

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
7	02/23/15	Open	Action	02/05/15

Subject: Adopting Service Changes for September 6, 2015

ISSUE

Whether to adopt Service Changes for September 6, 2015.

RECOMMENDED ACTION

Adopt Resolution No. 15-02-_____, Adopting Service Changes for September 6, 2015.

FISCAL IMPACT

Net costs are estimated at approximately \$11,397 for the first twelve months of service.

DISCUSSION

The attached resolution would approve service changes to Routes 25, 61, 65, and 84, as described and depicted in Attachment 1. In accordance with RT's policy on major service changes, a Title VI service change equity analysis has been prepared, and a public hearing was conducted on January 26, 2015. These proposed changes would take effect on September 6, 2015.

Project Description – Attachment 1 provides a list of the proposed changes and maps of the affected routes. These changes were presented to the RT Board on January 26, 2015. Since that time, there have been revisions to the changes originally proposed for Routes 80 and 84. These two routes, which currently operate on the Watt Avenue corridor, were originally proposed to be straightened, with service on La Riviera Drive and Folsom Boulevard eliminated. Staff has revised the proposal so that Route 80 would be unchanged, i.e., Route 80 would remain on La Riviera Drive and Folsom Boulevard providing local service, with Route 84 being relocated to Watt Avenue as originally proposed. Attachment 1 includes several aerial photos of the new exclusive bus lane on Watt Avenue that would be used by Route 84.

Ridership and Fiscal Impacts – The total fiscal impact from the proposed changes is estimated at \$11,397, as shown in Attachment 2. The proposed changes to Routes 25, 61, and 65 were developed to be cost neutral, with the assumption being that there would be no change in labor costs, that mileage costs would be minimal, and that ridership impacts would be neutral or better. The final, more detailed cost estimates show a net cost of \$5,751, based on a slight increase in mileage, mostly offset by an increase in ridership and fare revenue. The changes to Route 84 are expected to reduce mileage costs but reduce fare revenue slightly, for a net cost of \$5,645. Although RT's paratransit service area will change as a result of the proposed changes to Routes 61 and 65, staff is not projecting any net changes in paratransit costs.

Approved:

Presented:

Final 02/17/15

General Manager/CEO

RoseMary Covington, AGM of Planning & Transit System Development

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Productivity is expected to improve on Route 25 and on Routes 61 and 65 (which are analyzed together because the proposed changes depend on both routes). The changes to Route 25 are expected to add a slight amount of ridership at negligible cost. Elimination of the southern part of Route 65 is expected to result in a loss of 250 daily riders, but that loss is expected to be offset by a gain of 375 new riders on the former Route 8 segment which is being added, for a net gain of 125 boardings per day. The changes to Route 84 are expected to result in a slight migration of riders from Route 84 to Route 80 and a net loss of 60 boardings per weekday, which will decrease productivity slightly.

Routes 80 and 84 – On January 26, 2015, staff presented to the Board a proposal to realign Routes 80 and 84 from La Riviera Drive and Folsom Boulevard to Watt Avenue, where they would both travel in a new exclusive bus lane which was constructed as part of Sacramento County’s Watt Avenue/US-50 Interchange project. In response to several customer complaints and concern expressed by RT’s Board, staff investigated several alternative service plans and is now proposing a revised plan for these two routes. Under the revised proposal, only Route 84 would be realigned to Watt Avenue. Route 80 would remain as-is, providing core local service on La Riviera Drive and Folsom Boulevard. Under the revised proposal, Route 80 buses would run hourly on La Riviera Drive and Folsom Boulevard and Route 84 buses would run hourly on Watt Avenue in the bus lane. As they do now, the schedules for the two routes would be offset from one another, so that between the two routes, departures would be roughly every 30 minutes from the Watt/Manlove light rail station.

The original proposal was based on RT’s long-term plans, including RT’s TransitRenewal study, RT’s TransitAction Plan, and RT’s coordination efforts with the County of Sacramento. The long-term objective of these plans has been to provide faster, more direct service on the Watt Avenue corridor, to better compete with personal automobiles. While these remain the long-term objectives for the Watt Avenue corridor, in the near-term, the initial use of the bus lane by only Route 84 will avoid an abrupt discontinuation of all fixed-route transit service on La Riviera Drive and will allow staff to capture real-world data on travel time savings and ridership trends from the bus lane. In the long-run, as investment levels increase on Watt Avenue, staff anticipates that additional buses will be able to take advantage of the travel time savings from the bus lane.

In the immediate term, the revised proposal is projected to be favorable in terms of both ridership and fiscal impact, relative to the original proposal. Although the original proposal would have provided travel time savings to an estimated 450 persons per weekday travelling across the American River; these benefits would have been offset by impacts from elimination of service on La Riviera Drive. Between ridership loss on Routes 80 and 84 and increased paratransit utilization, staff’s final estimate for the original proposal showed a net loss of over \$55,000 annually. By maintaining a baseline of service on La Riviera Drive from Route 80, staff projects that the revised proposal will result in a net impact of only approximately \$5,500, which may improve over time, if ridership growth occurs on the faster Route 84 trips.

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Alternatives – Staff evaluated a number of alternatives for Routes 80 and 84, including creating a new shuttle to serve La Riviera Drive or running Route 80/84 service on La Riviera Drive in one direction only. Key findings are as follows:

- Of all the alternatives, including the original proposal, the revised proposal, where Route 80 would remain on La Riviera Drive, was the most favorable in terms of ridership and fiscal impacts. The original proposal was expected to result in a loss of 175 daily boardings. By keeping Route 80 on La Riviera Drive, ridership loss is expected to be only 60 boardings per day.
- Keeping Route 80 on La Riviera Drive provides a fixed-route option for customers who might otherwise choose to make a paratransit trip, which would be more expensive for both the customer as well as for RT.
- Route 80 has seven day service and slightly later evening service than Route 84, so by keeping Route 80 on La Riviera Drive, the neighborhood will continue to have a baseline of local service for all days with a long span of service hours.
- If the use of the bus lane by Route 84 proves to be highly successful or desirable by riders, RT can relocate Route 80 to Watt Avenue at a later date. By initially running only Route 84 on the new bus lane, RT will be able to capture real-world data on time savings and ridership changes while reducing the risk of ridership loss from an abrupt discontinuation of all service on La Riviera Drive.
- To add a new La Riviera shuttle without additional personnel, the shuttle schedule would have to be squeezed into the schedule of a nearby route; however, this would not be possible on all days of the week and it would worsen connection timing.
- A new La Riviera shuttle would also be an imperfect solution because the shuttle would not be able to serve the new bus stops on Watt Avenue that Routes 80 and 84 would serve. The aforementioned schedule constraints would also make it impossible to schedule consistently well-timed connections between the shuttle and Route 80/84 buses at this location due to the greater need to time the shuttle around light rail arrivals and departures.
- One-way Route 80/84 service along La Riviera Drive would help riders travelling in one direction on their way to their destinations, but it would not work well for their return trips, nor for riders travelling in the other direction, so it is questionable if it would actually be useable for more than a few riders.

RT's 2012 TransitRenewal project called for Routes 80 and 84 to be straightened out not only at La Riviera Drive, but also at Morse Avenue; however, both proposals were intended to happen concurrently with headway improvements on Watt Avenue. Due to budgetary constraints, RT has not been able to improve headways on Watt Avenue to the intended 15 minute headway. Staff's recommendation is that at this time, only Route 84 be relocated to Watt Avenue, but that RT

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consider relocating Route 80 to Watt Avenue as well at a future point when the total level of service in the corridor is higher, so that local service on La Riviera Drive can coexist with faster, more direct, express service on Watt Avenue using the bus lane.

Bus Lane Design – Aerial photos of the Watt Avenue bus lane are included in Attachment 1. As shown in Slide 7 of Attachment 1, new bus stops will be located on Watt Avenue near La Riviera Drive that customers will be able to walk to via sidewalks from La Riviera Drive, ascending the Watt Avenue ramps. A number of improvements were made to the pedestrian route from the foot of the ramp to the new bus stops, including grading work to assure that the slope would not exceed Americans with Disabilities Act standards. These bus stops mark the northern limits of the exclusive bus facility.

The remainder of the facility consists of a single bi-directional lane in the median of Watt Avenue from the westbound US-50 intersection to Folsom Boulevard, as shown in the other photos. Entry into the bus lane from the north and the south is controlled by a special signal for buses only and the pavement is painted red and signed to deter general motorists from entering the lane. A bus travelling south on Watt Avenue from La Riviera Drive would transition from the shoulder lane to the center lane via a special bus-only phase in the traffic signal at the intersection of westbound US-50. From that point, a bus would travel in an exclusive lane in the Watt Avenue median until Folsom Boulevard, at which point the bus would exit the bus lane via a left turn onto eastbound Folsom Boulevard, after which it would immediately turn right into a new driveway and entrance to the Watt/Manlove station.

All buses will continue to exit the Watt/Manlove station via the main station entrance/exit on South Watt Avenue, from which point buses will proceed north and re-enter the Watt Avenue bus lane in the northbound direction. After traversing the center bus lane back to the intersection of Watt Avenue and the westbound US-50 ramps, the bus will transition back to the shoulder lane to serve the new bus stop on northbound Watt Avenue at La Riviera Drive.

Public Involvement – Attachment 3 provides copies of notices, announcements, and other outreach efforts made by RT, as well as comments received by staff during the 30-day public review period. Outreach materials included brochures in all buses (translated into five non-English languages), A-Frames at 21 light rail stations, an e-mail alert to all subscribers, and announcements on RT’s web site and Facebook page. For Routes 80 and 84, which generated the greatest amount of interest from riders, A-Frames were placed at all the key points where riders congregate, including three key points at the Watt/Manlove light rail station and three key points at the Watt/I-80 station. Presentations included a January 22 presentation to RT’s Mobility Advisory Committee and a January 26 public hearing during the regular RT Board meeting. A total of 42 comments were received by phone, email, or in person at public meetings during the comment period. Comments made by phone or email were responded to directly, with the responses included in the attachment. The most common concern related to elimination of service on La Riviera Drive. A total of 22 negative comments (from 16 different individuals) were received on this subject.

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The proposed changes to Routes 61 and 65 were developed in close coordination with neighborhood representatives from the Avondale and Glen Elder neighborhoods over most of 2014. The changes to these two routes will restore service to these two neighborhoods, which were previously served by Route 8; however, the new service is intended to be designated as an extension of Route 65. By treating the new service as an extension of Route 65, riders will be assured of a one-seat ride for the length of the route, without having to change vehicles or pay an additional fare. This change will be helpful in retaining existing riders and attracting new riders to the restructured route.

An additional round of outreach will be conducted on the affected routes and at key stops and stations during August 2015, prior to the changes becoming effective, to maximize rider awareness prior to the implementation date.

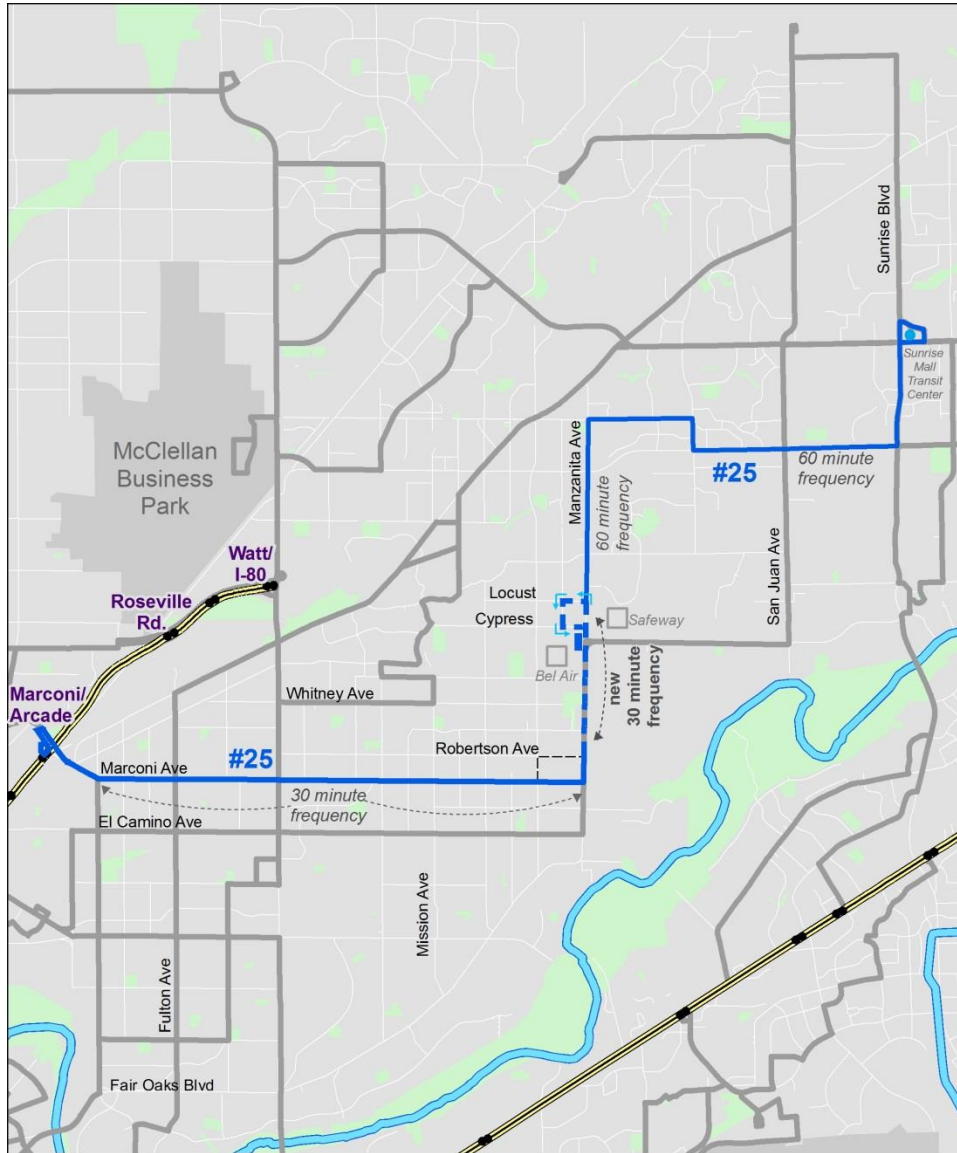
Title VI Analysis – A draft Title VI service change equity analysis was prepared and included with the materials for public review. A revised version has been included as Exhibit B to the resolution. In addition to the service changes currently being considered, the Title VI analysis includes changes approved or already in effect any time during the 12 month period ending September 6, 2015.

Revisions were made to the analysis to: (1) correct minor typographical or grammatical errors, (2) remove references to proposed changes to the North Natomas Flyer shuttle, and (3) reflect the revised proposal for Routes 80 and 84. The proposed changes to the Flyer shuttle were developed as part of RT’s contract with the North Natomas Transportation Management Association (TMA) and all costs were expected to be covered by the TMA; however, these proposed changes have been postponed indefinitely at the request of the TMA. The overall conclusion of the analysis remains that the proposed changes will not result in any disparate impacts on minority populations nor any disproportionate burdens on low-income populations. The attached resolution would officially accept and approve the findings of the Title VI analysis.

Approval Requirements – RT policy specifies that any change to a route affecting more than 15 percent of revenue miles constitutes a major service change. Major service changes require a 30-day review period, a public hearing, a Title VI analysis, Board approval, and potentially an environmental analysis. The changes proposed to Routes 25 and 61 do not actually meet this threshold; however, the changes to Routes 65, 80, and 84 exceed this threshold. The approval deadline for major service changes is usually approximately three months before the effective date; however, due to the extensive amount of work that will need to be done to rebuild RT’s systemwide bus and light rail schedules with respect to the Blue Line to Cosumnes River College extension opening on September 6, 2015, a longer lead time of six months is necessary. Based on recent reforms to the California Environmental Quality Act (CEQA), staff believes that the proposed service changes are exempt from CEQA and do not require an environmental review. Staff recommends the Board adopt the attached resolution, which would approve the revised service changes as described in Exhibit A, approve the Title VI analysis included as Exhibit B, and authorize staff to file a Notice of Exemption from CEQA, in substantially the form set forth in Exhibit C.

Attachment 1

Route	Description
25 Marconi Mon-Fri	Frequency will be improved to every 30 minutes on Fair Oaks Blvd. in Carmichael. Buses that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita and Locust Ave. near the Bel Air shopping center.
61 Fruitridge Mon-Fri	Service into Power Inn light rail station will be discontinued. Route 61 will instead begin and end at the University/65th Street light rail station and will run on Folsom Blvd. from 65th Street to Florin-Perkins Road (at College Greens light rail station). Patrons needing to catch the Granite Park shuttle to the Family Courthouse and other destinations in Granite Business Park should take light rail directly to the Power Inn light rail station.
65 Franklin South Mon-Fri	<p>Service will be discontinued south of Cosumnes River Blvd. on Franklin Blvd. and on Laguna Blvd in Elk Grove. The new route will begin and end at the new Franklin light rail station located off of Franklin Blvd. at Cosumnes River Blvd. (opening September 2015). Elk Grove residents visit www.e-tran.org for alternative routes. Route 65 service will also be discontinued into the Florin light rail station and on Florin Road from the Florin light rail station to Franklin Blvd (covered by Routes 54 and 81).</p> <p>Route 65 will be extended from Florin and Franklin to Florin Towne Centre via Florin Road. New service will be added covering parts of the former Route 8. The new service will run from Florin Towne Centre to the University/65th Street light rail station via Florin Road, Briggs Drive, Lawnwood Ave., 75th Street, Elder Creek Road, Power Inn Road, 14th Ave., and 65th Street.</p>
84 Watt Mon-Fri Saturday	<p>Service will be discontinued on La Riviera Drive and on Folsom Blvd. All buses will go directly to/from the Watt/Manlove light rail station via Watt Avenue from La Riviera Drive.</p> <p>There will be no routing changes to Route 80. Riders on La Riviera Drive or Folsom Boulevard may take Route 80 instead of Route 84.</p>

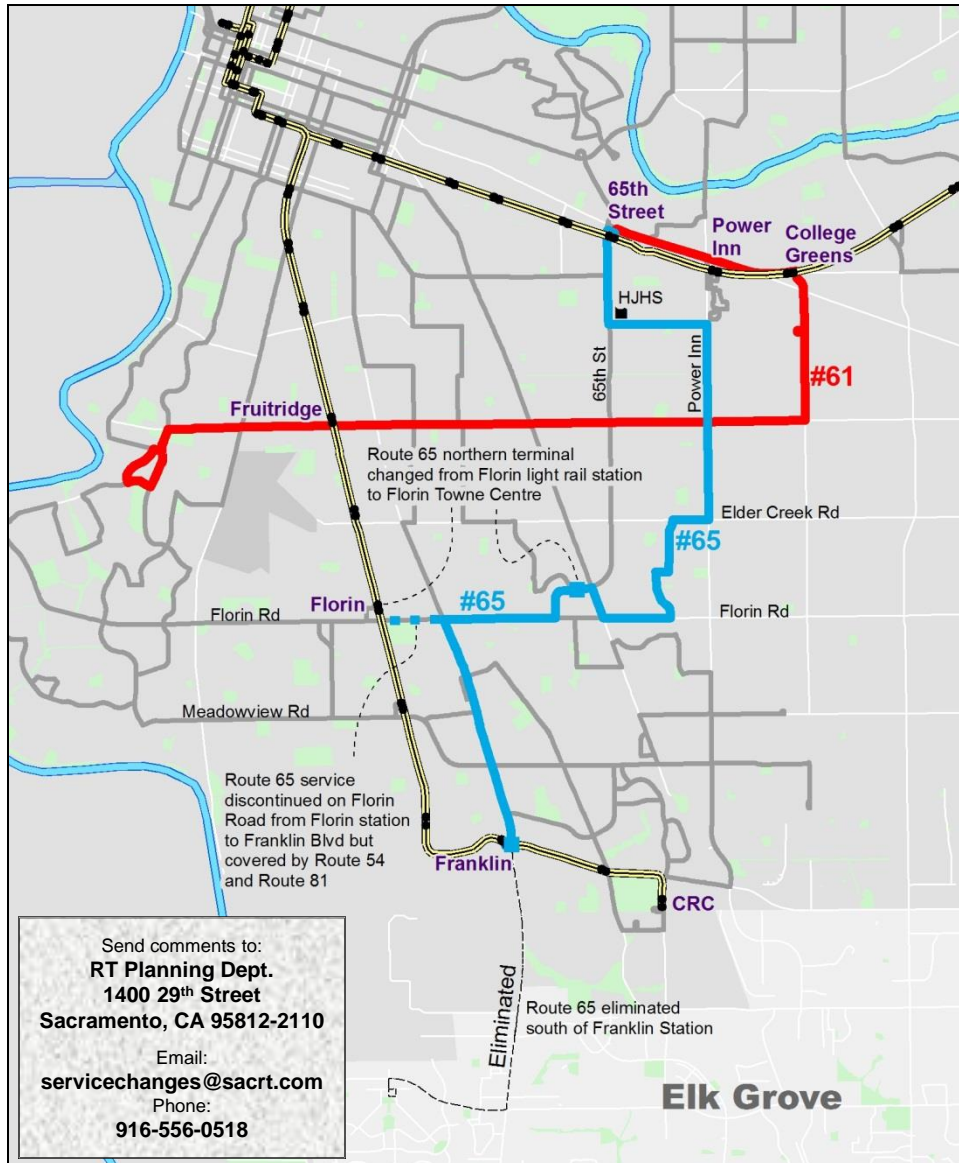


Route	Proposed Changes
<p>25</p> <p>Marconi</p> <p>Mon-Fri</p>	<p>Frequency will be improved to every 30 minutes on Fair Oaks Blvd. in Carmichael.</p> <p>Buses that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita and Locust Ave. near the Bel Air shopping center.</p> <p>This will provide additional service to grocery stores and retail destinations in Carmichael on Fair Oaks Blvd.</p> <p>Service will remain every 60 minutes the rest of the way to Sunrise Mall (from Manzanita and Locust).</p>

Send comments to:

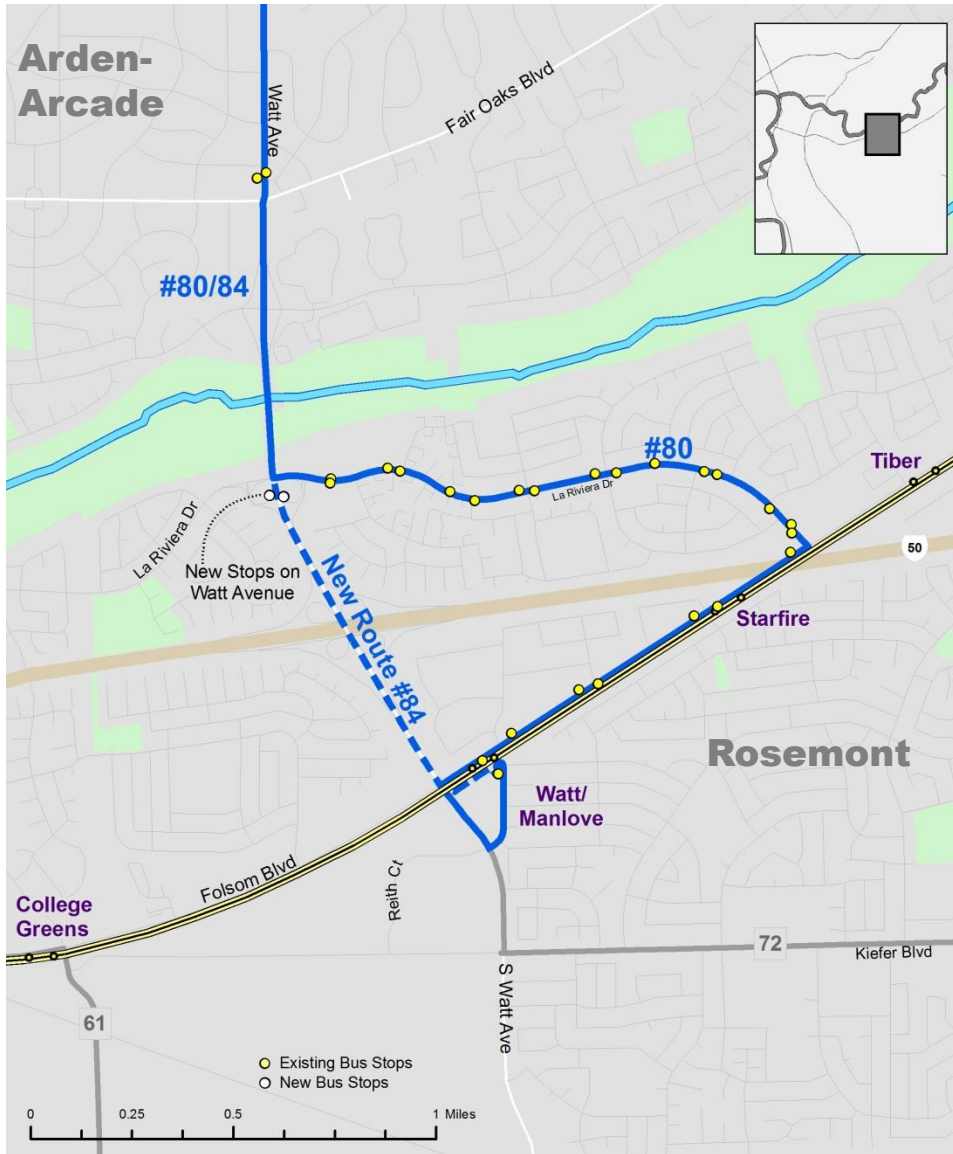
RT Planning Dept.
1400 29th Street
Sacramento, CA 95812-2110

Email: servicechanges@sacrt.com
 Phone: **916-556-0518**



Send comments to:
RT Planning Dept.
1400 29th Street
Sacramento, CA 95812-2110
 Email:
servicechanges@sacrt.com
 Phone:
916-556-0518

Route	Proposed Changes
61 Fruitridge Mon-Fri	<p>Service into Power Inn light rail station will be discontinued. Route 61 will instead begin and end at the University/65th Street light rail station and will run on Folsom Blvd. from 65th Street to Florin-Perkins Road (at College Greens light rail station).</p> <p>This will provide direct connections to Routes 26, 38, 81, 82, 87, Megabus, Sutter Medical Shuttle, Amador Transit, and the Sac State Hornet Shuttle.</p> <p>Patrons needing to catch the Granite Park shuttle to the Family Courthouse and other destinations in Granite Business Park should take light rail directly to Power Inn Station.</p>
65 Franklin South Mon-Fri	<p>Service will be discontinued south of Cosumnes River Blvd. on Franklin Blvd. and on Laguna Blvd in Elk Grove. The new route will begin and end at the new Franklin light rail station located off of Franklin Blvd. at Cosumnes River Blvd. (opening September 2015). Elk Grove residents visit www.e-tran.org for alternative routes.</p> <p>Route 65 service will also be discontinued into the Florin light rail station and on Florin Road between the Florin light rail station and Franklin Blvd (covered by Routes 54 and 81).</p> <p>Route 65 will be extended from Florin and Franklin to Florin Towne Centre via Florin Road.</p> <p>New service will be added covering parts of the former Route 8. The new service will run from Florin Towne Centre to the University/65th Street light rail station via Florin Road, Briggs Drive, Lawnwood Ave., 75th Street, Elder Creek Road, Power Inn Road, 14th Ave., and 65th Street. The new service will include direct service to Hiram Johnson High School and connections to major bus routes at 65th Street.</p>

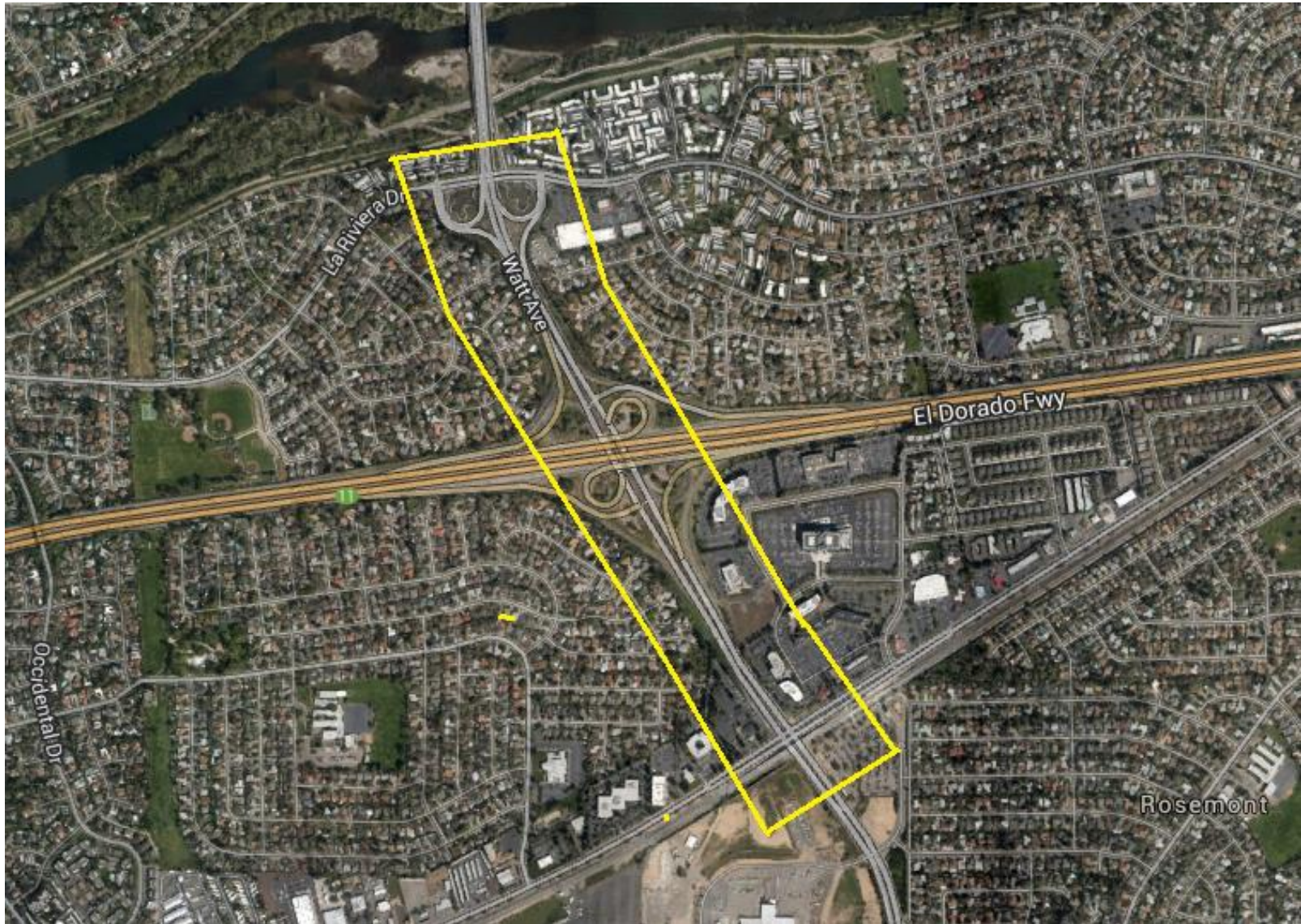


Route	Proposed Changes
<p>84</p> <p>Watt Ave</p> <p>Mon-Fri Saturday</p>	<p>Service will be discontinued on La Riviera Drive and on Folsom Blvd. All buses will go directly to/from the Watt/Manlove light rail station via Watt Avenue from La Riviera Drive.</p> <p>There will be no routing changes to Route 80. Passengers on La Riviera Drive or Folsom Blvd. may take Route 80 instead.</p>

Send comments to:

RT Planning Dept.
1400 29th Street
Sacramento, CA 95812-2110

Email: servicechanges@sacrt.com
 Phone: **916-556-0518**



Sacramento County's Watt Avenue/US-50 project spans Watt Avenue from La Riviera Drive to Folsom Boulevard and includes redesigned interchanges, an exclusive bus lane, and a new bicycle trail.



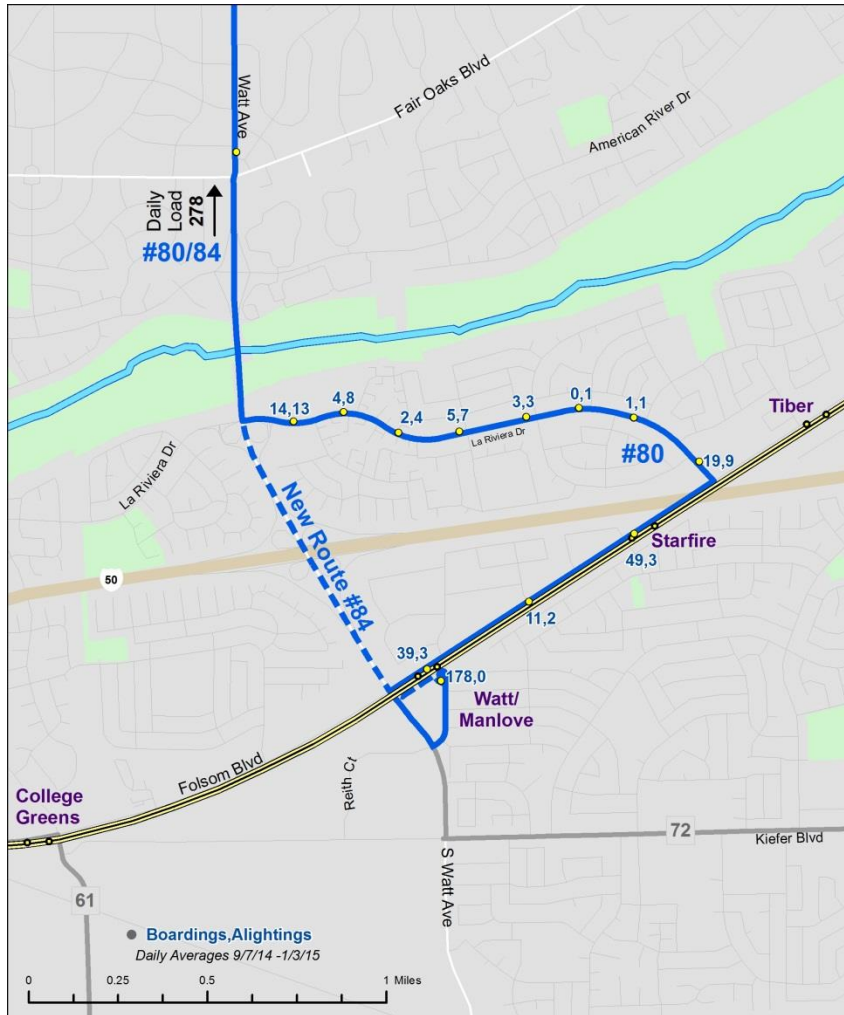
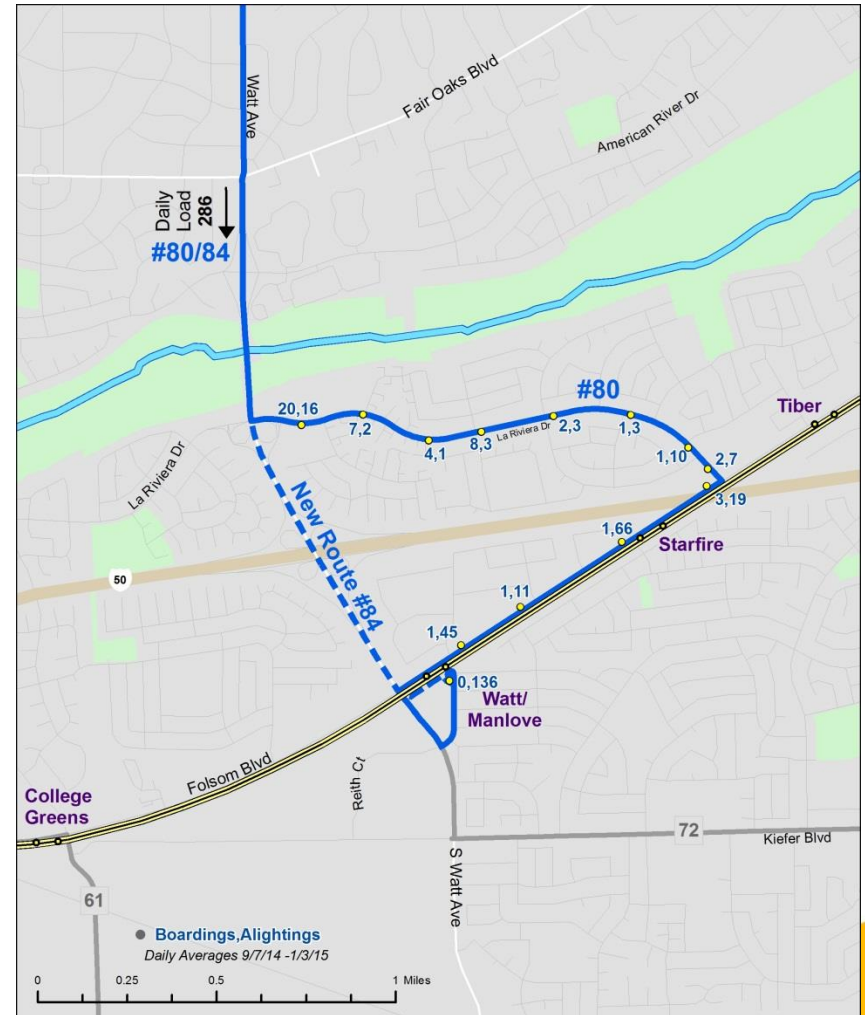
Watt Ave. at Folsom Blvd., facing north. The Watt/Manlove station and parking lot can be seen in the lower-right of the photo. Buses will travel between Folsom Blvd. (in the foreground) to the US-50 westbound interchange, via an exclusive bus lane in the median of Watt Ave. At the Folsom Blvd. intersection, southbound buses exit the bus lane by turning left onto eastbound Folsom Blvd., then immediately turning right into a new entry-only driveway into the light rail station (underneath the elevated light rail tracks). Northbound buses will leave the light rail station via the south end station exit (not pictured) and return to the bus lane via the exclusive lane just to the left of the two left-turn pockets on northbound Watt Ave. (pictured in the foreground).



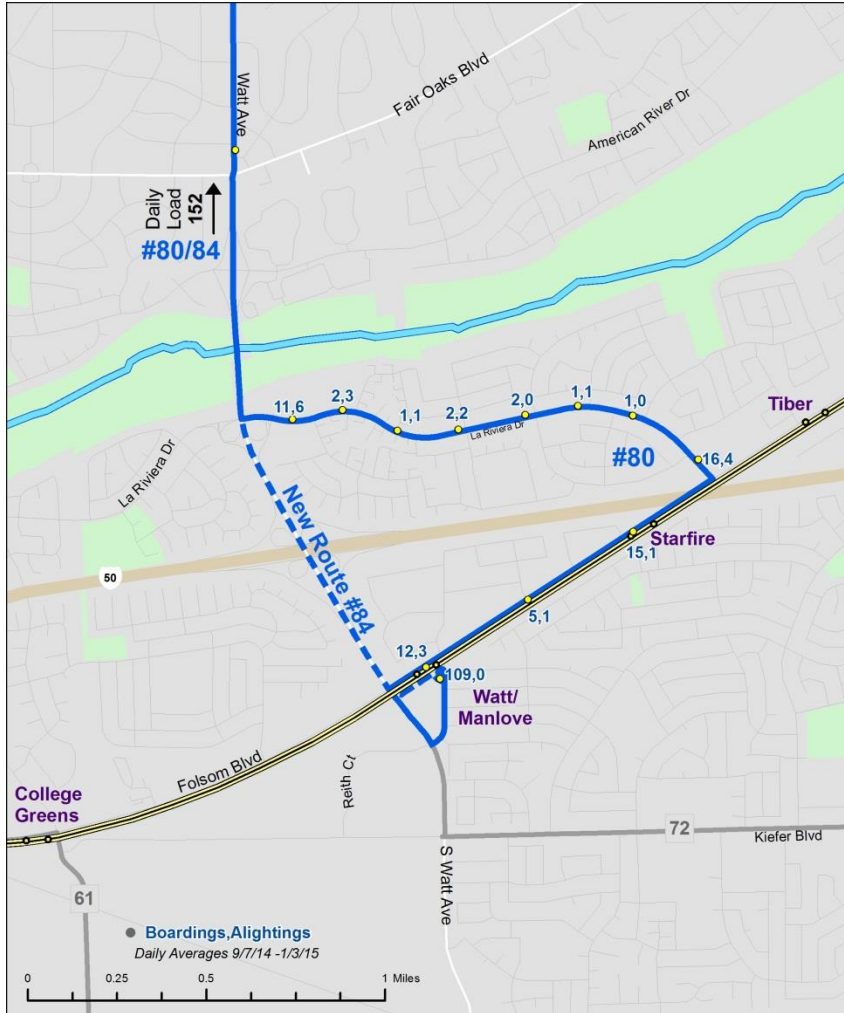
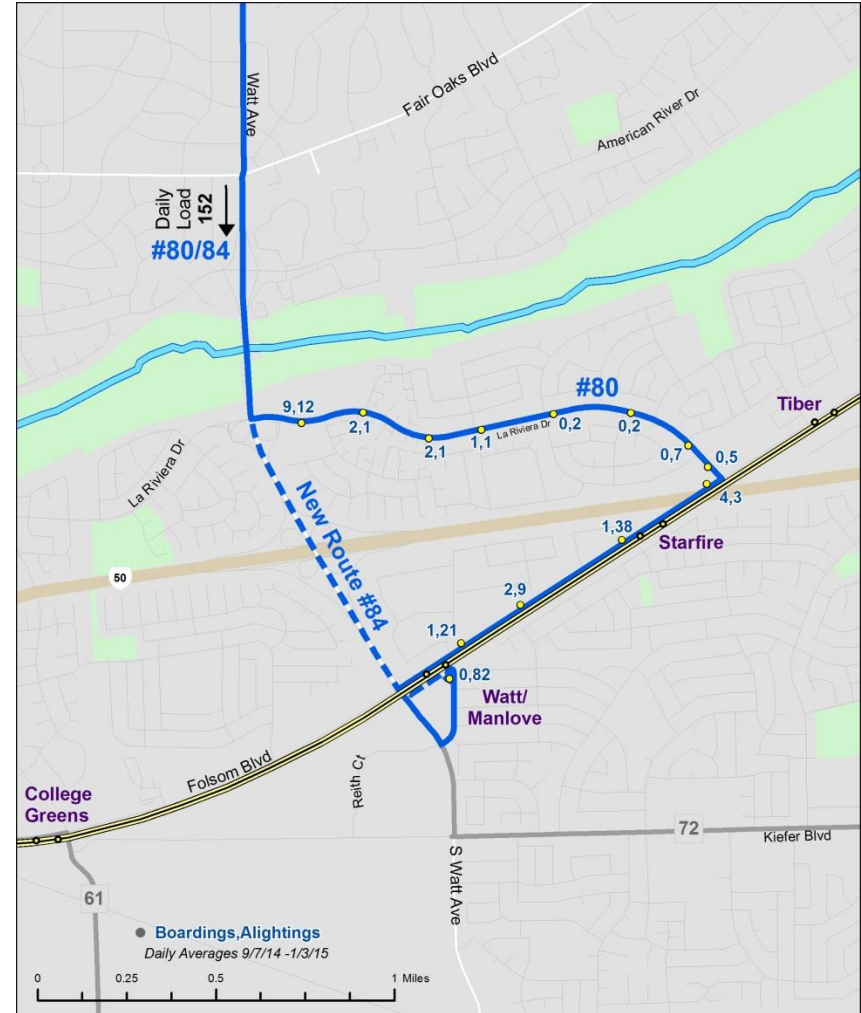
Watt Avenue at the interchange of eastbound US-50, facing east. On the right side of the photo, the exclusive bus lane can be seen in the median of Watt Avenue. A break in the bus lane allows cars to turn left from the eastbound US-50 off-ramp onto northbound Watt Avenue. The bus lane continues north on Watt Avenue in the median, with red pavement, a raised curb, and prominent signage helping keep general motorists out of the bus lane. The single bus lane would be shared by both northbound and southbound buses, with signaling and operating procedures developed to prevent occupancy of the lane by buses travelling in opposite directions (similar to a single-tracked rail segment).



Watt Avenue at La Riviera Drive, facing west. The median bus lane ends at the intersection of Watt Ave with the westbound US-50 ramps (not pictured). From that point, northbound buses transition from the median lane to the shoulder lane in order to serve the new bus stop located between the off- and on-ramps (and vice-versa in the southbound direction). Pedestrian paths were added from La Riviera Drive to the new bus stops and additional improvements were made to intersection configurations, slope, and roadside signage to improve the pedestrian path to and from the stops.

Northbound

Southbound


Maps depict existing daily ons and offs for Route 80 and 84 combined

Northbound

Southbound


Maps depict existing daily ons and offs for Route 80 and 84 combined

TRIP PURPOSE	
Work	57%
School	25%
College	8%
Medical, Shopping, Rec, Other	11%
AGE	
Under 62	97%
62 and over	3%
STUDENT STATUS	
K-12	14%
College	31%
Not a student	56%
DIRECTION OF TRAVEL	
West on light rail (e.g., to Downtown, CSUS, Stockton/Broadway)	47%
North on Route 80/84 (e.g., to ARC)	27%
East on light rail (e.g., to Rancho Cordova)	15%
South on Route 72 (e.g., to Rosemont schools)	11%

Source: 2010 on-board survey, 66 responses from La Riviera riders

**SEPTEMBER 2015 SERVICE CHANGES
RIDERSHIP AND FISCAL IMPACT SUMMARY**

All figures in current year dollars

	#25 Marconi <u>Mon-Fri</u>	#61 Fruitridge <u>Mon-Fri</u>	#65 Franklin South <u>Mon-Fri</u>	#84 Watt Ave <u>All Days</u>	<u>Total</u>
Costs					
Labor savings/(costs)	\$0	\$0	\$0	\$0	\$0
Mileage savings/(costs)	(\$8,315)	(\$6,874)	(\$13,403)	\$12,968	(\$15,624)
Subtotal - gross savings/(costs)	(\$8,315)	(\$6,874)	(\$13,403)	\$12,968	(\$15,624)
Fare revenue gain/(loss)	\$5,537	\$0	\$17,304	(\$18,613)	\$4,228
Net savings/(costs)	(\$2,778)	(\$6,874)	\$3,901	(\$5,645)	(\$11,397)

**SEPTEMBER 2015 SERVICE CHANGES
RIDERSHIP AND FISCAL IMPACTS**

All figures in current year dollars


	25	61	65	84			Total
	Marconi	Fruitridge	Franklin South	Watt Avenue - North Highlands			
	Mon-Fri	Mon-Fri	Mon-Fri	Mon-Fri	Sat	Subtotal	
Revenue hours							
Revenue hours per day (existing)	53.6	30.2	26.9	53.6	30.2		
Revenue hours per day (proposed)	53.6	30.2	26.9	53.6	30.2		
Proposed change in revenue hours per day	0.0	0.0	0.0	0.0	0.0		
Revenue hours per year (existing)	13,614	7,671	6,833	13,614	7,671	21,285	49,403
Revenue hours per year (proposed)	13,614	7,671	6,833	13,614	7,671	21,285	49,403
Proposed change in revenue hours per year	0.0	0.0	0.0	0.0	0.0	0	0
Subtotal - Labor costs	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Revenue miles							
Revenue miles per day (existing)	637.2	317.4	213.8	637.2	317.4		
Revenue miles per day (proposed)	671.0	345.3	268.2	591.3	284.6		
Proposed change in revenue miles per day	33.8	27.9	54.4	(45.9)	(32.8)		
Revenue miles per year (existing)	161,854	80,627	54,305	161,854	16,506	178,360	475,147
Revenue miles per year (proposed)	170,426	87,714	68,123	150,190	14,801	164,991	491,254
Proposed change in revenue miles per year	8,573	7,087	13,818	(11,664)	(1,706)	(13,369)	16,107
Subtotal - Mileage savings/(costs)	(\$8,315)	(\$6,874)	(\$13,403)	\$11,314	\$1,654	\$12,968	(\$15,624)
Ridership and fare revenue							
Boardings per day (existing)	1,260	670	400	1,260	670		
Boardings per day (proposed)	1,300	670	525	1,200	634		
Proposed change in boardings per day	40	0	125	(60)	(36)		
Boardings per year (existing)	320,040	170,180	101,600	320,040	34,840	354,880	946,700
Boardings per year (proposed)	330,200	170,180	133,350	304,838	32,965	337,804	971,534
Proposed change in boardings per year	10,160	0	31,750	(15,202)	(1,875)	(17,077)	24,834
Years to ramp-up	1.0	1.0	1.0	0.0	0.0	0.0	3.0
First year ridership gain/(loss)	5,080	0	15,875	(15,202)	(1,875)	(17,077)	3,879
First year fare revenue gain/(loss)	\$5,537	\$0	\$17,304	(\$16,570)	(\$2,043)	(\$18,613)	\$4,228
Totals							
Labor (costs)/savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Mileage (costs)/savings	(\$8,315)	(\$6,874)	(\$13,403)	\$11,314	\$1,654	\$12,968	(\$15,624)
ADA paratransit (costs)/savings	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Fare revenue (loss)/gain	\$5,537	\$0	\$17,304	(\$16,570)	(\$2,043)	(\$18,613)	\$4,228
Grand total	(\$2,778)	(\$6,874)	\$3,901	(\$5,256)	(\$389)	(\$5,645)	(\$11,397)

Attachment 3

Outreach Examples


RT Web Site

Posted January 2, 2015

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Public Hearing

Proposed September 2015 Service Changes

RT is seeking public comment on proposed service changes to Route 25 (Marconi), Route 61 (Frustridge), Route 65 (Franklin South), Route 80 (Watt - Elkhorn) and Route 84 (Watt - North Highlands) for implementation on Sunday, September 6, 2015.

Download Related Informational PDFs

Proposed September 2015 Service Changes	Routes 80 and 84 Map
Routes 61 and 65 Map	Route 25 Map
Title VI September 2015 Draft Analysis	

Route 25 service frequency would be increased to operate every 30 minutes on Fair Oaks Boulevard in Carmichael.

Route 61 service to the Power Inn light rail station would be discontinued, and the route would be extended west along Folsom Boulevard to the University/65th Street light rail station to improve connections.

Route 65 would be restructured to serve Florin Road east of Franklin Boulevard to the Florin Towne Centre. New service would be added to serve a portion of the former Route 8 that operated on Elder Creek Road, Power Inn Road and 65th Street to the University/65th Street light rail station. Route 65 would no longer serve the Florin light rail station, Florin Road west of Franklin Boulevard, Franklin Boulevard south of Cosumnes River Boulevard, and Laguna Boulevard (in Elk Grove).

Route 80 and Route 84 service on La Riviera Drive and Folsom Boulevard would be discontinued. Route 80 and 84 would continue to serve the Watt/Manlove light rail station via Watt Avenue.

The draft service plan and a Title VI equity analysis will be available for review at [sacrt.com](#) beginning Monday, January 5. RT will hold a public hearing:

Monday, January 26, 2015 - 6 p.m.
RT Auditorium
1400 29th Street (at N Street)

Accessible by light rail to the 29th Street light rail station, and Routes 30, 38, 67 and 68

The public is encouraged to comment at the public hearing, or by:

Email:
servicechanges@sacrt.com

Mail:
 Planning Department
 Sacramento Regional Transit District
 P.O. Box 2110
 Sacramento, CA 95812-2110

Phone:
 Comments: 916-556-0518
 Language Assistance: 916-556-0518


All comments must be received by noon on Wednesday, February 4, 2015. To request language interpretation services, call 916-556-0518 no later than three business days in advance of the public hearing.

[Back to top](#)

Sacramento Regional Transit District

RT Facebook

Posted January 7 & 23, 2015

 **Sacramento Regional Transit District** shared a link.
Posted by dselenis@sacrt.com [?] · January 23


RT will hold a public hearing on Monday, January 26 at 6 p.m. in the RT Auditorium on proposed September 2015 service changes to Route 25 (Marconi), Route 61 (Fruitridge), Route 65 (Franklin South), Route 80 (Watt - Elkhorn) and Route 84 (Watt - North Highlands). The public is encouraged to comment: <http://www.sacrt.com/publichearing15.stm>




Public Hearing - Sacramento Regional Transit
sacrt.com

RT is seeking public comment on proposed service changes to Route 25 (Marconi), Route 61 (Fruitridge), Route 65 (Franklin South), Route 80 (Watt - Elkhorn)...

213 people reached Boost Post

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 Sam Brillantes, Keith Ellis, Mtayari Umoja and 4 others like this.

 Write a comment...  


RT Twitter

Posted January 7 & 21, 2015

The image is a screenshot of a Twitter interface. At the top, there are navigation icons for Home, Notifications, Messages, and Discover, along with a search bar and a profile picture of Regional Transit. The main content is a tweet from Regional Transit (@RideSacRT) posted on January 21, 2015, at 3:20 PM. The tweet text reads: "RT will hold a public hearing Mon, Jan. 26 on proposed Sept. 2015 service changes to Routes 25, 61, 65, 80 and 84: sacrt.com/publichearing1...". Below the text are icons for reply, retweet, favorite, and a menu. The tweet has 4 retweets and 1 favorite. Below the tweet is a reply box with the text "Reply to @RideSacRT". A reply from Ride Downtown 916 (@RideDowntown916) is visible, stating: "@RideSacRT We will be present for the public hearing, and hope that @SacFriedman & @cgkings can attend regarding @SacramentoESC updates too." At the bottom of the screenshot, there is a "Trends" section with several trending hashtags and names, and a footer with copyright information: "© 2015 Twitter About Help Ads info".


Promotional Rack Cards

Distributed January 12, 2015

 <p>Rider Alert</p> <p>Proposed September 2015 Service Changes</p> <p>RT is seeking public comment on proposed service changes to Route 25 (Marconi), Route 61 (Fruitridge), Route 65 (Franklin South), Route 80 (Watt - Elkhorn) and Route 84 (Watt - North Highlands) for implementation on Sunday, September 6, 2015.</p> <p>Route 25 service frequency would be increased to operate every 30 minutes on Fair Oaks Boulevard in Carmichael.</p> <p>Route 61 service to the Power Inn light rail station would be discontinued, and the route would be extended west along Folsom Boulevard to the University/65th Street light rail station to improve connections.</p> <p>Route 65 would be restructured to serve Florin Road east of Franklin Boulevard to the Florin Towne Centre. New service would be added to serve a portion of the former Route 8 that operated on Elder Creek Road, Power Inn Road and 65th Street to the University/65th Street light rail station. Route 65 would no longer serve the Florin light rail station, Florin Road west of Franklin Boulevard, Franklin Boulevard south of Cosumnes River Boulevard, and Laguna Boulevard (in Elk Grove).</p> <p>Route 80 and Route 84 service on La Riviera Drive and Folsom Boulevard would be discontinued. Route 80 and 84 would continue to serve the Watt/Manlove light rail station via Watt Avenue.</p> <p style="text-align: right;"><i>(continued)</i></p>	<p>The draft service plan and a Title VI equity analysis are available for review at sacrt.com. RT will hold a public hearing:</p> <p>Monday, January 26, 2015 - 6 p.m. RT Auditorium 1400 29th Street (at N Street) Accessible by light rail to the 29th Street Station, and Routes 30, 38, 67 and 68</p> <p>The public is encouraged to comment at the public hearing, or by:</p> <p>Email: servicechanges@sacrt.com</p> <p>Mail: Planning Department Sacramento Regional Transit District P.O. Box 2110 Sacramento, CA 95812-2110</p> <p>Phone: Comments: 916-556-0518 Language Assistance: 916-556-0518</p> <p>All comments must be received by noon on Wednesday, February 4, 2015. To request language interpretation services, call 916-556-0518 no later than three business days in advance of the public hearing.</p> <p>Visit sacrt.com for details.</p>	<p>Propuesta de Cambios en el Servicio en Septiembre de 2015</p> <p>RT está solicitando los comentarios del público acerca de los cambios que se han propuesto en las Rutas 25, 61, 65, 80 y 84 que entrarán en vigencia el domingo, 6 de septiembre, 2015. El borrador del plan de servicio y el análisis de equidad del Título VI están disponibles para poder revisarse en sacrt.com. RT celebrará una audiencia pública el lunes, 26 de enero, 2015, a las 6 p.m. en el auditorio de RT (1400 29th Street). Todos los comentarios deberán recibirse antes de las 12:00 del mediodía del miércoles, 4 de febrero, 2015. Si desea recibir servicios de interpretación en otro idioma, llame al 916-556-0518 como mínimo tres días hábiles antes de la audiencia pública.</p> <p>Планируемые изменения маршрутов на сентябрь 2015 года</p> <p>Транспортное агентство Sacramento Regional Transit желает получить комментарии общественности по поводу изменений маршрутов 25, 61, 65, 80 и 84, которые вступят в силу в воскресенье, 6 сентября 2015 года. С предложениями об изменении маршрутов, а также с анализом соответствия предложений разделу VI Закона о гражданских правах можно ознакомиться по адресу sacrt.com. Транспортное агентство RT проведет общественные слушания в понедельник 26 января 2015 года, в 6 часов вечера в аудитории агентства по адресу 1400 29th Street. Все замечания должны быть получены до полудня среды, 4 февраля 2015 года. Заказать услуги переводчика можно по телефону 916-556-0515 не позднее, чем за три рабочих дня до даты слушания.</p>	<p>提議的2015年9月服務變更</p> <p>RT現在徵求公眾對於路線25、61、65、80和84提議服務變更的意見。這些變更將於2015年9月6日星期日實施。服務計劃草案和一份第六篇平等分析可在sacrt.com上供人審閱。RT將於2015年1月26日星期一下午六點在RT大禮堂(29街1400號)舉行公聽會。所有意見必須在2015年2月4日星期三中午之前送達。如需口譯服務,請在不遲於公聽會之前三個工作天致電916-556-0518。</p> <p>Các Thay Đổi Dịch Vụ Được Đề Nghị cho Tháng Chín 2015</p> <p>RT hiện đang muốn công chúng đóng góp ý kiến về các thay đổi dịch vụ theo đề nghị cho Tuyến Đường 25, 61, 65, 80 và 84 sẽ được xúc tiến vào Chủ Nhật, Ngày 6 Tháng Chín, 2015. Chương trình dịch vụ dự thảo và bản phân tích về sự hợp tình hợp lý Tựa Đề VI sẽ có sẵn cho duyệt xét tại sacrt.com. RT sẽ tổ chức một phiên điều trần trước công cộng vào Thứ Hai, Ngày 26 Tháng Giêng, 2015, lúc 6 giờ chiều ở thính đường RT (1400 29th Street). Mọi góp ý phải được nhận trước buổi trưa Thứ Tư, Ngày 4 Tháng Hai, 2015. Đề yêu cầu các dịch vụ thông dịch, xin gọi số 916-556-0518 không trễ quá ba ngày làm việc trước buổi điều trần công cộng.</p> <p>Thov tuaj rau thaum lub 9 hlis xyoo 2015 Cov Kev Hoov Txog Kev Pab</p> <p>RT yuav xav tau pej xeev cov kev xav txog cov uas yuav hoov txog kev pab rau cov Ntu Kev Ntawm 25, 61, 65, 80 thiab 84 uas yuav pib hoov rau hnub Sunday, lub 9 hlis hnub tim 6, xyoo 2015. Daim ntawv sau npaj tseg thiab dam luj tsab cai Title VI yeej muaj rau nej saib ntawm sacrt.com. RT yuav muaj rooj sab laj rau txhua tus pej xeev rau hnub Monday, lub 1 hlis hnub tim 26, xyoo 2015, thaum 6 p.m. nyob rau hauv RT lub sam thiab (1400 29th Street). Txhua cov lus yuav tsum xa tuaj ua ntej 12 teev rau hnub Wednesday, lub 2 hlis hnub tim 4, xyoo 2015. Yog xav tau neeg pab txhais lus, hu tus xov tooj 916-556-0518 tsis pub chauh peb hnub uas ntej hnub teem rooj sab laj.</p>
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Rack cards are distributed in all RT vehicles

A-Frames
January 2015



**Regional
Transit**

Rider Alert

Proposed September 2015 Service Changes


RT is seeking public comment on proposed service changes to **Route 25** (Marconi), **Route 61** (Fruitridge), **Route 65** (Franklin South), **Route 80** (Watt - Elkhorn) and **Route 84** (Watt - North Highlands) for implementation on Sunday, September 6, 2015. The draft service plan and a Title VI equity analysis are available for review at sacrt.com. RT will hold a public hearing:

Monday, January 26, 2015 - 6 p.m.
RT Auditorium
1400 29th Street (at N Street)
Accessible by light rail to the 29th Street Station,
and Routes 30, 38, 67 and 68


The public is encouraged to comment at the public hearing, or by:

<p>Mail: Planning Department Sacramento Regional Transit District P.O. Box 2110 Sacramento, CA 95812-2110</p>	<p>Email: servicechanges@sacrt.com</p> <p>Phone: Comments or Language Assistance: 916-556-0518</p>
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All comments must be received by noon on Wednesday, February 4, 2015. To request language interpretation services, call 916-556-0518 no later than three business days in advance of the public hearing. Visit sacrt.com for details.



321-BUSS



TDD 483-HEAR




sacrt.com

A-Frames are deployed at major stops and stations

Rider Alert E-Mail

Sent January 9, 2015



Rider Alert

**Proposed September 2015
Service Changes**

RT is seeking public comment on proposed service changes to Route 25 (Marconi), Route 61 (Fruitridge), Route 65 (Franklin South), Route 80 (Watt - Elkhorn) and Route 84 (Watt - North Highlands) for implementation on Sunday, September 6, 2015.

Route 25 service frequency would be increased to operate every 30 minutes on Fair Oaks Boulevard in Carmichael.

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The [draft service plan](#) and a [Title VI equity analysis](#) are available for review at sacrt.com. RT will hold a public hearing:

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Rider alerts are sent to approximately 1,256 subscribers

Mobility Advisory Council
Agenda for January 22, 2015



THURSDAY, JANUARY 22, 2015
2:30 P.M. – 4:30 P.M.
REGIONAL TRANSIT AUDITORIUM
1400 29TH STREET, SACRAMENTO
(29th Street Light Rail Station/Bus 30, 38, 67, 68)

Chair, Chris Jensen

GILLIG DEMO BUS WILL BE AVAILABLE AT 2:00 PM
FOR VIEWING IN FRONT OF THE MAIN ADMIN
BUILDING

- I. **Call to Order**
- II. **Introduction of Council Members and Staff**
- III. **Approval of Minutes**
 - A. November 6, 2014 (**Attachment 1**)*
- IV. **Chair Report**
- V. **Old Business**
 - A. RT Operator ADA Awareness Training (*Douglas J. Cross, RT Transportation Consultant*) (**Attachment 3**)*
 - ◆ Presentation by Staff for Information and Discussion
 - A. September 2015 Service Changes (*James Drake, Service Planner*) (**Attachment 4**)*
 - ◆ Presentation by Staff for Information and Discussion
- VI. **New Business**
 - A. Gillig Pilot Bus (*John Darragh, Director, Transportation & David Harbour, Director, Bus Maintenance*)
 - ◆ Demo/Presentation by Staff for Information and Discussion
 - B. Downtown Transportation Study (*James Drake, Service Planner*)
 - ◆ Presentation by Staff for Information and Discussion

VII. Other Business

A. 2015 Work Plan

VIII. Announcements/Council Member Requests for Information

IX. Public Comment

X. Adjournment

*Attachments are sent to committee members, key staff, and others as appropriate. Copies are available upon request or at the meeting.

Transit Access to Regional Transit: Regional Transit's 29th St. Light Rail Station; Regional Transit buses # 30, 38, 67, and 68. Parking at Regional Transit: Limited parking (mostly two hours) is available on the street. No public parking is provided at Regional Transit. Vehicles parked at Jimboy's Tacos will be towed away.

The Mobility Advisory Council welcomes and encourages participation in its meetings. Public testimony will be permitted on each agenda item as it is called. Matters not on the posted agenda may be addressed by the general public during the Announcements/Information Sharing portion of the agenda. The Mobility Advisory Council limits testimony on matters not on the agenda to three (3) minutes per person and not more than 15 minutes per particular subject.

This agenda is available in accessible formats, if requested. Any person(s) requiring an assistive listening device or a sign language interpreter should contact the following Accessible Services Staff at least 72 hours in advance of the meeting:

**Laura Ham, Director, Accessible Services and
Customer Advocacy (916) 556-0132**

Or

Christina Martinelli, Administrative Technician, (916) 556-0136

FAX (916) 455-3924, TDD (916) 557-4686

**The next meeting of the Mobility Advisory Council is
March 5, 2015 from 2:30 to 4:30 p.m.**

Public Comments

Received Through February 4, 2015

<u>Date Received</u> <u>Name</u> <u>Contact Method</u> <u>Route</u>	<u>Comment</u>	<u>RT Response</u>
12/30/14 Darvaye Davis E-mail Route 65	I'M HIGHLY UPSET AND SOMETHING'S HAVE TO CHANGE. THE BUS RUNS EVERY HOUR, ITS NOT ENOUGH. IM NOT THE ONLY WHO FEELS THIS WAY. This is the capital. And it sucks but. It would open more jobs, money for the. State and I'm from San Jose there Bart & lightrails stop running at 2 am it doesn't have to be that late.	Dear Mr. Davis, Regional Transit (RT) has received your request to increase service hours on Route 65. RT is actually proposing a change to the current alignment of this route. The proposed change would discontinue service south of Cosumnes River Blvd. on Franklin Blvd. and Laguna Blvd., and add new service covering parts of the former Route 8. Please refer to the following link for specific information and more details on this proposed change: http://www.sacrt.com/documents/PublicHearing/2015/Routes61&65.pdf Unfortunately, additional service hours are not included in the proposed changes to this route; however, you may be able to utilize e-tran services since you reside in the city of Elk Grove. For e-tran service information, please refer to their website at http://www.e-tran.org/index.asp . Thank you for your commitment to transit, and we hope you will continue to use RT services.
1/5/15 Mike Barnbaum E-mail Routes 25, 61, 65, 80, 84	Attached (page 24-25)	Attached (page 25)
1/9/14 Frances (Diane) Sweatt Telephone Routes 80, 84	I am concerned about the Route 80/84 elimination on La Riviera Drive. I currently use the routes to get to church, and will no longer be able to use RT if that segment of the route is eliminated. I am elderly and not able to walk far due to my back. I do not want to see RT do away with service on La Riviera Drive, and suggest maybe just limit the service instead.	Response provided via telephone contact with patron. Explained to her the reason for the La Riviera elimination is due to the new bus lane on Watt Avenue, and provided alternative transportation options such as paratransit service.
1/8/14 Aubrey Cannon E-mail Route 65	Route 65. In regards to the changes, especially south of Franklin Light Rail station, would there be a connection to E-Train with the new station? Can you coordinate with the agency to see which routes would be connecting to that station? A lot of	Dear Ms. Cannon, RT has received your comments regarding the proposed service changes for Route 65 in September 2015. If the proposed changes to Route 65 are

Public Comments

Received Through February 4, 2015

<u>Date Received</u> <u>Name</u> <u>Contact Method</u> <u>Route</u>	<u>Comment</u>	<u>RT Response</u>
	<p>people would be concerned if the 65 cuts service from that section.</p>	<p>approved, the current segment south of the Franklin light rail station will no longer be serviced by RT. This portion of the current route lies within the City of Elk Grove, and their transit agency (e-tran) is currently discussing options for servicing that area to provide connectivity to the new Franklin light rail station.</p> <p>If you would like more information about e-tran services, feel free to visit their website at www.e-tran.org.</p> <p>Thank you again for sending comments pertaining to the upcoming changes we have proposed. We value your input and your comments will be included in the public comment record to be presented to the Board.</p>
<p>1/14/15 Tara Hinson Telephone Routes 80, 84</p>	<p>I am not able to attend the Board meeting on Jan. 26, but would like my comments included in the record. I am concerned about the proposed changes to La Riviera Drive on Routes 80 and 84. I hope RT doesn't change the routes because I need it to get to work.</p>	<p>Response provided via telephone voicemail to patron. Advised that her comment has been received and will be added to the official record and provided to RT's Board of Directors in writing for consideration.</p>
<p>1/20/15 Andres Salcedo E-mail Routes 80, 84</p>	<p>I'm a frequent rider of the 80/84 line whether getting to or coming home from work. On a daily basis in the morning or afternoon/evening, I see many school aged children who ride the 80/84 bus on la riviera drive as well as other working professionals. I pray and hope that the discussed changes or the idea of discontinuation down la riviera and folsom blvd to the 80/84 line does not happen for Sept 2015. This would cause many school aged children or working professionals who rely on the public transportation of the 80/84 line down la riviera to a connecting bus or light rail (starfire/watt manlove stations) having to walk across the footbridge connecting la riviera area to behind golden one up to watt manlove station. That walk can be a scary one due to poorly areas.. it's a public safety issue. If the line is altered please create another bus</p>	<p>Dear Mr. Salcedo,</p> <p>Thank you for your comments regarding the proposed service changes for September 2015.</p> <p>The changes to Routes 80 and 84 are intended to take advantage of the new bus lane on Watt Avenue. Passengers that currently access Routes 80 and 84 from La Riviera Drive will need to walk further to access these routes if the changes are approved; however, some may be eligible for paratransit service.</p> <p>From the traffic counts we have conducted, we expect a small number of students to be impacted by the changes and that most should be able to walk to/from their destinations. We understand that the elimination of any route, or route segment does not go without inconveniencing some of its current riders; however, the reported number of passenger boardings and alightings along La Riviera</p>

Public Comments

Received Through February 4, 2015

<u>Date Received</u> <u>Name</u> <u>Contact Method</u> <u>Route</u>	<u>Comment</u>	<u>RT Response</u>
	line like the 33 line. Sincerely la riviera resident and 80/84 rider Andrés	Drive is minimal in comparison to other stops along the route. Additionally, the new bus lane will provide more direct service along Watt Avenue, and may actually improve schedule adherence, which is currently fairly low on these routes. RT appreciates your suggestions and concerns about the proposed changes. Your comments will be included in the public comment record to be presented to the Board on January 26, 2015.
1/21/15 Mike Barnbaum Telephone Route 84	Can Route 84 get weekend service once an hour on Sundays/Holidays? Consider cutting back Route 19 service on Watt Ave. Have Route 19 turn around at Watt and Elverta at current Route 84 terminal near Food Max and Walmart. This might also help Route 19 to keep on time. This would require Route 84 to run on Sundays/Holidays. Wednesday April 22, a new Super Walmart will open at Watt and Orange Grove.	Hi Mike, Thank you for your suggestions on Route 19 and 84. At this time we are not able to identify a way to add Route 84 service on Sundays/Holidays without additional funds. RT does have plans to cut Route 19 back so that it ends at Watt and Elverta; however, those plans are coupled with doubling frequency on Watt Avenue for Routes 80 and 84, which RT does not have sufficient funds to implement at this time. The suggestions you've made would be different than RT's existing plans for the North Highlands area; however, I think there are a number of good ideas in what you've suggested that we may be able to incorporate into the existing plans. Thank you.
1/21/15 John David Galt E-mail Routes 25, 61, 65, 80, 84	Attached – in black (pgs 26-28)	Attached – in blue (pgs 26-28)
1/22/15 Chris Jensen In-person (MAC meeting) Routes 80, 84	Asked how far people will need to walk to get to a bus stop if the Routes 80 and 84 no longer serve La Riviera Drive. He also wanted to know how many comments RT has received about this proposed change, and whether RT has considered shuttle service for La Riviera Drive if the fixed-route buses no longer serve that segment.	RT staff explained what the alternative routes would be for patrons currently accessing Routes 80 and 84 from La Riviera Drive (walking to the nearby light rail stations, and/or utilizing paratransit service, if they are eligible). Staff also shared that approximately 12 comments have been received, and that RT has already considered a shuttle service, but unfortunately, is not able to operate a shuttle on a cost-neutral basis.

Public Comments

Received Through February 4, 2015

<u>Date Received</u> <u>Name</u> <u>Contact Method</u> <u>Route</u>	<u>Comment</u>	<u>RT Response</u>
1/22/15 Dennis Russak In-person (MAC meeting) Routes 80, 84	Asked if the buses using the new bus lane will be stopping at stations like light rail currently does.	Staff explained that the buses traveling in the new bus lane will move at a higher speed and will stop at active stops and stations.
1/23/15 John Marino Telephone Routes 80, 84	I want to provide a comment to the Routes 80 and 84 changes. I think the routes should be split up, and keep the Route 80 as it is, since a lot of people use it and get on and off on La Riviera Drive. Change Route 84 to travel on Watt Avenue and maybe extend it to travel further on Antelope Road because a lot of people go to Winco and need to get around in that area.	Response provided via telephone voicemail to patron. Advised that his comment has been received and will be added to the official record and provided to RT's Board of Directors in writing for consideration.
1/24/15 Kelly Farrens E-mail Route 25	To whom it may concern: Good morning! I'm writing to request that you update Route 25 service availability to include the following changes: 1. Extend service hours past 10 p.m., Monday through Saturday. 2. Begin running Route 25 busses on Sunday to include the same schedule as Monday through Saturday with extended hours past 10 p.m. 3. Resume additional Route 25 stop for the Arden/Del Paso Light Rail station. Thank you for your time and attention. Sincerely, Kelly L. Farrens	Dear Kelly, Thank you for your comments regarding the proposed service changes for September 2015, specifically pertaining to Route 25. RT is able to make the proposed changes since they are on a cost-neutral basis; however, your suggestions for Route 25 would incur additional operating funds, which is currently not within RT's budget. At this time we are not able to identify a way to add later evening trips and a Sunday/Holiday schedule, as you requested, without additional funds. In 2012 RT approved a plan known as TransitRenewal, that includes several years of plans to restore service. Plans for Route 25 are included in a future phase of TransitRenewal; however, all service improvements are subject to funding availability, and adding Sunday/Holiday service to the route are not planned to happen any time soon. Making these types of additions to service is a challenge as RT continues to face budgetary constraints. Thank you again for sending comments pertaining to the upcoming changes we have proposed. We value your input and your comments will be included in the public comment record to be presented to the Board.

Public Comments

Received Through February 4, 2015

<u>Date Received</u> <u>Name</u> <u>Contact Method</u> <u>Route</u>	<u>Comment</u>	<u>RT Response</u>
1/24/15 Earnestine Hicks E-mail Routes 25, 80, 84	After reviewing your proposal changes I would like to comment that they're good changes. There two questions or concerns and they're: seniors, the disabled and students on Line 80/84 how are going to serviced, and Line 25 will the change include the Arden-Arcade area to the light rail station. Cordially, Earnestine Hicks	Dear Ms. Hicks, Thank you for your comments regarding the proposed service changes for September 2015. The changes to Routes 80 and 84 are intended to take advantage of the new bus lane on Watt Avenue. Passengers that currently access Routes 80 and 84 from La Riviera Drive will need to walk further to access these routes if the changes are approved. Alternative walking options would be to walk directly to either Starfire station via Folsom Boulevard or to Watt/Manlove station via Watt Avenue. From the traffic counts we have conducted, we expect a small number of students to be impacted by the changes, and that most should be able to walk to/from their destinations. For individuals that may not be able to walk the longer distance because of health reasons and/or a disabling condition may be eligible for paratransit service. The proposed changes to Route 25 includes improved frequency to every 30 minutes on Fair Oaks Blvd. in Carmichael. The proposal does not include any changes to the route between the Arden-Arcade area and the light rail station; service will continue to operate at 30 minute frequencies as it currently does. Thank you again for sending comments pertaining to the upcoming changes we have proposed. We value your input and your comments will be included in the public comment record to be presented to the Board.
1/25/15 Barbara Stanton E-mail Routes 80, 84	Attached (page 29)	Attached (page 29)
1/26/15 Eileen Buxton E-mail	Attached (pages 30-32)	Attached (pages 31-32)

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Routes 80, 84		
1/26/15 Susan Sawyer E-mail Route 61	Attached (pages 33-34)	Attached (pages 33-34)
1/26/15 Josh Stephens E-mail Route 28	Extend line 28 from Rancho Cordova, down Folsom Blvd to La Riveria Dr, and down La Riveria to CSUS.	<p>Dear Mr. Stephens,</p> <p>Thank you for your comments regarding the proposed service changes for September 2015, specifically pertaining to Route 28. RT is able to make the proposed changes since they are on a cost-neutral basis; however, your suggestion to extend Route 28 would incur additional operating funds, which is currently not within RT's budget.</p> <p>RT was recently able to extend Route 28 1.5 miles from the Mather/Mills light rail station to the Butterfield light rail station via Folsom Blvd. RT was able to make this change by reallocating sufficient break time to running time, and the changes have been approved by the RT Board of Directors and will be effective April 5, 2015.</p> <p>Unfortunately, an extension such as the one you suggest would add a significant amount of time and mileage to the route, and would require more vehicles and operators, which is not a cost-neutral solution.</p> <p>Thank you again for sending comments about the upcoming changes we have proposed. We value your input and your comments will be included in the public comment record to be presented to the Board.</p>
1/26/15 Mike Barnbaum Public hearing Routes 65, 84	<p>Recommendations to improve the proposed changes:</p> <p>Favors the Route 65 changes, but recommends the Route 67 be realigned to provide coverage between Florin Road and Indian Lane.</p>	Comments made to the RT Board of Directors during the public hearing on 1/26/15.

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	<p>Recommends RT work with e-tran staff to create a new route "165" to cover the eliminated portion of Route 65.</p> <p>Proposes ending Route 19 on all days (via Elverta, Watt, Black Saddle, Big Sky and Elverta) to add Sunday/Holiday service to Route 84.</p>	
<p>1/26/15 Barbara Stanton Public hearing Routes 25, 61, 65, 80, 84</p>	<p>Supports changes to Routes 25, 61 and 65, but concerned about the changes to Routes 80 and 84 and the La Riviera elimination. Does not think RT should eliminate that portion of the routes only for the purposes of utilizing the new bus lane.</p>	<p>Comments made to the RT Board of Directors during the public hearing on 1/26/15.</p>
<p>1/26/15 Rick Hodgkins Public hearing Routes 21, 80, 84</p>	<p>Agrees with previous comment that Routes 80 and 84 should not be eliminated along La Riviera Drive. It is good that there is a new bus lane, but RT should provide a neighborhood ride or some other alternative so people are not without bus service.</p> <p>Why is Route 21 not included in the proposed changes?</p>	<p>Comments made to the RT Board of Directors during the public hearing on 1/26/15.</p> <p>General Manager Wiley responded that changes to Route 21 were not included in the proposal because there were no cost-neutral savings identified to add service.</p>
<p>1/26/15 Roy Grimes Public hearing Route 65</p>	<p>Supports the proposed changes, especially the changes to Route 65.</p>	<p>Comments made to the RT Board of Directors during the public hearing on 1/26/15.</p>
<p>1/26/15 Arthur Ketterling Public hearing Routes 25, 80, 84</p>	<p>Against the La Riviera elimination on Routes 80 and 84.</p> <p>Will the Route 25 go by the hospital every 30 minutes?</p>	<p>Comments made to the RT Board of Directors during the public hearing on 1/26/15.</p> <p>General Manager Wiley responded that Route 25 will still serve the hospital; however, that segment of the route will remain at 60 minute headways.</p>
<p>1/26/15 Nailah Pope Hardin Public hearing</p>	<p>Thank you to the RT Board on behalf of the Glen Elder neighborhood for changes to Route 65, which would restore service to the neighborhood previously served by the former</p>	<p>Comments made to the RT Board of Directors during the public hearing on 1/26/15.</p>

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<u>Date Received</u> <u>Name</u> <u>Contact Method</u> <u>Route</u>	<u>Comment</u>	<u>RT Response</u>
Route 65	Route 8.	
1/27/15 Earnestine Hicks E-mail Route 25	Thanks Sarah on your response but Line 25 need to service the complete route not a selected communities. Frankly the Arden-Arcade area is under served on weekdays with llimited on Line 22 and weekends no service on Arden Way.	Hello Ms. Hicks, The frequency on Route 25 is going to stay at 30 minutes in the Arden-Arcade area, which is not a reduction in service. We are adding more frequency in an area (along Fair Oaks Blvd north of Marconi) to 30 minutes because we were able to identify a way to do so without incurring additional costs. Unfortunately, adding more weekend bus service is not able to be implemented at this time due to the additional funds it would require. Thanks again for your comments, and your continued patronage.
1/27/15 Frances (Diane) Sweatt E-mail Routes 80, 84	Passenger is a senior citizen, uses 80 and 84 on the weekdays and needs the bus to go to church on Sundays. She doesn't have a car, bus is her only means of transportation, it would be major loss for her.	Replied to patron via telephone. Since she cannot access nearby light rail stations because of health reasons, the alternative transportation option, such as paratransit, was suggested; however, patron prefers to use the fixed-route system, and stated that many other passengers on La Riviera Drive need the service just as much as she does. I advised that all comments will be included in a document to be shared with the RT Board on or before the meeting on Feb. 23. I also advised that no decision has been made yet on these proposals, and her additional comments will also be added to the record.
1/27/15 Andres Salcedo E-mail Routes 80, 84	if you look at the 650 and 720 pick up along la riviera during m - f or drop off between 430 - 700 pm m - f there are many people who use la riviera as a starting and ending point of riding the light rail. Without the line it will create many transportation connection problems or issues.	Mr. Salcedo, During the morning peak we average five or six people boarding along La Riviera on each of two trips, one on the 80 and one on the 84. In the afternoon we average two to three passengers exiting the bus along La Riviera Drive. This is what we found from traffic counts and has been confirmed by speaking with the regular operators on these routes. These are averages, on some days it may be a little higher or lower. If this differs substantially from what you have observed, please let us know. Thank you.

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1/28/15 Anonymous Telephone Route 25	I would like to comment on the Route 25 changes. I am in favor of the changes, and hope that it will also be implemented on Sundays.	No response provided. Anonymous caller left a voicemail message without his name or contact information.
1/29/15 Brent Ortiz E-mail Route 61	I would like it if bus 61 would run more often. Maybe every half an hour instead of every hour. I would benefit most if bus 8 was back and running. If bus 8 was running again, I wouldn't even be taking bus 61. I hope you take my comments into consideration.	Dear Mr. Ortiz, Regional Transit (RT) has received your comments, specifically requesting increased frequency on Route 61. RT is actually proposing service changes to a number of bus routes, including the Route 61. Although the frequency is not proposed to change, there are proposed changes that would bring bus service back to areas that were served by the former Route 8. Since you mention that you would benefit from service along the former Route 8, I encourage you to take a look on our website for more details on these proposed changes: Please refer to the following link for specific information: http://www.sacrt.com/documents/PublicHearing/2015/Routes61&65.pdf Thank you for your commitment to transit, and we hope you will continue to use RT services.
1/30/15 Lindsey Tallman E-mail Routes 80, 84	While I do not need the service on La Riviera and Folsom, I have noticed that a lot of the riders in that area are elderly. You suggest that they might be able to take Paratransit; however, I've looked up that service before and you have to meet certain disability requirements AND pay a fee EACH way that is far more expensive than a disabled/elderly day pass. These individuals are usually on a fixed income. It also has to be scheduled in advanced. This is not going to be an option for everyone even if they can afford it since "A person's age, the distance to bus stops, weather and environmental barriers do not, alone, establish eligibility." If your research showed the same	Dear Ms. Tallman, Thank you for your comments regarding the proposed service changes for September 2015, specifically pertaining to Routes 80 and 84. To provide some background information about the two routes you are specifically concerned with, the changes to Routes 80 and 84 are intended to take advantage of the new bus lane on Watt Avenue. Passengers that currently access Routes 80 and 84 from La Riviera Drive will need to walk further to access these routes if the changes are approved, and if some cannot walk to the bus stop, paratransit service is one option that some may be able to take advantage of, depending on each individual's circumstances.

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	ridership demographic for that area, I feel that at least one of the buses should be able to go down La Riviera, even if it is limited service.	<p>We understand your concerns for the existing riders, as we have also been receiving comments from people that live along La Riviera Drive and utilize these routes. Staff has been reviewing the comments received, observing the current ridership and we continue to evaluate alternatives. We will be returning to our Board of Directors on February 23rd with final recommendations.</p> <p>Thank you again for sending comments pertaining to the proposed changes. We value your input and your comments will be included in the public comment record to be presented to the Board of Directors.</p>
2/1/15 Mike Barnbaum E-mail Route 80, 84	Attached (pages 35-36)	Attached (page 36)
2/2/15 Jennifer Telephone Route 84	I would like to make a suggestion for Route 84. I would like Route 84 to go further down Elverta Road to Walerga Road because I can never get to Winco. At one time there was a route that went this way, so I am making a suggestion to have Route 84 go uo Elverta to Walerga so there is service like there used to be.	<p>RT is able to make the proposed changes since they are on a cost neutral basis. Unfortunately, your suggestion to extend Route 84 would incur additional operating funds, which is currently not within RT's budget.</p> <p>Your suggestion will be included in the public comment record to be presented to the Board of Directors.</p>
2/2/15 Joseph Handy Telephone & Mail Routes 80, 84	I am calling in regards to the proposed changes to Routes 80 and 84. I live on La Riviera Drive and Rogue River. I cannot drive a car, am a disabled vet, and without the 80 and 84 I would not have transportation to and from the doctor, my appointments at the VA med center and wouldn't be able to shop. We need service on La Riviera Drive.	Thank you for your comments. Staff has received a number of comments pertaining to this proposed change and will continue to review the comments and evaluate alternatives. Your comments will be included in the public comment record to be presented to the Board of Directors.
2/2/15 Mrs. R Telephone	I just realized Route 65 is going to change. When are we going to hear about it and when is it effective?	The proposed changes for Route 65 are on our website at www.sacrt.com . The route will no longer service the area south of the new Franklin light rail station, and will be realigned to cover areas of the former Route 8. If

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Route 65		approved, the proposed changes will be effective in September 2015.
2/3/15 M. Ruppe E-mail Route 65	<p>If, as your Rider Alert mentions that Route 65 would no longer serve the Florin light rail station, how does an Elk Grove commuter would catch a ride to downtown Sacramento.</p> <p>Thank you.</p>	<p>Dear M. Ruppe,</p> <p>RT has received your comment regarding the proposed service changes for September 2015, specifically your question about Route 65.</p> <p>If the proposed changes to Route 65 are approved, the route will no longer service the Florin light rail station via Florin Road and Franklin Blvd., and will no longer serve the segment south of the new Franklin light rail station, located off of Franklin Blvd. and Cosumnes River Blvd.</p> <p>The portion of the current route that is south of the new Franklin light rail station lies within the City of Elk Grove, and their transit agency (e-tran) is currently discussing options for servicing that area to provide connectivity to the Franklin light rail station. From the Franklin light rail station, an Elk Grove commuter will be able to ride the light rail into downtown Sacramento.</p> <p>If you would like more information about e-tran services, feel free to visit their website at www.e-tran.org.</p> <p>Thank you again for sending your comment about the upcoming changes we have proposed. We value your input and your comment will be included in the public comment record to be presented to the Board.</p>
2/3/15 Scott Kiley Mail Route 61	<p>I am sending this correspondence to voice my concerns over the proposed September 2015 service changes regarding Route 61 service.</p> <p>Please keep the Route 61 Fruitridge line service as is- as it is currently constituted- as it currently stands. Please have it continually remain as is. I am elderly, physically disabled and any route change involving the 61 route would cause me great physical/financial undue hardship and distress.</p>	<p>Dear Mr. Kiley:</p> <p>Thank you for your comments regarding the proposed service changes for September 2015, specifically pertaining to Route 61.</p> <p>The proposed changes to Route 61 are combined with proposed changes to Route 65, which will result in the addition of new service on Power Inn Road and to the Glen Elder community (along former RT Route 8). In order to accomplish this on a cost-neutral basis, staff had to slightly restructure the Route 61 with minor impacts.</p>

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	Thank you.	<p>The proposed changes to Route 61 will discontinue service into Power Inn light rail station; however, the route will instead begin and end at the University/65th Street light rail station and will run on Folsom Blvd. from 65th Street to Florin-Perkins Road (at College Greens light rail station). This will provide direct connections to Routes 26, 38, 81, 82, 87, Megabus, Sutter Medical Shuttle, Amador Transit, and the Sac State Hornet Shuttle. Patrons needing to catch the Granite Park shuttle to the Family Courthouse and other destinations in Granite Business Park should take light rail directly to Power Inn Station.</p> <p>If you are prevented from accessing the fixed-route system due to a disability or health-related condition, you may be eligible for paratransit service.</p> <p>Thank you again for sending comments pertaining to the upcoming changes we have proposed. We value your input and your comments will be included in the public comment record to be presented to the Board.</p>
2/3/15 Katherine Luscutoff E-mail None specified	To Whom it may concern-- Please do not eliminate our neighborhood from this city service. Especially as many of those in our neighborhood grow older, we need to have a way to access the city other than driving our own vehicles. This elimination of service will exclude our neighborhood from contentedness to the rest of the city. It could also very well affect our house values. I strongly advocate for keeping College Glen on the bus route!!!	<p>Dear Ms. Luscutoff,</p> <p>RT has received your comments regarding the elimination of bus service to your neighborhood. Unfortunately, without knowing your address or a specific bus route that concerns you, I will do my best to provide you with an explanation of our proposed service changes.</p> <p>RT is currently proposing service changes to a number of bus routes, including the 25, 61, 65, 80 and 84. Changes to the Route 80 and 84 includes elimination of service on La Riviera Drive. I am not sure if this elimination is what you are referring to in your comment since "College Glen" lies west of Watt Avenue, and the routes 80 and 84 operate east of Watt Avenue.</p> <p>Again, without knowing your address or the bus route(s) you are commenting on, it is hard to say whether this elimination will affect you and your neighborhood.</p>

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		<p>Your comments will be included in the public comment record to be presented to the Board, and please feel free to contact me back with more details about your concerns, if you wish.</p>
<p>2/4/15 Linda Leonard E-mail Routes 80, 84</p>	<p>Hello,</p> <p>I've just learned that RT is planning to eliminate the La Riviera bus route. This email is intended as my formal request to reconsider this move. The bus route is the only safe public transportation mode traveling through the College Greens/College Glen neighborhoods/area. Since there is no neighborhood junior high or high school, and school bus transportation is not always available to this area, children rely on bus transportation. Those traveling to various non=downtown work destinations throughout the Sacramento area use the RT bus to transport them to critical transfer hubs. I urge RT to reconsider this decision and instead perhaps look toward opportunities to make our public transportation systems safer to increase ridership rather than reduce transportation route alternatives and services.</p>	<p>Dear Ms. Leonard,</p> <p>Thank you for your comments regarding the proposed service changes for September 2015, specifically to Routes 80 and 84, and the proposed elimination of service on La Riviera Drive.</p> <p>To provide some background information about the two routes you are specifically concerned with, the changes to Routes 80 and 84 are intended to take advantage of the new bus lane on Watt Avenue, which is designed to provide higher-speed and more direct service on Watt Avenue. Passengers that currently access Routes 80 and 84 from La Riviera Drive would instead be able to access the new bus stops located at La Riviera Drive and Watt Avenue, or by walking directly to the Watt/Manlove and/or Starfire light rail stations.</p> <p>We understand your concerns about the proposed change, and the passengers that it would effect. Staff has been reviewing all of the comments received, observing the current ridership and we continue to evaluate alternatives. We will be returning to our Board of Directors on February 23rd with final recommendations.</p> <p>Thank you again for sending comments pertaining to the proposed changes. We value your input and your comments will be included in the public comment record to be presented to the Board of Directors.</p>
<p>2/4/15 Tara Thomas E-mail Route 65</p>	<p>To Whom It May Concern,</p> <p>I currently commute to work using the 65 bus route from the Florin light rail station to the Lake Pleasant stop along Franklin Blvd. Although I don't believe I will be unreasonably inconvenienced because the new blue line will extend near my destination, I feel others may be. There are many school children that</p>	<p>Dear Ms. Thomas,</p> <p>Thank you for your comments regarding the proposed service changes for September 2015, specifically about the changes we are proposing for Route 65.</p> <p>If the proposed changes to restructure Route 65 are approved, the bus route would no longer service the Florin light rail station; however, you will be able to take the light rail</p>

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	<p>commute using this route that may be adversely affected: some that travel from the Florin light rail station and some pick up along Franklin Blvd to travel to the Laguna Creek High school and other schools in that area . If you have not already, please consider providing a bus for those children or working with their school district to do so.</p> <p>There are also many people that commute to the Apple facility located at Laguna Blvd along this route. Will there be a way for them to commute to their jobs? Many people who work for Apple are low income and may not be able to get to work each day if this route is eliminated and not replaced.</p> <p>I appreciate you taking the time to hear my concerns and hope you consider them as you are making these changes. I'm sure you understand how much people rely on public transportation and how much these changes affect people's lives.</p> <p>Thank you.</p>	<p>directly to the new Franklin light rail station (located at Franklin Blvd. and Cosumnes River Blvd.), as the Blue line extension to CRC is also scheduled to be implemented in September 2015.</p> <p>The portion of the current Route 65 that is proposed for elimination south of the new Franklin light rail station lies within the City of Elk Grove, and their transit agency (e-tran) is currently discussing options for servicing that area to provide connectivity to the Franklin light rail station. If you would like more information about e-tran services, feel free to visit their website at www.e-tran.org.</p> <p>Thank you again for sending your comments about the upcoming changes we have proposed. We value your input and your comment will be included in the public comment record to be presented to the Board.</p>
<p>2/4/15</p> <p>Marsha Stone</p> <p>E-mail</p> <p>Routes 80, 84</p>	<p>It has been brought to my attention that bus route 84 and 80 on La Riviera is about to be eliminated. This is a terrible blow to the local residents. There are many disabled and seniors who depend solely on these buses for their only way to get around and maintain their independence.</p> <p>My son who has physical limitations has used this bus for the last ten years to get to and from work. Without this bus he would lose his job and therefore not be able to pay rent. He has stayed in the same apartment all that time, mainly because of the bus route.</p> <p>Please reconsider this decision - it's not just eliminating the bus but the ripple effect - many people will lose their independence. Please</p>	<p>Dear Ms. Stone,</p> <p>Thank you for your comments regarding the proposed service changes for September 2015, specifically to Routes 80 and 84 and the proposed elimination of service along La Riviera Drive.</p> <p>The changes to Routes 80 and 84 are intended to take advantage of the new bus lane on Watt Avenue, which is designed to provide higher-speed and more direct service on Watt Avenue. Passengers that currently access Routes 80 and 84 from La Riviera Drive would instead be able to access the new bus stops located at La Riviera Drive and Watt Avenue, or by walking directly to the Watt/Manlove and/or Starfire light rail stations. Patrons that are not able to travel the distance to get to the nearest bus stop/station may be eligible for paratransit service.</p>

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	reconsider your plan and keep ALL the people who will suffer.	<p>We understand your concerns about the proposed change, and the passengers that it would effect. Staff has been reviewing all of the comments received, observing the current ridership and we continue to evaluate alternatives. We will be returning to our Board of Directors on February 23rd with final recommendations.</p> <p>Thank you again for sending comments pertaining to the proposed changes. We value your input and your comments will be included in the public comment record to be presented to the Board of Directors.</p>

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Comment received 1/5/15 from:

Mike Barnbaum

Happy New Year Sarah, James, and Rosemary:

For the record, this is Mike Barnbaum. In April 2013, I founded the Grassroots Organization "Here We Ride" in which we decided on January 1, 2015 to rename "Ride Downtown 916." You can find us on Twitter at @RideDowntown916 at your convenience.

On January 26th, a public hearing will be held to consider service changes to numerous routes that, for the most part, will improve the transportation system.

This electronic communication will aim to provide comments on the proposed changes, as well as to offer constructive suggestions that seek to improve the proposed improvements that RT is seeking to take to the Board on January 26th.

In regards to the proposal to Route 25 located on the homepage of <http://www.sacrt.com/> the proposal is a very good proposal, but can be improved in the following way(s):

25. Rather than extending the 30-minute frequency along Fair Oaks Boulevard in Carmichael on Weekdays only, the resources could be better utilized by adding hourly Sunday/Holiday service. If additional resources are needed to do this, it should be recommended that RT eliminate Route 22 (Arden) and place those resources into Sunday/Holiday Service on Route 25 as well as adding Route 29 (Arden) to provide all day weekday service on a 30-minute frequency during peak periods and hourly service during the midday as well as late evenings. Late evenings will especially be critical once the Downtown Sacramento ESC Opens in October of next calendar year. Many folks in the "Ride Downtown 916" group will be all in for that.

The proposal for Route 61 is an excellent proposal. If, as suggested, it is proposed for weekdays only, we need to be sure it operates the same late night hours as both the Blue and the Gold Lines. This benefits late evening classes at Sacramento State and late evening work shifts, as well as folks who are at evening events at the Downtown Sacramento ESC beginning in October of next calendar year. The ESC is in a more transit friendly location than the existing Sleep Train Arena, and as a result, we need to make 100% certain that folks who take transit there, can take transit home as well. This will be extremely critical going forward.

The proposal for Route 65 resolves many issues regarding the Glen Elder Neighborhood of South Sacramento. That was very clear at a Board Meeting during the Second Quarter of FY '14-'15. Like Route 61, the late night service hours comment is true here too. Not only will folks ride rail to/from the ESC, but bus routes need to be given the same, if not greater attention for late night service. It should be suggested on this Route proposal that a minor change will be needed to Route 67 (Franklin) on Florin Road. The suggestion here would be to align Route 67 to operate along Florin Road from Franklin Boulevard to the Florin Light Rail Station rather than along its existing alignment along Florin Road between Franklin Boulevard and Florin Towne Centre. This would reduce (albeit minor) vehicle miles traveled along Route 67, and provide bus to rail and rail to bus interfacing in the stall currently being utilized by today's Route 65. There would also be an opportunity created to perhaps interline Route 54 (Center Parkway) with Route 67 (Franklin) if this minor route alignment change is proposed and eventually made to Route 67. In essence, Route 67 and Route 65 would trade off in destinations served with Route 65 replacing Route 67 at Florin Towne Centre, and Route 67 replacing Route 65 at Florin Light Rail Station. This would work very well.

In regards to Routes 80 and 84. The staff proposal would make for a faster trip along Watt Avenue, and should be presented to the Board with this goal in mind. There may and may not be some outcry by the La Riviera Community about eliminating service to their neighborhood at the January 26th Board Meeting. If this is to occur, the following changes should and must be taken into consideration, just in case: Similar to proposed changes associated with Route 65, in which a major "facelift" to the route is being considered, similar changes should be taken into consideration to Route 28 (Folsom - Fair Oaks) for September 6, 2015. In preparation for any potential outcry by the La Riviera Community for the complete elimination of service along La Riviera Drive, Route 28 would be proposed for major service changes by operating from the Sac State Transit Center via the Campus Perimeter Road, College Town Drive, La Riviera Drive, Folsom Boulevard, Cordova Lane, Zinfandel Drive, and Sunrise Boulevard, terminating at the Sunrise Light Rail Station. Alternate service and route alignment along Sunrise Boulevard to the Sunrise Mall Transit Center would be offered to Route 28 riders by transferring to Route 21 at the Mather Field/Mills Light Rail Station. Riders on Route 21 destined for locations west of Coloma Road and Folsom Boulevard can transfer to

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Westbound Route 28 along Folsom Boulevard between Coloma Road and Dawes Street as Route 28 will no longer travel into the Mather Field Station Loop Effective with the April 2015 Service Changes.

In regards to the Watt Avenue Corridor itself, Regional Transit should consider some shifting of operating funding by eliminating Route 19 (Town of Rio Linda - Norwood Avenue) along Watt Avenue south of Elverta Road. This route would improve on time performance by turning around via Elverta Road to Watt Avenue to Black Saddle Drive, back to Elverta Road with its return to the Arden/Del Paso Station beginning/ending at the westbound Elverta Road bus stop located just east of Watt Avenue. This turnaround is very similar to that of Route 84. The resources saved by doing this would be better put to use by adding Sunday/Holiday service to Route 84. It would appear that further resources would be needed beyond this suggestion to double the service frequency of Route 80 and Route 84 to each route operating at a 30-minute frequency rather than their existing 60-minute frequency for each line. If resources were available to make Route 80 a 30-minute frequency and Route 84 a 30-minute frequency, then Watt Avenue would generally be a major county-wide corridor with 15-minute frequency. This would be a great improvement from what service is today.

It is projected in April of 2015 that a brand new Wal-Mart SuperCenter will be opening at 4675 Watt Avenue at Orange Grove Avenue in North Highlands. Once this store does open, Route 84 will operate service to three Wal-Marts along the Watt Avenue Corridor. For this and other reasons, Route 84 is so needed as a Sunday/Holiday bus route.

Should you have any comments or questions of me on this electronic communication, or if anything else pops up, feel free to contact me.

Sincerely,
Mike Barnbaum, "Ride Downtown 916"

Response:

Dear Mike,

Thank you for your comments regarding the proposed service changes for September 2015. RT is able to make the proposed changes since they are on a cost-neutral basis; however, many of your suggested alternatives would incur additional operating funds, which is currently not within RT's budget.

For Route 25, adding Sunday/Holiday service rather than the proposed improvements along Fair Oaks Blvd. would require additional resources. Although you suggest offsetting the cost by eliminating Route 22, staff feels this would unacceptably hurt ridership and coverage. Also, adding additional service to Route 29 to make up for eliminating Route 22 would more than undo any savings from cutting Route 22 in the first place.

Your suggestion for late night service hours on all buses serving the ESC in the future will be considered when the facility is open for business, and once we see more realistically what the demand is.

The recommendation to realign Route 67 to operate along Florin Road to the Florin light rail station if and when the Route 65 changes are made may not be necessary since the Route 81 currently provides coverage to that segment.

The changes to Routes 80 and 84 are intended to take advantage of the new bus lane on Watt Avenue. Passengers that currently access Routes 80 and 84 from La Riviera Drive may need to walk further if the changes are approved; however, some may be eligible for paratransit service. We anticipate learning more information and identifying any other potential problems with this community during the public hearing scheduled later this month.

Your suggestion on Route 19 is appreciated and will be taken into consideration.

Thank you again for sending comments pertaining to the upcoming changes we have proposed. We value your input and your comments will be included in the public comment record to be presented to the Board.

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Comment received 1/21/15 from:

John David Galt

Please include this in the record of the hearing process.

As a long time RT rider living in the Florin area, some of these changes make sense to me, but quite a few do not. The objective of changes, as I see it, should be to serve more places more of the time without creating redundant routes.

- For route 25, I very much like the idea to increase service frequency to every 30 minutes along Fair Oaks Blvd. If anything, the portion of route 25 proposed for increased service is too short; I would extend it to Mercy San Juan Hospital. Let the extra trips turn back there in a loop similar to former Route 10.

Response: Thank you for the suggestion. Unfortunately, the extension to Manzanita and Fair Oaks is as far as we can extend the route at this time without incurring step costs for another set of morning and afternoon operators.

- For route 61, extending service along Folsom Blvd. to University/65th St. station would make an existing duplication of service worse. As I see it, the existing Gold Line light rail service adequately serves all of Folsom Blvd. from about 59th St. all the way to Historic Folsom. Therefore, the existing section of route 61 that runs along Folsom Blvd. between Florin-Perkins Rd. and Power Inn Rd. is redundant and should be deleted, not extended.

Response: As you have pointed out, any bus service on Folsom Blvd. is partly redundant with light rail, although it is not completely redundant because some patrons cannot or will not make the walk from the nearest station to their destination, but can or will use a closer bus stop. In the particular case of Route 61, the extension to 65th Street light rail station serves two important functions. First, it provides a direct connection to eight different bus routes (Routes 26, 38, 81, 82, 87, Hornet Shuttle, Amador County, and Megabus). RT's view is that it is worth the extra mile on Route 61 to get patrons directly to all these bus connections, so they do not have to wait and catch a light rail train (and ride just one station) to make their transfer. Second, the extension of Route 61 is a necessary part of our proposed changes for Route 65. On Route 65, we are adding about 6 miles of all-day service without adding any staff. One of the ways we are accomplishing that is by combining the Route 65 buses with the Route 61 buses at 65th Street, which will be the common terminal for both. The way Route 61 is currently timed on its 60-minute schedule results in more break time than we actually need. We found that we could extend it to 65th Street, tie it in with Route 61, reallocate some of that break time into service, and still have adequate break time for the operators. In other words, the Route 61 extension will not actually add to RT's costs and actually improves our operational efficiencies.

- For route 65, eliminating the southern portion of service on Franklin and on Laguna is a very bad idea unless E-Tran promises to replace it with comparable service; Elk Grove is badly underserved as it is (especially if you're thinking of people like me who want to work or shop there, rather than the currently favored set of commuters who live in Elk Grove and work in downtown Sac).

Response: When Elk Grove formed its own transit system in 2005, every route that was in Elk Grove was essentially transferred to Elk Grove to operate, except for Route 65. Route 65 was the one route that straddled both service areas and since it was more in Sacramento, it was retained by RT. Whether or not Elk Grove decides to pick up the southern part of Route 65 that RT is proposing to eliminate is for them to decide. This is an issue RT has briefed Elk Grove staff on, there is an understanding of the issue, and there is a desire to fill that gap, however, the decision is up to their city council, and that decision has not been made yet.

And the proposed new sections of route 65, both on Florin Rd. and north of Florin Mall, are redundant with route 81 and therefore unnecessary. Please don't spend money to add redundant service. It's a waste. So let's keep route 65 the way it is.

Response: The new sections proposed on Route 65 will not run north of Florin Mall. The bus will make a stop on the north side of Florin Mall because that's where the major bus terminal is for other routes. From there, the bus will

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head east and go through the Glen Elder neighborhood and up Power Inn Road. This route will mostly adhere to standard one mile spacing from the existing Route 81, except south of Elder Creek Road, where based on where the development patterns there, RT feels it is better to go through the neighborhood via 75th Street than to bypass the neighborhood on Power Inn Road. This route is essentially the same as RT's former Route 8, which carried 480 riders per day. In comparison, Route 65 only carries 400 riders per day right now, and we expect to retain 150 of them even after the southern part is eliminated.

- For routes 80 and 84, I like the idea of eliminating the diversion off Watt Ave. Most of Watt is a business district, so direct service along Watt is the ideal.

Response: Thank you for the comment.

But please also consider using the time savings from the shorter route to increase the frequency of service on this pair of lines to once an hour on each line. (The present oddball schedule, where runs are sometimes an hour and sometimes 1:15 apart on each line, makes it a pain to coordinate transfers to and from these routes.)

Response: Schedule adherence on Routes 80 and 84 is currently fairly low. We expect to save a few minutes each way from the straighter route, the bus lane, and more direct access to the Watt/Manlove station, but a savings of a few minutes is only sufficient to improve the schedule adherence; it is not enough time savings to squeeze out improved frequencies on a route this long. It is also somewhat experimental at this point, that is, we won't really know what the time savings are until we begin operations.

I also have some additional proposals not covered in your report, but which I don't think would be costly to implement.

For routes 22 and 23, coordinate their schedules so that these routes no longer leave Arden/Del Paso station (or arrive there) at exactly the same time or close to it. As long as you're running three buses an hour along the combined segment between the station and Arden Fair Mall, the hourly 22 might as well be halfway between two runs of the 23 rather than duplicating one of them (uselessly in the sense that having the third bus running doesn't reduce wait time).

Response: Route 22 is scheduled to leave Arden/Del Paso at :27 past the hour. Route 23 sometimes leaves Arden/Del Paso at :28 after the hour, but more often leaves at :13 or :43 past the hour. Please note that transfers to/from Routes 13, 15, and 88 are also a consideration, although at present, the schedules are not synchronized.

Stop serving the "bus circle" at Sacramento State University, a place that turned down its own light rail station and whose students mostly don't ride transit (not least because the University has its own fleet of shuttle buses -- let them run one of those between University/65th St. station and campus). Add stops on both shoulders of J St. in front of it instead. This would speed up all the lines that run there, and they need and deserve it.

Response: Thank you for the suggestion.

For the same reason, stop having route 30 terminate at Sacramento State. I'd like to see it extended to Fair Oaks & Howe instead, but even having it turn south to University/65th St. Station and end there would be an improvement because it would eliminate a needless transfer, usually with a very long wait time, for people connecting between the eastern portion of route 30 and light rail, as I frequently want to do.

Response: Thank you for the suggestion.

Have the bus schedule boards on the platform at Watt/I-80 station show maps and schedules for the Roseville Transit and South Placer routes that stop there, not just the RT lines.

Response: Thank you for the suggestion. I will relay this to our Marketing staff to coordinate with our Facilities Department and the other agencies.

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Put up similar schedule boards at the Florin Towne Centre stops on both sides of 65th St. These boards should include SCT-LINK if it still runs there. (Or better yet, combine the two stops into one. Crossing between them is both a pain (because of their long distance from the nearest intersection) and takes so much time that waiting at the wrong one can cost people an hour in the evening. People should not be kept waiting at night in unsafe places like that.)

Response: Thank you for the suggestion. I will relay this to our Marketing staff to coordinate with our Facilities Department and the other agencies.

Coordinate routes that connect with each other to have easy (= short wait time) connections, especially at night. For instance, people arriving at Arden/Del Paso on route 88 at 7:50 or 8:50 PM just miss a 23 bus and are forced to wait nearly an hour, and that place is dangerous at night! You can do better than this.

Response: Thank you for the suggestion.

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Comment received 1/25/15 from:

Barbara Stanton

Hi James

Just some questions.

Is the 80/84 called an inline route?

The issue paper talks about 176 boardings per day Is the the total amount per day for the 80?

How many boardings are there in the segment proposed to be eliminated?

Finally, boardings equate to how many people? 176=people

Thank you for your time James.

Barbara Stanton
RuderShip for the Masses

Response:

Hi Barbara,

Routes 80 and 84 are what we call "interlined" routes. That means that Route 80 buses turn into Route 84 buses at the end of their trip, and vice-versa. Interlining improves the efficiency of some routes. Since Route 84 doesn't run on Sundays and Holidays, there is no interline on those days.

The 175 boardings mentioned in the issue paper is for the 80 and the 84 combined. We are estimating that about 220 boarding passengers will be affected, that 175 will stop riding, and that 45 will have to walk farther, but will still ride. For the sake of comparison, after the lost riders are deducted, there will still be an estimated 450 boarding passengers who cross the American River each day who would benefit from the slightly faster trip.

We don't have any way of knowing exactly how many actual people **175 boardings** translates into, but we can make an estimate. There are a couple difficulties that it helps to understand. First, on the one hand, for any given day, if 175 boardings are counted, each of those persons probably boarded twice--once inbound, once outbound--so the number of actual persons affected is probably about half of that 175 boardings, or **85 to 90 persons**. However, on the other hand, since it's *not* the *same people* riding every day, the number of actual *unique* persons affected by the change is more than that 85 or 90. This is an area that is very hard to estimate even with good survey data, however, we usually figure it's safe to just about double it, to account for all the people who only ride once or twice a week. So that 85 to 90 persons on one day would go back up to about **175 actual unique persons** who ride the route over the course of a couple weeks.

In other words, we tend to think the number of *boardings* actually works out to be a pretty good estimate of the number of actual *people* affected as well, even though it's just by chance. It's a little complicated, but hopefully that makes sense! I need to stress that it's just an approximation based on the best data we have. This is an area that is hard for transit agencies to estimate.

I will respond to your other email shortly. Please let me know if you have any other questions.

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Comment received 1/26/15 from:

Eileen Buxton

I live near the bus stop at La Riviera and Waterton and I have been taking the bus 80 and 84 for over 20 years. I have seen many people coming and going from the various stops along Folsom Blvd - from Starfire to my stop on Waterton. If you remove the service along LaRiviera Drive and Folsom you will be disenfranchising a significant number of riders.

I have asked various bus drivers about the proposed changes. Some have responded that they don't know why the changes are being made. One driver said the the Fire Department did a study and all of the riders along the route proposed to be eliminated would not fill up a bus. Why the fire department would do that kind of study does not make sense. Moreover, one would not expect a bus to be full when it reached La Riviera and Watt as either bus 80 or 84 would still have about an hour to complete its route. You are talking of a total of 10 minutes from the Watt & Manlove light rail station to Watt and La Riviera. About 3-4 of those minutes are spent getting out of the light rail station and crossing Folsom Blvd - which would be true whether the bus made a right turn (as it now scheduled) or went straight on Watt Avenue (which is the proposed route.) So - if you are saving any time at all - it would be maybe 6-7 minutes. However, even if the bus went straight on the proposed express bus lane, it would then have to cross several lanes of traffic to come out on Watt and LaRiviera to one of your proposed new stops. In effect, the time saved is an illusion. This illusion should not be used to disenfranchise riders who have supported you for many years. I am not even considering the effect on drivers of other vehicles in lanes that the bus would need to cross to get to the new Watt and La Riviera stops. They screamed so loudly that RT had to build the overpass on Watt Avenue. They are not going to be happy about the new route. I have spoken to some drivers who noticed the red areas - and they are confused. The possibility of an accident looms large.

Let us look at the riders that you would be disenfranchising if your proposal becomes a reality. There are some people who are elderly - some with canes, some with braces, some in wheelchairs. I've seen them various times on La Riviera Drive. Perhaps some folks could use paratransit (as you suggest.) I attended a hearing a few years ago when you were considering the options of raising fares or reducing service. Every person who testified - many of whom were disabled - said that they would rather have their fares raised and not have service reduced. They told of the horrors of paratransit - which is one of the most inefficient, expensive, and unreliable methods of providing public transit. Some of your disenfranchised riders would not even qualify for paratransit - the school students (some of which transfer from the bus 72 route to take an 80 or 84 bus) who either might not be able to walk the extra 1/2 to 3/4 of a mile, or whose parents might not want them to walk that kind of distance in bad weather or after dark - in a neighborhood that is not the best or safest for walking. It is very dark along La Riviera Drive. What about the non-disabled riders who do not qualify for paratransit but would not be able to walk the extra 1/2-3/4 mile to get to your new stops? What about parents and guardians with young children who might not be able to walk that distance? As people age the use of RT becomes more important than ever - if they are no longer able to drive safely.

I was under the impression that RT was to be expansive not restrictive - that it was not only for people without access to vehicles - but equally if not more important - to encourage people with access to vehicles to use RT as a viable alternative. You would be losing these people - perhaps permanently - if you put them back into their vehicles because of a lack of an acceptable alternative from RT. You are not saving any time by your new route proposal for the 80 and 84. You should consider alternatives other than disenfranchising riders who support your system.

Paratransit is not an answer - it has problems enough trying to meet the demand at the present time - and you want to add more people to the paratransit system. That is a mistake.

Let's look at the routes of bus 80 and bus 84. From the Watt and Manlove light rail station it is over an hour until either final destination is reached. This is one of your longer routes. The answer is not to take away the portion that runs between the light rail station and Watt and La Riviera Drive - no time saved there by your proposal. I suggest that you have buses that only go from the Watt and I-80 light rail to the present destinations of the 80 and 84 of Greenback and Auburn and Watt & Elverta respectively. That would cut about 30 minutes from each route - if the 80 and 84 ended at the Watt & I-80 light rail station. People could transfer at the Watt & I-80 light rail station to the new routes and you would require fewer buses as the routes would be shorter. If you have enough buses you could shorten the 80 and 84 routes that way. If you do not have enough buses to do that, then that would not be an acceptable alternative to making your routes more efficient - but it is worth a consideration.

I understand that you want to give the illusion of time saved by going directly on to Watt Avenue from the Watt & Manlove light rail station and staying there until you go up Arden Way to get to Kaiser Hospital and then back on Watt Avenue on Butano. On most of Watt Avenue the traffic is bad - from Fair Oaks to Marconi it is particularly bad. I

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have taken the 80 and 84 at Watt Avenue and Marconi, El Camino, Arden Way, and Northrop heading south. The buses are usually late - and the drivers usually blame it on traffic - whether on Watt Avenue or areas beyond Watt & I-80. Your proposal to change the present routes 80 and 84 would not affect that situation.

What I suggest for your consideration is that if you want to enact your proposals - then you modify them as follows:

First - you have your 80 and 84 buses go directly to Watt Avenue from the Watt & Manlove light rail station heading north and stay there until they reach Arden - stopping at Fair Oaks (optional), Northrop, and Hurley, and then continuing along as if they were on their present routes. From north to south you would have the same stops as present along Watt Avenue and then continue along Watt Avenue until reaching the Watt & Manlove light rail station. You would not have to cross over lanes of Watt Avenue to reach La Riviera and Watt - IF - you follow the Second Step.

Second - You change the route 72 - when it comes to the Watt & Manlove light rail station it follows the present route 80 and 84 until it reaches Northrop - then it turns around and goes back to the Watt & Manlove light rail station along the present 80 and 84 route. People who normally take the 80 or 84 as far as Northrop would take the 72 (running every 30 minutes weekdays and Saturday - and 7 days a week), and if they want to go further than Northrop they would transfer to an 80 or an 84.

If you follow these steps you will have a better proposal.

Thank you for your consideration. I will not be at the hearing this evening as I find the walk from N Street to the 29th St. light rail station to be difficult. If I take a 67 or 68, I find that crossing from 29th St. to the light rail station is hazardous enough during the day the way the cars race past that intersection that I would not want to try it at night.

In addition, the connections from the 67-68 when the trains only run every 30 minutes at night are not feasible for me. Waiting alone at night at a light rail station for perhaps 20 minutes or so is not a good idea for me.

If you want to discuss anything, I would be happy to meet with you or talk with you. You have my email address. My phone number is _____

Sincerely,
Eileen Buxton

Response:

Dear Ms. Buxton,

Thank you for your comments and suggestions.

In regard to your question about the fire department, I'm not aware of any studies by fire officials on this subject. Fire officials were and have been involved in the design aspects of the bus lane, but fire service does not factor into the current issue with service changes.

In regard to how the bus would work on Watt Avenue on the bus lane, there are two facts you may not be aware of.

First, buses that are southbound on the Watt Ave bus lane will be able to turn left onto eastbound Folsom and then turn right to enter the Manlove station via a new bus-only access road, which will save time that would otherwise be spent going south on Watt Ave to the main station entrance.

Second, buses on Watt Ave will not have to exit Watt Ave to serve stops on La Riviera. There will be new stops on Watt Ave accessible via the existing sidewalk from La Riviera Drive up to Watt Avenue. In the northbound direction, buses will leave the center bus lane and change lanes to the shoulder lane in order to serve this bus stop. The bus will have its own signal at the intersection of Watt and the westbound US-50 ramp, so that it can make the transition to the shoulder lane more easily.

Your comments will be included in the record for RT's Board of Directors. Please let me know if you have any other questions.

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2nd comment received 2/2/15 from:

Eileen Buxton

Since Watt Avenue is significantly higher than La Riviera Drive, does a sidewalk slope up to Watt Avenue from La Riviera Drive? I have not seen a sidewalk that goes to Watt Avenue from La Riviera Drive. Where is it? If it is on a slope, this could lead to problems for those of us who do not walk very well - and who cannot or will not use paratransit.

I heard from one of the bus drivers that there were many people who commented negatively on your proposed routes for buses 80 and 84. I think that using bus 72 would be a viable alternative if RT decides to go ahead with the proposal for the 80 and 84 routes. I see many people taking those buses and it would be unfortunate for RT to disenfranchise so many of the people who have supported RT over the years.

Response:

Hi Eileen,

There is a sidewalk that slopes up to Watt Avenue from La Riviera Drive. If you go out to La Riviera Drive where the ramps ascend up to Watt Avenue, there is a sidewalk on either side of the ramp up to northbound Watt Avenue and there is a sidewalk on one side of the ramp up to southbound Watt Avenue. The slope of these ramps is less than 2 degrees which is normal for a ramp like this.

Using Route 72 to add service to La Riviera Drive is one option that we looked into and that we are continuing to evaluate. We will be returning to our Board of Directors on February 23rd with final recommendations.

3rd comment received 2/3/15 from:

Eileen Buxton

Thanks for looking into this - you probably have some idea of how important it is to maintain the service on La Riviera Drive and on Folsom Blvd. I can't tell you how many people that I have seen on and off the bus at those stops who cannot walk the roughly 3/4 mile plus (at least that would be the distance from my house) in order to catch a bus. Even for people who can walk that distance - and paratransit is not a viable alternative - would you want your kids walking that kind of distance in the dark - and it is very dark along LaRiviera Drive - or in the rain, etc.? As a parent I wouldn't want my children to do that. I think that I made it clear in earlier emails that to disenfranchise people who take the RT buses on a regular basis is not wise. With gas prices projected to rise we will need you more than ever. Remember when gas was \$4 a gallon - and how crowded the buses and trains were? I don't suggest that gas prices will rise that high in the near future, but projections are for them to rise - particularly when the effects of cap-and-trade are fully recognized.

At least have the service restored on a temporary basis while you test the actual routes that you propose for buses 80 and 84. If you find that you don't save time or that you don't gain substantial ridership as a result, it might not be worth continuing the proposed routes. Moreover, if bus lanes don't save a substantial amount of time then they may be useful for drivers on Watt Avenue. In addition, with the new methods of entering the light rail station that might save some time, it might be easier to maintain the present service along Folsom Blvd. and La Riviera Drive.

Thank you for your consideration.

Response:

Thanks Eileen. We'll add your additional comments to the record for the Board.

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Received Through February 4, 2015

Comment received 1/26/15 from:

Susan Sawyer

These are my comments to the proposed changes to the #61 bus:

For me, the change in route will not affect my pick-up place and it looks like this new route is a better change for this line. What I don't know is how the new route will change the pick-up times. Right now, this bus only runs 1x an hour and only Monday to Friday. The eastbound bus that I use is scheduled to get to the Fruitridge Light Rail Station at 36 minutes after the hour. The Light Rail train arrives southbound at 33 after the hour and the northbound train is to arrive at 36 after the hour. Unless our driver really tries (and we are lucky), we miss the northbound train by 30 seconds. This impacts those that have a transfer connection that is time sensitive. Do not suggest we take an earlier bus or go a different route. For most of us, this is the only bus option we have. I have the luxury of three different lines, with this being the most convenient, distance-wise. I can walk the half mile to the other lines, but there are too many other riders that do not have that option, either due to the distance between the lines or to physical limitations that curtails their mobility. As it is, when I take the #81 bus in the evening, I know I am going to be walking because the two buses do not have a coordinating schedule. (I have watched the #61 go by many times as I was sitting in the # 81 waiting to cross the street.)

I was looking to change my work schedule, but with the lack of coordination of the bus to the train, I am not comfortable about being late to work on a regular basis. It was not always like this; before the trains were adjusted, this eastbound bus arrived at the Fruitridge Station with several minutes before the trains arrived. Since the changes, it has become problematic and very frustrating to sit and watch the train go by. As for the days and amount of times per hours this bus runs, I have two suggestions:

1. During early morning and late afternoon peak hours, could you have the #61 run every half hour (say starting 6:30-8:30am, and 4pm-6pm)? During the rest of the time, run it 1x per-hour.
2. Could the line be extended to run on (at least) Saturday? Could you even use a smaller bus for this Saturday run?

I realize that RT has not raised the fares since 2009 and was recently (and very publically) raked over the coals in the Sacramento Bee for the dirty trains and the feeling of the lack of safety at the train stations. I also read in the News and Review that some are planning to have RT cover the fare deficits in the new proposed streetcar lines. I do feel that RT is trying to do the best they can with what they do not have to work with. I find myself angry at the business coalition that is gung-ho to criticize the current RT situation, but I did not hear how they were going to help to get people to ride the transit to this new arena. I also realize that unless the train and bus lines are extended to longer hours, most of us can't use them for downtown evening events. Even with extended hours of operation, the problem of public fear in/at the train stations must be addressed and the improvements must be "felt" before there is a significant change in public opinion.

I have no objections to the new route proposal for #61, but I do worry about the scheduling impact to my morning commute. I do not want my fare raised, but I am mindful why it should be. I hope that RT will fight the streetcar proposal and run bus lines between West Sac and downtown Sac instead. I also hope that RT will lobby to help get the funds (from city(ies), county, state, feds and businesses it must have to make the real changes that are needed.

Thank you.
S. Sawyer

Response:

Dear Ms. Sawyer,

Thank you for your comments regarding the proposed service changes for September 2015. RT is able to make the proposed changes since they are on a cost-neutral basis, and unfortunately, your suggested alternatives would require additional operating funds, which are currently not within RT's budget.

At this time we are not able to identify a way to run Route 61 more frequently during peak times, or to run the route on a Saturday without additional funds. Making these types of additions to service is a challenge as RT continues to face budgetary constraints.

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Thank you again for sending comments pertaining to the upcoming changes we have proposed. We value your input and your comments will be included in the public comment record to be presented to the Board.

2nd comment received 1/27/15 from:

Susan Sawyer

I figured that RT funding was the heart of the issue of the number of times and days for bus schedules. For the majority of us on budgets; you can't do on a regular basis what you can't pay for or have the funds for. I did put the suggestion out there for future consideration. As for the Bus 61 itself; those of us that ride this bus regularly have seen the RT employee counting the riders and we hold our breath each time that our line won't be cut. As for the bus/train connection timing, at 6:30 in the morning, there is little traffic to impede the bus and we arrive at the station at 6:35 to watch the early arriving train leaving the station. You cannot know how frustrating this is. I saw a young man in tears today because he was now late to work, AGAIN. (He boards in the middle between Bus 51 and Bus 68, with the 61 route being the closest.) Is there a way to have the earliest am trains that get to the station at 5:36 and 6:36 am just wait until 5/6:37 or 5/6:38 before leaving? I know about making and keeping schedules, but please see if this is a possibility.

Regarding bus/rail schedule coordination, the bus schedules are usually built around the light rail schedules. Since Route 61 connects with light rail in multiple places, there are a lot of constraints built into the schedule. As we gear up for our light rail extension to Cosumnes River College (also opening September 2015) RT will make every effort to build a schedule that connects well with as many light rail and bus travel patterns as possible.

Response:

Ms. Sawyer,

Unfortunately, your request to have the trains wait for one to two minutes is not an option because that may cause inefficiencies in train operations; however, your comments and concerns have been captured as a reference item for future scheduling efforts.

Thanks again.

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Comment received 2/1/15 from:

Mike Barnbaum

On behalf of "Ride Downtown 916," I am writing the Sacramento Regional Transit District to go on record to support service changes proposed by staff to Routes 80 and 84 that would provide faster trips along Watt Avenue in the vicinity of the El Dorado Freeway (U.S. Fifty) by eliminating unnecessary routing via Folsom Boulevard and La Riviera Drive. Furthermore, please allow the written record to reflect, through this electronic correspondence the support for Sunday/Holiday service to be added to Route 84 along with the elimination of Watt Avenue service for Route 19 between Elverta Road and Interstate Eighty. Route 19 (Norwood Ave - Town of Rio Linda) would travel from the Arden/Del Paso Station to Watt/Elverta and back again, sharing the turnaround in use today by Route 84 (Watt - North Highlands) at Watt/Elverta. Making this change would allow Regional Transit to "re-time" Route 19 to a schedule that actually reflects the operating of this route. Too many times conversations are taking place and being overheard in which Route 19 is the subject of poor on-time performance. Negative schedule adherence issues are always documented of late in the Quarterly Performance Reports regarding Route 19 as provided to the Board of Directors by the Planning and Transit Systems Development Team of Staff.

In terms of La Riviera Drive, the concern came up from both the Board of Directors and the public in regards to elimination of La Riviera Drive service. While we at "Ride Downtown 916" support the Regional Transit Staff Recommendation to eliminate Route 80 and 84 service on Folsom Boulevard and La Riviera Drive for the reasons stated in the above paragraph, we support La Riviera Drive service by alternative routes. In providing this support, we want to provide the Board with some visuals at the February 23rd Board of Directors Meeting that will illustrate what has historically been done along La Riviera Drive in the past. Showing these visuals will assist the Board in making a better decision regarding direction to staff in providing bus service along La Riviera Drive.

In the meantime, for the purposes of this electronic communication, it would benefit all to propose La Riviera Drive service options/alternatives, and bring these back to the Board of Directors on February 23rd.

ROUTE 28: Although this route was just approved for service changes that will take effect on Easter Sunday 2015, this route could undergo changes again on September 6, 2015, while still maintaining its goal of providing service along Folsom Boulevard between the California State Franchise Tax Board Headquarters and Cordova Lane in Rancho Cordova. To do that, this route would instead begin/end at the C.S.U.S. Transit Center in East Sacramento and travel via C.S.U.S. Perimeter Road to College Town Drive, La Riviera Drive (West of Watt as well as East of Watt) Folsom Boulevard, Cordova Lane, Zinfandel Drive, and Sunrise Boulevard to the Sunrise Boulevard Light Rail Station in Rancho Cordova. Service to the communities of Fair Oaks, Citrus Heights, and the Louis/Orlando Transfer Point at the Sacramento/Placer County Line can be made by transferring from Route 28 to Route 21 at the Mather Field/Mills Light Rail Station in Rancho Cordova. Passengers would exit Route 28 on Folsom Boulevard just west of Mather Field Road and cross the double tracks at the Mather Field/Mills Light Rail Station to access Route 21 in the Mather Field/Mills Bus Loop for continuing travel into Fair Oaks and Citrus Heights as Route 28 would no longer travel to these communities under this route proposal so that La Riviera Drive would be able to maintain service, but by means other than Routes 80 and 84.

ROUTE 76: This could be a route revival of sorts. This route could come back, but perhaps slightly better and/or different than it did in the past. The proposal for this route revival would align the route to travel between the University/65th Street Light Rail Station and the Watt/ManLove Light Rail Station via 67th Street, Folsom Boulevard, State University Drive, College Town Drive, La Riviera Drive, Folsom Boulevard, South Watt Avenue, and ManLove Road into the bus loop, terminating at the Watt/ManLove Light Rail Station. As a potential, if frequencies, days, and hours match up, reviving this route opens up potential "interlining" opportunities with Route 72 (Rosemont - Lincoln Village) which has a western terminus at the Watt/ManLove Light Rail Station.

In reviewing other routes of the past that Regional Transit provided, the other routes provided La Riviera Drive service, but only in the section West of Watt Avenue. Route 76 (La Riviera) prior to January 3, 1998, was the only Route, other than Routes 80 and 84 to provide service on La Riviera Drive east of Watt Avenue. A Bus and Light Rail Timetable Book that will be a "blast to the past" will be brought in and shown either at the February 9th or February 23rd Board Meeting to illustrate that it has been done before, and perhaps, if all things work out and align correctly, it can be done again, even if it is slightly different from before.

Public Comments

Received Through February 4, 2015

Thank you all for your reading time into this matter. This electronic correspondence was composed on Sunday 1 February, a full three days prior to the deadline to provide written comments on the Subject Matter of the September 2015 Service Changes.

We look forward to reading any replies to this electronic correspondence, and seeing everyone on both February 9th as well as February 23rd in the Regional Transit Auditorium.

Sincerely,

Mike Barnbaum, Head of "Ride Downtown 916"

Response:

Dear Mike,

Thank you for your comments regarding the proposed service changes for September 2015. We appreciate your suggestions for Route 84, as well as Routes 19, 28 and options for service along La Riviera Drive.

Staff is looking closely at the proposed changes and the comments received by the public in great detail. Your input is valuable, and we appreciate your efforts.

Thank you again for your comments; these will also be included in the public comment record to be presented to the Board.

RESOLUTION NO. 15-02-_____

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

February 23, 2015

ADOPTING SERVICE CHANGES FOR SEPTEMBER 6, 2015

WHEREAS, the proposed service changes are considered a major service change, as defined in Resolution 13-08-0125; and

WHEREAS, a Title VI service change equity analysis has been prepared; and

WHEREAS, the proposed service changes and the Title VI service change equity analysis have been publicized and provided to the public for a 30-day comment period, in accordance with RT policy on major service changes; and

WHEREAS, the Title VI service change equity analysis was revised to reflect revisions to the proposed service changes.

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

THAT, the proposed changes are exempt from the California Environmental Quality Act, per California Public Resources Code Section 21080(b)(10) and Title 14, California Code of Regulations, Section 15275(a); and

THAT, the service changes set forth in Exhibit A are hereby approved, and the General Manager/CEO is hereby authorized to implement such changes effective September 6, 2015; and

THAT, the Board of Directors has reviewed, is aware of, and approves the Title VI service change equity analysis set forth in Exhibit B; and

THAT, the General Manager/CEO is hereby authorized to file a Notice of Exemption in substantially the form set out in the attached Exhibit C with the Sacramento County Clerk pursuant to Section 15062 of the State CEQA Guidelines (Title 14, California Code of Regulations, Section 15062).

JAY SCHENIRER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____

Cindy Brooks, Assistant Secretary


Regional Transit
Proposed Service Changes

Effective Date: September 6, 2015

Route	Description
<p>25 Marconi Mon-Fri</p>	<p>Frequency will be improved to every 30 minutes on Fair Oaks Blvd. in Carmichael. Buses that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita and Locust Ave. near the Bel Air shopping center.</p>
<p>61 Fruitridge Mon-Fri</p>	<p>Service into Power Inn light rail station will be discontinued. Route 61 will instead begin and end at the University/65th Street light rail station and will run on Folsom Blvd. from 65th Street to Florin-Perkins Road (at College Greens light rail station). Patrons needing to catch the Granite Park shuttle to the Family Courthouse and other destinations in Granite Business Park should take light rail directly to the Power Inn light rail station.</p>
<p>65 Franklin South Mon-Fri</p>	<p>Service will be discontinued south of Cosumnes River Blvd. on Franklin Blvd. and on Laguna Blvd in Elk Grove. The new route will begin and end at the new Franklin light rail station located off of Franklin Blvd. at Cosumnes River Blvd. (opening September 2015). Elk Grove residents visit www.e-tran.org for alternative routes. Route 65 service will also be discontinued into the Florin light rail station and on Florin Road from the Florin light rail station to Franklin Blvd (covered by Routes 54 and 81).</p> <p>Route 65 will be extended from Florin and Franklin to Florin Towne Centre via Florin Road. New service will be added covering parts of the former Route 8. The new service will run from Florin Towne Centre to the University/65th Street light rail station via Florin Road, Briggs Drive, Lawnwood Ave., 75th Street, Elder Creek Road, Power Inn Road, 14th Ave., and 65th Street.</p>
<p>84 Watt Mon-Fri Saturday</p>	<p>Service will be discontinued on La Riviera Drive and on Folsom Blvd. All buses will travel directly to/from the Watt/Manlove light rail station via Watt Avenue from La Riviera Drive.</p> <p>There will be no routing changes to Route 80. Riders on La Riviera Drive or Folsom Boulevard may take Route 80 instead of Route 84.</p>



Title VI Equity Analysis
for Service Changes
Proposed for September 2015

February 23, 2015

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Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

1. Purpose of Analysis

Pursuant to RT's major service change policy and in accordance with federal Title VI civil rights requirements, the purpose of this analysis is to identify and document any potential disparate impacts on minority populations or disproportionate burdens on low-income populations resulting from service changes proposed to take effect on September 6, 2015.¹

Federal guidance on Title VI recommends that recipients consider the aggregate effects of multiple service changes. Therefore, the analysis will consider the cumulative and aggregate effects of all changes in service levels for the year ending in September 2015, which includes changes to six regular bus routes, a light rail extension, and changes to contract service operated by RT.

This Title VI analysis supersedes previous analyses completed and approved by the RT Board on September 8, 2014 and on December 8, 2014.

2. Project Description

The proposed changes include both increases and reductions in service, including:

- A 1.5 mile extension of **Route 28** (Fair Oaks – Cordova Town Center) from the Mather Field/Mills light rail station to the Butterfield light rail station via Folsom Blvd. (effective April 5, 2015)
- A proposed 1.7 mile extension of certain trips on **Route 25** (Marconi) from Fair Oaks Blvd. and Marconi Ave. to Manzanita Ave. and Locust Ave. via Fair Oaks Blvd. and Manzanita Ave. (effective September 6, 2015)
- Proposed changes to **Route 61** (Fruitridge) including elimination of service into the Power Inn light rail station and extension of service to the 65th Street light rail station via Folsom Blvd (effective September 6, 2015)
- Proposed major changes and a major extension of **Route 65** (Franklin South) including elimination of service south of Cosumnes River Blvd., elimination of service to the Florin light rail station, and a 6.8 mile extension from Florin Road and Franklin Blvd. to the University/65th Street light rail station primarily via Florin Road, Elder Creek Road, Power Inn Road, 14th Ave., and 65th Street (effective September 6, 2015)

¹ RT's major service change policy is stated in Resolution No. 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 Service Change Equity Analysis

FEBRUARY 23, 2015

- Realignment of **Route 84**, eliminating service on La Riviera Drive and Folsom Blvd. and adding service on Watt Ave., south of La Riviera Drive (effective September 6, 2015)
- RT's 4.3 mile **Blue Line to Cosumnes River College** (CRC) light rail extension (effective September 6, 2015)

In aggregate the changes amount to an increase of 216,166 revenue miles per year (approximately 2.9 percent of bus and light rail revenue miles combined).

3. 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. RT's major service change definition is set forth in Resolution 94-09-2214 and applies to the proposed changes as follows:

- The changes to Routes 28, 65, and 84 all impact more than 15 percent of daily revenue miles on each route and are therefore considered major changes
- The changes to Routes 25 and 61 would not be considered major changes but are included in the analysis in accordance with best practices which call for Title VI analyses to consider cumulative effects of changes over a one year period
- The Blue Line extension both meets RT's definition of a major change and also explicitly requires a Title VI service change equity analysis by virtue of it being a New Starts funded project

RT policy provides a 30-day comment period prior to adoption of major service changes. This document is intended to be part of the package of publicly reviewable documents made available through RT's web site and by request.

4. Data and Methodology

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. In accordance with FTA guidance, when possible, equity analyses are based on demographic estimates of actual riders. These on-board survey responses therefore form the basis of the analysis below.



Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

For informational purposes, maps of the RT service area indicating heavy concentrations of minority and low-income populations have also been provided on Pages 13 and 14.

5. Effect on Minority Populations

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.

Based on rider demographics from RT's on-board surveys, the improvements to Route 28 and Route 25 would benefit non-minority populations and the reductions on Route 65 would adversely impact minority populations; however, the improvements to Route 61, the extension of Route 65 through the Glen Elder neighborhood, and the extension of the Blue Line would all benefit minority populations and cause the overall effect to be positive for minority populations. The changes to Route 84 are estimated to have a minor negative impact on non-minority populations relative to minority populations.

In aggregate, of the 216,166 new revenue miles per year, 76.8 percent are expected to benefit minority populations. This compares favorably to the overall RT system, where 69.0 percent of existing riders are estimated to be minority persons. *Therefore, the proposed changes will be beneficial to minority populations.*

6. Effect on Low-Income Populations

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.²

² 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.



Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

FIGURE 1
TITLE VI SERVICE CHANGE EQUITY ANALYSIS
SEPTEMBER 2015 SERVICE CHANGES

Effects on Minority Populations	Effective Date	(A) % Minority Riders	(B) Net Change in Revenue Miles	(A) * (B) New/(Reduced) Rev Miles Affecting Minority Riders
Route 28 Extension	(Apr 2015)	50.7%	19,507	9,890
Route 25 Extension	(Sep 2015)	56.6%	8,573	4,852
Blue Line to CRC Extension	(Sep 2015)	81.1%	180,551	146,427
Route 61 Changes	(Sep 2015)	80.2%	7,087	5,683
Route 65 Cuts	(Sep 2015)	88.8%	(36,271)	(32,209)
Route 65 Extension (Route 8)	(Sep 2015)	80.5%	50,089	40,321
Route 84 Changes	(Sep 2015)	66.6%	(13,369)	(8,904)
TOTAL		76.8%	216,166	166,062
System Average		69.0%		

Effects on Low-Income Populations	Effective Date	(A) % Low-Income Riders	(B) Net Change in Revenue Miles	(A) * (B) New/(Reduced) Rev Miles Affecting Low-Income Riders
Route 28 Extension	(Apr 2015)	29.5%	19,507	5,755
Route 25 Extension	(Sep 2015)	54.1%	8,573	4,638
Blue Line to CRC Extension	(Sep 2015)	60.1%	180,551	108,511
Route 61 Changes	(Sep 2015)	69.5%	7,087	4,925
Route 65 Cuts	(Sep 2015)	54.9%	(36,271)	(19,913)
Route 65 Extension (Route 8)	(Sep 2015)	84.4%	50,089	42,275
Route 84 Changes	(Sep 2015)	56.8%	(13,369)	(7,594)
TOTAL		64.1%	216,166	138,597
System Average		53.0%		

Source: 2013 On-Board Survey (except Route 8, from 2010 On-Board Survey)



Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

Based on rider demographics from RT's on-board surveys, the improvements to Route 28 would benefit non-low-income populations and the reductions on Routes 65 and 84 would adversely impact low-income populations; however, the improvements to Route 25, the extension of Route 61, the extension of Route 65 through the Glen Elder neighborhood, and the extension of the Blue Line would all benefit low-income populations and have the overall effect of being positive for low-income populations.

In aggregate, of the 216,166 new revenue miles per year, 64.1 percent are expected to benefit low-income populations. This compares favorably to the overall RT system, where 53.0 percent of passengers are estimated to be low-income persons. *Therefore, the proposed changes will be beneficial to low-income populations.*

8. Conclusion

Figure 2 shows that in aggregate, 76.8 percent of the new service (measured in revenue miles) would benefit minority riders and 64.1 percent of the new service would benefit low-income riders. Both figures compare favorably to RT's existing baseline, which is, 69.0 percent minority and 53.0 percent low-income use of the RT system.

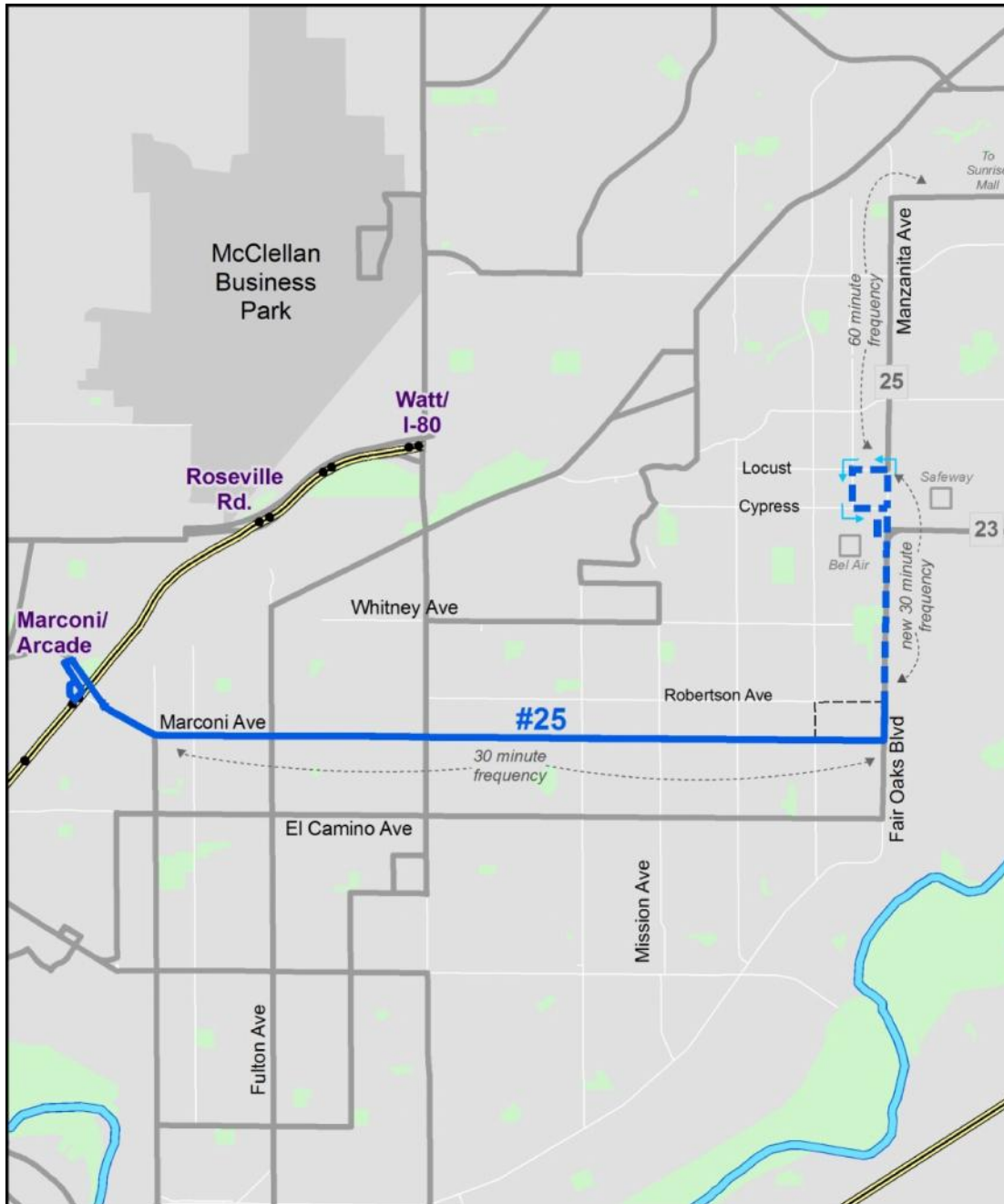
Figure 2
Rider Demographics

	Percent Minority	Percent Low-Income
RT System	69.0%	53.0%
Proposed Service Changes (Net Increase)	76.8%	64.1%

Source: 2013 On-Board Survey

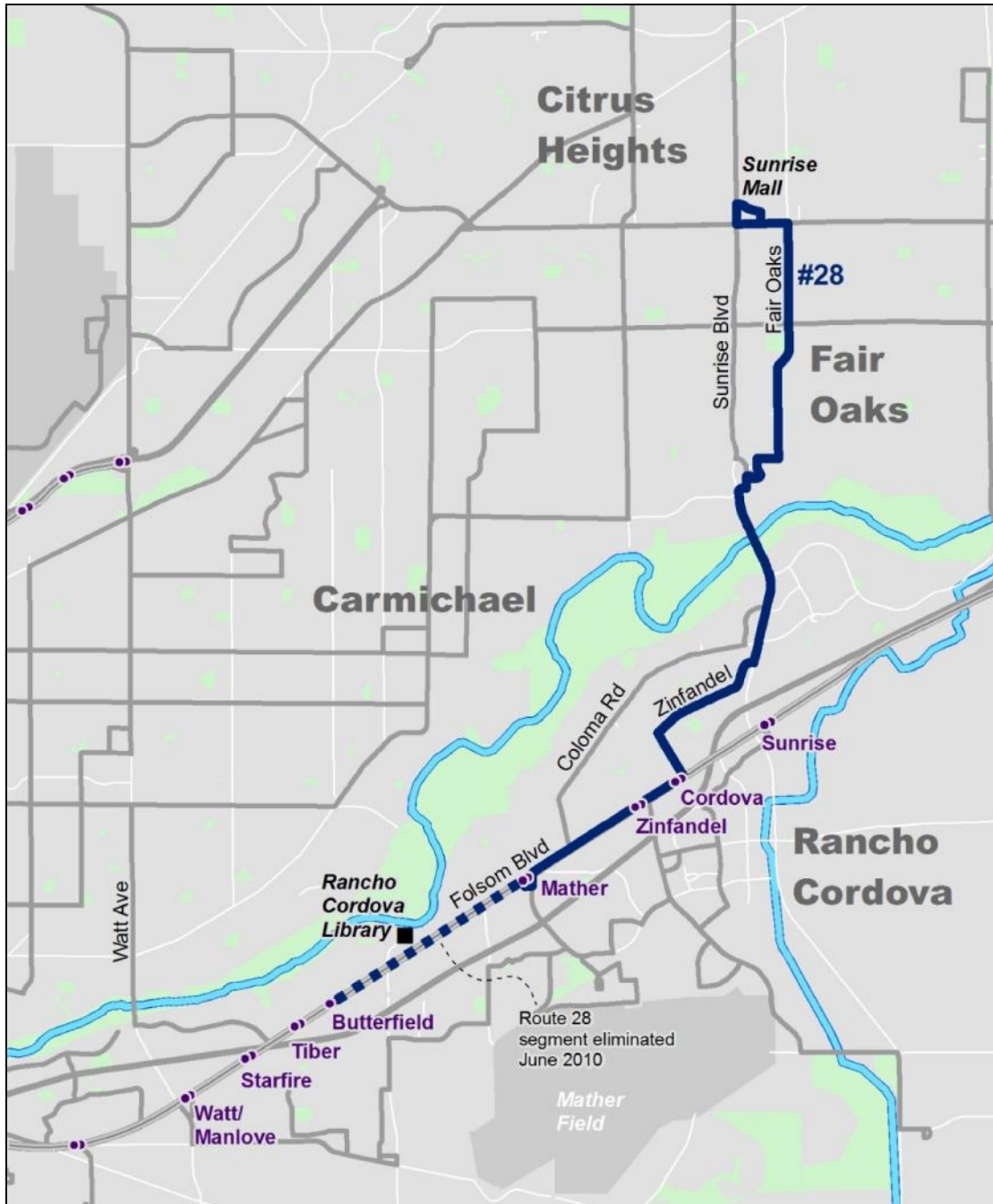
Overall, the proposed new service would improve the level of service to *all* populations; however, on a relative basis, it will improve the level of service proportionately more for minority populations than non-minority populations and more for low-income populations than non-low-income populations. *Based on these results, this analysis finds that the proposed changes would not cause any disparate impacts to minority populations nor would they cause any disproportionate burdens on low-income populations.*

Figure 3
Proposed Changes to Route 25



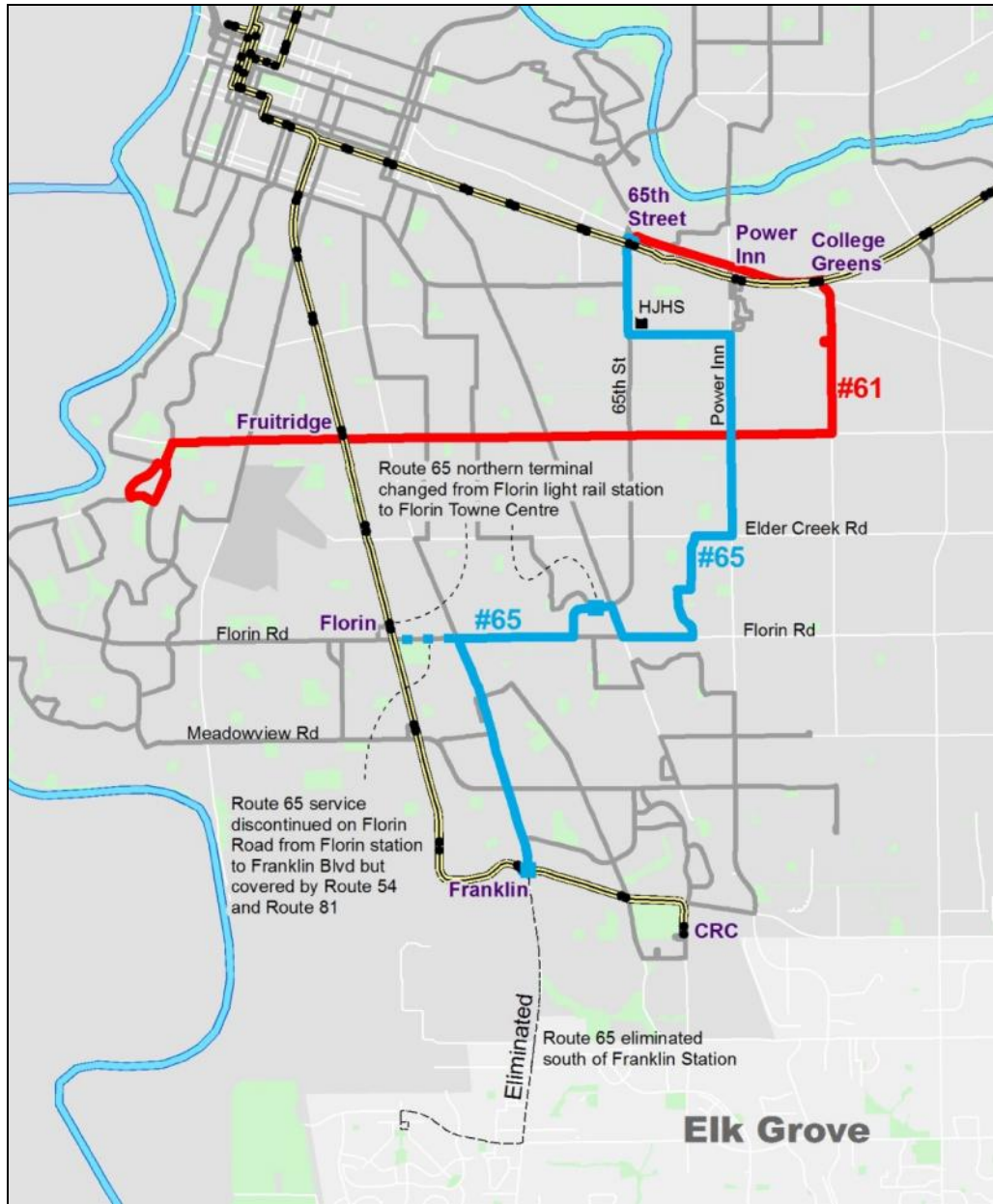
Frequency will be improved to every 30 minutes on Fair Oaks Blvd. in Carmichael. Buses that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita and Locust Ave. near the Bel Air shopping center.

**Figure 4
Proposed Extension of Route 28**



Route 28 service would be extended from Mather Field/Mills light rail station to Butterfield light rail station via Folsom Blvd. The days and times of service would be unchanged, i.e., service would remain hourly Monday through Friday from approximately 5:15 a.m. to 7:38 p.m.

**Figure 5
Proposed Changes to Routes 61 and 65**



Route 61 service into Power Inn light rail station will be discontinued. Route 61 will instead begin and end at the University/65th Street light rail station and will run on Folsom Blvd. from 65th Street to Florin-Perkins Road (at College Greens light rail station).

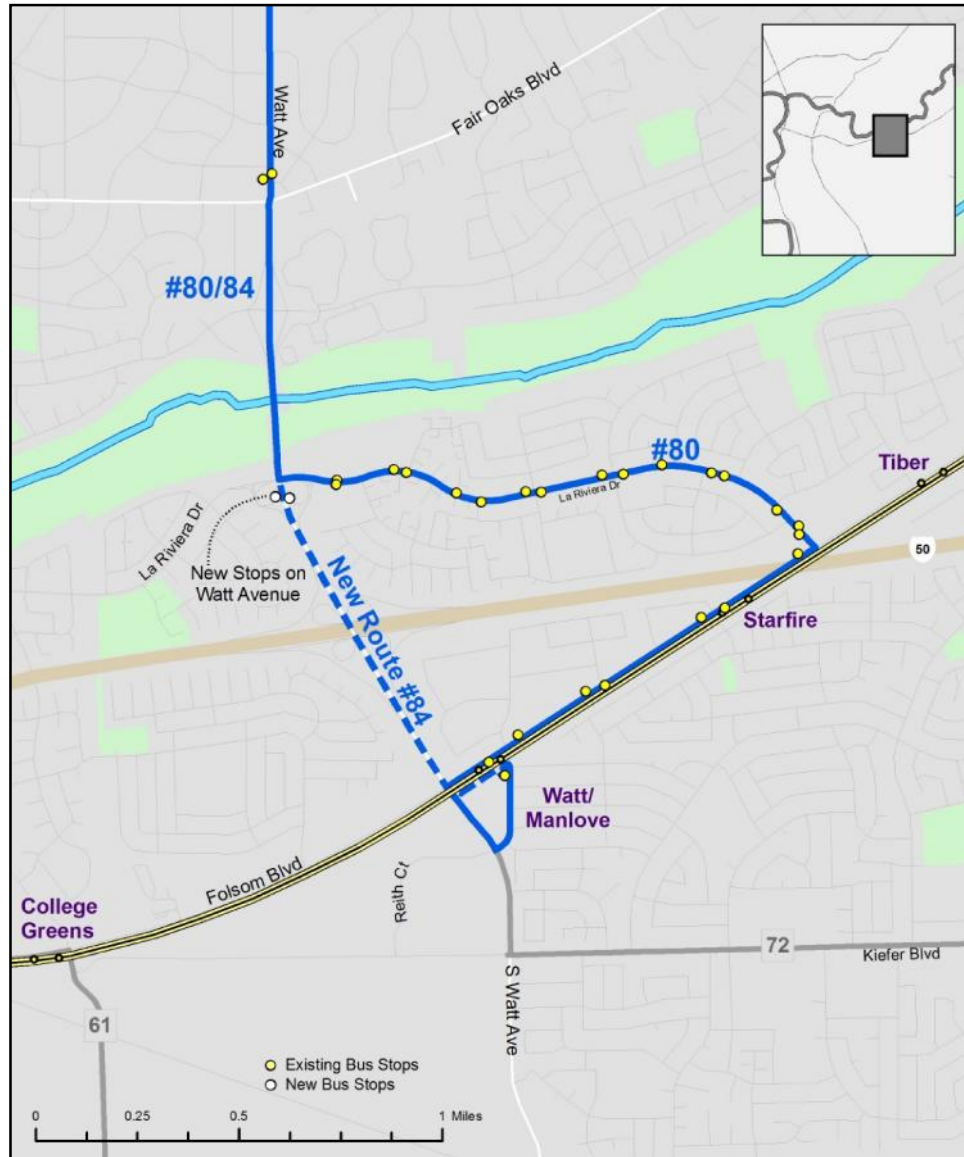
Route 65 service will be discontinued south of Cosumnes River Blvd. on Franklin Blvd. and on Laguna Blvd in Elk Grove. The new route will begin and end at the new Franklin light rail station located off of Franklin Blvd. at Cosumnes River Blvd. (opening September 2015). Route 65 service will also be discontinued into the Florin light rail station and on Florin Road between the Florin light rail station and Franklin Blvd. Route 65 will be extended from Florin and Franklin to Florin Towne Centre via Florin Road. New service will be added covering parts of the former Route 8. The new service will run from Florin Towne Centre to the University/65th Street light rail station via Florin Road, Briggs Drive, Lawnwood Ave., 75th Street, Elder Creek Road, Power Inn Road, 14th Ave., and 65th Street.



Title VI Service Change Equity Analysis

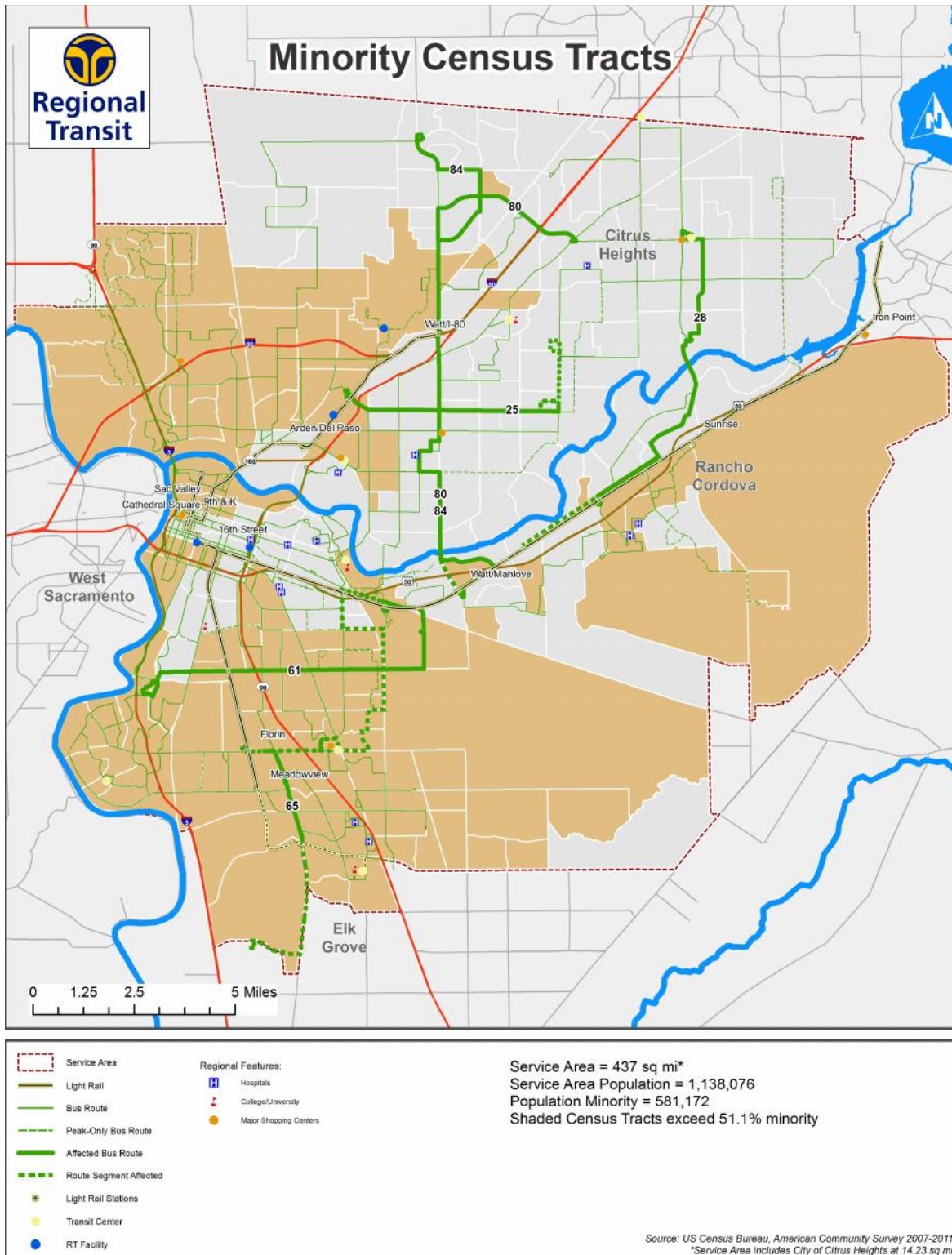
FEBRUARY 23, 2015

Figure 6
Proposed Changes to Route 84



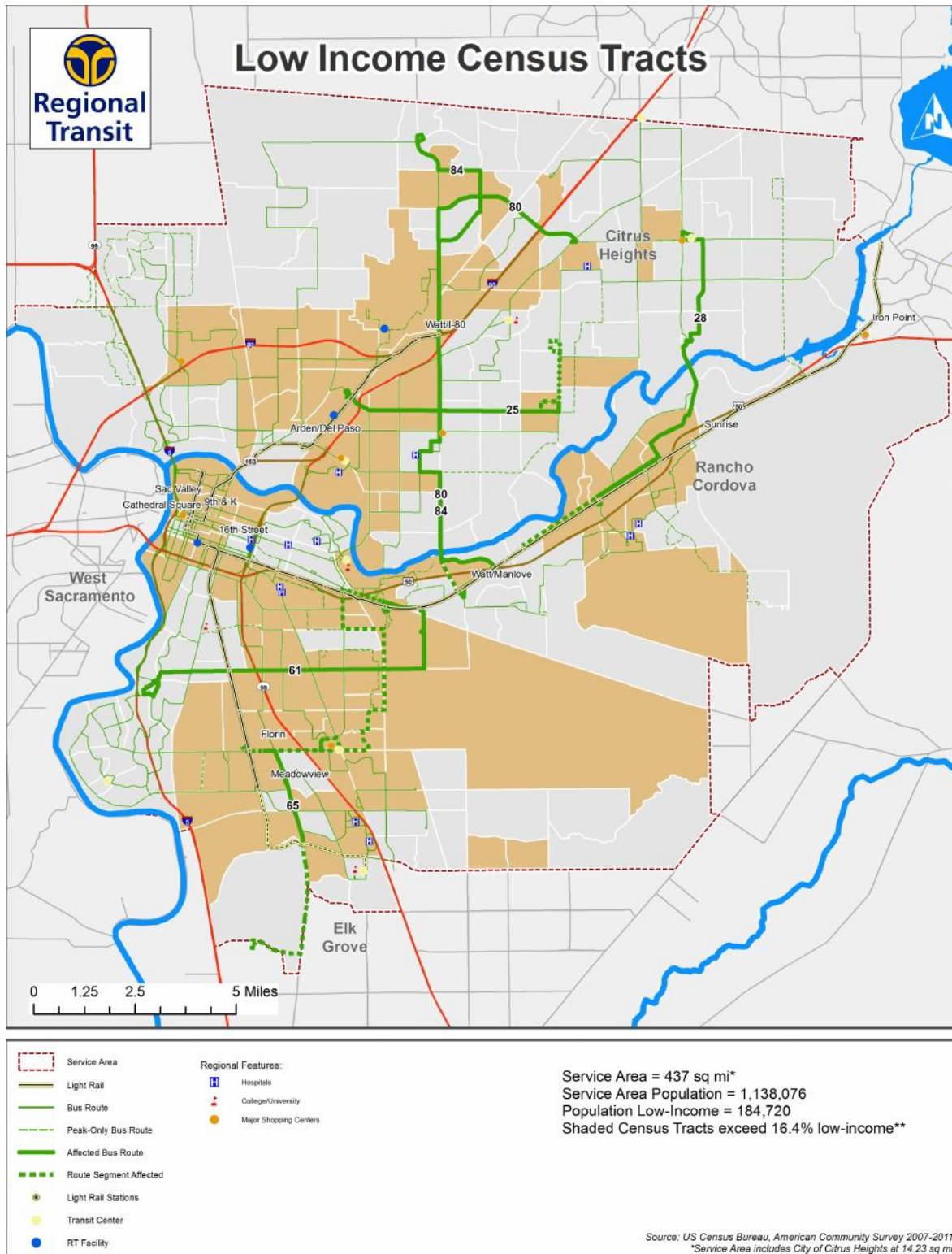
Route 84 service will be discontinued on La Riviera Drive and on Folsom Blvd. All Route 84 buses will go directly to/from the Watt/Manlove light rail station via Watt Avenue from La Riviera Drive. Routing will be unchanged for Route 80.

Figure 7




Regional Transit
 Title VI Service Change Equity Analysis
 FEBRUARY 23, 2015

Figure 8





Title VI Service Change Equity Analysis

FEBRUARY 23, 2015

Project Title: September 2015 Service Changes

Description: Cumulative changes to Routes 25, 28, 61, 65, 84, and Blue Line

CURRENT SYSTEM STATISTICS

RT Average Weekday Ridership: 91,114
Bus and Light Rail

Minority Ridership: 62,869 69.0 % (A1)

Low-Income Ridership: 48,290 53.0 % (B1)
Household income less than \$30,000

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

SERVICE CHANGE IMPACTS

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

Net Revenue Miles: All Riders: 216,166
Annualized

Minority: 166,062 76.8 % (A2)

Low-Income: 138,597 53.0 % (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 2/5/15
Analyst Date

Approved by: [Signature] 2/5/15
Senior Staff Date

Notice of Exemption

EXHIBIT C

To: Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

From: (Public Agency) Sacramento Regional Transit District

PO Box 2110, Sacramento, CA 95812-2110

■ County Clerk

County of Sacramento

600 8th Street

Sacramento, CA 95814

Project Title: Transit Service Changes to SRTD Routes 25, 61, 65, and 84

Project Location - Specific: Bus operations on various streets in the City of Sacramento, Sacramento County, and the City of Elk Grove

Project Location - City: Sacramento, Elk Grove

Project Location - County: Sacramento

Description of Nature, Purpose, and Beneficiaries of Project:

Restructure four city bus routes to improve ridership

Name of Public Agency Approving Project: Sacramento Regional Transit District

Name of Person or Agency Carrying Out Project: Sacramento Regional Transit District

Exempt Status: *(check one)*

Ministerial (Sec. 21080(b)(1); 15268);

Declared Emergency (Sec. 21080(b)(3); 15269(a));

Emergency Project (Sec. 21080(b)(4); 15269(b)(c));

Categorical Exemption. State type and section number:

■ Statutory Exemptions. State code number: California Public Resources Code Section 21080(b)10.

Reasons why project is exempt: This project adds city bus service on several streets which are currently in use for vehicular traffic, an action which is exempt from CEQA review per the PRC Section 21080(b)10. The only other result of the project is to

remove an environmentally insignificant amount of city bus service from several other streets

Lead Agency

Contact Person: James Drake, Service Planner Area Code/Telephone/Extension: (916) 556-0505

If filed by applicant:

1. Attach certified document of exemption finding.

2. Has a Notice of Exemption been filed by the public agency approving the project? Yes No

Signature: James A. Drake Date: 2/3/15 Title: Service Planner

■ Signed by Lead Agency

Date received for filing at OPR:

Signed by Applicant