

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	3/10/14	Open	Information	01/23/14

Subject: Title VI Program Update

ISSUE

Informational Update on Title VI Program Update

RECOMMENDED ACTION

None.

FISCAL IMPACT

None.

DISCUSSION

As a condition of the Sacramento Regional Transit District's (RT's) grant agreement with the Federal Transit Administration (FTA) and RT's annual certifications and assurances made to the FTA, RT is required to submit evidence to the FTA on a triennial basis documenting RT's compliance with requirements set forth in FTA Circular 4702.1B on Title VI of the Civil Rights Act of 1964, which states, in Section 601:

No person in the United States shall, on the ground 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.

RT's Title VI program expires on July 31, 2014. An updated, Board-approved program is due to FTA no later than June 1, 2014. Attachment 1 is a draft Title VI program update document for review. The project timeline is as follows:

Release Draft for Review	3/10/14
Close Review Period	4/14/14
Approve Final	5/12/14
Submit to FTA	5/31/14

Outreach will include posting on RT's web site, notice in RT's monthly newsletter, a presentation to RT's Mobility Advisory Council, and letters to community groups. RT has arranged to make presentations to four community groups that have expressed interest in Title VI matters in the past.

Approved:

Presented:

Final 03/05/14

General Manager/CEO

RoseMary Covington, AGM of Planning and Transit System Development

Attachment 1



Draft

Presented to:

RT Board of Directors
March 10, 2014

This page intentionally left blank

TABLE OF CONTENTS

1. Overview

1.1 District Profile.....	1
1.2 Requirements and Guidance.....	1
1.3 Checklist of Requirements.....	2
1.4 Prior Update.....	2

2. General Requirements

2.1 Notice to the Public.....	3
2.2 Complaint Procedures and Form	3
2.3 Investigations, Complaints, and Lawsuits	3
2.4 Public Participation Plan.....	3
2.5 Language Assistance Plan.....	4
2.6 Committee and Council Composition.....	4
2.7 Subrecipient Monitoring.....	4
2.8 Construction Projects.....	5
2.9 Board Approval	6

3. Requirements of Transit Providers

3.1 System-wide Service Standards and Service Policies	7
3.2 Demographic Maps and Charts.....	7
3.3 Demographic Ridership Data	7
3.4 Service Monitoring Report.....	8
3.5 Major Service Change Policy	8
3.6 Service Equity Analyses	9

Appendices

Appendix A - Notice to the Public, Complaint Procedures, and Form.....	A-1
Appendix B - List of Title VI Complaints.....	B-1
Appendix C - Public Participation Plan.....	C-1
Appendix D - Language Assistance Plan.....	D-1
Appendix E - Facilities Equity Analyses	E-1
Appendix F - Customer Demographics	F-1
Appendix G - Service Monitoring Report.....	G-1
Appendix H - TransitRenewal Title VI Analysis.....	H-1
Appendix I - Service Equity Analyses.....	I-1

This page intentionally left blank

1. Introduction

1.1 District Profile

The Sacramento Regional Transit District (RT) began operation on April 1, 1973, with the acquisition of the Sacramento Transit Authority. The District is the largest public transportation provider in the Sacramento region, serving a metropolitan population of over 1.4 million with a service area of 418 square miles. In 1971, California legislation allocated sales tax money for local and statewide transit service, and created the organizational framework for RT pursuant to the Sacramento Regional Transit District Act.

An 11-member Board of Directors is responsible for governing RT. The Board is comprised of four members of the Sacramento City Council, three members of the Sacramento County Board of Supervisors, one member of the Rancho Cordova City Council, one member of the Citrus Heights City Council, one member of the Folsom City Council and one member of the Elk Grove City Council. The Board is responsible, among other things, for approving contracts, planning service and capital projects, passing ordinances, adopting the budget, appointing committees and hiring both RT's General Manager/Chief Executive Officer (GM/CEO) and Chief Counsel. RT's GM/CEO is responsible for carrying out the policies and ordinances of the Board, for overseeing the day-to-day operations of the District, and for appointing the executive management of the various divisions.

RT provides bus and light rail service 365 days a year covering a 418 square-mile service area. Annual ridership has steadily increased on both the bus and light rail systems from 14 million passengers in 1987, when light rail operations began, to approximately 27 million passengers in the fiscal year ended June 30, 2013. RT's entire bus and light rail system is accessible to the disabled community. Additionally, through a contract with Paratransit, Inc., RT provides origin-to-destination transportation service (in accordance with the Americans with Disabilities Act of 1990) for people that are unable to use fixed-route service.

1.2 Requirements and Guidance

As a condition of RT's grant agreement with the Federal Transit Administration (FTA) and RT's annual certifications and assurances made to the FTA, RT is required to submit evidence to the FTA on a triennial basis documenting RT's compliance with requirements set forth in FTA Circular 4702.1B on Title VI of the Civil Rights Act of 1964, which states, in Section 601:

No person in the United States shall, on the grounds 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.

There are two Presidential Executive Orders that place further emphasis upon the Title VI protections of race and national origin.

Executive Order #12898 ("*Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*") directs federal agencies to develop strategies to address disproportionately high and adverse human health or environmental effects of their programs on minority and low-income populations.

Executive Order # 13166 (“*Improving Access To Services For Persons With Limited English Proficiency*”) directs federal agencies to evaluate services provided and implement a system that ensures that persons with Limited English Proficiency are able to meaningfully access the services provided consistent with and without unduly burdening the fundamental mission of each federal agency. Additionally, each federal agency shall ensure that recipients of federal financial assistance provide meaningful access to their Limited-English-Proficiency applicants and beneficiaries.

Circular 4703.1 went into effect on August 15, 2012 to provide recipients of FTA financial assistance with guidance to incorporate environmental justice principles into plans, projects, and activities that receive funding from FTA.

Circular 4702.1B went into effect on October 1, 2012 to assist grantees in complying with Title VI of the Civil Rights Act of 1964. The purpose of this Circular is to provide recipients of FTA financial assistance with instructions and guidance necessary to carry out the U.S. Department of Transportation’s Title VI regulations (49 CFR part 21).

1.3 Checklist of Requirements

RT is required to submit the following information to FTA as part of the Title VI Program. RT subrecipients shall submit the information below to RT on a schedule to be determined by RT.

- Title VI Notice to the Public
- Title VI Complaint Procedure
- Title VI Complaint Form
- List of Transit-Related Title VI Investigations, complaints, and lawsuits
- Public Participation Plan
- Language Assistance Plan
- Table of Non-Elected Committees and Councils
- Subrecipient Monitoring
- Title VI Equity Analyses (Facilities, Service, and/or Fare)
- RT Board Resolution – Approving Title VI Program
- Service Standards
- Service Policies
- Demographic and Service Profile Maps/Charts
- Demographic Ridership & Travel Patterns (collected by surveys)
- Service Monitoring (including Board Approval)
- Description of Public Engagement Process

1.4 Prior Update

RT is required to update its Title VI program every three years. RT’s previous Title VI program covers the period from August 1, 2011 to July 31, 2014. An updated, board-approved program is due to FTA no later than June 1, 2014.

2. General Requirements

2.1 Notice to the Public

Requirement: All recipients must provide a copy of the recipient's Title VI notice to the public that indicates the recipient complies with Title VI, and informing members of the public of the protections against discrimination afforded to them by Title VI, as well as a list of locations where the notice is posted.

Policy: RT publicizes its Title VI notice in English, Spanish, Chinese, Vietnamese, Russian, and Hmong on all buses and trains and online at www.sacrt.com. A copy of the Title VI notice has been provided in Appendix A.

2.2 Complaint Procedures and Form

Requirement: All recipients must provide a copy of instructions to the public regarding how to file a Title VI discrimination complaint, including a copy of the complaint form.

Policy: The procedure for filing a Title VI discrimination complaint can be found online at www.sacrt.com and may also be obtained from contacting RT's Customer Advocacy department. An abbreviated notice is also provided online in Spanish, Chinese, Russian, Vietnamese, and Hmong. RT staff is also available to assist complainants with filing a Title VI complaint.

Once a complaint is submitted, RT will acknowledge receipt of the complaint within seven days. A final, written determination of the outcome of the complaint will occur no later than 30 working days of receipt. If the complaint is not substantiated, the complainant is also advised of his or her right to appeal.

The complaint form and procedure are included in Appendix A.

2.3 Investigations, Complaints, and Lawsuits

Requirement: All recipients must provide a list of any public transportation-related Title VI investigations, complaints, or lawsuits filed with the recipient since the time of the last submission.

Policy: RT flags any complaints that may be related to Title VI, regardless of whether or not the complainant mentioned Title VI. Since the last reporting period in June 2011, seven potentially Title VI-related complaints were investigated and closed, as shown in Appendix B. No Title VI lawsuits were filed since RT's last Title VI program submission.

2.4 Public Participation Plan

Requirement: All recipients must provide a Public Participation Plan that includes an outreach plan to engage minority and Limited English Proficient (LEP) populations, as well as a summary of outreach efforts made since the last Title VI program submission.

Policy: RT's Public Participation Plan (PPP) has been included as Appendix C.

2.5 Language Assistance Plan

Requirement: All recipients are required to provide a Language Assistance Plan (LAP), which specifies policies and procedures for providing language assistance to LEP populations, in accordance with U.S. Department of Transportation LEP Guidance.

Policy: RT's Language Assistance Plan (LAP) has been included as Appendix D.

2.6 Committee and Council Composition

Requirement: Recipients that have transit-related, non-elected planning boards, advisory councils or committees, or similar bodies, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees and a description of efforts made to encourage the participation of minorities on such committees or councils.

Policy: RT has one applicable body, the Mobility Advisory Council (MAC), which was established in 2005. The MAC is made up of seventeen members. Eleven seats are designated for affiliates or representatives of agencies or organizations providing services or advocacy for persons with disabilities and/or older adults; these members are nominated to MAC by the designated agency or organization and confirmed by the RT General Manager. Six seats are designated for at-large members, of which three are designated for representatives of older adults and three are designated for representatives of persons with disabilities; these members are selected by an interview panel and confirmed by the RT General Manager.

MAC Composition

	Caucasian	Latino	African American	Asian American	Native American
RT's Service Area	48.9%	21.7%	10.2%	13.3%	.6%
MAC Members	92%	0%	8%	0%	0%

As of the preparation of this report, there were four at-large vacancies and two organizational vacancies on the MAC. In order to encourage minority representation, RT conducted a mass mailing in September 2013, utilizing a mailing list of 86 organizations in the community that have been identified as representing or serving minority groups. The letter described the purpose and role of the MAC and specifically encouraged minorities to apply for MAC membership.

2.7 Subrecipient Monitoring

Requirement: Primary recipients shall include a narrative or description of efforts used to ensure subrecipients are complying with Title VI, as well as a schedule of subrecipient Title VI program submissions.

Policy: RT passes through federal funds from FTA to ten subrecipient agencies. In accordance with RT's annual certifications and assurances, RT's monitors subrecipient compliance with applicable federal rules and regulations, including Title VI. Subrecipient Title VI program status is as follows:

Agency	Status	Comments
City of Folsom	Approved	Expires December 2015
City of Galt	Approved	No longer a subrecipient
City of Placerville	No Title VI Reqs	Does not operate transit service
City of Sacramento	No Title VI Reqs	Does not operate transit service
City of Citrus Heights	No Title VI Reqs	Does not operate transit service
El Dorado Transit	Approved	Expires 2/6/17
Yuba-Sutter Transit	No Monitoring Req'd	YST is also a direct recipient of FTA
City of Elk Grove	No Monitoring Req'd	City is also a direct recipient of FTA
County of Sacramento	In Review	
Paratransit, Inc.	Approved	Expires January 2015
Yolo County Transp. Dist	No Monitoring Req'd	YCTD is also a direct recipient of FTA

2.8 Construction Projects

Requirement: If the recipient has constructed a facility, such as a vehicle storage facility, maintenance facility, operation center, etc., the recipient shall include a copy of the Title VI equity analysis conducted during the planning stage with regard to the location of the facility.

Title 49 CFR Section 21.9(b)(3) states, "In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the ground of race, color or national origin."

Title 49 CFR part 21, Appendix C, Section (3)(iv) provides, "The location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin."

For the purposes of this requirement, "facilities" does not include bus shelters, as these are transit amenities and are covered in Chapter IV of Circular 4702.1B, nor does it include transit stations, power substations, etc., as those are evaluated during project development and the NEPA process. Facilities included in this provision include, but are not limited to, storage facilities, maintenance facilities, operations centers, etc.

Policy: In 2013, RT began constructing the South Sacramento Corridor Phase 2 light rail extension project. RT's environmental work found no Environmental Justice impacts from the project. Relevant sections were included in RT's prior Title VI program submission.

In 2011, RT identified several possible modifications to the project including changes to the Union Pacific Railroad's (UPRR's) track separation requirements from 20 to 50 feet. An Initial Study/Environmental Assessment prepared by RT identified mitigation measures sufficient to reduce the adverse effects on EJ communities to levels considered less than significant. The

findings of this study and recommended mitigation measures were approved by the RT Board and are included in Appendix E.

In 2013, RT identified additional modifications to the project consisting of electrical utility line and pole relocations. An Initial Study prepared by RT found less than significant environmental impacts after mitigation. The findings of this study and recommended mitigation measures were approved by the RT Board and are included in Appendix E.

As a New Starts project the South Sacramento Corridor Phase 2 light rail extension will also undergo a mandatory Title VI service equity analysis prior to the beginning of revenue service, which is expected in September 2015.

2.9 Board Approval

Requirement: A copy of board meeting minutes, resolution, or other appropriate documentation showing the Board of Directors reviewed and approved the Title VI program must be included.

Policy: This Title VI program update document will be presented to the RT Board of Directors and made available for public review on March 10, 2014 and is scheduled for Board approval on May 12, 2014. A copy of the resolution approving this document will be furnished to FTA, as required.

3. Requirements of Transit Providers

The requirements in this section apply only to providers of fixed-route public transportation. FTA exempts small agencies from many of the transit-specific requirements; however, by virtue of the fact that RT operates 50 or more fixed-route vehicles in peak service and in an Urbanized Zone Area (UZA) of 200,000 or more in population, RT is subject to the full set of requirements in FTA Circular 4702.1B, Chapter IV, as follows.

3.1 System-wide Service Standards and Service Policies

Requirement: All fixed-route providers must submit system-wide service standards and system-wide service policies. FTA requires quantitative standards for all fixed-route modes of operation for each of six categories: (1) passenger loading, (2) vehicle headways, (3) on-time performance, (4) service availability, i.e., coverage, (5) vehicle assignment, and (6) stop/station amenities.

Policy: RT's Service Standards were adopted by the RT Board on August 26, 2013, as Resolution 13-08-0124 after a lengthy public review process that began in February 2013. A complete copy of these Service Standards will be furnished to FTA as part of RT's overall Title VI submission.

3.2 Demographic Maps and Charts

Requirement: Transit providers that operate 50 or more fixed-route vehicles in peak service and are located in a UZA of 200,000 or more in population shall include a demographic analysis of the transit provider's service area. This shall include demographic maps and charts completed since submission of the last Title VI program that contains demographic information and service profiles.

Policy: Demographic maps and charts meeting FTA specifications were been incorporated into RT's Service Monitoring Report, which is discussed in Section 3.4.

3.3 Demographic Ridership Data

Requirement: Transit providers that operate 50 or more fixed-route vehicles in peak service and are located in a UZA of 200,000 or more in population shall include data regarding customer demographics and travel patterns collected from passenger surveys.

Policy: In 2013, RT participated in a region-wide on-board passenger survey for the purposes of establishing baseline consumer data in advance of implementation of a regional smart card known as the Connect Card. The Connect Card surveys captured ridership demographics on all RT bus and light rail routes, including both demographic categories such as ethnicity, household income, and English proficiency, as well as travel pattern data such as route, direction, time, number of transfers, home zip code, etc. Selected pages from this report have been included as Appendix F.

3.4 Service Monitoring Report

Requirement: Transit providers that operate 50 or more fixed-route vehicles in peak service and are located in a UZA of 200,000 or more in population shall include results of their program to monitor the performance of their transit system relative to their system-wide service standards and service policies not less than every three years, including evidence that the Board was aware of the results and approved the analysis.

Policy: A Title VI Service Monitoring report, prepared in accordance with FTA Circular 4702.1B, is included in this report as Appendix G for review and approval by the RT Board. RT has also incorporated demographic charts and maps into the Service Monitoring report in order to fulfill requirements discussed in Section 3.2.

The Service Monitoring report finds that additional benches are needed at bus stops in minority areas in order to achieve parity with non-minority areas. Per FTA guidance, RT will take corrective action to remedy this disparity to the greatest extent possible. Where ADA and other siting rules allow, RT's Facilities Department will install non-ad-supported benches to correct this deficiency. To close this gap, RT will need to install 92 benches in minority areas.

3.5 Major Service Change Policy

Requirement: Transit providers that operate 50 or more fixed-route vehicles in peak service and are located in a UZA of 200,000 or more in population shall include a description of the public engagement process for setting the major service change policy, disparate impact policy, and disproportionate burden policy, as well as a copy of board meeting minutes or a resolution demonstrating the Board's consideration, awareness, and approval of the major service change policy and disparate impact policy.

Policy: RT's Service and Fare Change Policies were revised and restated in 2013 to bring RT into full compliance with the guidance set forth in FTA Circular 4702.1B. RT's Service and Fare Change Policies were developed in conjunction with RT's Service Standards, so that public engagement efforts could be combined. Draft versions of both documents were first released to the RT Board and to the general public on February 25, 2013. Public engagement efforts included the following:

- Publication on RT's web page
- Announcements in Spanish, Chinese, Vietnamese, Hmong, and Russian
- Non-English interpretation service made available upon request (no requests made)
- Email announcements to RT's mailing list of over 1,500 subscribers
- Announcements in the March and July 2013 editions of RT's monthly newsletter
- Mini-posters on RT buses and light rail vehicles and rack cards distributed to 19 area community centers and libraries
- Three presentations to RT's Mobility Advisory Council
- Four presentations to RT's Board of Directors, including one major hearing
- Presentations or one-on-one meetings with representatives from over 40 organizations or agencies affiliated with low-income, minority, or Limited English Proficiency communities

A total of twelve comments were received by phone or email and were received and presented to the RT Board prior to adoption of the final version on August 26, 2013, as Resolution 13-08-0125. A copy of Resolution 13-08-0125 and a full copy of RT's Service and Fare Change Policies will be furnished to FTA as part of RT's overall Title VI submission.

3.6 Service and Fare Equity Analyses

Requirements: Transit providers that operate 50 or more fixed-route vehicles in peak service and are located in a UZA of 200,000 or more in population shall include results of equity analyses for any major service changes and/or fare changes implemented since the last Title VI program submission, as well as a copy of board meeting minutes or a resolution demonstrating the board's consideration, awareness, and approval of the equity analysis for any service or fare changes.

Policy: The current review period covers the period from August 1, 2011 to July 31, 2014. Major service changes implemented during this period included the following:

- Major service changes in September 2012 as the result of a comprehensive operational analysis entitled TransitRenewal
- Introduction of the Granite Park shuttle on October 24, 2011
- Introduction of the Green Line light rail extension project on June 17, 2012
- Major changes to the Rancho Cordovan service implemented on July 1, 2012
- Introduction of four North Natomas Flyer routes on March 1, 2012

Appendix H contains equity analyses for the September 2012 changes. Appendix I contains equity analyses for the remainder of the changes.

No fare changes were made during the current period; however, on July 1, 2014, RT will implement the Connect Card, a regional electronic fare payment card (i.e., a smart card) developed by a consortium of seven transit agencies and led by the Sacramento Area Council of Governments (SACOG).

RT will not introduce any new fare types as a result of the Connect Card. Instead, for the initial implementation, RT will transition existing fare types from traditional paper media to the Connect Card. RT and SACOG have coordinated with fare media outlets to ensure equal or greater availability of fare media by geographic location. Connect Cards will also be provided free of charge to low-income persons through partner social service agencies. RT has therefore determined that Connect Card implementation does not constitute a fare change and that a fare equity analysis is not necessary at this stage. A fare equity analysis will be prepared prior to future fare changes. SACOG has prepared supporting maps and analyses of fare media distribution which are available from RT or SACOG by request.

In January 2014, RT added credit card capabilities to twelve fare vending machines. Stop and station amenity distribution is subject to agency-developed service standards. RT's standards do not address credit cards; however, RT policy on future Connect Card add-fare machines could be considered comparable, and calls for one machine per station at major stations. Since credit card readers were not installed at all stations, a special equity analysis was prepared in advance of the credit card implementation. This analysis, included in Appendix I, concluded that there would be no disparate impacts from the introduction of credit card readers.



Bus and Light Rail Title VI Decal



Title VI Public Notice

Title VI of the Civil Rights Act of 1964 requires that "No person in the United States shall, on the grounds 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."

Any person who believes he or she has been discriminated against by RT may file a signed written complaint with RT within 180 days of the date of alleged discrimination either by:

Mail

Sacramento Regional Transit District
Customer Advocacy Department
P.O. Box 2110
Sacramento, CA 95812-2110

In Person

Sacramento Regional Transit District
Customer Advocacy Department
1409 28th Street, 2nd Floor
Sacramento, CA 95816

Convocatoria Pública Título VI

El Título VI de la Ley de Derechos Civiles de 1964 estipula que "Ninguna persona en los Estados Unidos deberá, por motivos de raza, color, o país de origen, ser excluida de participar en, ser negado los beneficios de, o ser sujeto a discriminación bajo cualquier programa o actividad que reciba asistencia financiera federal."

Cualquier persona que crea que él o ella ha sido discriminada por RT puede presentar una queja por escrito y firmada a RT en un plazo de 180 días siguientes a la fecha de la supuesta discriminación, ya sea por:

Correo

Sacramento Regional Transit District
Customer Advocacy Department
P.O. Box 2110
Sacramento, CA 95812-2110

En Persona

Distrito de Tránsito Regional de Sacramento
Departamento de Apoyo al Cliente
1409 28th Street, 2nd Floor
Sacramento, CA 95816

Общественное уведомление согласно Раздела VI

Раздел VI Закона о гражданских правах от 1964 года требует, что ни один человек в Соединенных Штатах по мотивам расы, цвета кожи или национального происхождения не может быть отстранен от участия, от получения льгот или подвергаться дискриминации при проведении какой-либо программы или деятельности, которые получают финансирование из федерального бюджета.

Любой человек, который считает, что он подвергся дискриминации со стороны транспортного агентства Sacramento Regional Transit (RT), может подать в агентство письменную жалобу. Жалобу следует подавать в течение 180 дней с момента предполагаемой дискриминации

письменно по адресу:

Sacramento Regional Transit District
Customer Advocacy Department
P.O. Box 2110
Sacramento, CA 95812-2110

лично по адресу

Sacramento Regional Transit District
Customer Advocacy Department
1409 28th Street, 2nd Floor
Sacramento, CA 95816

第六條公告

1964年民權法案第六條規定，"在美國，任何接受聯邦政府財政資助的項目或活動都不得以種族、膚色或國籍等任何理由，排除任何人參與、或剝奪其權益或使人受到歧視。"

如有任何人認為他或她受到RT (區域交通局) 的歧視，都可在事發之日起的180天之內向RT提交親筆簽字的書面申訴：

郵寄

Sacramento Regional Transit District
Customer Advocacy Department
P.O. Box 2110
Sacramento, CA 95812-2110

親自遞交

薩克拉門托區域交通局
客戶服務部
28街1409號，二樓
薩克拉門托，郵箱號：
CA 95816

Công Bố về Tiêu Đề VI

Tiêu đề VI của Đạo Luật Dân Quyền năm 1964 đòi hỏi rằng "Không có người nào ở Hoa Kỳ, trên căn bản chủng tộc, màu da, hoặc nguồn gốc quốc gia, bị ngăn cản tham gia, bị từ chối phúc lợi, hoặc bị phân biệt đối xử theo bất cứ chương trình hay sinh hoạt nào được chính phủ liên bang tài trợ".

Bất cứ người nào tin rằng họ đã bị phân biệt đối xử bởi cơ quan RT, có thể nộp đơn khiếu nại bằng văn bản có chữ ký, gửi tới cơ quan RT trong vòng 180 ngày, kể từ ngày cáo buộc bị phân biệt đối xử, bằng một trong hai cách:

Thư Bưu Điện

Sacramento Regional Transit District
Customer Advocacy Department
P.O. Box 2110
Sacramento, CA 95812-2110

Hiện diện tại chỗ

Sacramento Regional Transit District
Customer Advocacy Department
1409 28th Street, 2nd Floor
Sacramento, CA 95816

Nq̄e VI Tsbawv Faj Seem Rau Pej Xeem Huab Hwm

Nq̄e VI ntawm Pej Xeem Huab Hwm Txoj Cai hauv 1964 txwv kom "Tsis kheev muaj ib tug tib neeg hauv Teb Chaws Asmeskas raug cais tawm, tsis kam muab kev pab rau, los yog raug kev ntxub ntxaug los ntawm tej kev pab los yog tes dej num uas tau nyiaj txiag txhawb los ntawm tsoom fww teb chaws vim yog nws haiv neeg, cev nqaij daim taww txawv xim los yog nws yug txawv lwm teb chaws tuaj."

Txhua tus tib neeg uas ntseeg tias nws raug kev ntxub ntxaug los ntawm RT ua tau tsab ntawv tsis txaus siab txog RT ua ntej 180 hnub txij li hnub iab liam muaj kev ntxub ntxaug los ntawm ib txoj kev nram no:

Xa Ntawv


Sacramento Regional Transit District
Customer Advocacy Department
P.O. Box 2110
Sacramento, CA 95812-2110

Qhia Tim Ntsej Tim Muag

Sacramento Regional Transit District
Customer Advocacy Department
1409 28th Street, 2nd Floor
Sacramento, CA 95816


916-557-4545 • www.sacrt.com

Online Notice and Procedures<http://www.sacrt.com/TitleVI.stm>

 **Regional Transit**

[Home](#) [Schedules, Fares & Services](#) [Career & Business Opportunities](#) [Planning & Construction](#) [RT Newsroom](#) [About RT](#) [Search](#)

[Return to Site Map](#) **Related Topics**

 **Sacramento Regional Transit District**
Title VI Notice

**Download or Read the 2011 RT Title VI Report
& Assorted Attachments in PDF Format**

Title VI Report	Attachment 1 Sample Complaint Form	Attachment 2 Complaints Summary	Attachment 3 Outreach Examples
Attachment 4 International Symbols	Attachment 5 Notice to Public of Title VI Rights	Attachment 6 Annual Season of Civil Rights Campaign	Attachment 7 Park-and-Ride Focus Group
Attachment 8 Press Releases	Attachment 9 Capital Project Outreach	Attachment 10 Demographic Analysis	Attachment 11 Transit Security Service Policy
Attachment 12 Service Change Equity Analysis	Attachment 13 Service Monitoring	Title VI Complaint Form PDF to Print, Fill-out and mail	

Title VI of the Civil Rights Act of 1964 requires that "No person in the United States shall, on the grounds 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."

The Sacramento Regional Transit District (RT) is committed to complying with the requirements of Title VI in all of its federally funded programs and activities.

Any person who believes he or she has been discriminated against, may file a **signed** written complaint within 180 days of the date of alleged discrimination. The complaint should include the following information:

- Your name, your address and how best to contact you (i.e. telephone number, email address, etc.)
- How, when, where and why you believe you were discriminated against. Please include the location, names and contact information of any witnesses.

A written complaint can be filed:

By Mail: Sacramento Regional Transit District P.O. Box 2110 Sacramento, CA 95812	In Person: Sacramento Regional Transit District 1409 28 th Street, 2 nd Floor Sacramento, CA 95816
--	--

Select this link to print a **TITLE VI COMPLAINT FORM**

The Customer Advocacy Department can be reached by telephone at 916-557-4545 or by fax at 916-456-1752, or select this link to fill out a **Customer Advocacy online form**.

For additional information on RT's nondiscrimination obligations, please contact the Customer Advocacy Department. *Complaint Assistance: A Customer Advocate can assist with writing a complaint if the complainant is unable to do so.*

Online Notice and Procedures

<http://www.sacrt.com/TitleVI.stm>

What happens to the complaint after it's submitted?

[Back to top](#)

All complaints alleging discrimination based on race, color or national origin in a service or benefit provided by RT will be directly addressed by RT. RT will provide appropriate assistance to complainants, including those persons with disabilities, or who are limited in their ability to communicate in English. Additionally, RT will make every effort to address all complaints in an expeditious and thorough manner.

A letter of acknowledging receipt of complaint will be mailed within seven days. Please note that a complainant's failure to respond to any requests for additional information or to provide the requested information may result in the administrative closure of the complaint.

How will the complainant be notified of the outcome of the complaint?

RT will send a final written determination letter to the complainant. In a letter notifying complainant that the complaint is not substantiated, the complainant will also be advised of his or her right to appeal and the appeal process within seven calendar days of receipt. Every effort will be made to respond to the Title VI complaints within 30 working days of receipt, if not sooner.

If you need more information on RT's Title VI policy or assistance in filing a Title VI complaint, please call RT's Customer Advocacy Department at 916-557-4545.

In addition to the complaint process described above, a complainant may file a Title VI complaint with the following office:

Federal Transit Administration, Region IX
Office of Civil Rights
201 Mission Street, Suite 1650
San Francisco, CA 94105-1839

[Back to top](#)

Si usted necesita más información en el Título del RT VI política o ayuda con la clasificación de un Título VI queja, por favor llame 916-557-4545.

Если Вы нуждаетесь в большем количестве информации относительно Названия РЕАЛЬНОГО МАСШТАБА ВРЕМЕНИ шесть политики или помощь с регистрацией Названия VI жалоб, пожалуйста звоните 916-557-4545.

如果您需要更多的RT的标题六，政策或提起第六章申诉援助的信息，请致电 916-557-4545。

Nếu bạn cần thêm thông tin về chính sách của RT sáu đề hoặc trợ giúp nộp đơn khiếu nại đề VI, xin vui lòng gọi 916-557-4545.

Yog koj xav paub ntiv txog RT txoj cai ntawm Title VI los yog xav tau kev pab ua Title VI tsab ntawv tsis txaus siab, thov hu rau 916-557-4545.

[Back to top](#)

Sacramento Regional Transit District



Title VI Complaint Form

Title VI of the 1964 Civil Rights Act requires that “No person in the United States shall, on the ground 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.”

If you believe you have received discriminatory treatment by Sacramento Regional Transit District (RT) on the basis of your race, color, or national origin, you have the right to file a complaint with RT. The complaint must be filed within 180 calendar days of the alleged discriminatory incident.

The following information is necessary to assist us in processing your complaint. Should you require any assistance in completing this form, please let us know.

Complete and return this form by mail to the Customer Advocacy Department, P.O. Box 2110 Sacramento, CA 95812 or in person to 1409 28th Street 2nd Floor, Sacramento, CA 95812.

1. Complainant's Name: _____

2. Address: _____

3. City: _____ State: _____ Zip Code: _____

4. Contact Number: _____ Cell __ Home __ Work__

5. Person discriminated against (if someone other than the complainant):

Name: _____

Address: _____

City: _____ State: _____ Zip Code: _____

6. Which of the following best describes the reason you believe the discrimination took place? Was it because of your:

a. Race/Color: _____

b. National Origin _____

7. What date did the alleged discrimination take place?

Next Page →

8. In your own words, describe the alleged discrimination. Explain what happened and whom you believe was responsible. Please use the back of this form if additional space is required.

9. Have you filed this complaint with any federal, state, or local agency; or with any federal or state court? Yes _____ No _____

If yes, check each that applies:

Federal Agency ___ Federal Court ___ State Agency ___

State Court ___ Local Agency ___

10. Please provide information about a contact person at the agency/court where the complaint was filed.

Name _____

Address: _____ City: _____

State: _____ Zip Code: _____ Phone Number: _____

11. Please sign below. You may attach any written materials or other information that you think is relevant to your complaint.

Complainant's Signature

Date

Title VI Complaints July 2011 - January 2014

PSR #	Incident Date:	Summary:	Status:	Action Taken:
1121	04/13/2012	Male Hispanic passenger reported that male African American operator made him move to the back of the bus; but, then allowed two young African American passengers stand directly behind white line at the front of bus where Hispanic passenger was previously standing.	Closed	Supervisor investigated claim. Spoke to operator. Initial acknowledgement letter mailed to customer stating that we received their complaint. A response was mailed to the customer stating that the operator was identified and appropriate action was taken; however, no discrimination was found.
1253	04/11/2012	Passenger stated that the Male Caucasian Operator told him that he couldn't get up while the train was moving and told passenger that he needed to use another form of transportation because he was too slow. Passnger says that he is a senior Asian and that the operator was racist.	Closed	Supervisor investigated the claim. Operator couldn't recall the incident; however, stated that senior passengers should not get up while train is in motion. Acknowledgment letter and response letter mailed to patron.
1894	06/05/2012	Patron stated that bus driver was a racist. Disabled patron claimed operator allowed african-american passengers to board without paying full fare. Patron doesn't have a disabled ID card yet but op made her pay full fare and she is a regular rider on this route. Rude operator. Stated that she could sue RT for discrimination	Closed	PSR mailed, patron did not return signed complaint form. No further contact from patron. Complaint closed, not investigated.
2297	06/27/2012	Female African American passenger stated that the Eastern Indian operator did not follow proper boarding procedures by not allowing her to board the bus first and making her wait	Closed	Complaint was reviewed by Transportation Department. Acknowledgment letter sent to patron. Operator was identified and reminded of proper boarding procedures. Operator stated that some passengers do not allow for exiting passengers to disembark. Response letter sent to patron.
2260	06/26/2012	Female African American passenger stated that the Caucasian male operator (and other operators not described) treats her differently when boarding or while riding the system in the Citrus Heights area. Female passenger stated that the operator would not make incoming passengers wait while she disembarked the bus.	Closed	Complaint was reviewed by Transportation Department. Acknowledgment letter sent to patron. Operator was identified and reminded of proper boarding procedures. Operator stated that some passengers do not allow for exiting passengers to disembark. Response letter sent to patron.
2728	07/31/2012	Male Caucasian passenger reported that the African American bus operator discriminated against him as he was sitting in the Priority Seating. Operator asked him to relocate seating area as another passenger (African American in a wheelchair) was boarding.	Closed	A Passenger Service Report was mailed to patron. Patron did not return complaint form. Did not investigate further.
10916	11/01/2013	Female African American passenger reported that the Male Caucasian operator consistently pulls the bus away from bus stops to make it difficult for passengers to board. She stated that he only does this when African American passengers are boarding/exiting.	Closed	Complaint was sent to Transportation for investigation. Operator was not found treating passengers unfairly during boarding process. An acknowledgement letter was sent to patron; along with Response letter and instructions on how patron could appeal.



Promoting Inclusive Public Participation

One of the key foundational pillars of the Title VI program is the assurance of community input into the transit decision-making process. The purpose of public participation is to offer early, continuous, and meaningful opportunities for the public to be involved in the identification of social, economic, and environmental impacts of proposed transportation decisions at RT.

Methodology

RT has significantly increased its efforts to overcome linguistic, institutional, cultural, economic, historical, or other barriers that prevent minority, low-income, and disabled persons from effectively participating in RT's decision-making process. These efforts include employee education, community forums/public hearings, and attending events of importance to LEP persons.

Meeting formats are tailored to achieve specific public participation goals, such as sharing information, answering questions, establishing priorities and/or reaching consensus. Several feedback methods are suggested so the participants can select their preferred method. For example, some participants may not be comfortable in a large group meeting, but they may prefer to complete a written survey, or get their questions answered in their preferred language through a telephone information line.

RT is committed to monitoring and tracking its public participation activities and sharing results in a transparent way.

RT continues to modify its public participation activities over time based on feedback and direction provided by community members and by setting and evaluating performance measurements for public participation.

Along with providing information, RT lets participants know how they can stay informed about RT activities, including web-based information, surveys, project information, and surveys.

Marketing and Communications

RT's Marketing and Communication Division has been assigned the responsibility for ensuring that information on major projects, service changes, fare changes, service delays, detours, etc. is conveyed to the public. Responsibilities of the division include the following:

- Developing and maintaining positive and effective communication with the community and various levels of government that interface with or impact the development of programs and operations at RT
- Creating all communications for RT's daily riders; and implementing strategic marketing activities
- Establishing and maintaining active working relationships with all relevant local media including minority-based media in order to communicate pertinent information to RT's customers and stakeholders, including service changes and enhancements, emergency situations posing an immediate threat to the safety and security of RT customers or its service area, and policy changes

The specific Title VI tasks that this division carries out include:

- Coordinating with individuals, institutions, and organizations, while implementing community-based public involvement strategies to reach out to members in affected minority and/or low-income communities
- Providing opportunities for public participation through alternative means other than written communication, such as personal interview or use of audio or video recording devices to capture oral comments
- Using locations, facilities, and meeting times that are convenient and accessible to low-income and minority communities
- Implementing DOT's policy guidance concerning RT's responsibilities to LEP persons to overcome barriers to public participation; this encompasses ensuring that Limited English Proficiency (LEP) individuals who will be affected by cited actions receive meaningful access into the public awareness/involvement process; meaningful access means that the affected parties will receive the necessary communicative assistance required to allow them to participate in governmental services/activities

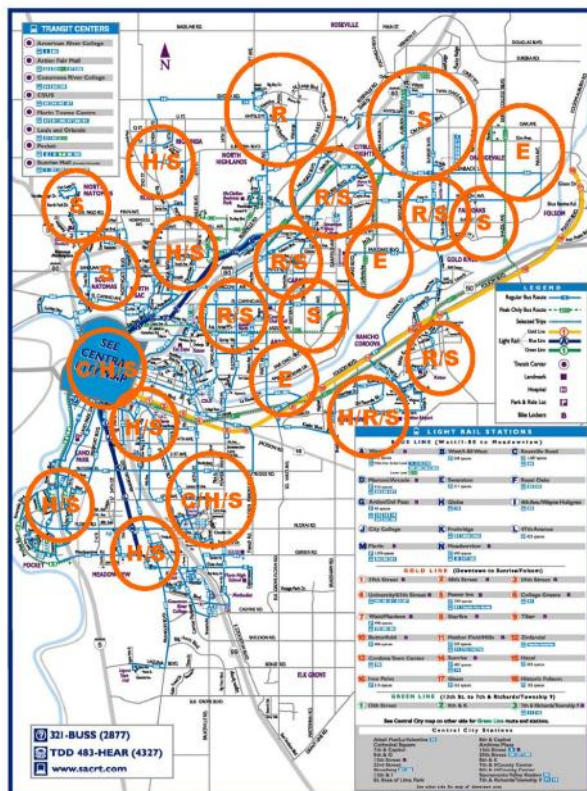
- Developing comprehensive communication plans that ensure the delivery of information on RT's programs and activities through alternative means; this includes, but is not limited to, translation of vital information into other languages, alternative formats for individuals with disabilities, and the use of communication strategies outside of advertising in the largest circulation newspaper

Outreach to Target Areas

To reach low-income, minority and LEP communities within RT's service area, a geographically focused public participation program will achieve the public participation outcomes described in this plan. In addition to traditional methods of communication, RT utilizes strategies recommended by community members for a specific neighborhood or population group.

Participation activities can be publicized in print materials produced by RT, such as newsletters, flyers, and posters. Newsletters are likely to provide more content and serve as an information source. Posters are designed to publicize activities and highlight key information such as date, time and location of the activity. Print materials can be produced in multiple languages to ensure inclusivity.

These materials can be distributed systemwide or in targeted areas (illustrated below). They can also be available at RT stations, as passenger bulletins and notices placed on train seats. Print materials can also be produced in a format suitable for electronic distribution through RT's website and email communications.



Language Line Service:

RT's Customer Service Representatives are able to provide route, fare and schedule information to limited-English-speaking callers by utilizing Language Line Services, which is RT's third-party telephone language interpretation service.

Since June 2011, RT has taken 600 calls using the Language Line service. Those calls totaled 4,372 minutes and the average handle time for those calls was approximately 7.9 minutes. Spanish was by far the most commonly-used language for interpretation.

Language Line Use by Language

Spanish - 446 calls	Hmong - 3 calls
Russian - 79 calls	Hindi - 2 calls
Mandarin - 22 calls	Tagalog - 2 calls
Cantonese - 15 calls	French - 1 call
Farsi - 13 calls	Italian - 1 call
Korean - 6 calls	Japanese - 1 call
Arabic - 4 calls	Ukrainian - 1 call
Vietnamese - 4 calls	

We speak your language

Thank you for calling Regional Transit.
How may I help you?

Gracias por comunicarse con Regional Transit.
¿En qué le podemos ayudar?

Спасибо за ваш звонок в Regional Transit.
Как я могу вам помочь?

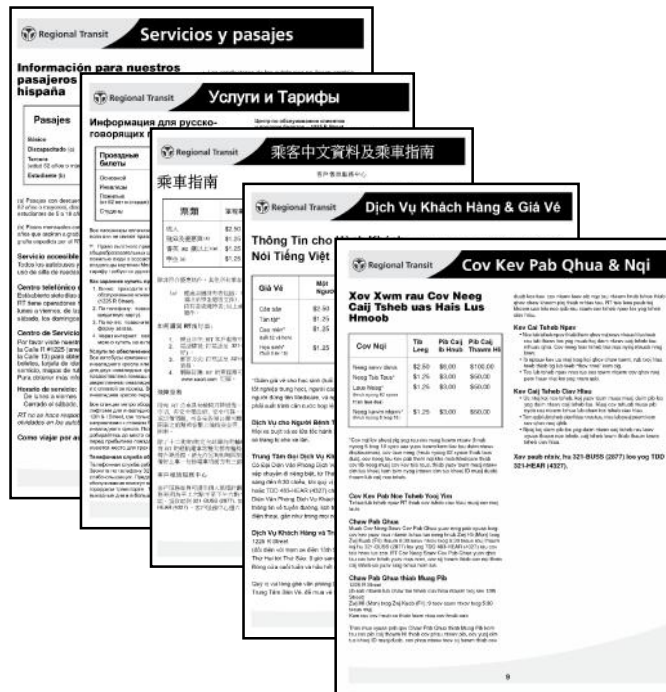
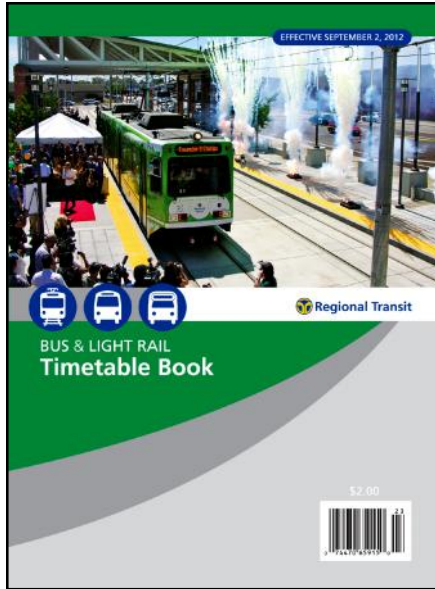
謝謝您打電話來Regional Transit。
請問您需要什麼服務嗎？

Light Rail
Bus
Neighborhood Ride
Trolley

Call 321-BUSS (2877) for route and schedule information Regional Transit

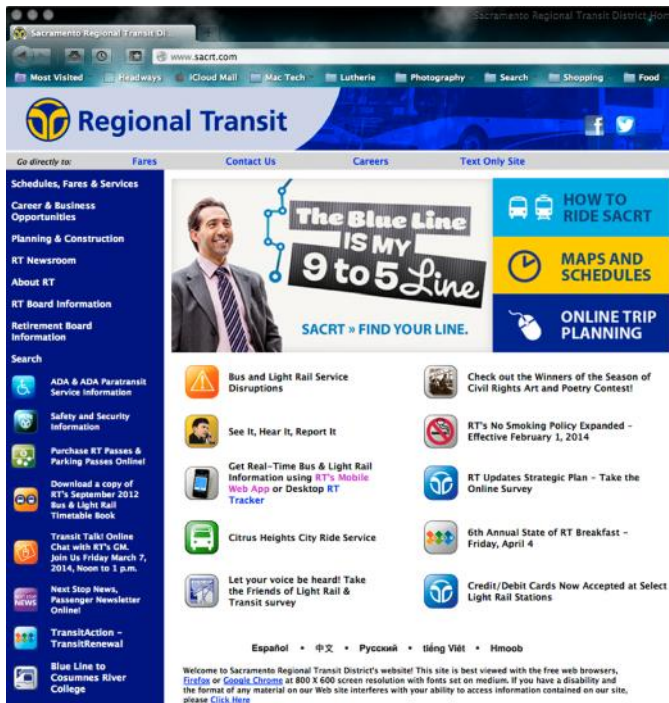
Basic Information in Other Languages – Print:

The RT Bus and Light Rail timetable book provides basic information in Spanish, Russian, Chinese, Vietnamese and Hmong, including information on fares, telephone information, RT's Customer Service and Sales Center, and basic information on how to ride RT buses and light rail trains.



Basic Information in Other Languages – Website:


The information above is also available online at RT’s website through a series of links at the bottom of the page, one for each language.



Basic Information in Other Languages – Printed Timetables

A general statement on how to obtain telephone information in English, Spanish, Russian, Chinese, Vietnamese and Hmong is listed on individual pocket timetables: “For route, schedule and fare information, call 916-321-BUSS (2877) or visit www.sacrt.com.”

Printed pocket timetables are available on buses and light rail trains, at the RT Customer Service and Sales Center, and distributed to libraries, schools, colleges and other high-traffic destinations.



Bus Route 5
Meadowview - Valley Hi Meadowview Station
Effective: 9/2/2012
Regional Transit

Subject to change without notice

FARE TYPES	BASIC	DISCOUNT	STUDENT
Single Fare	\$ 2.50	\$ 1.25	\$ 1.25
Daily Pass	6.00	3.00	3.00
Monthly Pass	100.00	50.00	50.00
Semi-Monthly Pass	50.00	25.00	25.00


SACRAMENTO REGIONAL TRANSIT DISTRICT (RT) FARES

BASIC: All passengers pay Basic fares unless eligible for Discount or Free fares.
DISCOUNT: Discount fares apply to students (age 13 through 18 pursuing a high school diploma), seniors (age 62 and older), Medicare cardholders and individuals with disabilities, and require proper identification (photo ID upon boarding).
Effective September 1, 2009, Central City/State fares have been discontinued and transfers will no longer be issued. Bus Passengers are required to pay a Basic or Discount single fare for each trip or may purchase a daily pass valid for unlimited rides on that day. Light Rail Single ride tickets are good for two hours from time of validation on light rail only. Daily and monthly passes are valid for unlimited rides on buses and light rail for the district or month shown.
Fares are subject to change.
RT operates on a Sunday schedule on most federal holidays. Only bus routes that regularly operate on Sundays offer holiday service. For a complete list of holidays, please refer to RT's Bus and Light Rail Timetable Book or visit www.sacrt.com.

5 Meadowview Station to Florin High

Monday through Friday

Meadowview	Alta Valley & Bruceville	Florin High School
LV	LV	LV
6:26a	6:38	6:48
7:26a	7:38	7:48
8:26a	8:38	8:48
9:26a	9:38	9:48
10:26a	10:38	10:48
11:26a	11:38	11:48
12:26p	12:38	12:48
12:56p	1:08	1:18
1:56p	2:08	2:18
2:56p	3:08	3:18
3:56p	4:08	4:18
4:56p	5:08	5:18
5:56p	6:08	6:18
6:56p	7:08	7:18
7:56p	8:08	8:18



MEADOWVIEW LIGHT RAIL STATION
Connecting Bus Routes
6,47,56

Connection to
e-train (to Elk Grove)

MEADOWVIEW

LEGEND

- Regular Bus Routes
- Selected Van Pools
- Light Rail
- State & Interstate Highways
- Connecting Bus Routes
- Transfer Center
- Light Rail Station
- Maple Leaf Station
- Blue Ladders

For route, schedule and fare information, call 916-321-BUSS (2877) or visit www.sacrt.com.

Para obtener información sobre rutas, horarios y tarifas, llame al 916-321-BUSS (2877) o visite el sitio de Internet www.sacrt.com.

Информация о маршрутах, расписании и стоимости проезда можно получить по телефону 916-321-BUSS (2877) или на вебсайте www.sacrt.com.

對於路線、時刻表及票價資訊，請電 916-321-BUSS (2877) 或上 www.sacrt.com。

Để có thông tin về các tuyến đường (routin), lịch trình xe chuy và giá vé (phần), quý vị hãy gọi số 916-321-BUSS (2877) hoặc ghé www.sacrt.com.

Xav paub kev, xhpaum tsheb khavb nhab ng tsheb, hu 916-321-BUSS (2877) kosis mus xeb www.sacrt.com.

From Roseville/Cross Heights: 916-728-BUSS (2877) Lost & Found: 916-321-2895

Printed on Recycled Paper

This publication is available in accessible formats. Please call 916-321-2877 or TDD 916-483-4327 to request an accessible format.

Basic Information in Other Languages – Signage

A general statement on how to obtain telephone information is posted in English, Spanish, Russian, Chinese, Vietnamese and Hmong on kiosk signs at all light rail stations: “For route, schedule and fare information, call 916-321-BUSS (2877) or visit www.sacrt.com.”

Regional Transit Light Rail System Map
Effective September 2, 2012

5 Easy Steps to Riding Light Rail

- Buy or Validate Your Ticket**
- Go to Boarding Area**
- Board Train**
- Obey Requests**
- Exit Train**

Light Rail Information

Passes & Tickets
Daily Passes are valid for rides on light rail until 1 a.m. the day after purchase or validation.
Single Fare Tickets are valid for two hours from time of purchase or validation.
Daily passes and single fare tickets may be purchased from fare vending machines located at each light rail station.

Emergencies
Light Rail Emergency Buttons
Each train is equipped with a red emergency button located in the doorways. In an emergency, firmly press the emergency button and the operator will notify the Light Rail Control Center; stop the train at the next station and offer assistance.
RT Security Services
RT has a team of security professionals consisting of full-time Police Officers, Sheriff's Deputies, Transit Officers and private security guards to patrol RT's vehicles and facilities. For emergencies, call 9-1-1. For non-emergencies, call the Sacramento Police Department at 916-732-0100 or the Sacramento Sheriff's Department at 916-874-5111.

Fare Vending Machine Malfunction
If all of the fare vending machines are not in working order at the light rail station you are departing from and you are unable to purchase or validate your ticket or pass, you may board the train without fare. If a Transit Officer requests your proof of fare payment while on the train, explain the malfunction. They will verify the status of the fare vending machines. If at least one of the fare vending machines is in working order, you will still be required to pay the proper fare.

Accessible Services Wheelchair Access
All light rail stations are wheelchair accessible for trains traveling in both directions, except 12th & I, which is currently only accessible for north-bound trains to West-80.
There is space for up to three wheelchairs in the front car of each train. Ramps or electric lifts are located at each boarding area. Wait behind the yellow safety caution strip. After the train has stopped, the operator will open the door and lower the access platform. Inform the operator where you want to exit and if you will need assistance. Move to the designated wheelchair area and secure wheelchair brakes. If you are in the entryway, back up to the train operator's compartment wall and set your wheelchair brakes.

Senior & Disabled Priority Seating
Two seats at the front of the first light rail car are designated as priority seats for seniors and individuals with disabilities.
Federal law requires that operators request passengers (who are non-disabled) to vacate priority seating when needed.

Bike-and-Ride on Rail
Buy your fare and then board.
Enter through the rear or front door after all other passengers have entered or exited the light rail car. Place your bike in the rear or front of the car next to the flip-up seats or place your bike in the rack next to the flip-up seats.
Four bicycles are allowed onboard each light rail car (two in the front and two in the rear) during hours of operation. However, in the first light rail car, board only through the rear door. No bikes are permitted at the front of the car. This space is reserved for individuals with disabilities.
On the last train on the route each day, there is no limit on the number of bikes allowed.
Bike Lockers are located at 24 of RT's light rail stations. Call 916-556-0354 for information.

Contact Information:
For rules, schedule and fare information, call 916-321-8155 (2877) or visit www.sacrt.com.
For information on wheelchair, stroller, bicycle, baby, stroller, some of 916-321-8155 (2877) or visit www.sacrt.com.
For information on wheelchair, stroller, baby, stroller, some of 916-321-8155 (2877) or visit www.sacrt.com.
For information on wheelchair, stroller, baby, stroller, some of 916-321-8155 (2877) or visit www.sacrt.com.
For information on wheelchair, stroller, baby, stroller, some of 916-321-8155 (2877) or visit www.sacrt.com.

Icons and Symbols

RT utilizes international symbols in its signage in order to communicate with non-English-speaking customers, as well as customers who are unable to read written language. Pictograms were incorporated into signage updated in 2013.

NO

- Smoking
- Bicycle Riding
- Skateboarding
- Loitering

Penal Code 640(b)(3) & 640(b)(5)
Public Utility Code 102/22(a)(2)
RT Ordinance 07-06-01

Regional Transit

TransitRenewal

In 2012, RT developed “TransitRenewal,” a comprehensive operational analysis of the entire RT bus and light rail system that resulted in recommendations transit service improvements over a five-year period. This was accomplished by conducting an indepth transit service analysis, developing service standards, and gathering extensive community input.

In June 2010, RT implemented major service reductions. TransitRenewal provided recommendations on how to restore, restructure and essentially “renew” transit service from 2012 through 2017 within available funding. Community participation was needed to identify short-term opportunities and long-term recommendations that were consistent with RT’s TransitAction plan (Transit Master Plan) that would benefit current riders and attract new riders.

Information was distributed in English, Spanish, Russian, Chinese, Vietnamese and Hmong.

The image shows a collage of six public hearing notices for TransitRenewal 2012-2017, distributed in various languages. Each notice includes the following information:


- English:** "RT a efectuar cambios en el servicio Audiencia Pública. Lunes, 26 de marzo 2012 - 6 pm. RT Auditorio 1400 29th Street (en la calle N). Accessible por tren ligero a la estación de la calle 29, y las rutas de autobús 38, 67 y 68. RT está solicitando comentarios respecto al proyecto de análisis de servicios TransitRenewal. El servicio de análisis de cinco años incluye recomendaciones de mejoras de bus y de tren ligero para el futuro servicio de transporte público en la región de Sacramento. El primer conjunto de mejoras se anticipa que se aplique en septiembre de 2012. Para revisar las recomendaciones, visite www.sacrt.com/transitrenewal. Se invita al público a comentar en la audiencia pública o presentar comentarios por escrito: transitrenewal@sacrt.com. Correo Electrónico: transitrenewal@sacrt.com. Teléfono: Línea de Información de Cambios en el servicio: 916-556-0164. Asistencia en idiomas: 916-557-4545. Correo: Departamento de Planificación Sacramento Regional Transit District P.O. Box 2110 Sacramento, CA 95812-2110. Los comentarios deben ser recibidos antes de las 5 pm del lunes, 26 de marzo 2012. Para solicitar servicios de interpretación de idiomas, llame al 916-556-0515 al menos 72 horas hábiles de anticipación a la audiencia pública.
- Spanish:** "TransitRenewal 2012-2017. Este es un proyecto de renovación de transporte público. El lunes 26 de marzo de 2012, a las 6:00 p.m., se realizará una audiencia pública en el RT Auditorio (1400 29th Street) para recibir comentarios sobre el proyecto de análisis de servicios TransitRenewal. Este análisis de cinco años incluye recomendaciones de mejoras de autobuses y de tren ligero para el futuro servicio de transporte público en la región de Sacramento. El primer conjunto de mejoras se anticipa que se aplique en septiembre de 2012. Para revisar las recomendaciones, visite www.sacrt.com/transitrenewal. Se invita al público a comentar en la audiencia pública o presentar comentarios por escrito: transitrenewal@sacrt.com. Correo Electrónico: transitrenewal@sacrt.com. Teléfono: Línea de Información de Cambios en el servicio: 916-556-0164. Asistencia en idiomas: 916-557-4545. Correo: Departamento de Planificación Sacramento Regional Transit District P.O. Box 2110 Sacramento, CA 95812-2110. Los comentarios deben ser recibidos antes de las 5 pm del lunes, 26 de marzo 2012. Para solicitar servicios de interpretación de idiomas, llame al 916-556-0515 al menos 72 horas hábiles de anticipación a la audiencia pública.
- Russian:** "TransitRenewal 2012-2017. Это проект обновления транспортного обслуживания. В понедельник 26 марта 2012 г., в 6:00 вечера будет проведена публичная слушания по изменениям в обслуживании в RT Auditorium (1400 29th Street). Мы просим вас высказать свои комментарии к анализу будущего транспортного обслуживания (TransitRenewal). Данный анализ в течение пяти лет определит рекомендации по улучшению обслуживания автобусов и трамвайного транспортного обслуживания в регионе Сакраменто. Первая группа рекомендаций планируется на 2012 год. Чтобы ознакомиться с рекомендациями, посетите сайт: www.sacrt.com/transitrenewal. Приглашаем вас высказать свои комментарии на публичных слушаниях или письменно, по электронной почте: transitrenewal@sacrt.com. Телефон: Линия информации о изменениях в обслуживании: 916-556-0164. Помощь на языках: 916-557-4545. Адрес: Департамент по Региональному Транзитному Району P.O. Box 2110 Sacramento, CA 95812-2110. Комментарии должны быть получены к 5:00 вечера в понедельник 26 марта 2012 года. Для получения информации о услугах по переводу с иностранных языков позвоните по телефону 916-556-0515 как минимум за 72 часа до начала слушаний.
- Chinese:** "TransitRenewal 2012-2017. 訂舉行服務變更公聽會。訂於3月26日星期一下午6點在RT大樓空99街1400號（N街交口）訂搭乘輕軌至29街車站，以及38、7和68號公車線。訂現在徵詢有關TransitRenewal專案服務分析的意見評論。這項五年的服務分析列舉了對於沙加地區未來快速服務所建議的公車和輕軌改善措施。訂一套改善服務預計在2012年9月實施。訂開會建議內容，請上網www.sacrt.com/transitrenewal。訂聽眾可在公聽會上發表意見，或是將書面意見交還：transitrenewal@sacrt.com。訂電話：訂變更資訊專線：916-556-0164。訂語言協助：916-557-4545。訂信件：訂Planning Department Sacramento Regional Transit District P.O. 2110 Sacramento, CA 95812-2110。訂意見必須在2012年3月26日星期一下午5點之前送交。訂如需請求語言口譯服務，請至少在公聽會之前2個工作小時致電916-556-0515。
- Vietnamese:** "TransitRenewal 2012-2017. Buổi Điều Tra Trước Công Chúng và Đối Dịch Vụ. Ngày Thứ Ba, 2012 - 6 giờ chiều (trên 99 N Street). Kiểm tra xe điện (Light Rail) tới Trạm trên và các tuyến đường xe buýt (Bus) số 38, 67 và 68. Kiểm tra ý kiến nhận xét (comments) về phân tích dịch vụ TransitRenewal. Dự kiến 5 năm này phân tích những hướng xe buýt và xe điện được đề nghị chuyển đổi công cộng (transit) trong khu vực Sacramento. Các bộ trị đầu tư dự thi hành trong Tháng Chín 2012. Mời các đề nghị, quý vị hãy tới om/transitrenewal. được khuyến khích đưa ý kiến nhận xét trên trước công chúng, hoặc viết xét gửi tới: transitrenewal@sacrt.com. Thông Tin về Dịch Vụ Thay Đổi: 916-556-0164. Hỗ Trợ Ngôn Ngữ: 916-557-4545. Bộ phận: Regional Transit District P.O. Box 2110 Sacramento, CA 95812-2110. được nhận trước 5 giờ chiều Thứ Hai ngày Ba, 2012. Để yêu cầu dịch vụ xin quý vị gọi số 916-556-0515 ít nhất 72 giờ trước khi có buổi điều tra trước công chúng.
- Hmong:** "TransitRenewal 2012-2017. Buổi Qhib Roog Sib Tham Txog Kev Hoov Ng Pej Xeeb Huab Hwm. Ngày Thứ Ba, 2012 - 6 giờ chiều (trên 99 N Street). Kiểm tra xe điện (Light Rail) tới Trạm trên và các tuyến đường xe buýt (Bus) số 38, 67 và 68. Kiểm tra ý kiến nhận xét (comments) về phân tích dịch vụ TransitRenewal. Dự kiến 5 năm này phân tích những hướng xe buýt và xe điện được đề nghị chuyển đổi công cộng (transit) trong khu vực Sacramento. Các bộ trị đầu tư dự thi hành trong Tháng Chín 2012. Mời các đề nghị, quý vị hãy tới om/transitrenewal. được khuyến khích đưa ý kiến nhận xét trên trước công chúng, hoặc viết xét gửi tới: transitrenewal@sacrt.com. Thông Tin về Dịch Vụ Thay Đổi: 916-556-0164. Hỗ Trợ Ngôn Ngữ: 916-557-4545. Bộ phận: Regional Transit District P.O. Box 2110 Sacramento, CA 95812-2110. được nhận trước 5 giờ chiều Thứ Hai ngày Ba, 2012. Để yêu cầu dịch vụ xin quý vị gọi số 916-556-0515 ít nhất 72 giờ trước khi có buổi điều tra trước công chúng.

September 2012 Service Improvements

In September 2012, RT implemented major service improvements that extended night service on light rail and nine major bus routes, increased frequency on highly-utilized bus routes, and restructured bus routes to better serve riders. The September 2012 service changes were the first-year TransitRenewal service improvements based on community input.

Printed and electronic announcements were distributed in English, Spanish, Russian, Chinese, Vietnamese and Hmong.

<h3>September 2012 Service Improvements</h3> <p>Effective Sunday, September 2, 2012, RT will implement major service improvements that will extend night service on light rail and nine major bus routes, increase frequency on highly-utilized bus routes, and restructure bus routes to better serve riders.</p> <p>New Service Weekdays: 95 (Citrus Heights - Antelope Road) Saturdays: 11 (Truxel Road) and 54 (Center Parkway)</p> <p>Extended Night Service Weekdays: Light Rail (Blue Line and Gold Line), 1, 21, 23, 30, 51, 56, 80, and 82 Saturdays: Light Rail (Blue Line and Gold Line)</p> <p>Extended Evening Service Weekdays: 11 and 25</p> <p>Increased Service Frequency Weekdays: 1, 25, 30, 51 and 55</p> <p>(continued on back)</p>	<h3>Mejoras en el servicio en septiembre de 2012</h3> <p>A partir del domingo, 2 de septiembre de 2012, RT pondrá en marcha mejoras mayores de servicio que extenderán el servicio nocturno de 1 tren ligero y nueve rutas de autobuses mayores, un aumento de la frecuencia de servicio para las rutas de autobuses de mayor uso, y rutas de autobuses reestructuradas para servir mejor a los pasajeros.</p> <p>Nuevo servicio Días de semana: 95 (Citrus Heights - Antelope Road) Sábado: 11 (Truxel Road) and 54 (Center Parkway)</p> <p>Servicio nocturno extendido Días de semana: Tren ligero (línea azul y línea dorada), 1, 21, 23, 30, 51, 56, 80, 81 y 82 Sábado: Tren ligero (línea azul y línea dorada)</p> <p>Servicio nocturno extendido Días de semana: 11 y 25</p> <p>Aumento de la frecuencia de servicio Días de semana: 1, 25, 30, 51 y 55</p> <p>Cambios de horario Días de semana: 1, 5, 13, 19, 21, 22, 23, 25, 26, 30, 34, 51, 54, 55, 56, 65, 72, 80, 81, 82, 88 y 103 Sábado: 1, 19, 21 y 25 Domingo: 1, 19, 21 y 55</p>	<h3>2012 年九月服务改善方案</h3> <p>从 2012 年九月 2 日起，RT 将实施九项重大的公共交通服务改善方案，延长夜间火车和九项主要公交线路的夜间服务时间，增加高度使用的公交线路的行车频率，并重新规划公交线路以提供更好的服务。</p> <p>新增服务 工作日: 95 (Citrus Heights - Antelope Rd) 周六: 11 (Truxel Road) 和 54 (Center Parkway)</p> <p>夜间服务 工作日: 轻轨火车 (蓝线和金线), 1, 21, 23, 30, 51, 56, 80, 81 和 82 周六: 轻轨火车 (蓝线和金线)</p> <p>晚间服务 工作日: 11 和 25</p> <p>增加班次 工作日: 1, 25, 30, 51 和 55</p> <p>时刻表更改 工作日: 1, 5, 13, 19, 21, 22, 23, 25, 26, 30, 34, 51, 54, 55, 56, 65, 72, 80, 81, 82, 88 和 103 周六: 1, 19, 21 和 25 周日: 1, 19, 21 和 55</p>	<h3>Улучшение транспортного обслуживания с сентября 2012 года</h3> <p>Начиная с воскресенья, 2 сентября 2012, транспортное агентство Sacramento Regional Transit вводит существенные улучшения транспортного обслуживания, которые продлят вечерние маршруты трамвая и девяти основных автобусных маршрутов, а также увеличат частоту следования наиболее загруженных автобусных маршрутов для улучшения обслуживания пассажиров.</p> <p>Новые маршруты Будние дни: 95 (Citrus Heights - Antelope Road) Субботы: 11 (Truxel Road) и 54 (Center Parkway)</p> <p>Продленные ночные маршруты Будние дни: Трамвай (голубой и золотой линии), автобусы маршрутов 1, 21, 23, 30, 51, 56, 80, 81 и 82 Субботы: Трамвай (голубая и золотая линии)</p> <p>Продленные вечерние маршруты Будние дни: 11 и 25</p> <p>Увеличение частоты следования Будние дни: 1, 25, 30, 51 и 55</p> <p>Изменения в расписании Будние дни: 1, 5, 13, 19, 21, 22, 23, 25, 26, 30, 34, 51, 54, 55, 56, 65, 72, 80, 81, 82, 88 и 103 Субботы: 1, 19, 21 и 25 Воскресенье: 1, 19, 21 и 55</p>	<h3>Cải Tiến Dịch Vụ Tháng Chín 2012</h3> <p>Có hiệu lực từ Chủ Nhật ngày 2 Tháng Chín, 2012, RT sẽ thực thi những cải tiến dịch vụ chính yếu văn chuyển công cộng, sẽ mở rộng dịch vụ xe lửa tốc hành (light rail) và chín tuyến đường xe buýt (bus) vào ban đêm, gia tăng mức thường xuyên của các tuyến đường buýt đông khách sử dụng, và là (phần) các tuyến đường xe buýt để phục vụ nh khách hiệu quả hơn.</p> <p>ch Vụ Mới ic ngày trong tuần: 95 (Citrus Heights - Antelope Road) ic ngày Thứ Bảy: 11 (Truxel Road) và 54 (Center Parkway)</p> <p>êm Xe Chạy Buổi Tối ic ngày trong tuần: Xe lửa tốc hành (Blue Line và Gold Line), 1, 21, 23, 30, 51, 56, 80, 81 và 82 ic ngày Thứ Bảy: Xe lửa tốc hành (Blue Line và Gold Line)</p> <p>êm Xe Chạy Buổi Chiều ic ngày trong tuần: 11 và 25</p> <p>ả Tăng Xe Chạy Thường Xuyên ic ngày trong tuần: 1, 25, 30, 51 và 55</p> <p>ch Trình Thay Đổi ic ngày trong tuần: 1, 5, 13, 19, 21, 22, 23, 25, 26, 30, 34, 51, 54, 55, 56, 65, 72, 80, 81, 82, 88 và 103 ic ngày Thứ Bảy: 1, 19, 21 và 25 ic ngày Chủ Nhật: 1, 19, 21 và 55</p>	<h3>Cov Kev Siv Txhlm Kho Lub Guaj Hlis Ntuj 2012</h3> <p>Txhlm Hlis Ntuj, Lub Guaj Hlis Ntuj Tam 2, 2012, RT yuav piv siv ib cov kev siv txhlm kho lij uas yuav muab cov kev siv txhlm ngaj hlis siv txhlm cov kev caj txhlm ngaj lo nruv sijhawm txawm txawm nruv, uas kom cov kev caj txhlm ngaj lo uas neeg siv heev kom muaj nruv tub dua, txhlm muab cov kev caj txhlm ngaj lo uas kom zoo ntawm cov neeg neeg tau caj.</p> <p>Kev Siv Txhlm Cov Hnuab Ua Haujwm: 95 (Citrus Heights - Antelope Road) Cov Hnuab Vas Zaum: 11 (Truxel Road) and 54 (Center Parkway)</p> <p>Kev Siv Txawm Nruv Txawm Nruv Cov Hnuab Ua Haujwm: Txhlm Ngaj Hlis Ntuj, 1, 21, 23, 30, 51, 56, 80, 81 txhlm 82 Cov Hnuab Vas Zaum: Txhlm Ngaj Hlis Ntuj Siv (Txoj Kev Xaw Txhlm Txoj Kev Kuj)</p> <p>Kev Siv Txawm Nruv Txawm Nruv Cov Hnuab Ua Haujwm: 11 txhlm 25</p> <p>Kom Muab Kev Siv Ntau Zaum Txhlm Txaug Cov Hnuab Ua Haujwm: 1, 25, 30, 51 txhlm 55</p> <p>Cov Sijhawm Uas Hloov Lawm Cov Hnuab Ua Haujwm: 1, 5, 13, 19, 21, 22, 23, 25, 26, 30, 34, 51, 54, 55, 56, 65, 72, 80, 81, 82, 88 txhlm 103 Cov Hnuab Vas Zaum: 1, 19, 21 txhlm 25 Cov Hnuab Vas Txhlm: 1, 19, 21 txhlm 55</p>
--	---	---	---	---	--



Regional Transit

September 2012 Service Improvements

Effective Sunday, September 2, 2012, RT will implement major service improvements that will extend night service on light rail and nine major bus routes, increase frequency on highly-utilized bus routes, and restructure bus routes to better serve riders.

New Service
Weekdays: 95 (Citrus Heights - Antelope Road)
Saturdays: 11 (Truxel Road) and 54 (Center Parkway)

Extended Night Service
Weekdays: Light Rail (Blue Line and Gold Line), 1, 21, 23, 30, 51, 56, 80, 81 and 82
Saturdays: Light Rail (Blue Line and Gold Line)

Extended Evening Service
Weekdays: 11 and 25

Increased Service Frequency
Weekdays: 1, 25, 30, 51 and 55

Schedule Changes
Weekdays: 1, 5, 13, 19, 21, 22, 23, 25, 26, 30, 34, 51, 54, 55, 56, 65, 72, 80, 81, 82, 88 and 103
Saturdays: 1, 19, 21 and 25
Sundays: 1, 19, 21 and 55

Minor Schedule Changes
Weekdays: 15, 84 and 212

Route Changes
 1, 5, 19, 22, 25, 26, 34, 54, 55 and 86

Discontinued Routes
Weekdays: 14, 16 and 31
Saturdays: 22, 34 and 47
Sundays: 34

For a detailed summary of the September 2012 service improvements and new timetables, [click here](#).

New pocket timetables and the September 2012 Bus & Light Rail Timetable Book/System Map will be available at the RT Customer Service and Sales Center located at 1225 R Street (adjacent to the 13th Street light rail station) beginning Monday, August 27.

[Español](#) [русский](#) [中文](#) [tiếng Việt](#) [Hmoob](#)

Blue Line to Cosumnes River College

The Blue Line to Cosumnes River College light rail extension project (also referred to as the South Sacramento Corridor Phase 2 or South Line Phase 2) will extend light rail 4.3 miles south from its existing terminus at Meadowview Road to Cosumnes River College. RT received a Full Funding Grant Agreement in December 2012 and started construction in August 2013.

The project features two light rail bridges (recently completed in advance of main construction upon issuance of a Letter of No Prejudice); four new light rail stations; 2,700 park-and-ride spaces; and a major transit center at Cosumnes River College.

Effective communications, including the use of language interpreters, with the Spanish and Hmong communities have ensured the success of the outreach program. Meeting notices and notifications are printed in English, Spanish and Hmong.

Blue Line TO COSUMNES RIVER COLLEGE

SOUTH AREA CHANGES ARE COMING – RT WANTS TO HEAR FROM YOU!
 (SE ACERCAN CAMBIOS EN EL ÁREA SUR Y EL DISTRITO REGIONAL DE TRANSPORTE DE SACRAMENTO QUIERE CONOCER SU OPINIÓN)
 YUAV MUAJ KEV PAUV RAU SAB QAB TEB – RT XAV HNOV KOJ COV LUS!

English

The Sacramento Regional Transit District (RT) has made some revisions to the design for the Blue Line to Cosumnes River College light rail extension project (also referred to as South Line Phase 2). An Environmental Assessment of those revisions is currently underway. RT would like to share information about the proposed revisions and receive community input for use in the analysis of the revisions.

Please join us at a public information meeting to learn more about the design revisions and provide feedback to RT. Topics covered at this meeting will include:

- Updated right-of-way information
- Modified alignment for the relocation of a 20-inch PG&E natural gas pipeline
- Additional revisions to other design elements

Español

El Distrito Regional de Transporte de Sacramento (Regional Transit, RT) ha hecho algunas modificaciones al diseño del proyecto de ampliación del tren ligero de la Línea Sur (Blue Line) al Cosumnes River College (también conocido como la Fase 2 de la Línea Sur [South Line Phase 2]). Actualmente está en proceso una evaluación ambiental de dichas modificaciones. En el RT queremos compartir información sobre las modificaciones propuestas y conocer la opinión de la comunidad, la cual se usará en el análisis de las modificaciones.

Asista a la junta pública informativa para enterarse de las modificaciones al diseño y dar sus opiniones al RT. Algunos de los temas que se tratarán en esta junta son:

- Información actualizada sobre derechos de paso
- Trazado modificado para la reubicación de una tubería de gas natural de 20 pulgadas perteneciente a PG&E
- Modificaciones adicionales a otros elementos del diseño

Hmong

Lub Sacramento Cheeb Tsam Tsawj Key Tshob (Regional Transit District, RT) tau tsim ib co kev pauv rau ntawm boj ciav Hlau Kab Xim mus rau Cosumnes River College tus muaj lub npe hu ua boj Kab Gab Tshob Ntu 2. Zaig no peb tab tom pib ntsuam yuav sib qhov kev pauv ntawd yuav muaj dabtsi rau Thaj Chaw Ib Ncig. RT xav faib lus qhia toog cov kev pauv ntawd thab xav tau toos tauv yim lus ntawm cov nesyj hauv zaj zos kom peb pom qab ntsuav tsaw yim boj cov kev pauv.

Thov tuaj koorm peb rau tim ib lub rooj sib tham qhib rau pej zeem sawv dawv tuaj kaum toog cov kev pauv thab tuaj toom tsaw yim rau RT. Cov ntsiab lus uas yuav muab sib tham nyob rau lub rooj no yuav muaj xos li:

- Lus qhia tshab boj kev cai xub-tau-cai-mus
- Kev yuav musib PG&E ib tuaj kaw ngus pa ruv 20-inch tsuam rau qhov boj
- Lwm cov kev pauv rau cov tauv yim tsim ub no

Community Partnerships

By partnering with community groups, RT can cost-effectively extend its reach and help partner organizations provide information that is of interest to groups they represent. Participation activities can be publicized in local community newsletters, flyers and other publications. RT should provide text and, as appropriate, photos or maps that an organization can adopt for inclusion in its own publication. If needed, RT should provide translated text. RT should maintain communications with community partners so it is aware of publication schedules and key communication activities.

Community Outreach Partnership – City Year Sacramento

City Year is a national organization that is focused on fighting the national dropout crisis through the use of volunteers and sponsors. City Year volunteers are committed to serving as tutors, mentors and role models in schools to help low income and at-risk students stay on track to graduate from high school. City Year enlists the help of full-time volunteers (age 17 through 24) that are committed to the program for 10 months (during the traditional school year) to serve as positive role models in the community and schools.

Most volunteers are from outside the Sacramento area and depend on public transit during their 10-month stay. RT began an annual partnership with City Year during its inaugural 2012 – 2013 school year in Sacramento. RT provides monthly transit passes for volunteers in exchange for promotion of RT services and programs.

City Year volunteers serve as transit ambassadors, and raise awareness of transit-related programs and projects to elementary and middle school students at five Sacramento City Unified School District schools with high populations of limited-English-speaking students.

- Father Keith B. Kenny Elementary
Languages Spoken: Chinese, Hmong and Spanish
- Fern Bacon Middle School
Languages Spoken: Hmong and Spanish
- Leataata Floyd Elementary
Languages Spoken: Chinese, Hmong, Spanish and Vietnamese
- Oak Ridge Elementary
Languages Spoken: Hmong and Spanish
- Rosa Parks Middle School
Languages Spoken: Hmong, Russian, Spanish and Vietnamese

Community Outreach Partnership – Crossings TV

RT has partnered with Crossings TV, a local television station offering multi-cultural programming, to assist with outreach at major community events, specifically the annual Russian, Chinese, Vietnamese and Hmong celebrations. RT is in the process of developing TV commercials for Russian, Chinese, Vietnamese and Hmong viewers for broadcast on Crossings TV.

RT Leadership in Minority Organizations

Members of RT's Executive Management Team hold positions on the Board of Directors for the following major ethnic organizations:

<u>Organization</u>	<u>RT Representative</u>
Sacramento Asian Pacific Chamber of Commerce	Assistant General Manager of Marketing and Communications
Sacramento Hispanic Chamber of Commerce	Chief Financial Officer
Sacramento Black Chamber of Commerce	Assistant General Manager of Planning and Transit System Development

Through involvement and sponsorship of these organizations, RT is better able to communicate and network with these minority communities regarding RT's services and initiatives, as well as the rights of their members under Title VI.

**Regional Transit**
Language Assistance Plan

Draft
February 28, 2014

Pursuant to Title VI of the Civil Rights Act of 1964, DOT's implementing regulations, and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000), Federal Transit Administration (FTA) funding recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP).

RT provides essential mobility for LEP persons. RT therefore takes steps to ensure access to the benefits, services, information and other important portions of RT programs and activities for LEP populations.

In order to best ensure the most meaningful access to RT programs, services and activities for LEP populations, RT has conducted a Four Factor Analysis in accordance with federal guidance as an input to this Language Assistance Plan and associated program development.

With implementation of this LAP, RT is also committed to a Public Participation Plan (PPP) which allows all persons to effectively participate in RT's decision-making process and which combined with this LAP constitute RT's official policy and evidence of compliance with FTA directives on language assistance and public participation.

Four Factor Analysis

In order to best ensure the most meaningful access to RT programs, services and activities for LEP populations, RT has conducted a Four Factor Analysis as suggested in the federal guidance to assist with LEP program development.

The analysis began in the fall of 2013 with research and data collection from multiple sources, and continued with telephone and staff interviews conducted in December 2013 and January 2014. Per U.S. Department of Transportation guidance, a Four Factor Analysis shall consist of the following steps:

Factor 1 - *Estimate the number or proportion of LEP persons served or encountered in the eligible service population.*

Factor 2 - *Assess the frequency with which LEP persons come in contact with RT programs, activities or services.*

Factor 3 - *Assess the importance to LEP Persons of RT's programs, activities and services.*

Factor 4 - *Evaluate the resources available to RT and overall cost to provide LEP assistance.*

FACTOR 1:

Estimate the number or proportion of LEP persons served or encountered in the eligible service population.

The guidance states: "the greater the number or proportion of LEP persons from a particular language group served or encountered in the eligible service population, the more likely language services are needed."

RT has utilized the following data sources to obtain information in determining the largest and most common languages spoken in Sacramento County by LEP persons:

- US Census Bureau
- 2007-2011 American Community Survey (ACS)
- California Department of Education

Findings are shown below in Table D.1

Table D.1
LEP Persons in Sacramento County
by Primary Language Spoken

Language	Persons	Percent
Spanish	76,470	5.8%
Chinese	17,720	1.4%
Russian	12,070	0.9%
Vietnamese	11,880	0.9%
Hmong	10,740	0.8%

Source: U.S. Census Bureau, 2007-2011 American Community Survey (ACS)

Factors Two, Three, and Four provide more specifics about these LEP populations and how they can be provided language assistance in a cost-effective manner.

The following table shows the number of English Language Learners in Sacramento County primary and secondary schools, which also identifies the languages that may need to be included in RT's LEP/LAP efforts.

Table D.2
English Language Learners
in Sacramento County K-12 Schools

Language Name	Total LEP Students	Percent of Total
Spanish	22,210	55.80%
Hmong	4,118	10.35%
Russian	2,882	7.24%
Vietnamese	1,439	3.62%
Chinese	1,506	3.78%
All Others	7,648	19.25%

Source: Language Census Data - 2012-13 School Year
California Department of Education

Mandarin and Cantonese have been combined into "Chinese" for comparability with U.S. Census Bureau data.

FACTOR 2:

The frequency with which LEP persons come in contact with RT programs, activities or services.

- and -

FACTOR 3:

The importance to LEP Persons of RT's program, activities and services.

RT has utilized the following data sources to help assess the frequency with which LEP persons come in contact with RT programs, activities, and services, and the importance to LEP persons of RT's program, activities, and services:

- RT On-Board Survey data
- RT Operator Survey data
- Language Line Interpretation Service Statistics
- Community organizations serving LEP constituents

On-Board Survey:

In April 2013, an on-board passenger survey was conducted for the Sacramento region on all fixed routes and days along seven transit systems. Trained surveyors distributed and collected self-administered questionnaires to all participating passengers. The questionnaires were available in five different languages, including Spanish, Chinese, Russian, Vietnamese and Hmong. Survey responses were researched and analyzed by a contracted transit marketing agency, which provided RT with region-specific demographics. As shown in Figure D.1, an estimated 3 percent of RT riders self-assessed their understanding of English as "not well."

Operator Survey:

To obtain information about RT's LEP passengers, staff conducted an optional survey among RT bus operators in January 2014. The brief survey was designed to collect information pertaining to RT's LEP passengers directly from the first point of contact.

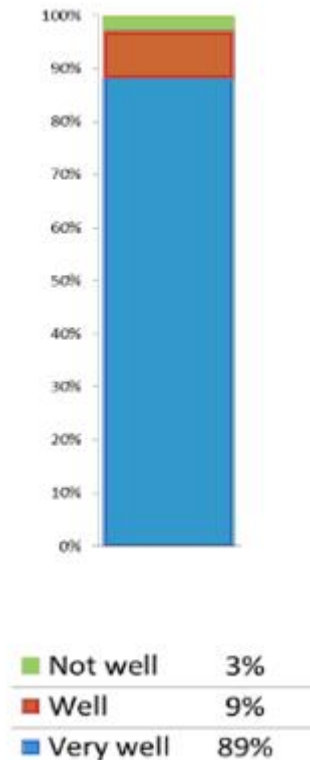
The top five routes that reportedly serve a large number of LEP passengers include:

- Route 51 - Stockton/Broadway
- Route 2 - Riverside
- Route 81 - Florin/65th Street
- Routes 67/68 - Franklin/44th Street/MLK
- Route 23 - El Camino

Route 51 is RT's highest ridership bus route, with approximately 4,600 average daily boardings.¹ This route travels from downtown Sacramento to Florin Towne Center via Broadway and Stockton Boulevard. Operators reported many LEP passengers speaking a variety of languages, primarily Chinese, Vietnamese, and Spanish along this route, which coincides with the large Chinese, Vietnamese, and Spanish communities in the area.

¹ Source: RT's Monthly Ridership Report (Dec. 2013)

Figure D.1
Self-Rated Proficiency in English



Source: 2013 On-Board Survey

RT operators consider Route 2 to carry a high number of LEP passengers of Asian descent, primarily speaking Chinese. Route 2 travels from downtown Sacramento to the Greenhaven and Pocket area via Riverside Boulevard and Rush River Drive.

Route 81 is another high ridership route in a dense south Sacramento neighborhood, with approximately 3,400 average daily riders.² This route travels from the University/65th Street light rail station to Riverside Boulevard via 65th Street and Florin Road. This route serves two light rail stations and one transit center, and operators report a high number of Spanish-speaking LEP passengers.

Routes 67 and 68 are interlining routes, with modest ridership at approximately 1,400-1,500 average daily passengers.² They both travel between Florin Towne Center and Arden Fair Mall in south Sacramento with Route 67 traveling primarily along Franklin Boulevard and Route 68 traveling primarily along Martin Luther King Jr. Boulevard. Both routes carry a variety of LEP passengers, including individuals speaking Vietnamese, Chinese, and Spanish, which coincides with the large Vietnamese, Chinese, and Spanish communities in the area.

Route 23 is also a route that tends to carry many riders, approximately 2,400 average daily passengers,² and travels between Sunrise Mall transit center in Citrus Heights and the Arden/Del Paso light rail station in North Sacramento via El Camino Avenue and Arden Way. This route reportedly carries many Spanish-speaking and Russian-speaking LEP passengers, which coincides with the large Russian communities in the Arden and Citrus Heights areas.

Most commonly asked questions from LEP passengers include:

- How to travel to their destination
- Questions pertaining to fares
- Where their stop is

To assist in communicating with LEP passengers, a majority of RT operators choose to alert the LEP passenger(s) to their stop, use diagrams or maps to explain information, and point to the fare decal on the vehicle. Some operators reported positive results from asking other passengers for assistance with communication.

Language Line Service:

RT's Customer Service Representatives are able to provide route, fare and schedule information to limited-English-speaking callers by utilizing Language Line Services, which is RT's third-party telephone language interpretation service.

Since June 2011, RT has taken 600 calls using the Language Line service. Those calls totaled 4,372 minutes and the average handle time for those calls was approximately 7.9 minutes. Spanish was by far the most commonly-used language for interpretation.

**Table D.3
Language Line Use by Language**

Spanish - 446 calls	Hmong - 3 calls
Russian - 79 calls	Hindi - 2 calls
Mandarin - 22 calls	Tagalog - 2 calls
Cantonese - 15 calls	French - 1 call
Farsi - 13 calls	Italian - 1 call
Korean - 6 calls	Japanese - 1 call
Arabic - 4 calls	Ukrainian - 1 call
Vietnamese - 4 calls	

Community Organization Outreach:

RT conducted telephone interviews in December 2013 and January 2014 with members of community organizations that serve LEP populations. The agencies that participated are involved in services including, but not limited to, translation and interpretation services, immigration services, refugee resettlement, foreign-language media, adult English-as-a-second-language (ESL) classes, etc.

Interviewees were asked about the LEP populations they serve, including languages spoken, trends in age, education and economic status, areas of familiarity, popular destinations and

neighborhoods, as well as where the demand for public transit services exist. Participating agencies include:

One World for Love and Peace:

Provides referral and information services to Arab immigrants and refugees in Sacramento in terms of job search assistance, housing, health, legal, counseling, tutoring and translation services through different kinds of media, in partnership with local organizations.

Opening Doors, Inc.:

Empowers refugees, immigrants, human trafficking survivors from Mexico, Latin America, Iraq and Russia, and underserved Sacramento area residents by providing safe places, skills development, and connections to community resources, assisting clients to build financial and personal assets while maintaining their cultural identity and individual goals.

Russian American Media:

Organization for major multicultural community events regularly attended by many key business, community and political leaders, as well as thousands of children and young people; devoted to improving the prosperity of the Russian-speaking and other local ethnic communities.

Slavic Community Center of Sacramento:

Slavic social services and cultural orientation by providing Russian and Ukrainian individuals information on education options; immigration services; document preparation; financial and educational assistance and support; citizenship classes and applications; and translation and interpretation services.

Southeast Asian Assistance Center:

Mental health services provided to refugees, immigrant citizens, asylees, adults, elderly, families, and youth, such as interpretation to limited-English-speaking refugees and immigrants from Vietnam, Cambodia, China, Russia, Mexico and Latin America.

California Hispanic Resource Council:

Assists Hispanic, Russian, Chinese, Vietnamese and Hmong individuals with immigration issues, such as processing family Visa petitions, and handling status adjustment, citizenship, and other immigration matters.

Asian Resources Inc.:

Provides multiple social services for the Vietnamese, Chinese, Hispanic, African, Russian and Ukrainian communities, including job seeking assistance, vocational training, English-as-a-Second-Language classes, referrals to child care programs, translation, resources and referrals, and assistance with completing forms and applications for various programs.

Crossings TV:

Provides locally-oriented, produced and marketed multi-cultural programming and content in Russian, Chinese, Punjabi, Hindi, Vietnamese, Tagalog and Hmong, efficiently linking its targeted audiences and commercial, non-commercial and governmental entities.

From these interviews, staff was able to identify specific communities of the service area and match them to bus routes and rail stations to provide more focused outreach when and where it is needed. The interview results demonstrate how RT can customize our assistance approach for each LEP group by having identified the LEP groups and how frequently they come in contact with RT programs, activities and/or services.

Language:	Notes:
Spanish	Immigrants from Mexico and Latin America are Spanish speaking, and reside mostly in the south Sacramento area; primarily off Franklin Boulevard between 12 th Avenue and 47 th Avenue. Large Hispanic populations are also reported to be located near Lemon Hill and Stockton Boulevard, around Alhambra Boulevard and Oak Park, and scattered throughout North Highlands, Foothill Farms, El Camino, Natomas and Northgate. The reason that most new immigrants that are not in frequent contact with using RT's public transit system yet may be due to fear and uncertainty, although they would benefit a great deal from the service. The importance of RT's service and programs can be seen among the Spanish speaking communities that are already established and have been for some time. More translated materials, outreach and training can be done to increase awareness and comfort levels among the newer immigrants.
Chinese	Chinese-speaking populations include both Mandarin and Cantonese languages, and most individuals reside in south Sacramento, near Stockton Boulevard, the Land Park area, and in the Greenhaven-Pocket neighborhood. Much of this population is reportedly transit-dependent, and is successful in accessing the service for the most part due to the frequency and availability of public transit service in the areas where they reside. Many are in frequent contact with RT's services and they do seem to take advantage of translated materials provided by RT in order to ride the system successfully.
Russian	The Russian community consists of older immigrants from the former Soviet Union, as well as a growing second generation population. Many Russian and Ukrainian-speaking neighborhoods are located near Greenback Lane, Auburn Boulevard, and near Antelope, Rancho Cordova, and North Highlands. This group tends to be dependent on public transit, primarily the older generation. Individuals utilize the service to attend church and for most of their errands. They do express an interest for more transit information and need for services, which explains that transit services are very important in their community. American-born Russians speak English well and are highly educated. Both young and old may be transit-dependent; the younger riders going to school and work, while the older riders are going on a variety of day trips such as church, shopping, and appointments. The community is in high demand for public transit in general.

Vietnamese	<p>The largest Vietnamese population is located in a community known as “Little Saigon” in south Sacramento. This community includes a two-mile stretch between Fruitridge Road and Florin Road on Stockton Boulevard and is home to hundreds of restaurants, stores and salons. Most of the Vietnamese population remains within this area because it houses so much of their culture and businesses. Although they are limited-English, Vietnamese individuals do utilize public transit a lot to get around within this community, and even further beyond depending on their trip purpose. Most find RT’s services and programs extremely important to their everyday transportation needs. These individuals have been in the area long enough to have a high comfort level, and they rely heavily on public transit.</p>
Hmong	<p>The Hmong population in Sacramento County is among the highest in the country, along with the city of Fresno. A majority of the Hmong community is located in south Sacramento near or along Meadowview Road, Mack Road, and within the “Detroit neighborhood” along Detroit Boulevard. Susan B. Anthony Elementary School, which is located on Detroit Boulevard, is home to the only Hmong dual-language immersion program on the West Coast. Since most of the Hmong community is considered low-income, RT services and programs are likely to be important to this community since a majority are transit-dependent.</p>
Others	<p>No other LEP languages exceeded one percent of the population in Sacramento County; however, interviews yielded several other language groups that may need language assistance. These languages include Arabic, Persian, Farsi, Hindi and Punjabi. These populations are reportedly concentrated in or nearby the Arden area, Fulton Avenue, Arden-Arcade, Carmichael, and the American River College area. Some of the younger population may utilize public transit to attend school, but many have their own vehicles. A majority are not quite transit-dependent; since the younger generation tends to drive their own vehicles and the older generation reportedly prefers to take taxis or to depend on their younger family members for rides. Language barriers are reportedly more significant for the older generation.</p>

FACTOR 4:

Evaluate the resources available to RT and overall cost to provide LEP assistance.

RT resources available for LEP assistance include Marketing and Communications staff dedicated to promotion and outreach of RT's programs and services, and Customer Service staff dedicated to providing route, schedule and fare information via telephone and in person.

Marketing and Communications:

- Manager, Marketing and Communications
- Senior Marketing and Communications Specialist
- Marketing and Communications Specialist
- Senior Community and Government Affairs Officer
- Graphic Designer (2)
- Administrative Assistant

Customer Service:

- Manager, Customer Service
- Customer Service Supervisor
- Customer Service Representative III
- Customer Service Representative II (14)
- Front Desk Receptionist

RT staff has been resourceful in providing vital information for customers in English and five additional languages using existing budgeted resources and staff. Key messages have been translated, printed and posted in multiple formats throughout the system. Printed information is provided through flyers, newsletters, posters, signage and timetables. Electronic information is provided through the website and email announcements.

Third-party contracted services, such as language interpretation services for the Customer Service Call Center, have proven to be very valuable, yet low-cost. Language interpretation services are offered for public hearings and community meetings upon request.

RT continually monitors and evaluates the language access plan to ensure the highest level of service for all customers.

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

September 26, 2011

ADOPTING AND APPROVING A MITIGATED NEGATIVE DECLARATION AND MODIFICATIONS TO THE BLUE LINE TO COSUMNES RIVER COLLEGE LIGHT RAIL EXTENSION PROJECT AND AN ADDENDUM TO THE MITIGATION MONITORING AND REPORTING PLAN FOR THE PROJECT

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

WHEREAS, on October 27, 2008, the RT Board of Directors previously approved and certified a Subsequent Final Environmental Impact Report for the Blue Line to Cosumnes River College Light Rail Extension Project (Project) [then referred to as the South Sacramento Corridor Phase 2 Extension Project] in compliance with the California Environmental Quality Act (CEQA) and adopted a Mitigation Monitoring and Reporting Plan for the Project; and

WHEREAS, in 2009, RT identified several minor design changes to the Project and prepared a CEQA Addendum which was received and approved by the RT Board on December 14, 2009, after finding that the changes to the Project were minor and that none of the conditions set forth in Section 15162 of the CEQA Guidelines were present; and

WHEREAS, in 2011, RT identified several possible modifications to the Project, including: 1) adjustments to the separation between the Project's proposed alignment and the Union Pacific Railroad tracks; 2) utility relocations; 3) adjustments to the alignment related to City of Sacramento levee setback requirements; 4) relocation of a traction power substation; and 5) extension of tailtrack at the Project's southern termini at Cosumnes River College for vehicle storage; and

WHEREAS, RT conducted a public information meeting on February 10, 2011 at Susan B. Anthony School to inform the public of the proposed modifications and to solicit input on potential concerns and alternatives; and

WHEREAS, RT staff participated in a meeting of the Detroit Boulevard Neighborhood Association on April 13, 2011 to receive input related to the relocation of a PG&E natural gas line as part of the Project modifications; and

WHEREAS, an Initial Study was prepared by and for RT to ascertain whether the proposed modifications to the Project would have a significant effect on the environment and to identify any project changes and/or mitigation measures to avoid or reduce any such impacts to a less than significant level; and

WHEREAS, the Initial Study identified potentially significant effects and mitigation measures which could reduce such impacts to a less than significant level; and

WHEREAS, RT consulted with and requested comments on the IS from Responsible Agencies, Trustee Agencies, and other federal, state and local agencies in compliance with CEQA Guidelines; and

WHEREAS, the Initial Study, a Notice of Intent to Adopt a Mitigated Negative Declaration, and a Mitigated Negative Declaration were provided to the public, transportation planning agencies, Responsible Agencies, Trustee Agencies, federal agencies, and the County Clerk in compliance with CEQA Guidelines; and

WHEREAS, the Notice of Intent to Adopt a Mitigated Negative Declaration and the Mitigated Negative Declaration were sent to designated parties, published in local newspapers, and sent to owners and occupants of properties contiguous to the project; and

WHEREAS, the Initial Study, Notice of Intent to Adopt a Mitigated Negative Declaration, and a Mitigated Negative Declaration were forwarded to the Office of Planning and Research pursuant to CEQA Guidelines, and

WHEREAS, the County Clerk posted the proposed Mitigated Negative Declaration for at least 20 days; and

WHEREAS, the proposed Mitigated Negative Declaration was submitted to the State Clearinghouse pursuant to CEQA Guidelines; and

WHEREAS, RT conducted several public meetings on the proposed modifications and solicited public comment on the proposed changes.

THEREFORE, BE IT FUTHER RESOLVED, that this Board does hereby adopt the following findings, which this Board finds are supported by substantial evidence in light of the whole record:

- A. THAT, an Initial Study has been prepared pursuant to CEQA;
- B. THAT, the Initial Study identified potentially significant effects on the environment from the proposed modifications to the Project;
- C. THAT, the Initial Study identified mitigation measures which would avoid or mitigate the effects to a point where no significant impacts would occur;
- D. THAT, the Initial Study/Mitigated Negative Declaration incorporates mitigation measures into the Project which would avoid or mitigate the effects to a point where no significant impacts would occur;
- E. THAT, the Board certifies the Initial Study/Mitigated Negative Declaration has been completed and circulated in compliance with CEQA and is consistent with state and RT guidelines implementing CEQA;
- F. THAT, the Board has reviewed and considered the subject Initial Study, the proposed Mitigated Negative Declaration, all comments received during the public review period, as well as written and oral comments and other evidence presented by all persons, including members of the public and staff members,

who appeared and addressed the Board;

- G. THAT, the Board has before it all of the necessary environmental information required by CEQA to properly analyze and evaluate any and all of the potential environmental effects of the proposed modifications to the Project;
- H. THAT, the Board has reviewed and considered the Initial Study and Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program, which reflects the Board's independent judgment;
- I. THAT, the Board finds that there is no substantial evidence in the record that the Project modifications, as mitigated, will have a significant effect on the environment. Mitigation measures for noise and vibration impacts have been incorporated into the Project to reduce impacts to a less than significant level and
- J. THAT, based on the evidence presented and the records and files herein, the Board determines that the proposed modifications to the Project will not have a significant effect on the environment if the mitigation measures listed and identified in the Mitigated Negative Declaration are implemented.

RESOLVED FURTHER THAT, the Board approves and adopts a Mitigated Negative Declaration for the modifications to Blue Line to Cosumnes River College Light Rail Extension Project, set out as Exhibit A and incorporated herein by this reference; and

RESOLVED FURTHER THAT, the Board approves and adopts an Addendum to the Mitigation Monitoring and Reporting Plan for the Blue Line to Cosumnes River College Light Rail Extension Project, set out as Exhibit B and incorporated herein by this reference, to include those additional mitigation measures prescribed in the Initial Study/Mitigated Negative Declaration into the Project as a condition of the approval of the Project modifications; and

RESOLVED FURTHER THAT, the Board approves the modification to the Project, including Design Option A, and directs staff to file a Notice of Determination within five working days of this approval; and

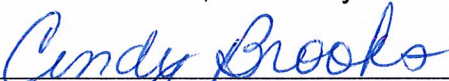
RESOLVED FURTHER THAT, the Board designates the Assistant General Manager for Engineering and Construction, or his/her designee, located at 1400 29th Street, Sacramento, CA, 95812, as the custodian of the records in this matter.



DON NOTTOLI, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: 
Cindy Brooks, Assistant Secretary

PROPOSED MITIGATED NEGATIVE DECLARATION

Project Name: South Sacramento Corridor Light Rail Project Phase 2 Extension Project Modifications

Lead Agency/Project Proponent: Sacramento Regional Transit District

Brief Project Description: The South Sacramento Corridor Light Rail Project Phase 2 Extension Project will extend light rail transit service 4.3 miles south from the South Sacramento Corridor Light Rail Project Phase 1 terminus at Meadowview Road to Cosumnes River College. The project was evaluated by the Sacramento Regional Transit District (RT) in a Supplemental Final Environmental Impact Statement/Subsequent Final Environmental Impact Report (SFEIS/SFEIR) in 2008. The SFEIS/SFEIR evaluated three alternatives for the project and selected the Phase 2 extension alternative described above as the Preferred Alternative. The SFEIS/SFEIR was approved in December 2008 through the filing of a Notice of Determination with the State of California by RT, and the adoption of a Record of Decision (ROD) by FTA.

Since approval of the SFEIS/SFEIR in 2008, a number of needed modifications to the project's design have been identified by RT. Because these modifications were not evaluated in the SFEIS/SFEIR, the proposed modifications require further environmental evaluation in compliance with CEQA. The project modifications are comprised of the following principal elements:

1. Realignment of approximately 4,700 feet of the northernmost portion of the Phase 2 extension adjacent to the UPRR tracks, in accordance with UPRR requirements for track separation. Three potential design options are under consideration for this modification:
 - *Design Option A: Realignment of RT Tracks 33 Feet Westward, Minimum 53-Foot Track Separation.* This design option would shift both of the RT tracks approximately 33 feet to the west to comply with UPRR's separation requirement. The proposed realignment would locate the RT tracks to the west of the SMUD power lines that follows the western portion of the UPRR corridor. This realignment would require the acquisition of additional right-of-way (ROW) to the west of the original alignment. In some cases, existing residences could be as little as 10 feet from the proposed LRT tracks. This design option would also include the placement of a crossover switch along this portion of the alignment.
 - *Design Option B: Realignment of RT Tracks 22 Feet Westward, Installation of Crash Wall, and Minimum 42-Foot Track Separation.* This design option would entail the installation of the RT double tracks approximately 22 feet westwards from their original approved alignment, with both tracks just to the west of the SMUD power lines, and the installation of a railway industry-compliant crash wall between the UPRR mainline track and the RT tracks. This design option would also necessitate the relocation of an existing PG&E natural gas pipeline that lies beneath the proposed alignment.
 - *Design Option C: No Crash Wall, No UPRR ROW Acquisition, and 90-Foot Track Separation.* This design option would entail the installation of both of the RT tracks to the west of the UPRR ROW, at a distance of approximately 90 feet from the existing UPRR track center, and full acquisition of approximately 36 properties and residences to accommodate the RT alignment, with associated relocations.
2. The PG&E natural gas pipeline would either remain in its current location within the UPRR corridor or it would be relocated, depending upon which design option for the LRT track

alignment is chosen. Under Design Options A and C, the pipeline would remain in place and would not require relocation. Under Design Option B, the pipeline would be relocated to Detroit Boulevard along half of the roadway's length, at which point it would turn eastward within an existing utility corridor and return to the existing pipeline easement;

3. Adjustments to the proposed Sacramento Regional Transit District ROW to increase distance from the Morrison Creek levee, as required by the adopted City of Sacramento General Plan;
4. Relocation of TPSS #10 across Franklin Boulevard to provide for optimum power distribution along the Phase 2 extension; and
5. Extension of the tailtracks at the project's southern terminus to provide for LRT vehicle storage during non-commute hours.

Initial Study: An Initial Study has been prepared by RT in accordance with the California Environmental Quality Act in order to ascertain whether the proposed project may have a significant effect on the environment. On the basis of this study, it is determined that the proposed action will have:

No impact on agricultural resources, electromagnetic fields (EMF), geology and soils, hazardous wastes, hydrology, floodplains, and water quality, mineral and energy resources, public services and facilities, recreational facilities, safety and security, utilities, transportation, and Section 4(f) resources.

A less-than significant impact on climate change, land use, and environmental justice.

A less-than-significant impact with mitigation already prescribed in the previously adopted SFEIS/SFEIR on aesthetics and visual resources, air quality, biological resources, cultural resources, population, housing, and socio-economics.

A less-than-significant impact with mitigation already prescribed in the previously adopted SFEIS/SFEIR and incorporation of the following alternative mitigation measure for potential noise impacts:

N&V-7 Where appropriate, in lieu of the recommended sound walls, Sacramento Regional Transit shall install rail dampers and implement a maintenance program of rail grinding to lessen noise emissions from the LRT wheel/rail interface. Components of the program shall include, but not necessarily be limited to, the following:

1. Wheel truing: Regular inspection of wheels and truing of wheels that are out of specifications to ensure that rough wheels do not lead to increased noise levels;
2. Rail grinding contract: A multi-year contract for rail grinding that includes annual grinding on an as-needed basis;
3. Grinding specification: All rail grinding shall comply with a specification that includes limits on surface roughness;
4. Verification measurements: Post-grinding measurements that verify that the rails meet the grinding specification. This step along with Step 3 shall be performed to provide RT with assurance that the grinding is performed correctly and to allow for competitive bidding;
5. Permanent monitoring and prioritization program: The permanent monitoring program shall be designed to determine when noise levels start to increase on a section of track

and to prioritize the annual grinding. Once a baseline is established for each segment of track, track sections in need of grinding shall be prioritized in the grinding program;

6. Rail dampers: In addition to rail grinding, rail dampers may be utilized to achieve program objectives in noise-sensitive areas.

These in-lieu measures shall be designed to achieve the FTA Moderate Impact criteria. If attenuation below these levels cannot be confirmed, then Sacramento Regional Transit shall implement the sound wall mitigation as specified in the Phase 2 SFEIS/SFEIR as designed to achieve the FTA Moderate Impact criteria. Confirmation that this alternative mitigation program is effective will be based on a preliminary monitoring effort. For a period of not less than two years, noise measurements shall be taken on a biannual basis at appropriate locations along the alignment. If the FTA Moderate Impact criteria are exceeded during two successive monitoring cycles, or if the program is otherwise demonstrated to be less than effective in meeting these criteria, then the sound wall mitigation specified in the Phase 2 SFEIS/SFEIR shall be implemented.

A less-than-significant impact with mitigation already prescribed in the previously adopted SFEIS/SFEIR and incorporation of the following alternative mitigation measure for potential construction vibration impacts in the vicinity of the UPRR tracks:

N&V-8 Prior to use of vibratory hammers, initial trenching shall be conducted to minimize vibration during the preliminary installation of sheet piling. Before initiating the pile driving, the contractor shall submit a vibration monitoring plan to the Resident Engineer and have the plan approved by the Resident Engineer. Monitoring shall occur on a continual basis during the use of vibratory hammer equipment whenever activities are occurring within 50 feet of the PG&E pipeline. If the monitoring determines that thresholds are likely to be exceeded, all vibration-producing operations must stop until it can be ensured that construction may commence without exceeding applicable safety standards. Monitoring results shall be recorded hourly in a log and be available at the work site for inspection by the Resident Engineer, project managers, construction supervisors, PG&E representatives, and other appropriate personnel.

Finding: The RT Board finds, on the basis of the whole record before it, that there is no substantial evidence showing that the proposed project would have a significant effect on the environment, with incorporation of the mitigation measures recommended herein. This Initial Study and Mitigated Negative Declaration reflects the Board's independent judgment and analysis.



Sacramento Regional Transit District
Don Nottoli, Chair, RT Board of Directors
September 26, 2011

**South Sacramento Corridor
Light Rail Project
Phase 2 Extension Project Modifications
Final Initial Study/Environmental
Assessment**

Sacramento Regional Transit District
P.O. Box 2110
Sacramento, California 95812-2110

September 28, 2011

3.9 ENVIRONMENTAL JUSTICE

Introduction

The purpose of the Environmental Justice analysis, as defined in Executive Order 12898, is to consider whether project-related significant impacts are disproportionately borne by minorities or low income populations. Pursuant to this executive order and the Department of Transportation (DOT) Order 5610.2 (published April 15, 1997), NEPA documents must analyze health and environmental effects on minorities and low-income populations living near a proposed project. This section addresses Executive Order 12898 by first determining whether there are Environmental Justice communities (defined as predominantly minority or predominantly low income per federal guidelines) within the project study area and, if so, whether effects of the Phase 2 Extension project would affect these communities disproportionately. Related issues associated with this analysis can be found in Section 3.7, Land Use, and Section 3.8, Population, Housing, and Socio-Economics.

Environmental Setting

Definition of Environmental Justice Community

For the affected study area, the demographic characteristics were identified based on data gathered from the 2000 Census. The 2010 Census has been released, but demographic information at the Census Block Group level is not yet available. Accordingly, the 2000 Census represents the most recent demographic data available. The demographic characteristics reviewed include:

- a. Total population;
- b. Percent of population of minority status¹ in the affected study area;
- c. Percent of population of low-income status in the affected study area;
- d. Percent of population of minority status in the City of Sacramento; and
- e. Percent of population of low-income status in the City of Sacramento.

¹ Based on the FHWA's Interim Guidance for addressing Environmental Justice, a minority person is defined as someone who is American Indian and Alaska Native, Asian, Black or African American, Native Hawaiian and Other Pacific Islander, or Hispanic or Latino.

The following criteria were used to determine if the affected area is an Environmental Justice community:²

- a. At least one-half of the population is of minority status;
- b. At least one-quarter the population is of low-income status;
- c. The percentage of the population that is of minority status is at least 10 percentage points higher than for the City of Sacramento; and
- d. The percentage of the population that is of low-income status is at least 10 percentage points higher than for the City of Sacramento.

Meeting any of the criteria listed above would qualify the community as an Environmental Justice community.

Population and Income Characteristics

General demographic information in the project area was obtained from the Sacramento Area Council of Governments (SACOG) and U.S. Census data estimates for the year 2000. The Census block groups directly adjacent to the Phase 2 Extension project alignment were used as the study area for demographic characteristics. Figure 3.9-1 shows the boundaries of the Census tracts.

Race and Ethnicity. Ethnic population data for the Census block groups adjacent to the proposed project alignment are presented in Table 3.9-1. Based on the race and ethnicity data, the Census block groups along the proposed Phase 2 alignment would all be considered minority Environmental Justice communities. Each of these block groups contain minority persons making up more than 50 percent of the population of these areas.³ The percentage of minority persons in all but one of the block groups (Census Tract 96.18, Block Group 2) is also more than 10 percentage points higher than the minority population of the larger City of Sacramento.

² These criteria are based on guidance from relevant documents issued by federal agencies. These include:

- Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. February 11, 1994, 59 Federal Register at 7630.
- U.S. Environmental Protection Agency, *Interim Final Guidance for Incorporating Environmental Justice Concerns in EPA's NEPA Compliance Analysis, Office of Federal Activities*. September 30, 1997.
- Federal Highway Administration, *Interim Guidance: Addressing Environmental Justice in the Environmental Assessment (EA)/Environmental Impact Statement (EIS)*. March 2, 1999.
- Metropolitan Transportation Commission, *Equity Analysis Report*. February 2009.

³ The 50 percent threshold is based upon guidance contained in the Council on Environmental Quality's "Environmental Justice: Guidance Under the National Environmental Policy Act (Appendix A: Guidance for Federal Agencies on Key Terms in Executive Order 12898)." December 10, 1997. <http://ceq.hss.doe.gov/nepa/regs/ej/ej.pdf> (website accessed May 25, 2011).



Source: "Minority and Low-Income Communities" [map], 1:24,000, Project_Data.gdb [computer files], US Census Bureau, 2000, ArcInfo 10.0, Redlands, CA, Environmental Systems Research Institute, 1999-2010.

FIGURE 3.9-1
Minority and Low-Income Communities

100018039

**Table 3.9-1
Race/Ethnicity Status of Census Block Groups
in the Phase 2 Extension Project Study Area**

Census Tract	Block Group	Total Population	White Only, non-Hispanic	Black	Hispanic	Asian-American	American Indian	Alaskan Native	Percent Minority	City of Sacramento Percent Minority	EJ Minority Community ?
96.01	2	1,353	83	193	238	718	0	N/A	93.9	59.4	Yes
96.01	1	5,503	978	1,673	964	1479	15	N/A	82.2	59.4	Yes
96.18	2	2,414	835	264	353	874	22	N/A	65.4	59.4	Yes
96.06	1	4,152	1,078	1251	744	783	28	N/A	74.0	59.4	Yes
96.07	2	3,529	702	942	1030	586	0	N/A	80.1	59.4	Yes
96.10	1	6,233	1,415	1362	1183	1561	41	N/A	77.3	59.4	Yes
96.08	1	2,149	488	636	301	482	32	N/A	77.3	59.4	Yes
49.03	1	4,525	602	1410	669	1576	50	N/A	86.7	59.4	Yes
49.06	1	2,310	453	588	585	482	0	N/A	80.4	59.4	Yes
43	2	2,400	570	476	389	819	27	N/A	76.3	59.4	Yes

Source: U.S. Census Bureau, 2000.

Note:

N/A: Data not available

Income Status. Based on income data presented in Table 3.9-2, two block groups (Census Tract 96.01, Block Group 2 and Census Tract 43, Block Group 2) would be considered low income⁴ communities. The U.S. Department of Health and Human Services poverty guidelines for the year 2000 defined the poverty threshold as annual income of less than \$8,350 for an adult individual under the age of 65 and annual income of less than \$17,050 for a family of four persons.⁵ The percentage of persons living below the poverty threshold in these areas is more than 25 percent, and the percentage is also more than 10 percentage points higher than for the City of Sacramento. The residents of the remainder of the block groups in the study area would not be considered an Environmental Justice population on the basis of income status, since the percentage of persons living below the poverty threshold is less than 25 percent, and is less than 10 percentage points higher than the City of Sacramento. However, all of the Census block groups would still be considered Environmental Justice communities based on ethnicity, as discussed previously.

**Table 3.9-2
Poverty Status of Census Block Groups
in the Phase 2 Extension Project Study Area**

Census Tract	Block Group	Total Population	Total Poverty ^a	Persons Below Poverty	Persons Above Poverty	Percent Poverty	Sacramento Percent Poverty	EJ Poverty Community ?
96.01	2	1,353	1,343	404	939	30.1	20.0	Yes
96.01	1	5,503	5,443	1078	4365	19.8	20.0	No
96.18	2	2,414	2,400	90	2310	3.8	20.0	No
96.06	1	4,152	3,941	779	3162	19.8	20.0	No
96.07	2	3,529	3,517	785	2732	22.3	20.0	No
96.10	1	6,233	6,150	959	5191	15.6	20.0	No
96.08	1	2,149	2,142	281	1861	13.1	20.0	No
49.03	1	4,525	4,492	792	3700	17.6	20.0	No
49.06	1	2,310	2,294	321	1973	14.0	20.0	No
43	2	2,400	2,340	832	1508	35.6	20.0	Yes

Source: U.S. Census Bureau, 2000.

Note:

- a. Population considered in poverty analysis: The poverty population does not include persons living in institutional group quarters such as correctional facilities and nursing homes, and includes only a sampling of persons living in non-institutional group homes such as college dormitories.

⁴ The U.S. Department of Transportation's Order to Address Environmental Justice in Minority Populations and Low-Income Populations (April 15, 1997) defines a "low-income" as "a person whose median household income is at or below the Department of Health and Human Services poverty guidelines." See Federal Register: April 15, 1997, Volume 62, Number 72, Pages 18377-18381. http://www.fhwa.dot.gov/environment/ejustice/dot_ord.htm (website accessed March 1, 2011).

⁵ U.S. Department of Health and Human Services, *Annual Update of THHS Poverty Guidelines*. Federal Register: February 15, 2000 (Volume 65, Number 31, Pages 7555-7557). <http://aspe.hhs.gov/poverty/00fedreg.htm>. Accessed February 28, 2011.

Applicable Policies and Regulations

Environmental Justice

Executive Order 12898 (Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, dated February 11, 1994), calls on federal agencies to identify and address disproportionately high and adverse human health or environmental effects of federal programs, policies, and activities on minority populations and low-income populations. In 1997, the Council on Environmental Quality issued guidance to assist federal agencies in implementing the Executive Order. Also in 1997, the U.S. Department of Transportation (DOT) issued an order to establish procedures for use in complying with Executive Order 12898 for its operating administrations, including FTA.

The Executive Order defines key terms and provides guidance for identifying and addressing disproportionately high and adverse impacts to low income and minority populations. If disproportionately high and adverse impacts would result from the proposed action, mitigation measures or alternatives must be developed to avoid or reduce the impacts, unless the agency finds that such measures are not feasible. Impacts and benefits of transportation projects result from the physical placement of such facilities, and also from their ability or inability to improve or impede access to neighborhoods or portions of a region.

Impact Assessment and Mitigation Measures

Standards of Significance

The project alternatives would have an adverse effect on environmental justice and if they:

- Would have a disproportionate effect on environmental justice populations (a disproportionate effect is defined as an effect that is predominantly borne, more severe, or of a greater magnitude in areas with environmental justice populations than in other areas).

Environmental Analysis

Alternative 1 – No Project. This alternative would result in implementation of the Phase 2 Extension project as analyzed in the previously adopted SFEIS/SFEIR. The SFEIS/SFEIR reported that implementation of the Phase 2 Extension project would not cause disproportionately high and adverse effects on minority or low-income populations. The Phase 2 Extension project would improve access to employment, education, medical, and retail centers within the region. Residents would be able to ride the LRT with improved travel times on exclusive right-of-way. The benefits of the project would be shared by all riders and all groups in the area, depending on their trip purposes, origins and destinations. The SFEIS/SFEIR also found that all potential impacts on area residents would be minimized through mitigation measures included in the project. In summary, the SFEIS/SFEIR determined that the project's benefits, such as improved transit service, greater accessibility, and shorter travel times, would accrue equally to all residents in the project area. As such, the implementation of Alternative 1 would not cause disproportionately high and adverse effects on any minority or low-income populations as defined in Executive Order 12898.

Alternative 2 – Modifications to the Phase 2 Extension Project. Under this alternative, the previously adopted Phase 2 Extension project would be modified as described in Section 2, Project Alternatives, of this IS/EA. Impacts to each environmental resource area are described below.

Aesthetics and Visual Resources. The previously approved SFEIS/SFEIR determined that there are no scenic resources, such as distinctive buildings, historic structures, rock outcroppings, panoramic high-quality views, or stands of mature trees, in the project area. As noted in Section 3.1, Aesthetics and Visual Resources, of this IS/EA, implementation of the Phase 2 Extension project would be consistent with the existing environment and visual character of the area. Additionally, the SFEIS/SFEIR determined that any lighting associated with the project would be minimal and would be designed to minimize adverse effects to existing properties. Implementation of Alternative 2 would not introduce any new light sources not already assessed in the SFEIS/SFEIR. Therefore, implementation of the proposed project would not adversely affect scenic vistas, scenic resources, existing visual character, or light and glare in the project area. Since the implementation of Alternative 2 would not create an adverse effect with respect to aesthetics and visual quality, it would not disproportionately affect Environmental Justice communities in the project area.

Air Quality. As described in the SFEIS/SFEIR, implementation of the Phase 2 Extension project would result in the reduction of local and regional vehicle miles traveled (VMT), which supports the attainment goals promulgated by the state Air Quality Attainment Plan (AQAP). As identified in Section 3.2, Air Quality, of this IS/EA, implementation of Alternative 2 would not change the expected air quality benefits of the Phase 2 project and would therefore be consistent with the AQAP. Additionally, Section 3.2, Air Quality, indicates that neither Alternative 1 nor Alternative 2 would violate applicable air quality standards during construction or operation of the proposed project. While construction of the proposed project could adversely affect the Environmental Justice communities along the corridor, as a standard practice, RT would be required to adhere to the best management practices outlined in the SFEIS/SFEIR, which would reduce construction emission below threshold levels. With implementation of these measures, Alternative 2 would not result in an adverse air quality effect and would not disproportionately affect Environmental Justice communities in the project area.

Biological Resources. The analysis presented in Section 3.3, Biological Resources, of this IS/EA determined that implementation of Alternative 2 would not result in additional impacts to sensitive species, sensitive habitats, or wetlands and waters of the U.S. that were not already assessed in the SFEIS/SFEIR. Furthermore, mitigation measures identified in the SFEIS/SFEIR would apply to both Alternative 1 and Alternative 2 of the proposed project. Since the implementation of Alternative 2 would not create an adverse effect with respect to biological resources, it would not disproportionately affect Environmental Justice communities in the project area.

Climate Change. The potential impact to GHG emissions associated with the proposed modification to the Phase 2 Extension project is evaluated in Section 3.4, Climate Change, both in terms of long-term operational emissions and short-term, temporary construction-period emissions. The operation of the Phase 2 project would be essentially the same under both Alternatives 1 and 2. As described in the SFEIS/SFEIR, operation of the Phase 2 project would result in net beneficial effects associated with GHG emissions through reduction of VMT. Alternative 1 would not change these beneficial effects. Similarly, construction impacts associated with the UPRR and Morrison Creek Levee track realignments and the

400-foot tailtrack extension proposed under Alternative 2 would be negligible when compared to the Phase 2 Extension project in its entirety. Based on each of these considerations, the implementation of Alternative 2 would have a beneficial effect on reductions of GHG emissions.

Moreover, Section 3.4, Climate Change, of this document determined that both Alternative 1 and Alternative 2 would have the beneficial effect of supporting and furthering greenhouse gas reduction plans, policies, and regulations. Since the implementation of Alternative 2 would not create an adverse effect with respect to climate change, it would not disproportionately affect Environmental Justice communities in the project area.

Cultural Resources. Section 3.5, Cultural Resource, examined the potential for the proposed project to adversely affect historic resources, archaeological resources, paleontological resources, or human remains within the project area. The analysis determined that there would be no adverse impacts to archaeological, historic, or architectural resources as a result of the implementation of Alternative 2. Furthermore, according to the City of Sacramento General Plan, the paleontological sensitivity of the impact area for the Phase 2 Extension project is very low. Since the project footprint proposed under Alternative 2 is essentially identical to that proposed as part of No Project Alternative, the expected impacts would be the same. Additionally, there are no known cemeteries or human remains within the project area of either alternative. In the event that ground-disturbing activities uncover previously unknown buried human remains, adherence to Section 5097.98 of the State Public Resources Code and Section 7050.5 of California's Health and Safety Code would ensure that standard protocol is followed by RT and its construction contractor. Overall, there would be no adverse effect to cultural or paleontological resources as a result of implementation of Alternative 2. Since the implementation of Alternative 2 would not create an adverse effect with respect to cultural resources, it would therefore not disproportionately affect Environmental Justice communities in the project area.

Land Use. Section 3.6, Land Use, examined the potential for the proposed project to result in a change in land use that would be incompatible with surrounding area; conflict with an applicable land use plan, policy, or regulation; or physically divide an established community. The SFEIS/SFEIR determined that, with mitigation, land uses adjacent to the project area would be able to continue to function as intended without substantial interference or annoyance. Section 3.6 evaluated each of the proposed modifications and determined that when considered independently and jointly, Alternative 2 would be compatible with surrounding land uses and would not physically divide the existing community.

With regard to the proposed project's compliance with applicable plans, policies, and regulations, the track alignment modifications proposed under Alternative 2 would satisfy the City of Sacramento General Plan's requirements, and the remaining modifications would not substantively change the previously approved Phase 2 Extension project, which the SFEIS/SFEIR determined to be consistent with relevant policies, plans, and agency regulations. Therefore, the proposed project would not adversely affect land use and planning within the project area. Since the implementation of Alternative 2 would not create an adverse effect with respect to land use, it would not disproportionately affect Environmental Justice communities in the project area.

Noise and Vibration. The SFEIS/SFEIR determined that sound walls of suitable heights would mitigate the increase in noise to levels acceptable under FTA criteria. The additional analysis performed for the

track alignment modifications is summarized in Table 3.9-3. Specifically, Table 3.9-3 compares Design Options A, B, and C and shows they have similar noise effects and mitigation requirements.

**Table 3.9-3
Comparison of Noise Impacts per Design Option**

Design Option	Minimum Separation Distance	Level of Severity	Mitigation Requirement	
			East Side	West Side
Design Option A	14 Feet	Most Severe	6 Foot Sound Wall	7 Foot Sound Wall
Design Option B	21 Feet	Severe	6 Foot Sound Wall	7 Foot Sound Wall
Design Option C	42 Feet	Least Severe	6 Foot Sound Wall	4 to 5 Foot Sound Wall

Source: RT, 2011.

For all three design options, the construction of noise barriers, as described in Section 3.7, would reduce operational noise impacts below the FTA’s Moderate Impact criteria and would keep resultant noise levels within the City of Sacramento General Plan’s Conditionally Acceptable range. The analysis also found that the implementation of a track and wheel maintenance program on the LRT tracks and vehicles could reduce noise levels to a point where the need for a sound wall on the east side of the alignment could be eliminated. In terms of noise exposure, the proposed project would impose significant noise effects on Environmental Justice communities in the project study area. Those effects would be reduced to acceptable levels if the identified mitigation measures were implemented. With implementation of these measures, Alternative 2 would not result in an adverse noise effect and would not disproportionately affect Environmental Justice communities in the project area.

A similar analysis was conducted for groundborne vibration impacts associated with the proposed project. For Alternative 1, vibration measurements and modeling conducted for the SFEIS/SFEIR determined that the vibration impacts would occur at several residences to the west of the UPRR corridor where LRT vibration levels would exceed the FTA general assessment criteria. The SFEIS/SFEIR determined that mitigation consisting of installation of Tire Derived Aggregate (TDA), ballast mats, or floating slabs under the LRT track bed would lessen the impacts to acceptable levels.

For Alternative 2, Design Option A would locate LRT operations closest to existing residents and was therefore used as the worst-case-scenario for evaluation of vibration impacts. Based on the results of the prediction modeling, there are a number of residences west of the future southbound LRT tracks where vibration levels could exceed the FTA detailed assessment criteria and mitigation would be needed to reduce vibration levels at these receptor locations. Accordingly, Alternative 2 would impose significant vibration effects on Environmental Justice communities in the project study area. Mitigation strategies to address these effects would be the same as identified for Alternative 1 above. Those effects would be reduced to acceptable levels if the identified mitigation measures were implemented. With implementation of these measures, Alternative 2 would not result in an adverse vibration effect and would not disproportionately affect Environmental Justice communities in the project area.

Section 3.7 assessed the potential for temporary noise impacts due to construction activities. The analysis completed for the SFEIS/SFEIR reported that temporary noise would occur during construction phases, and would include demolition, utilities relocation, grading, and the installation of tracks, LRT systems,

stations, and parking areas. Each of these activities would have the potential to create noise impacts that would intrude on residents near the construction sites. Construction activities for Alternative 1 and Alternative 2 would be essentially the same and therefore associated temporary noise impacts would be similar as well. These effects would significantly affect Environmental Justice communities in the project study area. Mitigation adopted in the SFEIS/SFEIR would also be implemented under Alternative 2, and would include requirements to limit the hours of construction, avoid staging equipment and materials near sensitive receptors, and would require the implementation general good construction practices. The installation of noise control technology for construction equipment would also be required. With implementation of these measures, Alternative 2 would not result in an adverse vibration effect and would not disproportionately affect Environmental Justice communities in the project area.

Finally, the analysis undertaken in the SFEIS/SFEIR reported that aircraft noise (Sacramento Executive Airport is the closest to the project corridor) was a minor contributor to noise levels within the Phase 2 Extension corridor and that this condition would not be affected by implementation of the project. The conditions and effects described in the SFEIS/SFEIR would remain unchanged with implementation of Alternative 2. Overall, adherence to the mitigation measures identified in Section 3.7 of this IS/EA would ensure that permanent and temporary noise and vibration levels would not exceed applicable FTA criteria. Likewise, the impact of the proposed project would be less than significant under CEQA.

Population, Housing, and Socio-Economics. Section 3.8, Population, Housing, and Socio-Economics, evaluated the potential for the proposed project to induce substantial population growth, displace a substantial number of existing houses or people, reduce employment, or substantially reduce local jurisdiction revenues. Based on the analysis in Section 3.8 only acquisition and displacement of residential properties would be regarded as adverse. Property acquisition requirements for implementation of Alternative 2 are summarized in Table 3.9-4 below.

Nearly all of Alternative 2’s components would require some level of property acquisition. This would include a mix of both full and partial acquisitions, depending upon which design option were chosen. Some of the full acquisitions would require relocation of existing residents, and some of the partial acquisitions could substantially devalue the affected properties to a point where compensation for the full value of the property would be warranted. Given the demographic composition of the project study area, these land acquisition and displacement effects would adversely affect Environmental Justice populations.

**Table 3.9-4
Summary of Acquisitions Needed for Implementation of Alternative 2**

Modification	Number of Partial Acquisitions	Number of Full Acquisitions
LRT Tracks Adjacent to the UPRR Mainline Tracks	-	-
Design Option A ^a	31	None
Design Option B	31	None
Design Option C ^a	None	36

PG&E Natural Gas Pipeline Relocation ^a (applicable to Design Option B only)	7	6
Morrison Creek Levee Setback	2	None
TPSS #10 Relocation	None	1
Tailtrack Extension at Cosumnes River College	None	None

Source: Sacramento Regional Transit District, February 2011.

- a. Note that under Design Options A and C, none of the acquisitions identified for the PG&E Natural Gas Pipeline Relocation would be required.

As noted in Section 3.8, Population, Housing, and Socio-Economics, federal and state laws and regulations govern the acquisition of private property, and include requirements for just compensation, relocation assistance, and other assistance measures. Compliance with these requirements is intended to mitigate the financial impacts to affected property owners. Relocation assistance and other programs are intended to mitigate the other costs of displacement for those residents for whom full acquisition is required, or where the economic effect of a partial take is so severe that a full acquisition is warranted. With implementation of these measures, Alternative 2 would not result in an adverse displacement effect and would not disproportionately affect Environmental Justice communities in the project area.

Determination of Disproportionate Effects

The purpose of the preceding impact assessment summary of this IS/EA was to disclose the adverse environmental effects of the proposed project. As shown in Figure 3.9-1 and in Tables 3.9-1 and 3.9-2, all of the census block groups adjacent to areas proposed for modification under Alternative 2 are considered minority populations, and two of the block groups are considered low-income populations as defined in Executive Order 12898. Therefore, all of the proposed modifications under Alternative 2 would occur in Environmental Justice communities.

In every instance that the proposed project was found to have adverse effects on Environmental Justice communities, feasible mitigation measures were identified that would reduce the adverse effects. The effects that would be borne by the Environmental Justice communities in the project corridor include construction air emissions, construction and operational noise and vibration, and displacement and loss of property value. With implementation of the mitigation measures and compliance with standard regulatory and legal requirements, these adverse effects to Environmental Justice populations within the Phase 2 Extension project area would be reduced to levels considered less than significant. Since the implementation of Alternative 2 would not create an adverse effect, after mitigation, Environmental Justice communities in the project area would not be disproportionately affected.

To provide further public awareness of the project effects, an additional community meeting was held in the affected community during the public review period for the Draft IS/EA. All area residents were invited to attend. During the course of the meeting and during the public comment period of the Draft IS/EA, no additional impacts to Environmental Justice communities were identified.

It should be noted that the identification of a disproportionately high and adverse effect on Environmental Justice populations does not preclude a project from moving forward. Applicable regulations indicate

that a project with disproportionately high and adverse effects may be implemented under the following conditions:

- Programs, policies, and activities that will have disproportionately high and adverse effects on minority populations or low-income populations may be carried out if further mitigation measures or alternatives that would avoid or reduce the disproportionately high and adverse effects are not practicable. In determining whether a mitigation measure or an alternative is ‘practicable’, the social, economic (including costs), and environmental effects of avoiding or mitigating the adverse effects must be taken into account.
- Respective programs, policies or activities that have the potential for disproportionately high and adverse effects on protected populations may only be carried out if:
 1. A substantial need for the program, policy, or activity exists, based on the overall public interest; and
 2. Alternatives that would have less adverse effects on protected populations have either:
 - a.) adverse social, economic, environmental, or human health impacts that are more severe; or
 - b.) Would involve increased costs of an extraordinary magnitude.

RT and FTA will continue to actively solicit input regarding project alternatives and design. Environmental Justice populations and communities of concern would receive the same level of mitigation that other population groups along the project alignment would receive. Such measures would include best management practices during construction, noise and vibration abatement controls, and compliance with federal and state laws for property acquisition, as well as procedures outlined in the project-specific Real Estate Acquisition Management Plan. Coordination would occur with Environmental Justice populations and communities of concern during preparation of the project design-phase plans.

Appendix E

RESOLUTION NO. 13-11- 0164

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

November 11, 2013

ADOPTING A MITIGATED NEGATIVE DECLARATION FOR MODIFICATIONS TO THE BLUE LINE TO COSUMNES RIVER COLLEGE LIGHT RAIL EXTENSION PROJECT AND AN ADDENDUM TO THE MITIGATION MONITORING AND REPORTING PLAN FOR THE PROJECT

WHEREAS, on October 27, 2008, the RT Board of Directors previously approved and certified a Subsequent Final Environmental Impact Report for the Blue Line to Cosumnes River College Light Rail Extension Project (Project) [then referred to as the South Sacramento Corridor Phase 2 Extension Project] in compliance with the California Environmental Quality Act (CEQA) and adopted a Mitigation Monitoring and Reporting Plan for the Project; and

WHEREAS, in 2009, RT identified several minor design changes to the Project and prepared a CEQA Addendum which was received and approved by the RT Board on December 14, 2009, after finding that the changes to the Project were minor and that none of the conditions set forth in Section 15162 of the CEQA Guidelines were present; and

WHEREAS, in 2011, RT identified several modifications to the Project and an Initial Study, which identified potentially significant effects and mitigation measures which could reduce such impacts to a less than significant level, was received and approved by the RT Board on September 26, 2011; and

WHEREAS, in 2013, RT identified additional modifications to the Project consisting of 69 kV transmission line and joint pole facilities relocations; and

WHEREAS, RT conducted a public information meeting on October 21, 2013 at Susan B. Anthony School to inform the public of the proposed modifications and to solicit input on potential concerns and alternatives; and

WHEREAS, an Initial Study was prepared by and for RT to ascertain whether the proposed modifications to the Project would have a significant effect on the environment and to identify any project changes and/or mitigation measures to avoid or reduce any such impacts to a less than significant level; and

WHEREAS, the Initial Study identified less than significant impacts with mitigation on biological and cultural resources; and

WHEREAS, RT consulted with and requested comments on the IS from Responsible Agencies, Trustee Agencies, and other federal, state and local agencies in compliance with CEQA Guidelines; and

WHEREAS, the Initial Study, a Notice of Intent to Adopt a Mitigated Negative Declaration, and a Mitigated Negative Declaration were provided to the public, transportation planning agencies, Responsible Agencies, Trustee Agencies, federal agencies, and the County Clerk in compliance with CEQA Guidelines; and

WHEREAS, the Notice of Intent to Adopt a Mitigated Negative Declaration and the Mitigated Negative Declaration were sent to designated parties, published in local newspapers, and sent to owners and occupants of properties contiguous to the project; and

WHEREAS, the Initial Study, Notice of Intent to Adopt a Mitigated Negative Declaration, and a Mitigated Negative Declaration were forwarded to the Office of Planning and Research pursuant to CEQA Guidelines, and

WHEREAS, the County Clerk posted the proposed Mitigated Negative Declaration for at least 20 days; and

WHEREAS, the proposed Mitigated Negative Declaration was submitted to the State Clearinghouse pursuant to CEQA Guidelines; and

WHEREAS, RT conducted a public meeting on the proposed modifications and solicited public comment on the proposed changes.

THEREFORE, BE IT FUTHER RESOLVED, that this Board does hereby adopt the following findings, which this Board finds are supported by substantial evidence in light of the whole record:

- A. THAT, an Initial Study has been prepared pursuant to CEQA;
- B. THAT, the Initial Study identified less than significant impacts with mitigation on the environment from the proposed modifications to the Project;
- C. THAT, the Initial Study identified mitigation measures which would avoid or mitigate the effects to a point where no significant impacts would occur;
- D. THAT, the Initial Study/Mitigated Negative Declaration incorporates mitigation measures into the Project which would avoid or mitigate the effects to a point where no significant impacts would occur;
- E. THAT, the Board certifies the Initial Study/Mitigated Negative Declaration has been completed and circulated in compliance with CEQA and is consistent with state and RT guidelines implementing CEQA;
- F. THAT, the Board has reviewed and considered the subject Initial Study, the proposed Mitigated Negative Declaration, all comments received during the public review period, as well as written and oral comments and other evidence presented by all persons, including members of the public and staff members, who appeared and addressed the Board;
- G. THAT, the Board has before it all of the necessary environmental information required by CEQA to properly analyze and evaluate any and all of the potential environmental effects of the proposed modifications to the Project;

- H. THAT, the Board has reviewed and considered the Initial Study and Mitigated Negative Declaration and related Mitigation Monitoring and Reporting Program, which reflects the Board's independent judgment;
- I. THAT, the Board finds that there is no substantial evidence in the record that the Project modifications, as mitigated, will have a significant effort on the environment. Mitigation measures for biological and cultural resources have been incorporated into the Project to reduce impacts to a less than significant level and
- J. THAT, based on the evidence presented and the records and files herein, the Board determines that the proposed modifications to the Project will not have a significant effect on the environment if the mitigation measures listed and identified in the Mitigated Negative Declaration are implemented.

RESOLVED FURTHER THAT, the Board approves and adopts a Mitigated Negative Declaration for the modifications to Blue Line to Cosumnes River College Light Rail Extension Project, set out as Exhibit A and incorporated herein by this reference; and

RESOLVED FURTHER THAT, the Board approves and adopts an Addendum to the Mitigation Monitoring and Reporting Plan for the Blue Line to Cosumnes River College Light Rail Extension Project, set out as Exhibit B and incorporated herein by this reference, to include those additional mitigation measures prescribed in the Initial Study/Mitigated Negative Declaration into the Project as a condition of the approval of the Project modifications; and

RESOLVED FURTHER THAT, the Board approves the modification to the Project, consisting of relocating an existing SMUD 69 kV transmission line and joint pole facilities (including a 12 kV distribution line, cable TV and telephone services) from within the Project right-of-way to a location that would not interfere with the construction and operation of light rail service, and directs staff to file a Notice of Determination within five working days of this approval; and

RESOLVED FURTHER THAT, the Board designates the Assistant General Manager, Engineering and Construction, or his/her designee, located at 1400 29th Street, Sacramento, CA, 95812, as the custodian of the records in this matter.



PATRICK HUME, Chair

ATTEST:

MICHAEL R. WILEY, Secretary

By: Cindy Brooks
Cindy Brooks, Assistant Secretary

Initial Study/Proposed Mitigated Negative Declaration
South Sacramento Corridor Phase 2 Extension

69 kV Transmission Line and
Joint Pole Facilities Relocation Project

Prepared for:
Sacramento Regional Transit District



October 2013

PROPOSED MITIGATED NEGATIVE DECLARATION

Project: South Sacramento Corridor Phase 2 Extension 69 kV Transmission Line and Joint Pole Facilities Relocation Project

Lead Agency: Sacramento Regional Transit District

PROJECT DESCRIPTION

The proposed project consists of relocating an existing Sacramento Municipal Utility District (SMUD) 69-kilovolt (kV) transmission line and joint pole facilities (including a 12 kV distribution line, cable TV, and telephone services) from within the South Sacramento Corridor Phase 2 (SSCP2) right-of-way to a location that would not interfere with the construction and operation of Light Rail Transit (LRT) service as part of RT's SSCP2 project. Project components include the placement of new utility poles, conductors, and associated components, and the removal of the existing transmission line and joint pole facilities. The project would include a utility easement to be granted to SMUD, and the placement of access road segments within portions of the easement to facilitate construction and maintenance of the relocated transmission line and joint pole facilities. The project would implement a number of design features and mitigation measures to fully avoid sensitive biological resources and to reduce all other impacts to a less-than-significant level.

FINDINGS

An Initial Study has been prepared by RT in accordance with the California Environmental Quality Act to ascertain whether the proposed project would have a significant effect on the environment. On the basis of this study, it is determined that the proposed action will have:

No impact or a less-than significant impact on aesthetics, agriculture and forestry resources, air quality, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems.

A less-than-significant impact with mitigation on biological and cultural resources, with incorporation of the following mitigation measures:

Mitigation Measure BIO-1: Impact Avoidance for Valley Elderberry Longhorn Beetle

Prior to vegetation removal and construction activities in areas containing elderberry plants, a pre-construction valley elderberry longhorn beetle survey will be conducted within a 30-foot buffer of the affected project area, and any shrubs containing stems greater than or equal to 1 inch in diameter will be surveyed for exit holes. Should any exit holes be found, the USFWS will be consulted and applicable measures from the most-recent USFWS Conservation for the Valley Elderberry Longhorn Beetle Guidelines implemented.

Mitigation Measure BIO-2: Impact Avoidance for Nesting Migratory Birds

If ground disturbance and vegetation removal should occur during the avian nesting season (February 1 through August 31), pre-construction surveys will be implemented to identify active migratory bird nests within 250 feet (500

feet for raptors) of the project area. Surveys would be conducted no less than 14 days and no more than 30 days prior to the initiation of ground disturbance or other construction activities. If no nests are found, no further measures will be required. If nests are located, impacts will be minimized by establishing an appropriate non-disturbance buffer zone around active nests, in compliance with CDFW guidelines. Buffer zones will be determined in consultation with CDFW and will depend on the species involved, site conditions, and type of work proposed. No project activity will occur within the buffer zone until the young have fledged, until the nest is no longer active, or until a qualified biologist has determined, in consultation with CDFW, that reducing the buffer would not result in nest abandonment. Monitoring of the nest by a qualified biologist during construction will be required to ensure that nests are not jeopardized.

Mitigation Measure BIO-3: Impacts for Swainson's Hawk

If eucalyptus tree removal is planned during the Swainson's hawk nesting season (March 1 through September 15), protocol-level Swainson's hawk surveys will be conducted in the area prior to eucalyptus tree removal, in accordance with CDFW guidelines. If nests are located, impacts will be minimized by establishing an appropriate non-disturbance buffer zone around active nests, in compliance with CDFW guidelines.

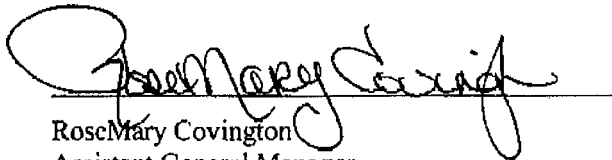
Mitigation Measure CUL-1: Halt Ground-Disturbing Construction Activities if Cultural Materials Are Discovered.

The following measures will be implemented to avoid or minimize potential impacts to cultural materials:

- In the event that any unanticipated buried cultural deposits are encountered during any phase of project construction, the Sacramento Regional Transit District will be contacted, all construction work will be halted within 100 feet of the discovery, and the cultural deposits will be assessed for significance by a qualified archaeologist. If, through consultation, the discovery is determined to not be significant, work will be allowed to continue.*
- If a discovery is determined to be significant, a mitigation plan will be prepared and carried out in accordance with state guidelines. If the resource cannot be avoided, a data recovery plan will be developed to ensure collection of sufficient information to address archaeological and historical research questions, and the results will be presented in a technical report that describes field methods, materials collected, and conclusions. Any cultural material collected as part of an assessment or data recovery effort will be curated at a qualified facility. Field notes and other pertinent materials will be curated along with the archaeological collection.*

ADOPTION OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND APPROVAL OF INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Certification by Those Responsible for Preparation of This Document. The Sacramento Regional Transit District (RT) has been responsible for the preparation of this proposed Mitigated Negative Declaration and the incorporated Initial Study. I believe this document meets the requirements of the California Environmental Quality Act, is an accurate description of the proposed project, and that the lead agency has the means and commitment to implement the project design measures that will assure the project does not have any significant, adverse effects on the environment. I recommend adoption of the Mitigated Negative Declaration and approval of the proposed project.



Rosemary Covington
Assistant General Manager
Planning and Transit System Development
Sacramento Regional Transit District

11/11/13
Date

*(*To be signed upon completion of the public review process and preparation of a final project approval package including responses to comment, if any, on the environmental document and any necessary modifications to project design measures.)*

Approval of the Project by the Lead Agency. Pursuant to Section 21082.1 of the California Environmental Quality Act, the Sacramento Regional Transit District has independently reviewed and analyzed the Initial Study and proposed Mitigated Negative Declaration for the proposed project and finds that the Initial Study and proposed Mitigated Negative Declaration reflect the independent judgment of the Sacramento Regional Transit District. The RT Board finds, on the basis of the whole record before it, that there is no substantial evidence showing that the proposed project would have a significant effect on the environment, with incorporation of the mitigation measures recommended herein. The RT Board further finds that the project design features and mitigation measures will be implemented as stated in the mitigated negative declaration.

This Mitigated Negative Declaration was adopted by the RT Board on:

November 11, 2013
Date

Cindy Brooks
Clerk of the Board



Connect Card Transit Surveys 2013

SACOG

Regional Transit
El Dorado Transit
e-tran
Folsom Stage Line
Roseville Transit
Yolobus
Yuba Sutter Transit



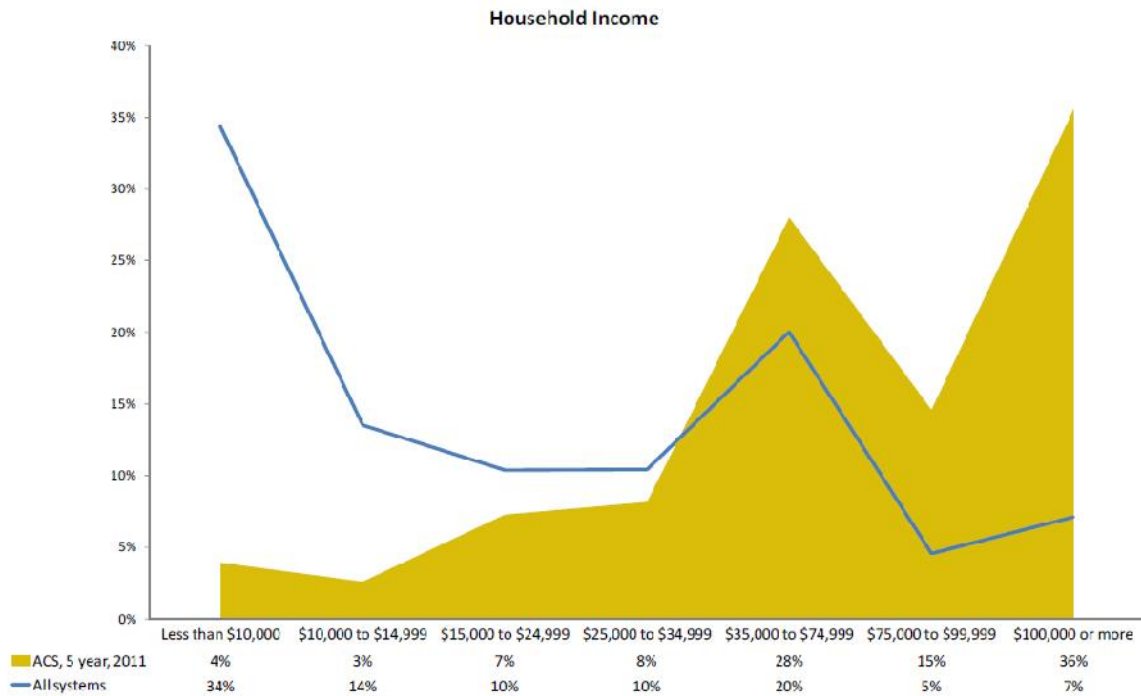
Poverty Level Analysis for RT Bus, Rail & Total			
Poverty level income estimate - uses mid point in income ranges from Q20	RT Bus	RT Rail	All RT respondents
Poverty: Less than \$10,000, any household size, one or more persons	39.0%	34.0%	37.0%
Poverty: \$10 to \$14,999 (mid point \$12,500) & HH size 2 or more persons	12.0%	11.0%	11.0%
Poverty: \$15 to \$24,999 (mid point \$20,000) & HH includes 4 or more persons	5.0%	3.0%	4.0%
Poverty: \$25-\$34,999 (mid point \$30,000) & HH includes 6 or more persons	1.0%	1.0%	1.0%
Poverty: \$35,000 to \$44,999 (mid point \$40,000) & HH includes 9 or more persons	0.0%	0.0%	0.0%
Above poverty: \$10 to \$14,999 (midpoint \$12,500) & HH includes only one person	2.0%	2.0%	2.0%
Above poverty: \$15-\$24,999 (mid point \$20,000) & HH includes 3 or fewer persons	7.0%	5.0%	6.0%
Above poverty: \$25-\$34,999 (mid point \$30,000) & HH includes 5 or fewer persons	9.0%	9.0%	9.0%
Above poverty: \$35-\$44,999 (mid point \$40,000), & HH includes fewer than 9 persons	7.0%	6.0%	7.0%
Above poverty: \$45-\$54,999 (mid point \$50,000), no HH size criterion	6.0%	6.0%	6.0%
Above poverty: \$55-\$74,999 (mid point \$65,000), no HH size criterion	6.0%	8.0%	7.0%
Above poverty: \$75-\$99,999 (mid point \$87,500), no HH size criterion	3.0%	6.0%	4.0%
Above poverty: \$100,000 or more, no HH size criterion	3.0%	10.0%	6.0%
Total percent below poverty level income	57.0%	49.0%	53.0%
Total percent above poverty level income	43.0%	52.0%	47.0%

Estimation of Poverty Levels

When computing poverty level for the purposes of federal programs, both household size and income are taken into account. For practical reasons, in the ridership survey, the level of income was asked within ranges rather than as an absolute amount. For this reason, the delineations in the table above are approximate, based on midpoints of income ranges.

The five categories at the top of the chart in dark yellow represent riders in households at or below the poverty level. The categories shown in orange represent riders in households above the poverty level. The percentages are shown for each mode surveyed and for the weighted total of RT's system.

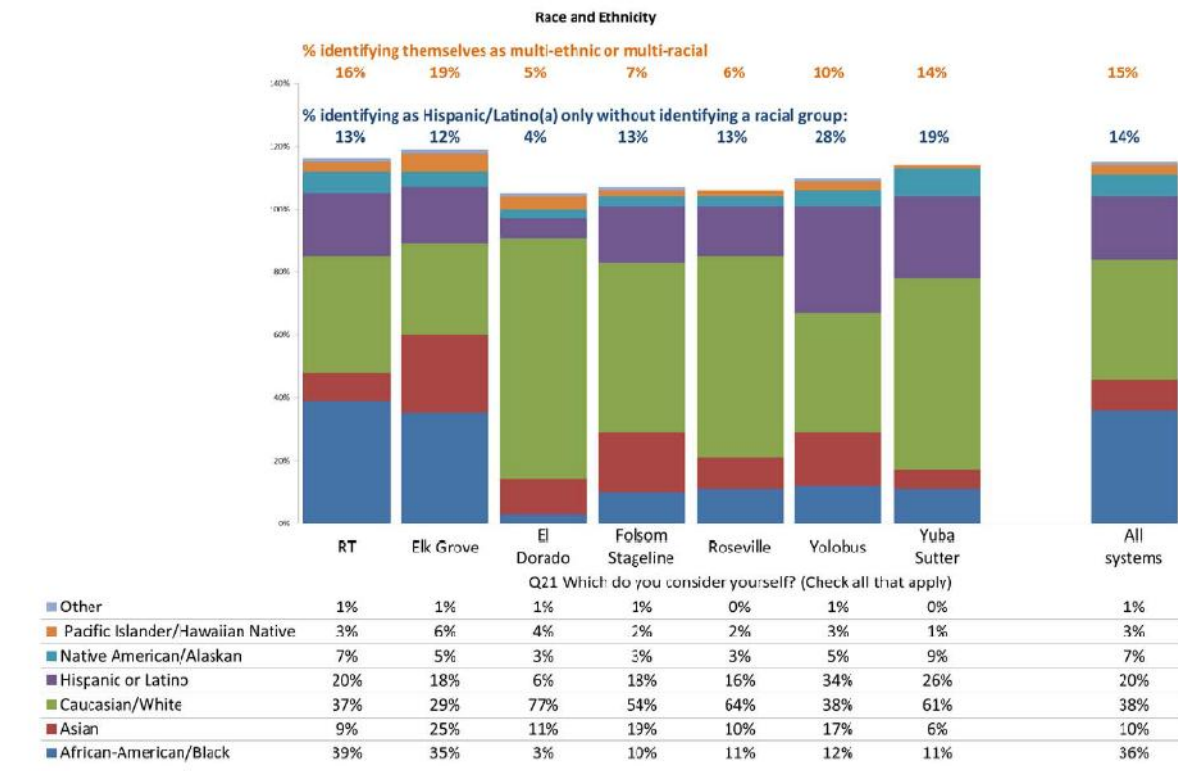
Figure 39 Rider Income Compared to Regional Population



Rider Income Compared to Population

The chart above graphically compares the income distribution of all transit riders in the Sacramento region to that of the overall population. Clearly, the transit ridership includes a disproportionate number of persons with lower incomes, particularly under \$25,000.

Figure 43 Self-Identification with an Ethnic/Racial Group



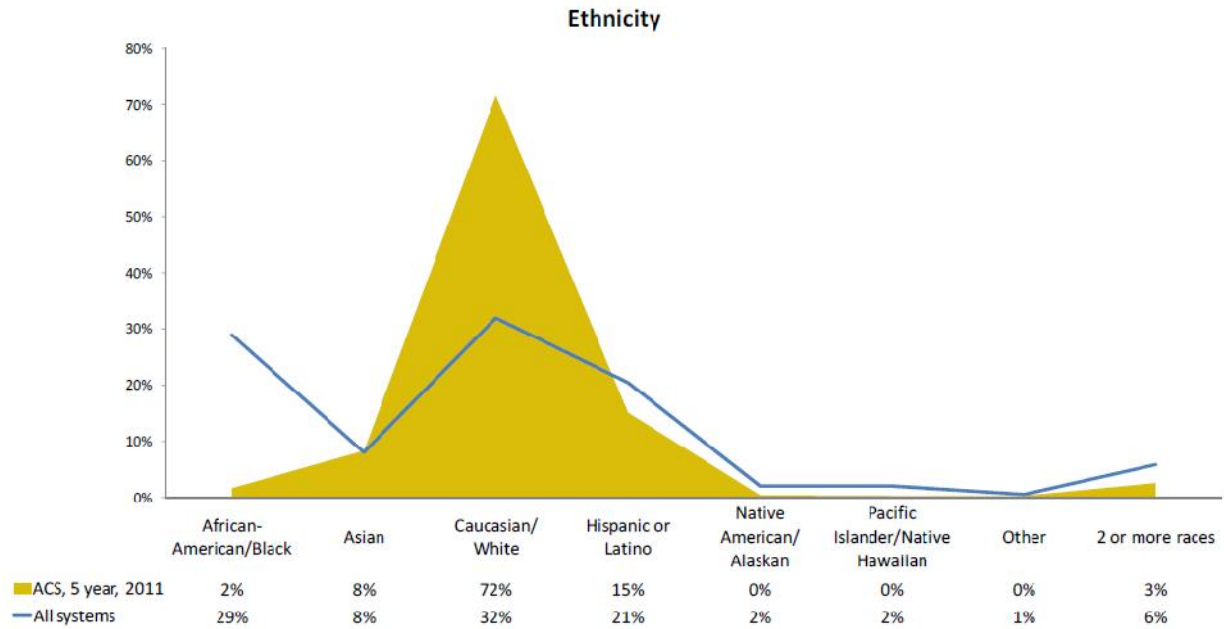
Self Identification with an Ethnic/Racial Group

Respondents were asked with which ethnic and/or racial group they identify. The ethnic/racial makeup of the ridership varies significantly between systems. Yolobus has the highest percentage of riders who identify themselves as Hispanic (34%) while RT has the largest African-American/Black ridership (39%).

Respondents were asked to indicate all categories that apply to them. Many selected multiple categories, with the result that the columns in Figure 43 above exceed 100%. At the top of each column in an orange font is the percent by which the column total exceeds 100%. That is the total of those who identify with more than one racial or cultural group. The total percentages vary because the total identifying as bi-racial or bi-cultural differs from system to system.

Although persons of Hispanic culture may be of many different races, some chose to identify themselves only as Hispanic. Thus, for example, among RT riders 20% identified themselves as Hispanic or Latino. Within that 20%, 13% identified themselves only as Hispanic and indicated no other category. Overall among RT riders, a total of 16% identified with *more than one* racial or ethnic group.

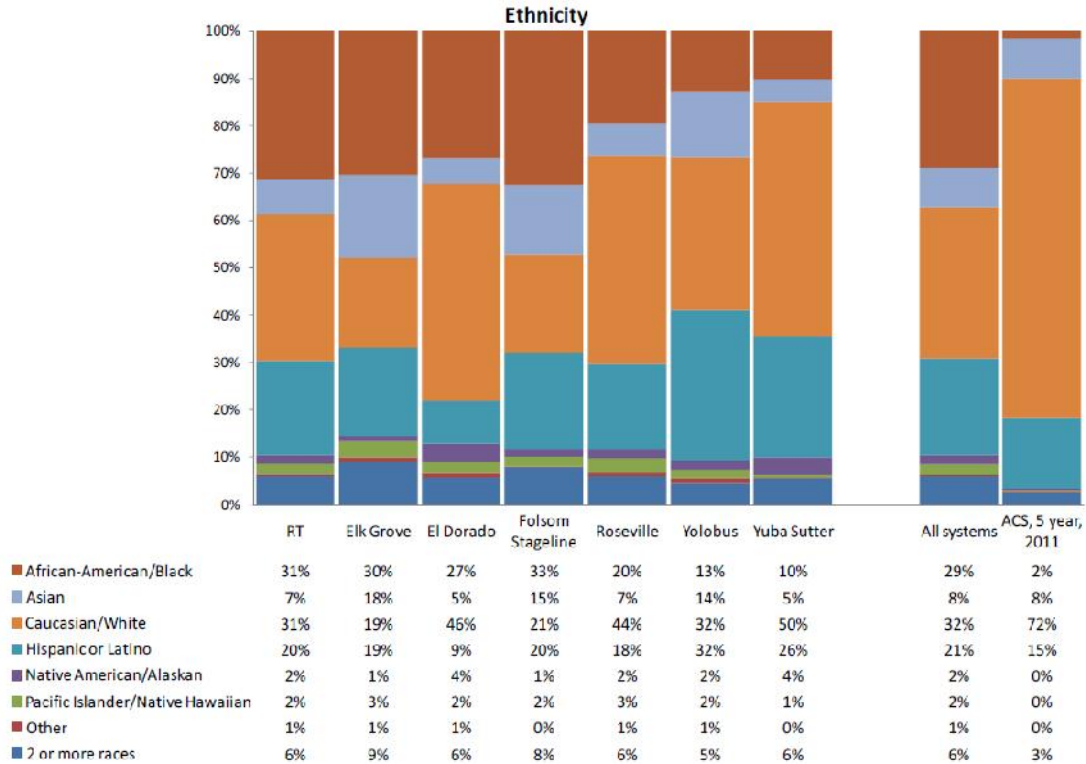
Figure 44 Ethnicity of Riders and Population



Ethnicity of Riders Compared to Population

The chart above compares the ethnic distribution of riders (self-identified) compared to that of the population based on the American Community Survey data. The most notable difference is the much higher proportion of African-Americans/Blacks among the transit ridership, and a somewhat higher proportion of Hispanics/Latinos.

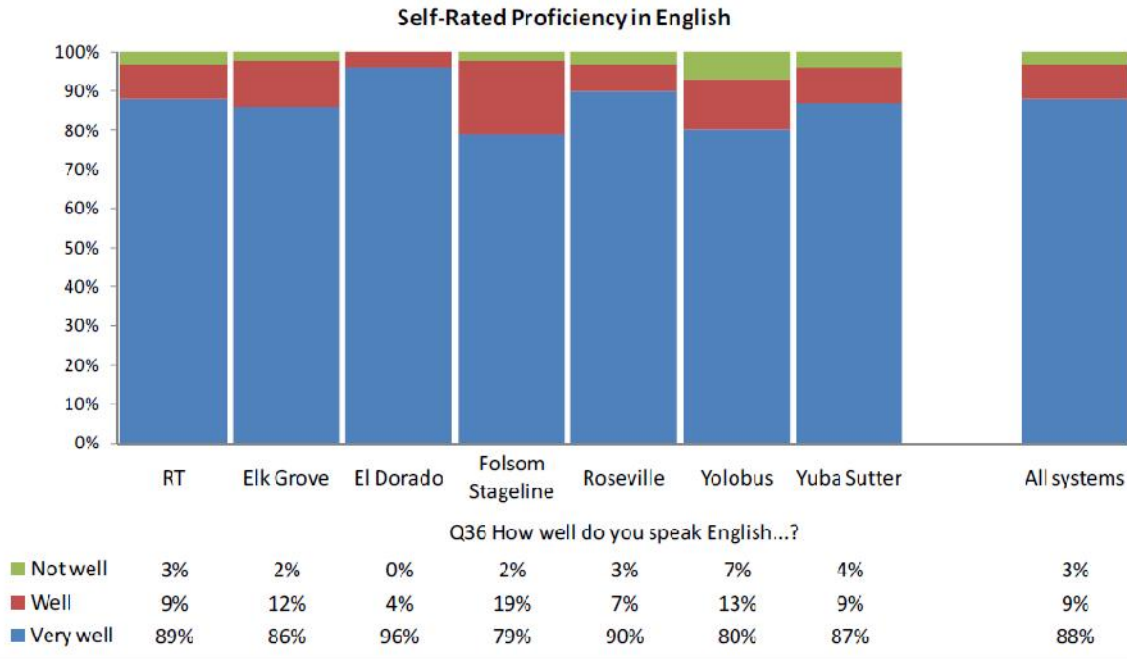
Figure 45 Ethnicity of Riders by System and Population



Ethnicity of Riders by System Compared to Population

The chart above repeats the ethnic distribution for each transit system with a comparison to the regional population distribution, demonstrating the significant variations between systems.

Figure 46 English Proficiency (self-rated)

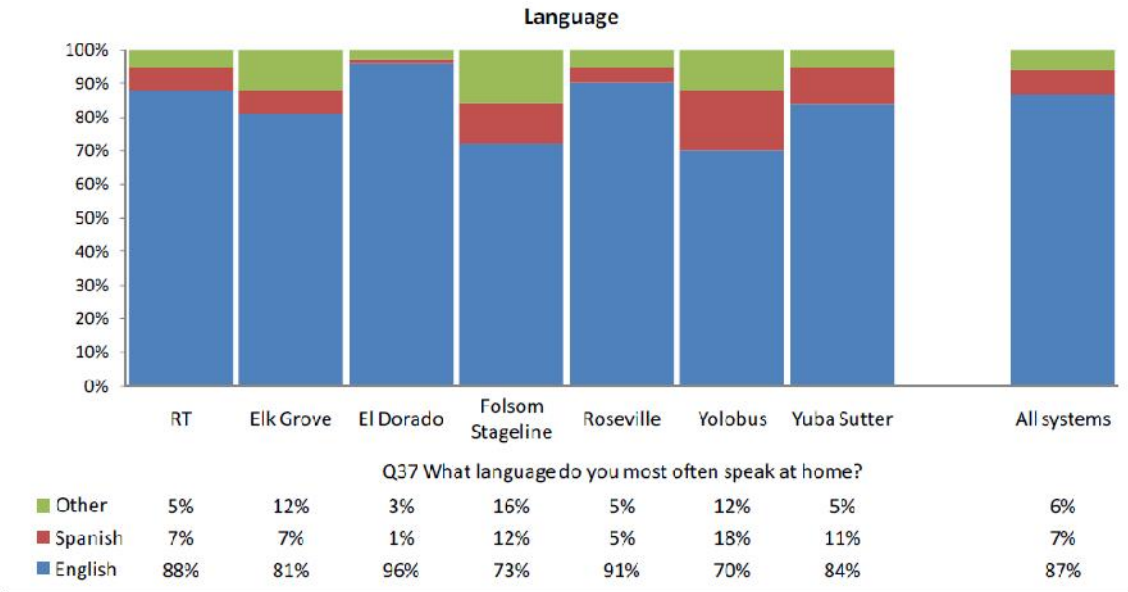


English Proficiency (self-rated)

Given the diversity of the Sacramento region’s population and the FTA’s Title VI requirements, it is important to have some idea of how well people speak English and how many speak a language other than English at home. A question asked by the Census, and suggested by the FTA, asks respondents how well they speak English, with the options being very well, well, and not well. (On non-English versions of the questionnaire, they also had the option of not at all).

Among riders of all systems in the Sacramento Region, 88% report that they speak English “very well,” while 9% say that they speak it only “well,” and 3% “not well.” As with other demographic characteristics, this tendency varies somewhat among systems. The greatest challenges in terms of having to provide information in languages other than English appears to occur among the Folsom Stage Line and YoloBus riderships. In terms of sheer numbers, however, RT would seem to present a greater challenge -- with 3% indicating that they speak English not well and another 9% indicating they speak it only well but not very well.

Figure 47 Language Usually Spoken at Home



Language Usually Spoken at Home

When asked what language they usually speak at home, 87% indicate that they speak English, 7% say they speak Spanish, and 6% say they speak a language other than either English or Spanish. Again, this tendency varies among the systems. Folsom Stage Line and YoloBus have the highest incidence of languages other than English being spoken at home, with a total of 28% at Folsom Stage Line and 30% at YoloBus.

Other Languages Spoken at Home

(As a percent of “Other”)

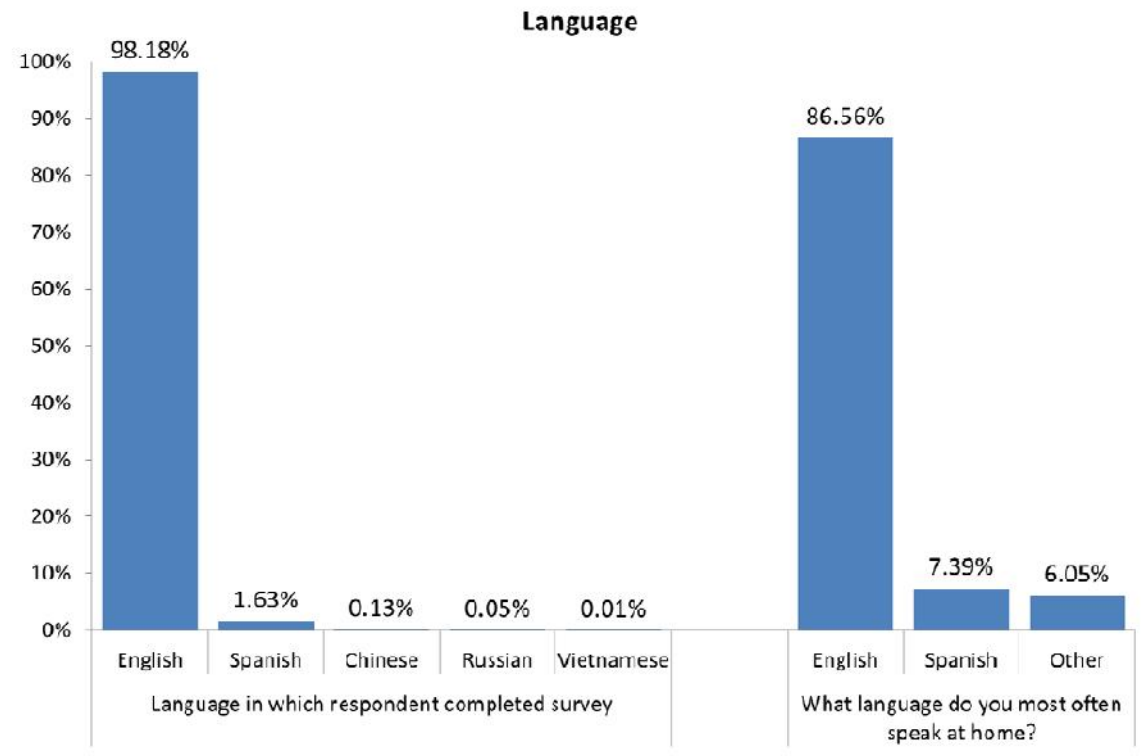
Chinese	13.90%	Urdu/Punjabi	0.64%	Creole	0.29%
Hmong	11.55%	Fijian	0.62%	Swedish	0.27%
Tagalog	7.34%	Bengali	0.59%	Castellano	0.22%
Russian	6.54%	African	0.57%	Croatian	0.22%
Vietnamese	4.54%	Telugu	0.55%	French/ Arabic	0.20%
American Sign Language	4.10%	Tongan	0.54%	Swahili	0.19%
French	3.61%	Icelandic	0.52%	Indian	0.18%
Filipino	3.23%	Laotian	0.52%	Romanian	0.18%
Hindi	2.98%	Norwegian	0.52%	Greek	0.15%
Arabic	2.94%	Spanglish	0.49%	Indonesian	0.15%
English/Spanish	2.51%	Thai	0.40%	Punjabi/Hindi	0.15%
Japanese	2.50%	Urdu	0.39%	Italian And Japanese	0.13%
Punjabi	2.32%	Jamaican	0.38%	Mongolian	0.13%
Korean	2.07%	Armenian	0.37%	Nahuatl	0.13%
German	2.01%	Persian	0.37%	Samoa/English	0.13%
Cantonese	1.65%	Khmer	0.35%	E Nepalese	0.12%
Nepal	1.41%	Philippine	0.34%	Farsi/Hebrew	0.12%
Italian	1.39%	Ukrainian	0.33%	French/ Chinese	0.12%
Iu Mien	1.35%	American/ German/ Greek/ Italian	0.32%	Sila	0.12%
Amharic	1.18%	Bahasa	0.32%	Tagalog/ Italian	0.12%
Farsi	1.17%	French/Cantonese/Mandarin/Dutch	0.32%	Tongan/Other Pacific Islander	0.12%
Mandarin	1.09%	Gujarati	0.32%	Bisaya	0.10%
Portuguese	1.04%	Russian/Norwegian	0.32%	Cherokee	0.10%
Dutch	0.79%	Samoan/ Tongan	0.32%	Chinese/ Asian/ African/ Japanese	0.10%
Tamil	0.65%	Syriac	0.32%	Latvian	0.10%

Other Languages Spoken at Home

With 6% of all riders in the region indicating that they speak languages other than English at home, it was important to understand what other languages are spoken. The top two languages other than English and Spanish are Chinese at 16.64% (13.90% with no dialect specified, 1.09% Mandarin, and 1.65% Cantonese) and Hmong at 11.55%. A perusal of the total list of other languages spoken certainly suggests that Asian languages dominate.

To keep these numbers in perspective, the reader should keep in mind that the percentages are based on the relatively small proportion (6%) of the total regional ridership that speak a language other than English or Spanish in the home. Thus, those who speak Chinese at home, for example, would total about 1% of the total ridership.

Figure 49 Language Spoken at Home and Used to Complete the Survey



Comparison of Language Spoken at Home and Language Used to Complete the Survey

The survey was offered in a number of languages besides English and Spanish. Although the survey staff was not multilingual, each had a handheld poster indicating that the questionnaire was available in Chinese, Russian, and Vietnamese. This was shown to non-English/Spanish speaking riders. If literate in their language, riders could point to their language and be given the correct version of the questionnaire.

Overall, 98% of those who completed a survey completed it in English. Although, as we saw in Figure 43, 20% of the riders identified themselves as Hispanic, less than 2% responded using the Spanish language version of the questionnaire. Similarly, although 1% of the total sample indicated that they speak Chinese at home, only .13% completed the Chinese version of the questionnaire. Similar discrepancies occur with those who completed the Russian and Vietnamese versions.

These tendencies suggest a high degree of language assimilation among these populations.

Title VI Service Monitoring Report

March 10, 2013



Purpose and Requirements

- Required once every three years by FTA as part of RT's Title VI civil rights program
- RT must evaluate all fixed-route modes against six mandatory service standards
- Analysis identifies potential disparate impacts to minority populations or disproportionate burdens to low-income populations
- RT must choose a representative sample of routes
- RT's Service Standards recommend including all routes, except for contract service, supplemental service, special event service, demonstration projects, etc.
- RT Board is required to review and approve findings
- If disparate impacts exist, RT is required to take corrective action to remedy the disparities to the greatest extent possible

Summary of Findings

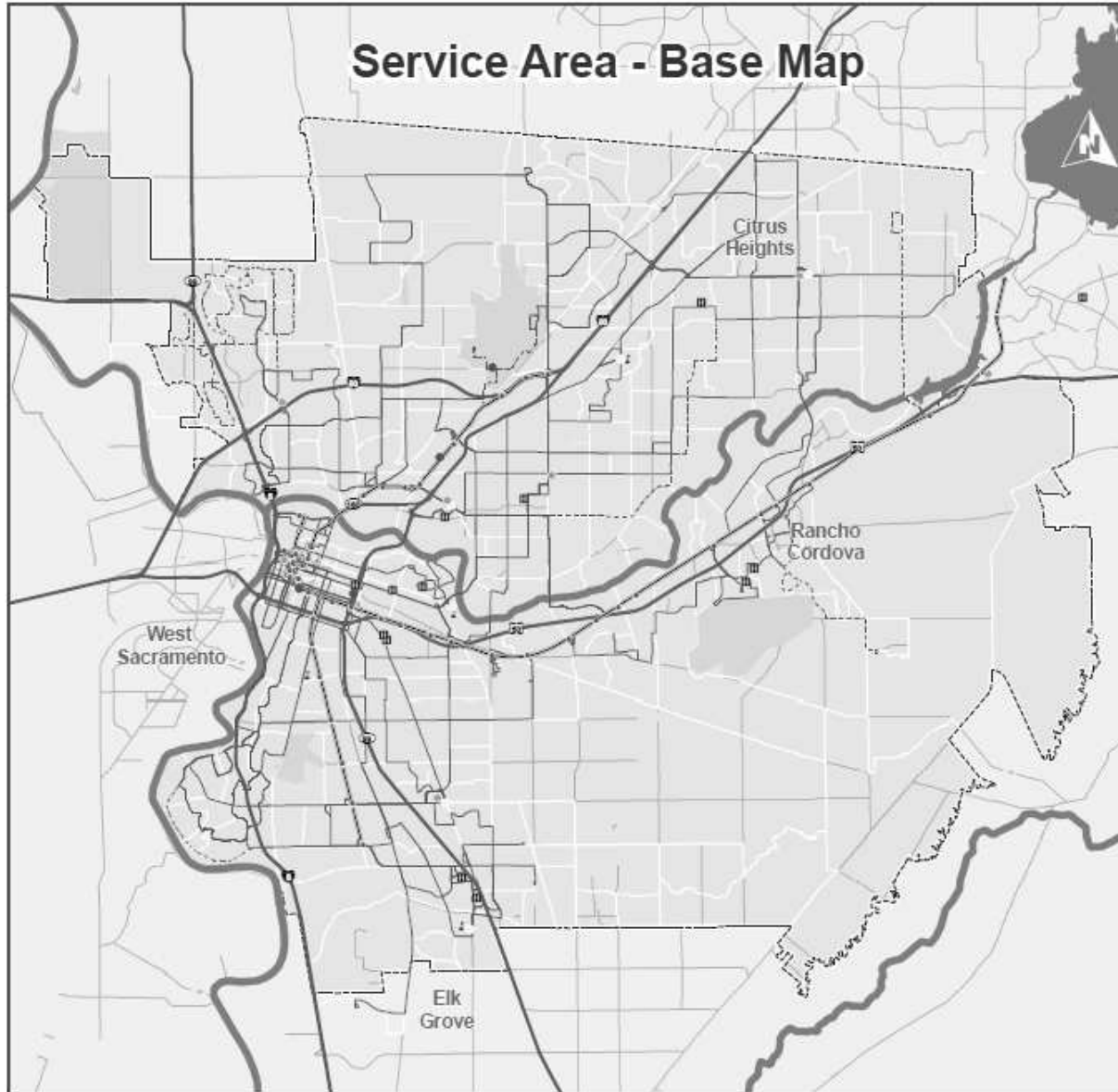
Passenger Loading	all routes meet standards
Productivity	several bus routes below standard, but no pattern of discrimination
On-Time Performance	several bus routes below standard, but no pattern of discrimination
Coverage	meets standards
Vehicle Assignment	meets standards
Amenities	more benches needed at bus stops in minority areas






Corrective Actions

- Where ADA and other siting rules allow, RT's Facilities Department will install non-ad-supported benches to correct this deficiency
- A maximum of 92 benches are needed in minority areas
- Eligible bench sites limited by ADA and property owners
- Goal: Install 15-20 benches in minority areas over next year

Definitions

- FTA's service monitoring process centers on "minority routes"
- FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.
- FTA defines a minority area as an area where the percent of minority residents exceeds the average for RT's service area
- FTA defines a "minority route" as a route where more than 1/3 of the route's miles go through a minority area. 29 of 47 bus routes are minority routes
- RT voluntarily follows same process for low-income routes
- FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines.

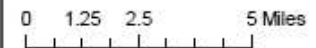


-  Service Area
-  Light Rail
-  Bus Routes
-  Peak-Only Bus Routes
-  Light Rail Stations
-  Transit Center
-  RT Facility

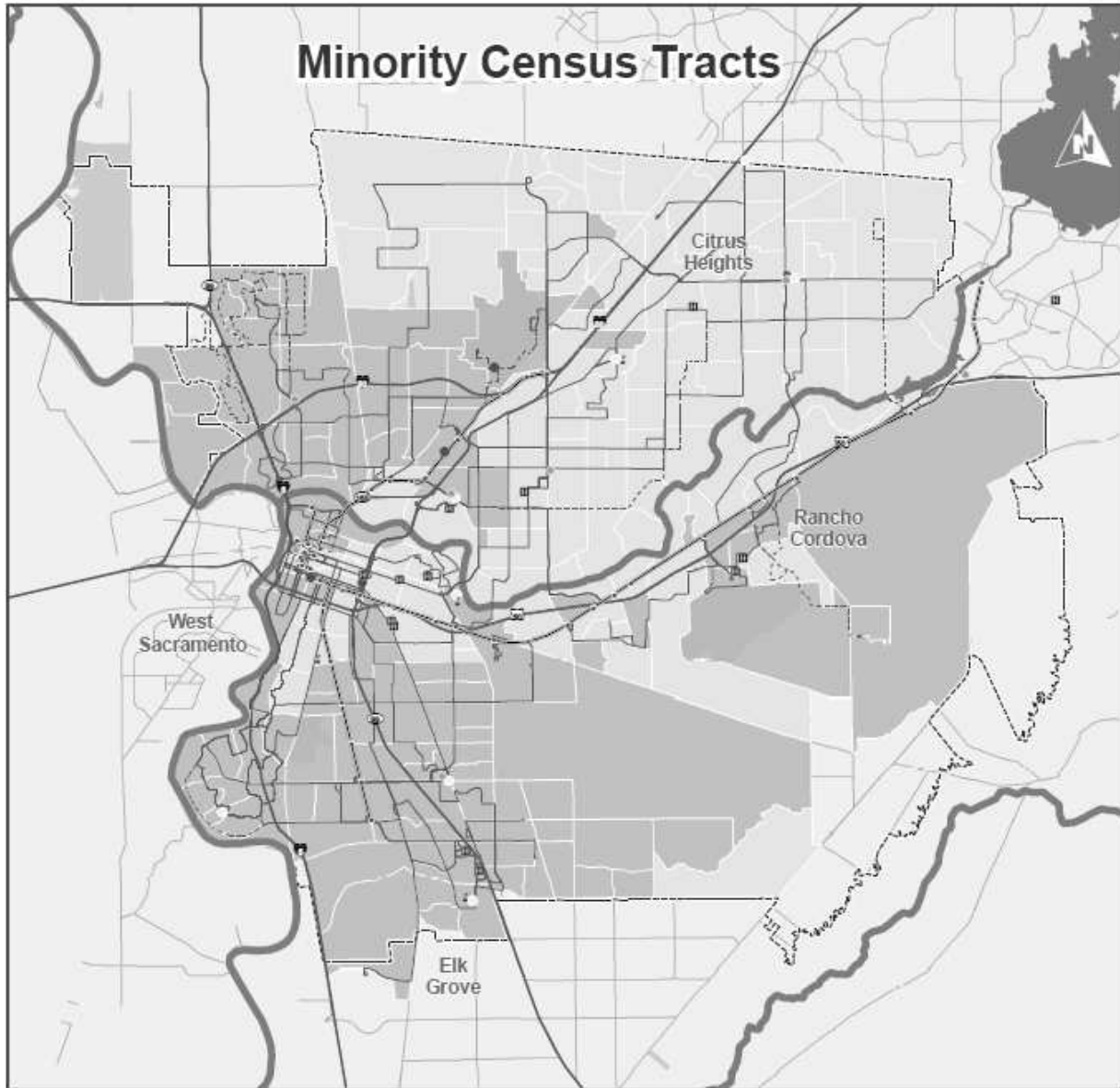
Regional Features:

-  Hospitals
-  College/University
-  Major Shopping Centers

Service Area = 437 sq mi*
 Service Area Population = 1,124,238
 Population Minority = 581,172
 Percent Minority = 51.1%
 Population Low Income = 184,720
 Percent Low Income = 16.4%



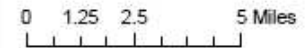
Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.73 sq mi



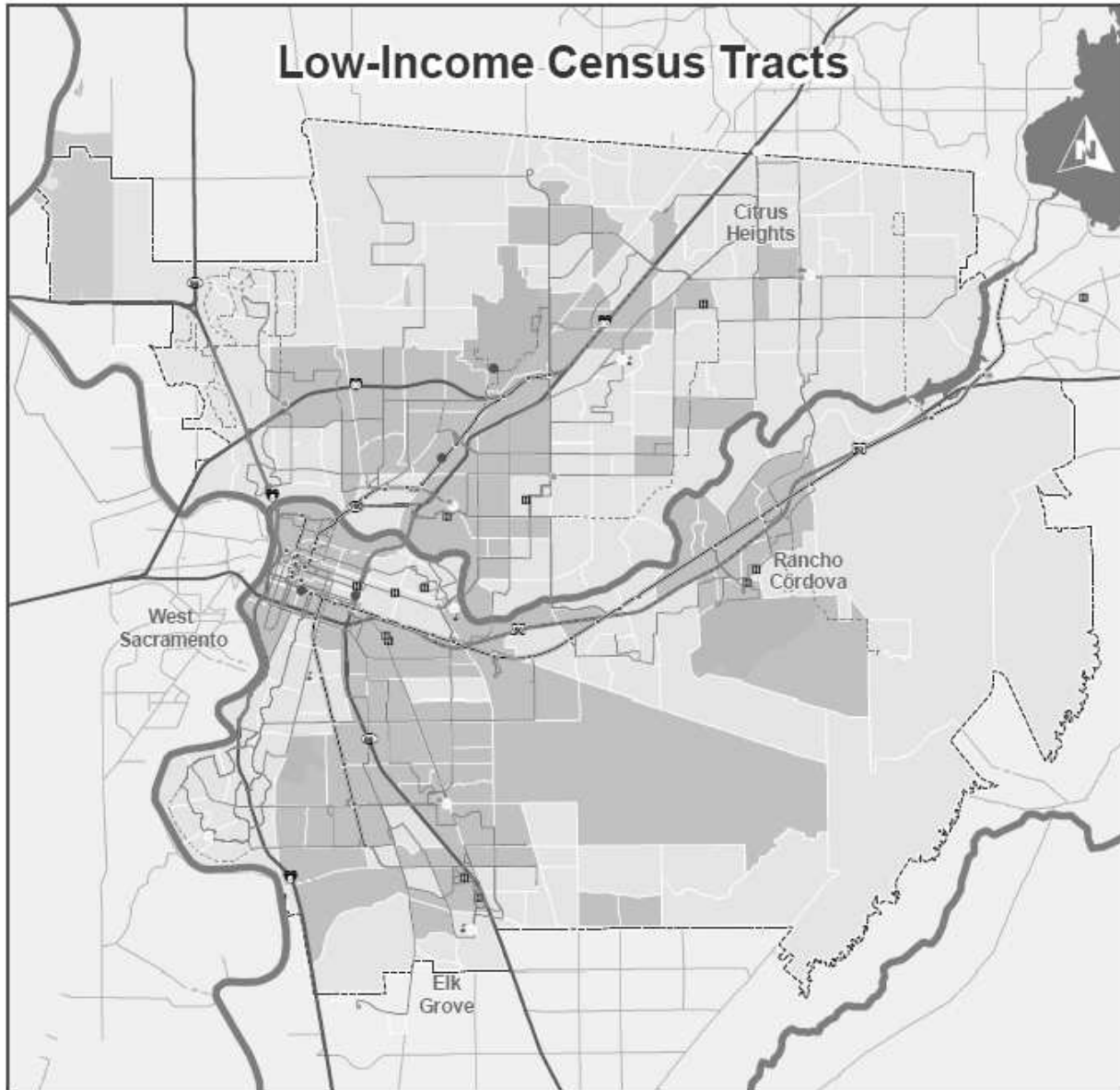
-  Service Area
-  Light Rail
-  Bus Routes
-  Peak-Only Bus Routes
-  Light Rail Stations
-  Transit Center
-  RT Facility

- Regional Features:
-  Hospitals
 -  College/University
 -  Major Shopping Centers

Service Area = 437 sq mi*
 Service Area Population = 1,124,238**
 Population Minority = 581,172
 Percent Minority = 51.1%
*Shaded Census Tracts
 exceed 51.1% minority*



Source: US Census Bureau,
 American Community Survey 2007-2011
 *Service Area includes City of
 Citrus Heights at 14.53 sq mi
 **Percent Minority is calculated from subset
 of the total population.



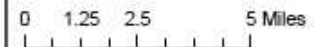
-  Service Area
-  Light Rail
-  Bus Routes
-  Peak-Only Bus Routes
-  Light Rail Stations
-  Transit Center
-  RT Facility

Regional Features:

-  Hospitals
-  College/University
-  Major Shopping Centers

Service Area = 437 sq mi*
 Service Area Population = 1,124,238**
 Population Low-Income = 184,720
 Percent Low-Income = 16.4%

*Shaded Census Tracts
 exceed 16.4% low-income*



Source: US Census Bureau,
 American Community Survey 2007-2011
 *Service Area includes City of
 Citrus Heights at 14.23 sq mi
 **Percent low-income is calculated from subset
 of the total population.

Route	Name	Percent Minority	Percent Low-Income	Minority Route	Low-Income Route
1	Greenback	6%	40%	N	Y
2	Riverside	78%	32%	Y	N
3	Riverside Express	86%	37%	Y	Y
5	Meadowview-Valley Hi	100%	44%	Y	Y
6	Land Park	53%	32%	Y	N
7	Pocket Express	85%	41%	Y	Y
11	Truxel Road	94%	40%	Y	Y
13	Northgate	88%	73%	Y	Y
15	Rio Linda Blvd-O Street	59%	83%	Y	Y
19	Rio Linda	27%	30%	N	N
21	Sunrise	3%	19%	N	N
22	Arden	42%	47%	Y	Y
23	El Camino	15%	40%	N	Y
24	Madison-Greenback	0%	2%	N	N
25	Marconi	8%	38%	N	Y
26	Fulton	33%	81%	Y	Y
28	Fair Oaks-Folsom	13%	36%	N	Y
29	Arden-California Avenue	30%	46%	N	Y
30	J Street (DASH)	25%	53%	N	Y
33	Dos Rios	100%	100%	Y	Y
34	McKinley	20%	41%	N	Y
38	P/Q Streets	34%	79%	Y	Y
47	Phoenix Park	100%	85%	Y	Y
51	Broadway-Stockton	72%	93%	Y	Y
54	Center Parkway	100%	43%	Y	Y
55	Scottsdale	100%	94%	Y	Y
56	Pocket-C.R.C.	100%	60%	Y	Y
61	Fruitridge	87%	68%	Y	Y
62	Freeport	57%	43%	Y	Y
65	Franklin South	100%	36%	Y	Y
67	Franklin	57%	83%	Y	Y
68	44th Street	63%	88%	Y	Y
72	Rosemont-Lincoln Village	28%	21%	N	N
74	International	89%	93%	Y	Y
75	Mather Field	88%	100%	Y	Y
80	Watt-Elkhorn	18%	40%	N	Y
81	Florin-65th Street	91%	72%	Y	Y
82	Howe-65th Street	7%	25%	N	N
84	Watt Avenue-North Highlands	16%	38%	N	Y
85	McClellan Shuttle	90%	100%	Y	Y
86	San Juan-Silver Eagle	97%	68%	Y	Y
87	Howe	60%	79%	Y	Y
88	West El Camino	80%	39%	Y	Y
93	Hillsdale	11%	44%	N	Y
95	Citrus Heights-Antelope Rd	0%	38%	N	Y
103	Auburn Blvd	6%	55%	N	Y
109	Hazel Express	28%	54%	N	Y

Minority and Low Income Routes

- The population of RT's service area is
 - 51.1 percent minority
 - 16.4 percent low-income
- 29 of 47 bus routes are minority routes (62%)
- 40 of 47 bus routes are low-income routes (85%)
- All three light rail lines are both minority and low-income routes
- Supplemental and contract service is excluded from analysis

Vehicle Loading Standards

- RT considers a route to be overloaded if 25 percent or more of one-way vehicle trips are regularly overloaded. For example, for an hourly route with 32 one-way vehicle trips per day, if 8 or more trips are overloaded, then the route is considered overloaded.
- For period 10/1/12 to 9/30/13, no trips met this criteria, so no routes would be considered overloaded.

Vehicle Type	Seated	Standing	Total	Load Factor
40ft Low-Floor Bus	34	26	60	1.8
25ft Cutaway Bus	12	5	17	1.4
27ft Cutaway Bus	16	6	22	1.4
28ft Body-on-Chassis Bus	21	8	29	1.4
32ft Cutaway Bus	30	10	40	1.3
80ft Siemens Light Rail Vehicle	64	64	128	2.0
84ft CAF Light Rail Vehicle	64	64	128	2.0
88.5ft UTDC Light Rail Vehicle	67	67	134	2.0
Other Vehicle Types	Determined as Needed			

Vehicle Loading

Monday - Friday

- 47 bus routes evaluated
- 0 routes below standard

Route	Name	Trips					Route	Name	Trips				
		Daily Trips	Overloaded	% Overld	MIN	LI			Daily Trips	Overloaded	% Overld	MIN	LI
001	Greenback	121	0	0%	N	Y	054	Center Parkway	31	0	0%	Y	Y
002	Riverside	26	0	0%	Y	N	055	Scottsdale	49	0	0%	Y	Y
003	Riverside Express	8	0	0%	Y	Y	056	Pocket-C.R.C.	66	0	0%	Y	Y
005	Meadowview-Valley Hi	31	0	0%	Y	Y	061	Fruitridge	32	0	0%	Y	Y
006	Land Park	27	0	0%	Y	N	062	Freeport	60	0	0%	Y	Y
007	Pocket Express	6	0	0%	Y	Y	065	Franklin South	28	0	0%	Y	Y
011	Truxel Road	39	0	0%	Y	Y	067	Franklin	57	0	0%	Y	Y
013	Northgate	33	0	0%	Y	Y	068	44th Street	57	0	0%	Y	Y
015	Rio Linda Blvd-O Street	56	0	0%	Y	Y	072	Rosemont-Lincoln Village	61	0	0%	N	N
019	Rio Linda	29	0	0%	N	N	074	International	29	0	0%	Y	Y
021	Sunrise	70	0	0%	N	N	075	Mather Field	14	0	0%	Y	Y
022	Arden	28	0	0%	Y	Y	080	Watt-Elkhorn	32	0	0%	N	Y
023	El Camino	62	0	0%	N	Y	081	Florin-65th Street	119	0	0%	Y	Y
024	Madison-Greenback	27	0	0%	N	N	082	Howe-65th Street	66	0	0%	N	N
025	Marconi	55	0	0%	N	Y	084	Watt Avenue-North Highlands	28	0	0%	N	Y
026	Fulton	52	0	0%	Y	Y	085	McClellan Shuttle	14	0	0%	Y	Y
028	Fair Oaks-Folsom	33	0	0%	N	Y	086	San Juan-Silver Eagle	61	0	0%	Y	Y
029	Arden-California Avenue	4	0	0%	N	Y	087	Howe	55	0	0%	Y	Y
030	J Street (DASH)	116	0	0%	N	Y	088	West El Camino	59	0	0%	Y	Y
033	Dos Rios	60	0	0%	Y	Y	093	Hillsdale	54	0	0%	N	Y
034	McKinley	27	0	0%	N	Y	095	Citrus Heights-Antelope Rd	23	0	0%	Y	N
038	P/Q Streets	31	0	0%	Y	Y	103	Auburn Blvd	8	0	0%	N	Y
047	Phoenix Park	24	0	0%	Y	Y	109	Hazel Express	4	0	0%	N	Y
051	Broadway-Stockton	143	0	0%	Y	Y							

Vehicle Loading Saturday

- 27 bus routes
- 0 below standard

Route	Name	Trips			MIN	LI
		Daily Trips	Overloaded	% Overld		
001	Greenback	63	0	0%	N	Y
011	Truxel Road	26	0	0%	Y	Y
015	Rio Linda Blvd-O Street	29	0	0%	Y	Y
019	Rio Linda	20	0	0%	N	N
021	Sunrise	42	0	0%	N	N
023	El Camino	50	0	0%	N	Y
025	Marconi	21	0	0%	N	Y
026	Fulton	21	0	0%	Y	Y
030	J Street (DASH)	53	0	0%	N	Y
038	P/Q Streets	25	0	0%	Y	Y
051	Broadway-Stockton	64	0	0%	Y	Y
054	Center Parkway	24	0	0%	Y	Y
055	Scottsdale	19	0	0%	Y	Y
056	Pocket-C.R.C.	53	0	0%	Y	Y
062	Freeport	29	0	0%	Y	Y
067	Franklin	28	0	0%	Y	Y
068	44th Street	28	0	0%	Y	Y
072	Rosemont-Lincoln Village	23	0	0%	N	N
075	Mather Field	11	0	0%	Y	Y
080	Watt-Elkhorn	26	0	0%	N	Y
081	Florin-65th Street	58	0	0%	Y	Y
082	Howe-65th Street	31	0	0%	N	N
084	Watt Avenue-North Highlands	20	0	0%	N	Y
086	San Juan-Silver Eagle	28	0	0%	Y	Y
087	Howe	29	0	0%	Y	Y
088	West El Camino	26	0	0%	Y	Y
093	Hillsdale	22	0	0%	N	Y

Route	Name	Trips			MIN	LI
		Daily Trips	Overloaded	% Overld		
001	Greenback	63	0	0%	N	Y
015	Rio Linda Blvd-O Street	26	0	0%	Y	Y
019	Rio Linda	20	0	0%	N	N
021	Sunrise	30	0	0%	N	N
023	El Camino	28	0	0%	N	Y
026	Fulton	20	0	0%	Y	Y
030	J Street (DASH)	28	0	0%	N	Y
038	P/Q Streets	20	0	0%	Y	Y
051	Broadway-Stockton	50	0	0%	Y	Y
055	Scottsdale	16	0	0%	Y	Y
056	Pocket-C.R.C.	27	0	0%	Y	Y
067	Franklin	28	0	0%	Y	Y
068	44th Street	28	0	0%	Y	Y
072	Rosemont-Lincoln Village	22	0	0%	N	N
075	Mather Field	11	0	0%	Y	Y
080	Watt-Elkhorn	23	0	0%	N	Y
081	Florin-65th Street	29	0	0%	Y	Y
082	Howe-65th Street	28	0	0%	N	N
086	San Juan-Silver Eagle	21	0	0%	Y	Y
087	Howe	21	0	0%	Y	Y
088	West El Camino	26	0	0%	Y	Y
093	Hillsdale	22	0	0%	N	Y

Vehicle Loading Sunday/Holiday

- 22 bus routes
- 0 below standard

Vehicle Loading

Light Rail

- 3 light rail Lines with Monday through Friday service, 2 with weekend service.
- 0 Trips below standard.

Line	Service	Daily Trips	Trips Overloaded	% Overld	MIN	LI
Blue	M-F	135	0	0%	Y	Y
	Sat	76	0	0%	Y	Y
	Sun	66	0	0%	Y	Y
Gold	M-F	135	0	0%	Y	Y
	Sat	74	0	0%	Y	Y
	Sun	66	0	0%	Y	Y
Green	M-F	60	0	0%	Y	Y

Productivity/Headways Standards

- Light rail runs at 15 or 30 minute headways.
- Regular bus routes connecting with light rail usually run at multiples of 15 minute headways to facilitate transferring.
- Regular headways should not exceed 60 minutes on any trunk or branch line.
- Headways on peak-only routes are based on passenger loads and are adjusted to match school bell times, shift changes, etc., except for light rail feeders, which should be timed around the light rail schedule.
- In areas where headways are 30 to 60 minutes, parallel routes should generally be spaced approximately one mile apart and additional resources should be used to improve headways before adding new routes or branches at closer distances.

Service Type	Productivity Standards			
	Minimum		Maximum	
Regular Weekday Bus Service	20	boardings per hour	40	boardings per hour
Saturday Bus Service	15	boardings per hour	35	boardings per hour
Sunday/Holiday Bus Service	15	boardings per hour	35	boardings per hour
Community Bus Service	15	boardings per hour	30	boardings per hour
Peak-Only Light Rail Feeder	15	boardings per trip	34	boardings per trip
Peak-Only Downtown Express	25	boardings per trip	34	boardings per trip
Supplemental Service	25	boardings per trip	62	max load
Light Rail – Weekdays	85	boardings per train hr	400	max load
Light Rail – Weekends	65	boardings per train hr	400	max load
Contract Service	Varies	cost per passenger	Varies	cost per passenger

Route	Name	Boardings per hour	MIN	LI
056	Pocket-C.R.C.*	42	Y	Y
051	Broadway-Stockton	35	Y	Y
081	Florin-65th Street	34	Y	Y
087	Howe	33	Y	Y
075	Mather Field	31	Y	Y
080	Watt-Elkhorn	31	N	Y
001	Greenback	31	N	Y
023	El Camino	30	N	Y
084	Watt Avenue-North Highlands	29	N	Y
086	San Juan-Silver Eagle	29	Y	Y
026	Fulton	28	Y	Y
015	Rio Linda Blvd-O Street	28	Y	Y
068	44th Street	27	Y	Y
088	West El Camino	26	Y	Y
022	Arden	26	Y	Y
030	J Street (DASH)	26	N	Y
067	Franklin	25	Y	Y
011	Truxel Road	24	Y	Y
093	Hillsdale	24	N	Y
019	Rio Linda	24	N	N
082	Howe-65th Street	24	N	N
072	Rosemont-Lincoln Village	23	N	N
054	Center Parkway	23	Y	Y
055	Scottsdale	23	Y	Y
062	Freeport	22	Y	Y
025	Marconi	22	N	Y
061	Fruitridge	22	Y	Y
002	Riverside	21	Y	N
021	Sunrise	21	N	N
038	P/Q Streets	20	Y	Y
013	Northgate	18	Y	Y
074	International	17	Y	Y
005	Meadowview-Valley Hi	17	Y	Y
006	Land Park	15	Y	N
065	Franklin South	14	Y	Y
024	Madison-Greenback	13	N	N
034	McKinley	12	N	Y
028	Fair Oaks-Folsom	11	N	Y

Below Standard

* Route 56 exceeds maximum productivity standards.

Productivity Monday – Friday

- 38 regular all-day routes
- CBS and peak-only routes evaluated separately
- Route 56 exceeds maximum productivity standards of 40 boardings per hour
- Nine total routes do not meet standards
- No significant disparities between minority and non-minority or low income and non-low income

	Meet Standard	Fails Standard	Total
Minority	18	6	24
Non Minority	11	3	14
Low-Income	24	7	31
Non Low-Income	5	2	7

Route	Name	Boardings per hour	MIN	LI
051	Broadway-Stockton	35	Y	Y
087	Howe	33	Y	Y
056	Pocket-C.R.C.	32	Y	Y
015	Rio Linda Blvd-O Street	31	Y	Y
081	Florin-65th Street	29	Y	Y
093	Hillsdale	29	N	Y
068	44th Street	28	Y	Y
067	Franklin	28	Y	Y
088	West El Camino	27	Y	Y
086	San Juan-Silver Eagle	27	Y	Y
023	El Camino	27	N	Y
001	Greenback	27	N	Y
026	Fulton	26	Y	Y
080	Watt-Elkhorn	26	N	Y
055	Scottsdale	24	Y	Y
025	Marconi	24	N	Y
072	Rosemont-Lincoln Village	23	N	N
030	J Street (DASH)	21	N	Y
084	Watt Avenue-North Highlands	21	N	Y
082	Howe-65th Street	19	N	N
019	Rio Linda	19	N	N
021	Sunrise	16	N	N
075	Mather Field	16	Y	Y
011	Truxel Road	13	Y	Y
062	Freeport	13	Y	Y
054	Center Parkway	13	Y	Y
038	P/Q Streets	12	Y	Y

Below
Standard

Productivity Saturday

- Four routes are below standard by 2-3 average boardings per hour.
- Saturday service for Route 11 was introduced in September 2012, meeting weekend service standards by the 3rd quarter of the fiscal year but experienced a drop in ridership during the summer months.

	Meet Standard	Below Standard	Total
Minority	12	4	16
Non Minority	11	0	11
Low-Income	19	4	23
Non Low-Income	4	0	4

Productivity Sunday/Holiday

Route	Name	Boardings per hour	MIN	LI
056	Pocket-C.R.C.	34	Y	Y
051	Broadway-Stockton	33	Y	Y
081	Florin-65th Street	31	Y	Y
023	El Camino	26	N	Y
087	Howe	26	Y	Y
080	Watt-Elkhorn	26	N	Y
086	San Juan-Silver Eagle	24	Y	Y
088	West El Camino	22	Y	Y
093	Hillsdale	22	N	Y
030	J Street (DASH)	21	N	Y
026	Fulton	21	Y	Y
068	44th Street	21	Y	Y
015	Rio Linda Blvd-O Street	21	Y	Y
067	Franklin	20	Y	Y
001	Greenback	18	N	Y
055	Scottsdale	17	Y	Y
072	Rosemont-Lincoln Village	16	N	N
082	Howe-65th Street	16	N	N
019	Rio Linda	15	N	N
021	Sunrise	14	N	N
075	Mather Field	13	Y	Y
038	P/Q Streets	11	Y	Y

Below
Standard

- Routes 21, 75 and 38 are long-term low productivity routes but provide important coverage and connectivity with transit centers and light rail.
- Three total routes are below standard, no significant disparities between minority and non-minority or low income and non-low income.

	Meet Standard	Below Standard	Total
Minority	11	2	13
Non Minority	8	1	9
Low-Income	16	2	18
Non Low-Income	3	1	4

Productivity

CBS

Route	Name	Boardings per hour	MIN	LI
033	Dos Rios	17	Y	Y
047	Phoenix Park	15	Y	Y
085	McClellan Shuttle	5	Y	Y
095	Citrus Heights-Antelope Rd	6	Y	N

Peak-Only

Route	Name	Boardings per Trip	MIN	LI
029	Arden-California Avenue	35	N	Y
003	Riverside Express	28	Y	Y
109	Hazel Express	27	N	Y
007	Pocket Express	23	Y	Y
103*	Auburn Blvd	14	N	Y

* Route 103 is a Peak-Only light rail feeder route, with a boardings per trip minimum of 15 for productivity standards.

- Productivity standards for CBS are 15 boardings per revenue hour
- CBS analysis excludes contract service, e.g., Rancho Cordovan
- Productivity standards for peak-only buses are 25 boardings per trip for downtown expresses and 15 boardings per trip for light rail feeders
- Peak-Only Routes 7 and 103 narrowly missed minimum productivity standards, often the last trip of the day experiencing very low ridership, weighting averages negatively.

Productivity

Light Rail

Line	Service	Boardings per train hr	Max Load	MIN	LI
Blue	M-F	210	94	Y	Y
	Sat	127	56	Y	Y
	Sun	105	49	Y	Y
Gold	M-F	157	89	Y	Y
	Sat	116	66	Y	Y
	Sun	91	51	Y	Y
Green	M-F	21	3	Y	Y

- Blue and Gold line are meeting productivity standards for all service types.
- Green line is below standard by 64 boardings per train hour for Monday – Friday service.
- All three lines are both minority and low-income routes

On-Time Performance Standard

- RT's target is for the bus system to be 85 percent on-time or better. Individual routes are expected to be within one standard deviation of 85 percent on-time or better.
- For Title VI purposes, all routes are expected to be within one standard deviation of the actual systemwide average or better.
- On-time performance for RT's light rail system is measured at the starting point of each trip.
- Trains are considered on-time if they depart 0 to 5 minutes late. RT's target is for the light rail system to be 97 percent on-time or better.

Route	Name	Percent On-Time	Minority Route	Low-Income Route
085	McClellan Shuttle	99.9%	Y	Y
074	International	96.3%	Y	Y
072	Rosemont-Lincoln Village	93.3%	N	N
088	West El Camino	93.1%	Y	Y
087	Howe	92.6%	Y	Y
038	P/Q Streets	90.3%	Y	Y
061	Fruitridge	90.3%	Y	Y
075	Mather Field	90.0%	Y	Y
002	Riverside	89.7%	Y	N
007	Pocket Express	89.0%	Y	Y
001	Greenback	88.9%	N	Y
033	Dos Rios	88.2%	Y	Y
103	Auburn Blvd	87.8%	N	Y
065	Franklin South	85.6%	Y	Y
082	Howe-65th Street	85.6%	N	N
021	Sunrise	85.2%	N	N
055	Scottsdale	85.2%	Y	Y
005	Meadowview-Valley Hi	84.9%	Y	Y
013	Northgate	84.7%	Y	Y
086	San Juan-Silver Eagle	84.4%	Y	Y
028	Fair Oaks-Folsom	84.2%	N	Y
024	Madison-Greenback	83.9%	N	N
030	J Street (DASH)	83.8%	N	Y
062	Freeport	82.4%	Y	Y
025	Marconi	82.1%	N	Y
081	Florin-65th Street	81.3%	Y	Y
026	Fulton	80.8%	Y	Y
011	Truxel Road	80.5%	Y	Y
051	Broadway-Stockton	79.5%	Y	Y
047	Phoenix Park	79.3%	Y	Y
093	Hillsdale	79.1%	N	Y
068	44th Street	79.1%	Y	Y
006	Land Park	78.6%	Y	N
067	Franklin	78.4%	Y	Y
015	Rio Linda Blvd-O Street	78.1%	Y	Y
022	Arden	77.8%	Y	Y
095	Citrus Heights-Antelope Rd	77.5%	Y	N
023	El Camino	76.8%	N	Y
056	Pocket-C.R.C.	76.7%	Y	Y
003	Riverside Express	75.9%	Y	Y
034	McKinley	74.1%	N	Y
019	Rio Linda	71.7%	N	N
084	Watt Avenue-North Highlands	70.0%	N	Y
080	Watt-Elkhorn	69.7%	N	Y
109	Hazel Express	68.6%	N	Y
054	Center Parkway	68.6%	Y	Y
029	Arden-California Avenue	54.7%	N	Y

On-Time Performance Monday – Friday

- System goal is 85.0 percent on-time
- Actual system average is 82.1 percent
- Title VI goal is to equal or exceed 73.8 percent
 - Within one standard deviation of actuals
- Six routes are below standard
- 1 of 6 routes are minority
- 5 of 6 routes are low-income (83%)
 - 85% of all routes are low-income
 - Results are therefore close to expectations
 - No evidence of disparate impact

Route	Name	Average %		
		On-time	MIN	LI
075	Mather Field	98.0%	Y	Y
072	Rosemont-Lincoln Village	92.2%	N	N
038	P/Q Streets	90.6%	Y	Y
062	Freeport	89.1%	Y	Y
011	Truxel Road	87.7%	Y	Y
021	Sunrise	86.0%	N	N
082	Howe-65th Street	83.4%	N	N
001	Greenback	81.9%	N	Y
087	Howe	80.4%	Y	Y
023	El Camino	80.0%	N	Y
088	West El Camino	79.3%	Y	Y
030	J Street (DASH)	79.3%	N	Y
081	Florin-65th Street	77.4%	Y	Y
051	Broadway-Stockton	77.2%	Y	Y
015	Rio Linda Blvd-O Street	76.5%	Y	Y
086	San Juan-Silver Eagle	74.9%	Y	Y
084	Watt Avenue-North Highlands	73.3%	N	Y
080	Watt-Elkhorn	72.9%	N	Y
093	Hillsdale	72.8%	N	Y
054	Center Parkway	69.0%	Y	Y
026	Fulton	66.3%	Y	Y
056	Pocket-C.R.C.	61.2%	Y	Y
025	Marconi	59.8%	N	Y
067	Franklin	58.7%	Y	Y
068	44th Street	57.7%	Y	Y
055	Scottsdale	46.2%	Y	Y
019	Rio Linda	34.7%	N	N

On-Time Performance Saturday

- Five routes are below standard
- 3 of 5 routes are minority
- 4 of 5 routes are low-income
- No evidence of disparate impact

	System Average		74.3%
	Title VI Standard		60.0%
	Meets Standard	Below Standard	Total
Minority	13	3	16
Non-Minority	9	2	11
Low-Income	19	4	23
Non Low-Income	3	1	4

On-Time Performance Sunday/Holiday

Route	Name	Average % On-time	MIN	LI
075	Mather Field	100.0%	Y	Y
072	Rosemont-Lincoln Village	94.3%	N	N
082	Howe-65th Street	89.5%	N	N
021	Sunrise	89.0%	N	N
001	Greenback	88.1%	N	Y
038	P/Q Streets	87.5%	Y	Y
015	Rio Linda Blvd-O Street	87.4%	Y	Y
030	J Street (DASH)	86.8%	N	Y
026	Fulton	85.9%	Y	Y
093	Hillsdale	83.6%	N	Y
088	West El Camino	82.2%	Y	Y
081	Florin-65th Street	81.1%	Y	Y
087	Howe	80.1%	Y	Y
086	San Juan-Silver Eagle	79.2%	Y	Y
051	Broadway-Stockton	77.6%	Y	Y
023	El Camino	75.6%	N	Y
067	Franklin	74.9%	Y	Y
068	44th Street	71.0%	Y	Y
055	Scottsdale	62.3%	Y	Y
056	Pocket-C.R.C.	58.3%	Y	Y
019	Rio Linda	53.8%	N	N
080	Watt-Elkhorn	51.2%	N	Y

- Four routes are below standard
- 2 of 4 routes are minority
- 3 of 4 routes are minority
- No evidence of disparate impact

	System Average	79.1%		
	Title VI Standard	66.2%		
		Meets Standard	Below Standard	Total
Minority		11	2	13
Non-Minority		7	2	9
Low-Income		15	3	18
Non Low-Income		3	1	4

On-Time Performance Light Rail

- All three light rail lines are currently operating above the On-Time Performance standard of 97.0%.

Route	Name	Average % On-time	MIN	LI
533	Blue	97.9%	Y	Y
507	Gold	98.2%	Y	Y
519	Green	97.9%	Y	Y

Service Area			
	Total	Minority	Low-Income
Total Population ¹	1,138,076	581,172	184,720
Area (sqmi) ^{2,3}	437	-	-
Percent of Pop.		51.1%	16.4%
Basic Service 3/4 Mile			
	Total	Minority	Low-Income
Total Population	972,076	503,596	170,789
Area (sqmi)	213	-	-
Pop. Coverage	85%	87%	92%
Basic Service 1/4 Mile ⁵			
	Total	Minority	Low-Income
Total Population	608,413	323,327	114,310
Area (sqmi)	124	-	-
Pop. Coverage	53%	56%	62%
High Frequency 3/4 Mile			
	Total	Minority	Low-Income
Total Population	362,274	196,387	75,909
Area (sqmi)	68	-	-
Pop. Coverage	32%	34%	41%
High Frequency 1/4 Mile ⁵			
	Total	Minority	Low-Income
Total Population	181,784	97,906	38,776
Area (sqmi)	35	-	-
Pop. Coverage	16%	17%	21%

Service Area Coverage

- All coverage standards are currently being met.
- The table below specifies standards for coverage of RT's service area:

Distance	Basic Local Service	High Frequency Service
0.75 miles from bus routes 0.75 miles from rail stations	85% of population	20% of population
0.25 miles from bus routes 0.50 miles from rail stations	50% of population	10% of population

1. Source: 2010 census tract definitions and 2007-11 American Community Survey
 2. Service area of 437 square miles represents RT's annexed area, which is the urbanized portion of Sacramento County, less Folsom and Elk Grove.
 3. Area also includes Citrus Heights, which is not officially annexed into RT. Excludes Rancho Murieta.
 4. Percent low-income is computed using a total population of only 1,124,238 for which low-income status is actually determined.
 5. 1/4 mile from bus routes and 1/2 mile from light rail stations

Vehicle Assignment

Bus

- Vehicle assignments are tracked in database
- Compute the average vehicle age for each route
- Compute average vehicle age for all minority routes
- Compare to average vehicle age for RT's overall system
- Computations weighted by number of vehicle trips per day on each route

Light Rail

- Vehicle assignments are not tracked electronically
- Random passenger surveys include vehicle number
- Estimate average vehicle age for each of three lines
- Compare each line and percent minority of each line

Route	Average Vehicle Age	MIN	LI	Route	Average Vehicle Age	MIN	LI
001	5.1	N	Y	080	10.7	N	Y
002	7.1	Y	N	081	7.8	Y	Y
003	8.9	Y	Y	082	7.1	N	N
005	7.2	Y	Y	084	10.7	N	Y
006	7.5	Y	N	085	4.4	Y	Y
007	8.2	Y	Y	086	7.5	Y	Y
011	7.6	Y	Y	087	8.3	Y	Y
013	7.5	Y	Y	088	7.5	Y	Y
015	7.6	Y	Y	093	8.0	N	Y
019	6.9	N	N	095	4.2	N	Y
021	6.5	N	N	103	9.0	N	Y
022	6.8	Y	Y	109	9.2	N	Y
023	7.2	N	Y	170	1.0	Y	Y
024	8.1	N	N	171	1.1	Y	N
025	7.1	N	Y	172	1.0	Y	N
026	7.4	Y	Y	173	1.3	Y	N
028	6.9	N	Y	176	4.0	Y	Y
029	8.9	N	Y	177	4.0	Y	Y
030	10.2	N	Y	178	3.6	Y	Y
033	6.7	Y	Y	205	9.4	Y	Y
034	4.1	Y	Y	206	9.1	Y	Y
034	9.1	N	Y	210	9.5	N	Y
038	9.2	Y	Y	211	9.0	N	Y
051	5.2	Y	Y	212	9.3	Y	Y
054	8.8	Y	Y	213	9.5	Y	Y
055	9.0	Y	Y	214	9.5	Y	Y
056	7.4	Y	Y	226	9.7	Y	N
061	6.9	Y	Y	227	9.2	Y	N
062	7.3	Y	Y	228	9.5	Y	N
065	8.8	Y	Y	246	9.4	Y	N
067	7.0	Y	Y	247	9.4	Y	Y
068	7.6	Y	Y	248	9.7	Y	N
072	8.4	N	N	252	9.2	Y	Y
074	6.8	Y	Y	255	8.6	N	N
075	8.4	Y	Y				

Vehicle Assignment Monday - Friday

- Vehicles on minority routes average 0.2 years newer
- Not a significant disparity

	Average Vehicle Age
RT System	7.4
Minority Routes	7.2
Low-Income Routes	7.6

Route	Average Vehicle Age	MIN	LI
001	8.5	N	Y
011	5.5	Y	Y
015	6.2	Y	Y
019	6.8	N	N
021	7.1	N	N
023	6.0	N	Y
025	7.7	N	Y
026	6.2	Y	Y
030	6.6	N	Y
038	5.6	Y	Y
051	6.4	Y	Y
054	8.2	Y	Y
055	8.1	Y	Y
056	8.1	Y	Y
062	5.4	Y	Y
067	5.6	Y	Y
068	5.6	Y	Y
072	6.9	N	N
075	6.8	Y	Y
080	10.6	N	Y
081	5.6	Y	Y
082	5.5	N	N
084	10.6	N	Y
086	5.6	Y	Y
087	5.6	Y	Y
088	5.2	Y	Y
093	7.6	N	Y

Vehicle Assignment Saturday

- Vehicles on minority routes average 0.6 years newer
- Not a significant disparity

	Average Vehicle Age
RT System	6.6
Minority Routes	6.0
Low-Income Routes	6.8

Route	Average Vehicle Age	MIN	LI
001	5.2	N	Y
015	5.1	Y	Y
019	5.2	N	N
021	5.1	N	N
023	5.1	N	Y
026	5.1	Y	Y
030	6.0	N	Y
038	5.2	Y	Y
051	5.2	Y	Y
055	5.1	Y	Y
056	5.1	Y	Y
067	5.1	Y	Y
068	5.1	Y	Y
072	5.0	N	N
075	5.0	Y	Y
080	10.6	N	Y
081	5.1	Y	Y
082	5.0	N	N
086	5.2	Y	Y
087	5.2	Y	Y
088	5.2	Y	Y
093	5.1	N	Y

Vehicle Assignment Sunday/Holiday

- Vehicles on minority routes average 0.3 years newer
- Not a significant disparity

	Average Vehicle Age
RT System	5.4
Minority Routes	5.1
Low-Income Routes	5.5

Vehicle Assignment

Light Rail

Line	Average Vehicle Age	MIN	LI
Blue	19.6	Y	Y
Gold	18.1	Y	Y
Green	28	Y	Y

- Train consists on the Blue Line and Gold Line can be and often are composed of mixed vehicle types for various reasons, including service and maintenance scheduling, voltage requirements, and performance.
- The Green Line uses a specially wrapped light rail vehicle.
- No significant disparities between that of the average car age and the ridership demographics.

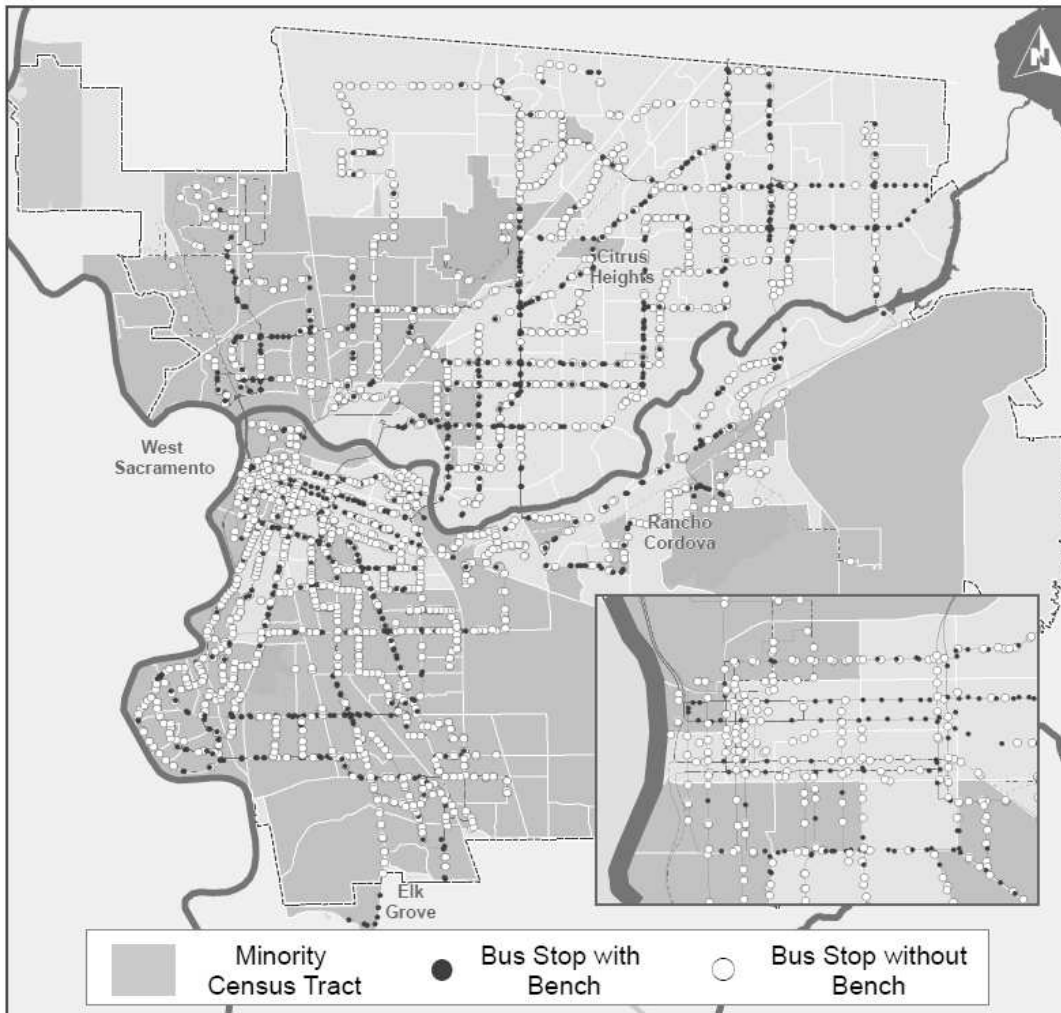
Transit Amenity Distribution

Bus Stops

- RT's Title VI goal is for the percent of bus stops in minority areas equipped with benches/shelters to equal or exceed that for RT's overall service area.
- If a deficiency is found requiring corrective action, then, where ADA and other siting rules allow, RT will install benches/shelters to correct the deficiency. If ADA or other siting rules prevent RT from adding benches/shelters where desired, RT will notify the applicable city or county.
- New benches and shelters paid for by RT are located according to a number of factors including, but not limited to, the following:
 - Average daily boardings at the stop
 - Prevalence of disabled passengers
 - Presence or absence of amenities in the nearby area (e.g., shelter, trash cans, seating, lighting, etc.)
 - Cost for additional curb, gutter, street, or sidewalk improvements
 - Financial assistance from local jurisdictions, business improvement districts, etc.
 - Minimum ridership of 40 daily boardings for shelters
 - Title VI compliance

Transit Amenity Distribution

Minority Census Tracts - Bus Benches

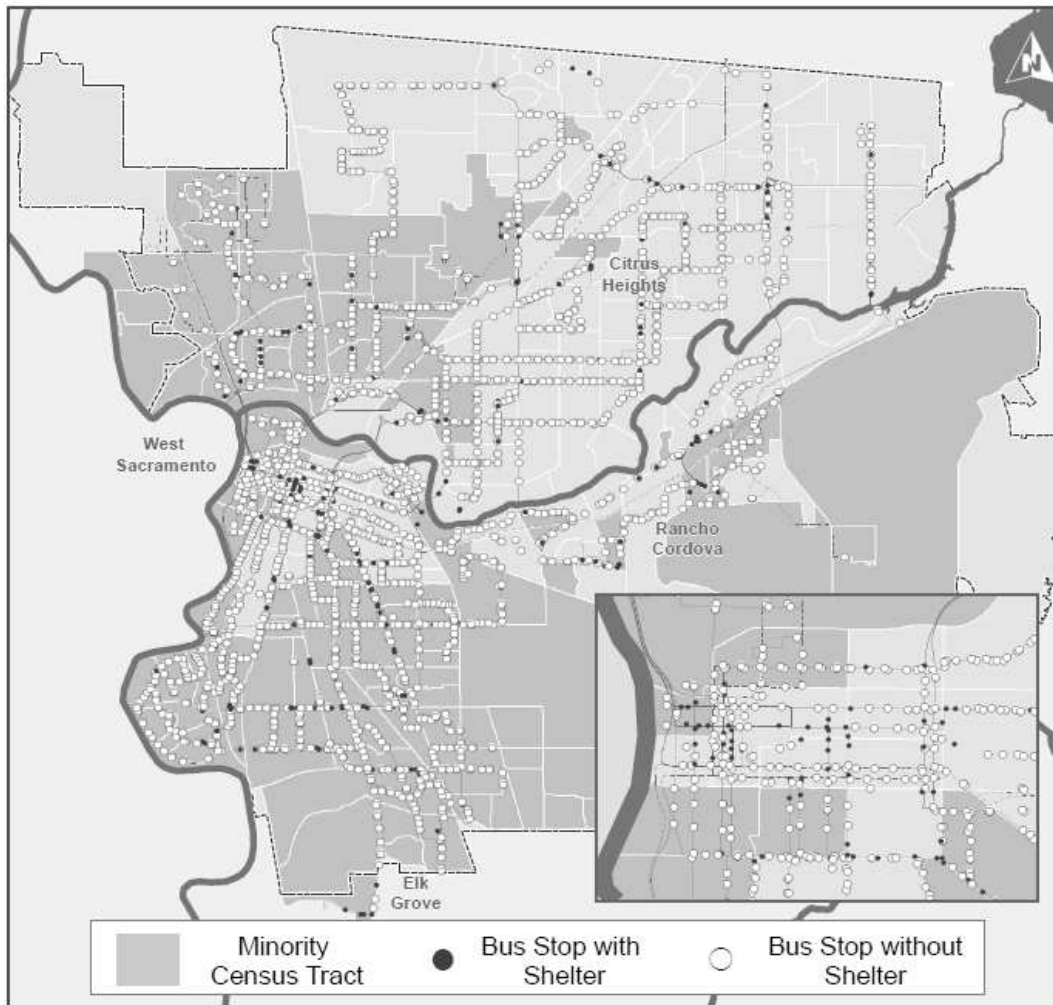


- 3,116 stops in RT service area.
- Approximately half of all stops are in minority areas.
- Approximately 1/3 have benches.
- Minority stops are less likely to be equipped with benches.
- 92 additional benches in minority areas would close gap
- Goal: Install 15-20 benches in minority areas over next year

	Stops in RT Service Area	Stops with Benches	% with Benches
Minority	1501	433	29%
Non-Minority	1615	567	35%
Total	3116	1000	32%

Transit Amenity Distribution

Minority Census Tracts - Bus Shelters

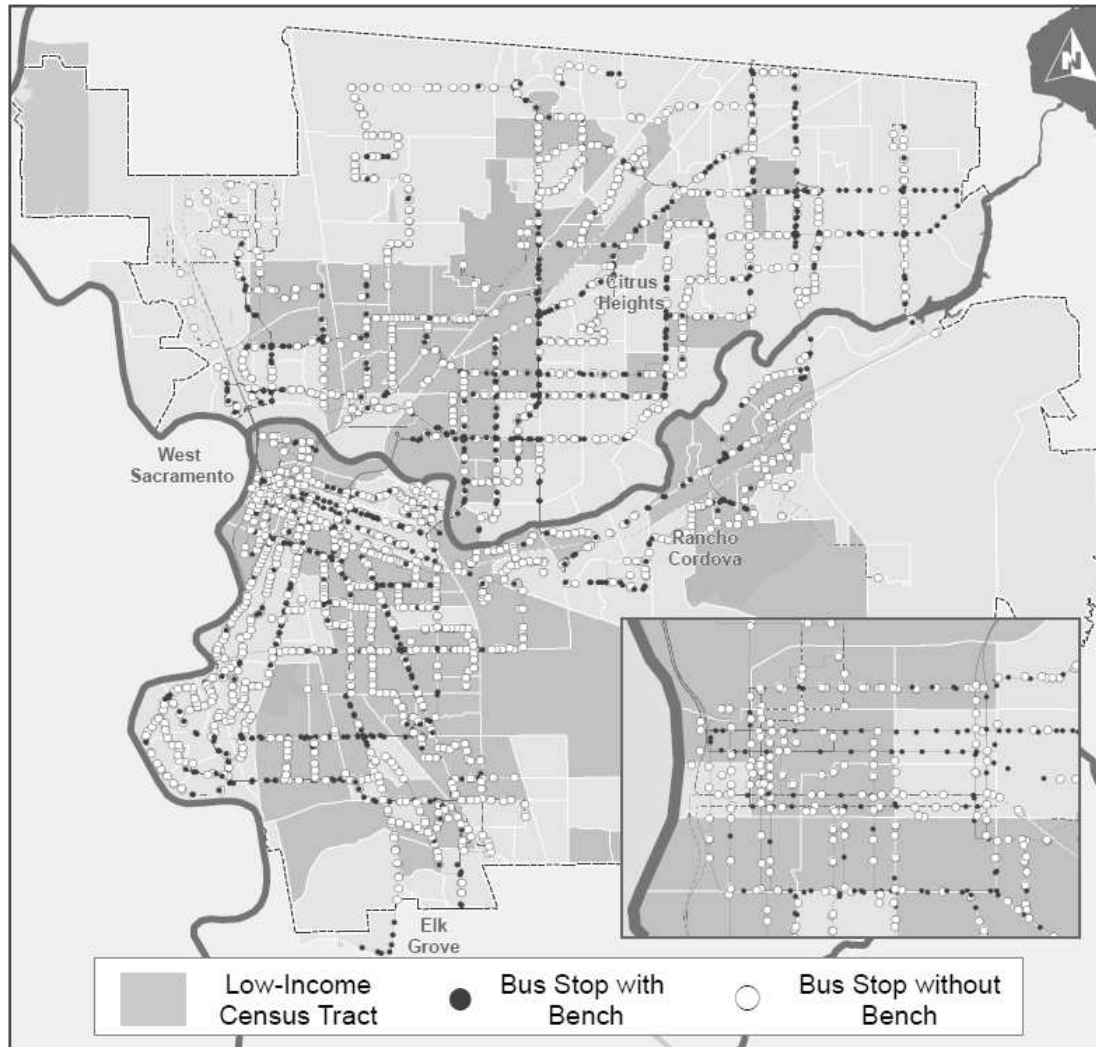


- Analysis includes 7 stops in Elk Grove outside of RT's active boundary.
- 3,116 stops in RT service area.
- Approximately half in minority areas.
- 12 percent have benches.
- Minority areas equipped with shelters equal that for RT's overall service area.

	Stops in RT Service Area	Stops with Shelters	% with Shelters
Minority	1501	180	12%
Non-Minority	1615	192	12%
Total	3116	372	12%

Transit Amenity Distribution

Low Income Census Tracts - Bus Benches

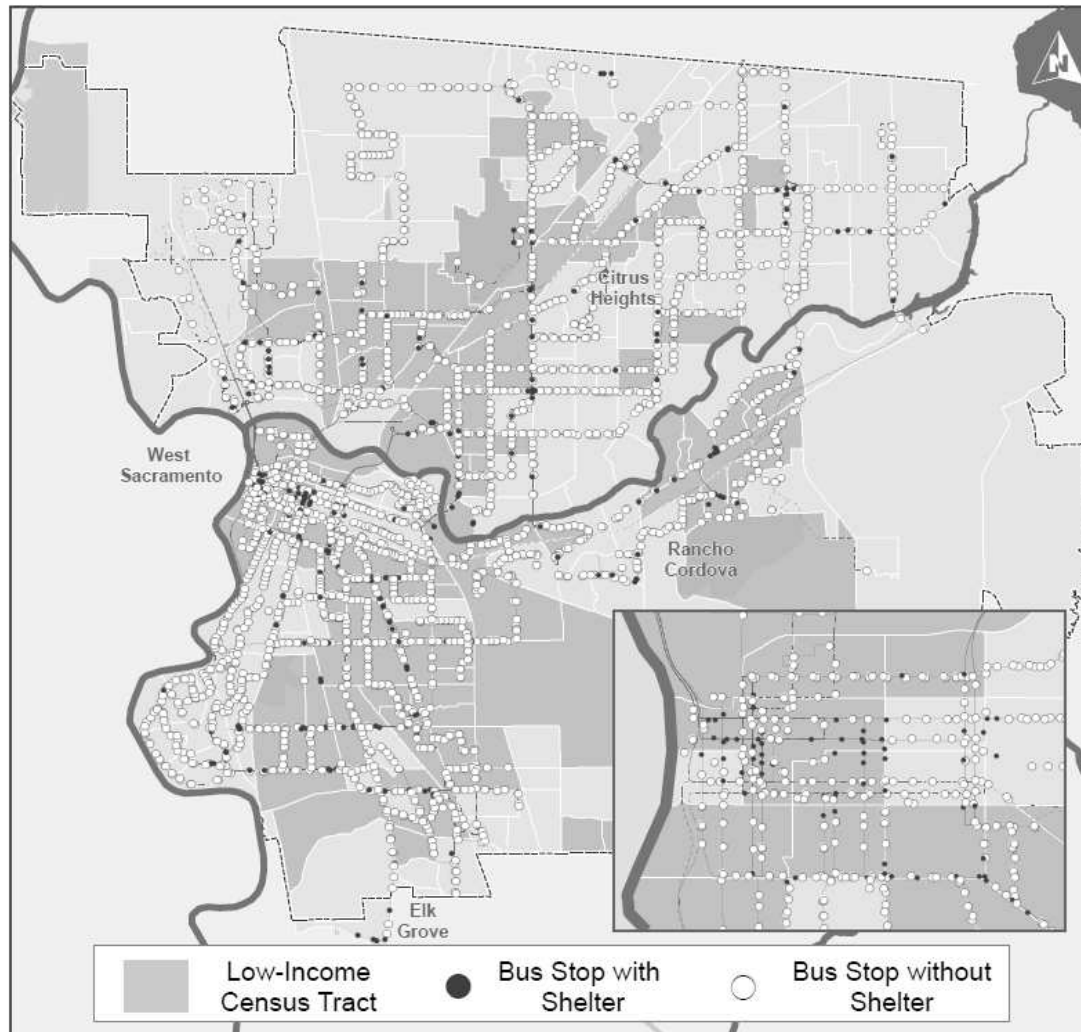


- Title VI does not require amenity analysis for low-income populations.
- Analysis includes 7 stops in Elk Grove outside of RT's active boundary.
- 3,116 stops in RT service area.
- Approximately half in low income areas.
- Approximately 1/3 have benches.
- Low-Income areas equipped with benches comparable to that for RT's overall service area.

	Stops in RT Service Area	Stops with Benches	% with Benches
Low Income	1498	473	32%
Non Low Income	1618	527	33%
Total	3116	1000	32%

Transit Amenity Distribution

Low Income Census Tracts - Bus Shelters



- Title VI does not require amenity analysis for low-income populations.
- Analysis includes 7 stops in Elk Grove outside of RT's active boundary.
- 3,116 stops in RT service area.
- Approximately half in low income areas.
- 12 percent have shelters.
- Low Income areas equipped with shelters exceed that for RT's overall service area.

	Stops in RT Service Area	Stops with Shelters	% with Shelters
Low Income	1498	197	13%
Non Low Income	1618	175	11%
Total	3116	372	12%

Transit Amenity Distribution Light Rail Stations

- Amenities for light rail stations are distributed according to estimated ridership. Older stations may have been built to more limited standards. Improvements are programmed as part of RT's long-range capital program, as funding permits, to bring them into compliance with standards regarding the following amenities:
 - a) Shelters
 - b) Mini-High Shelters
 - c) Drinking fountains
 - d) Seating (main platform)
 - e) Seating (mini-high platform)
 - f) Trash receptacles
 - g) Recycling receptacles
 - h) Bicycles racks
 - i) Bicycle lockers
 - j) Information display cases
 - k) Dynamic Message Signs
 - l) Fare Vending Machines
 - m) Smart Card Addfare Machines
 - n) Smart Card Tap Devices
 - o) Elevators
 - p) Tree shading
 - q) Artwork
- For purposes of this policy, a center platform is considered 1 platform whether it serves one or two tracks. RT's Title VI goal is to meet the above-stated goals for seating and shelter. If, during the Service Monitoring process, RT is found deficient in this goal with respect to minority or low-income areas, RT will incorporate Title VI status into its capital development process to correct the deficiency.

Transit Amenity Distribution

Light Rail Stations

STATION	Platform Shelter		Mini-High Shelter		STATION	Platform Shelter		Mini-High Shelter	
	IB	OB	IB	OB		IB	OB	IB	OB
12th & I Street	-	Y	-	Y	Florin	Y	Y	Y	Y
13th Street	Y	N	Y	Y	Fruitridge ²	Y		Y	Y
16th Street	N	Y	Y	Y	Glenn ³	Y		Y	Y
23rd Street	Y	N	N	N	Globe ²	Y		N	Y
29th Street ⁴	Y	Y	N	N	Hazel ³	Y		Y	Y
39th Street	Y	Y	Y	Y	Historic Folsom ³	Y		Y	N
47th Avenue	Y	Y	Y	Y	Iron Point ³	Y		Y	Y
48th Street	Y	Y	Y	Y	Marconi/Arcade	Y	N	N	N
4th Ave/Wayne Hultgren	Y	Y	Y	Y	Mather Field/Mills	Y	Y	Y	Y
59th Street	Y	N	N	N	Meadowview	Y	Y	Y	Y
7th & Capitol	N	-	N	-	Power Inn	Y	Y	Y	Y
7th & I/County Center	Y	-	Y	-	Roseville Road ³	Y		N	Y
7th & Richards/Township 9	Y	Y	Y	Y	Royal Oaks	Y	Y	Y	Y
8th & Capitol	Y	-	N	-	Sacramento Valley ³	Y		Y	Y
8th & H/County Center	-	Y	-	Y	7th & K Street	Y	-	Y	-
8th & K	-	N	-	Y	9th & K Street ¹	-	N	-	N
8th & O ¹	N	N	N	N	Starfire	Y	N	N	N
Alkali Flat/La Valentina ²		Y	Y	Y	Sunrise	Y	Y	Y	Y
Archives Plaza ¹	N	N	N	N	Swanston	Y	N	Y	Y
Arden/Del Paso	Y	Y	Y	Y	Tiber	Y	Y	Y	Y
Broadway	Y	Y	Y	Y	University/65th Street	Y	N	N	N
Butterfield	Y	Y	Y	Y	Watt/I-80	Y		Y	N
Cathedral Square ¹	N	N	N	N	Watt/I-80 West	Y		N	N
City College	Y	Y	Y	Y	Watt/Manlove	Y	Y	Y	Y
College Greens	Y	Y	Y	Y	Zinfandel	Y	Y	Y	Y
Cordova Town Center	Y	Y	Y	Y					

1. Station is considered a Transit Mall
2. Station has a center platform that serve both the inbound and outbound direction
3. Station situated along single track providing one platform shelter shared by both the inbound and outbound direction
4. 29th Street station is located under a freeway overpass functioning as a shelter

Conclusion

- Corrective action needed to remedy disparity in bench distribution
- Where ADA and other siting rules allow, RT's Facilities Department will install non-ad-supported benches to correct this deficiency
- Goal: Install 15-20 benches in minority areas over next year



Title VI Compliance Review – Final Draft

May 2012

Prepared by:



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) 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 11:00 p.m. on weekdays, Saturdays, and Sundays.
Gold Line	Extend evening service to approximately 11:00 p.m. on weekdays, Saturdays, and Sundays.
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 10:00 p.m.
2	No change.
3	No change.
5	Discontinue deviation to Stockton Boulevard and Power Inn Road.
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 7:00 a.m.-7:00 p.m.
11	Realign service to operate with two weekday branches, each sharing a common trunk from downtown Sacramento to Truxel Road and Del Paso Boulevard. Western Branch will operate from Truxel, west on Del Paso Boulevard, to East Commerce Way. Eastern Branch 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 will operate 60 minute service with combined 30 minute trunk frequency. Extend weekday service to approximately 7:00 p.m. New Saturday and Sunday service will operate along Eastern Branch alignment every 60 minutes from approximately 7:00 a.m. – 8:00 p.m.
13	New Saturday and Sunday service will be introduced and operate every 60 minutes from approximately 8:00 a.m. to 8:00 p.m.

Table 1. TransitRenewal Route Recommendations

Route	Service Recommendations
14	Discontinue service (combine with Route 19).
15	No alignment change. Improve Saturday frequency to 30 minutes. Extend weekday and Saturday service until approximately 10:00 p.m.
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. One additional evening trip will be added.
21	No alignment change. Extend weekday and Saturday service spans to approximately 10:00 p.m.
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 10:00 p.m.
24	No change.
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 approximately 8:00 p.m. Introduce new Sunday service along proposed weekday alignment operating from approximately 8:00 a.m. to 7:00 p.m. Long term: Realign service to Swanston Station via Howe Avenue and Arden Way.
26	Extend route past Watt/I-80 Station to serve McClellan Park via former Route 1 alignment along James Way, Dudley Blvd, Peacekeeper Way, Luce Ave, and Palm Street. Extend weekday service span to approximately 8:00 p.m. and Saturday service span to approximately 7:00 p.m.
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. Reduce peak frequency from every 30 minutes to every 60 minutes and reduce service span to operate from approximately 7:00 a.m. to 7:00 p.m.
29	No alignment change. Add one additional PM peak trip.
30/31	Discontinue weekday service to River Park (covered by restructured Route 34). Operate weekdays with consistent 15 minute frequency. Extend weekday service span to approximately 10:00p.m.
33	No change.
34	Realign to operate along current downtown alignment and into River Park along former Route 31 alignment. Discontinue service to University/65 th St Station (covered by Routes 82 and 87). Discontinue Saturday and Sunday service.
38	No alignment change. Improve weekday service to every 30 minutes.
47	Discontinue service.
51	No alignment change. Improve weekday frequency to 10 minutes, with 12-minute headways beginning in Year 1. Improve Saturday frequency to every 15 minutes. Extend weekday and Saturday service spans to approximately 10:00 p.m.
54	Discontinue service along Tangerine Avenue, La Mancha Way, and south of Calvine Road (Center Parkway, Sheldon Road, and Bruceville Road). 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 9:00 a.m. – 6:00 p.m.
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 approximately 10:00 p.m. every day.
61	No alignment change. Improve frequency to 30 minutes.
62	No change.

Table 1. TransitRenewal Route Recommendations (continued)

Route	Service Recommendations
65	No change.
67	No change.
68	No change.
72	No change.
74	Discontinue service along Data Drive, Zinfandel Drive, Reserve Drive, Data Drive, and the port of Mather Field Road. 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.
77	No change.
80/84	Discontinue service deviations to Kaiser Hospital and La Riviera Drive. Improve weekday frequency on both routes to 30 minutes, with combined 15 minute service on trunk. Introduce new Route 84 Sunday service operating from approximately 7:00 a.m. to 8:00 p.m. every 60 minutes, creating a combined 30 minute trunk frequency. Extend weekday and Saturday service span on both routes to approximately 10:00 p.m. Extend Route 80 Sunday service span to approximately 9:00 p.m.
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 10:00 p.m. Extend Sunday service span to approximately 9:00 p.m.
82	No alignment change. Extend weekday service span to approximately 10:00 p.m.
85	No change.
86	Discontinue service deviation to Harris Avenue. Improve Saturday frequency to 30 minutes. Extend Sunday service span to approximately 8:00 p.m.
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 6:00 a.m. – 6:00 p.m.
103	Realign to operate from Greenback Lane along I-80 and Highway 160 into downtown Sacramento.
109	No change.
195	New Demand Response (DR) service in Citrus Heights.

Table 1. TransitRenewal Route Recommendations (continued)

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
1	Alignment, frequency, and service span change.
5	Alignment change.
8	New service.
11	Alignment, frequency, and service span change.
13	Introduced weekend service.
14	Discontinued.
15	Frequency and service span change.
16	Discontinued.
19	Alignment change.
22	Alignment change. Discontinue weekend service.
23	Frequency and service span change.
25	Alignment and service span change.
26	Alignment and service span change.
28	Alignment change.
30/31	Alignment, frequency, and service span change.
34	Alignment change. Discontinued weekend service.
38	Frequency change.
47	Discontinued.
51	Frequency and service span change.
54	Alignment change. Introduced Saturday service.
55	Frequency and service span change.
56	Frequency and service span change.
61	Frequency change.
74	Alignment change.
75	Alignment 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.
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

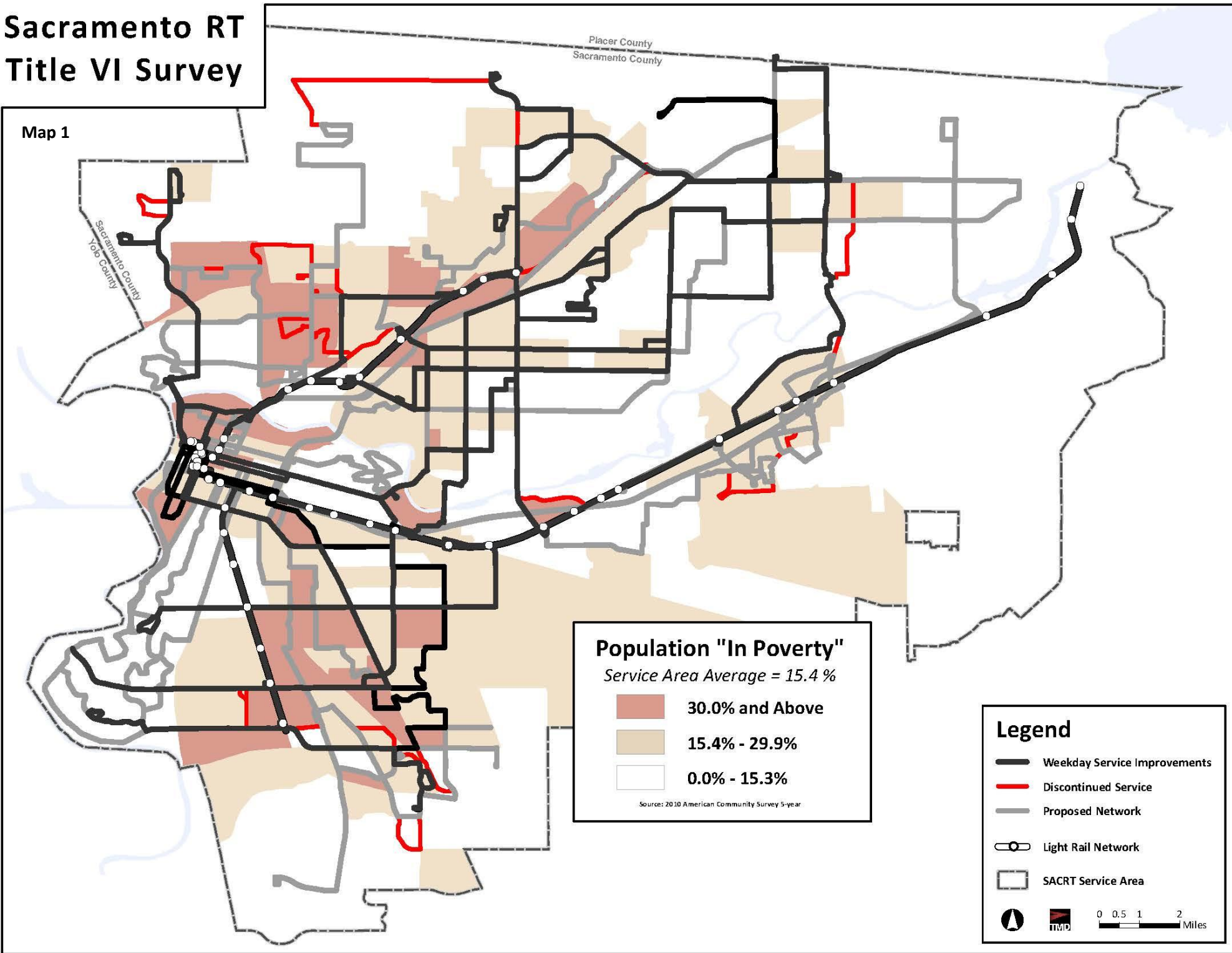
TransitRenewal recommendations include route alignment changes, some service discontinuation, and also service improvements, many of which constitute a major service change and warrant Title VI review (Table 2). The following maps depict the existing and proposed RT network, depicting the proposed service 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

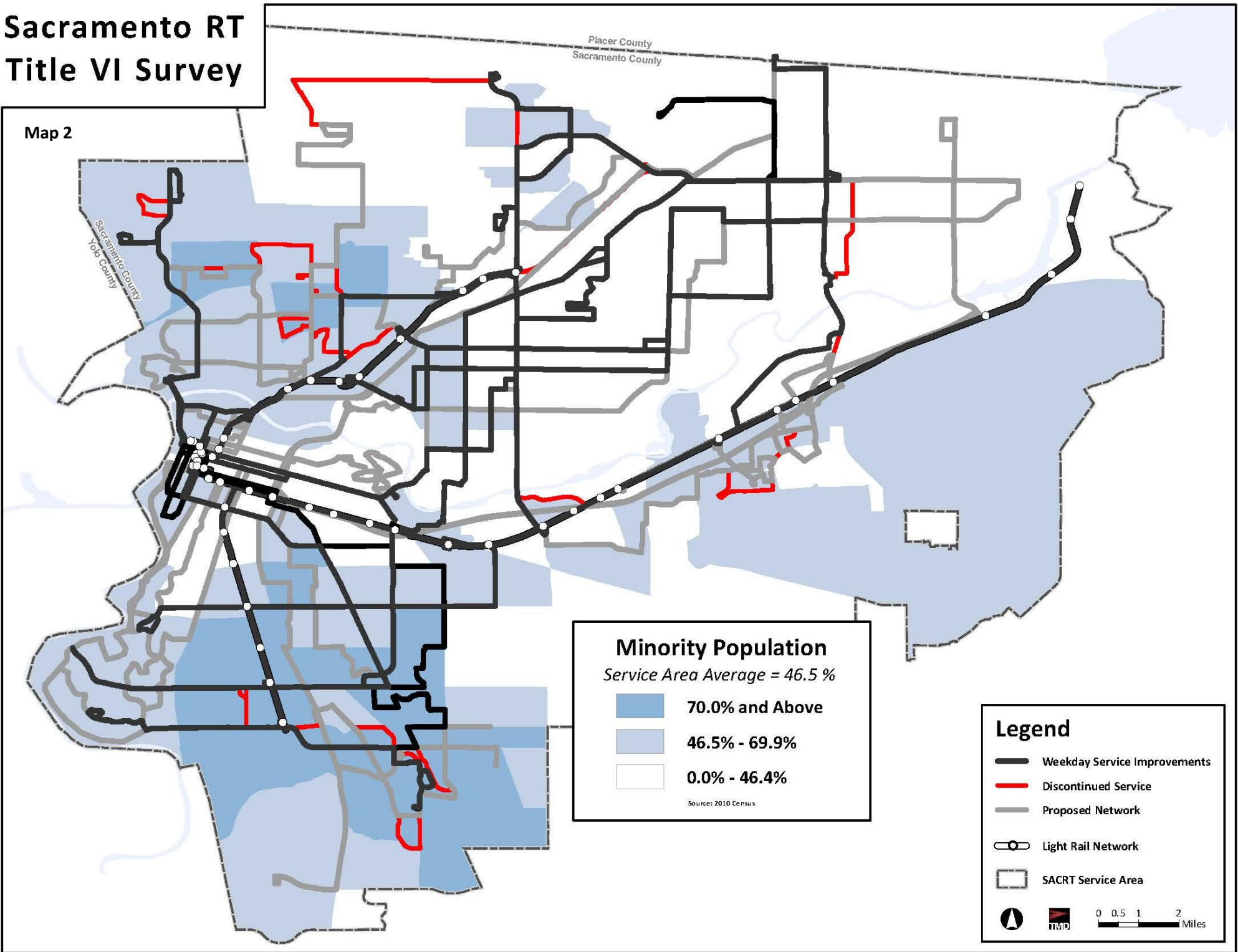
Legend

- 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
<i>Network Average</i>	<i>15.40%</i>	<i>46.40%</i>
1	18.90%	34.40%
5	20.00%	78.20%
8	25.00%	61.50%
11	16.90%	59.10%
13	22.90%	65.20%
14	20.90%	66.20%
15	25.20%	53.10%
16	26.90%	65.50%
19	16.60%	48.40%
22	12.30%	34.80%
23	13.60%	32.20%
25	16.30%	34.30%
26	19.50%	40.00%
28	13.30%	31.70%
30/31	19.50%	35.50%
34	19.00%	35.70%
38	20.00%	43.70%
47	27.20%	76.10%
51	24.90%	56.90%

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

Table 3. Title VI Populations by Major Service Change Route

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.

RT Route	% "In Poverty" Population	% Minority Population
Network Average	15.40%	46.40%
54	22.00%	76.10%
55	21.90%	75.30%
56	17.30%	74.10%
61	19.90%	59.20%
74	17.50%	49.20%
75	19.10%	50.10%
80	16.60%	37.20%
81	20.80%	64.90%
84	15.50%	39.20%
86	24.10%	60.00%
88	21.00%	53.30%
95	12.80%	29.10%
103	12.40%	27.30%
195	n/a	n/a

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

Table 3. Title VI Populations by Major Service Change Route (continued)

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). Recommendations include minor alignment changes with Route 5 no longer serving 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. 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.

The discontinuation of Route 14 service linking Norwood Boulevard and Market Boulevard/Truxel will now require a transfer on the part of passengers wishing to make this trip. Passengers will likely transfer between Routes 13 and 19. Adding a transfer does increase the cost as well as the time required to make the trip, although the introduction of weekend and later-evening service on Norwood Boulevard (via Route 19) provides improved transit access for passengers along this corridor.

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; however, all of these riders will continue to receive RT service via Route 26 which will be extended to serve McClellan Park, and Routes 80 and 84 on Watt Avenue, which will be improved to provide 15-minute frequency all day. No adverse impact to riders 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 26

Major service changes for Route 26 include extending the route past Watt/I-80 Blue Line Station to serve McClellan park via the alignment currently used by Route 1 along James Way, Dudley Blvd, Peacekeeper Way, Luce Ave, and Palm St. No riders will be adversely affected by this change, and it will allow Route 26's current 2,000 weekday and 360 Saturday riders to access new destinations.

Weekday service span will be extended to approximately 8:00 p.m. and Saturday extended to approximately 7:00 p.m., providing four additional trips each day. Recommendations will provide improved service for Title VI populations along the route. In addition, the service improvements are expected to attract new passengers, growing evening ridership.

Route 34

Proposed Route 34 will continue to provide service from downtown Sacramento to Sacramento State University, and will also provide new weekday service to River Park via Moddison Avenue. The segment between Sacramento State University and University/65th Street Station will be discontinued.

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 at a combined 15-minute frequency. There are approximately 35 weekday passengers who currently ride between University/65th St Station and points west, who will need to transfer to/from Routes 82 or 87. Maps 1 and 2 confirm the proposed alignment changes are not located in minority or low-income communities, and will not have significant 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

Strong performance of existing hourly Route 38 service warrants improved weekday frequencies to every 30 minutes. Route 38 Saturday and Sunday service will not undergo any changes. Proposed RT Route 38 frequency changes will positively improve service and connections for all current riders, including those in Title VI areas.

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. The proposed Route 75 changes will provide new, faster connections 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. However, only 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 new destinations along Folsom Blvd.

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.

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 13

Route 13 recommendations include the introduction of new Saturday and Sunday service to help grow the weekend service network. Existing Route 13 riders, including low-income populations located along the Northgate Boulevard and Market Boulevard segments of the route, will experience improved service levels. Approximately 310 passengers currently ride Route 13 on weekdays and will now have access to additional weekend service.

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), while 12-minute headways will be introduced in Year 1 of the plan. 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 in-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 10:00 p.m. 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 dramatically, the service levels will be reduced from 8 to 6 weekday round 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 23 percent and 20 percent, respectively.

Route	Existing Annual Revenue Miles	Proposed Annual Revenue Miles	Percent Change	Existing Annual Revenue Hours	Proposed Annual Revenue Hours	Percent Change
1	286,360	340,162	19%	25,970	30,148	16%
2	70,663	70,663	0%	6,435	6,435	0%
3	24,760	24,760	0%	1,461	1,461	0%
5	43,886	43,886	0%	3,793	3,793	0%
6	71,311	71,311	0%	6,337	6,337	0%
7	16,421	16,421	0%	1,037	1,037	0%
8	0	54,356	100%	0	6,604	100%
11	81,854	145,162	77%	6,820	12,316	81%
13	51,745	72,180	39%	4,470	7,356	65%
14	69,398	0	-100%	5,321	0	-100%
15	187,962	224,058	19%	15,988	18,882	18%
16	25,921	0	-100%	2,841	0	-100%
19	187,713	113,150	-40%	12,423	10,220	-18%
21	253,210	263,621	4%	19,563	20,483	5%
22	53,678	35,560	-34%	4,352	3,556	-18%
23	304,834	493,205	62%	25,166	37,151	48%
24	25,298	25,298	0%	2,405	2,405	0%
25	138,878	215,080	55%	11,076	19,587	77%
26	126,685	162,695	28%	10,634	13,777	30%
28	64,557	26,162	-59%	6,401	3,048	-52%
29	16,170	16,170	0%	1,008	1,008	0%
30/31	167,522	312,505	87%	24,174	20,173	-17%
33	20,622	20,622	0%	2,917	2,917	0%
34	63,794	67,564	6%	7,697	7,112	-8%
38	84,291	110,169	31%	9,464	13,826	46%
47	45,118	0	-100%	3,880	0	-100%
51	301,001	451,692	50%	31,018	45,163	46%
54	66,467	70,358	6%	6,481	7,112	10%
55	60,984	109,089	79%	5,236	10,966	109%
56	164,364	288,177	75%	15,009	24,400	63%
61	83,068	146,050	76%	7,857	14,224	81%
62	178,930	178,930	0%	17,048	17,048	0%
65	54,122	54,122	0%	4,060	4,060	0%
67	199,357	199,357	0%	17,727	17,727	0%
68	202,792	202,792	0%	17,967	17,967	0%
72	126,598	126,598	0%	14,147	14,147	0%
74	35,954	29,464	-18%	3,941	3,048	-23%
75	24,793	61,704	149%	2,613	4,777	83%
77	32,004	32,004	0%	3,133	3,133	0%
80/84	300,776	562,260	87%	23,595	40,411	71%
81	323,527	393,234	22%	28,814	40,304	40%
82	222,323	238,841	7%	18,571	19,155	3%
85	33,503	33,503	0%	1,621	1,621	0%
86	203,380	217,355	7%	16,574	18,092	9%
87	111,860	111,860	0%	13,334	13,334	0%

Table 4. Proposed Service Change by Route

Route	Existing Annual Revenue Miles	Proposed Annual Revenue Miles	Percent Change	Existing Annual Revenue Hours	Proposed Annual Revenue Hours	Percent Change
88	130,711	143,564	10%	12,157	13,362	10%
93	164,327	164,327	0%	14,293	14,293	0%
95	0	36,322	100%	0	3,048	100%
103	18,623	24,638	32%	1,092	1,092	0%
109	24,648	24,648	0%	969	969	0%
195	0	22,860	100%	0	4,064	100%
170	26,589	26,589	0%	1,757	1,757	0%
171	3,277	3,277	0%	1,240	1,240	0%
172	4,369	4,369	0%	1,842	1,842	0%
173	1,092	1,092	0%	406	406	0%
178	16,561	16,561	0%	2,879	2,879	0%
205	1,944	1,944	0%	153	153	0%
206	1,770	1,770	0%	160	160	0%
210	2,894	2,894	0%	163	163	0%
211	3,250	3,250	0%	180	180	0%
212	3,380	3,380	0%	217	217	0%
213	1,782	1,782	0%	220	220	0%
214	2,360	2,360	0%	337	337	0%
226	3,378	3,378	0%	173	173	0%
227	2,258	2,258	0%	120	120	0%
228	2,918	2,918	0%	137	137	0%
246	1,854	1,854	0%	280	280	0%
247	1,704	1,704	0%	170	170	0%
248	2,444	2,444	0%	227	227	0%
252	1,870	1,870	0%	263	263	0%
255	4,190	4,190	0%	377	377	0%
Network Total	5,636,644	6,938,393	23%	510,192	614,450	20%

Table 4. Proposed Service Change by Route (continued)

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 1,301,749 revenue miles and 104,258 revenue hours in the RT network, 1,077,765 miles and 87,806 hours are focused on routes serving above-average Title VI populations. In fact, overall service levels are projected to increase 33 percent and 30 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 23 percent and 20 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	62,992	0%
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	114,980	46%
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	26,924	0%
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	73,660	52%
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 26 routes serving areas with above-average concentrations of minority and low-income populations, 20 are projected for ridership increases, while for the 25 other routes, only 4 include significant improvements. In fact, ridership is projected to grow 24 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.

Following presentation of preliminary service recommendations to the Sacramento RT Board of Directors in January 2012, RT staff members developed a detailed outreach plan to ensure that riders and the general public would have ample opportunities to comment on service change proposals. A series of materials were developed to communicate the recommendations as well as venues for public comment, including community-level maps showing proposed route alignments, written descriptions of service change proposals, and individual route maps showing any alignment changes as well as frequency and service span adjustments. These materials were available at various meetings and meetings described below, as well as posted on the TransitRenewal website.

5.1 TransitRenewal Public Outreach

Stakeholder meetings were held throughout the project in relation to the 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. In August and early September, the sessions included background information on TransitRenewal as well as provided avenues for comment and participation. Following the development of draft service recommendations in early 2012, the sessions provided detailed descriptions of the proposed changes and encouraged participants to comment via written cards, web survey, or email.

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

Tuesday, March 6, 2012

1 p.m. to 3 p.m. – Sacramento State University

3:30 p.m. to 5:30 p.m. – Mather Field/Mills Station

Wednesday, March 7, 2012

1 p.m. to 3 p.m. – American River College

3:30 p.m. to 5:30 p.m. – Arden Del Paso Station

Thursday, March 8, 2012

1 p.m. to 3 p.m. – Sacramento City College

3:30 p.m. to 5:30 p.m. – Meadowview Station

Tuesday, March 20, 2012

1 p.m. to 3 p.m. – Cosumnes River College

3:30 p.m. to 5:30 p.m. – 16th Street Station

Wednesday, March 21, 2012

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

3:30 p.m. to 5:30 p.m. – Watt/I-80 Station

Thursday, March 22, 2012

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

3:30 p.m. to 5:30 p.m. – St. Rose of Lima Station

Presentations:

- Complete Streets Coalition – June 14, 2011
- Citrus Heights Collaborative – June 21, 2011
- Walk Sacramento Round Table – June 22, 2011
- Breathe CA Policy Committee – June 22, 2011
- Sacramento TMA – July 6, 2011
- Mobility Action Committee – July 7, 2011
- Asian Resources – July 15, 2011
- Sacramento Asian Chamber of Commerce – July 19, 2011
- Citrus Heights City Council Meeting – July 20, 2011
- Humanity Unites Brilliance – July 20, 2011
- Cleaner Air Partnership Technical Advisory Committee – August 3, 2011
- North Franklin District Board Meeting – August 9, 2011
- Sacramento Metro Chamber of Commerce – August 9, 2011
- Oak Park Business Association – August 10, 2011
- Stockton Boulevard Partnership – August 11, 2011
- Citrus Heights Chamber of Commerce – August 11, 2011
- Citrus Heights Neighborhood Group 1 – August 16, 2011
- Sacramento Area Council of Governments, Transportation Committee – August , 17, 2011
- League of Woman Voters – August 22, 2011
- River District Board – August 24, 2011
- Citrus Heights Neighborhood Groups – September 13, 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
- Resources for Independent Living – February 24, 2012
- Hart Senior Center – February 27, 2012
- Citrus Heights Public Open Meeting – March 1, 2012
- Sacramento High School – March 6, 2012
- Sacramento Housing Alliance – March 6, 2012
- Ben Ali Community Association – March 7, 2012
- North Natomas TMA – March 7, 2012
- Citrus Heights Chamber of Commerce – Gov’t Issue Committee – March 8, 2012
- Florin Road Partnership – March 8, 2012
- Friends of Light Rail and Transit – March 8, 2012
- Del Paso Boulevard Partnership – March 14, 2012
- Older Women’s League of California – March 17, 2012
- 50 Corridor TMA/Businesses on Bradshaw – March 21, 2012
- Carmichael Old Foothill Farms CPAC – March 21, 2012
- Citrus Heights Sunrise Market Place PBID CEO – March 21, 2012
- Midtown Business Association – March 21, 2012
- Orangevale CPAC – April 3, 2012
- Hagginwood Community Association – April 4, 2012
- Antelope CPAC – April 5, 2012
- Arden Arcade CPAC – April 10, 2012
- North Franklin District Business Association – April 10, 2012
- Vineyard CPAC – April 10, 2012

Promotion:

RT Marketing and Communications staff provided promotional materials for TransitRenewal and Public Outreach meetings including various print, electronic, and social media forms. The RT website provided links to TransitRenewal analysis, community maps, passenger surveys, and draft recommendations. Posters were displayed at light rail stations, transit centers, high utilization stops and on all bus and light rail vehicles. Flyers were provided at the RT Customer Service and Sales Center and were also placed on cars parked in RT park-and-ride lots. Announcements were also made regarding outreach events via emails, news releases, and the Sacramento Bee.

In compliance with Title VI requirements, promotional accommodations were made for Limited English Proficiency (LEP) populations. Basic information including project description, hearing date, time, location, and contact information, were translated into Spanish, Chinese, Vietnamese, Hmong, and Russian for key LEP populations. In addition, web materials posted to the RT website included translation links for LEP riders.

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.

REGIONAL TRANSIT MEMO

DATE: February 10, 2014
TO: File
FROM: James Drake, Service Planner JD
SUBJ: Title VI Analysis of Granite Park Shuttle

Pursuant to RT's major service change policy and in accordance with federal Title VI requirements, the purpose of this memorandum is to identify and document any potential Title VI issues related to the institution of the Granite Park Shuttle bus service which RT began operating on October 24, 2011.¹

Based on the minority and low-income composition of actual Granite Park Shuttle riders, which is similar to that for RT's overall system, this change did not result in any disparate impacts or disproportionate burdens, as shown in the attached worksheet.

Additional considerations related to the route's status as contract service and failure to complete this analysis prior to implementation are discussed below.

Project Background

On October 24, 2011, RT began operating the Granite Park Shuttle, known internally as Route 178, and referred to hereafter as the Granite Shuttle. The Granite Shuttle provides free service from RT's Power Inn light rail station to several buildings within the nearby Granite Regional Park mixed-use complex on weekdays with 15 minute headways from 6:40 a.m. to 6:05 p.m. A map and schedule for the Granite Shuttle are available on Page 4.

Prior to the beginning of RT operations, the Granite Shuttle was a pre-existing shuttle bus operated privately by a third-party contractor on behalf of its client, the Granite Regional Park Association, Inc. (Granite Park), who paid the full cost of operation. Although it was privately operated and managed, the Granite Shuttle was open to the general public and patrons included both office workers as well as members of the general public visiting a family courthouse located within the business park.

On September 26, 2011, RT assumed operation of the Granite Shuttle, pursuant to an agreement between RT and Granite Park whereby Granite Park offsets RT's net operating cost for the route (Resolution 11-09-0134).

¹ RT's major service change policy is stated in Resolution 13-08-0125. The Federal Transit Administration's (FTA's) guidance related to Title VI of the Civil Rights Act of 1964 and Executive Order 12898 is specified in FTA Circular 4702.1B.

Title VI Requirements

FTA Circular 4702.1B, Chapter IV, Section 7 requires RT to conduct a Title VI service equity analysis prior to implementing major service changes.² RT policy on major service changes effective at the time of implementation was set forth in Resolution 94-09-2214 and specified that any new route was considered a major change requiring a public hearing and Board approval.

Due to the fact that the route and schedule were a pre-existing specification of the solicitation, and due to terms of the contract whereby Granite Park offsets RT's operating costs, RT did not conduct a public hearing or prepare a Title VI analysis prior to instituting the route.

The remainder of this memorandum consists of a *post-facto* Title VI service equity analysis of the Granite Shuttle. Maps of the RT service area indicating heavy concentrations of minority and low-income populations have been provided on Pages 5 and 6.

On-Board Surveys

In April 2013, an on-board passenger survey was conducted aboard RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire on various rider characteristics.

A total of 22 passengers on the Granite Shuttle were surveyed, which amounts to 23 percent of the route's 95 average daily boardings. Valid responses were received for 16 passengers with regard to income and household size. Valid responses were received for 19 passengers with regard to ethnicity.

Minority Ridership

FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

RT's 2013 on-board survey found that 73.7 percent of Granite Shuttle passengers (14 of 19 valid responses) were minority persons. For the overall RT system, 69.0 percent of passengers were found to be minority persons, according to the same methodology.

RT's Service and Fare Change Policies³ specify that for a major service change, an aggregate adverse difference exceeding 15 percent constitutes a potential disparate impact. Since the Granite Shuttle has a greater rate of minority ridership than RT's

² FTA Circular 4702.1B was not made effective until October 1, 2012. FTA's official guidance at the time of RT's implementation of the Granite Shuttle was Circular 4702.1A. Both C 4702.1A and C 4702.1B require a service equity analysis prior to implementing major service changes.

³ Resolution 13-08-0125 adopted August 26, 2013.

overall system, *there are no potential disparate impacts from implementing the Granite Shuttle.*

Low-Income Ridership

FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For the purpose of this analysis, RT used HHS poverty guidelines from 2013. Survey participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant’s income is assumed to be the midpoint of the range selected.⁴

RT’s 2013 on-board survey found that 50.0 percent of passengers (8 of 16 valid responses) were low-income persons. For the overall RT system, 53.0 percent of riders were found to be low-income, according to the same methodology.

RT’s Service and Fare Change Policies specify that an aggregate adverse difference exceeding 15 percent constitutes a potential disproportionate burden. Although the Granite Shuttle has a lower rate of low-income ridership than the overall RT system, the difference does not exceed 15 percent, so *there are no potential disproportionate burdens from implementing the service.*

Conclusions

Although a service equity analysis was not conducted prior to implementation, the best data currently available indicates that implementation of the Granite Shuttle is unlikely to have caused any disparate impacts on minority populations or disproportionate burdens on low-income populations.

Passenger Demographics

	Granite Shuttle	RT System
Minority Persons	73.7%	69.0%
Low-Income Persons	50.0%	53.0%

Source: 2013 On-Board Survey

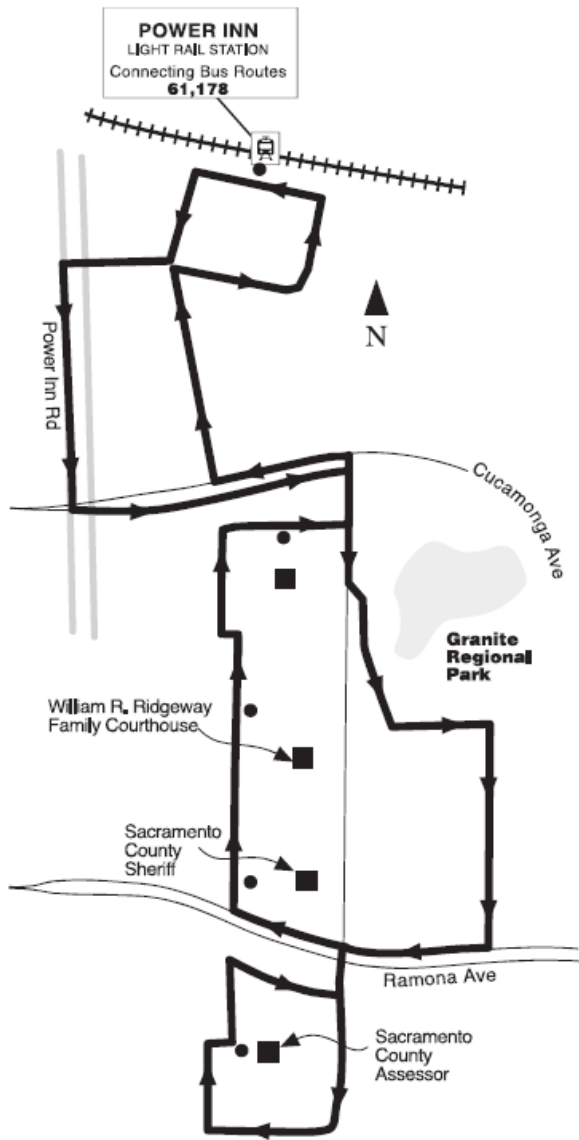
See the attached Service Change Equity Analysis worksheet for a summary of key statistics.

- c: RoseMary Covington, AGM of Planning and Transit System Development
- Sarah Poe, Assistant Planner

⁴ For example, if a passenger selected a household income range of \$25,000 to \$35,000, that passenger’s income was assumed to be \$30,000 for the purposes of this analysis.

Granite Park Shuttle

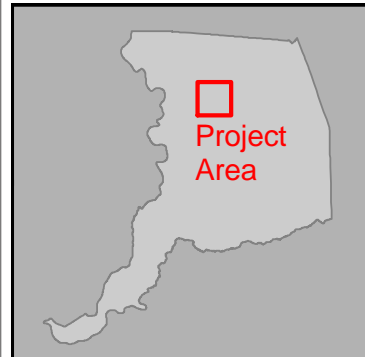
RT operates the Granite Park Shuttle, which provides fixed route bus service between the Power Inn light rail station and the Granite Regional Park mixed-use complex. The complex includes the William R. Ridgeway Family Relations Courthouse, state and county offices and Granite Regional Park. Granite Regional Park offers amenities including soccer fields, an off-leash dog park, running trails, a skate park and picnic areas.

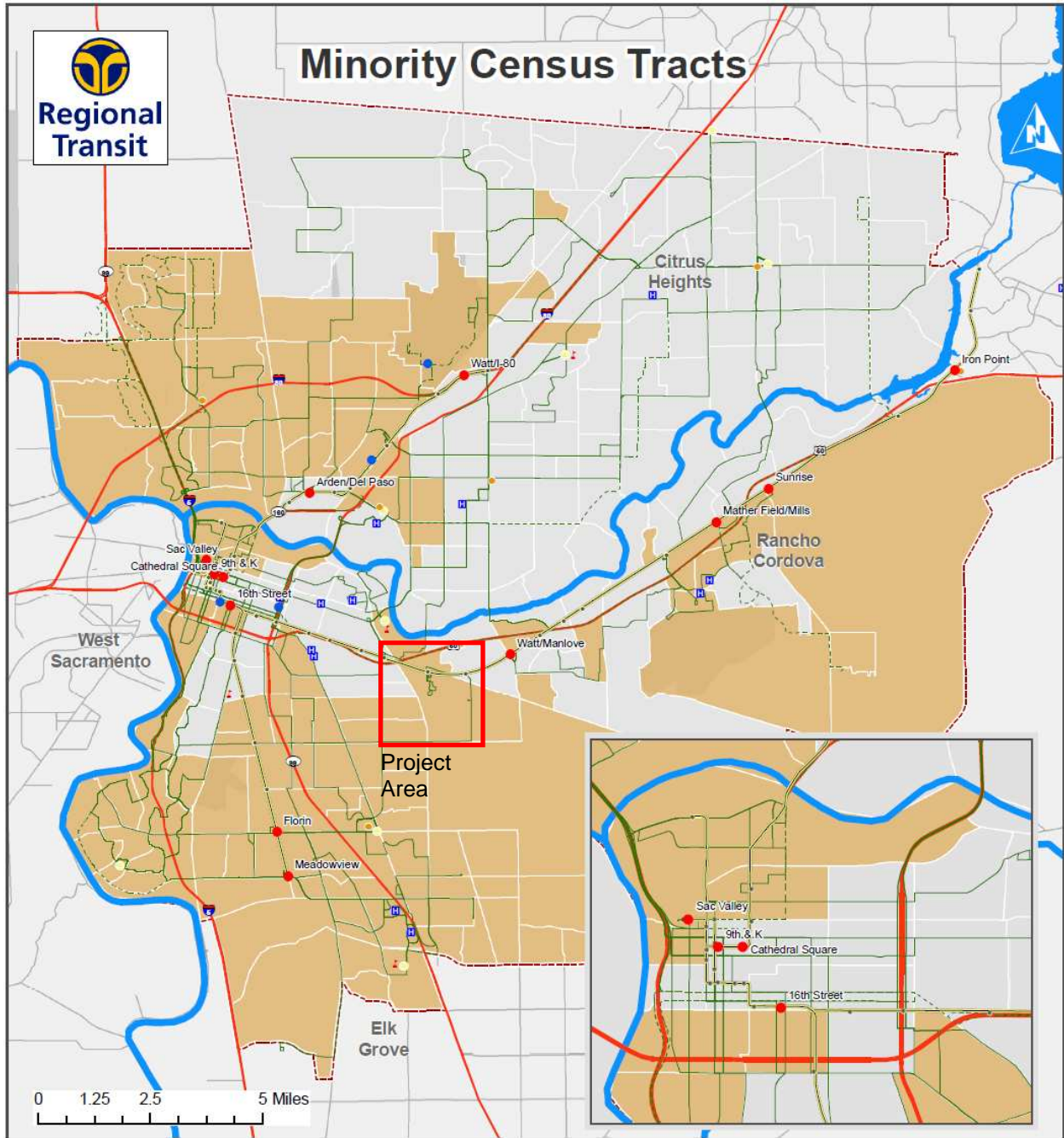


Fare: Free
Service Days: Monday through Friday
Service Time: Every 15 minutes from 6:40 a.m. to 6:05 p.m.
Number of Local Routes: 1
Connections to RT: The Granite Park Shuttle connects with RT at the Power Inn light rail station.
Wheelchair Accessibility: Yes
Bikes Permitted: Yes
Phone: 556-0257
Website: www.sact.com

LEGEND

- Regular Bus Service
- Peak Only Bus
- Light Rail
- State & Interstate Highways
- Connecting Bus Routes 12
- Timetable Timepoints
- Transit Center
- Light Rail Stations
- Park & Ride Lot
- Bike Lockers

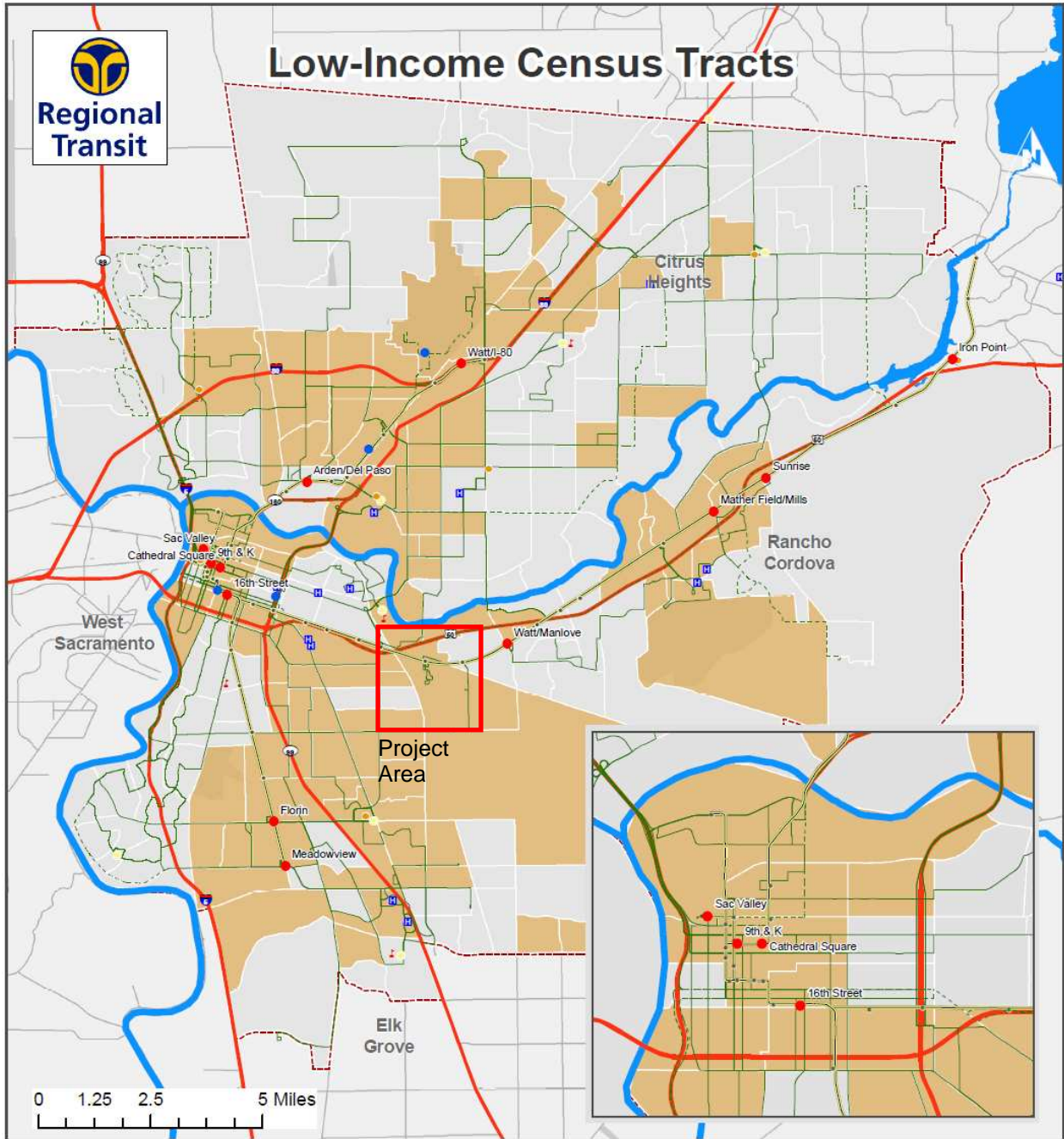




- Service Area
 - Light Rail
 - Bus Routes
 - Peak-Only Bus Routes
 - Light Rail Stations
 - Transit Center
 - RT Facility
 - Proposed CC Stations
- Regional Features:
- H Hospitals
 - ▲ College/University
 - Major Shopping Centers

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Minority = 581,172
 Shaded Census Tracts exceed 51.1% minority

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi



- Service Area
- Light Rail
- Bus Routes
- Peak-Only Bus Routes
- Light Rail Stations
- Transit Center
- RT Facility
- Proposed CC Stations

- Regional Features:
- Hospitals
 - College/University
 - Major Shopping Centers

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Low-Income = 184,720
 Shaded Census Tracts exceed 16.4% low-income**

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi
 **Percent low-income is computed using a total population of only 1,124,238 for which Low Income is actually determined.

Regional Transit

Service and Fare Change Policies Appendix E - Service Change Equity Analysis Template

Project Title/Description

Granite Shuttle
Eff. 10/24/11

CURRENT SYSTEM STATISTICS

RT Average Weekday Ridership:
Bus and Light Rail

94,522 Source: FY13 NTD

Minority Ridership:

65,220 69.0 % (A1)

Low-Income Ridership:
Household Income less than \$30,000

50,097 53.0 % (B1)

Data Source for Demographics:
Ex: 2010 On-Board Survey

2013 On-Board Survey
(preliminary)

SERVICE CHANGE IMPACTS

Data Source for Demographics:
Ex: 2010 On-Board Survey
(should match above)

2013 On-Board Survey
(preliminary)

Net Revenue Miles: All Riders:
Annualized

16,975 Source: Trapeze/Statcom DB

Minority:

12,511 73.7 % (A2)

Low-Income:

8,488 50.0 % (B2)

Disparate Impact:

- Yes
- No

Is there an adverse disparity between A1 and A2 exceeding RT's 15 percent threshold of statistical significance?

If yes, then the change may be implemented only if (1) a substantial legitimate justification has been prepared in written form and (2) there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals.

Disproportionate Burden:

- Yes
- No

Is there an adverse disparity between B1 and B2 exceeding RT's 15 percent threshold of statistical significance?

If yes, then RT must take steps to avoid, minimize, or mitigate impacts where practicable and must also describe alternatives available to low-income passengers affected.

Prepared by:

James A Drake
Analyst

12/4/13
Date

Reviewed by:

[Signature]
Senior Staff

2/9/14
Date

REGIONAL TRANSIT MEMO

DATE: February 10, 2014
TO: File
FROM: Sarah Poe, Assistant Planner
THRU: James Drake, Service Planner JD
SUBJ: Title VI Analysis of the Green Line to the River District expansion

Pursuant to RT's major service change policy and in accordance with federal Title VI requirements, the purpose of this memorandum is to identify and document any potential Title VI issues related to the introduction of the Green Line to the River District light rail extension, which began operation on June 15, 2012.¹

Although a Title VI analysis was not prepared at the time of implementation, based on the minority and low-income composition of actual Green Line to the River District riders, which is similar to that for RT's overall system, this change did not result in any disparate impacts or disproportionate burdens, as shown in the attached worksheet.

Project Background

The Green Line to the Airport project is a 13-mile light rail transit corridor extending from downtown Sacramento to the Sacramento International Airport. In 2007, the RT Board of Directors moved forward with local funding for Phase I of this project, which is generally referred to as the 'Green Line to the River District'. This first phase involved extending RT's current light rail system approximately 1.1 miles from the existing system at 7th/8th and H Streets to the Township 9 development at 7th Street and Richards Boulevard. In 2008, the RT Board authorized preliminary engineering on Phase I, and in 2009 the Board moved forward with the design/build construction method for Phase I.

On June 15, 2012, RT began revenue service of the Green Line light rail service between the existing 13th Street Light Rail Station and the newly constructed 7th and Richards/Township 9 Light Rail Station. The service consists of a single-car train and is operated Monday through Friday, every 30 minutes from approximately 6 a.m. until approximately 9 p.m.

A map and schedule for the current Green Line light rail service are available on Pages 4 and 5.

¹ The scope of this analysis includes Title VI of the Civil Rights Act of 1964 and Executive Order 12898.

Title VI Requirements

FTA Circular 4702.1B, Chapter IV, Section 7 requires RT to conduct a Title VI service equity analysis prior to implementing major service changes.² RT policy on major service changes effective at the time of implementation was set forth in Resolution 94-09-2214 and specified that any new route was considered a major change requiring a public hearing and Board approval.³ The Green Line to the River District therefore should have undergone a Title VI equity analysis; however, one was not prepared at the time.

Although RT's former major service change policy did not explicitly exclude light rail, the policy did not make explicit whether or not the same rules applied to light rail as to bus. The inherent differences between the bus and light rail modes may have led to an assumption that a Title VI equity analysis was not needed. RT's new Service and Fare Change Policies make explicit that a Title VI equity analysis is needed prior to creation of any new light rail route or extension of any existing light rail route.

The remainder of this memorandum consists of a *post-facto* Title VI service equity analysis of the Green Line light rail service. Maps of the RT service area indicating heavy concentrations of minority and low-income populations have been provided on Pages 6 and 7.

On-Board Surveys

In April 2013, an on-board passenger survey was conducted aboard RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire on various rider characteristics.

A total of 61 passengers on the Green Line were surveyed, which amounts to 20 percent of the route's 308 average daily boardings. Valid responses were received for 46 passengers with regard to income and household size, and for 48 passengers with regard to ethnicity.

Minority Ridership

FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

² FTA Circular 4702.1B was not made effective until October 1, 2012. FTA's official guidance at the time of RT's implementation of the North Natomas "Flyer" bus service was Circular 4702.1A. Both C 4702.1A and C 4702.1B require a service equity analysis prior to implementing major service changes.

³ FTA Circular 4702.1B also specifies that regardless of a recipient's major service change definition, a Title VI equity analysis is required prior to the beginning of revenue service for any light rail expansion project funded by FTA's New Starts program. While RT's Green Line to the Airport project aspires for New Starts funding, the Green Line to the River District expansion was entirely locally-funded.

RT's 2013 on-board survey found that 62.5 percent of Green Line passengers (30 of 48 valid responses) were minority persons. For the overall RT system, 69.0 percent of passengers were found to be minority persons, according to the same methodology.

RT's Service and Fare Change Policies⁴ specify that for a major service change, an aggregate adverse difference exceeding 15 percent constitutes a potential disparate impact. The Green Line light rail service has a lower rate of minority ridership than RT's overall system; however, the difference does not exceed RT's disparate impact threshold. Therefore, *there are no potential disparate impacts on minority populations from implementing the Green Line light rail service.*

Low-Income Ridership

FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For the purpose of this analysis, RT used HHS poverty guidelines from 2013. Survey participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant's income is assumed to be the midpoint of the range selected.⁵

RT's 2013 on-board survey found that 56.5 percent of Green Line passengers (26 of 46 valid responses) were low-income persons. For the overall RT system, 53.0 percent of riders were found to be low-income, according to the same methodology.

RT's Service and Fare Change Policies specify that an aggregate adverse difference exceeding 15 percent constitutes a potential disproportionate burden. Since the Green Line has a higher rate of low-income ridership than the overall RT system, *there are no potential disproportionate burdens from implementing the service.*

Conclusions

Although a service equity analysis was not conducted prior to implementation, the best data currently available indicates that implementation of the Green Line light rail service is unlikely to have caused any disparate impacts on minority populations or disproportionate burdens on low-income populations.

⁴ Resolution 13-08-0125 adopted August 26, 2013.

⁵ For example, if a passenger selected a household income range of \$25,000 to \$35,000, that passenger's income was assumed to be \$30,000 for the purposes of this analysis.

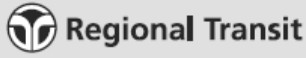
Passenger Demographics

	Green Line Light Rail Service	RT System
Minority Persons	62.5%	69.0%
Low-Income Persons	56.5%	53.0%

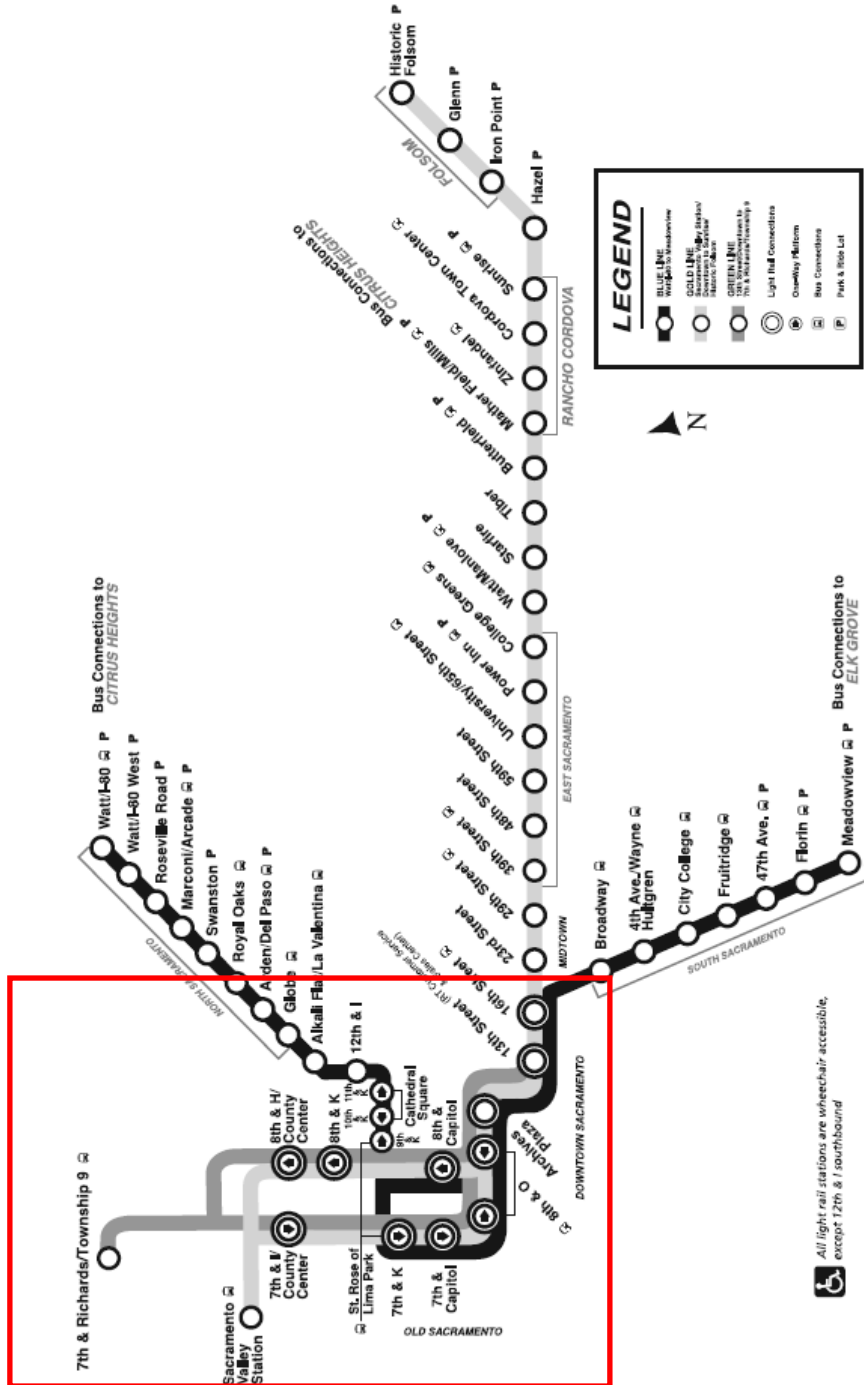
Source: 2013 On-Board Survey

See the attached Service Change Equity Analysis worksheet for a summary of key statistics.

c: RoseMary Covington, AGM of Planning and Transit System Development




Light Rail





All light rail stations are wheelchair accessible, except 12th & 14th/15th


Light Rail - Green Line

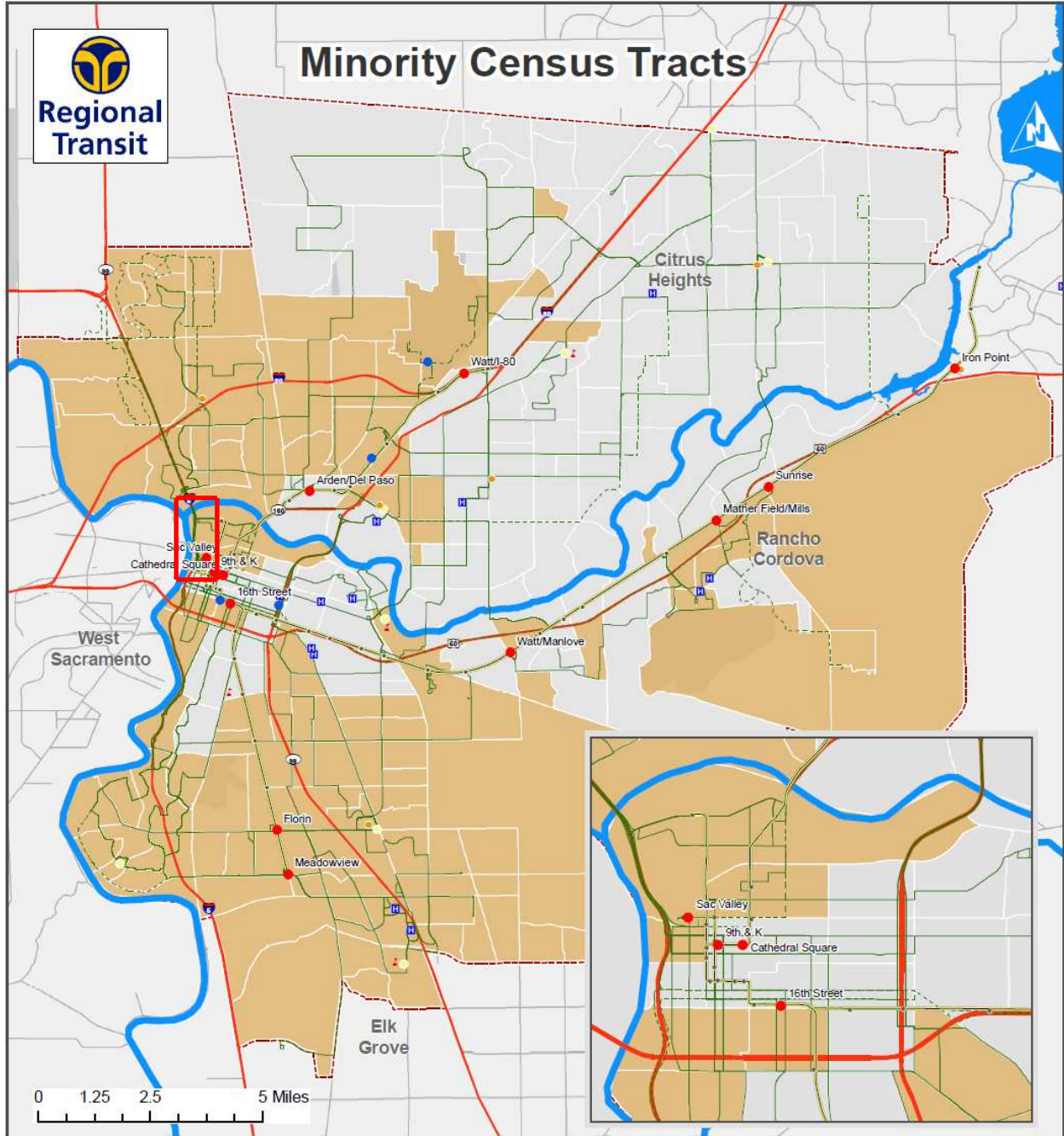
Monday Through Friday

Downtown to River District		
Monday through Friday		
13th Street	8th & K	7th & Richards/ Township 9
		
6:13a	6:19	6:24
6:43a	6:49	6:54
7:13a	7:19	7:24
7:43a	7:49	7:54
8:13a	8:19	8:24
8:43a	8:49	8:54
9:13a	9:19	9:24
9:43a	9:49	9:54
10:13a	10:19	10:24
10:43a	10:49	10:54
11:13a	11:19	11:24
11:43a	11:49	11:54
12:13a	12:19	12:24
12:43a	12:49	12:54
1:13p	1:19	1:24
1:43p	1:49	1:54
2:13p	2:19	2:24
2:43p	2:49	2:54
3:13p	3:19	3:24
3:43p	3:49	3:54
4:13p	4:19	4:24
4:43p	4:49	4:54
5:13p	5:19	5:24
5:43p	5:49	5:54
6:13p	6:19	6:24
6:43p	6:49	6:54
7:13p	7:19	7:24
7:43p	7:49	7:54
8:13p	8:19	8:24
8:43p	8:49	

 **Bus Connection Station**
No Saturday, Sunday or Holiday service

River District to Downtown		
Monday through Friday		
7th & Richards/ Township 9	7th & K St Rose	13th Street
		
5:59a	6:04	6:10
6:29a	6:34	6:40
6:59a	7:04	7:10
7:29a	7:34	7:40
7:59a	8:04	8:10
8:29a	8:34	8:40
8:59a	9:04	9:10
9:29a	9:34	9:40
9:59a	10:04	10:10
10:29a	10:34	10:40
10:59a	11:04	11:10
11:29a	11:34	11:40
11:59a	12:04	12:10
12:29p	12:34	12:40
12:59p	1:04	1:10
1:29p	1:34	1:40
1:59p	2:04	2:10
2:29p	2:34	2:40
2:59p	3:04	3:10
3:29p	3:34	3:40
3:59p	4:04	4:10
4:29p	4:34	4:40
4:59p	5:04	5:10
5:29p	5:34	5:40
5:59p	6:04	6:10
6:29p	6:34	6:40
6:59p	7:04	7:10
7:29p	7:34	7:40
7:59p	8:04	8:10
8:29p	8:34	8:40

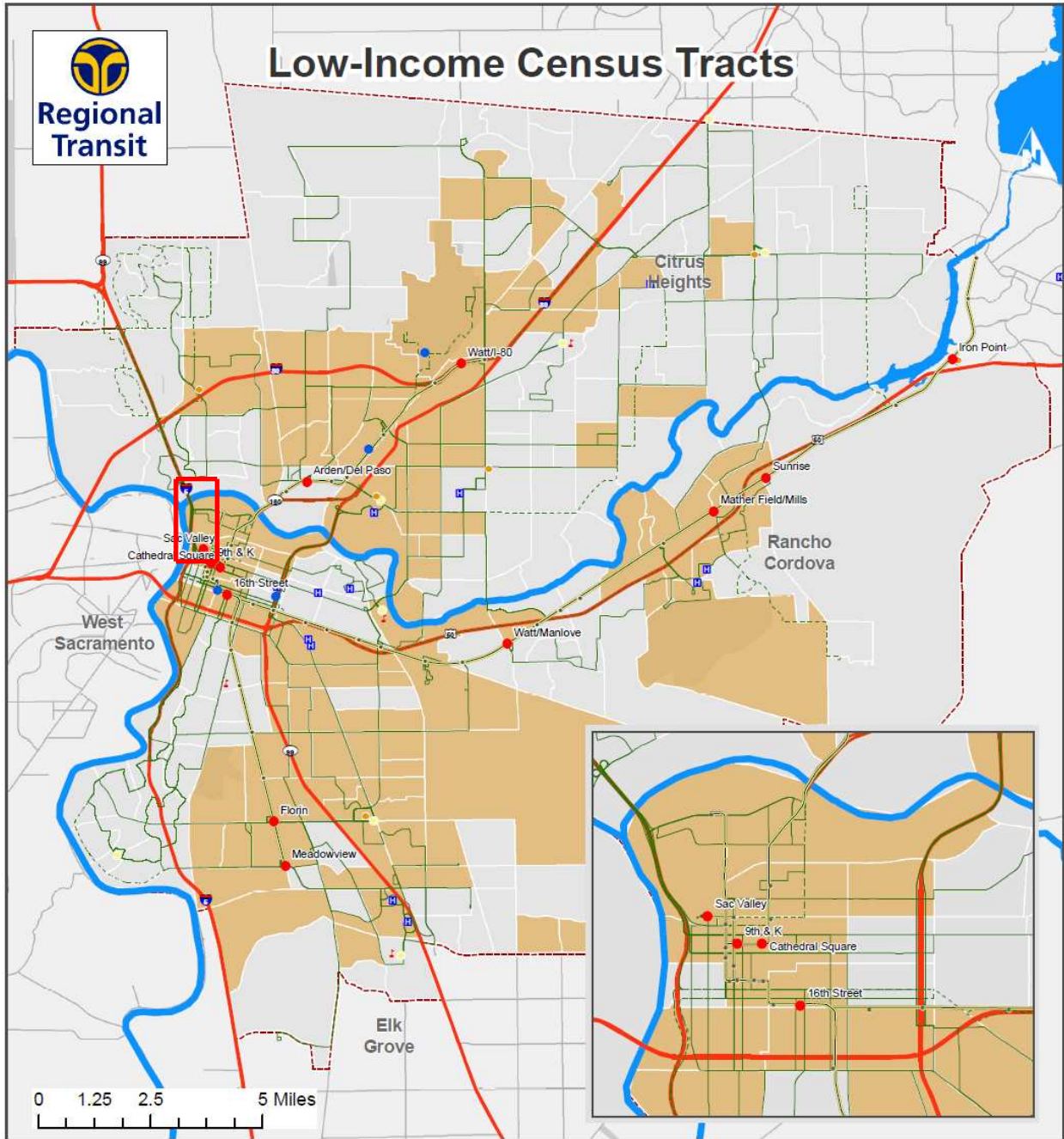
 **Bus Connection Station**
No Saturday, Sunday or Holiday service



- | | | | |
|--|----------------------|--|------------------------|
| | Service Area | | Hospitals |
| | Light Rail | | College/University |
| | Bus Routes | | Major Shopping Centers |
| | Peak-Only Bus Routes | | |
| | Light Rail Stations | | |
| | Transit Center | | |
| | RT Facility | | |
| | Proposed CC Stations | | |

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Minority = 581,172
 Shaded Census Tracts exceed 51.1% minority

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi



- | | |
|--|--|
|  Service Area | Regional Features: |
|  Light Rail |  Hospitals |
|  Bus Routes |  College/University |
|  Peak-Only Bus Routes |  Major Shopping Centers |
|  Light Rail Stations | |
|  Transit Center | |
|  RT Facility | |
|  Proposed CC Stations | |

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Low-Income = 184,720
 Shaded Census Tracts exceed 16.4% low-income**

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi
 **Percent low-income is computed using a total population of only 1,124,238 for which Low Income is actually determined.

Regional Transit

Service and Fare Change Policies Appendix E - Service Change Equity Analysis Template

Project Title/Description

Green Line
effective 6/15/12

CURRENT SYSTEM STATISTICS

RT Average Weekday Ridership:
Bus and Light Rail

94,522

Source: FY2013 NTD

Minority Ridership:

105,220

69.0 % (A1)

Low-Income Ridership:
Household income less than \$30,000

50,097

53.0 % (B1)

Data Source for Demographics:
Ex: 2010 On-Board Survey

2013 On-Board Survey

SERVICE CHANGE IMPACTS

Data Source for Demographics:
Ex: 2010 On-Board Survey
(should match above)

2013 On-Board Survey

Net Revenue Miles: All Riders:
Annualized

31,699

Source: RideCheck LRT, DB

Minority:

19,812

62.5 % (A2)

Low-Income:

17,910

56.5 % (B2)

Disparate Impact:

Yes
 No

Is there an adverse disparity between A1 and A2 exceeding RT's 15 percent threshold of statistical significance?

If yes, then the change may be implemented only if (1) a substantial legitimate justification has been prepared in written form and (2) there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals.

Disproportionate Burden:

Yes
 No

Is there an adverse disparity between B1 and B2 exceeding RT's 15 percent threshold of statistical significance?

If yes, then RT must take steps to avoid, minimize, or mitigate impacts where practicable and must also describe alternatives available to low-income passengers affected.

Prepared by:

[Signature]
Analyst

2-4-14
Date

Reviewed by:

[Signature]
Senior Staff

2/9/14
Date

REGIONAL TRANSIT MEMO

DATE: February 3, 2014
TO: File
FROM: Sarah Poe, Assistant Planner
THRU: James Drake, Service Planner JD
SUBJ: Title VI Equity Analysis of Rancho Cordovan

Pursuant to RT's major service change policy and in accordance with federal Title VI requirements, the purpose of this memorandum is to identify and document any potential Title VI issues related to changes made to the Rancho Cordovan shuttle bus service which took effect on July 1, 2012.¹

In substance, the effect of the changes was a slight net increase in service to a population that is comparable to RT's overall service area with regard to minority concentration, but which has a very low percentage of low-income persons.

Numerically, this meets RT's definition of a disproportionate burden, because low-income populations are under-represented in a program benefit; however, due to purpose-restrictions in place on operating funds for the affected routes, the actions taken actually had the effect of minimizing negative impacts on low-income populations.

Additional considerations related to the routes' status as contract service and failure to complete this analysis prior to implementation are discussed below.

Project Background

On June 8, 2009, RT was awarded a contract the terms of which were accepted by the RT Board of Directors (Resolution 09-06-0083), and began operating the Rancho Cordovan shuttle buses, known internally as Route 77, which operated every 15 minutes from the Cordova Town Center light rail station Monday through Friday from 6 a.m. to 9:30 a.m. and 4 p.m. to 7 p.m.

The current analysis relates to changes made to the Rancho Cordovan on July 1, 2012, pursuant to the first amendment to the agreement, adopted by the RT Board on June 25, 2012. Per the contract amendment, the existing Rancho Cordovan (Route 77) was modified and renumbered as Route 177, and an additional Rancho Cordovan (Route 176) was created to serve a large new subdivision in the City known as Anatolia. Overall, these actions were cost-neutral with respect to vehicle and operator requirement, but resulted in a slight reduction in coverage for Route 176 and a new route to Anatolia.

¹ RT's major service change policy is stated in Resolution 13-08-0125. The Federal Transit Administration's (FTA's) guidance related to Title VI of the Civil Rights Act of 1964 and Executive Order 12898 is specified in FTA Circular 4702.1B.

A map and schedule for the current Rancho Cordovan routes are available on Pages 5 and 6.

Title VI Requirements

FTA Circular 4702.1B, Chapter IV, Section 7 requires RT to conduct a Title VI service equity analysis prior to implementing major service changes.² RT policy on major service changes effective at the time of implementation was set forth in Resolution 94-09-2214 and specified that creation of any new route was considered a major change requiring a public hearing and Board approval.

Due to the fact that the route and schedule were specified in the contract amendment, urgency on the part of the City of Rancho Cordova to implement the changes, and the fact that net operating costs for the shuttles are offset by payments made from the City of Rancho Cordova to RT, RT did not conduct a public hearing or prepare a Title VI analysis prior to instituting the route.³

The remainder of this memorandum consists of a *post-facto* Title VI service equity analysis of the Rancho Cordovan. Maps of the RT service area indicating heavy concentrations of minority and low-income populations have been provided on Pages 7 and 8.

On-Board Surveys

In April 2013, an on-board passenger survey was conducted aboard RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire on various rider characteristics.

A total of 18 passengers on Route 176 were surveyed, which amounts to 75 percent of the route's 24 average daily boardings. A total of 51 passengers on Route 177 were surveyed, which amounts to 55 percent of the route's 93 average daily boardings. On Route 176, valid responses were received for 14 passengers with regard to income and household size, and for 15 passengers with regard to ethnicity. On Route 177, valid responses were received for 39 passengers with regard to income and household size, and for 45 passengers with regard to ethnicity.

² FTA Circular 4702.1B was not made effective until October 1, 2012. FTA's official guidance at the time of RT's implementation of the Rancho Cordovan was Circular 4702.1A. Both C 4702.1A and C 4702.1B require a service equity analysis prior to implementing major service changes.

³ Note also that the Rancho Cordovan routes amount to 0.62 percent of total annual revenue hours for RT's bus system.

Minority Ridership

FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

In aggregate, even after the slight reduction to Route 176 is taken into consideration, the combined changes change amount to a net increase in service. For riders affected by the change, RT's 2013 on-board survey found that 68.1 percent were minority persons. For the overall RT system, 69.0 percent of passengers were found to be minority persons, according to the same methodology.

RT's Service and Fare Change Policies⁴ specify that for a major service change, an aggregate adverse difference exceeding 15 percent constitutes a potential disparate impact. The Rancho Cordovan has a lower rate of minority ridership than RT's overall system; however, the difference does not exceed RT's disparate impact threshold. Therefore, there are no potential disparate impacts on minority populations from implementing the Rancho Cordovan.

Low-Income Ridership

FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For the purpose of this analysis, RT used HHS poverty guidelines from 2013. Survey participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant's income is assumed to be the midpoint of the range selected.⁵

For riders affected by the change, RT's 2013 on-board survey found that 7.0 percent were low-income persons. For the overall RT system, 53.0 percent of riders were found to be low-income, according to the same methodology.

RT's Service and Fare Change Policies specify that an aggregate adverse difference exceeding 15 percent constitutes a potential disproportionate burden. The Rancho Cordovan has a lower rate of low-income ridership than the overall RT system, and the difference exceeds 15 percent, so *there are potential disproportionate burdens from implementing the service.*

⁴ Resolution 13-08-0125 adopted August 26, 2013.

⁵ For example, if a passenger selected a household income range of \$25,000 to \$35,000, that passenger's income was assumed to be \$30,000 for the purposes of this analysis.

Disproportionate Burden

Numerically, the changes to the Rancho Cordovan constitute a potential disproportionate burden to low-income populations because low-income populations are under-represented in a program benefit. RT's Service and Fare Change Policies state that "if a potential disproportionate burden on low-income populations exists then RT must take steps to avoid, minimize, or mitigate impacts where practicable."

Conclusions

The case for implementing these changes, in spite of the apparent disproportionate burden, rests on the fact that the City of Rancho Cordova's financial contribution originates from a number of special revenue funds that are purpose-restricted to funding transit service in specific neighborhoods.

Given that service levels in the new contract were dictated by fund purpose-restrictions, the actual baseline scenario would have been to have simply reduced or eliminated the original route due to lack of funds. Creating the new route to Anatolia actually allowed the continuation of the slightly-reduced portion of the original route.

Considering these constraints, the addition of the Anatolia service actually avoided and minimized negative impacts to protected populations.

Although a service equity analysis was not conducted prior to implementation, the best data currently available indicates that implementation of the Rancho Cordovan is unlikely to have caused any disparate impacts on minority populations, and that actions that initially appeared to result in potential disproportionate burdens were actually the most beneficial possible actions that could have been taken for low-income populations.

Passenger Demographics

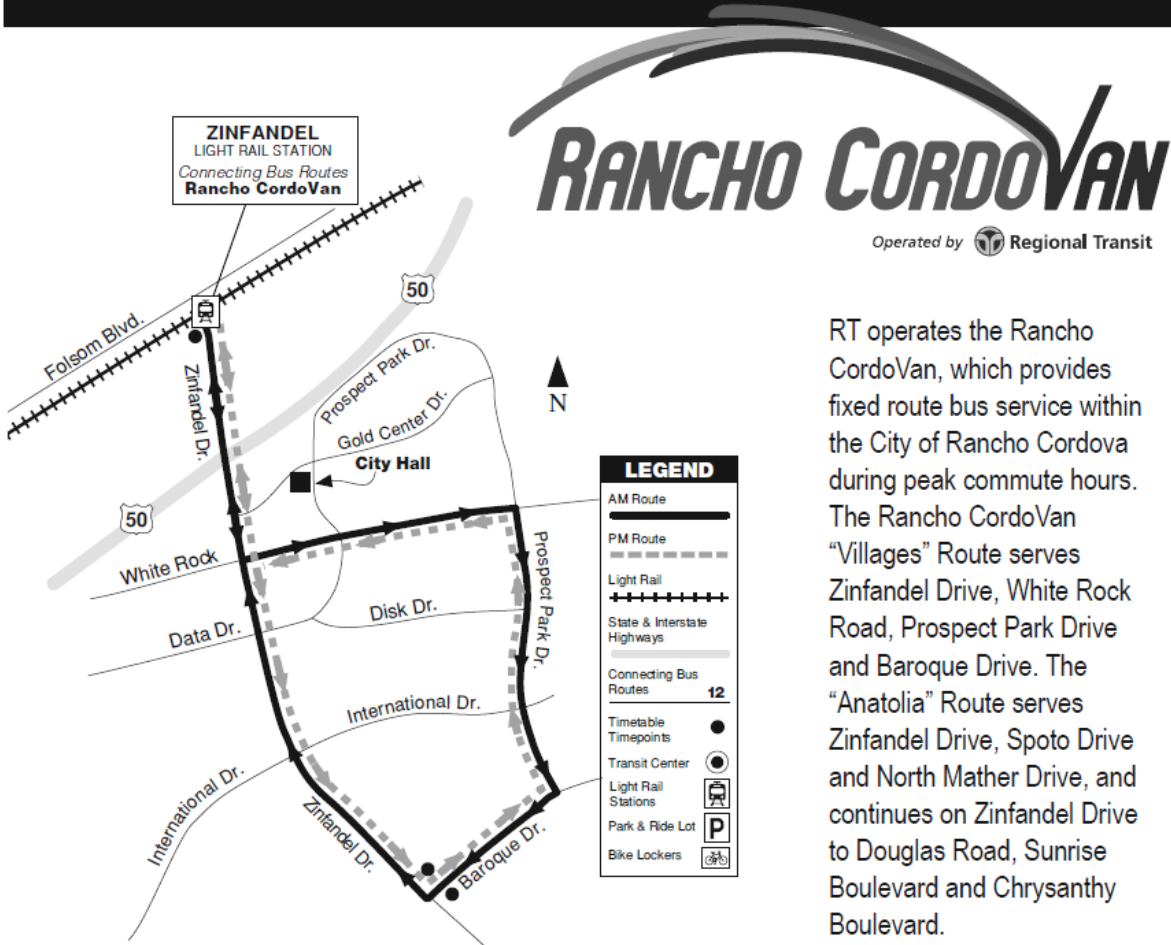
	Cordovan	RT System
Minority Persons	68.1%	69.0%
Low-Income Persons	7.0%	53.0%

Source: 2013 On-Board Survey

See the attached Service Change Equity Analysis worksheet for a summary of key statistics.

Rancho CordoVan

Effective 7/1/12



RT operates the Rancho CordoVan, which provides fixed route bus service within the City of Rancho Cordova during peak commute hours. The Rancho CordoVan "Villages" Route serves Zinfandel Drive, White Rock Road, Prospect Park Drive and Baroque Drive. The "Anatolia" Route serves Zinfandel Drive, Spoto Drive and North Mather Drive, and continues on Zinfandel Drive to Douglas Road, Sunrise Boulevard and Chrysanthy Boulevard.

RANCHO CORDOVAN - VILLAGES	
AM ROUTE	PM ROUTE
Zinfandel Plaza	Zinfandel Plaza
6:02	3:32
6:17	3:47
6:32	4:02
6:47	4:17
7:02	4:32
7:17	4:47
7:32	5:02
7:47	5:17
8:02	5:32
8:17	5:47
8:32	6:02
8:47	6:17
9:02	6:32
9:17	6:47
	7:02

Fare: 50 cents for Basic fare or 25 cents for Discount fare (students, seniors and individuals with disabilities with proper ID). Valid RT fares are accepted.

Service Days: Monday through Friday

Service Time: Approximately 6 a.m. to 9:30 a.m. and 4 p.m. to 7 p.m.

Number of Local Routes: 2

Connections to RT: The Rancho CordoVan connects with RT at the Zinfandel light rail station and at various bus stops in Rancho Cordova.

Wheelchair Accessibility: Yes

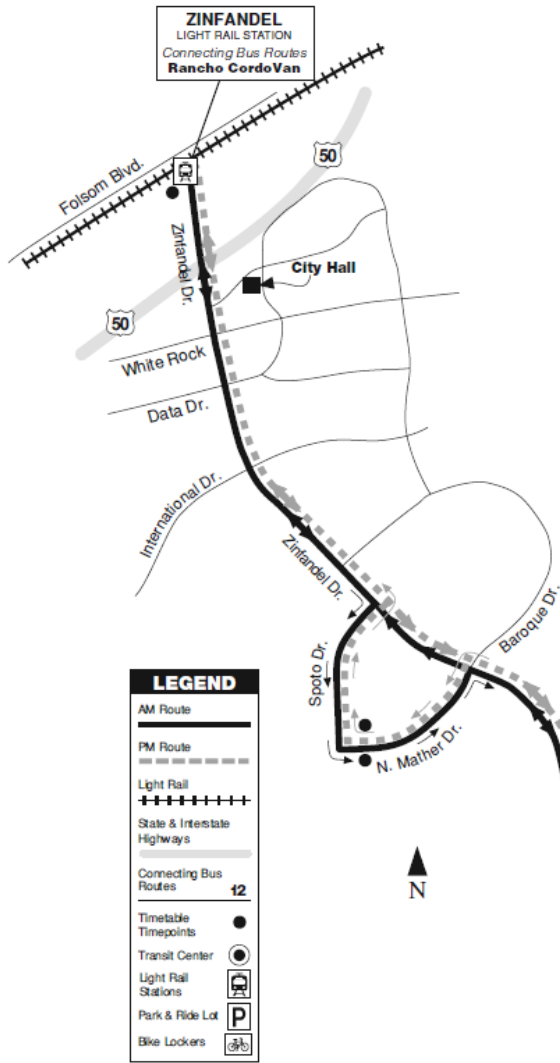
Bikes Permitted: Yes

Phone: 556-0257

Website: www.cityofranhocordova.org

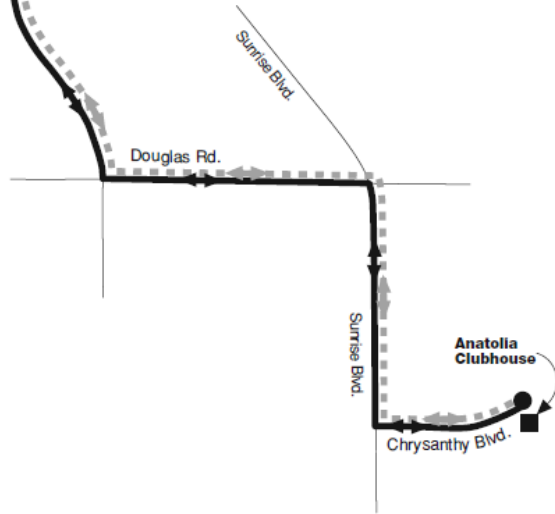
Rancho CordoVan

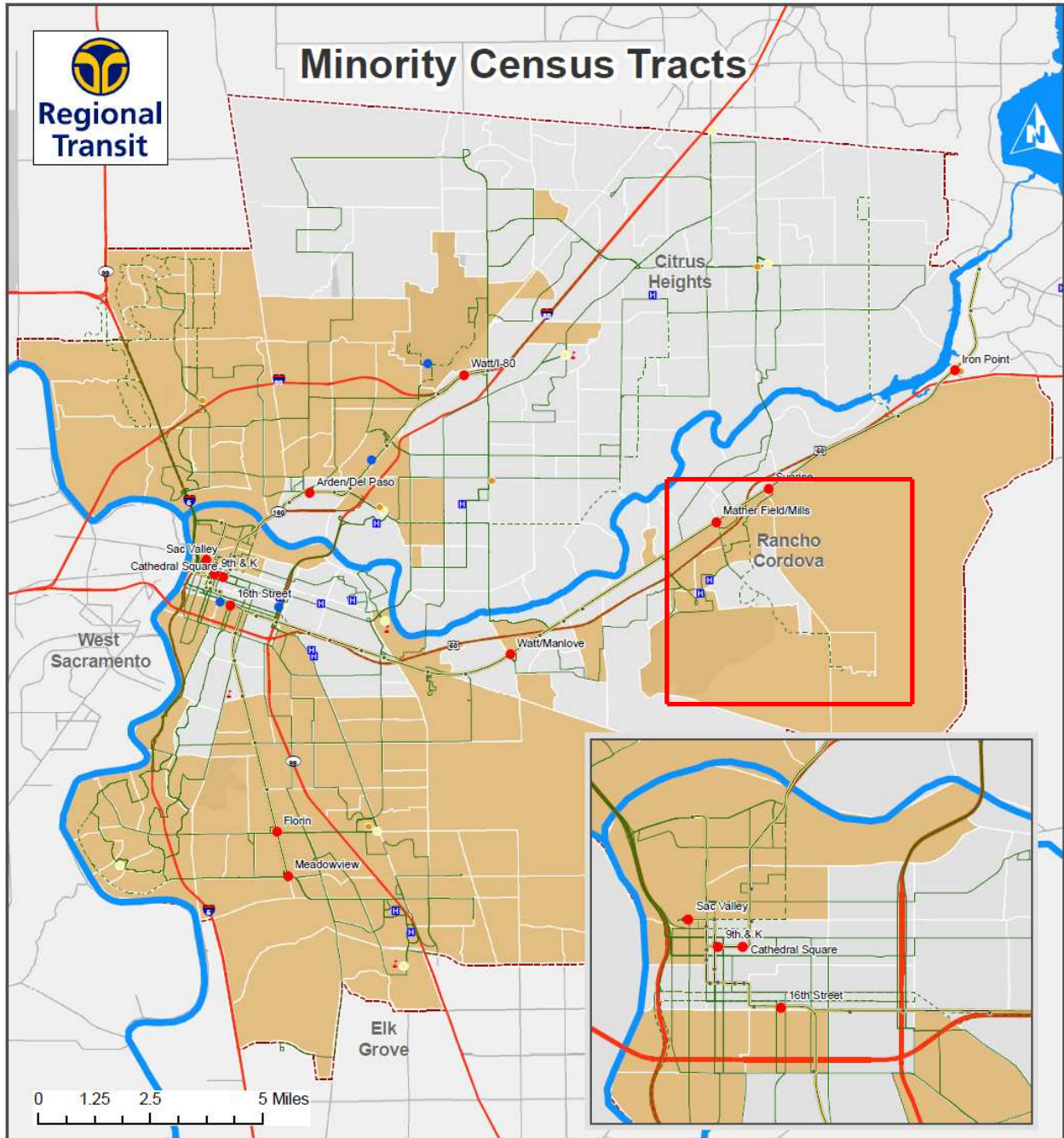
Effective 7/1/12



RANCHO CORDOVAN - Anatolia	
AM ROUTE	AM ROUTE
Zinfandel Plaza	Anatolia Clubhouse
6:17	6:32
7:02	7:17
7:47	8:02
8:32	8:47

RANCHO CORDOVAN - Anatolia	
PM ROUTE	PM ROUTE
Zinfandel Plaza	Anatolia Clubhouse
4:17	5:32
5:02	5:17
5:47	6:02
6:32	6:47

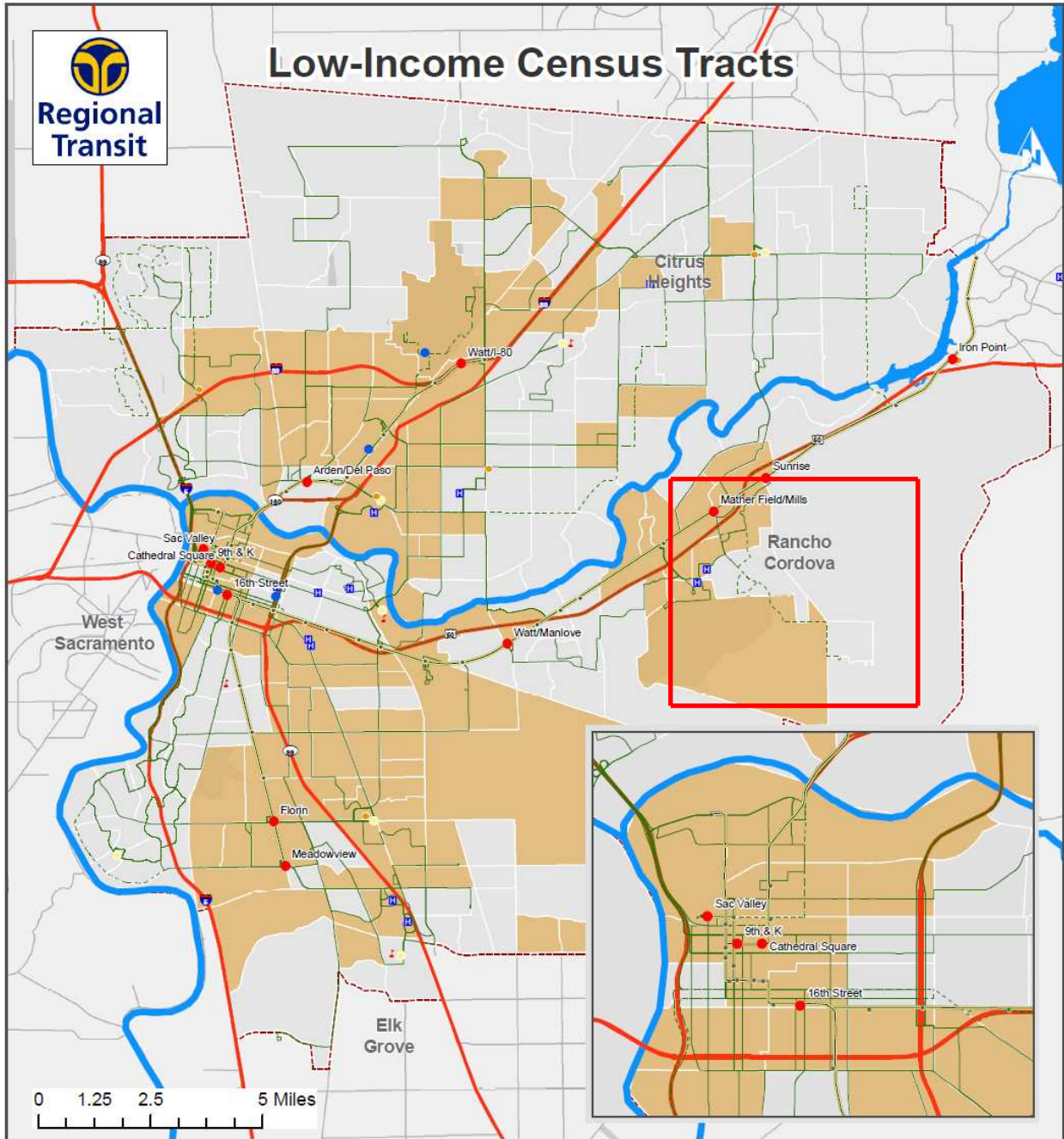




- Service Area
 - Light Rail
 - Bus Routes
 - Peak-Only Bus Routes
 - Light Rail Stations
 - Transit Center
 - RT Facility
 - Proposed CC Stations
- Regional Features:
- H Hospitals
 - ▲ College/University
 - Major Shopping Centers

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Minority = 581,172
 Shaded Census Tracts exceed 51.1% minority

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi



- | | |
|--|--|
|  Service Area | Regional Features: |
|  Light Rail |  Hospitals |
|  Bus Routes |  College/University |
|  Peak-Only Bus Routes |  Major Shopping Centers |
|  Light Rail Stations | |
|  Transit Center | |
|  RT Facility | |
|  Proposed CC Stations | |

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Low-Income = 184,720
 Shaded Census Tracts exceed 16.4% low-income**

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi
 **Percent low-income is computed using a total population of only 1,124,238 for which Low Income is actually determined.

Regional Transit

Service and Fare Change Policies Appendix E - Service Change Equity Analysis Template

Project Title/Description: Rancho Cordovan
Eff: 7/1/12

CURRENT SYSTEM STATISTICS

RT Average Weekday Ridership: 94,522 Source: FY 2013 NTD
 Bus and Light Rail

Minority Ridership: 65,220 69.0 % (A1)

Low-Income Ridership: 50,097 53.0 % (B1)
 Household income less than \$30,000

Data Source for Demographics: 2013 On-Board Survey
 Ex: 2010 On-Board Survey (Preliminary)

SERVICE CHANGE IMPACTS

Data Source for Demographics: 2013 On-Board Survey
 Ex: 2010 On-Board Survey (should match above) (Preliminary)

Net Revenue Miles: All Riders: 18,991 Source: Trapeze/Statcom DB
 Annualized

Minority: 12,937 68.1 % (A2)

Low-Income: 1,322 7.0 % (B2)


Disparate Impact: Yes No
 Is there an adverse disparity between A1 and A2 exceeding RT's 15 percent threshold of statistical significance?
 If yes, then the change may be implemented only if (1) a substantial legitimate justification has been prepared in written form and (2) there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals.

Disproportionate Burden: Yes No
 Is there an adverse disparity between B1 and B2 exceeding RT's 15 percent threshold of statistical significance?
 If yes, then RT must take steps to avoid, minimize, or mitigate impacts where practicable and must also describe alternatives available to low-income passengers affected.

Prepared by: [Signature] 12/4/13
 Analyst Date

Reviewed by: [Signature] 12/5/13
 Senior Staff Date

REGIONAL TRANSIT MEMO

DATE: February 10, 2014
TO: File
FROM: James Drake, Service Planner 
SUBJ: Title VI Analysis of the North Natomas Flyer Service

Pursuant to RT's major service change policy and in accordance with federal Title VI requirements, the purpose of this memorandum is to identify and document any potential Title VI issues related to the introduction of the North Natomas Flyer fixed-route bus service which took effect on March 1, 2012.¹

The effect of these changes was an increase in service to a population that is comparable to RT's overall service area with regard to minority concentration, but which has a very low percentage of low-income persons.

Because low-income populations are under-represented among the beneficiaries of this program, this meets RT's numerical definition of a disproportionate burden; however, because the North Natomas Transportation Management Agency (NNTMA) subsidizes RT's operating costs for this service and based on the contractual relationship between RT and NNTMA, the decision by RT to operate the route had the actual effect of conferring more benefits on low-income populations than the no-change alternative, which was the only other alternative.

Additional considerations related to the routes' status as contract service and failure to complete this analysis prior to implementation are discussed below.

Project Background

On March 1, 2012, pursuant to an agreement between RT and NNTMA (Resolution 11-12-0168) RT assumed operation of the North Natomas Flyer bus service, designated internally as Routes 170, 171, 172 and 173. Prior to the RT assuming operations, the Flyer service was a pre-existing set of routes operated privately by a third-party contractor on behalf of its client, NNTMA.

The Flyer service consists of four peak-only routes that are open to the general public and which connect with RT's other buses and rail lines at several downtown locations. The service uses five 32-foot CNG cut-away buses and is operated out of RT's Community Bus Services (CBS) division under a five-year agreement. RT is reimbursed by NNTMA each year for the cost of operation, with the rates increasing each year. This service is operated Monday through Friday during morning and evening

¹ RT's major service change policy is stated in Resolution 13-08-0125. The Federal Transit Administration's (FTA's) guidance related to Title VI of the Civil Rights Act of 1964 and Executive Order 12898 is specified in FTA Circular 4702.1B.

peak hours, originating from four different North Natomas locations and going to Downtown Sacramento.

Maps and schedules for the current North Natomas Flyer fixed-route bus service are available on Pages 5 through 9.

Title VI Requirements

FTA Circular 4702.1B, Chapter IV, Section 7 requires RT to conduct a Title VI service equity analysis prior to implementing major service changes.² RT policy on major service changes effective at the time of implementation was set forth in Resolution 94-09-2214 and specified that any new route was considered a major change requiring a public hearing and Board approval.

Due to the time-sensitive nature of a competitive bid process, the fact that the route and schedule were specified in the bid specifications, and the fact that RT's operating costs for the shuttles are offset by payments made from the NNTMA to RT, RT did not conduct a public hearing or prepare a Title VI analysis prior to instituting the routes.

The remainder of this memorandum consists of a *post-facto* Title VI service equity analysis of the North Natomas "Flyer" bus service. Maps of the RT service area indicating heavy concentrations of minority and low-income populations have been provided on Pages 10 and 11.

On-Board Surveys

In April 2013, an on-board passenger survey was conducted aboard RT buses and light rail trains. Passengers on randomly selected trips on all RT routes completed a self-administered questionnaire on various rider characteristics.

A total of 56 passengers on Route 170 were surveyed, which amounts to 62 percent of the route's 90 average daily boardings. A total of 44 passengers on Route 171 were surveyed, which amounts to 76 percent of the route's 58 average daily boardings. A total of 60 passengers on Route 172 were surveyed, which amounts to 62 percent of the route's 97 average daily boardings. A total of 7 passengers on Route 173 were surveyed, which amounts to 39 percent of the route's 18 average daily boardings.

On Route 170, valid responses were received for 47 passengers with regard to income and household size, and for 54 passengers with regard to ethnicity. On Route 171, valid responses were received for 41 passengers with regard to income and household size, and for 42 passengers with regard to ethnicity. On Route 172, valid responses were received for 46 passengers with regard to income and household size, and for 54 passengers with regard to ethnicity. On Route 173, valid responses were received for 5

² FTA Circular 4702.1B was not made effective until October 1, 2012. FTA's official guidance at the time of RT's implementation of the North Natomas "Flyer" bus service was Circular 4702.1A. Both C 4702.1A and C 4702.1B require a service equity analysis prior to implementing major service changes.

passengers with regard to income and household size, and for 6 passengers with regard to ethnicity.

Minority Ridership

FTA defines a minority person as anyone who is American Indian or Alaska Native, Asian, Black or African American, Hispanic or Latino, or Native Hawaiian or other Pacific Islander.

RT's 2013 on-board survey found that 66.0 percent of North Natomas "Flyer" passengers (103 of 156 valid responses) were minority persons. For the overall RT system, 69.0 percent of passengers were found to be minority persons, according to the same methodology.

RT's Service and Fare Change Policies³ specify that for a major service change, an aggregate adverse difference exceeding 15 percent constitutes a potential disparate impact. The North Natomas Flyer bus service has a lower rate of minority ridership than RT's overall system; however, the difference does not exceed RT's disparate impact threshold. Therefore, *there are no potential disparate impacts on minority populations from implementing the North Natomas Flyer bus service.*

Low-Income Ridership

FTA defines a low-income person as a person whose household income is at or below the U.S. Department of Health and Human Services (HHS) poverty guidelines. The HHS definition varies by year and household size. For the purpose of this analysis, RT used HHS poverty guidelines from 2013. Survey participants were asked their household size and their household income from a list of ranges. For the purposes of this survey, the participant's income is assumed to be the midpoint of the range selected.⁴

RT's 2013 on-board survey found that 5.8 percent of North Natomas Flyer passengers (8 of 139 valid responses) were low-income persons. For the overall RT system, 53.0 percent of riders were found to be low-income, according to the same methodology.

RT's Service and Fare Change Policies specify that an aggregate adverse difference exceeding 15 percent constitutes a potential disproportionate burden. The North Natomas Flyer bus service has a lower rate of low-income ridership than the overall RT system, and the difference exceeds 15 percent, so *there are potential disproportionate burdens from implementing the service.*

³ Resolution 13-08-0125 adopted August 26, 2013.

⁴ For example, if a passenger selected a household income range of \$25,000 to \$35,000, that passenger's income was assumed to be \$30,000 for the purposes of this analysis.

Disproportionate Burden

Because low-income populations are under-represented among the beneficiaries of this program, introduction of the Flyer shuttles meets RT's numerical definition of a disproportionate burden. RT's Service and Fare Change Policies state that "if a potential disproportionate burden on low-income populations exists then RT must take steps to avoid, minimize, or mitigate impacts where practicable."

Because NNTMA subsidizes RT's operating costs for this service and because the agreement between RT and NNTMA conditions payment of these funds on operation of the service as specified by NNTMA, *the decision by RT to operate the route had the actual effect of conferring more benefits on low-income populations than the no-change alternative, which was the only other alternative.*

It should also be noted that the North Natomas Flyer service was a pre-existing service funded by NNTMA but operated by another carrier prior to RT's operation of the service, so assumption of operations by RT had no impact on public benefits.

Conclusions

Although a service equity analysis was not conducted prior to implementation, the best data currently available indicates that implementation of the North Natomas Flyer bus service is unlikely to have caused any disparate impacts on minority populations, and that actions that appeared to result in potential disproportionate burdens on low-income populations were actually the most beneficial possible actions that could have been taken for low-income populations.

Passenger Demographics

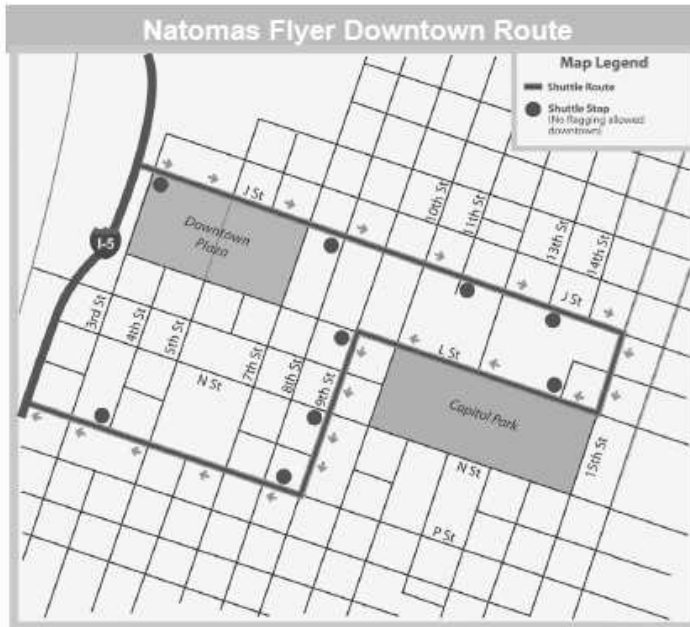
	North Natomas Flyer	RT System
Minority Persons	66.0%	69.0%
Low-Income Persons	5.8%	53.0%

Source: 2013 On-Board Survey

See the attached Service Change Equity Analysis worksheet for a summary of key statistics.

- c: RoseMary Covington, AGM of Planning and Transit System Development
- Sarah Poe, Assistant Planner

North Natomas Flyer



Why Ride?

The Flyer is:

- Easy to use
- Neighborhood-friendly: Seats 22 to 28 passengers
- Bike-friendly: Bike racks on all commuter shuttle buses
- A convenient link with other transportation options, such as RT, cycling or walking
- A great alternative to driving alone and saves on the cost of operating your vehicle
- Free on "Spare the Air" days

RT operates the North Natomas Flyer, which provides fixed route bus service between North Natomas and downtown Sacramento during peak commute hours.

In North Natomas, riders must flag the shuttle in a safe location for it to stop in many areas along the Eastside, Westside, Central and Square Routes. Timepoints marked with stars are for reference only. All four routes follow the same route once they enter downtown, where the shuttle makes scheduled stops only.

Fare: \$1.50 per ride – RT fares are currently not accepted.

Service Days: Monday through Friday

Service Time: Approximately 6 a.m. to 9 a.m. and 3:30 p.m. to 6:30 p.m.

Number of Local Routes: 4

Connections to RT: The North Natomas Flyer routes connect with RT at various downtown Sacramento bus stops and light rail stations

Wheelchair Accessibility: Yes

Bikes Permitted: Yes

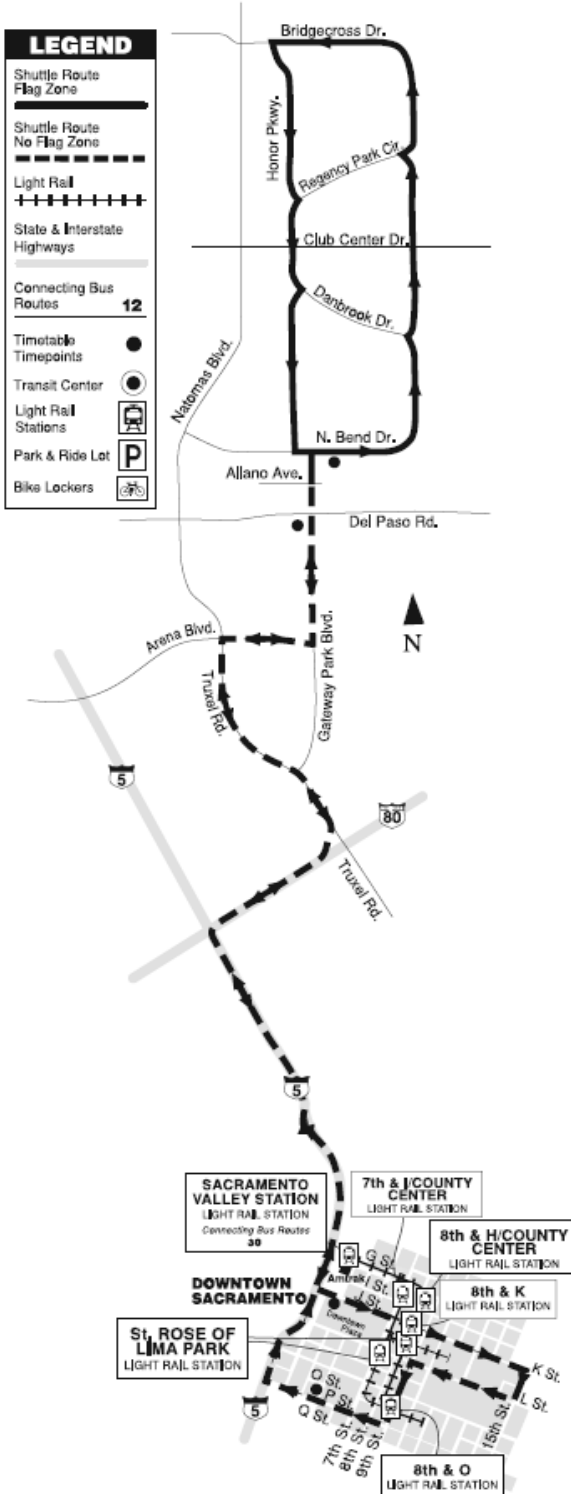
Shuttle Hotline: 552-0313

North Natomas TMA: 419-9955

Website: www.northnatomastma.org/shuttle



170 Eastside North Natomas Flyer



170 AM	EASTSIDE ROUTE North Natomas - Downtown			
Allano Ave at Gateway Park Blvd*	5:54	6:59	7:30	8:19
North Bend Dr at Danbrook Dr*	5:58	7:01	7:32	8:21
Regency Park Cir at Bridgecross Dr*	6:03	7:08	7:39	8:28
Honor Pkwy at Bridgecross Dr*	6:08	7:14	7:45	8:34
Danbrook Dr at Crest Dr*	6:09	7:17	7:48	8:37
North Bend Dr at Gateway Park Blvd*	6:11	7:23	7:54	8:43
Gateway Park Blvd at Gold's Gym Plaza	6:12	7:24	7:55	8:44
RT Bus Stop at Truxel Rd and New Marketplace	6:15	7:28	7:59	8:48
S/E corner of J St at 3rd St – RT Stop	6:30	7:37	8:08	8:57
S/W corner of J St at 8th St – RT Stop	6:32	7:39	8:10	8:59
S/E corner of J St at 11th St – RT Stop	6:33	7:40	8:11	9:00
S/E corner of J St at 13th St - Convention Ctr	6:35	7:42	8:13	9:02
N/W corner on L St at 14th St – RT Stop	6:37	7:44	8:15	9:04
S/W corner on 9th St at L St – RT Stop	6:39	7:46	8:17	9:06
S/W corner on 9th St at N St – RT Stop	6:40	7:47	8:18	9:07
N/W corner on P St at 9th St – RT Stop	6:41	7:48	8:19	9:08
N/W corner on P St at 4th St	6:42	7:49	8:20	9:09

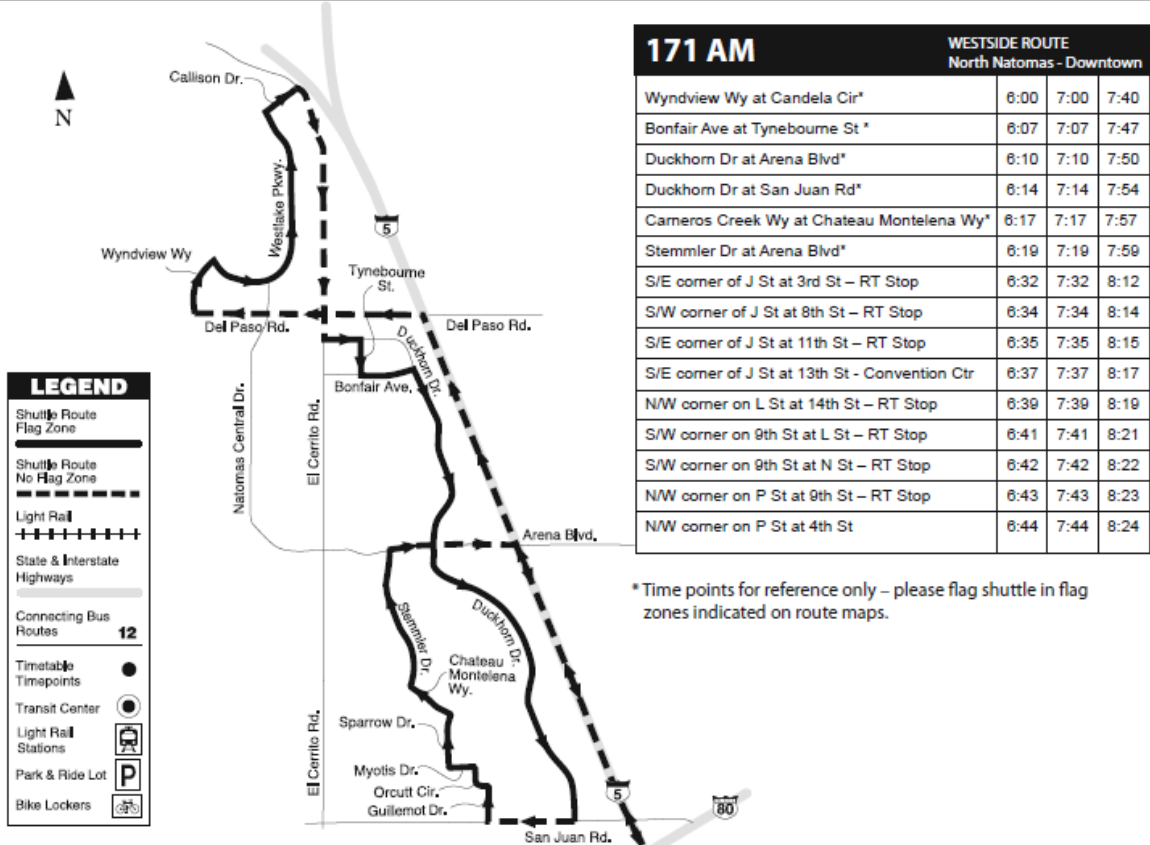
170 PM	EASTSIDE ROUTE North Natomas - Downtown			
S/E corner of J St at 3rd St – RT Stop	3:35	4:45	5:20	5:55
S/W corner of J St at 8th St – RT Stop	3:36	4:46	5:21	5:56
S/E corner of J St at 11th St – RT Stop	3:38	4:48	5:23	5:58
S/E corner of J St at 13th St - Convention Ctr	3:39	4:49	5:24	5:59
N/W corner on L St at 14th St – RT Stop	3:41	4:51	5:26	6:01
S/W corner on 9th St at L St – RT Stop	3:44	4:54	5:29	6:04
S/W corner on 9th St at N St – RT Stop	3:45	4:55	5:30	6:05
N/W corner on P St at 9th St – RT Stop	3:47	4:57	5:32	6:07
N/W corner on P St at 4th St	3:48	4:58	5:33	6:08
Allano Ave at Gateway Park Blvd*	3:59	5:09	5:44	6:19
North Bend Dr at Danbrook Dr*	4:05	5:15	5:50	6:25
Regency Park Cir at Bridgecross Dr*	4:08	5:18	5:53	6:28
Honor Pkwy at Bridgecross Dr*	4:11	5:21	5:56	6:31
Danbrook Dr at Crest Dr*	4:15	5:25	6:00	6:35
North Bend Dr at Gateway Park Blvd*	4:16	5:26	6:01	6:36
Gateway Park Blvd at Gold's Gym Plaza	4:20	5:30	6:05	6:40
RT Bus Stop at Truxel Rd and New Marketplace	4:22	5:32	6:07	6:42

* Time points for reference only – please flag shuttle in flag zones indicated on route maps.

SUBJECT TO CHANGE.
Please visit www.northnatomastma.org
for current schedule.

Shuttle Hotline: 552-0313

171 Westside North Natomas Flyer



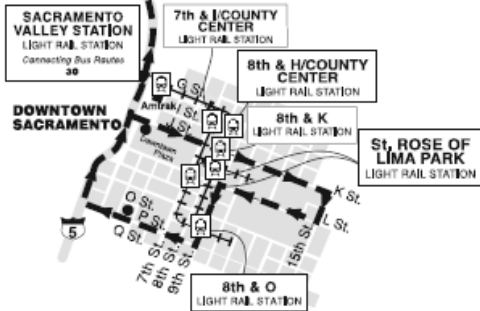
LEGEND

- Shuttle Route Flag Zone
- Shuttle Route No Flag Zone
- Light Rail
- State & Interstate Highways
- Connecting Bus Routes **12**
- Timetable Timapoints
- Transit Center
- Light Rail Stations
- Park & Ride Lot
- Bike Lockers

171 AM		WESTSIDE ROUTE North Natomas - Downtown		
Wyndview Wy at Candela Cir*	6:00	7:00	7:40	
Bonfair Ave at Tynebourne St *	6:07	7:07	7:47	
Duckhorn Dr at Arena Blvd*	6:10	7:10	7:50	
Duckhorn Dr at San Juan Rd*	6:14	7:14	7:54	
Cameros Creek Wy at Chateau Montelena Wy*	6:17	7:17	7:57	
Stemmler Dr at Arena Blvd*	6:19	7:19	7:59	
S/E corner of J St at 3rd St – RT Stop	6:32	7:32	8:12	
S/W corner of J St at 8th St – RT Stop	6:34	7:34	8:14	
S/E corner of J St at 11th St – RT Stop	6:35	7:35	8:15	
S/E corner of J St at 13th St - Convention Ctr	6:37	7:37	8:17	
N/W corner on L St at 14th St – RT Stop	6:39	7:39	8:19	
S/W corner on 9th St at L St – RT Stop	6:41	7:41	8:21	
S/W corner on 9th St at N St – RT Stop	6:42	7:42	8:22	
N/W corner on P St at 9th St – RT Stop	6:43	7:43	8:23	
N/W corner on P St at 4th St	6:44	7:44	8:24	

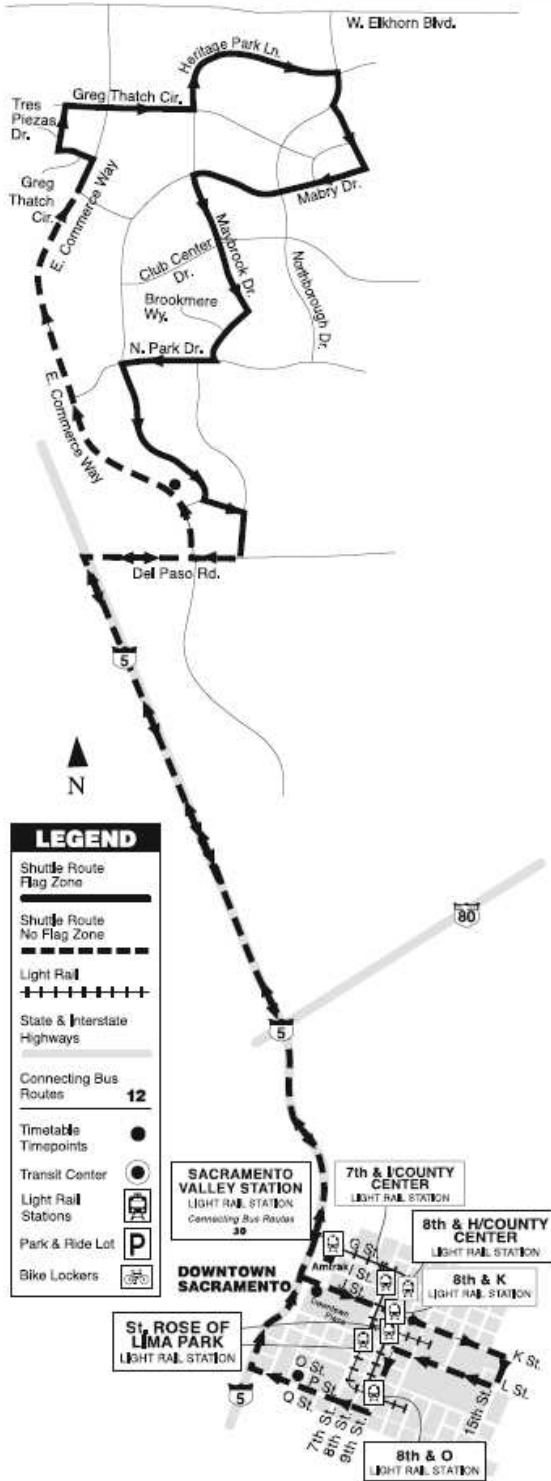
* Time points for reference only – please flag shuttle in flag zones indicated on route maps.

171 PM		WESTSIDE ROUTE North Natomas - Downtown		
S/E corner of J St at 3rd St – RT Stop	4:05	4:30	5:45	
S/W corner of J St at 8th St – RT Stop	4:06	4:31	5:46	
S/E corner of J St at 11th St – RT Stop	4:08	4:33	5:48	
S/E corner of J St at 13th St - Convention Ctr	4:09	4:34	5:49	
N/W corner on L St at 14th St – RT Stop	4:11	4:36	5:51	
S/W corner on 9th St at L St – RT Stop	4:14	4:39	5:54	
S/W corner on 9th St at N St – RT Stop	4:15	4:40	5:55	
N/W corner on P St at 9th St – RT Stop	4:17	4:42	5:57	
N/W corner on P St at 4th St	4:18	4:43	5:58	
Wyndview Wy at Candela Cir*	4:31	4:56	6:11	
Bonfair Ave at Tynebourne St *	4:38	5:03	6:18	
Duckhorn Dr at Arena Blvd*	4:41	5:06	6:21	
Duckhorn Dr at San Juan Rd*	4:45	5:10	6:25	
Cameros Creek Wy at Chateau Montelena Wy*	4:48	5:13	6:28	
Stemmler Dr at Arena Blvd*	4:50	5:15	6:30	



SUBJECT TO CHANGE.
 Please visit www.northnatomastma.org
 for current schedule.
 Shuttle Hotline: 552-0313

172 Central North Natomas Flyer



172 AM	CENTRAL ROUTE North Natomas - Downtown			
East Commerce at New Market Dr	5:50	6:20	7:05	8:15
East Commerce at Marina Dunes Way*	5:52	6:22	7:07	8:17
Macon Dr at Heritage Park Lane*	5:58	6:26	7:11	8:21
Heritage Park Lane across from Clubhouse*	5:58	6:28	7:13	8:23
Dunlay Dr at Mabry Dr*	6:00	6:30	7:15	8:25
Maybrook Dr at Mabry Dr*	6:03	6:33	7:18	8:28
Brookmere Wy at Maybrook Dr*	6:05	6:35	7:20	8:30
Kokomo Dr at New Market Dr*	6:09	6:39	7:24	8:34
S/E corner of J St at 3rd St - RT Stop	6:30	7:00	7:45	8:55
S/W corner of J St at 8th St - RT Stop	6:31	7:01	7:46	8:56
S/E corner of J St at 11th St - RT Stop	6:32	7:02	7:47	8:57
S/E corner of J St at 13th St - Convention Ctr	6:34	7:04	7:49	8:59
N/W corner on L St at 14th St - RT Stop	6:36	7:06	7:51	9:01
S/W corner on 9th St at L St - RT Stop	6:38	7:08	7:53	9:03
S/W corner on 9th St at N St - RT Stop	6:39	7:09	7:54	9:04
N/W corner on P St at 9th St - RT Stop	6:40	7:10	7:55	9:05
N/W corner on P St at 4th St	6:41	7:11	7:56	9:06

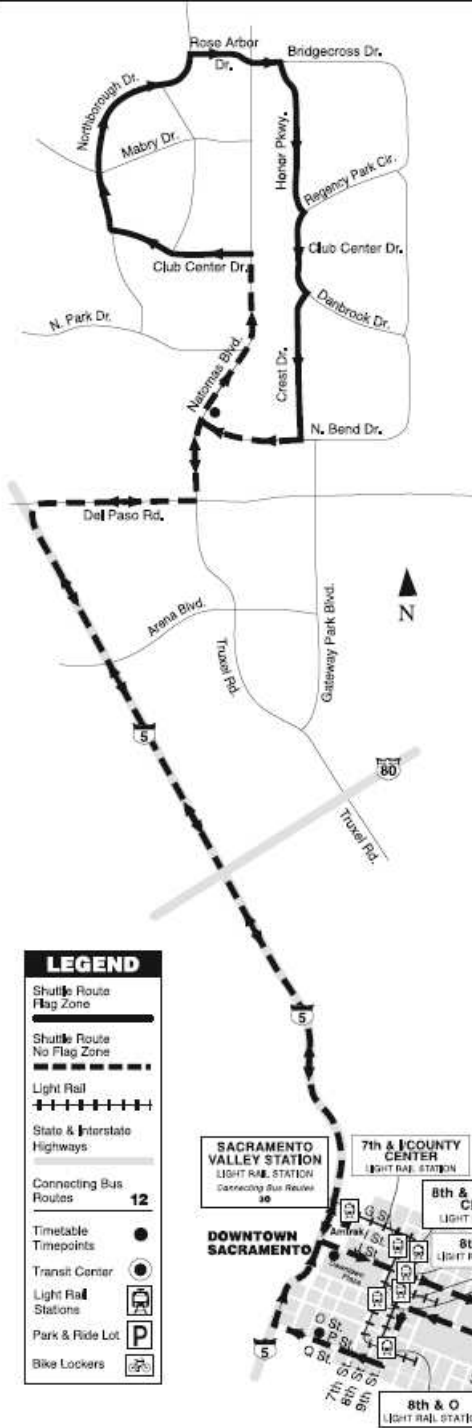
172 PM	CENTRAL ROUTE North Natomas - Downtown			
S/E corner of J St at 3rd St - RT Stop	3:50	4:10	5:05	6:15
S/W corner of J St at 8th St - RT Stop	3:51	4:11	5:06	6:16
S/E corner of J St at 11th St - RT Stop	3:53	4:13	5:08	6:18
S/E corner of J St at 13th St - Convention Ctr	3:54	4:14	5:09	6:19
N/W corner on L St at 14th St - RT Stop	3:56	4:16	5:11	6:21
S/W corner on 9th St at L St - RT Stop	3:59	4:19	5:14	6:24
S/W corner on 9th St at N St - RT Stop	4:00	4:20	5:15	6:25
N/W corner on P St at 9th St - RT Stop	4:02	4:22	5:17	6:27
N/W corner on P St at 4th St	4:03	4:23	5:18	6:28
East Commerce at New Market Dr	4:14	4:34	5:29	6:39
East Commerce at Marina Dunes Way*	4:17	4:37	5:32	6:42
Macon Dr at Heritage Park Lane*	4:20	4:40	5:35	6:45
Heritage Park Lane across from Clubhouse*	4:22	4:42	5:37	6:47
Dunlay Dr at Mabry Dr*	4:25	4:45	5:40	6:50
Maybrook Dr at Mabry Dr*	4:27	4:47	5:42	6:52
Brookmere Wy at Maybrook Dr*	4:29	4:49	5:44	6:54
Kokomo Dr at New Market Dr*	4:34	4:54	5:49	6:59

*Time points for reference only - please flag shuttle in flag zones indicated on route maps.

SUBJECT TO CHANGE.
Please visit www.northnatomastma.org
for current schedule.

Shuttle Hotline: 552-0313

173 Square North Natomas Flyer



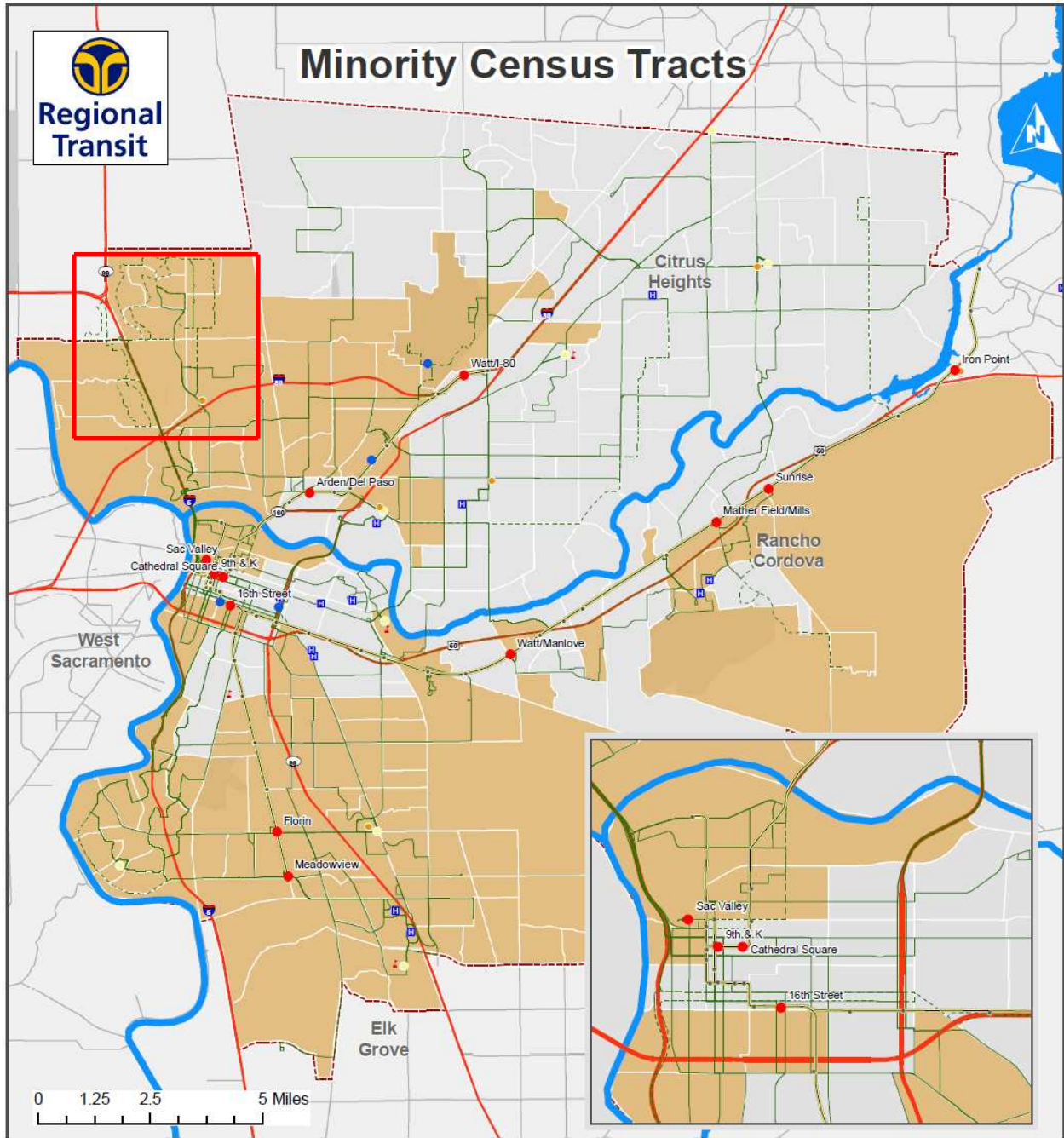
173 AM		SQUARE ROUTE North Natomas - Downtown
Natomas Blvd at North Bend Dr – RT Bus Stop*	6:30	
Club Center Drive at Natomas Blvd	6:35	
Rose Arbor Dr at Northborough Dr*	6:40	
Honor Pkwy at Bridgecross Dr*	6:42	
Regency Park Cir at Club Center Dr*	6:46	
North Bend Dr at Crest Dr*	6:50	
S/E corner of J St at 3rd St – RT Stop	7:13	
S/W corner of J St at 8th St – RT Stop	7:15	
S/E corner of J St at 11th St – RT Stop	7:16	
S/E corner of J St at 13th St - Convention Center	7:18	
N/W corner on L St at 14th St – RT Stop	7:20	
S/W corner on 9th St at L St – RT Stop	7:22	
S/W corner on 9th St at N St – RT Stop	7:23	
N/W corner on P St at 9th St – RT Stop	7:24	
N/W corner on P St at 4th St	7:25	

173 PM		SQUARE ROUTE North Natomas - Downtown
S/E corner of J St at 3rd St – RT Stop	5:15	
S/W corner of J St at 8th St – RT St	5:16	
S/E corner of J St at 11th St – RT Stop	5:18	
S/E corner of J St at 13th St - Convention Center	5:19	
N/W corner on L St at 14th St – RT Stop	5:21	
S/W corner on 9th St at L St – RT Stop	5:24	
S/W corner on 9th St at N St – RT Stop	5:25	
N/W corner on P St at 9th St – RT Stop	5:27	
N/W corner on P St at 4th St	5:28	
Natomas Blvd at North Bend Dr – RT Bus Stop*	5:42	
Club Center Drive at Natomas Blvd*	5:44	
Rose Arbor Dr at Northborough Dr*	5:49	
Honor Pkwy at Bridgecross Dr*	5:51	
Regency Park Cir at Club Center Dr*	5:55	
North Bend Dr at Crest Dr*	5:59	

* Time points for reference only – please flag shuttle in flag zones indicated on route maps.

SUBJECT TO CHANGE.
Please visit www.northnatomastma.org
for current schedule.

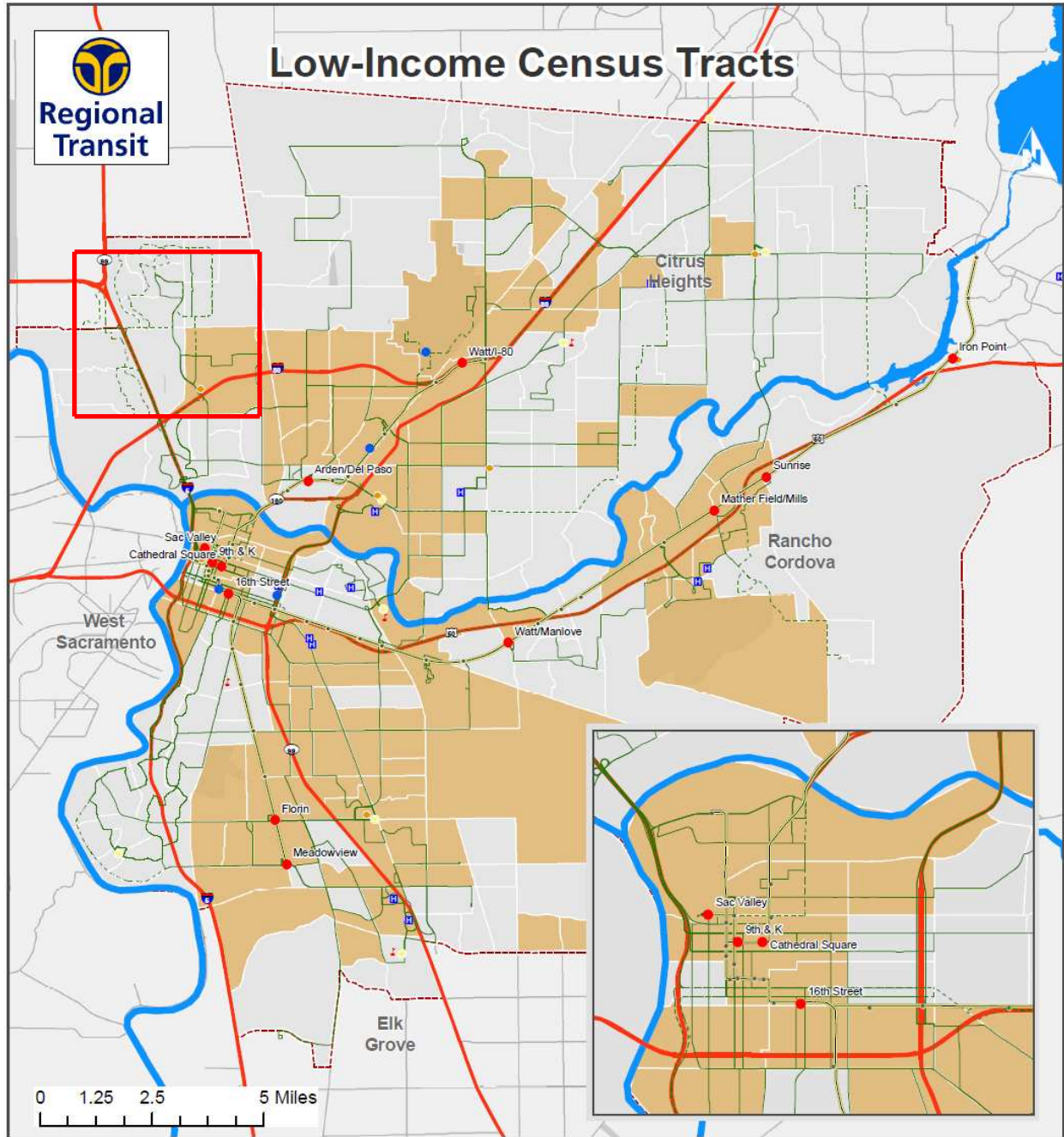
Shuttle Hotline: 552-0313



- Service Area
 - Light Rail
 - Bus Routes
 - Peak-Only Bus Routes
 - Light Rail Stations
 - Transit Center
 - RT Facility
 - Proposed CC Stations
- Regional Features:
- Hospitals
 - College/University
 - Major Shopping Centers

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Minority = 581,172
 Shaded Census Tracts exceed 51.1% minority

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi



<ul style="list-style-type: none"> Service Area Light Rail Bus Routes Peak-Only Bus Routes Light Rail Stations Transit Center RT Facility Proposed CC Stations 	<p>Regional Features:</p> <ul style="list-style-type: none"> Hospitals College/University Major Shopping Centers 	<p>Service Area = 437 sq mi* Service Area Population = 1,138,076 Population Low-Income = 184,720 Shaded Census Tracts exceed 16.4% low-income**</p>
--	---	--

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi
 **Percent low-income is computed using a total population of only 1,124,238 for which Low Income is actually determined.

Regional Transit

Service and Fare Change Policies Appendix E - Service Change Equity Analysis Template

Project Title/Description: Noah Natomas "Flyer"
Eff. 3/1/12

CURRENT SYSTEM STATISTICS

RT Average Weekday Ridership: 94,522 Source: FY2013 NTD.
Bus and Light Rail

Minority Ridership: 65,220 69.0 % (A1)

Low-Income Ridership: 50,097 53.0 % (B1)
Household Income less than \$30,000

Data Source for Demographics: 2013 On-Board Survey
Ex: 2010 On-Board Survey (Preliminary)

SERVICE CHANGE IMPACTS

Data Source for Demographics: 2013 On-Board Survey
Ex: 2010 On-Board Survey (Preliminary)
(should match above)

Net Revenue Miles: All Riders: 35,326
Annualized

Minority: 23,315 66.0 % (A2)

Low-Income: 2,049 5.8 % (B2)

Disparate Impact: Yes No
Is there an adverse disparity between A1 and A2 exceeding RT's 15 percent threshold of statistical significance?
If yes, then the change may be implemented only if (1) a substantial legitimate justification has been prepared in written form and (2) there are no alternatives that would have a less disparate impact on minority riders but would still accomplish RT's legitimate program goals.

Disproportionate Burden: Yes No
Is there an adverse disparity between B1 and B2 exceeding RT's 15 percent threshold of statistical significance?
If yes, then RT must take steps to avoid, minimize, or mitigate impacts where practicable and must also describe alternatives available to low-income passengers affected.

Prepared by: [Signature]
Analyst

12/31/13
Date

Reviewed by: [Signature]
Senior Staff

2/8/14
Date

REGIONAL TRANSIT MEMO

DATE: October 17, 2013
TO: RoseMary Covington, AGM of Planning & Transit System Development
FROM: James Drake, Service Planner JD
SUBJ: Title VI Analysis of Credit Card Readers

The purpose of this memorandum is to assess and document any potential Title VI issues related to the installation of credit card readers at certain RT light rail stations.¹

Project Background

RT's Finance Department recently purchased twelve new Fare Vending Machines as part of a grant-funded project to equip all RT light rail stations with at least two FVMs. Unlike RT's current FVMs, the new FVMs will be able to accept payments by credit card. Finance has proposed that the new FVMs be installed at stations that currently have high levels of cash sales, and that one of the existing FVMs at those stations be relocated to one of the stations that currently have only one FVM.

Credit cards are proposed to be accepted at the following twelve light rail stations:

Watt/I-80	Sac Valley	Watt/Manlove
Arden/Del Paso	16th Street	Mather/Mills
Cathedral Square	Florin	Sunrise
7th & K	Meadowview	Iron Point

Title VI Requirements

FTA Circular 4702.1B, Chapter III, Section 13 sets forth FTA Title VI guidance on the siting of facilities for all recipients. However, it also states that: "for the purposes of this requirement, 'facilities' does not include bus shelters, as these are transit amenities, and are covered in Chapter IV."

Chapter IV, Section 4(b)(1) requires RT to develop a policy for distribution of transit amenities for each mode as part of system-wide standards. Fare vending machines are not a required element, nor are credit card readers addressed in FTA's guidance.

RT's Service Standards² provide standards for seventeen different light rail station amenities, including fare vending machines. Credit card readers are not specifically included; however, RT's policy on future smart card addfare machines could be considered comparable and applicable. It reads as follows:

¹ Including Title VI of the Civil Rights Act of 1964 and Executive Order 12898.

² RT Board Resolution 13-08-0124 adopted August 26, 2013.

1 per station at major stations. Additional [machines] may be provided at platforms with very high ticket purchases (more than 1,000 average daily weekday boardings per platform).

No Requirement for Fare Equity Analysis

Title VI requires a fare equity analysis prior to making any *fare change*, with the exception of “Spare the Air” days and promotional events. Allowing credit card payment is *not* a fare change. If RT were to offer a *discount* to credit card users, then a fare equity analysis would be required. Since RT is not offering a discount for credit card users, there is no economic impact to the customer, so a fare equity analysis is not required.

Environmental Justice

Environmental Justice applies to “all programs, projects, and activities,” and requires RT to “avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects,” including social and economic effects, on minority and low-income populations.³

Acceptance of credit card payment confers no economic benefits to users; however, it does confer convenience and quality of service benefits. The delay or denial of benefits is treated as adverse effects under Environmental Justice law.

Credit Card Use by Low-Income Persons

Title VI and Environmental Justice are both concerned with the distribution of benefits. It is therefore worth noting that the provision of credit card readers is not a benefit to persons without credit cards.

RT’s 2013 on-board passenger survey found that low-income light rail riders were less likely to own credit cards than the average rider.⁴ A relative lack of credit card readers in low-income areas is therefore not necessarily evidence of discrimination. Consequently, there is some basis for having fewer credit card readers in low-income areas, but low-income areas should not be totally neglected.

The analysis will show that low-income populations were in fact very well represented by this project; however, this point should be noted for future reference.

³ See FTA Circular 4703.1, Chapter III, Section C (August 5, 2012).

⁴ 59 percent of low-income light rail riders have credit cards compared to 86 percent of non-low-income light rail riders.

FVM Use by Light Rail Station

Sorted By Sales

Station Name	# of Trans	Total Sales
Meadowview	63000	\$ 180,786.75
Mather	57040	\$ 171,358.00
Watt/I-80	44880	\$ 150,239.00
16th Street	45944	\$ 128,081.55
St. Rose (60/62)	60673	\$ 120,944.75
Florin Rd.	39903	\$ 114,778.75
Watt/Manlove	34952	\$ 104,603.95
Zinfandel	33293	\$ 98,923.25
29th Street	33408	\$ 94,849.00
Sunrise	31223	\$ 93,375.75
Arden/Del Paso	27385	\$ 89,493.50
Power Inn	26015	\$ 79,066.50
65th Street	24917	\$ 77,000.75
47th Ave.	26416	\$ 73,022.50
Marconi	23161	\$ 72,606.00
23rd Street	23854	\$ 68,413.25
St. Rose (66/68)	28383	\$ 65,609.25
Alkali Flat	21899	\$ 64,361.00
8th & O	21779	\$ 63,654.75
College Greens	22203	\$ 62,577.75
Fruitridge	22663	\$ 61,231.50
Cordova	17681	\$ 60,166.75
Iron Point	20884	\$ 59,574.50
Historic Folsom	20309	\$ 59,241.90
7th & Capitol	21566	\$ 59,033.50
Broadway	18225	\$ 52,746.70
City College	19669	\$ 51,555.75
Roseville Rd	15579	\$ 50,326.00
4th Ave.	23930	\$ 49,967.75
Starfire	15605	\$ 48,236.25
Sac Valley (Amtrak)	17377	\$ 47,565.75
Royal Oaks	15098	\$ 46,720.05
Butterfield	15435	\$ 46,480.35
Archives 11th & O	16497	\$ 44,890.75
Cathedral Square (70/72)	20859	\$ 41,512.00
13th Street	14829	\$ 41,473.00
12th & I Street	12425	\$ 37,506.50
39th Street	14167	\$ 37,242.25
Tiber	11799	\$ 31,809.25
Hazel Avenue	10652	\$ 31,721.50
59th Street	10223	\$ 29,981.50
Glenn Drive	9834	\$ 27,964.00
Cathedral Square (76/78)	14155	\$ 27,738.00
Swanston	8945	\$ 27,307.00
Globe	7612	\$ 21,312.75
7th & I	7527	\$ 21,078.00
48th Street	6754	\$ 17,722.50
8th & Capitol	5063	\$ 16,549.25
8th & K	4603	\$ 13,225.00
Watt West	2043	\$ 6,005.75
8th & H	233	\$ 692.25
Total	1112569	\$ 3,142,324.00

Sorted by Transactions

Station Name	# of Trans	Total Sales
Meadowview	63000	\$ 180,786.75
St. Rose (60/62)	60673	\$ 120,944.75
Mather	57040	\$ 171,358.00
16th Street	45944	\$ 128,081.55
Watt/I-80	44880	\$ 150,239.00
Florin Rd.	39903	\$ 114,778.75
Watt/Manlove	34952	\$ 104,603.95
29th Street	33408	\$ 94,849.00
Zinfandel	33293	\$ 98,923.25
Sunrise	31223	\$ 93,375.75
St. Rose (66/68)	28383	\$ 65,609.25
Arden/Del Paso	27385	\$ 89,493.50
47th Ave.	26416	\$ 73,022.50
Power Inn	26015	\$ 79,066.50
65th Street	24917	\$ 77,000.75
4th Ave.	23930	\$ 49,967.75
23rd Street	23854	\$ 68,413.25
Marconi	23161	\$ 72,606.00
Fruitridge	22663	\$ 61,231.50
College Greens	22203	\$ 62,577.75
Alkali Flat	21899	\$ 64,361.00
8th & O	21779	\$ 63,654.75
7th & Capitol	21566	\$ 59,033.50
Iron Point	20884	\$ 59,574.50
Cathedral Square (70/72)	20859	\$ 41,512.00
Historic Folsom	20309	\$ 59,241.90
City College	19669	\$ 51,555.75
Broadway	18225	\$ 52,746.70
Cordova	17681	\$ 60,166.75
Sac Valley (Amtrak)	17377	\$ 47,565.75
Archives 11th & O	16497	\$ 44,890.75
Starfire	15605	\$ 48,236.25
Roseville Rd	15579	\$ 50,326.00
Butterfield	15435	\$ 46,480.35
Royal Oaks	15098	\$ 46,720.05
13th Street	14829	\$ 41,473.00
39th Street	14167	\$ 37,242.25
Cathedral Square (76/78)	14155	\$ 27,738.00
12th & I Street	12425	\$ 37,506.50
Tiber	11799	\$ 31,809.25
Hazel Avenue	10652	\$ 31,721.50
59th Street	10223	\$ 29,981.50
Glenn Drive	9834	\$ 27,964.00
Swanston	8945	\$ 27,307.00
Globe	7612	\$ 21,312.75
7th & I	7527	\$ 21,078.00
48th Street	6754	\$ 17,722.50
8th & Capitol	5063	\$ 16,549.25
8th & K	4603	\$ 13,225.00
Watt West	2043	\$ 6,005.75
8th & H	233	\$ 692.25
Total	1112569	\$ 3,142,324.00

Figure 1. Stations proposed for credit card readers are highlighted.

Site Selection

Credit card readers were assigned to light rail stations based on the following factors:

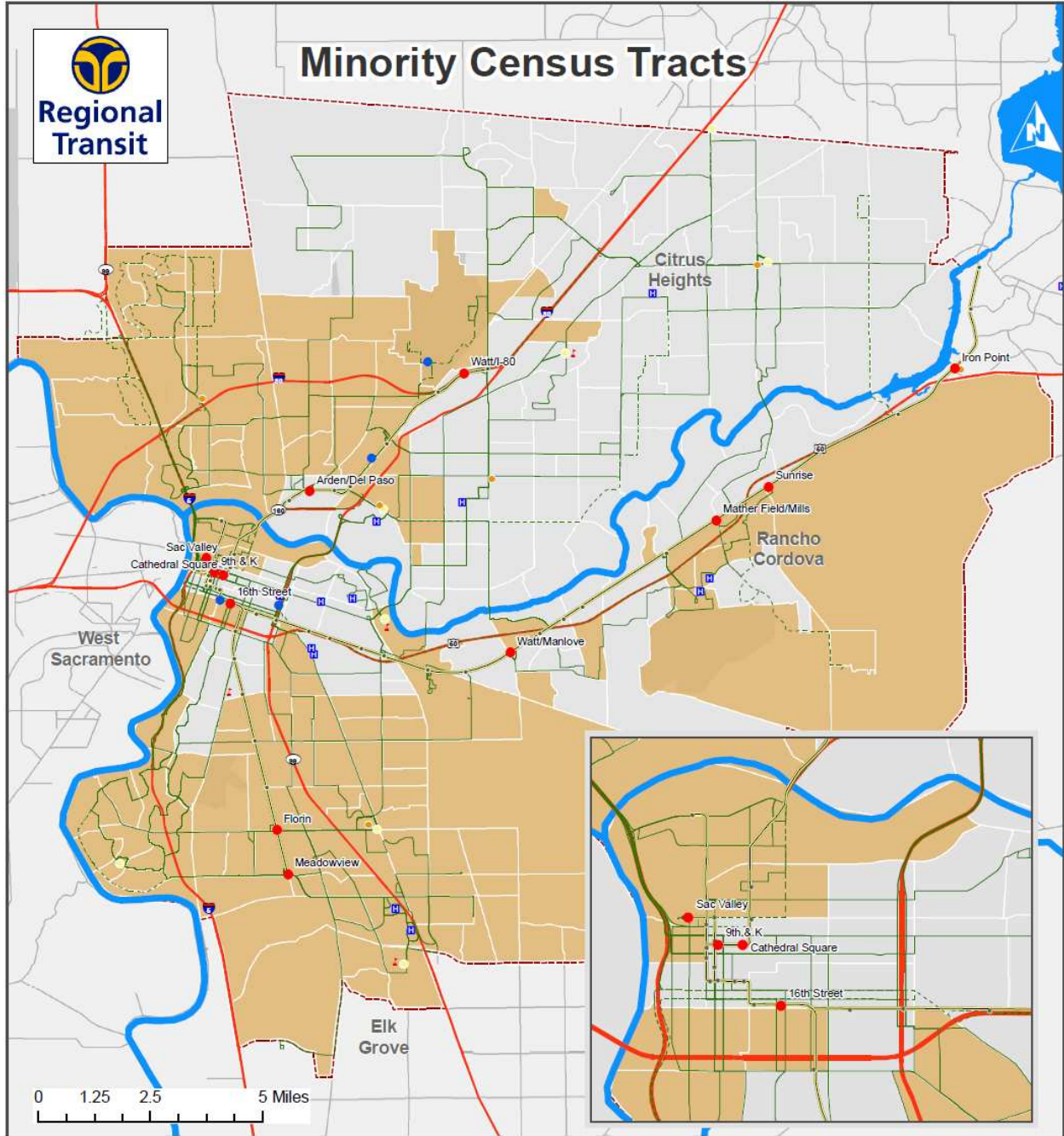
1. Stations with high amounts of cash sales were prioritized. Cash sales tend to correlate with ridership; however, cash sales may be influenced by other factors as well. Daily passes, for example, are relatively more likely to be purchased in residential areas, where people begin their first trip of the day. A chart of FVM use by station has been provided on page 3.
2. Locations that were perceived to be more likely to be used by inexperienced or first-time riders were given special priority, e.g., due to intercity visitors, special event attendees, and recreational/shopping uses.
3. The Arden/Del Paso station was given greater priority because otherwise the Northeast Corridor would have had only one credit card reader.

Title VI Methodology

Using data from the U.S. Census Bureau's American Community Survey, maps were created showing minority and low-income census tracts. Proposed credit card locations were shown on these maps. Each location was assigned a grade as follows:

Good	Majority of surrounding area is minority/low-income and/or station is served by bus routes that draw heavily from minority/low-income areas
OK	Less than half of surrounding area is minority/low-income and/or station is served by bus routes that draw partially from minority/low-income areas
Poor	None of surrounding area is minority/low-income and no connecting bus routes serve significant minority/low-income areas

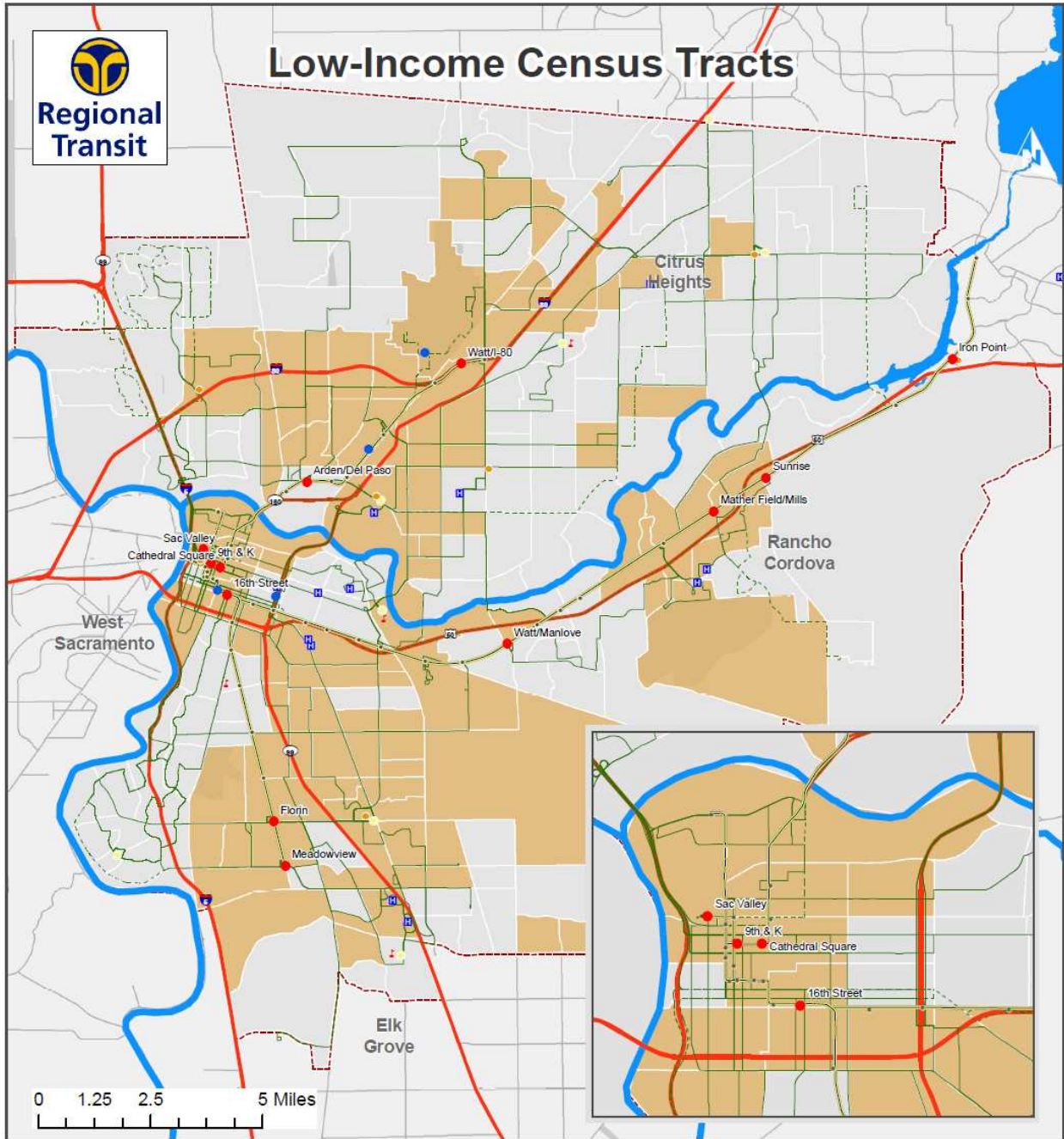
Minority areas are census tracts where the percentage of minority residents exceeds 51.0 percent, which is the average for RT's overall service area. Low-income areas are census tracts where the percentage of low-income residents exceeds 15.4 percent, which is the average for RT's overall service area.



- | | | | |
|--|----------------------|--|------------------------|
| | Service Area | | Hospitals |
| | Light Rail | | College/University |
| | Bus Routes | | Major Shopping Centers |
| | Peak-Only Bus Routes | | |
| | Light Rail Stations | | |
| | Transit Center | | |
| | RT Facility | | |
| | Proposed CC Stations | | |

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Minority = 581,172
 Shaded Census Tracts exceed 51.1% minority

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi



- Service Area
- Light Rail
- Bus Routes
- Peak-Only Bus Routes
- Light Rail Stations
- Transit Center
- RT Facility
- Proposed CC Stations

- Regional Features:
- Hospitals
 - College/University
 - Major Shopping Centers

Service Area = 437 sq mi*
 Service Area Population = 1,138,076
 Population Low-Income = 184,720
 Shaded Census Tracts exceed 16.4% low-income**

Source: US Census Bureau, American Community Survey 2007-2011
 *Service Area includes City of Citrus Heights at 14.23 sq mi
 **Percent low-income is computed using a total population of only 1,124,238 for which Low Income is actually determined.

**Proposed Credit Card Reader Locations
Coverage of Minority Areas**

Station	Grade
Watt/I-80	OK
Arden/Del Paso	Good
Cathedral Square	Good
7th & K	Good
Sac Valley	Good
16th Street	Good
Florin	Good
Meadowview	Good
Watt/Manlove	OK
Mather/Mills	OK
Sunrise	OK
Iron Point	Poor

Despite not being surrounded by minority areas, the Watt/I-80 and Arden/Del Paso stations were given “OK” and “Good” grades because of significant connecting bus service that partially or predominately serves minority areas.

**Proposed Credit Card Reader Locations
Coverage of Low-Income Areas**

Station	Grade
Watt/I-80	Good
Arden/Del Paso	Good
Cathedral Square	Good
7th & K	Good
Sac Valley	Good
16th Street	Good
Florin	Good
Meadowview	Good
Watt/Manlove	OK
Mather/Mills	Good
Sunrise	OK
Iron Point	Poor

The Watt/Manlove and Sunrise light rail stations were considered “OK” due to being only partially surrounded by low-income areas without any connecting bus routes serving predominately low-income areas. The Iron Point station lacks any significant coverage of low-income areas. The remainder of the stations provide “Good” coverage of low-income areas.

Discussion

The proposed locations for credit card readers do not appear likely to lead to denial or delay of benefits to minority or low-income populations.

Indeed, as the maps show, the parts of RT's service area that light rail happens to pass through tend to be high in both minority and low-income populations, whereas the parts of RT's service area that are low in minority and low-income populations tend to be in areas that do not have light rail service. Therefore, light rail station improvements will generally be likely to benefit Title VI populations.

Overall, the criteria used to select locations appear to be non-discriminatory, consistent with RT standards, and consistent with RT's legitimate business objectives and the end results do not appear to create any disproportionate adverse effects.

c: Dee Brookshire, Chief Financial Officer
 Brent Bernegger, Director of Finance/Treasury
 Blain Yancey, Revenue Manager
 Bruce Behrens, Chief Legal Counsel
 Mike Mattos, Chief of Facilities & Business Support Services