

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	01/26/15	Open	Action	01/14/15

Subject: Holding a Public Hearing on Service Changes Proposed to Take Effect on September 6, 2015

ISSUE

Holding a Public Hearing on Service Changes Proposed to Take Effect on September 6, 2015.

RECOMMENDED ACTION

Hold the public hearing and receive public comments.

FISCAL IMPACT

None.

DISCUSSION

On October 27, 2014, the Board set a public hearing to receive public input on service changes proposed to take effect on September 6, 2015. Attachment 1 provides a list and maps illustrating the proposed changes, which would affect Routes 25, 61, 65, 80, and 84. Attachment 2 provides the required federal Title VI service change equity analysis.

These materials have been made available on RT's web site for a 30-day public review beginning on January 5, 2015, which has been publicized electronically, on RT vehicles, and at major stops and stations. Staff will return to the Board on February 23, 2015 with all comments and finalized documents for approval. The proposed changes have all been developed to be cost-neutral reallocations of existing service, so the fiscal impact is expected to be negligible.

Routes 61 and 65 – The proposed changes to Routes 61 and 65 include the addition of new service on Power Inn Road and to the Glen Elder community (along former RT Route 8). To accomplish this objective on a cost-neutral basis, staff evaluated numerous restructuring concepts and ultimately arrived on the proposal shown in Attachment 1. This restructuring will eliminate approximately half of the existing Route 65 (about half of which lies within the City of Elk Grove). There will be minor impacts on Route 61 as well. Attachment 1 illustrates the changes and also discusses alternate routes that will be available. Overall, ridership is expected to increase as a result of the changes, based upon past historical ridership levels from the former Route 8. Staff also evaluated the possibility of restoring weekend service along the former Route 8 corridor; however, since Route 61 and 65 do not run on weekends, there would be no way to add this service in the same cost-neutral manner. As a standalone route, operating only the original Route 8 corridor, the cost for weekend service would be approximately \$335,000 annually.

Approved:

Presented:

Final 01/21/15

General Manager/CEO

AGM of Planning & Transit System Development

J:\Board Meeting Documents\2015\02 January 26, 2015\Service Changes IP.doc

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	01/26/15	Open	Action	01/14/15

Subject: Holding a Public Hearing on Service Changes Proposed to Take Effect on September 6, 2015

Route 25 – The proposed changes to Route 25 take advantage of excess break time in the schedule to improve headways to every 30 minutes on Fair Oaks Boulevard in Carmichael on a cost-neutral basis.

Routes 80 and 84 – The proposed changes to Routes 80 and 84 would straighten out these two routes so that they go directly to/from the Watt/Manlove light rail station via Watt Avenue, bypassing the existing service on La Riviera Drive and Folsom Boulevard, which would be discontinued.

Sacramento County has completed the Watt Avenue at U.S. 50 Interchange project which includes installation of a working segment of a dedicated Bus Rapid Transit (BRT) facility in the median of Watt Avenue, with a dedicated driveway into the Watt/Manlove Station. The proposed changes to Routes 80 and 84 would realign both routes to make use of the bus lane instead of their existing routes.

Due to the elimination of service on La Riviera Drive and Folsom Boulevard, staff anticipates that ridership will decrease in the short-run on Routes 80 and 84 by 175 boardings per day on weekdays; however, the construction and use of the bus lane is part of RT’s long-term plan to deliver higher-speed, more direct BRT service on Watt Avenue that is better able to compete with automobiles. Many of the existing riders who currently use bus stops on the affected segment will be within walking distance of the Watt/Manlove or Starfire light rail stations on Folsom Boulevard. Persons residing within walking distance of Watt Avenue at La Riviera Drive will also be able to make use of two new bus stops (one in each direction) that will be located on Watt Avenue and accessible by sidewalk from La Riviera Drive. Students attending California State University, Sacramento (CSUS) and residing on La Riviera Drive may also be able to walk and catch the Hornet Shuttle bus where it picks up on La Riviera Drive, just west of Watt Avenue. Staff has met with Hornet Shuttle staff to brief them on the proposed changes and alert them to the potential need for transportation for CSUS students residing on La Riviera Drive.

North Natomas Flyer – Pursuant to a contract with the North Natomas Transportation Management Association (TMA) RT operates the North Natomas Flyer shuttle bus service to Downtown Sacramento. RT will add four new trips on existing shuttle routes and adjust times on other trips. These changes were developed in close collaboration with the TMA and the TMA is expected to cover any increase in costs.

Title VI – The attached Title VI service change equity analysis (Attachment 2) reports RT’s findings that the proposed route changes will not result in disparate impacts on minority populations and they do not disproportionately burden low-income populations. The analysis includes not only changes that are being proposed at this time for September 2015, but also any changes to level of service that have taken place or will take place within the year ending September 2015. This includes the Blue Line to Cosumnes River College extension and changes to Route 28 approved for implementation in April 2015.


Regional Transit
Proposed Service Changes

Effective Date: September 6, 2015

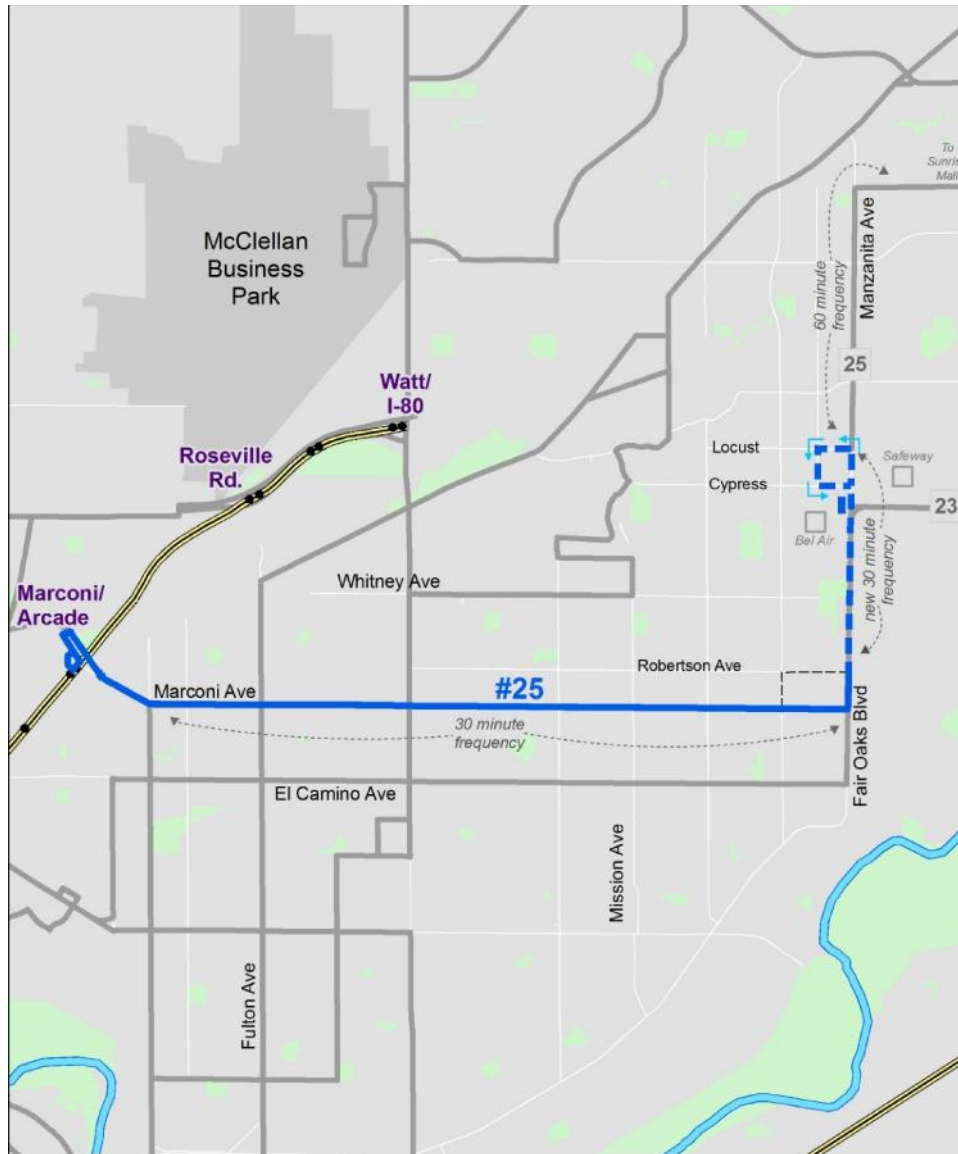
Route	Description
25 Marconi Mon-Fri	Frequency will be improved to every 30 minutes on Fair Oaks Blvd. in Carmichael. Buses that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita and Locust Ave. near the Bel Air shopping center.
61 Fruitridge Mon-Fri	Service 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 Power Inn 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>
80/84 Watt All Days	<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>CSUS students may be able to take the Hornet Shuttle on La Riviera Drive west of Watt Ave. Routes 80 and 84 will also be accessible via new bus stops on northbound and southbound Watt Avenue at La Riviera Drive. Riders unable to walk to a nearby stop or light rail station may be eligible to ride paratransit by calling RT at 557-4685.</p>

For more information visit sacrt.com

Send comments to:
RT Planning Dept.
1400 29th Street
Sacramento, CA 95812-2110

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

Comments must be received by:
Wednesday, February 4, 2015



Route	Proposed Changes
<p>25 Marconi 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:

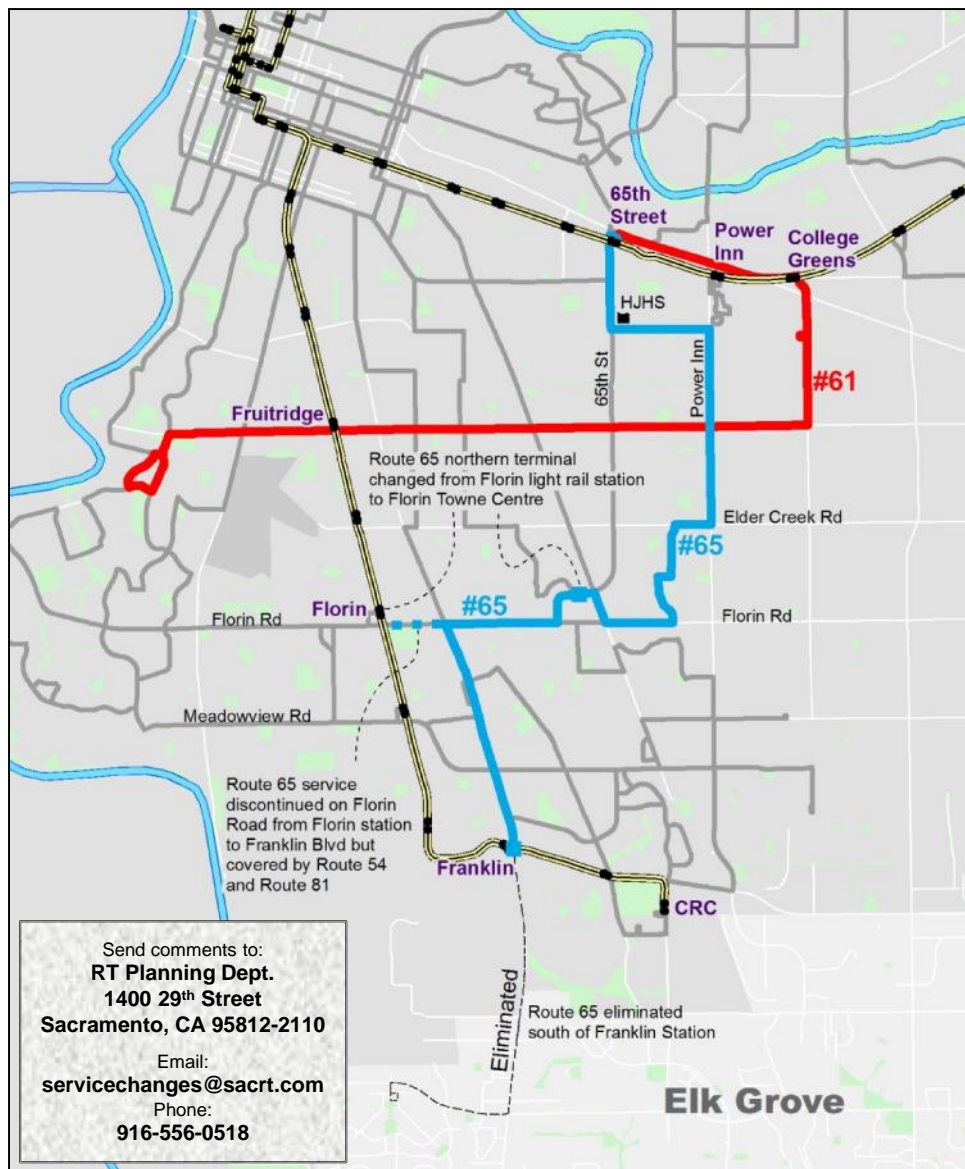
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Proposed Service Changes

Effective Date: September 6, 2015



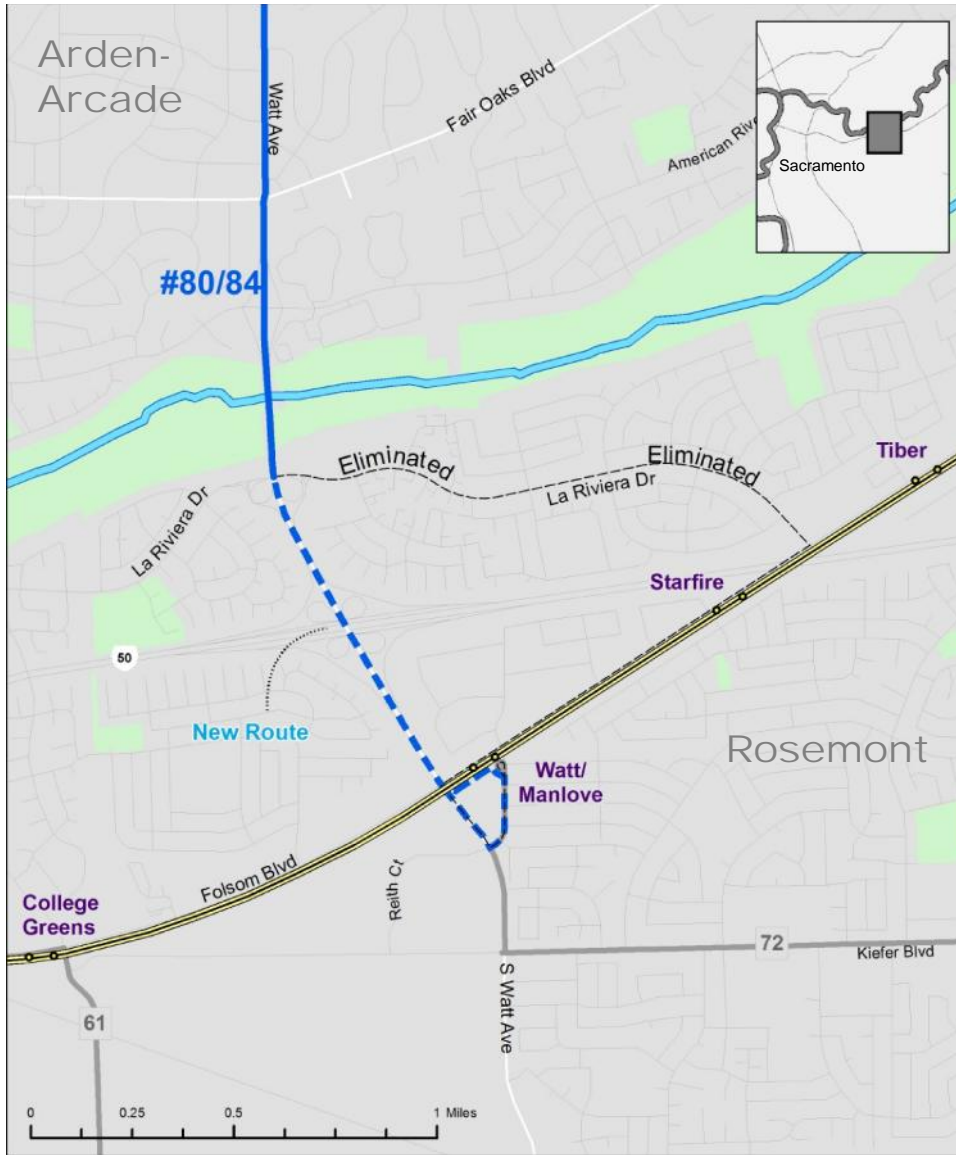
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 916-556-0518

Route	Proposed Changes
<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).</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>
<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.</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>



Proposed Service Changes

Effective Date: September 6, 2015



Route	Proposed Changes
<p>80/84</p> <p>Watt Ave</p> <p>All Days</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>CSUS students may be able to take the Hornet Shuttle on La Riviera Drive (west of Watt Ave.). Routes 80 and 84 will also be accessible via new bus stops on northbound and southbound Watt Avenue at La Riviera Drive. Riders unable to access a nearby stop or light rail station may be eligible to ride paratransit by calling RT at 557-4685.</p>

Send comments to:

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**Watt Avenue / US-50 Interchange
Project Area**



Bus lane added from La Riviera Drive to Folsom Blvd.



Title VI Equity Analysis
for Service Changes
Proposed for September 2015

DRAFT

Provided for Public Review

January 5, 2015

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Title VI Service Change Equity Analysis

DRAFT JANUARY 5, 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 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)
- Four additional trips added to the **North Natomas Flyer** shuttle routes (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

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

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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)

- Realignment of **Routes 80 and 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 212,853 revenue miles per year (approximately 2.8 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, 80, 84, and the North Natomas Flyer routes 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



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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.

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, to the NNTMA Flyer, and to 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 Routes 80 and 84 are estimated to have a minor negative impact on non-minority populations relative to minority populations.

In aggregate, of the 212,853 new revenue miles per year, 76.9 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

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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
NNTMA Flyer Changes	(Apr 2015)	66.0%	14,715	9,712
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 80/84 Changes	(Sep 2015)	66.6%	(31,398)	(20,911)
TOTAL		76.9%	212,853	163,767
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
NNTMA Flyer Changes	(Apr 2015)	5.8%	14,715	853
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 80/84 Changes	(Sep 2015)	56.8%	(31,398)	(17,834)
TOTAL		60.7%	212,853	129,211
System Average		53.0%		

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



Title VI Service Change Equity Analysis

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Based on rider demographics from RT's on-board surveys, the improvements to Route 28 and the NNTMA Flyer would benefit non-low-income populations and the reductions on Routes 65, 80, 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 cause the overall effect to be positive for low-income populations.

In aggregate, of the 212,853 new revenue miles per year, 60.7 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, 76.9 percent of the new service (measured in revenue miles) would benefit minority riders and 60.7 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	76.9%	53.0%
Proposed Service Changes (Net Increase)	75.6%	60.7%

Source: 2013 On-Board Survey

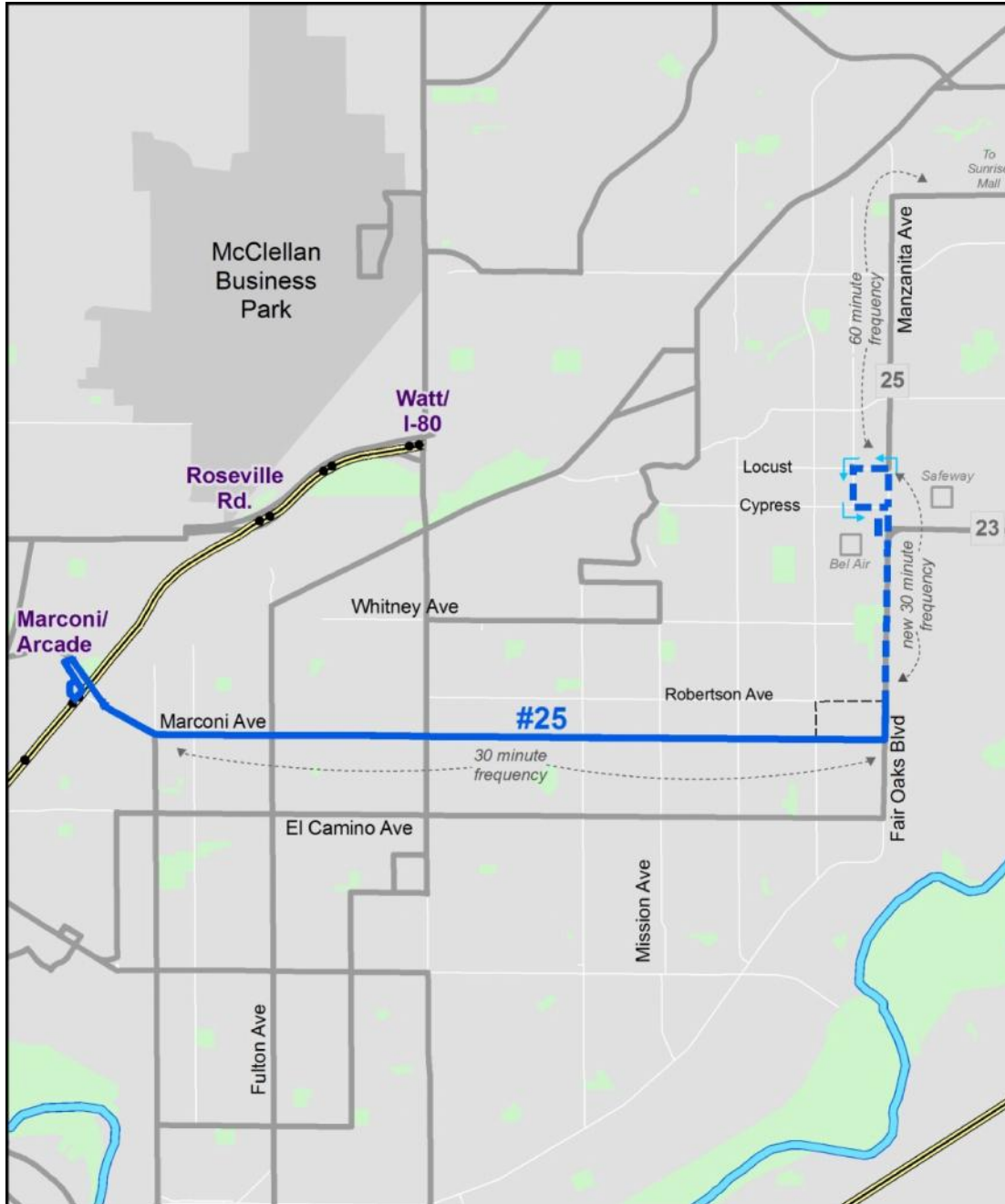
Overall, the proposed new service would improve the level of service to *all* populations; however, on a relative basis, it will improve the level of service proportionately more for minority populations than non-minority populations and more for low-income populations than non-low-income populations. *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.*



Title VI Service Change Equity Analysis

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Figure 2
Proposed Changes to Route 25



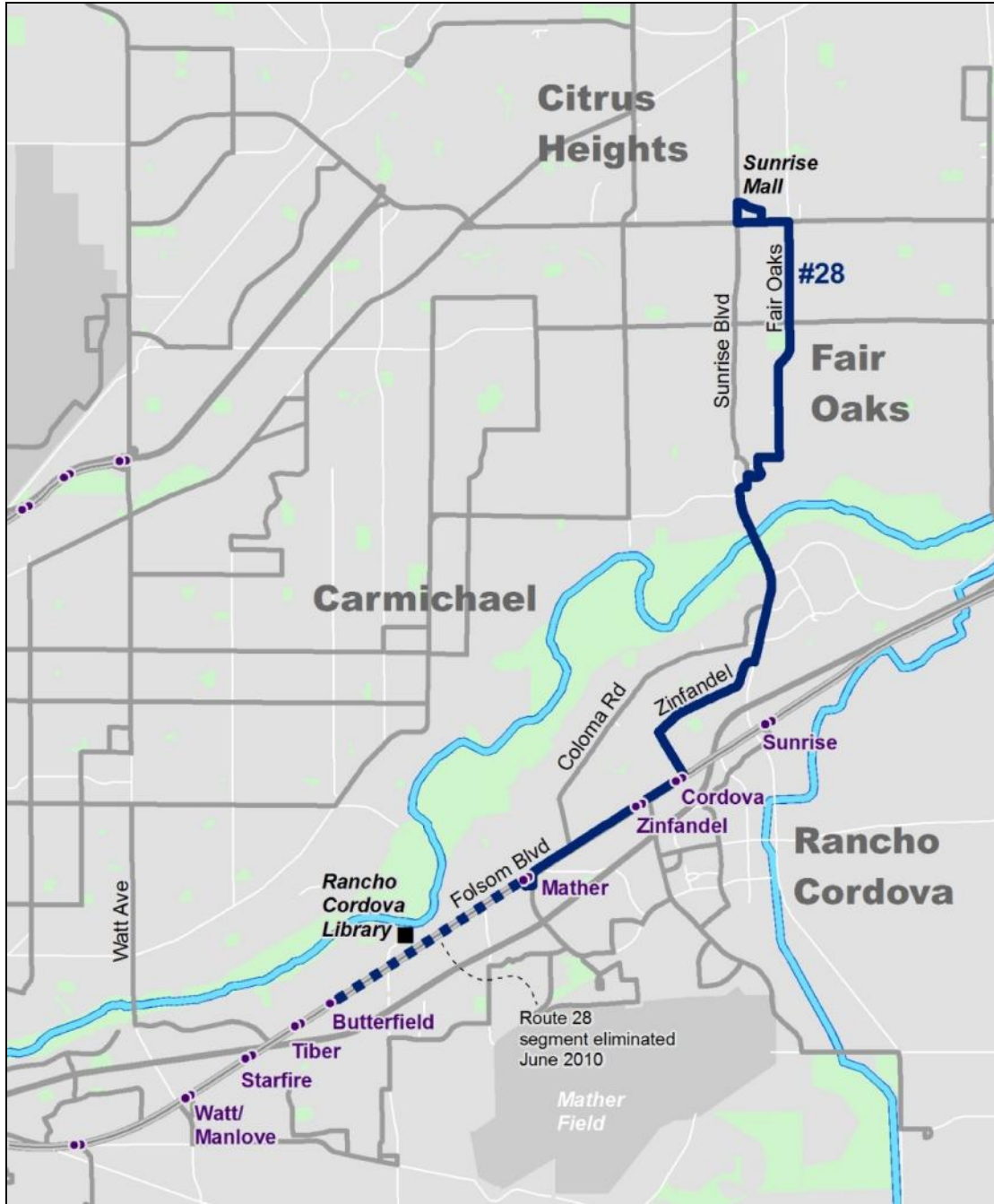
Frequency will be improved to every 30 minutes on Fair Oaks Blvd. in Carmichael. Buses that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita and Locust Ave. near the Bel Air shopping center.



Title VI Service Change Equity Analysis

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**Figure 3
Proposed Extension of Route 28**



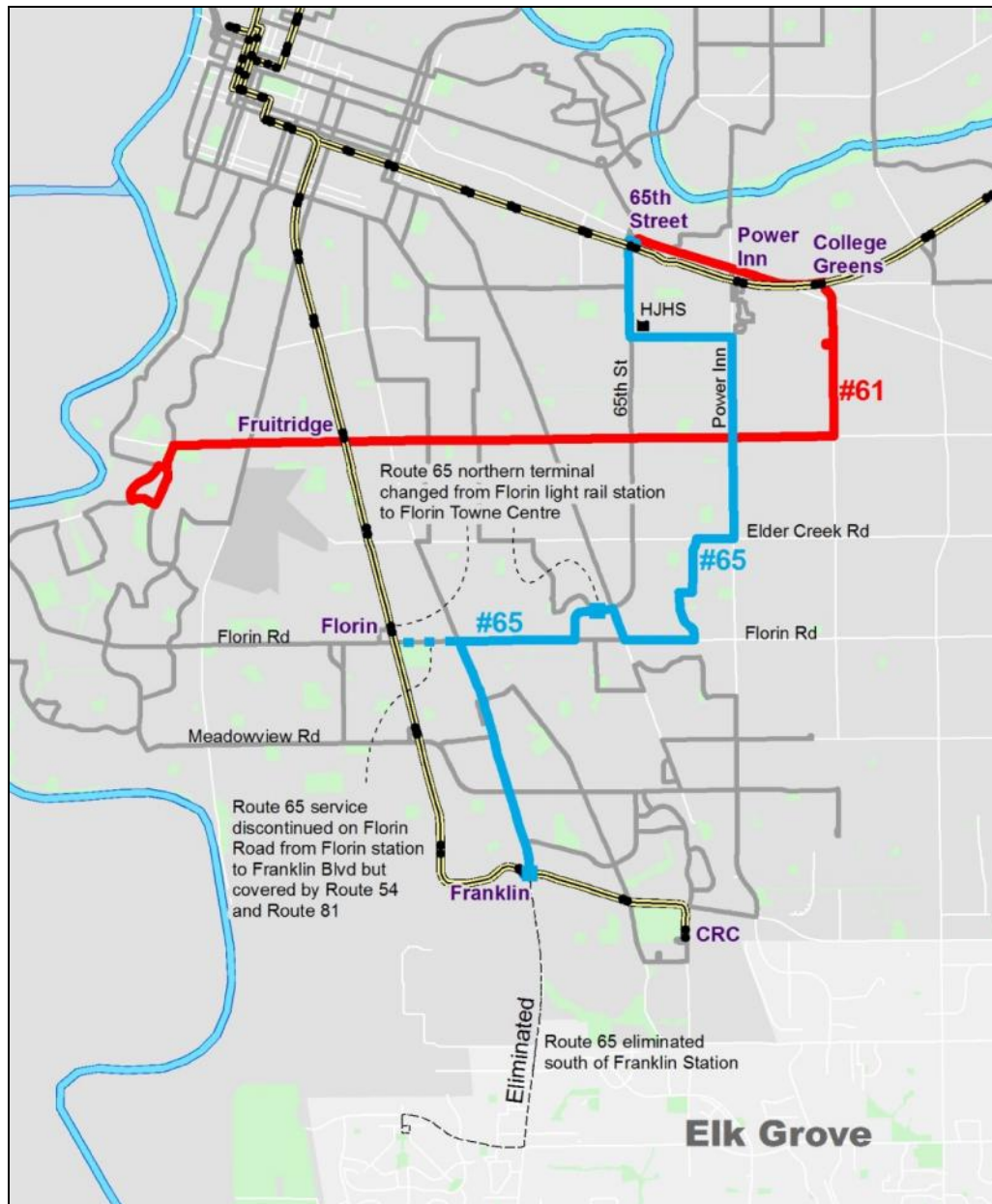
Route 28 service would be extended from Mather Field/Mills light rail station to Butterfield light rail station via Folsom Blvd. The days and times of service would be unchanged, i.e., service would remain hourly Monday through Friday from approximately 5:15 a.m. to 7:38 p.m.



Title VI Service Change Equity Analysis

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Figure 4
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).

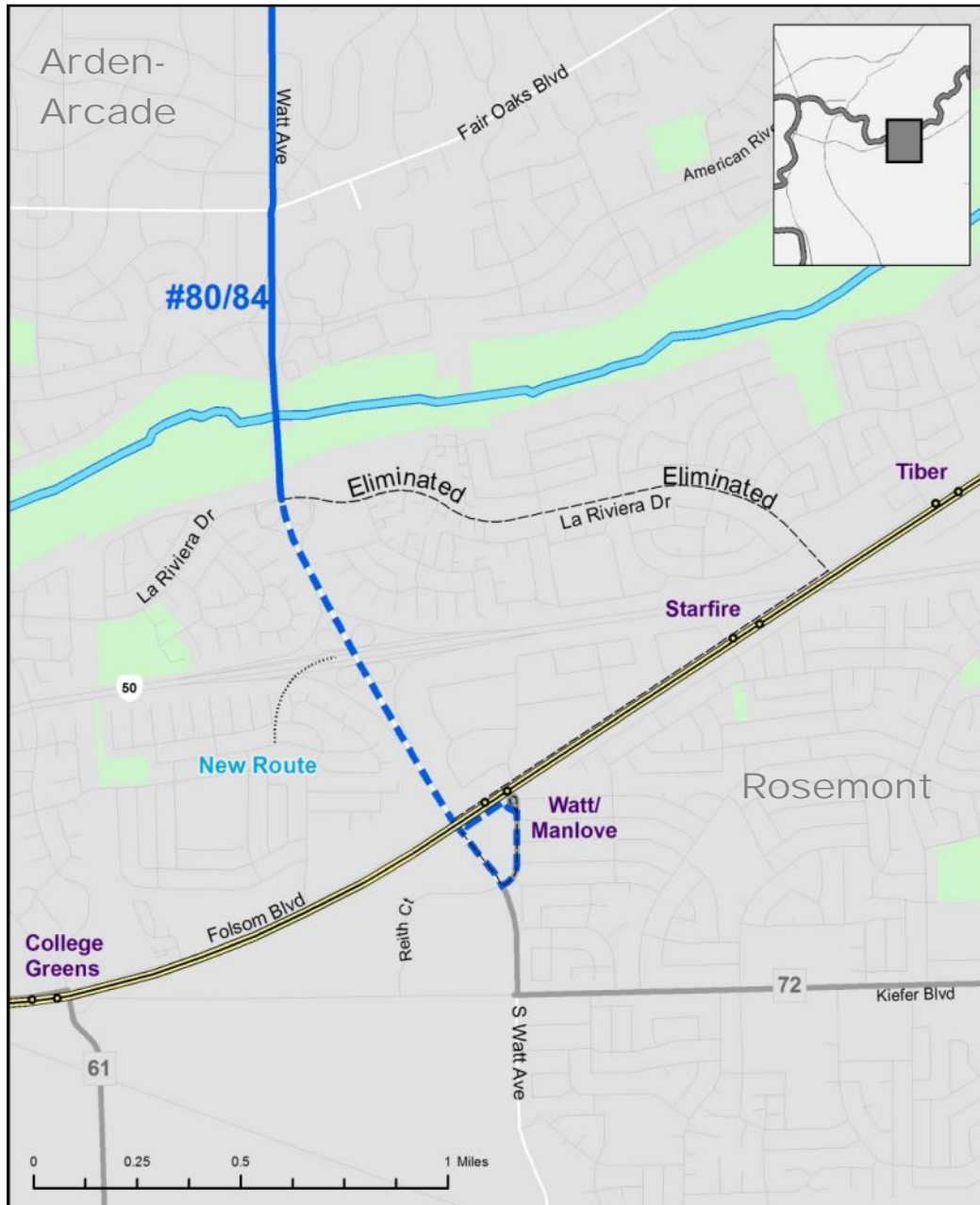
Route 65 service will be discontinued south of Cosumnes River Blvd. on Franklin Blvd. and on Laguna Blvd in Elk Grove. The new route will begin and end at the new Franklin light rail station located off of Franklin Blvd. at Cosumnes River Blvd. (opening September 2015). Route 65 service will also be 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.



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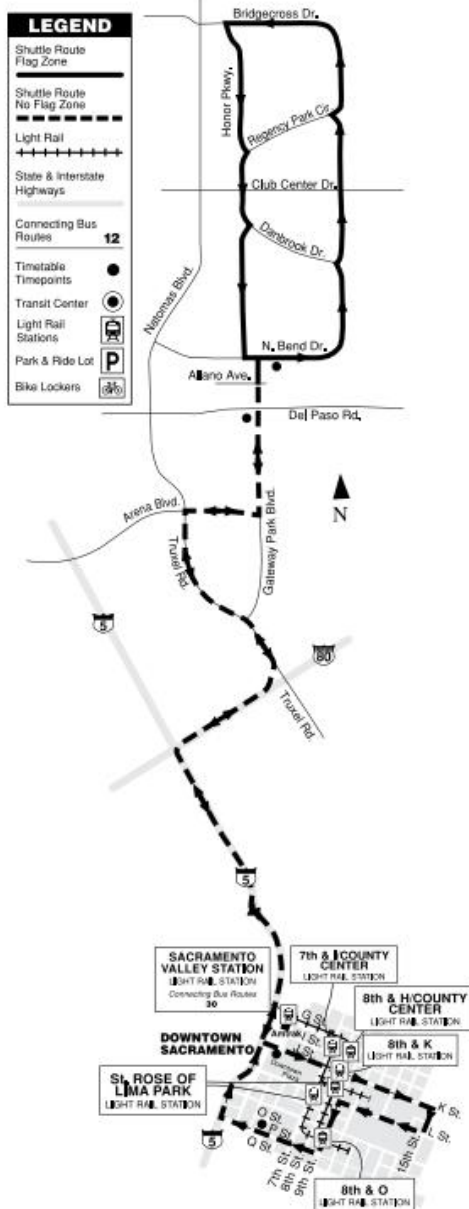
Figure 5
Proposed Changes to Routes 80 and 84



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.

Figure 6
Existing North Natomas Flyer Routes

170 Eastside - North Natomas Flyer



170 AM	EASTSIDE ROUTE North Natomas - Downtown			
Allano Ave at Gateway Park Blvd*	5:54	6:59	7:30	8:19
North Bend Dr at Danbrook Dr*	5:56	7:01	7:32	8:21
Regency Park Cir at Bridgecross Dr*	6:03	7:08	7:39	8:28
Honor Pkwy at Bridgecross Dr*	6:06	7:14	7:45	8:34
Danbrook Dr at Crest Dr*	6:09	7:17	7:48	8:37
North Bend Dr at Gateway Park Blvd*	6:11	7:23	7:54	8:43
Gateway Park Blvd at Gold's Gym Plaza	6:12	7:24	7:55	8:44
RT Bus Stop at Truxel Rd and New Marketplace	6:23	7:28	7:59	8:48
S/E corner of J St at 3rd St – RT Stop	6:32	7:37	8:08	8:57
S/W corner of J St at 8th St – RT Stop	6:34	7:39	8:10	8:59
S/E corner of J St at 11th St – RT Stop	6:35	7:40	8:11	9:00
S/E corner of J St at 13th St - Convention Ctr	6:37	7:42	8:13	9:02
N/W corner on L St at 14th St – RT Stop	6:39	7:44	8:15	9:04
S/W corner on 9th St at L St – RT Stop	6:41	7:46	8:17	9:06
S/W corner on 9th St at N St – RT Stop	6:42	7:47	8:18	9:07
N/W corner on P St at 9th St – RT Stop	6:43	7:48	8:19	9:08
N/W corner on P St at 4th St	6:44	7:49	8:20	9:09

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

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

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

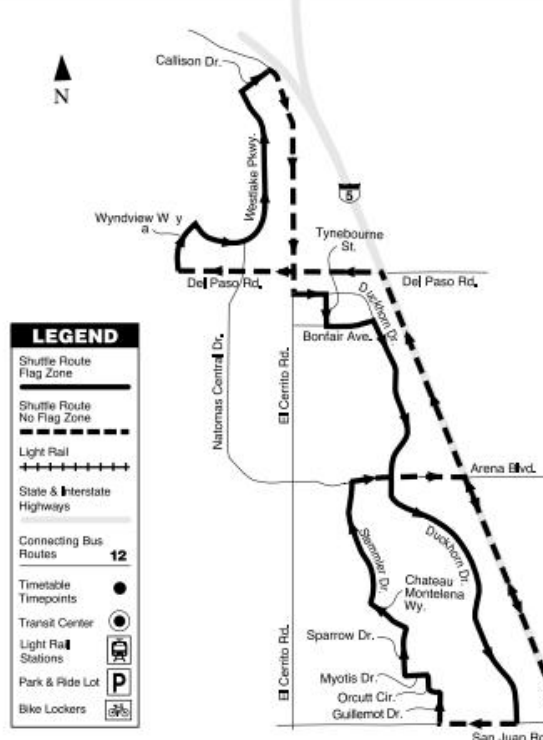


Title VI Service Change Equity Analysis

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Figure 7
Existing North Natomas Flyer Routes

171 Westside - North Natomas Flyer



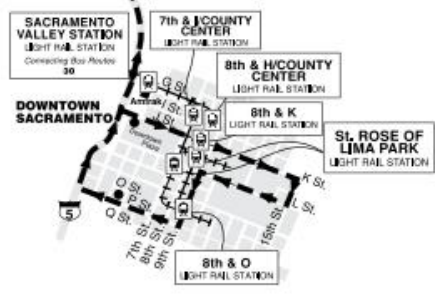
LEGEND

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

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

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

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



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

Figure 8
Existing North Natomas Flyer Routes

172 Central - North Natomas Flyer



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

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

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

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

Shuttle Hotline: 552-0313

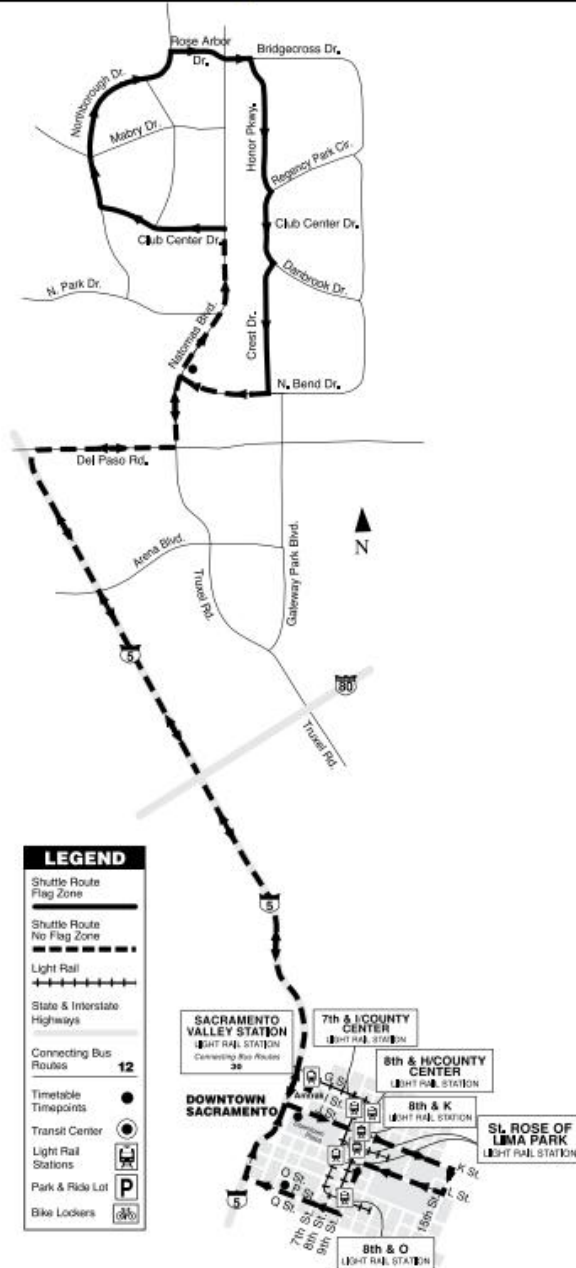


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Figure 9
Existing North Natomas Flyer Routes

173 Square - North Natomas Flyer



173 AM SQUARE ROUTE
North Natomas - Downtown

Natomas Blvd at North Bend Dr – RT Bus Stop*	6:33
Club Center Drive at Natomas Blvd	6:35
Rose Arbor Dr at Northborough Dr*	6:40
Honor Pkwy at Bridgecross Dr*	6:42
Regency Park Cir at Club Center Dr*	6:46
North Bend Dr at Crest Dr*	6:50
S/E corner of J St at 3rd St – RT Stop	7:13
S/W corner of J St at 8th St – RT Stop	7:15
S/E corner of J St at 11th St – RT Stop	7:16
S/E corner of J St at 13th St - Convention Center	7:18
N/W corner on L St at 14th St – RT Stop	7:20
S/W corner on 9th St at L St – RT Stop	7:22
S/W corner on 9th St at N St – RT Stop	7:23
N/W corner on P St at 9th St – RT Stop	7:24
N/W corner on P St at 4th St	7:25

173 PM SQUARE ROUTE
North Natomas - Downtown

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

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

SUBJECT TO CHANGE.

Please visit www.northnatomastma.org for current schedule.

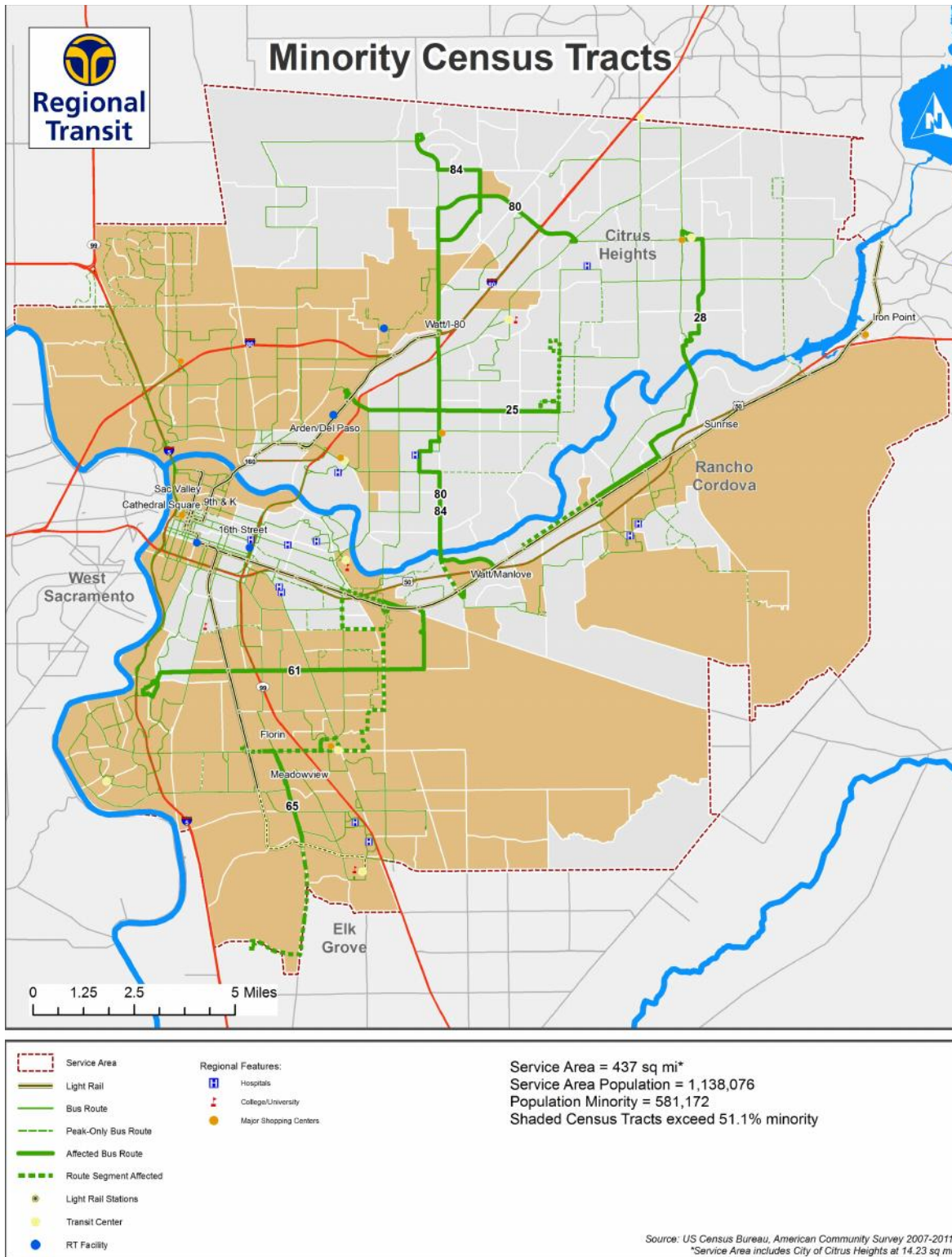
Shuttle Hotline: 552-0313



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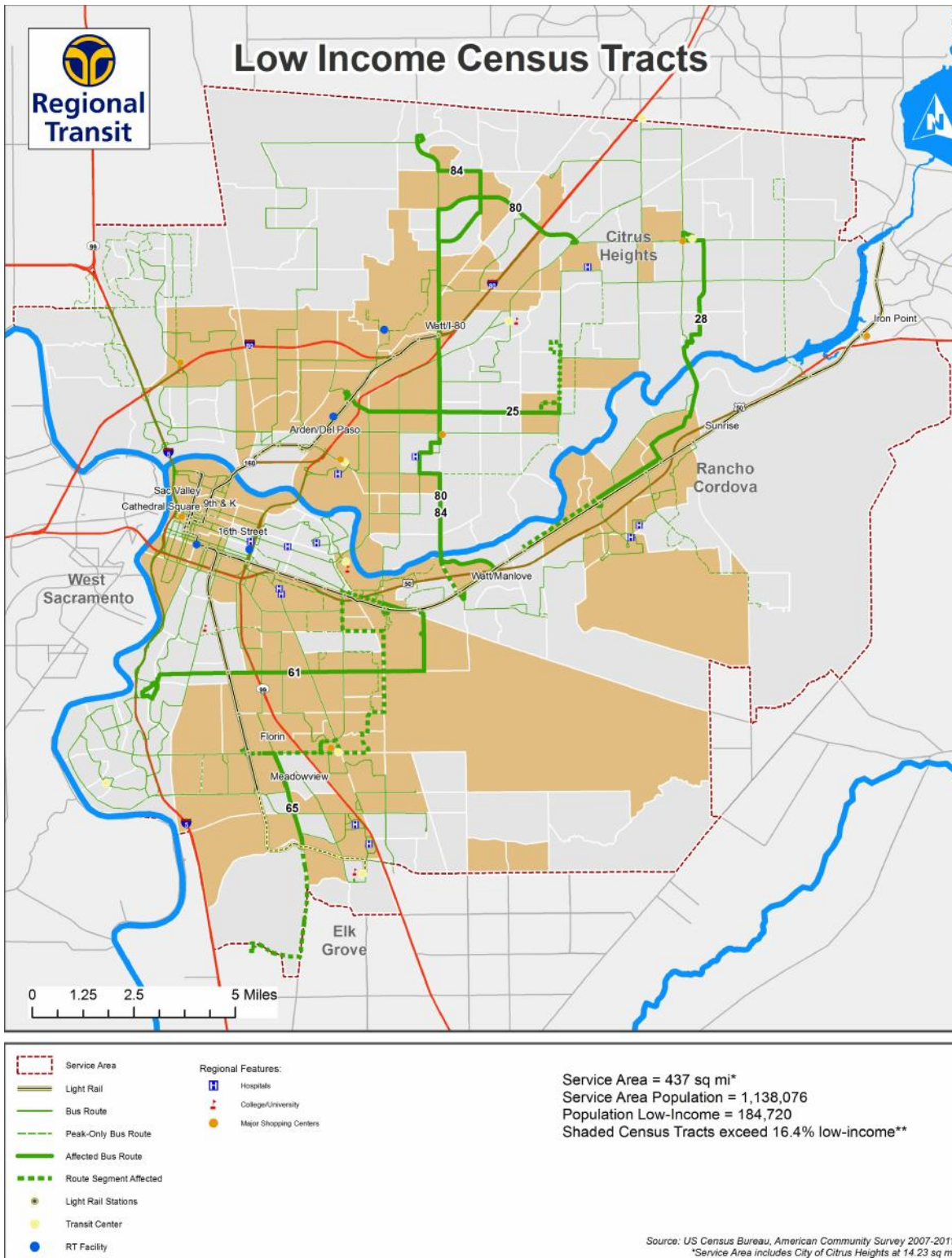
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Figure 10




Regional Transit
 Title VI Service Change Equity Analysis
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Figure 11





Title VI Service Change Equity Analysis

DRAFT JANUARY 5, 2015

Project Title: September 2015 Service Changes

Description: Changes to Routes 25, 61, 65, 80, 84, 170, 171, 172, 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: 212,853
Annualized

Minority: 163,767 76.9 % (A2)

Low-Income: 129,211 60.7 % (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: _____
Analyst _____
Date

Approved by: _____
Senior Staff _____
Date