determined by assuming an average increase per year between 2005 and 2030 and adding that increase to the 2005 values. The vehicle miles per trip for all three years were determined by dividing the vehicle miles traveled by the number of vehicle trips.

	2005 (MTP Baseline)	2012 (Proposed Project Implementation Year)	2035 (MTP Future)
Vehicle Trips	7,675,549	8,732,493	12,205,311
Vehicle Miles Traveled	55,381,000	62,263,867	84,879,000
Vehicle miles per trip	7.2	7.1	7.0

The daily emissions for carbon dioxide, nitrous oxide, and methane were determined by first multiplying the number of vehicle miles traveled per day for compressed natural gas (CNG) buses, diesel shuttle buses, and automobiles by their respective emission factors in grams per mile to determine grams per day of emissions. Grams per day were then converted to pounds per day by 453.59 (the number of grams per pound). Pounds per day were then converted to metric tons per year by dividing grams per day by 2,204 (number of grams per metric ton) then multiplying by 365. Emissions were then multiplied by their global warming potential for each respective greenhouse gas to determine metric tons of greenhouse gas equivalents per year.

Grams per mile for automobile carbon dioxide emissions is a weighted average of automobiles, pick-up trucks and SUV based on the emission factors provided in EMFAC2011. Grams per mile for methane and nitrous oxide are determined based on the weighted average by vehicle class as presented in the California Climate Change Registry, *California Climate Action Registry General Reporting Protocol Version 3*. Idated January 2009. Table GHG-2 shows the calculation. The percentage of vehicle type is determined from EMFAC2011.

Table GHG-2
Estimated Emissions

	<i>%</i>	<i>CH₄</i>	<i>N₂O</i>
Gas LDA	66.97%	0.0147	0.0079
Diesel LDA	0.23%	0.0005	0.0010
Gas LDT	32.78%	0.0157	0.0101
Diesel LDT	0.02%	0.0010	0.0015
weighted average		0.0150	0.0086

Emissions from light rail are determined from consumption per revenue mile of electricity estimated in millions of British thermal units (MMBTU). Consumption of BTUs per revenue mile traveled was determined from the certified 2035 MTP EIR dated 2008. Table GHG-3 details the information provided in the certified 2035 MTP EIR and shows how the MMBTUs per revenue mile were determined.

Table GHG-3
Light Rail Energy Consumption

	2005	2035 NP	2035 MTP
Light Rail Revenue Miles	1,777,915	3,189,005	5,216,945
BTU	1.69E+11	3.03E+11	4.96E+11
BTU/Revenue Mile	95,055	95,014	95,075
% decrease between 2035 MTP and 2005:			-0.02066%
Average % decrease per year:			-0.00069%
% decrease for 2012:			-0.00482%
2012 prorated BTU/Revenue Mile:			95,059.74
2012 prorated MMBTU/Revenue Mile:			0.0950597

SacRT September 2012 Service Changes GHG Assumptions

Bus Information:

	Project
Total Daily Bus Miles Added: ¹	1,469.34
Total CNG Bus Miles: ¹	1,165.18
Total Diesel Bus Miles: ¹	304.16

Light Rail Information:

Total Daily Revenue Miles Added: ¹	254
MMBTU/Revenue Mile ²	0.0951
MMBTU	24.14

Daily Non-bus Vehicle Information:

Reduction in vehicle Trips: ¹	1,469.0
VMT/Trip: ²	7.1
Total VMT:	10,429.9

Conversions

grams/lb ³	453.59237		
kg/metric ton ³	1,000		
lbs/metric ton ³	2204		
MMBTU/BTU ³	1,000,000.00		
Global Warming Potential ³	CO₂	CH₄	N₂O
	1	21	310

Emission Factors

	gr/mile		
	CO ₂	CH ₄	N ₂ O
Vehicles ^{3,4}	353.21	0.015	0.009
CNG Bus: ^{4,5}	1,534.91	1.996	0.175
Shuttle Bus (DSL): ³	522.27	0.005	0.048
	kg/MMBTU		
	CO ₂	CH ₄	N ₂ O
Light Rail ^{4,6}	53.06	0.001	0.0001

SacRT September 2012 Service Changes GHG Assumptions

Sources:

- 1 Atkins, *Traffic Impact Analysis*, 2012, based on Personal Communication with Sacramento Regional Transit Planning, 2012.
- 2 Sacramento Area Council of Governments. *Metropolitan Transportation Plan for 2035 Draft Environmental Impact Report*. 2008.
- 3 California Air Resources Board. EMFAC2011. Accessed: www.arb.ca.gov/msei/modeling.htm#emfac2011_web_based_data on March 2, 2012.
- 4 California Climate Change Registry, *California Climate Action Registry General Reporting Protocol Version 3.1*, January 2009.
- 5 http://www.gobrt.org/BTI_BRT_CO2_Journal_2006.pdf
- 6 US Environmental Protection Agency. Egrid Web information for SMUD. <http://cfpub.epa.gov/egridweb/index.cfm>; accessed March 7, 2012.

lb/MMBTU: 116.97 CO₂

Note:

116.97 lbs/MMBTU equates to 56.03 kg/MMBTU, which corresponds to the emission factor for natural gas combustion for stationary sources. Hence the emission factors for natural gas combustion for electric power was selected from the CCAR document for CH₄ and N₂O.

SacRT September 2012 Service Changes Greenhouse Gas Calculations

Summary of change MT CO₂e/year

	CO ₂	CH ₄	N ₂ O	Total
Bus- Diesel:	58.00	0.01	1.65	59.66
Bus - CNG:	652.97	17.83	23.08	693.88
Light Rail:	467.43	0.19	0.27	467.89
Vehicles:	-1,345.00	-1.20	-10.16	-1,356.36
Total Change:	-166.60	16.83	14.85	-134.93

CO₂

	VMT/day	gr/mile	gr/day	lbs/day	MT/day	MT/yr	MT CO ₂ e
Bus - Diesel:	304.16	522.27	158,853.95	350.21	0.16	58.00	58.00
Bus - CNG:	1,165.18	1,534.91	1,788,446.72	3,942.85	1.79	652.97	652.97
Vehicles:	10,429.90	353.21	3,683,903.98	8,121.62	3.68	1,345.00	1,345.00

CH₄

	VMT/day	gr/mile	gr/day	lbs/day	MT/day	MT/yr	MT CO ₂ e
Bus - Diesel:	304.16	0.0051	1.55	0.0034	0.0000	0.0006	0.01
Bus - CNG:	1,165.18	1.9960	2,325.70	5.1273	0.0023	0.8491	17.83
Vehicles:	10,429.90	0.0150	156.37	0.3447	0.0002	0.0571	1.20

N₂O

	VMT/day	gr/mile	gr/day	lbs/day	MT/day	MT/yr	MT CO ₂ e
Bus - Diesel:	304.16	0.0480	14.60	0.03	0.00	0.01	1.65
Bus - CNG:	1,165.18	0.1750	203.91	0.45	0.00	0.07	23.08
Vehicles:	10,429.90	0.0086	89.74	0.20	0.00	0.03	10.16

Light Rail Transit

	MMBTU/Day	kg/MMBTU	kg/day	MT/day	MT/year	MT CO ₂ e
CO ₂	24.14	53.06	1,280.64	1.28	467.43	467.43
CH ₄	24.14	0.0010	0.0241	0.000024	0.0088	0.19
N ₂ O	24.14	0.0001	0.0024	0.000002	0.0009	0.27

Noise Methodology and Calculations

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA- RD-77-108) was used to calculate traffic-related noise levels along affected roadways in the project vicinity for existing and existing plus project scenarios. Average Daily Traffic (ADT) volumes were obtained from the City of Sacramento for existing conditions (City of Sacramento Department of Transportation - Traffic Engineering Division - Traffic Counts Database, <http://www.cityofsacramento.org/transportation/traffic/index.cfm>. Accessed March 1, 2012.)

Adjustments to the vehicle mix percentages were made to the model for the existing plus project scenario to account for an increase in bus trips using the traffic analysis prepared for the proposed 2012 service changes, presented at the beginning of this appendix. Modeling assumptions, inputs and results are presented below.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 100027103

Project Name: Sacramento RT - September, 2012 Service Changes

Background Information

Model Description: Existing FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
 Source of Traffic Volumes: City of Sacramento Department of Transportation - Traffic Engineering Division - Traffic Counts Database
 Community Noise Descriptor: L_{dn}: x CNEL: _____

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Existing No Project

Roadway	From	Segment To	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway				
								Medium Trucks	Heavy Trucks	Ldn at 100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
1 Rush River	Greenhaven Drive	Monte Brazil Drive	2	10	6,512	35	0	1.5%	1.0%	58.0	-	-	63	200
2 Pocket Road	Greenhaven Drive	I-5 NB on Ramp	4	0	19,565	35	0	1.5%	1.0%	62.8	-	61	192	607
3 Meadowview Road	Freeport Boulevard	21st Street	4	12	12,191	35	0	1.5%	1.0%	60.7	-	-	121	383
4 Meadowview Road	22st Street	24th Street	4	12	9,377	35	0	1.5%	1.0%	59.6	-	-	93	294
5 Mack Road	Franklin Boulevard	Center Parkway	4	18	16,132	35	0	1.5%	1.0%	61.9	-	-	161	510

¹ Distance is from the centerline of the roadway segment to the receptor location.
 "-" = contour is located within the roadway right-of-way.

TRAFFIC NOISE LEVELS AND NOISE CONTOURS

Project Number: 100027103
Project Name: Sacramento RT - September, 2012 Service Changes

Background Information

Model Description: Existing Plus Project
 Source of Traffic Volumes: FHWA Highway Noise Prediction Model (FHWA-RD-77-108) with California Vehicle Noise (CALVENO) Emission Levels.
 Community Noise Descriptor: City of Sacramento Department of Transportation - Traffic Engineering Division - Traffic Counts Database
 L_{dn}: x CNEL: _____

Assumed 24-Hour Traffic Distribution:	Day	Evening	Night
Total ADT Volumes	77.70%	12.70%	9.60%
Medium-Duty Trucks	87.43%	5.05%	7.52%
Heavy-Duty Trucks	89.10%	2.84%	8.06%

Analysis Condition Existing Plus Project

Roadway	From	Segment To	Lanes	Median Width	ADT Volume	Design Speed (mph)	Alpha Factor	Vehicle Mix		Distance from Centerline of Roadway				
								Medium Trucks	Heavy Trucks	Ldn at 100 Feet	70 Ldn	65 Ldn	60 Ldn	55 Ldn
1 Rush River	Greenhaven Drive	Monte Brazil Drive	2	10	6,578	35	0	1.5%	2.0%	59.2	-	-	83	262
2 Pocket Road	Greenhaven Drive	I-5 NB on Ramp	4	0	19,631	35	0	1.5%	1.3%	63.2	-	66	210	664
3 Meadowview Road	Freeport Boulevard	21st Street	4	12	12,257	35	0	1.5%	1.5%	61.4	-	-	140	442
4 Meadowview Road	22st Street	24th Street	4	12	9,443	35	0	1.5%	1.7%	60.4	-	-	113	358
5 Mack Road	Franklin Boulevard	Center Parkway	4	18	16,198	35	0	1.5%	1.4%	62.4	-	57	181	573

¹ Distance is from the centerline of the roadway segment to the receptor location.
 "-" = contour is located within the roadway right-of-way.

EXHIBIT A

			Existing	Existing+Project	Change
1 Rush River	Greenhaven Drive	Monte Brazil Drive	58	59	1
2 Pocket Road	Greenhaven Drive	I-5 NB on Ramp	63	63	0
3 Meadowview Road	Freeport Boulevard	21st Street	61	61	1
4 Meadowview Road	22st Street	24th Street	60	60	1
5 Mack Road	Franklin Boulevard	Center Parkway	62	62	1

**Final Recommendations
September 2012 Service Changes**

- Extend night service on light rail to approximately 11:00 p.m. on weekdays and Saturdays.
- Extend weekday evening service to approximately 10:00 p.m. on Routes 1, 21, 23, 30, 51, 56, 80, 81, and 82. New evening trips on Route 23 should only operate from Arden/Del Paso light rail station to Marconi Avenue.
- Route 1 (Greenback) - Increase frequency to every 15 minutes during the day on weekdays. Discontinue Route 1 service north of Watt/I-80 light rail station.
- Route 5 (Valley Hi) - Service on Power Inn Road will be discontinued. All trips will go to Florin High School on Cottonwood Lane.
- Route 11 (Truxel Road) - Later evening service to approximately 7:00 p.m.; New Saturday service with 60 minute frequency from approximately 7:00 a.m to 8:00 p.m.
- Routes 14 (Norwood) and 16 (Del Paso Hts. - Norwood Ave.) will be discontinued and served by Route 19 (Rio Linda), which will be rerouted to operate on Norwood Avenue from Bell Avenue to Arden/Del Paso Station. Route 19 (Rio Linda) will continue to operate seven days a week, adding weekend service on Norwood Avenue. Rio Linda Boulevard will continue to be served by Route 15 (Rio Linda Blvd. - O St.).
- Route 19 (Rio Linda) - Add one additional trip beginning approximately 8:00 p.m. from Arden/Del Paso light rail station.
- Route 22 (Arden) will be discontinued east of Watt Avenue and will instead terminate at the Kaiser Hospital on Morse Avenue. Saturday service will be discontinued due to overlap with Route 23 (El Camino).
- Route 24 (Madison - Greenback) - Route will be eliminated (replaced with Route 27).
- Route 25 (Marconi) - Later evening service to approximately 8:00 p.m. on weekdays. In addition, weekday frequency will be increased to 30 minutes on Marconi Avenue only. Service from the Marconi/Arcade light rail station to the Arden/Del Paso light rail station will be discontinued due to low ridership.
- Route 26 (Fulton) - Extend weekday service from Watt/I-80 light rail station to McClellan Business Park via Watt Avenue, James Way, Dudley Boulevard, Peacekeeper Way, Luce Avenue, and Palm Street.
- Route 27 (Greenback/Folsom) - Create new route from Sunrise Mall to Historic Folsom light rail station via Greenback Lane beginning approximately 6:00 a.m. from Sunrise Mall and ending approximately 7:00 p.m. in Folsom.
- Route 30/31 (J/L Streets) - Route 31 service to the River Park neighborhood will be discontinued and will instead be served by Route 34. Route 30 will still have 15 minute frequency during the day.
- Route 34 (McKinley) - Service from the CSUS Transit Center to the University/65th Street light rail station will be discontinued due to overlap with Routes 82 and 87. Route 34 will instead serve the River Park neighborhood north of CSUS currently served by Route 31. Weekend service will be discontinued due to low ridership.
- Route 47 (Phoenix Park) - Saturday service will be discontinued. New Saturday service on Route 54 will provide service on Franklin Boulevard near Phoenix Park.

- Route 54 (Center Parkway) - Service on Tangerine Avenue, La Mancha Way, and Mack Road will be discontinued (rerouted to Center Parkway). Service on Center Parkway and Bruceville Road south of Calvine Road will also be discontinued (rerouted to Calvine Road). New Saturday service will be added with 60 minute frequency from approximately 8:00 a.m. to 8:00 p.m. Service will also be extended from Cosumnes River College to Gerber Road via Power Inn Road to serve the Elk Grove Adult Education Center on weekdays.
- Route 51 (Stockton/Broadway) - Increase weekday frequency to 12 minutes or add time to schedule to improve reliability.
- Route 55 (Scottsdale) - Increase weekday frequency to every 30 minutes and extend Sunday/Holiday service from Kaiser South Hospital to Cosumnes River College.
- Route 86 - Service on Harris Avenue will be discontinued (rerouted to Grand Avenue).
- Route 95 (Citrus Heights) will be restored and extended west on Antelope Road to serve Walmart near Roseville Road.
- Route 195 (Citrus Heights) implement public demand response service.