

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
6	03/26/12	Open	Action	03/20/12

Subject: Hold a Public Hearing to Consider September 2012 Service Changes and the Strategies Described in the TransitRenewal Comprehensive Operational Analysis

ISSUE

Open a public hearing and receive public comments on potential service restoration as recommended by TransitRenewal.

RECOMMENDED ACTION

Open the public hearing and receive public comments.

FISCAL IMPACT:

There is no fiscal impact from holding a hearing. There will need to be some discussion of RT's financial capacity to implement changes. We will need to identify general priorities and group the proposed changes by priority.

DISCUSSION

On March 12, 2012, the RT Board of Directors set a public hearing to hear public comment on the effects of a proposed September 2012 service changes. The hearing was set for March 26, 2012.

Sacramento Regional Transit Board Resolution No. 94-09-2217 provides that all major service changes require a Board meeting and a public hearing. A major service change is defined as any service change which meets one or more of the following criteria:

*25 percent or greater change in route level vehicle miles
25 percent or greater change in route level miles and/or
5 percent change in systemwide miles or hours.*

The proposed September 2012 service changes meet all the above criteria for several routes as well as on a systemwide basis.

The changes proposed to be implemented in September are the result of detailed analysis designed to address possible improvements in the RT route structure. The analysis was accompanied by an extensive public outreach process designed to determine customer needs. These service changes proposed at this public hearing are focused on addressing some of the more immediate expressed needs of those persons desiring to use RT service. Since the major service reduction of June 2010, Sacramento area residents have consistently requested the return of later night service, more frequent service, and more direct services. The proposed September

Approved:

Presented:

Final 3/21/12

General Manager/CEO

Assistant General Manager Planning and Transit System Development

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changes begin to address those issues. The proposed changes also address the need to increase network connectivity, ease of use, and system-wide efficiency.

The proposed September service changes are detailed on Attachment 1 of this report.

The September service changes are part of a strategy to reorganize the RT route network called the TransitRenewal Comprehensive Operational Analysis. 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 draft TransitRenewal Report was attached to Agenda Item 8 of the March 12, 2012 RT Board of Directors meeting, and is available on the RT website at: www.sacrt.com.

PROPOSED SERVICE CHANGE PHASING

As the RT financial projections for FY 2013 are being completed, it has become clear that service change priorities need to be set in order to fall within our financial resources. RT staff proposes the following priority ranking:

Action

Weekday Later night service on rail

Weekend Later night service on bus

Frequency Improvements on bus

Route/route segment Elimination

Route Restructuring

Weekend/weekend evening service on rail

Weekend/ weekend evening service on bus

Additional Frequency Improvements

Additional Route Restructuring

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NEXT STEPS

Title VI Review

As mentioned previously, the recommendations and strategies suggested by TransitRenewal are considered to be major as described by RT Board Resolution 94-09-2217. As a recipient of Federal funds, any major service modification such as described in TransitRenewal is required to be considered for impacts which result in disparate allocation of resources as described in Title VI of the 1964 Civil Rights Act, as amended. This requirement is further described in FTA Circular 4702.1 which is designed to insure that FTA assisted benefits and related services are made available and are equitably distributed without regard to race, color or national origin. Limited English proficiency and income have also been named as factors to be considered. This analysis is a requirement for continued federal funding. A draft Title VI analysis of TransitRenewal is included as Attachment 2 to this paper.

CEQA Analysis

RT has prepared an Environmental Evaluation (Initial Study) of the September 2012 Service Changes. The Initial Study/Environmental Evaluation, which suggests that the September 2012 service changes will not have a significant impact on the environment, is now being reviewed by the public.

Public Comment

In addition to the public hearing, public comment will continue to be collected through neighborhood workshops, community meetings, telephone calls, mail, surveys and the internet. A summary of all comments collected through early April will be presented to the Board at its April 9, 2012 meeting.

Scheduling of Service

Key to the implementation of a service change is the actual scheduling of service and the process of work assignment. At its March 12, 2012 meeting the Board asked for an overview of the service scheduling process. That information is provided in Attachment 3.

CONCLUSION

After the public hearing and the completion of other public comment opportunities, RT staff will return to the Board with a recommendation for the final September 2012 service package as well as a TransitRenewal Report and Title VI report, both updated to reflect public comment and Board direction. The recommendation will reflect service change priorities and address what can be done within available resources.

Public Notice
RT to Hold Public Hearing
On TransitRenewal Comprehensive Operational Analysis

NOTICE IS HEREBY GIVEN that the Sacramento Regional Transit District (RT) will hold a public hearing on Monday, March 26, 2012 at 6:00 p.m. to receive comments regarding the TransitRenewal Comprehensive Operational Analysis and September 2012 Service Changes.

The TransitRenewal Comprehensive Operational Analysis provides a five-year strategy for bus and light rail improvements and is scheduled for acceptance by the RT Board of Directors on April 9, 2012.

The recommended September 2012 Service Changes are listed below.

- Extend night service on light rail to approximately 11 p.m. on weekdays, Saturdays, and Sunday/Holidays.
- Extend night service on 9 major bus routes (Routes 1, 15, 21, 23, 51, 56, 80, 81 and 84) on weekdays and Saturdays.
- Extend night service on weekdays only on Routes 30 and 82.
- Route 1 (Greenback) - Increase frequency to every 15 minutes during the day on weekdays. Service north of Watt/I-80 to McClellan Business Park will be discontinued.
- Route 5 (Valley Hi) - Midday service will be discontinued due to low ridership.
- Route 11 (Truxel Road) - Later evening service to approximately 7 p.m.; New Saturday service.
- 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 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) - Service on Madison Avenue will be discontinued and the route will instead operate from Sunrise Mall to/from the Historic Folsom light rail station via Greenback Lane, with later evening service to approximately 7 p.m.
- Route 25 (Marconi) - Later evening service to approximately 8 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 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 and La Mancha Way to Center Parkway will be discontinued (rerouted to Center Parkway). Service on Center Parkway south of Calvine Road will also be discontinued (rerouted to Calvine Road). New service will be added from Cosumnes River College to Gerber Road via Power Inn Road to serve Elk Grove Adult Education Center. In addition, new Saturday service will be added.
- Route 55 (Scottsdale) - Increase 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 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 and 84 (Watt/Elkhorn/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 and will also have new service from Route 22.
- Route 85 (McClellan) - Adjustments to route alignment.
- 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 103 (Auburn Blvd) - Feeder service to the Watt/I-80 light rail station will be discontinued and the route will instead travel directly to/from downtown Sacramento.
- Route 195 (Citrus Heights) implement public demand response service.

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

Comments may be submitted in writing to the Planning Department (P.O. Box 2110, Sacramento, CA 95812-2110) or by email to servicechanges@sacrt.com and must be received by 5:00 p.m. on Monday, March 26, 2012. RT will provide translation services if requested 72 business hours in advance by calling 916-556-0515.

Transit Renewal 2010-2017 – DRAFT Title VI Compliance Review

1. Purpose

Title VI of the Civil Rights Act of 1964 ensures that “no person in the United States shall, on the basis of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.” Sacramento Regional Transit District (RT), as a sub recipient, has committed to the Federal Transit Administration (FTA) Title VI objectives set forth in Circular 4702.1 ensuring that FTA-assisted benefits and related services are made available and are equitably distributed without regard to race, color or national origin.

This analysis was conducted in compliance with 49 CFR Section 21.5 (b) (7) Appendix C to 49 CFR Part 21 and Chapter Five of the FTA’s Circular 4702.1A that was issued on May 13, 2007. As required by these FTA requirements, RT evaluated its service changes to comply with Title VI requirements and to receive financial assistance from the FTA.

2. Background

RT provides multi-modal transportation service throughout Sacramento County. The system consists of approximately 69 bus routes and 37.5 miles of light rail over a 418-square mile service area and serves 48 light rail stations, 31 bus and light rail transfer centers, 18 park-and-ride lots, and more than 3,500 bus stops.

In 2010, RT declared a budget shortfall of nearly \$25 million through FY 2010. In response to financial constraints, RT staff recommended service reductions including complete route eliminations or service span and frequency reductions for bus and rail services. The proposed changes focused on maintaining network connectivity and coverage through reduced route frequency and network restructuring, rather than completely eliminating services.

RT is currently conducting a comprehensive operational analysis (COA), commonly referred to as TransitRenewal 2012-2017. The study responds to changing economic circumstances and budget reductions with the aim of regaining previous service levels. TransitRenewal includes a comprehensive analysis of market conditions as well as the existing bus and light rail network. Findings from the study will inform a series of recommendations to improve service to sustainably meet future transit demand within the service area.

3. Definition of a Major Service Change

Title VI policies require review of any service reductions or additions considered by the agency to be a “major service change.” Sacramento Regional Transit District (RT) Board Resolution No. 94-09-2217 indicates that all major service changes require a board meeting and public hearing. The following criteria outline the definition of a major service change as used by RT:

- 25 percent or greater change in route level revenue vehicle miles
- 25 percent or greater change in route level ridership
- 5 percent or greater change in system-wide miles or hours

Any proposed change which satisfies one or more of these criteria is considered a major service change and must be evaluated for Title VI compliance. In addition, any changes to the fare policy are considered a major change and warrant Title VI review.

4. Proposed Service Changes – Fixed Route Services

The recommendations in TransitRenewal include the restructuring or discontinuation of some routes or route segments, but also propose increased service spans or improved frequencies for many RT services. Keeping the larger network in mind, the recommendations include the restructuring and consolidation of services where possible, retaining service within a reasonable walk distance (1/3 mile, or approximately 6 minutes) for RT riders. The following chart indicates the recommendations made within the study.

Route	Service Recommendations
Blue Line	Extend evening service to approximately 11 pm on weekdays and Saturdays.
Gold Line	Extend evening service to approximately 11 pm on weekdays and Saturdays.
1	Discontinue weekday service along Watt Avenue from Watt/I-80 Station to McClellan Business Park. Improve weekday frequency to every 15 minutes. Extend service spans every day to approximately 10 pm.
2	No change.
3	No change.
5	Discontinue deviation to Stockton Boulevard and Power Inn Road. Operate as peak-only service.
6	No change.
7	No change.
8	Reinstate weekday service and realign northern segment to operate from Power Inn Road, west on 14th Avenue, and north on 65th Street to University/65th Street Station. Operate 60 minute service from approximately 7 am-7 pm.
11	Realign service to operate with two weekday branches, each sharing a common trunk from downtown Sacramento to Truxel Road and Del Paso Boulevard. Branch A will operate from Truxel, west on Del Paso Boulevard, to East Commerce Way. Pattern B will go from Truxel Road, east on Del Paso Boulevard, north on Natomas Boulevard, east on Club Center drive, to Honor Parkway, and south on Natomas Boulevard. Branches operate 60min service with combined 30min trunk frequency. Extend weekday service to approximately 7 pm. New Saturday and Sunday service will operate along Branch B alignment every 60 minutes from approximately 6 am – 6 pm.

13	No change.
14	Discontinue service (combine with Route 19).
15	No alignment change. Improve Saturday frequency to 30 minutes. Extend weekday and Saturday service until approximately 10 pm.
16	Discontinue service.
19	Discontinue service along Elverta Road and Watt Avenue. Discontinue service along Rio Linda Boulevard south of Bell Avenue (covered by Route 15). Realign to operate from Arden/Del Paso Station to Rio Linda Boulevard and Q Street via Norwood Avenue and Bell Avenue.
21	No alignment change. Extend weekday and Saturday service spans to approximately 10 pm.
22	Discontinue service east of Watt Avenue. Realign service to operate from Arden/Del Paso Station to Kaiser Hospital at Morse Avenue and Cottage Way. Discontinue Saturday service (covered by Route 23).
23	No alignment change. Improve weekday frequency to every 15 minutes along El Camino Avenue from Arden/Del Paso Station to Fair Oaks Boulevard/ Marconi Avenue. Improve Sunday frequency to every 30 minutes along El Camino Avenue from Arden/Del Paso Station to Fair Oaks Boulevard/Marconi Avenue. Extend weekday and Saturday service spans to approximately 10 pm.
24	Discontinue service along Madison Avenue. Realign route to operate from Sunrise Mall to Historic Folsom Station. Route will travel on the western bridge (American River Bridge) into Folsom, take the ramp to Historic Folsom Station, east on Sutter Street, north on Riley Street, and back towards Sunrise Mall via eastern bridge (Rainbow Bridge).
25	Short term: Discontinue service along Del Paso Boulevard. Improve weekday frequency to 30 minutes from Marconi/Arcade Station along Marconi Avenue to Fair Oaks Boulevard. Extend weekday and Saturday service spans to 8 pm. Introduce new Sunday service along proposed weekday alignment operating from approximately 8 am to 7 pm. Long term: Realign service to Swanston Station via Howe Avenue and Arden Way.
26	No alignment change. Extend weekday service span to approximately 8 pm and Saturday service span to approximately 7 pm.
28	Discontinue service from Zinfandel Drive to Sunrise Mall via Sunrise Boulevard and Fair Oaks Boulevard. Realign to operate from Mather Field/Mills Station to Sunrise Station via Folsom Boulevard, Cordova Lane, Zinfandel Drive, and Sunrise Boulevard.
29	No change.
30/31	Discontinue weekday service to River Park. Operate weekdays with consistent 15 minute frequency. Extend weekday service span to approximately 10 pm.
33	No change.
34	Realign to operate along 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. Discontinue Saturday and Sunday service.
38	Realign to operate along P/Q Streets, to 15th/16th Streets, along J/L Streets into downtown Sacramento, and south to 5 th Street/Vallejo Way. Improve weekday service to 30mins.
47	Discontinue service.
51	No alignment change. Improve weekday frequency to 10 minutes. Improve Saturday frequency to every 15 minutes. Extend service spans everyday to approximately 10 pm.
54	Realign to operate 60 minute service from Florin Station, east on Florin Road, south on Franklin Boulevard, northeast on Forest Parkway, south on Center Parkway, east on Calvine Road, and north on Bruceville Road to Cosumnes River College (CRC). From CRC route will operate north on Bruceville Road, east on Cosumnes River Boulevard, north on Power Inn Road, and east on Gerber Road to Elk Grove Unified School District Student Support Center. New Saturday service will be introduced along proposed weekday alignment, operating every 60 minutes from approximately 9 am – 6 pm.
55	No weekday or Saturday alignment change. Improve weekday frequency to 30 minutes. Extend Sunday alignment from Kaiser South Hospital to CRC
56	No alignment change. Improve weekday frequency to 15 minutes from Meadowview Station to CRC. Improve Sunday frequency to 30 minutes. Extend service to 10pm every day.
61	No alignment change. Improve frequency to 30 minutes.
62	No change.
65	No change.

67	No change.
68	No change.
72	No change.
74	Realign to operate from Mather Field/Mills Station, north along White Rock Road, north on Prospect Park Drive, and northeast on Trade Center Drive to Sunrise Station.
75	Discontinue service along Old Placerville Road. Realign to operate as a one-way loop from Mather Field Road, to Femoyer Street, International Drive, Data Drive, and Reserve Drive (pending development of connecting road). Route will then operate from Mather Field/Mills Station southwest along Folsom Boulevard to Butterfield Station. Improve weekday frequency to 30 minutes.
77	No change.
80/84	Discontinue service deviations to Kaiser Hospital and La Riviera Drive. Introduce new weekday service to McClellan Business Park along Peacekeeper Way, Luce Avenue, and Palm Street. Improve weekday frequency on both routes to 30 minutes, with combined 15 minute service on trunk. Introduce new Route 84 Sunday service operating every 60 minutes, creating a combined 30 minute trunk frequency. Extend service span every day to approximately 10 pm.
81	No alignment change. Improve weekday frequency from Florin Towne Center along 65th Street to University/65th Street Station to 15 minutes, creating 15 minute frequency along entire route. Improve Sunday frequency to 30 minutes. Extend weekday and Saturday service spans to approximately 10 pm. Extend Sunday service span to approximately 9 pm.
82	No alignment change. Extend weekday service span to approximately 10 pm.
85	No change.
86	Discontinue service deviation to Harris Avenue. Improve Saturday frequency to 30 minutes. Extend Sunday service span to approximately 8 pm.
87	No change.
88	No alignment change. Improve Saturday frequency to 30 minutes.
93	No change.
95	Reinstate 60 minute weekday service and operate along previous alignment with an extension to Walmart on Antelope Road. Service will operate from approximately 6 am – 6 pm.
103	Realign to operate from Greenback Lane along I-80 into downtown Sacramento.
109	No change.
195	New dial-a-ride service in Citrus Heights

Table 1. TransitRenewal Route Recommendations

4.1 Major Service Changes

The proposed changes are based on system wide and route level performance findings and service effectiveness. Recommendations focus on investing in improved operating speeds and service frequencies, creating a network of routes, and increasing mobility in the region to grow overall ridership.

Based on RT’s definition of a “major service change” as an increase or decrease in at least 25 percent of daily revenue miles, the following routes must be assessed for possible Title VI impacts due to TransitRenewal:

Route	Major Service Change
Blue Line	Service span change.
Gold Line	Service span change.
1	Alignment, frequency and service span change.
5	Alignment, service span change.
8	New service.
11	Alignment, frequency and service span change.
14	Discontinued.
15	Frequency, service span change.
16	Discontinued.
19	Alignment change.
22	Alignment change. Discontinue weekend.
23	Frequency, service span change.
24	Alignment change.
25	Alignment, service span change.
26	Service span change.
28	Alignment change.
30/31	Alignment, frequency and service span change.
34	Alignment change.
38	Alignment, frequency change.
47	Discontinued.
51	Frequency, service span change.
54	Alignment, frequency change.
55	Frequency, service span change.
56	Frequency, service span change.
61	Frequency change.
74	Alignment change.
75	Alignment, frequency change.
80/84	Alignment, frequency and service span change.
81	Frequency, service span change.
86	Alignment, frequency and service span change.
88	Frequency change.
95	New service.
103	Alignment change.
195	New service.

Table 2. Proposed Major Service Changes

In addition to a difference in daily revenue miles, RT also defines a “major service change” as a service change affecting 25 percent or more of existing route ridership. Most of the recommendations in TransitRenewal constitute a major service change based on revenue miles; the Blue and Gold Light Rail Lines and Routes 21 and 82 have proposed changes that do not constitute a major service change based on revenue miles. The following review of route ridership was used to determine if any potential ridership impacts qualify as a major service change.

Recommendations will extend LRT service on the Blue and Gold Line until 11 pm every day, adding 8 new evening trips to each line. Ridership on evening Blue and Gold line trips previously totaled approximately 860 boardings on weekdays and 690 and 490 boardings on Saturday and Sunday respectively. Assuming a corresponding amount of boardings were generated earlier in the day from these evening boardings, a total of approximately 283,630 annual boardings can be expected to be generated by evening service improvements, or 2 percent of annual ridership.

Route 21 recommendations will increase the service span to include four additional weekday evening trips, from 66 to 70 total daily trips. Performance data indicates current Route 21 service generates approximately 11 passengers per trip during weekday early morning/evening service. The extended service span may generate 44 additional Route 21 boardings, approximately 3 percent of average weekday ridership. Based on the projected ridership impacts, the proposed changes will not constitute a major service and do not require Title VI review. Furthermore, Route 21 recommendations will improve service for current riders, including nearby low income populations.

Similarly, Route 82 recommendations include an extended weekday service span until 10 pm. The proposed changes will provide two additional weekday evening trips. Weekday early morning/evening service generates approximately 17 passengers per trip. The added trips may increase ridership by 34 boardings, or 1.8 percent of weekday ridership on existing Route 82. The proposed changes affect less than 25 percent of route ridership and do not constitute a major service change. No Title VI review is needed for Route 82 recommendations.

4.2 Effects of the Major Service Changes on Minority and Low-Income Populations and Riders

System Level

TransitRenewal recommendations include route alignment changes, some service discontinuation, and also service improvements, many of which constitute a major service change and warrant Title VI review (Table 2). The following maps depict the existing and proposed RT network, depicting the proposed service changes on a system level. The maps also provide a geographic comparison of service changes in relation to areas with high proportions of Title VI populations. The service area demographic characteristics have been expanded to the block group level and indicate where either the total minority

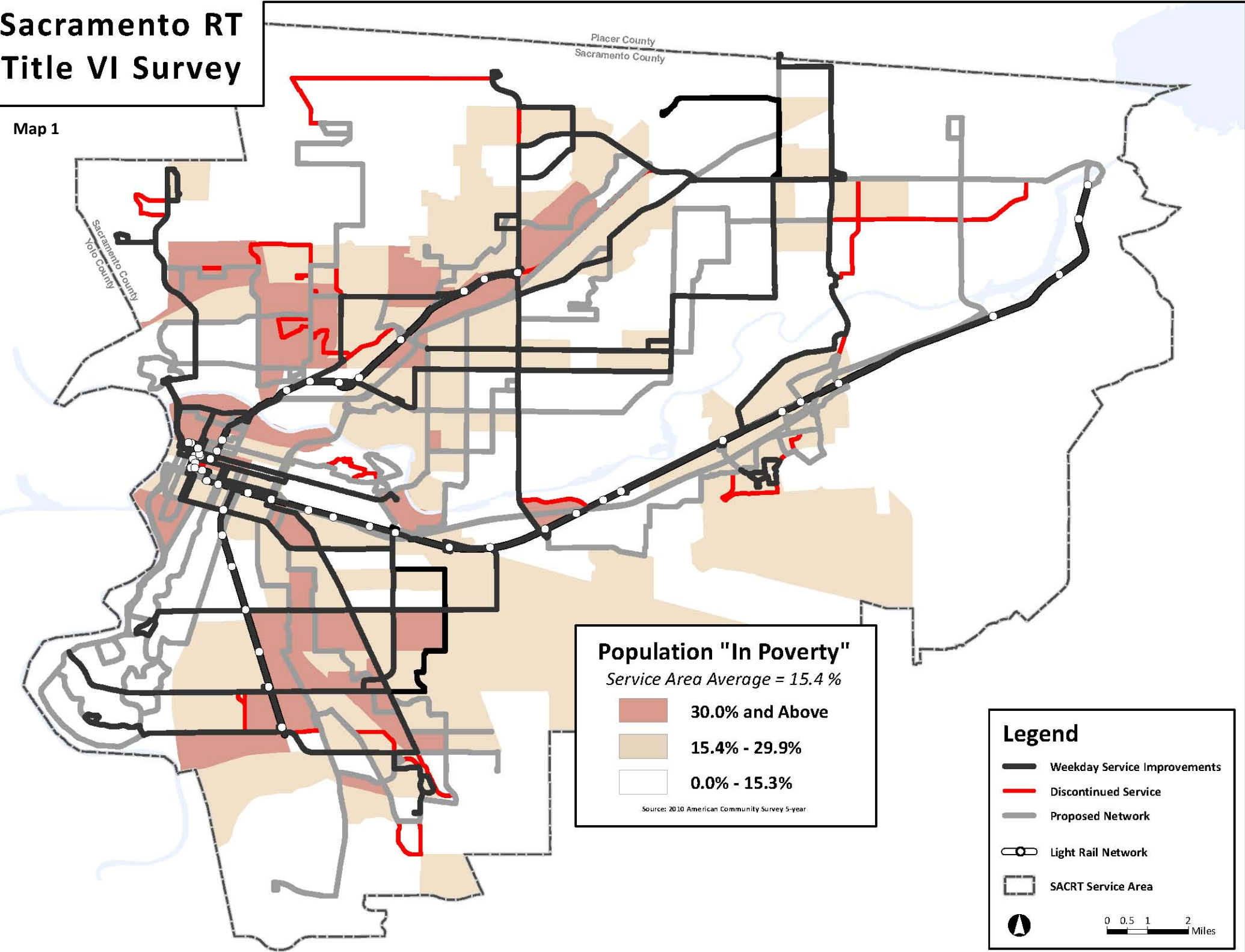
or “in poverty”¹ populations in the service area are greater than the network average. Minority populations include those reporting ethnicity other than Caucasian. Populations “in poverty” are defined by the US Census as those with a household income below the designated poverty threshold; in 2010, the threshold was \$22,314 for a family of four.

Maps 1 and 2 indicate the proposed service changes are spread across the system. Most of the discontinued service is located in outlying communities, while service improvements occur throughout the service area. Discontinued segments are largely concentrated in outer areas of Sacramento with fewer Title VI populations, while service improvements are focused in significant low-income and minority communities. However, some discontinued services to the north and south of the downtown core operate in areas with concentrations of minority or “in poverty” populations above the network average. It is also important to note that because the majority of the RT network is located to serve low income or minority areas, it is unlikely that any service reductions or improvements will not have some impact on Title VI communities. A route level population analysis will determine which major service change routes have potential Title VI impacts.

¹ US Census 2010 data was used for minority population calculations. “In poverty” population data is based on the 2010 American Community Survey 5-Year.

Sacramento RT Title VI Survey

Map 1



Population "In Poverty"
Service Area Average = 15.4 %

- 30.0% and Above
- 15.4% - 29.9%
- 0.0% - 15.3%

Source: 2010 American Community Survey 5-year

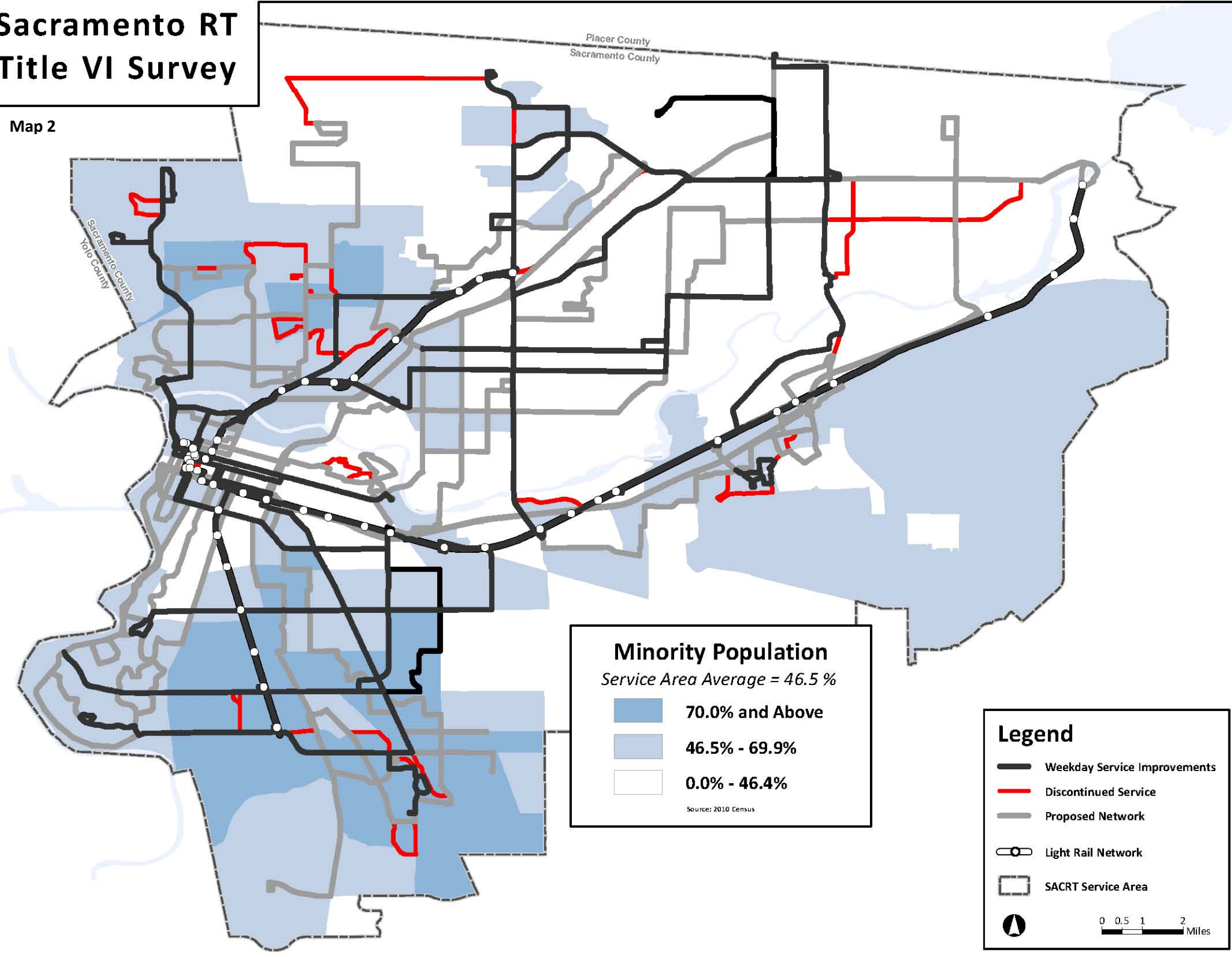
Legend

- Weekday Service Improvements
- Discontinued Service
- Proposed Network
- Light Rail Network
- SACRT Service Area




0 0.5 1 2 Miles

Sacramento RT Title VI Survey

Map 2









Minority Population
Service Area Average = 46.5 %

	70.0% and Above
	46.5% - 69.9%
	0.0% - 46.4%

Source: 2010 Census

Legend

-  Weekday Service Improvements
-  Discontinued Service
-  Proposed Network
-  Light Rail Network
-  SACRT Service Area

 0 0.5 1 2 Miles

Service Levels

The objective of the Title VI assessment is to identify any major service changes that may disproportionately affect the minority and low-income Title VI populations and riders. In order to determine any potential disproportionate effects, the minority and low-income percentages were calculated for all routes that cross the defined “major service change” threshold. The most recent US Census demographic data² was used to determine route level proportions of minority and “in poverty” populations within a half-mile catchment around select routes. These percentages were then compared to the RT network minority and “in poverty” averages.

The table below indicates major service change routes which have potential disproportionate impacts on Title VI populations, as they serve concentrations of minority or “in poverty” populations above the network average. Any major service change route which serves a higher than average minority or “in poverty” population warrants additional review to determine possible Title VI impacts.

RT Route	% “In Poverty” Population	% Minority Population
Network Average	15.4%	46.4%
1	18.9%	34.4%
5	20.0%	78.2%
8	25.0%	61.5%
11	16.9%	59.1%
14	20.9%	66.2%
15	25.2%	53.1%
16	26.9%	65.5%
19	16.6%	48.4%
22	12.3%	34.8%
23	13.6%	32.2%
24	8.7%	23.2%
25	16.3%	34.3%
26	19.5%	40.0%
28	13.3%	31.7%
30/31	19.5%	35.5%
34	19.0%	35.7%
38	20.0%	43.7%
47	27.2%	76.1%
51	24.9%	56.9%
54	22.0%	76.1%
55	21.9%	75.3%
56	17.3%	74.1%
61	19.9%	59.2%
74	17.5%	49.2%
75	19.1%	50.1%
80	16.6%	37.2%
81	20.8%	64.9%
84	15.5%	39.2%

² US Census 2010 data was used for minority population calculations. “In poverty” population data is based on the 2010 American Community Survey 5-Year.

86	24.1%	60.0%
88	21.0%	53.3%
95	12.8%	29.1%
103	12.4%	27.3%
195	n/a	n/a

Numbers in **RED** are above network average.

Table 3. Title VI Populations by Major Service Change Route

The service changes recommended for these routes are intended to increase efficiency and effectiveness of RT service network. The recommendations focus on improving service where the market demands, and reinvesting resources in underperforming areas. Based solely on route level proportions of Title VI populations, the proposed service changes may impact minority and “in poverty” populations surrounding several routes. A closer review of route level changes will determine actual impacts on Title VI populations.

Table 3 indicates several routes have proposed major service changes but do not serve concentrations of Title VI populations above the network average. Recommendations for Routes 22, 23, 24, 28, 84, 95, and 103 will not have a disparate impact on low-income or minority populations based on surrounding populations, and do not require additional Title VI review. In addition, new Route 195 is also excluded from Title VI review at this stage as the parameters and service area for this proposed on-call route have not yet been defined.

4.3 Alternatives Available to Riders Impacted by the Service Changes

4.3.1 Service Reductions and Restructurings

Major service changes include both routes with service improvements and those with service reductions. Proposed service changes that reduce the amount of daily revenue miles must be evaluated to determine possible disproportionately negative impacts on minority or in-poverty populations. The following routes warrant Title VI review due to service reductions.

Route 5

In general, Route 5 has low productivity (under 20 passengers per hour); however, further analysis indicated ridership is highly peak-oriented. Recommendations include minor alignment changes and service geared towards peak periods, which will more efficiently serve trips with high concentrations of ridership. Route 5 will no longer serve East Stockton Boulevard or Power Inn Road. Alignment changes will not impact current riders as Route 54 will continue to serve Power Inn Road, and no Route 5 boardings currently occur at stops along East Stockton Boulevard. Schedule changes will result in 16 daily one-way trips, which is a reduction from 29 trips today; however, the 16 proposed trips are scheduled during peak commute and school hours and will provide adequate capacity for Route 5’s current 290 weekday boardings. Route 56 will serve Mack Road as far as Valley Hi with all-day service at 15-minute frequency.

Route 14

Due to low productivity and poor financial effectiveness, Route 14 is proposed for discontinuation. However, much of the route alignment will continue to be served by the RT network. Route 13 will serve portions of Route 14 alignment along Truxel Road, Arena Boulevard, Sierra Point Drive, National Drive, and Market Boulevard. Route 19 will cover segments of Route 14 on Norwood Avenue and Grove Avenue. Segments of Route 14 which will no longer be served include service along Market Boulevard (between Sierra Point Drive and National Drive), Northgate Boulevard (north of Market Boulevard), Main Avenue (to Norwood Avenue), and Strawberry Manor (Ford Road, Western Avenue, Olmstead Avenue, and Fairbanks Avenue). These segments are located in areas with significant concentrations of both low-income and minority populations.

Discontinued Route 14 segments generate 33 weekday boardings outside of a 1/3-mile walk distance from proposed service, accounting for only 7 percent of total route ridership. In addition, Route 14 generates less than 1 percent of the network total weekday boardings; minimal impacts resulting from Route 14 proposed changes will result in greater network improvements and benefit more riders, including minority and low-income populations, elsewhere in the network.

Route 16

Route 16 is one of the weakest RT routes in terms of weekday passenger boardings (11.4 passengers per revenue hour) and also displays low productivity and poor financial effectiveness. Route 16 is recommended to be discontinued. Similar to Route 14, however, much of the alignment will continue to receive service via alternate RT routes. Route 19 will provide service along Norwood Avenue and Route 15 will serve Del Paso Boulevard. Route 16 segments that will no longer receive service include Delagua Way, Newcastle Street, and Jessie Avenue, Arcade Boulevard, Fairfield Street, Eleanor Avenue, and Del Paso Boulevard (until Rio Linda Boulevard). However, all of these segments are within a 1/3 mile walk distance of Routes 19 or 15. While boardings along Fairfield Street (13 weekday boardings) are located in areas with higher than average concentrations of minority and low income populations, these riders may continue to access transit service along Norwood Avenue via Route 19.

Route 19

Routes 14 and 19 will be combined to reduce cost and improve efficiency. Route 19 will be realigned to cover portions of eliminated Route 14 between Arden/Del Paso Station and Main Avenue, moving Route 19 service from Rio Linda Boulevard to Norwood Avenue. Portions of Rio Linda Boulevard will receive service via Route 15. Route 19 boardings on the discontinued segment of Rio Linda Boulevard are within walking distance to transit service on Norwood Avenue, less than 0.33 miles away.

In addition, Route 19 will be truncated at Q Street, removing service to Rio Linda Boulevard, Elverta Road, and Watt Avenue. Routes 80, 84 and 93 will provide more frequent service (15-minute) to segments of Watt Avenue, with a less than one mile gap in service between Elkhorn Boulevard and U Street. There are 11 weekday boarding on this portion of Watt Avenue which will be outside of a 1/3 mile walk distance of proposed service. No service will be available on Rio Linda Boulevard or Elverta

Road north of Q Street. Approximately 20 weekday boardings occur on this segment and are outside of a reasonable walk distance from service on Q Street or Watt Avenue, accounting for only 2 percent of weekday Route 19 ridership. Maps 1 and 2 indicate these eliminated segments do not serve significant minority or in-poverty areas, and will not have a disparate impact on Title VI populations.

Route 31

Route 31 will be discontinued. However, all riders located between the Sacramento Valley Gold Line Station, along J Street, and the Sacramento State Transit Center will continue to receive 15-minute service via Route 30. In addition, service between River Park and downtown Sacramento will be provided by restructured Route 34.

Route 47

Hourly Route 47 service is recommended for discontinuation. This route experiences very low ridership and poor route productivity. Much of the route alignment is covered by alternate RT service options. Route 67 provides service along Florin Road at improved service levels (30-minute frequency) and Route 81 provides additional service at improved service levels (15-minute frequency). Franklin Road has hourly service from both Routes 65 and 54. In addition, Route 54 will have new Saturday service, providing a new connection to Florin Station and other regional destinations. Route 56 will provide service to Meadowview Road and Meadowview Blue Line Station at 15-minute frequencies, a significant improvement over current Route 47 service levels.

The majority of existing Route 47 alignment will continue to receive service at similar or improved service levels. However, two segments will no longer receive RT service, Brookfield Drive and 24th Avenue, which are located in areas of significant minority and in-poverty populations. The discontinued route segment along Brookfield Drive is approximately 0.5 miles long; passengers currently boarding along this segment are within a reasonable walk distance to transit service located at most, a quarter-mile away on either side. These passengers will continue to have access to transit service within a reasonable walk distance.

Conversely, the discontinued segment along 24th Avenue is approximately one mile long and may affect passengers at stops in between service along Florin and Meadowview Road. On average, less than 10 boardings, or 4 percent of weekday route ridership, occur on 24th Avenue outside of a 1/3-mile walk distance from proposed transit service.

4.3.2 Service Restructuring and Improvements

Route 1

Proposed Route 1 will be restructured to focus service along Auburn Boulevard and Greenback Lane. Weekday service levels will be improved from operating every 20 minutes to operating every 15 minutes. In addition, weekday, Saturday, and Sunday service spans will be extended to approximately 10 pm.

Service along Watt Avenue from the Watt/I-80 Station to McClellan Business Park will be discontinued. Approximately 226 boardings occur along discontinued segments which are adjacent to Title VI populations; however, all of these riders will continue to receive RT service via Routes 80 and 84 on Watt Avenue, which currently serve Wave Avenue every 30 minutes, and which will be improved to provide 15-minute frequency all day. No disproportionate impact will result from these changes.

Route 25

Route 25 will continue to operate 60 minute service from Fair Oaks Boulevard to Sunrise Mall, with improved 30 minute service along the highly productive segment from the Marconi/Arcade Blue Line Station along Marconi Avenue to Fair Oaks Boulevard. Weekday and Saturday service spans will be extended to approximately 8 pm and new Sunday service will be introduced operating every 60 minutes from approximately 8 am to 7 pm.

In addition to frequency and span changes, short term recommendations include discontinuation of Route 25 service along Del Paso Boulevard due to low performance. Approximately 37 weekday boardings occur along this segment outside of a reasonable walk distance to nearby RT service. This segment is located in an area of minority and low-income populations and will result in a Title VI impact. However, impacts are mitigated by increased frequencies along Marconi Avenue (which generates approximately 470 weekday boardings), improving service for Title VI populations along this segment.

In the long term, service will be realigned to the Swanston Blue Line Station via Howe Avenue and Arden Way, providing direct access to Arden Fair Mall for residents along Marconi Avenue. The proposed route extension and new connection is expected to improve service to a significant Title VI area without further changes to service coverage.

Route 34

Proposed Route 34 will continue to provide service from downtown Sacramento to Sacramento State University via a new, more direct alignment. Route 34 will also provide new weekday service to River Park via Moddison Avenue.

Discontinued segments along Meister Way, Brand Way, Aiken Way, A Street, 45th Street, 51st Street, D Street, Pico Way, C Street, and Elvas Avenue generate 20 weekday boardings which are outside of a 1/3-

mile walk distance to proposed Route 34. The 55 weekday boardings along discontinued Route 34 segments between Sacramento State University and the University/65th Street Gold Line will continue to receive service to/from the University/65th Street Gold Line Station and Sacramento State University via Routes 82 and 87. In addition, Maps 1 and 2 confirm the proposed alignment changes are not located in minority or low-income communities, and will not have impacts on Title VI populations.

Route 34 Saturday and Sunday service will be discontinued due to extremely low productivity (7.2 boardings per hour on Saturday and 4.9 boardings per hour on Sunday). A portion of Route 34 in the Central City area serves Title VI populations above the system average; however, these boardings (approximately 45 on Saturday and 35 on Sunday) are within 1/3-mile walking distance of service on Route 30.

Route 38

Route 38 will be restructured to operate along P Street and Q Street to 15th Street and 16th Street, providing new connections to apartments and new developments in a significant Title VI area. Strong performance of existing hourly Route 38 service warrants improved weekday frequencies 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.

Route 38 currently generates approximately 880 boardings on weekdays, 275 on Saturdays and 225 on Sundays. The discontinued Route 38 segments generate 47 weekday boardings, all of which are within a 1/3-mile walk distance to proposed RT service. All boardings along 9th and 10th Streets are located less than a 1/3 of a mile from proposed RT service. Proposed RT changes on Route 38 will improve service and connections in Title VI areas, without negatively impacting current riders.

Route 54

Route 54 will be restructured to provide more direct service between the Florin Blue Line Station and Cosumnes River Community College (CRC), and an extended alignment to the Elk Grove Unified School District Student Support Center. Route 54 is planned to operate as a Community Bus route with reduced peak frequency from 30 minutes to 60 minutes.

Discontinued Route 54 service along Mack Road will continue to receive service via Route 56 which operates between the Blue Line and CRC, and which will receive improved 15-minute weekday frequency. Discontinued segments no longer covered by RT service are located in areas with above-average concentrations of minority and in poverty populations. Approximately 90 weekday boardings occur along Tangerine Avenue, La Mancha Way, and Mack Road, 34 of which are outside of a 1/3-mile walk distance of proposed RT service and will be impacted by the change. Passengers along Mack Rd, however, will benefit from improved frequencies on Route 56.

The discontinued segment south of Calvine Road, along Center Parkway, Sheldon Road, and Bruceville Road generates 28 boardings outside a 1/3-mile walk distance to proposed Route 54. This segment serves an area of significant minority population and presents a potential Title VI impact. However, the

restructured service will provide improved, direct connections for Title VI populations along the remainder of Route 54.

Route 74

Route 74 will be restructured to provide service from the Mather Field/Mills Gold Line Station to the Sunrise Gold Line Station via White Rock Road. Service southeast of Rockingham Drive along Mather Field Road, Data Drive, and Reserve Drive will continue to receive RT service via Route 75. However, portions of International Drive, Zinfandel Drive and Data Drive will be discontinued. Only two passenger boardings occur along this segment beyond a 1/3-mile walk distance from proposed service; proposed changes will result in minimal impacts to current riders or Title VI populations.

Route 75

Route 75 will be restructured to operate as a one-way loop from Mather Field Road, to Femoyer Street, International Drive, Data Drive, and Reserve Drive (pending development of connecting road), with an extension along Folsom Boulevard from the Mather Field/Mills Gold Line Station to the Butterfield Gold Line Station. Route 75 weekday frequency will be improved to every 30 minutes. The proposed Route 75 changes will provide new, faster connections and improved frequencies for transit riders with minimal negative impacts.

Discontinued segments along Old Placerville Road, Mather Boulevard and Femoyer Street operate in areas of significant minority and low-income populations. Six weekday boardings occur along this segment outside of a reasonable walk distance (0.33 miles) to proposed RT service. While proposed changes present a potential minimal Title VI impact, recommendations also include improved service for the other Route 75 riders (215 weekday boardings) who will experience faster routing and more frequent weekday service.

Routes 80 and 84

Removing Route 80 and 84 deviations to Kaiser Hospital will provide faster, more direct service along Watt Avenue. This segment will continue to receive RT service via Routes 22 and 82. Proposed alignment changes also include the introduction of weekday service to McClellan Business Park via Peacekeeper Way, Luce Avenue, and Palm Avenue, and the elimination of service along La Riviera Drive and Folsom Boulevard which will no longer receive transit service. Approximately 27 boardings occur along this segment outside 0.33 miles of nearby RT service and may have Title VI implications.

Route 80 and 84 recommendations also include increased weekday frequencies (60 to 30 minutes, resulting in a combined 15-minute frequency) and extended service span on to approximately 10 pm on weekdays and Saturdays. In addition, Route 80 service span will be extended to approximately 8 pm and new Route 84 Sunday service will be introduced operating every 60 minutes from approximately 7 am to 8 pm. The new Sunday service will provide a combined 30 minute frequency on the Watt Avenue trunk. The proposed route improvements will provide improved service to the majority of current Route 80 and 84 riders (approximately 2,000 weekday, 1,200 Saturday, and 600 Sunday boardings), including large Title VI populations.

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Route 86

A minor alignment change is proposed for Route 86, removing service to the Harris Avenue deviation. All riders along this segment are located within less than a 1/3-mile walk distance of proposed Route 19 and Route 86 service, and will not be impacted by the realignment. In addition, Saturday service will be improved to every 30 minutes and Sunday service will be extended to approximately 8 pm. The weekend service improvements will help to grow ridership and improve the evening weekend network. Route 86 will experience improved weekend service without negatively impacting current riders.

4.3.3 Service Improvements

Route 8

Route 8 was among the strongest performing routes discontinued during 2010 service cuts. Route 8 is recommended to be reinstated with a realigned northern segment to serve the University/65th Street Gold Line Station via Power Inn Road, 14th Avenue and 65th Street. The proposed new Route 8 will provide improved service and connections for significant Title VI populations located along the entire route alignment.

Route 26

Major service changes for Route 26 include weekday service span extended to approximately 8 pm and Saturday service span extended to approximately 7 pm, providing four additional trips each day. Recommendations will provide improved service for Title VI populations along the route. Approximately 2,000 weekday and 360 Saturday riders currently using Route 26 will now have access to improved evening service. In addition, the service improvements are expected to attract new passengers, growing evening ridership.

Route 30

Route 30 recommendations include an extended weekday service span until 10 pm to help grow the evening service network. Existing Route 30 riders, including low-income populations located along the Central City segments of the route, will experience improved service levels. Approximately 1,800 passengers currently ride Route 30 and will now have access to additional evening service.

Route 51

Route 51 displays strong performance and warrants additional service. Weekday frequency is recommended to be increased to every 10 minutes (previously 15 minute service). Saturday frequencies will be improved to 15 minutes. Weekday, Saturday, and Sunday service spans are also recommended to be extended to approximately 10 pm. Service changes are intended to help build the evening and weekend networks. Service improvements will benefit the 4,400 weekday, 2,000 Saturday, and nearly 1,400 Sunday riders currently using the service. In addition, recommendations will benefit significant concentrations of minority and low-income populations located along the entire route alignment.

Route 55

Route 55 weekday frequencies will be improved to every 30 minutes due to high performance. Sunday alignment will be extended to match weekday service, providing connections from Florin Towne Center to CRC seven days a week, and will help to build a strong weekend network. Proposed alignment, frequency and service span changes will improve the quality of service for surrounding minority and low-poverty populations. The 630 current weekday and 143 Sunday riders will benefit from proposed service improvements.

Route 56

Route 56 weekday frequency will be improved to operate every 15 minutes from Meadowview Station to CRC, and 30 minutes from Pocket Transit Center to Meadowview Station. Route 56 Sunday frequency will be improved to 30 minutes. In addition, service spans will be extended for weekday, Saturday, and Sunday service to approximately 10 pm. The improved frequencies and service spans will improve connections for residents of Pocket/Land Park and South Sacramento, significant Title VI communities, to the Blue Line and key destinations. RT passengers who currently use Route 56 service (2,000 weekday, 1,000 Saturday, and 600 Sunday) will experience improved service levels. In addition, the extended service spans will help to build the evening and weekend service network.

Route 61

Route 61 operates east-west service along Fruitridge Road, providing a key crosstown network linkage. TransitRenewal includes recommendations for improved service levels to provide better network connectivity, increasing weekday frequencies from 60 to 30 minutes. Improved service levels will provide better connections for the 766 current weekday Route 61 riders, including significant Title VI populations along Fruitridge Road.

Route 81

Route 81 weekday frequencies are recommended for improvement, to operate 15 minute weekday service on Florin Road and 65th Street. Recommendations also included weekday and Saturday expanded service spans to approximately 10 pm and Sunday service span to approximately 9 pm. In

addition, Sunday frequency will be improved to 30 minutes. Service span extensions will improve the evening service network and improved Sunday service levels will help grow the weekend network and improve connectivity with the light rail. Proposed Route 81 changes will improve transit service for current Route 81 riders (3,500 weekday, 1,500 Saturday and 850 Sunday), including minority and low income populations located along Florin Road and 65th Street.

Route 82

Service changes proposed for Route 82 include extending the weekday service span to approximately 10 pm. These improvements are expected to help grow the evening service network, and will provide additional service for the nearly 2,000 weekday boardings currently generated by Route 82. In addition, recommendations will provide improved service to significant Title VI populations along the route.

Route 88

Route 88 Saturday service frequencies will be improved to operate every 30 minutes in an effort to help grow the weekend service network. The 460 Saturday riders, including significant minority and in-poverty populations along Route 88 alignment, will experience improved service levels as a result of TransitRenewal recommendations.

Route 95

Route 95 in Citrus Heights will be reinstated with slight alignment changes; it will be extended to Walmart on Antelope Road and will not serve the Macy Plaza Drive deviation. This service will reinstate connections for the approximately 70 riders who used the previous service, and will provide new connections for low income populations along Swan Road and Greenback Lane.

Route 103

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. However, in order to provide the new connection without increasing resource requirements, the service levels will be reduced from 8 to 4 weekday trips. Proposed route changes may benefit Title VI populations along Auburn Road by providing a new, direct connection to downtown Sacramento even though service levels are reduced slightly.

4.3.4 Resulting Impacts

The proposed route recommendations included in TransitRenewal include the reduction and/or realignment of lower performing, unproductive services and investment in stronger areas of the network. Route recommendations were based on the productivity and effectiveness of the route, and are intended to benefit the sustainability of the larger transit network overall. Where possible, routes were restructured to cover eliminated routes and route segments, reducing the negative impacts to current RT transit riders. In addition, the restructured network provides higher frequency services, extended service spans, or improved connections.

Table 4 below indicates the annual change in revenue hours and miles between the existing and proposed network based on TransitRenewal recommendations. While some individual route changes reflect a loss of miles or hours to alignment or service changes, these resources were reinvested elsewhere, increasing service levels on different routes, and improving the overall network. The cumulative network level service changes indicate an increase in annual revenue miles and hours by 21 percent and 19 percent, respectively.

Route	Existing Annual Revenue Miles	Proposed Annual Revenue Miles	Percent Change	Existing Annual Revenue Hours	Proposed Annual Revenue Hours	Percent Change
1	287,275	340,759	19%	25,969	30,598	18%
2	74,889	74,889	0%	6,604	6,604	0%
3	24,865	24,865	0%	1,460	1,460	0%
5	45,507	25,107	-45%	3,792	2,092	-45%
6	72,949	72,949	0%	6,330	6,330	0%
7	16,015	16,015	0%	1,037	1,037	0%
8	-	54,417	100%	-	6,604	100%
11	82,238	145,229	77%	6,820	12,374	81%
13	55,733	55,733	0%	4,470	4,470	0%
14	69,398	-	-100%	5,321	-	-100%
15	212,828	240,259	13%	17,254	19,935	16%
16	26,892	-	-100%	2,841	-	-100%
19	188,721	118,142	-37%	12,423	10,581	-15%
21	254,693	264,810	4%	19,563	20,669	6%
22	53,575	35,560	-34%	4,352	3,556	-18%
23	325,419	508,042	56%	25,165	38,779	54%
24	25,773	39,624	54%	2,405	3,302	37%
25	292,922	422,165	44%	23,199	33,594	45%
26	132,428	142,893	8%	10,633	11,603	9%
28	67,904	26,274	-61%	6,401	3,048	-52%
29	16,154	16,154	0%	957	957	0%
30/31	175,109	312,585	79%	24,174	20,152	-17%
33	23,669	23,669	0%	2,917	2,917	0%
34	132,072	135,128	2%	14,809	14,224	-4%
38	87,076	110,198	27%	9,464	13,826	46%
47	42,970	-	-100%	3,880	-	-100%
51	623,509	784,562	26%	63,708	79,000	24%
54	69,121	84,823	23%	6,708	8,568	28%
55	65,225	109,121	67%	5,236	10,942	109%
56	184,252	302,525	64%	15,001	25,079	67%

61	83,465	146,080	75%	7,857	14,224	81%
62	175,231	175,231	0%	17,048	17,048	0%
65	55,425	55,425	0%	4,060	4,060	0%
67/68	408,335	408,335	0%	35,694	35,694	0%
72	125,136	125,136	0%	14,147	14,147	0%
74	36,410	29,505	-19%	3,882	3,048	-21%
75	96,468	180,256	87%	8,783	14,502	65%
77	32,407	32,407	0%	3,133	3,133	0%
80/84	348,100	611,973	76%	27,009	44,156	63%
81	330,614	406,756	23%	29,118	40,935	41%
82	232,043	238,785	3%	18,571	19,122	3%
85	33,676	33,676	0%	1,621	1,621	0%
86	203,502	217,474	7%	16,574	18,105	9%
87	121,111	121,111	0%	13,334	13,334	0%
88	132,933	145,640	10%	12,156	13,361	10%
93	163,693	163,693	0%	14,293	14,293	0%
95	-	36,271	100%	-	3,048	100%
103	18,169	24,666	36%	1,207	974	-19%
109	24,666	24,666	0%	974	974	0%
200s	51,937	51,937	0%	4,386	4,386	0%
Network Total	6,402,502	7,715,520	21%	566,740	672,467	19%

Numbers in **RED** are Major Service Change routes serving higher than network average Minority or In-Poverty populations.

Table 4. Proposed Service Change by Route

In addition to growing the overall network service levels, the table above indicates many of the service improvements are focused on Title VI routes. Of the total increase of 1,313,018 revenue miles and 105,727 revenue hours in the RT network, 1,116,562 miles and 90,892 hours are focused on routes serving above-average Title VI populations. In fact, overall service levels are projected to increase 28 percent and 26 percent in revenue miles and hours, respectively, on major service change routes serving significant minority and/or in-poverty populations, a larger service change than the 21 percent and 19 percent projected overall network change. This shows that while individual impacts may occur to Title VI populations, the proposed changes are overall more favorable to Title VI populations than to the network as a whole.

Table 5 below indicates the route level ridership impacts based on TransitRenewal recommendations. While some individual route changes reflect a loss of ridership due to alignment or service changes, many of these riders will still have access to service on different RT routes. The cumulative ridership projections indicate annual network ridership will grow 18 percent as a result of proposed network changes.

Route	Existing Annual Ridership	Projected Annual Ridership	Percent Change
1	848,519	1,030,042	21%
2	141,986	154,686	9%
3	60,198	60,198	0%
5	62,992	38,608	-39%
6	98,552	98,552	0%
7	38,862	38,862	0%
8	-	95,250	100%
11	164,846	278,466	69%
13	78,740	99,060	26%
14	93,980	-	-100%
15	410,219	525,131	28%
16	34,036	-	-100%
19	240,343	266,290	11%
21	422,742	440,870	4%
22	98,020	85,320	-13%
23	744,701	1,028,906	38%
24	26,924	31,750	18%
25	286,610	487,912	70%
26	313,556	338,036	8%
28	62,484	31,750	-49%
29	35,306	35,306	0%
30/31	638,611	648,771	2%
33	34,290	34,290	0%
34	204,984	199,136	-3%
38	200,314	274,454	37%
47	39,878	39,878	-10%
51	1,212,798	1,596,304	32%
54	146,304	160,364	10%
55	172,253	252,263	46%
56	583,227	812,670	39%
61	170,434	267,716	57%
62	362,014	362,014	0%
65	88,646	88,646	0%
67/68	869,447	869,447	0%
72	377,648	377,648	0%
74	74,422	60,960	-18%
75	48,514	92,710	91%
77	37,846	37,846	0%
80/84	688,082	983,677	43%
81	966,596	1,187,904	23%
82	493,343	508,583	3%
85	8,636	8,636	0%
86	488,011	511,001	5%
87	360,107	360,107	0%
88	324,506	336,466	4%
93	321,287	321,287	0%
95	-	31,750	100%
103	35,306	35,306	0%
109	24,892	24,892	0%
200s	164,338	164,338	0%

Numbers in **RED** are Major Service Change routes serving higher than network average Minority or In-Poverty populations.

Table 5. Proposed Ridership Change by Route

In addition to growing the overall network ridership, the table above indicates many of the service improvements are focused on Title VI routes. For the 25 routes serving areas with above-average concentrations of minority and low-income populations, 19 are projected for ridership increases, while for the 26 other routes, only 8 include significant improvements. In fact, ridership is projected to grow 25 percent on major service change routes serving significant minority and/or in-poverty populations, a larger ridership gain than the 18 percent projected overall network change.

5. TransitRenewal Outreach Activities

The TransitRenewal public outreach plan was developed as a joint effort between RT planning and marketing staff and TMD. Key stakeholders were identified as either internal or external to RT; key external stakeholders included a Community Advisory Group (community leadership, business leadership, advocates, etc.), a Technical Advisory Group (SACOG, City/County public works, other transit agencies, etc.), and the general public.

Four main sessions of outreach occurred during this effort. Each round allowed for education on analysis performed as part of TransitRenewal, as well as input from stakeholders on key issues and direction for the future. Sessions 1 – 3 included a detailed look at market, service and performance findings. Early sessions promoted understanding of the components that informed the service planning process and recommendations presented in Session 4 of outreach.

A TransitRenewal survey was developed (available online and in print) which asked detailed questions about travel habits, attitudes towards transit, and demographics of current, former, and non-RT riders. The survey opened during the first outreach session, and included nearly 3,300 participants by the time TransitRenewal recommendations were presented in January.

Session 4 included the longest and most detailed phase of outreach. In certain cases, multiple rounds of information were needed to allow for continual updating of recommendations. Participants were provided with an overview of past analysis as well as key themes which guided recommendations, including increased frequency, longer spans of service, and streamlined route alignments. During working sessions, RT and consulting staff provided detailed route-level recommendations based on areas of the system.

Part of Session 4 also includes a series of community meetings in which route-level recommendations will be presented to members of the general public. These meetings in early March precede the Public Hearing for TransitRenewal.

5.1 TransitRenewal Public Outreach

Stakeholder meetings were held throughout the project in relation to the four outreach sessions discussed above. For RT riders, the general public and other interested groups, meetings or drop-in sessions were held to provide information and gather input. The following represents a list of information sessions and meetings held throughout the RT service area.

Tuesday, August 16, 2011

3:30 p.m. to 6 p.m. – Watt/I-80 and Arden/Del Paso light rail stations

Wednesday, August 17, 2011

3:30 p.m. to 6 p.m. – Meadowview and Florin light rail stations

Thursday, August 18, 2011

3:30 p.m. to 6 p.m. – 8th & O and 16th Street light rail stations

Tuesday, August 23, 2011

1 p.m. to 3 p.m. – Arden Fair Transit Center

3:30 p.m. to 6 p.m. – Watt/Manlove light rail station

Wednesday, August 24, 2011

1 p.m. to 3 p.m. – Florin Mall Transit Center

3:30 p.m. to 6 p.m. – Mather Field/Mills light rail station

Thursday, August 25, 2011

3:30 p.m. to 6 p.m. – University/65th Street light rail station

Tuesday, September 13, 2011

1 p.m. to 3 p.m. – Sunrise Mall Transit Center

Presentations:

- Sacramento Asian Chamber of Commerce – July 19, 2011
- Sacramento Metro Chamber of Commerce – August 9, 2011
- Oak Park Business Association – August 10, 2011
- Stockton Boulevard Partnership – August 11, 2011
- Sacramento Area Council of Governments, Transportation Committee – August , 17, 2011
- League of Woman Voters – August 22, 2011
- River District Board – August 23, 2011
- Paratransit Board – September 15, 2011
- Sacramento Metropolitan Air Quality Management District Board – September 22 and October 27, 2011

- Women’s Transportation Seminar – September 26, 2011
- Sacramento Housing Alliance Coalition on Regional Equity – October 5, 2011
- American Legion High School – October 27, 2011
- Sacramento High School – November 1, 2011

6. Conclusion

The goal of the TransitRenewal 2010-2017 analysis is to respond to financial challenges while building a transit network which meets the needs of transit riders. The recommendations are intended to improve the service network, grow ridership, and increase overall sustainability. Proposed changes were developed based on current performance and productivity measures, restructuring the network to reallocate resources to areas and corridors warranting investment. Based on TransitRenewal recommendations and the RT definition of a “major service change,” 32 routes required additional review to determine possible disparate Title VI impacts. A review of minority and in-poverty populations indicated 25 major service change routes serve concentrations of Title VI populations above the network average. These routes required further analysis to ensure proposed changes will not have disproportionate negative impacts on Title VI populations.

Through network restructuring, most riders will have continued access to RT service and many will experience improved service options. Proposed revenue hours and miles indicate many of the service improvements are focused on improving routes which serve significant Title VI populations. While annual totals show network-level growth resulting from TransitRenewal recommendations, Title VI routes represent the largest proportion of improved service levels. TransitRenewal proposes significant network changes, route restructuring, and service improvements which will result in overall benefit to the network and, in particular, to minority and low-income riders.

Signup Preparation

1. Determining the schedules:

Once a set of service changes has been approved, work can begin on the final details of RT's service. This begins with creating the schedules that RT will operate. Work during this phase of a service change consists of creating reliable running times, choosing appropriate locations for time points, and managing possible transfer locations. Facilities is also involved in this process when new ADA compliant bus stops are required. The end result is a set of trips that RT will operate.

2. Preparing the vehicle assignments (blocking):

Once a set of trips has been created for a particular route, the trips must be linked together in what we call blocks. A block is all trips operated by a particular bus or train. Careful consideration to the provision of adequate layover (recovery) time must be balanced against the need to keep the peak vehicle requirement within the budgeted amount of vehicles for a particular service change. Interlining (combining trips from two routes at a common location) is a tool sometimes used by the Scheduling Department to improve the efficiency of blocking assignments. Rail blocks must be created for both the vehicles, as well as the drivers when a fallback operator is incorporated in the schedule.

3. Preparing the driver assignments (run cut):

Run cutting is taking the blocks and cutting them up into pieces that become operator assignments. Every attempt is made to create pieces of work that provide the most cost effective solution. The run cut must follow strict percentage requirements in order to conform to the contract we have with the ATU. Special attention is required when working with weekend service. In order to create the most efficient package for bidding, the weekend service cuts must follow specific ratios (Saturday to Sunday runs). If these ratios are not followed, there will be left over runs at the end of the bid process, which are very expensive to operate.

4. Preparing the sign up package:

Once a run cut solution has been created, the sign up package is prepared. The sign up package consists of all the documents that Transportation staff will use to hold the sign up for the Operators. This package is also presented to the ATU for their review.

5. Holding the sign up:

Four times a year RT Operators pick the work that they will perform for a period of approximately three months. The process of picking this work takes approximately 5 to 6 weeks and includes the following steps:

First Round: Operators pick their bid unit, days off and any work associated with the bid unit they have selected.

Second Round: Operators that picked Day Off Relief in the first round select their weekday work.

Third Round: Operators that picked Vacation Relief in the first round select their work.

6. Final preparation:

Once the sign up process is complete, final preparations are made to begin service. This includes creating the Sign Up Package, and In House Bus Book as well as finalizing changes to the route instructions.

September 2012 Important Dates:

Sign up to ATU no later than July 6th
Sign up begins on Tuesday, July 10th
First round ends July 26th
Second round ends August 2nd
Third round ends August 9th
Service change effective September 2nd