

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
13	07/27/15	Open	Action	07/08/15

Subject: Setting a Public Hearing on Rancho Cordovan Service Changes for October 26, 2015

ISSUE

Setting a Public Hearing on Rancho Cordovan Service Changes for October 26, 2015.

RECOMMENDED ACTION

Adopt Resolution No. 15-07-_____, Setting a Public Hearing on Rancho Cordovan Service Changes for October 26, 2015.

FISCAL IMPACT

None.

DISCUSSION

RT currently operates two routes on behalf of the City of Rancho Cordova (City) pursuant to an agreement whereby the City pays RT for operating the routes. Although the routes are branded as the Rancho Cordovan and designed in close consultation with City staff and consultants, with respect to Federal compliance, they are part of RT's system, by virtue of the fact that RT uses federally funded buses for the service and the fact that the City's payments cover only the marginal cost to operate the service, without full allocation of indirect and overhead costs.

Because the Cordovan routes are part of the RT system, they are subject to the same Federal requirements as other RT routes, including statistical reporting to the Federal Transit Administration's National Transit Database, compliance with Title VI civil rights requirements, and adherence to RT's policy on major service changes.

Working with the City and its transit consultant, RT has developed a set of proposed service changes to the Rancho Cordovan service for implementation no later than January 2016 (Attachment 1). The proposed changes would split the Anatolia Cordovan into two branching routes with a common trunk, extending the coverage and increasing the total number of trips to the Anatolia community southeast of Rancho Cordova. Consistent with the contract, Rancho Cordova will cover all increased costs.

The scope of these changes is significant enough to meet RT's definition of a major service change, requiring Board approval, a 30-day review period, and a Title VI civil rights equity analysis. In order to adhere to RT's contract with the City and to provide maximum responsiveness, staff has committed to the City that RT will implement the changes at the earliest possible date; however, staff lacks the authority to formally approve these changes, so they will be treated as a temporary/demonstration project only, pending official approval by the RT Board.

Approved:

Presented:

Final 07/21/15

General Manager/CEO

AGM of Planning & Transit System Development

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Although the RT Board retains unilateral authority to approve or disapprove the proposed Cordovan changes, RT's agreement with the City gives the City the right to increase the level of service up to a fixed limit, as long as the City pays for the increased costs.

Staff recommends that the RT Board take steps to consider approval of the proposed Cordovan changes, consistent with RT policy, including a 30-day review of the plans and a draft Title VI analysis (Attachment 2).

In accordance with RT policy and FTA guidance, the Title VI analysis considers all changes to level of service for the most recent year, including changes made earlier in the year. The findings of the draft Title VI analysis were that although the changes to the Cordovan increase service to non-minority and non-low income riders, adoption of the changes would not result in any disproportionate impacts to minority populations nor any disproportionate burdens to low-income populations.

Due to the extensive amount of outreach that will be taking place in the weeks leading up to RT's Blue Line to CRC opening, staff is recommending that outreach on the Cordovan changes not begin until mid-September, after the Blue Line opening, with the approval process concluding on October 26, 2015. This will assure that materials and advertising space on the RT system are actually available, and that maximum effort can be put into the Blue Line opening, without competing outreach efforts.

An October 26, 2015 approval date has the potential to conflict with the City's preferred October 1, 2015 start date for the service, which RT staff has been attempting to achieve. In the event that the service is ready to implement on October 1, 2015, but still lacks RT Board approval, staff has and intends to exercise its authority to approve the changes on a temporary basis. This would allow the changes to go forward according to the City's preferred timeline. At that point, approval by the RT Board on October 26, 2015 would ratify and make permanent the temporary changes implemented by RT staff. If the RT Board disapproved the changes at that time, the changes would be reversed. Likewise, the RT Board retains the authority to direct staff not to approve any changes, even on a temporary basis, if that is against the Board's preference.

The attached resolution would direct staff to post the proposed changes and Title VI analysis for 30-day public review beginning in mid-September, to solicit public comments, and to set a public hearing before the RT Board on October 26, 2015. Staff anticipates that a resolution approving the changes could also be brought to the Board for consideration at that time.

It should also be noted that the City of Rancho Cordova will be doing its own public outreach related to the proposed changes. Staff will include a summary of the public comments received by the City from this process for consideration of the RT Board.

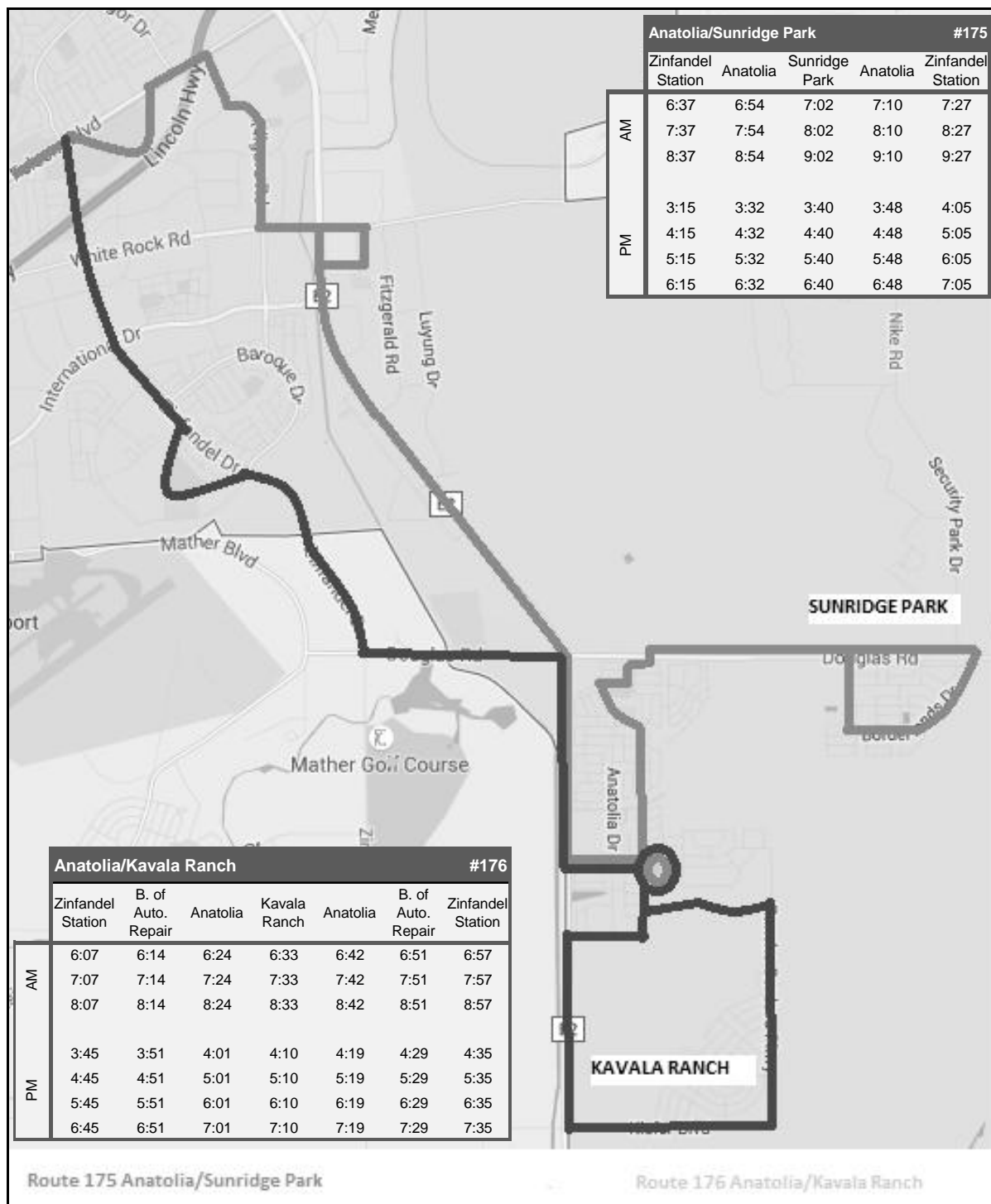
Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
13	07/27/15	Open	Action	07/08/15

Subject: **Setting a Public Hearing on Rancho Cordovan Service Changes for October 26, 2015**

**Rancho Cordovan - Anatolia
2015/16 Service Changes
Proposed Timeline**

Release Plans and Title VI for 30-Day Public Review	Wednesday, September 16, 2015
Last Day to Submit Comments for Written Record	Friday, October 16, 2015
Earliest Possible Implementation Date (on Temporary/Demonstration Basis)	Thursday, October 1, 2015
Public Hearing and Board Approval	Monday, October 26, 2015
Latest Potential Effective Date	Sunday, January 3, 2015

Proposed Rancho Cordovan Service Changes



The existing Anatolia Cordovan (internally designated Route 176) would be split into two routes with a common trunk. Route 175 would be a new route branching to Sunridge Park with Route 176 branching to Kavala Ranch. The total number of morning round trips would increase from four to six. The total number of afternoon round trips would increase from five to eight.

Existing Service
 Rancho Cordovan – Anatolia

176 Anatolia - Rancho CordoVan



176 Zinfandel to Anatolia Clubhouse		
Monday through Friday		
Zinfandel Plaza	North Mather Blvd. & Spoto Dr.	Anatolia Clubhouse
LV	LV	LV
6:12a	6:17	6:27
6:57a	7:02	7:12
7:42a	7:47	7:57
8:27a	8:32	8:42
3:27p	-	3:42
4:12p	-	4:27
4:57p	-	5:12
5:42p	-	5:57
6:27p	-	6:42

176 Anatolia Clubhouse to Zinfandel		
Monday through Friday		
Anatolia Clubhouse	North Mather Blvd. & Spoto Dr.	Zinfandel Plaza
LV	LV	APP AR
6:27a	-	6:42
7:12a	-	7:27
7:57a	-	8:12
8:42a	-	8:57
3:42p	3:51	3:57
4:27p	4:36	4:42
5:12p	5:21	5:27
5:57p	6:06	6:12
6:42p	6:51	6:57

Number of Local Routes: 2
Connections to RT: The Rancho CordoVan connects with RT at the Zinfandel light rail station and at various bus stops in Rancho Cordova.
Wheelchair Accessibility: Yes
Bikes Permitted: Yes
Phone: 556-0257
Website: cityofranhocordova.org

General Description of Service: RT operates the Rancho CordoVan, which provides fixed route bus service within the City of Rancho Cordova during peak commute hours.
Fare: 50 cents for Basic fare or 25 cents for Discount fare (students, seniors and individuals with disabilities with proper ID). Valid RT fares are accepted.
Service Days: Monday through Friday
Service Time: Approximately 6 a.m. to 9:30 a.m. and 3:30 p.m. to 7 p.m.

Outreach Example

Rider Alert!

**RT Seeking Public Comments on
Potential Rancho Cordovan Service Changes**

RT is seeking comments on proposed changes to the Rancho Cordovan – Anatolia route. New trips and expanded service are proposed to the Sunridge Park and Kavala Ranch communities. This new service would be funded by the City of Rancho Cordova.

Please visit sacrt.com to review the proposed changes and a draft Title VI civil rights equity analysis. Comments received before Friday, October 16, 2015 will be included in the public record and presented to the RT Board. Comments can also be made at a public hearing on Monday, October 26, 2015 before the RT Board.

Please send comments to:
RT Planning Dept.
P.O. Box 2110
Sacramento, CA 95812-2110

Email: servicechanges@sacrt.com
Phone: (916) 321-2800

Public Hearing:
Monday, October 26, 2015 at 6:00 p.m.
1400 29th Street, Sacramento, CA

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



Title VI Equity Analysis
for Service Changes
to the Rancho CordoVan

Draft

July 27, 2015

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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 major changes proposed for the Rancho CordoVan for implementation sometime in the period beginning October 1, 2015 and ending January 4, 2016.¹

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 during calendar year 2015, plus the proposed CordoVan changes. This period includes changes to six regular bus routes, a light rail extension, and changes to contract service operated by RT, and excludes schedule changes.

This Title VI analysis supersedes previous analyses completed and approved by the RT Board on September 8, 2014, December 8, 2014 and February 23, 2015.

2. Project Description

Approved changes during the analysis period 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 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)
- 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)
- 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

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.

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 **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)

Proposed changes include additional service to the **CordoVan Anatolia** shuttle service, known internally and in RT materials as **Route 176**, including:

- Expanded coverage and additional trips to the Anatolia community southeast of Rancho Cordova.

In aggregate, the changes amount to an increase of 252,932 revenue miles per year (approximately 3.4 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 following:

- The changes to Routes 28, 65, and 84 and the proposed changes to the CordoVan service 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. These on-board survey responses 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 11 and 12.

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, Route 25 and the proposed changes to the CordoVan service 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 is estimated to have a minor negative impact on non-minority populations relative to minority populations.

In aggregate, of the 252,932 new revenue miles per year, 75.4 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 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

JULY 27, 2015

FIGURE 1
TITLE VI SERVICE CHANGE EQUITY ANALYSIS
SERVICE CHANGES: JAN 2015 - JAN 2016

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)
Rancho CordoVan Changes	(Jan 2016)	66.7%	36,767	24,523
TOTAL		75.4%	252,932	190,585

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)
Rancho CordoVan Changes	(Jan 2016)	7.1%	36,767	2,610
TOTAL		55.8%	252,932	141,208

System Average **53.0%**

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

Based on rider demographics from RT’s on-board surveys, the improvements to Route 28 and the proposed changes to the CordoVan service 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 252,932 new revenue miles per year, 55.8 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 changes will be beneficial to low-income populations.*

8. Conclusion

Figure 2 shows that in aggregate, 75.4 percent of the new service (measured in revenue miles) would benefit minority riders and 55.8 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.

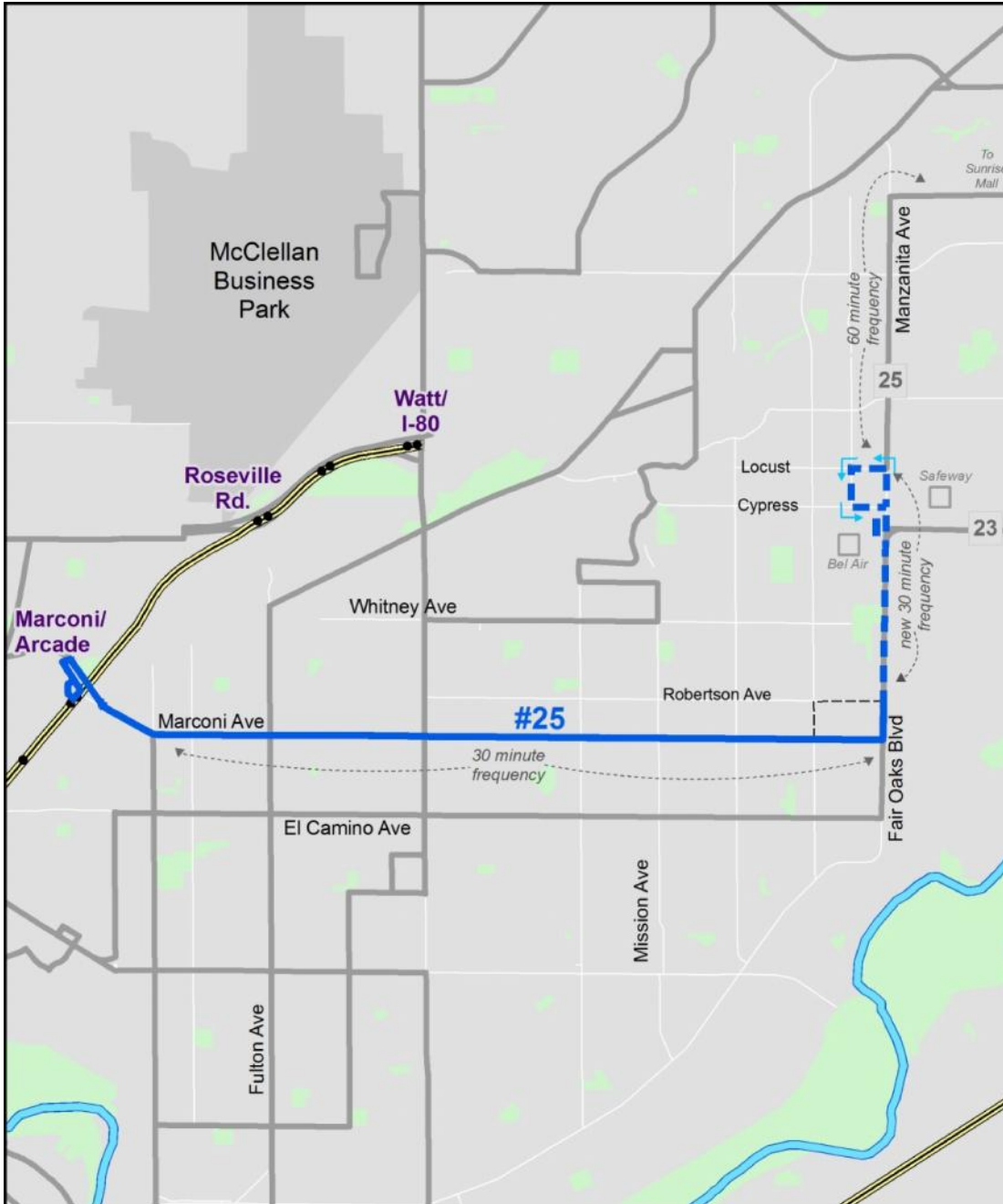
**Figure 2
Rider Demographics**

	Percent Minority	Percent Low-Income
RT System	69.0%	53.0%
Service Changes (Net Increase)	75.4%	55.8%

Source: 2013 On-Board Survey

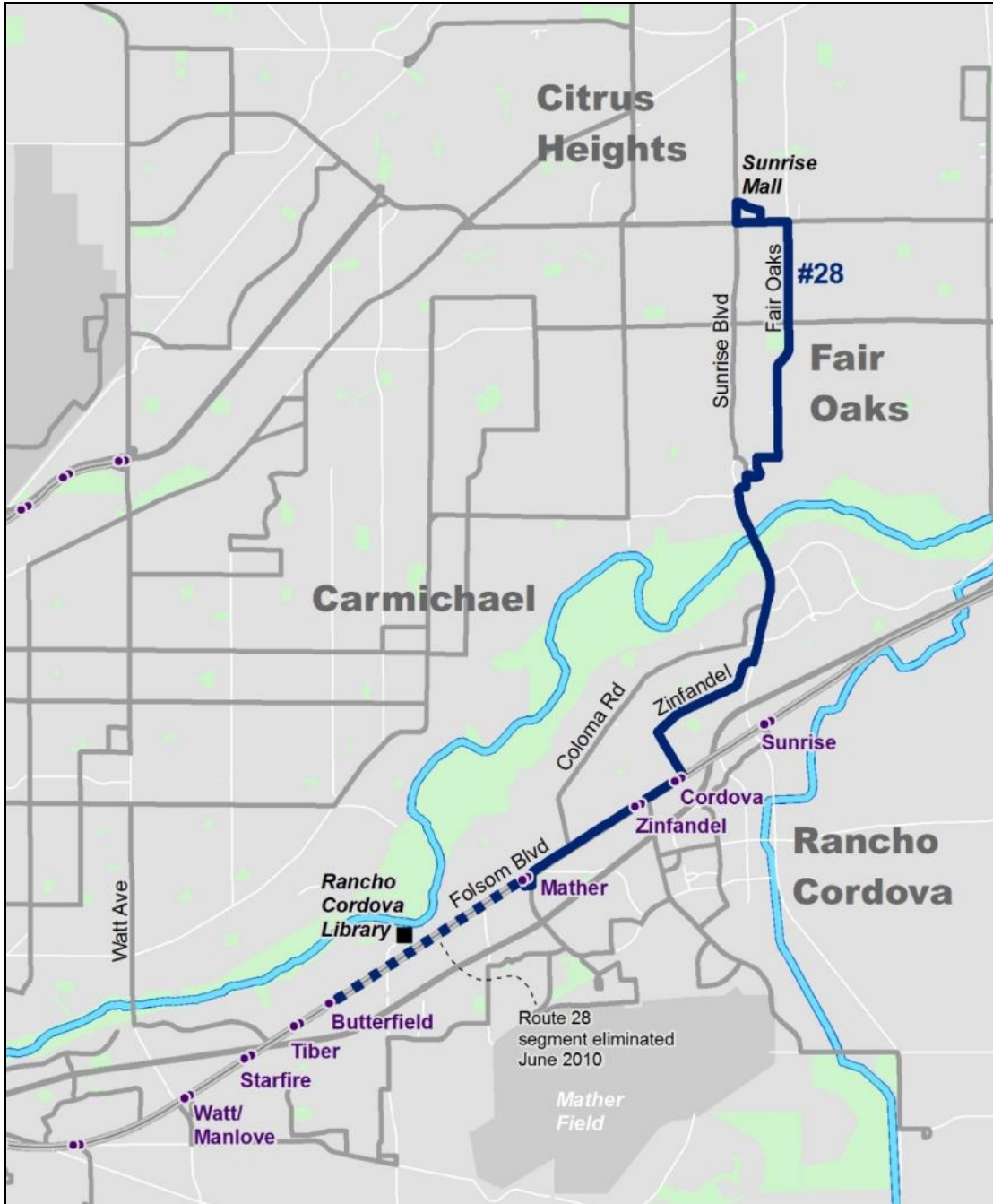
Overall, the proposed new service would improve the level of service to *all* populations; however, on a relative basis, it will improve the level of service proportionately more for minority populations than non-minority populations and more for low-income populations than non-low-income populations.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

Figure 3
Changes to Route 25



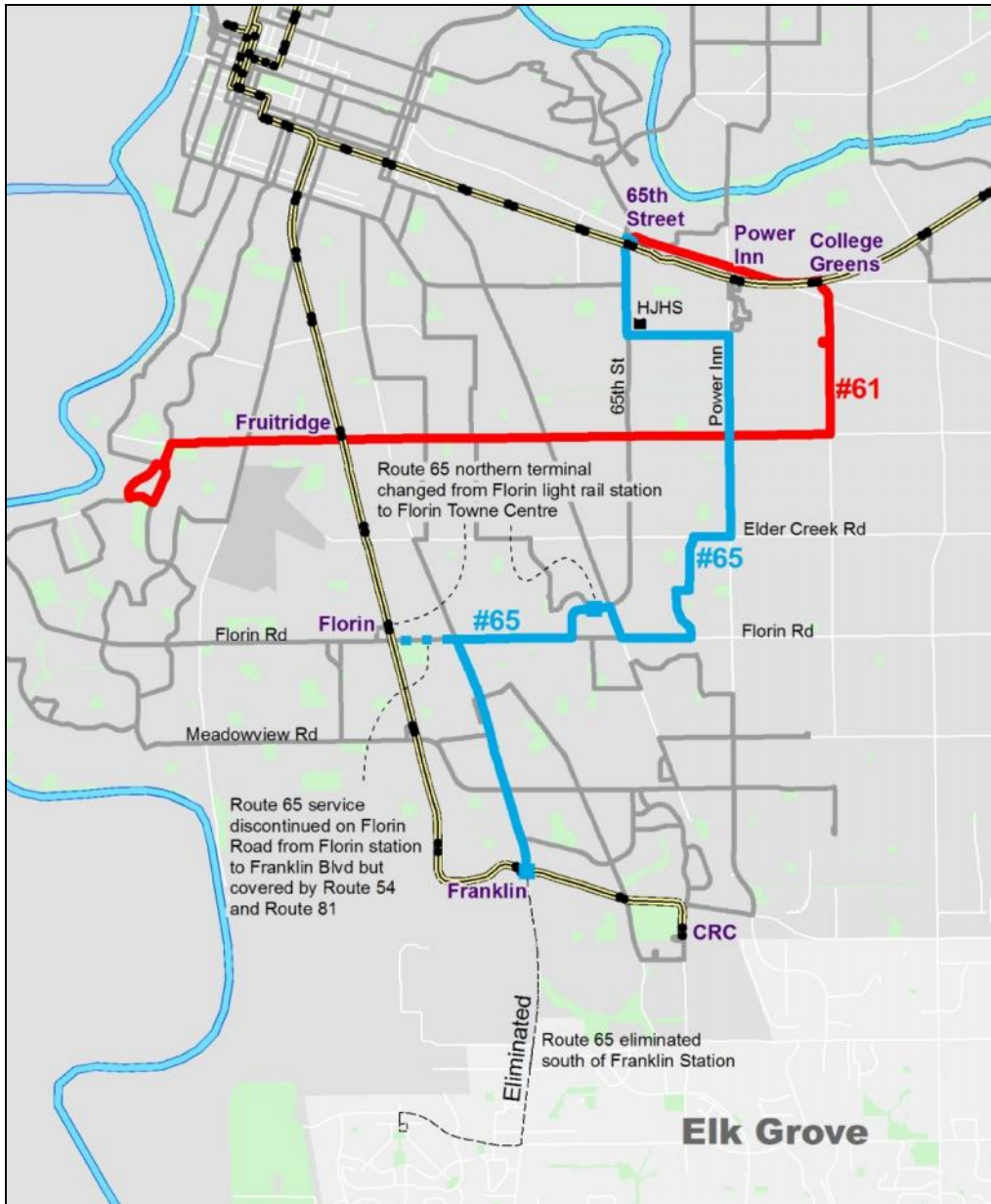
Frequency will be improved to every 30 minutes on Fair Oaks Blvd. in Carmichael. Buses that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita and Locust Ave. near the Bel Air shopping center.

**Figure 4
Extension of Route 28**



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

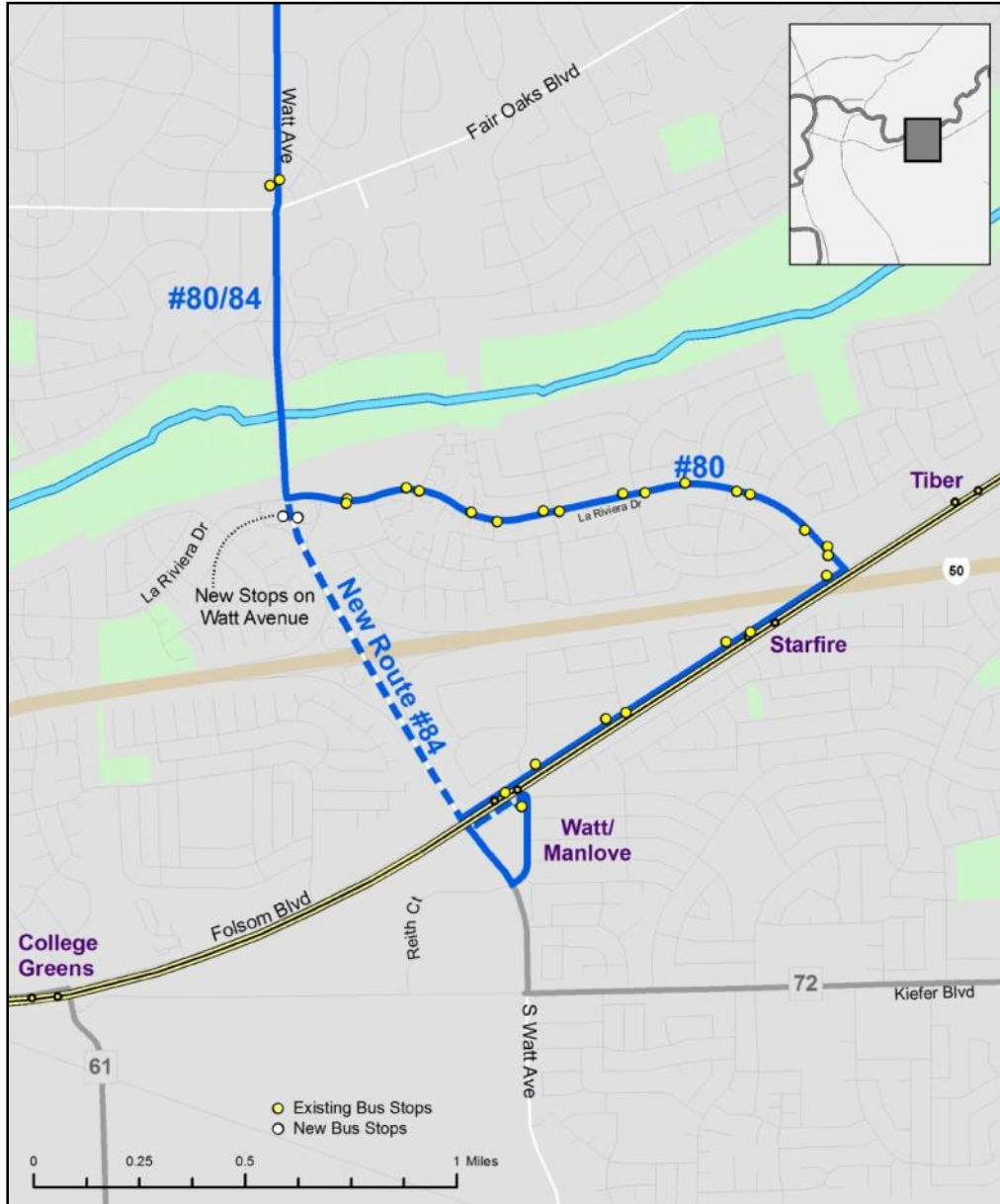
Figure 5
Changes to Routes 61 and 65



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).

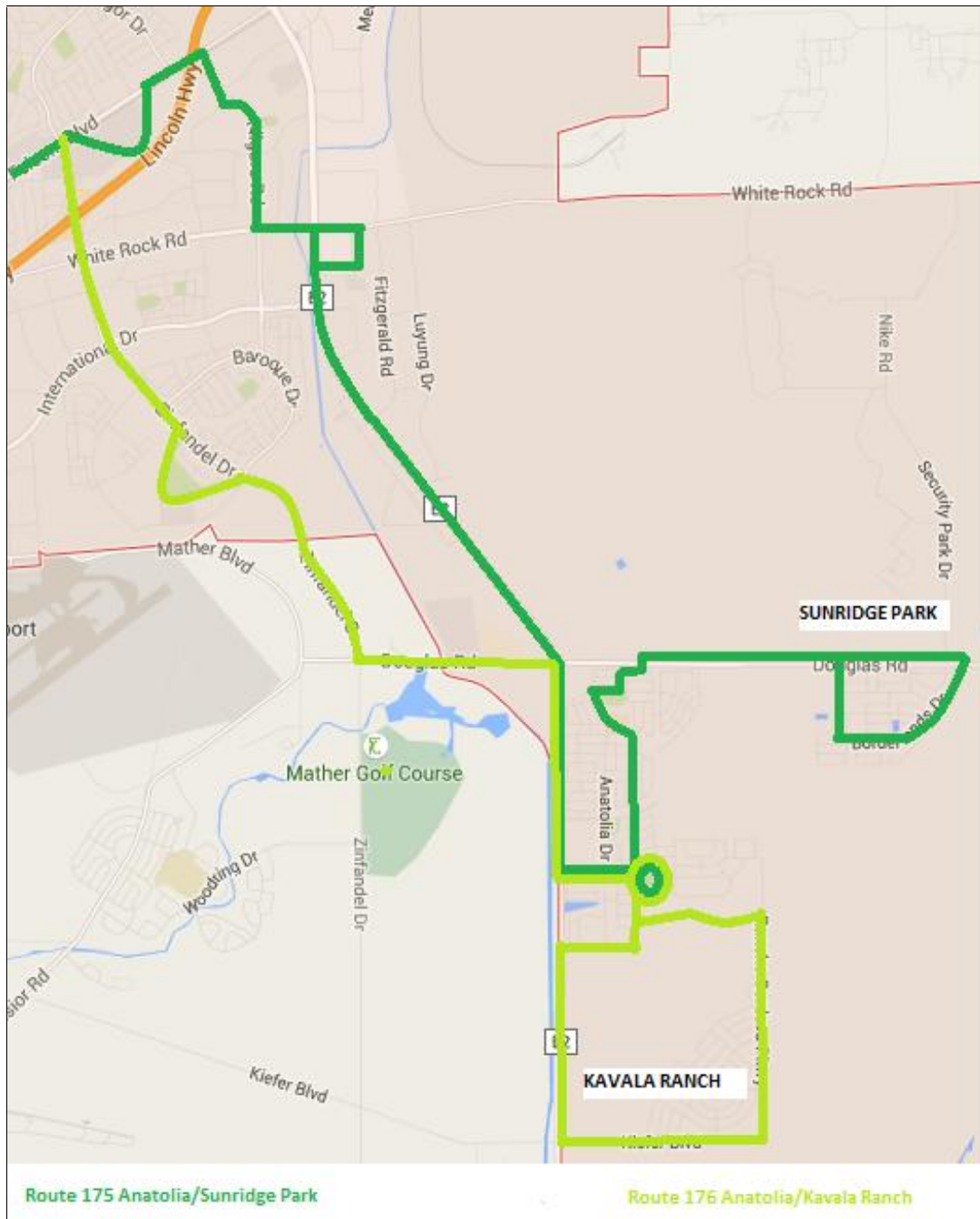
Route 65 service will be discontinued south of Cosumnes River Blvd. on Franklin Blvd. and on Laguna Blvd in Elk Grove. The new route will begin and end at the new Franklin light rail station located off of Franklin Blvd. at Cosumnes River Blvd. (opening September 2015). Route 65 service will also be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

Figure 6
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.

Figure 7
Proposed Changes to Rancho CordoVan



The proposed Route 175 would provide additional service to the Anatolia community and to Sunridge Park. The proposed Route 176 would expand the existing coverage south of Anatolia to Kavala Ranch.

Figure 8

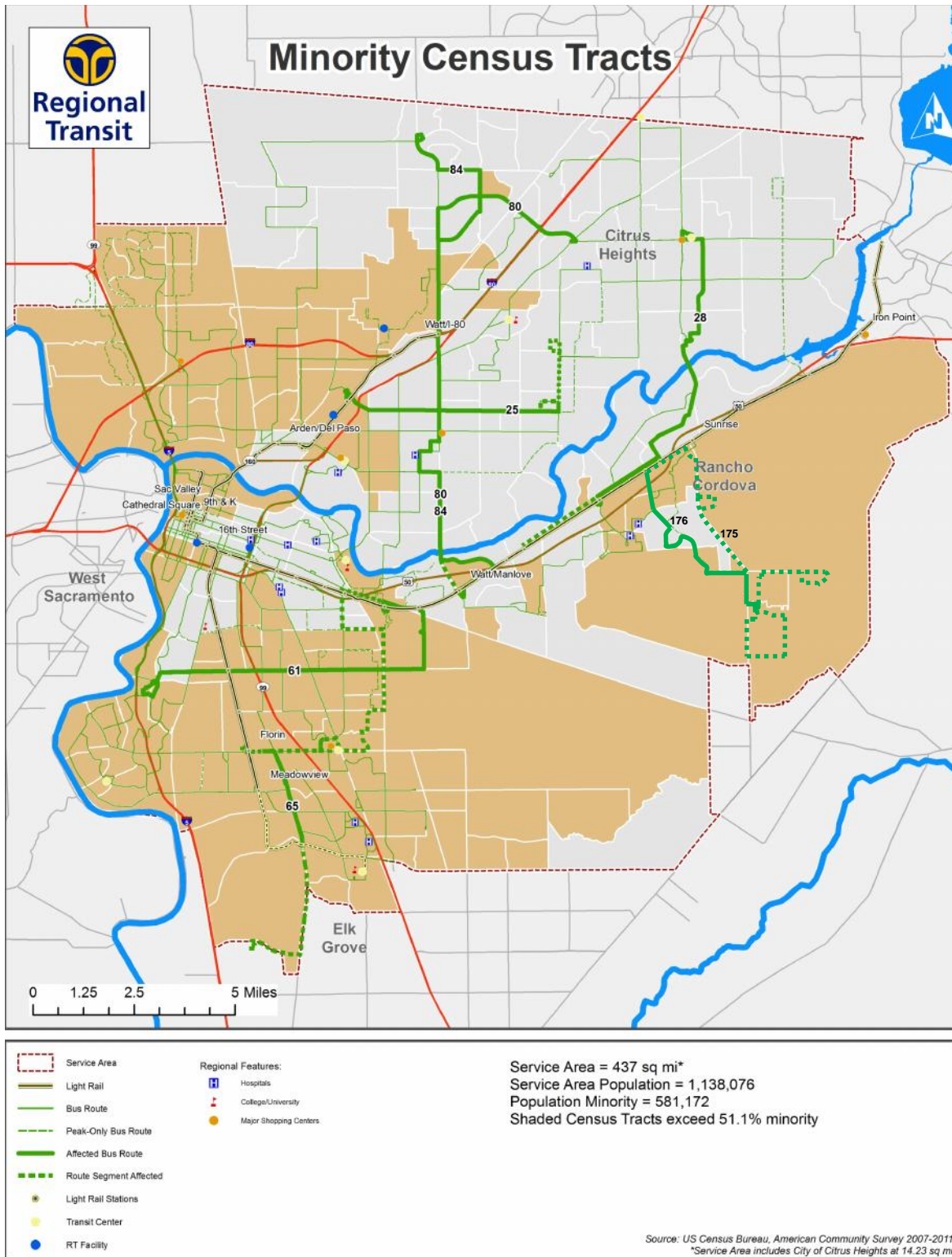
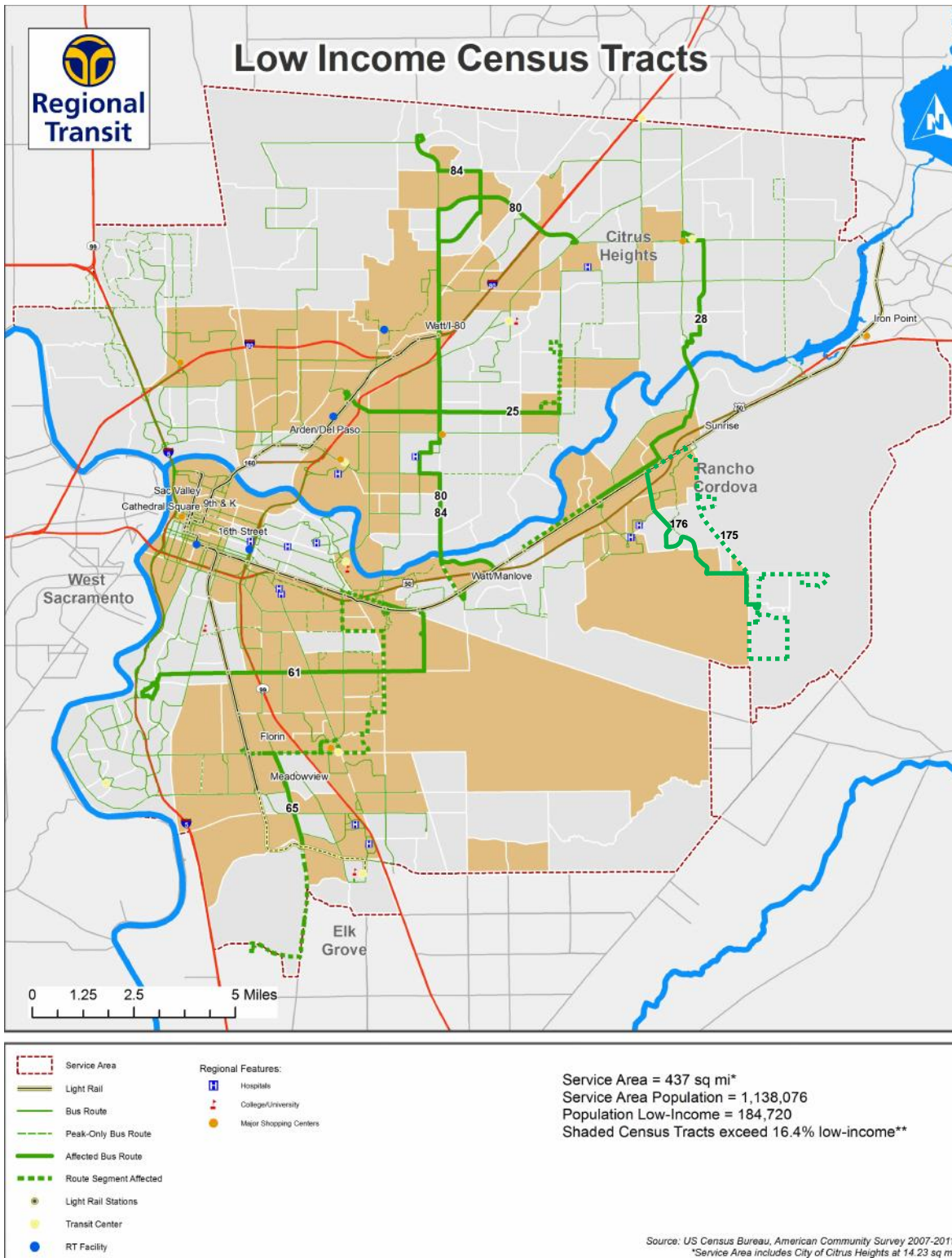


Figure 9



Title VI Service Change Equity Analysis

JULY 27, 2015

Project Title: Service Changes: Jan 2015 – Jan 2016

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

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: 252,932
Annualized

Minority: 190,711 75.4 % (A2)

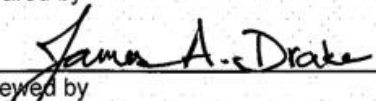
Low-Income: 141,136 55.8 % (B2)

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

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


Prepared by

7-8-15
Date


Reviewed by

7/8/15
Date

RESOLUTION NO. 15-07-_____

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

July 27, 2015

**SETTING A PUBLIC HEARING ON RANCHO CORDOVAN
SERVICE CHANGES FOR OCTOBER 26, 2015**

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

THAT, a public hearing is set for October 26, 2015 at 6:00 p.m. in the Regional Transit Auditorium to receive public testimony regarding bus service changes to Route 176, known as the Rancho Cordovan and regarding creation of a new bus route; and

THAT, in accordance with Resolution No. 13-08-0125, prior to the public hearing, the General Manager/CEO, or his designee, shall furnish a plan describing the proposed changes and a Title VI equity analysis of the proposed changes via Regional Transit's web site; and

THAT, in accordance with Resolution No. 13-08-0125, Regional Transit will publicize the public hearing and accept public comments for a period of at least 30 calendar days from the release of public materials.

JAY SCHENIRER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary