

REGIONAL TRANSIT ISSUE PAPER

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	10/26/15	Open	Action	10/19/15

Subject: Holding a Hearing and Adopting Service Changes to the Rancho CordoVan

ISSUE

Holding a hearing and adopting service changes to the Rancho CordoVan.

RECOMMENDED ACTIONS

- A. Hold a Hearing on Service Changes to the Rancho CordoVan; and
- B. Adopt Resolution No. 15-10-_____, Adopting Service Changes to the Rancho CordoVan.

FISCAL IMPACT

The gross cost of the proposed changes is to be reimbursed to RT by the City of Rancho Cordova (City) according to hourly rates specified in the original agreement dated June 11, 2009. Per the original agreement, during Fiscal Year 2016, the City pays \$78.70 per revenue hour for RT to operate the CordoVan routes and will pay \$80.74 per revenue hour beginning in FY 2017. Fare revenue is credited to the City to offset its costs. As a peak-only service, there are no Americans with Disabilities Act paratransit requirements.

Staff estimates that the additional amount due from the City will be approximately \$141,000 annually, which will offset estimated new costs to RT of approximately \$169,000 for the first year, resulting in a net loss of approximately \$28,000 annually to RT, as shown in Attachment 1. For FY 2015, the unbudgeted expense will be approximately \$21,000. The difference is due primarily to deadhead hours and miles being greater than anticipated in the original contract. This difference can be managed through the mid-year budget process from unbudgeted additional revenue sources that have materialized since the original budget was approved (e.g., additional Los Rios funds).

DISCUSSION

RT currently operates two routes on behalf of the 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, because RT uses federally funded buses for the service and because 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. In accordance with these requirements, the

Approved:

Presented:

Final 10/21/15

General Manager/CEO

Service Planner

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	10/26/15	Open	Action	10/19/15

Subject: Holding a Hearing and Adopting Service Changes to the Rancho CordoVan

proposed changes described in Exhibit A to the resolution have been made available for a 30-day public review, along with a Title VI service change equity analysis (Exhibit B) and on July 27, 2015, a public hearing has been set for the RT Board’s October 26, 2015 meeting.

The first recommended action would open the public hearing. The second recommended action would approve the changes. Approval by the RT Board would make permanent the changes that were already implemented on a temporary basis under the General Manager/CEO’s authority beginning on October 5, 2015, as discussed during the previous briefing on July 27, 2015. Should the Board reject the changes, staff would reverse the changes as soon as practicable.

Project Description – The proposed changes would extend Route 176 (Cordovan – Anatolia) to several new stops and create a new Route 175 (CordoVan Anatolia/Sunridge Park) as depicted in Exhibit A. The purpose of the changes is to provide greater coverage of the expanding Anatolia community southeast of Rancho Cordova. The changes would essentially split the existing route into two branch routes with a common trunk.

Although the CordoVan routes are counted as part of RT’s system for federal reporting purposes, due to the contractual nature of the service, the City plays a large role in the development of any changes to the service. In the case of the currently proposed changes, City staff and consultants were highly involved in the service development and also conducted their own extensive public outreach process.

Public Involvement – Public input on the changes themselves was primarily solicited by the City. An online survey captured responses from 68 existing riders, the results of which are included in Attachment 2a. For Title VI purposes, the proposed changes and the Title VI analysis were also posted for the general public on RT’s web site prior to September 15, 2015. Instructions for commenting by phone, email, or ground mail were provided, as well as directions to the public hearing. Announcements were also made by email to all Rider Alert subscribers and in RT’s monthly passenger newsletter. Two comments were received and have been included in Attachment 2b.

Since Title VI deals with the equitable allocation of resources throughout the RT system, past practice has been to hold hearings during regular RT Board meetings as opposed to targeting specific neighborhoods. This also helps minimize cost and provide consistency for members of the public who take interest in RT and regularly attend RT Board meetings. For these reasons, staff recommended and the Board acted to set the hearing on the CordoVan Title VI analysis for a regular RT Board meeting; however, the outreach performed by the City in Rancho Cordova also provided a forum for persons more interested in or affected by the service itself than the Title VI analysis.

Under ideal circumstances, a Title VI analysis would have been prepared earlier in the process; however, RT’s contract with the City neglects to mention Title VI requirements, and consequently, work began on the Title VI analysis later than would have been ideal. The public review was also postponed by approximately one month to avoid potential confusion that might have ensued had information on proposed CordoVan service changes and Title VI analysis been released

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
10	10/26/15	Open	Action	10/19/15

Subject: Holding a Hearing and Adopting Service Changes to the Rancho CordoVan

concurrent with RT’s major systemwide service change implementation in early September. At the time of contract bidding and negotiation, neither RT nor the City believed that contract service of this nature would be subject to Title VI requirements. Consequently, the contract terms as well as past practices did not include Title VI in the service change process. The occasion of the Federal Transit Administration’s triennial review in 2014 prompted staff to review these practices and to determine that a Title VI analysis is required for changes to services such as the CordoVan. Staff believes that by implementing the changes on a temporary basis only, pending Board approval of the Title VI analysis, RT is still in compliance with Title VI requirements; however, staff has advised all contract service clients that for future changes, Title VI requirements should be built into the process earlier.

Title VI Analysis – The analysis found that although the changes to the CordoVan would be more beneficial to non-minority and non-low-income populations, the magnitude of the changes is small enough that when combined with other changes over the prior year, there would be no potential disparate impacts on minority populations nor any potential disproportionate burdens on low-income populations as a result of approving the changes.

Approval and Monitoring – Staff recommends that the Board open the hearing and receive public testimony. Upon completion of the hearing, staff recommends the Board adopt the resolution approving the changes and the Title VI report. This would make permanent the changes implemented on October 5, 2015. In accordance with RT’s route sunset process, the new routes would have two years to reach 15 boardings per revenue hour or else they would be automatically eliminated.

RANCHO CORDOVAN
PROPOSED SERVICE CHANGES
OCTOBER 2015

FISCAL IMPACT ANALYSIS

Figures reflect net changes to all CordoVan routes combined

Billable cost to Rancho Cordova		
Additional revenue hours per day	7.00	
Service days per year	254	
Additional revenue hours per year	1,778.0	
Blended hourly rate ¹	\$79.38	
Billable cost to Rancho Cordova		<u><u>\$141,138</u></u>
Estimated actual cost to operate		
Additional vehicle miles per day	226.2	
Service days per year	254	
Additional vehicle miles per year	57,442.1	
Cost per mile ²	\$1.21	
Annual mileage cost		\$69,447
Additional pay hours per day	9.60	
Service days per year	254	
Additional pay hours per year	2,438.4	
Labor cost per hour ³	\$37.39	
Annual straight labor cost	\$91,172	
Historical overtime rate ⁴	9.00%	
Overtime allowance	\$8,205	
Estimated labor costs		<u><u>\$99,377</u></u>
Gross costs to RT		\$168,825
Less: Billable cost to Rancho Cordova		<u><u>(\$141,138)</u></u>
Net cost to RT		<u><u>\$27,687</u></u>

¹ Combines eight months of FY 2016 rate (\$78.70) and four months of FY 2017 rate (\$80.74).

² Average for CBS fleet as of 4/17/15.

³ Fully-loaded straight hourly rate for CBS operators through 12/31/15.

⁴ Estimated from historical departmental budget figures 6/13/14.

Attachment 2a

City Outreach Examples

Proposed CordoVan Service

Anatolia/Sunridge Park				
Zinfandel Station	Anatolia	Sunridge Park	Anatolia	Zinfandel Station
6:37 a.m.	6:54	7:02	7:10	7:27
7:37	7:54	8:02	8:10	8:27
8:37	8:54	9:02	9:10	9:27
3:15 p.m.	3:32	3:40	3:48	4:05
4:15	4:32	4:40	4:48	5:05
5:15	5:32	5:40	5:48	6:05
6:15	6:32	6:40	6:48	7:05

175 Anatolia/Sunridge Park

176 Anatolia/Kavala Ranch

Existing Routes (Solid Line) Proposed Routes (Dashed Line)

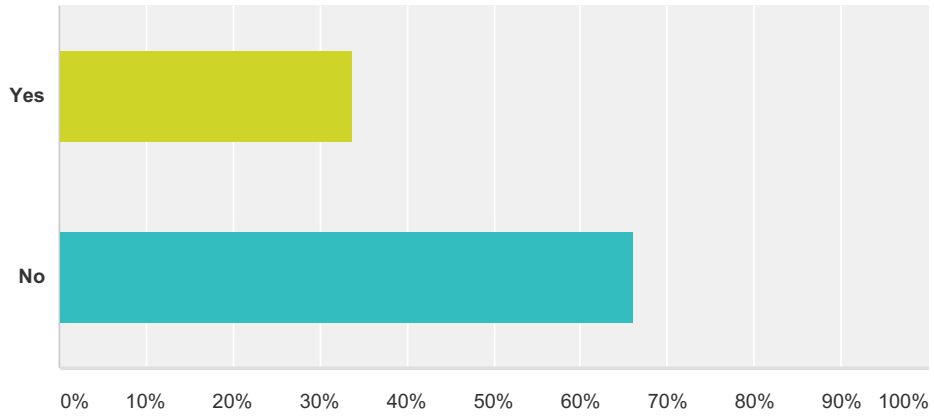
Anatolia/Kavala Ranch						
Zinfandel Station	BAR	Anatolia	Kavala Ranch	Anatolia	BAR	Zinfandel Station
6:07 a.m.	6:14	6:24	6:33	6:42	6:51	6:57
7:07	7:14	7:24	7:33	7:42	7:51	7:57
8:07	8:14	8:24	8:33	8:42	8:51	8:57
3:45 p.m.	3:51	4:01	4:10	4:19	4:29	4:35
4:45	4:51	5:01	5:10	5:19	5:29	5:35
5:45	5:51	6:01	6:10	6:19	6:29	6:35
6:45	6:51	7:01	7:10	7:19	7:29	7:35



Data Sources: US Census Bureau, City of Rancho Cordova

Q1 Are you a current CordoVan rider?

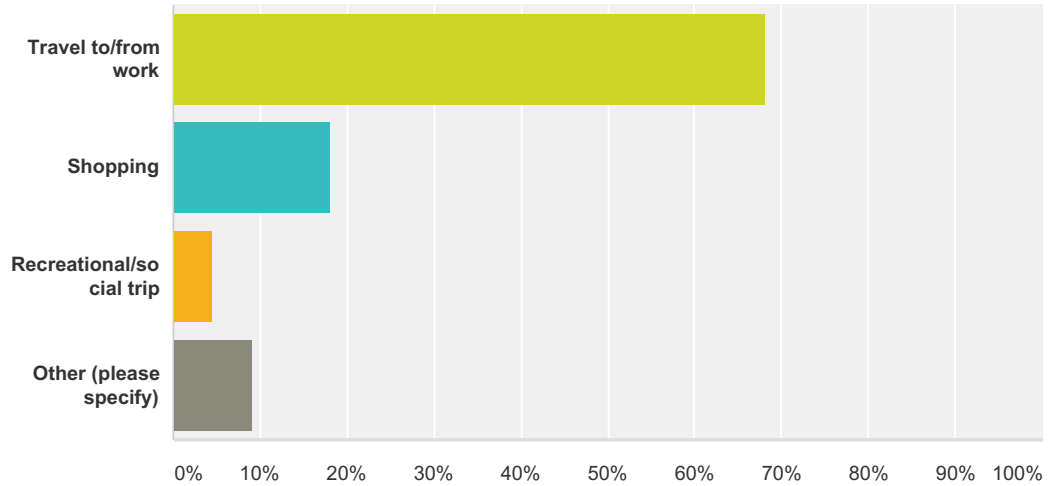
Answered: 68 Skipped: 0



Answer Choices	Responses	
Yes	33.82%	23
No	66.18%	45
Total		68

Q2 Please tell us more about the typical trip you make on the CordoVan. Which of the following best describes your trip purpose?

Answered: 22 Skipped: 46



Answer Choices	Responses
Travel to/from work	68.18% 15
Shopping	18.18% 4
Recreational/social trip	4.55% 1
Other (please specify)	9.09% 2
Total	22

#	Other (please specify)	Date
1	Occasional and backup	6/9/2015 9:54 AM
2	school	6/9/2015 8:21 AM

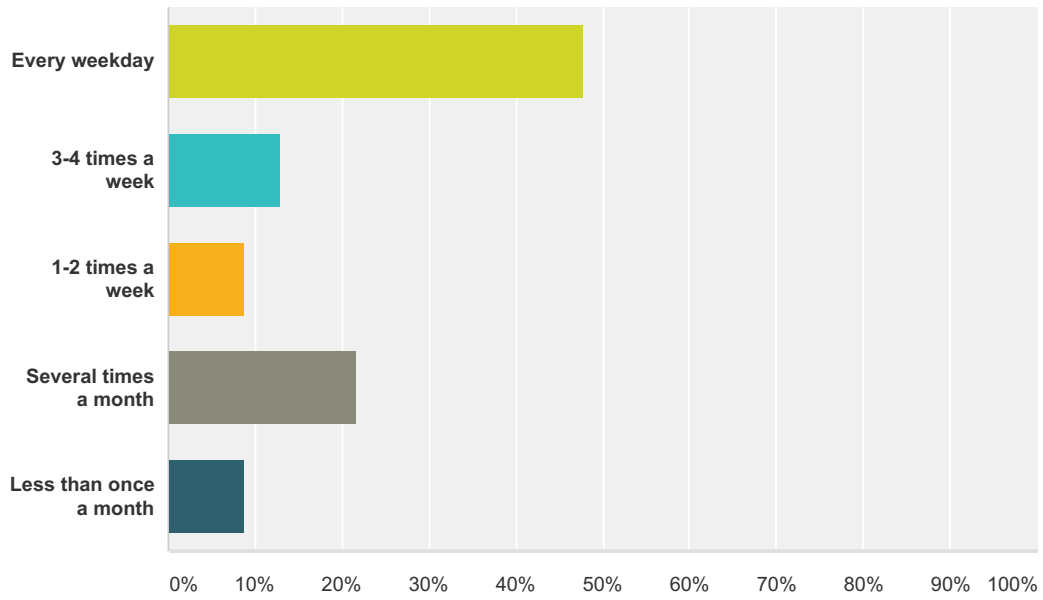
Q3 Please describe your trip (example: I live in Kavala Ranch and work in downtown Sacramento)

Answered: 19 Skipped: 49

#	Responses	Date
1	Sunridge	6/10/2015 10:58 AM
2	I live in Anatolia, if there are frequent service then it would be more useful to many people	6/10/2015 10:44 AM
3	I live in the Sunridge Park area and work at the Bureau of Automotive repair, off of North Mather Blvd and Spoto Dr. I drive to a friends house, in Anatolia, in order to catch the shuttle, from there.	6/10/2015 7:59 AM
4	I live in Kavala Ranch	6/9/2015 11:16 PM
5	live is Anatolia and work at mather	6/9/2015 5:25 PM
6	Live in Sunridge Park	6/9/2015 11:48 AM
7	I go to school in Folsom and live in Sun Ridge	6/9/2015 11:24 AM
8	Light rail station to Anatolia	6/9/2015 9:54 AM
9	I live in Sunridge Park & we definitely need expanded service to our area. My teenagers would then be able to get back & forth to light rail.	6/9/2015 9:22 AM
10	I live in Sundridge and get a ride from my wife to anatolia then take the cordova van to light rail station because i take the light rail to my job downtown. Having thei service to the other communities would be a god send!!!!	6/9/2015 8:37 AM
11	I live in Anatolia and work in downtown Sacramento.	6/9/2015 8:25 AM
12	Sunridge	6/9/2015 8:21 AM
13	I live in Anatolia and work in downtown	6/9/2015 8:20 AM
14	Live in Anatolia and shop at Target and surrounding stores.	6/9/2015 7:02 AM
15	Live in Anatolia	6/9/2015 6:38 AM
16	I live in Anatolia to go shopping . It's great to have it so close with only one car in the family.	6/9/2015 4:23 AM
17	I live in Anatolia and work in downtown Sacramento	6/8/2015 11:04 PM
18	I live off of Data Dr. and I work downtown	6/7/2015 5:57 PM
19	anatolia to ligh trail	6/7/2015 6:31 AM

Q4 How frequently do you ride the CordoVan?

Answered: 23 Skipped: 45



Answer Choices	Responses	Count
Every weekday	47.83%	11
3-4 times a week	13.04%	3
1-2 times a week	8.70%	2
Several times a month	21.74%	5
Less than once a month	8.70%	2
Total		23

Q5 Do you have any comments on the proposed routes or schedules?

Answered: 14 Skipped: 54

Answer Choices	Responses
Comments on Route 176 Anatolia/Kavala Ranch	64.29% 9
Comments on Route 175 Anatolia/Sunridge Park	50.00% 7
Additional comments about transit service in Rancho Cordova	57.14% 8

#	Comments on Route 176 Anatolia/Kavala Ranch	Date
1	Proposed route is the best	6/10/2015 10:44 AM
2	I work downtown and start work at 7am. None of the proposed times will work for me!	6/9/2015 1:50 PM
3	Very nice driver Michelle	6/9/2015 11:24 AM
4	Will be good	6/9/2015 9:54 AM
5	It would be nice to have an earlier pick up at the light rail station for the days i get off at 1.	6/9/2015 8:37 AM
6	Much improved. I'd ride it more often the only reason I ride less is because of its current hourly svchedule. This would be much improved	6/9/2015 8:20 AM
7	Would like to see stops at sunrise lightrail	6/9/2015 6:38 AM
8	I'm easy	6/9/2015 4:23 AM
9	More frequency	6/8/2015 11:04 PM

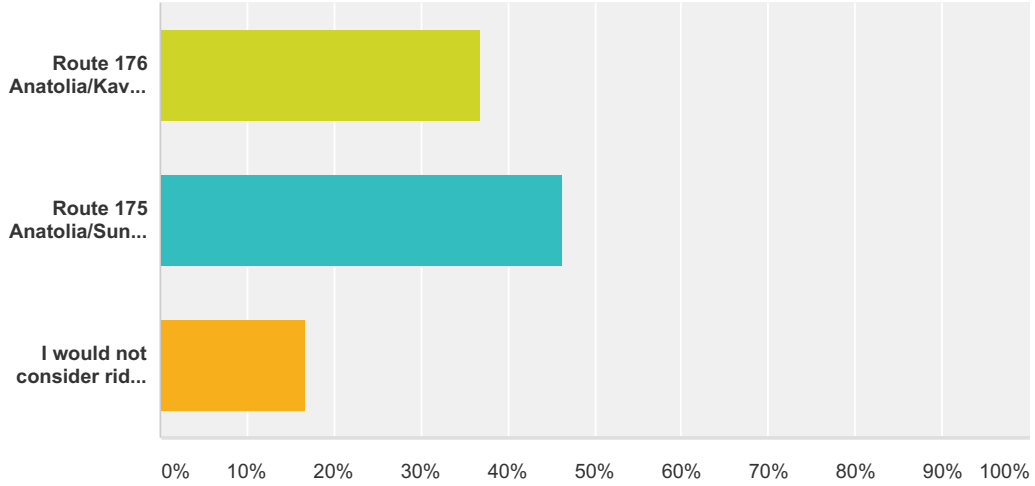
#	Comments on Route 175 Anatolia/Sunridge Park	Date
1	Need weekend/increased schedule and later into evening schedule	6/10/2015 10:58 AM
2	Proposed route is the best	6/10/2015 10:44 AM
3	need more routes	6/9/2015 11:48 AM
4	Will be good	6/9/2015 9:54 AM
5	It would be nice to have an earlier pick up at the light rail station for the days i get off at 1.	6/9/2015 8:37 AM
6	YES !!!!!!!	6/9/2015 8:21 AM
7	Great alternative.	6/8/2015 11:04 PM

#	Additional comments about transit service in Rancho Cordova	Date
1	Please try to match train timings and try to increase the frequency	6/10/2015 10:44 AM
2	What transit service?!?! We pay extra taxes for transit service and we dont have one!	6/9/2015 1:50 PM
3	Expanded CordoVan will compliment to vanpool/carpool or other public transportation modes.	6/9/2015 9:54 AM
4	It would be nice to have an earlier pick up at the light rail station for the days i get off at 1.	6/9/2015 8:37 AM
5	More service after 5-7 would be better. Most of those from downtown don't get off work until 5 or 5:30, so mire frequency in the pm. I 15 min would be great	6/9/2015 8:20 AM
6	Wish service would expand to Costco area. Also to Kohls and International Market and the Post Office. The location of bus stop by Dollar store does not feel safe for an elderly female to wait at. A more safer location should be scouted.	6/9/2015 7:02 AM
7	Sometimes wish they ran later	6/9/2015 4:23 AM

8	Bring back the 73 bus or change the 72 bus so you can catch the train at Sunrise without waiting 15 min for the next one.	6/7/2015 5:57 PM
---	---	------------------

Q6 Would you consider riding the proposed CordoVan routes? Please select which route(s) you would consider riding.

Answered: 54 Skipped: 14



Answer Choices	Responses
Route 176 Anatolia/Kavala Ranch	37.04% 20
Route 175 Anatolia/Sunridge	46.30% 25
I would not consider riding the proposed CordoVan service	16.67% 9
Total	54

Q7 Are there any changes to the proposed routes or schedules that would make you more likely to ride?

Answered: 26 Skipped: 42

#	Responses	Date
1	Weekend!!!!!!!!!!!! Later schedule.	6/10/2015 10:58 AM
2	add freq service	6/10/2015 10:45 AM
3	No	6/10/2015 9:52 AM
4	More frequent stops. Currently, the 176, is every 45 minutes.	6/10/2015 8:00 AM
5	More stops within Anatolia	6/9/2015 9:36 PM
6	We need weekend service so kids can get after school and summer jobs. We need a noon schedule.	6/9/2015 7:38 PM
7	I would like the route to go down Sunrise and stop at the Sunrise Light Rail.	6/9/2015 4:20 PM
8	Anatolia to business park in El Dorado Hills	6/9/2015 3:32 PM
9	Beginning work at 7 a.m. in downtown, the CordoVan route would need to come to Kavala Ranch early enough to catch a 6 a.m. train at the Zinfandel station.	6/9/2015 2:07 PM
10	I need to catch the train at 6am, add an earlier schedule to Kavala or Anatolia	6/9/2015 1:53 PM
11	A stop closer to Costco will be better. The proposed stop in not bad either.	6/9/2015 10:02 AM
12	If there is a stop near Herodian drive, yes it would be near to my house.	6/9/2015 9:49 AM
13	Need regular routes every 30 - 45 minutes throughout day.	6/9/2015 9:24 AM
14	An earlier pick-up in sunridge	6/9/2015 9:20 AM
15	I already ride it but it would be nice if on the days i get off early i didn't have to wait an hour for the route to start to anatolia which is what i use right now.	6/9/2015 8:40 AM
16	More times in the pm after 5:30.	6/9/2015 8:21 AM
17	i commute to elk grove	6/9/2015 8:21 AM
18	Is there bus service between Anatolia/Kavala Ranch and the Calvine/Bradshaw area?	6/9/2015 8:13 AM
19	Have a stop at Kavala park.	6/9/2015 8:03 AM
20	Earlier pick up times.	6/9/2015 6:33 AM
21	Not really	6/9/2015 4:25 AM
22	Stops at White Rock Rd and Prospect Park Dr. intersection since I work near the Northwest corner of that intersection. If not then if it could carry a bike then I could use that from another stop.	6/8/2015 8:48 PM
23	N/a	6/8/2015 6:55 PM
24	Add some direct routes to downtown Sacramento on weekdays between 6-9 am and 3-6 pm like E-tran does. That way, more people within Anatolia area can take direct routes to downtown and the CordoVan can make stops throughout downtown.	6/8/2015 3:37 PM
25	More times for Sunridge Park.	6/8/2015 3:28 PM
26	Not really. I'd ride any of them or the 177.	6/7/2015 5:59 PM

Q8 Do you have any additional comments about transit service in Rancho Cordova?

Answered: 15 Skipped: 53

#	Responses	Date
1	No	6/10/2015 9:52 AM
2	Consider the high school and college students that rely on public transportation to get to work.	6/9/2015 7:49 PM
3	The stop at Zinfandel is scary. I would not want to go to that part of Rancho Cordova, because of all the riff raff that comes off the light rail there.	6/9/2015 4:20 PM
4	No	6/9/2015 3:32 PM
5	More services and better safety measures for kids. More signs, and warning to stay off the rails.	6/9/2015 2:50 PM
6	A bit disappointed that I have been paying the transportation fees, but have yet been able to take advantage of the services.	6/9/2015 2:07 PM
7	very disorted with the response and willingness of the City of Rancho Cordova to provide better public transit to our rural area	6/9/2015 1:53 PM
8	This is a great Service. I thank the city for providing this service. As a vanpool driver/coordinator I know my riders wants this service to run as they use it from time to time, in case they have to miss the van ride one way. In the absence this service, they will rather drive to work. Expanding the CordoVan service to Sunridge / Kavala ranch will also help expansion of the vanpool services to downtown or any other places which will result is lessening traffic, air pollution and noise in our region.	6/9/2015 10:02 AM
9	I think there are so many people who need this service. I also have kids that go to school in Folsom and take the lightrail then cordova van home then walk the rest of the way. on the days they have a minimum day or a day they get off early they have to wait hours before the cordova van starts running. we are at work so we can pick them up after school. I can't tell you how much this service is needed.	6/9/2015 8:40 AM
10	I am a senior citizen. I need a stop that I can walk to and or leave a vehicle. Thus needing a stop at Kavala park.	6/9/2015 8:03 AM
11	Would like stops at Sunrise lightrail	6/9/2015 6:38 AM
12	No	6/9/2015 4:25 AM
13	I've ridden the Cordovan before and found it to be a very nice service.	6/8/2015 8:48 PM
14	I'm more interested in group cycling through the Folsom canal to international drive.	6/8/2015 6:55 PM
15	Transit service is starting to get better but the 73 bus would be nice also. it ran later than the Cordovan.	6/7/2015 5:59 PM

Attachment 2b

Title VI Comments
Submitted to RT

James Drake - Re: Please send the new schedule of Rancho cordovan

From: Greta Vohlers
To: Jason Kim; SERVICECHANGES
Date: 10/9/2015 10:10 AM
Subject: Re: Please send the new schedule of Rancho cordovan
CC: Devra Selenis; Doug Vanderkar; Theresa Weaver
BC: James Drake

Hello Mr. Kim,

I'm sorry for the difficulty that you've experienced with accessing information about the recent changes to Rancho Cordovan services. These changes were not implemented as part of RT's regular, major service changes. As such, we're still working to update the information that's available on RT's website concerning these services. We understand the issues that out-dated information causes passengers and are working to update this information as soon as possible.

You can, however, find current route and schedule information for Rancho Cordovan services on the city of Rancho Cordova's website using the web address and link provided below.

<http://www.cityofranhocordova.org/index.aspx?page=498>

Thank you for your use of and commitment to transit service.

Sincerely,

Greta

Greta Vohlers
Principal Planner
Sacramento Regional Transit District
O: (916) 556-0507

>>> Jason Kim <jasonkimdy@gmail.com> 10/8/2015 10:20 PM >>>

Im living at Anatolia. Everyday Im confusing because of new schedule. Even you didn't mention on website. So please post new schedule on website or send to me. Im beging you.

James Drake - Re: Items for Public Comment on October 26, 2015 Public Hearing

From: James Drake
To: Jacqueline Henderson
Date: 10/15/2015 8:04 AM
Subject: Re: Items for Public Comment on October 26, 2015 Public Hearing
CC: Greta Vohlers; Jamie Poole-Canevari; RoseMary Covington; Theresa Weaver

Dear Ms. Henderson,

Thank you for your comments. They will be included in the public comment section of our October 26, 2015 report to the RT Board of Directors.

Regards,

James Drake
Service Planner
Sacramento Regional Transit
[916-556-0505](tel:916-556-0505)

>>> Jacqueline Henderson <jahenderson61@yahoo.com> 10/14/2015 2:14 PM >>>

Dear Regional Transit Representative:

I want to submit some items for Public Comment to be addressed at the next Regional Transit Public Hearing, on Monday, October 26, 2015:

1444856083695_2590 dir=ltr>I believe that it is a good idea for Regional Transit to provide more bus service and connections with the existing Light Rail Stations, especially at the Light Rail Stations that serve the suburbs of Sacramento. Specifically, I noticed that the Swanston Light Rail Station has *no* RT bus connections, at least not any that I have seen.

1444856083695_2691 dir=ltr>Also, can Regional Transit extend Bus Routes 2 and 3, with more frequent service *and* service on the weekends? Currently, there isn't any Saturday or Sunday service for either one of these two routes. It will be helpful to begin such scheduling proposals prior to next October 2016, when the Golden 1 Center Arena opens, with

bus connections with the Light Rail line to include more Bus Routes 2 and 3, in order to provide transportation to the Pocket/Greenhaven Area, after events at the new arena.

1444856083695_2707 dir=ltr>

1444856083695_2733 dir=ltr>Lastly, can the higher ups in Regional Transit's Upper Level Management seriously do something about improving working conditions for the RT Bus and Light Rail Operators? Maybe if you actively did improve the Operator's working conditions, some of them wouldn't be so cranky on the job when they are doing their job of driving passengers to their destinations, and would be able to perform more stellar public and customer service.

1444856083695_2839 dir=ltr>

1444856083695_2788 dir=ltr>Please take these suggestions seriously, and add them as agenda items to be included as proposed service changes at RT's October 26, 2015 Public Hearing.

1444856083695_2854 dir=ltr>Thank you for your consideration and cooperation.

1444856083695_2796 dir=ltr>

1444856083695_2797 dir=ltr>Sincerely,

1444856083695_2798 dir=ltr>

1444856083695_2799 dir=ltr>Jacqueline Henderson (916) 952-4190

1444856083695_2814 dir=ltr>E-mail address:

jahenderson61@yahoo.com

regular RT Passenger since 1986

RESOLUTION NO. 15-10-_____

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

October 26, 2015

ADOPTING SERVICE CHANGES TO THE RANCHO CORDOVAN

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 proposed service changes have been in effect on a temporary basis since October 5, 2015, under the authority of the General Manager/CEO.

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 effective immediately; 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.

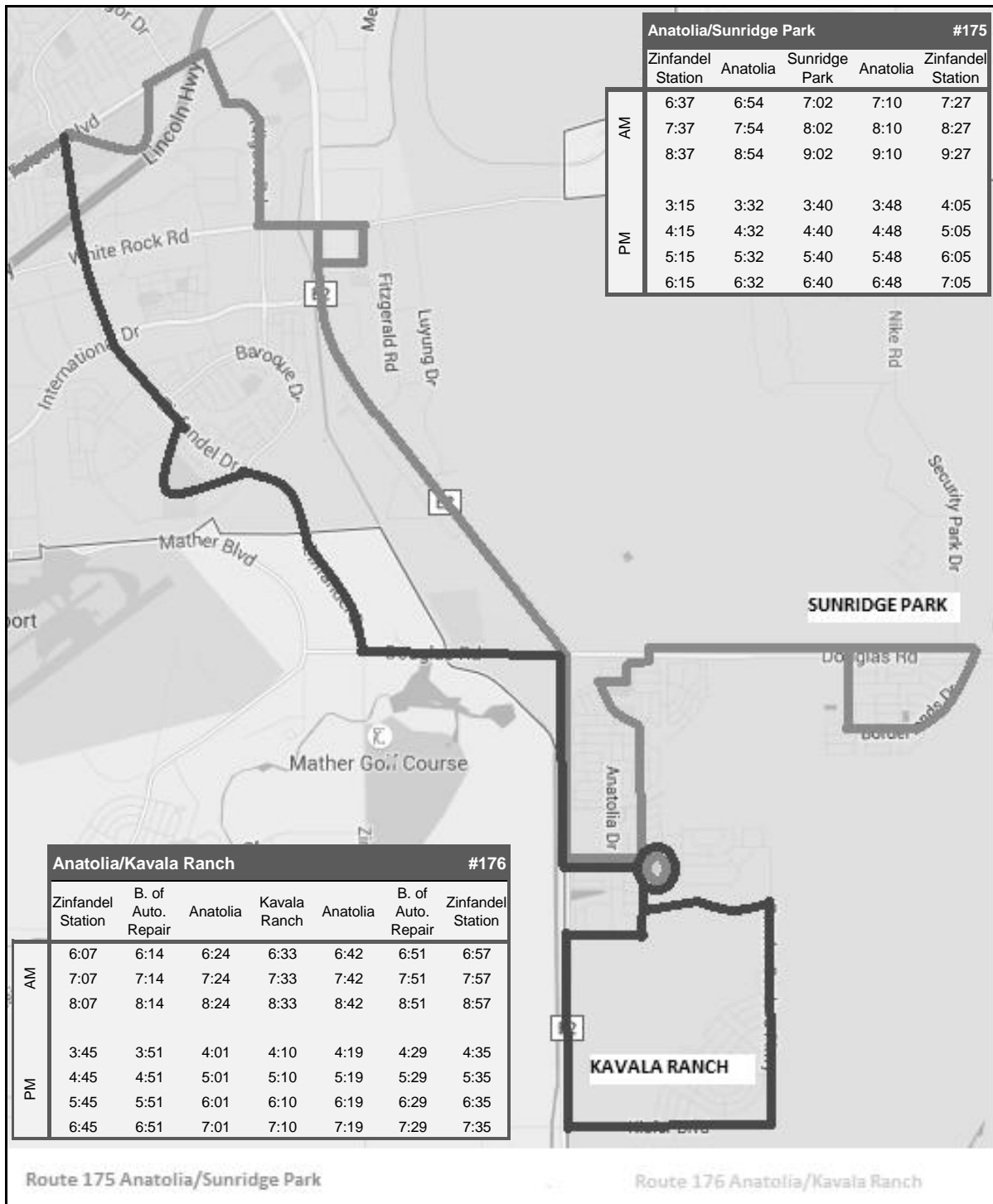
JAY SCHENIRER, Chair

A T T E S T:

MICHAEL R. WILEY, Secretary

By: _____
Cindy Brooks, Assistant Secretary

Route Map and Schedule Rancho Cordovan - Anatolia





Title VI Equity Analysis
for Service Changes
to the Rancho CordoVan

October 26, 2015

CONTENTS

1. Purpose of Analysis..... 1
2. Project Description 1
3. Title VI Requirements..... 2
4. Data and Methodology 3
5. Effect on Minority Populations..... 3
6. Effect on Low-Income Populations 3
7. Conclusion 5

FIGURES

1. Title VI Service Change Equity Analysis of All Routes 4
2. Rider Demographics..... 5
3. Changes to Route 25 6
4. Extension of Route 28 7
5. Changes to Routes 61 and 65..... 8
6. Changes to Route 84 9
7. Proposed Changes to Rancho Cordovan 10
8. Map of Minority Census Tracts..... 11
9. Map of Low-Income Census Tracts..... 12
10. Title VI Equity Analysis Key Statistics 13

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 to the Rancho CordoVan implemented on a temporary basis on October 5, 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 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 Franklin Blvd. to the University/65th Street light rail station primarily via Florin

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.

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, currently known internally and in RT materials as **Route 176**, including:

- Expanded coverage and additional trips to the Anatolia community southeast of Rancho Cordova with some of the additional service referred to as a new route, Route 175.

In aggregate, all of the aforementioned 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. A draft version of this document was included as 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

OCTOBER 26, 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	(Oct 2015)	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	(Oct 2015)	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.

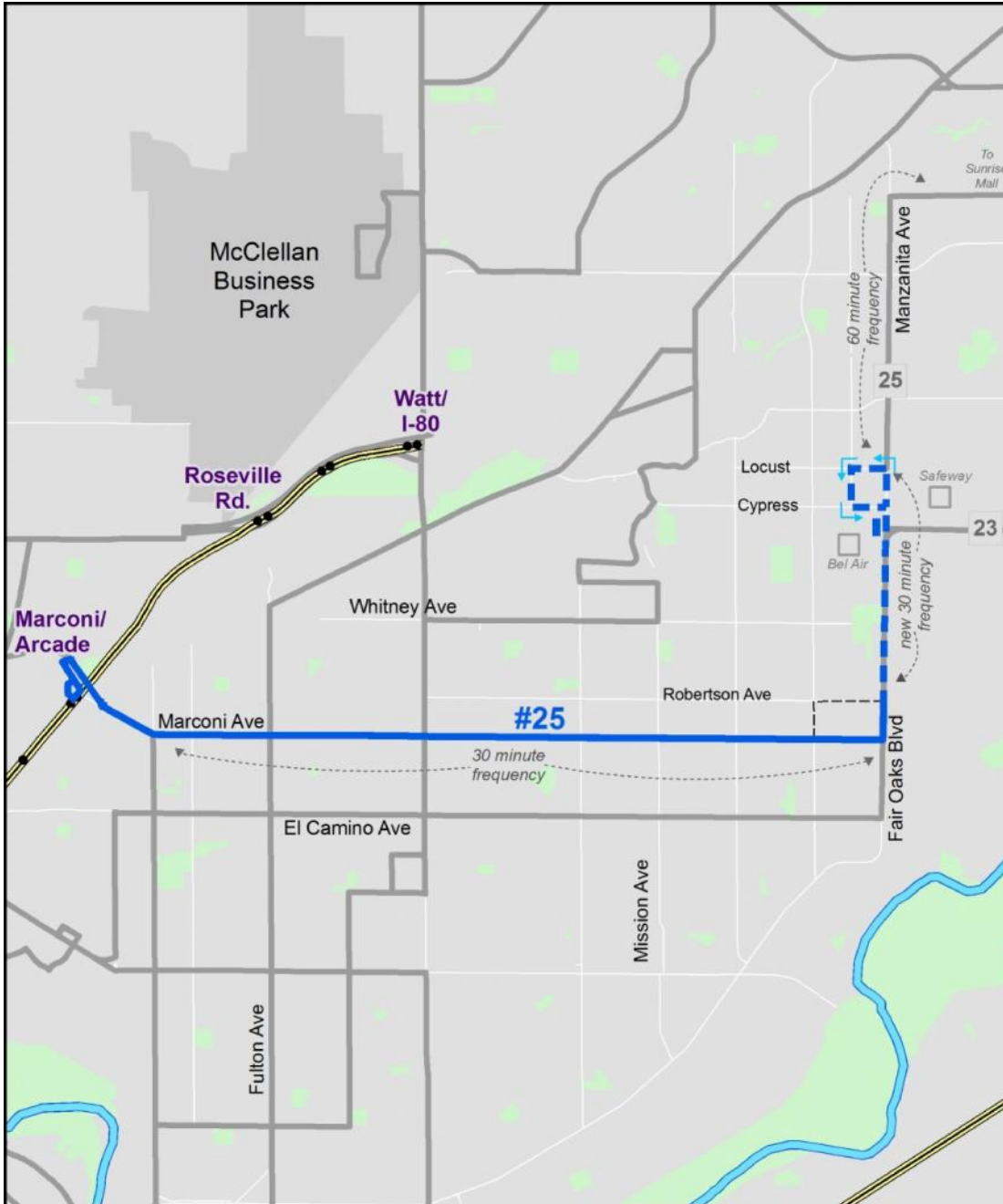
**Figure 2
Rider Demographics**

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

Source: 2013 On-Board Survey

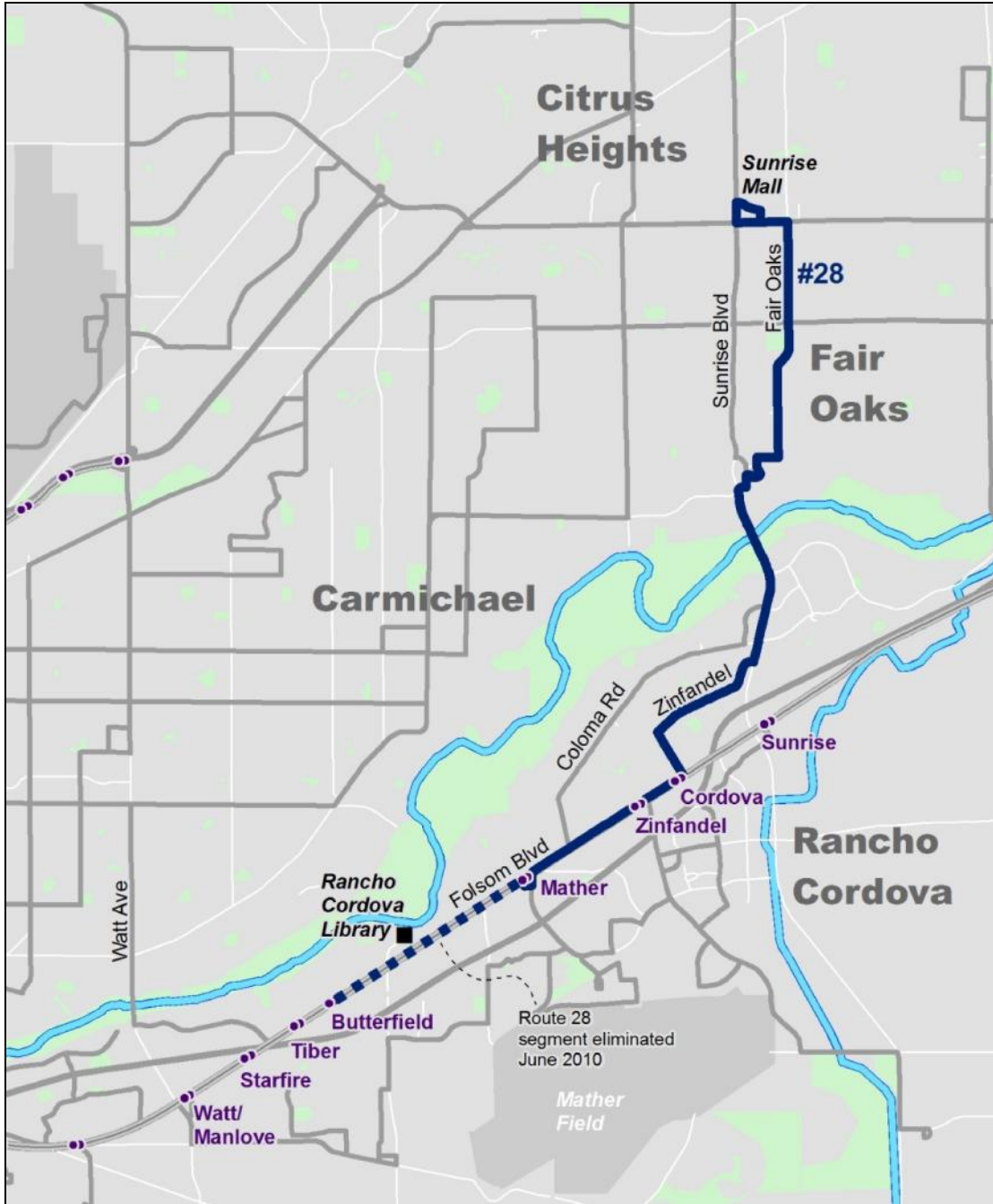
Overall, the proposed new service would improve the level of service to *all* populations; however, on a relative basis, it will improve the level of service proportionately more for minority populations than non-minority populations and more for low-income populations than non-low-income populations.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



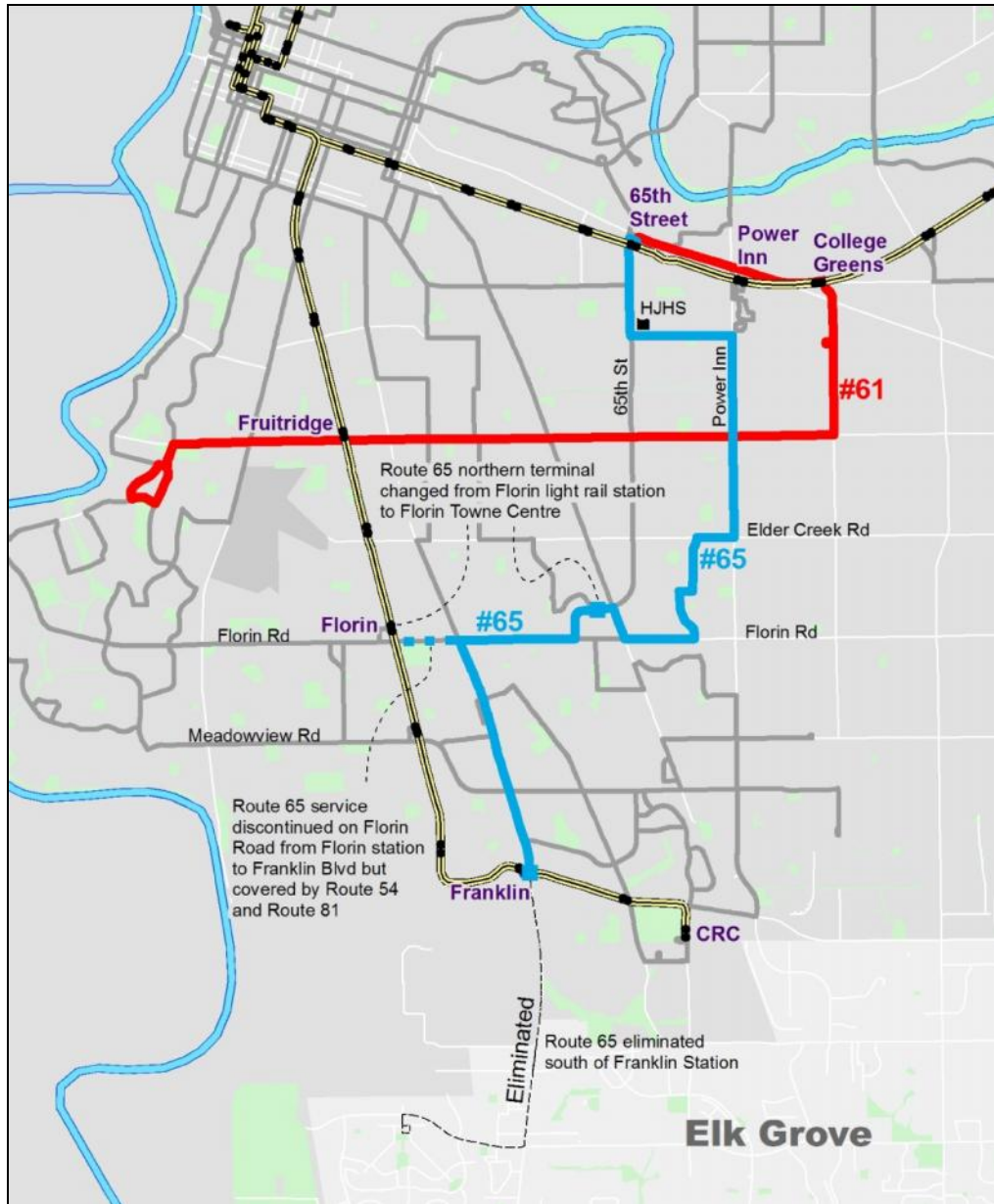
Frequency will be improved to every 30 minutes on Fair Oaks Blvd. in Carmichael. Buses that currently turn around at Marconi Ave. and Fair Oaks Blvd. will instead turn around at Manzanita and Locust Ave. near the Bel Air shopping center.

**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.

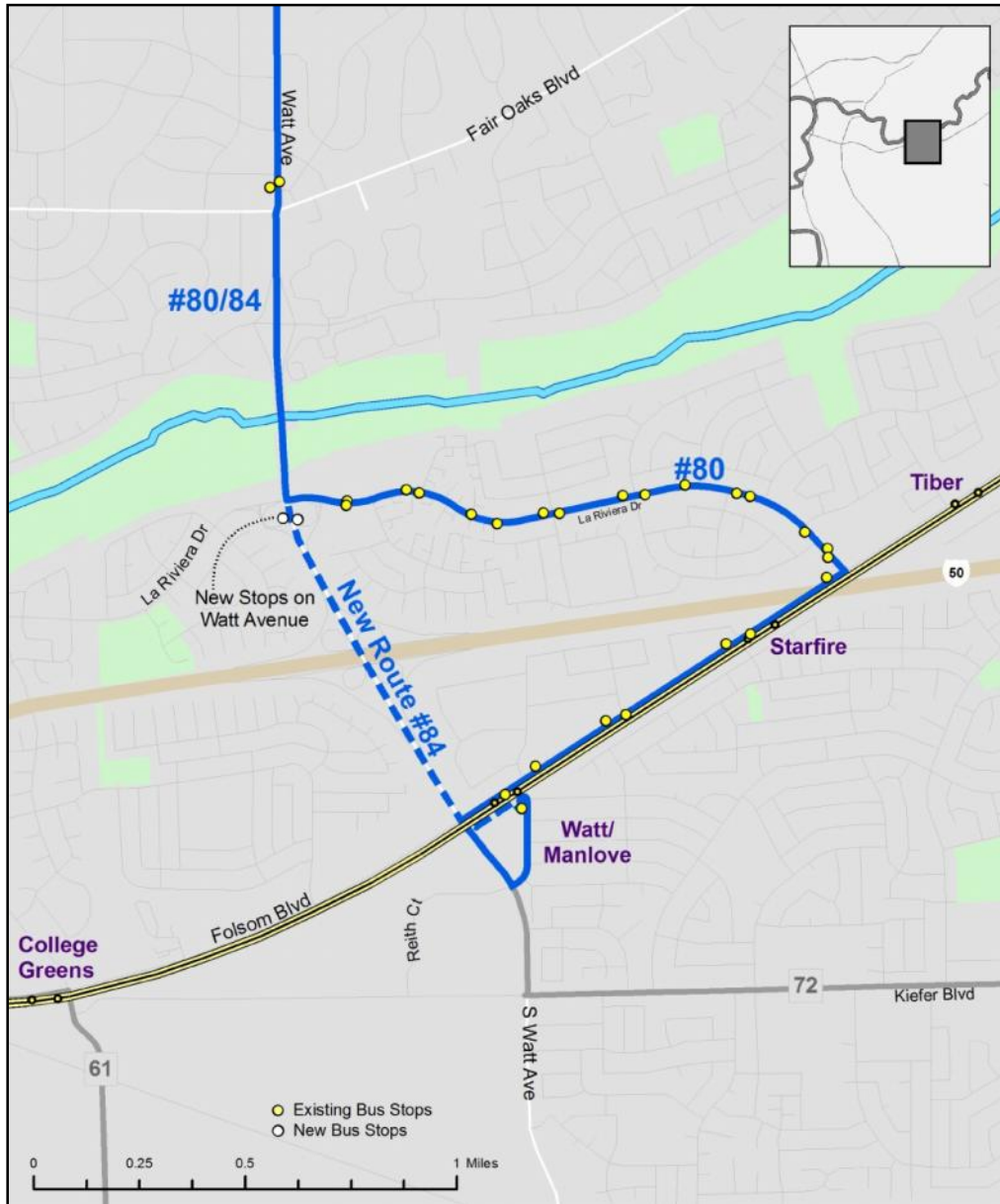
Figure 5
Changes to Routes 61 and 65



Route 61 service into Power Inn light rail station was discontinued. Route 61 now begins and ends at the University/65th Street light rail station and runs on Folsom Blvd. from 65th Street to Florin-Perkins Road (at College Greens light rail station).

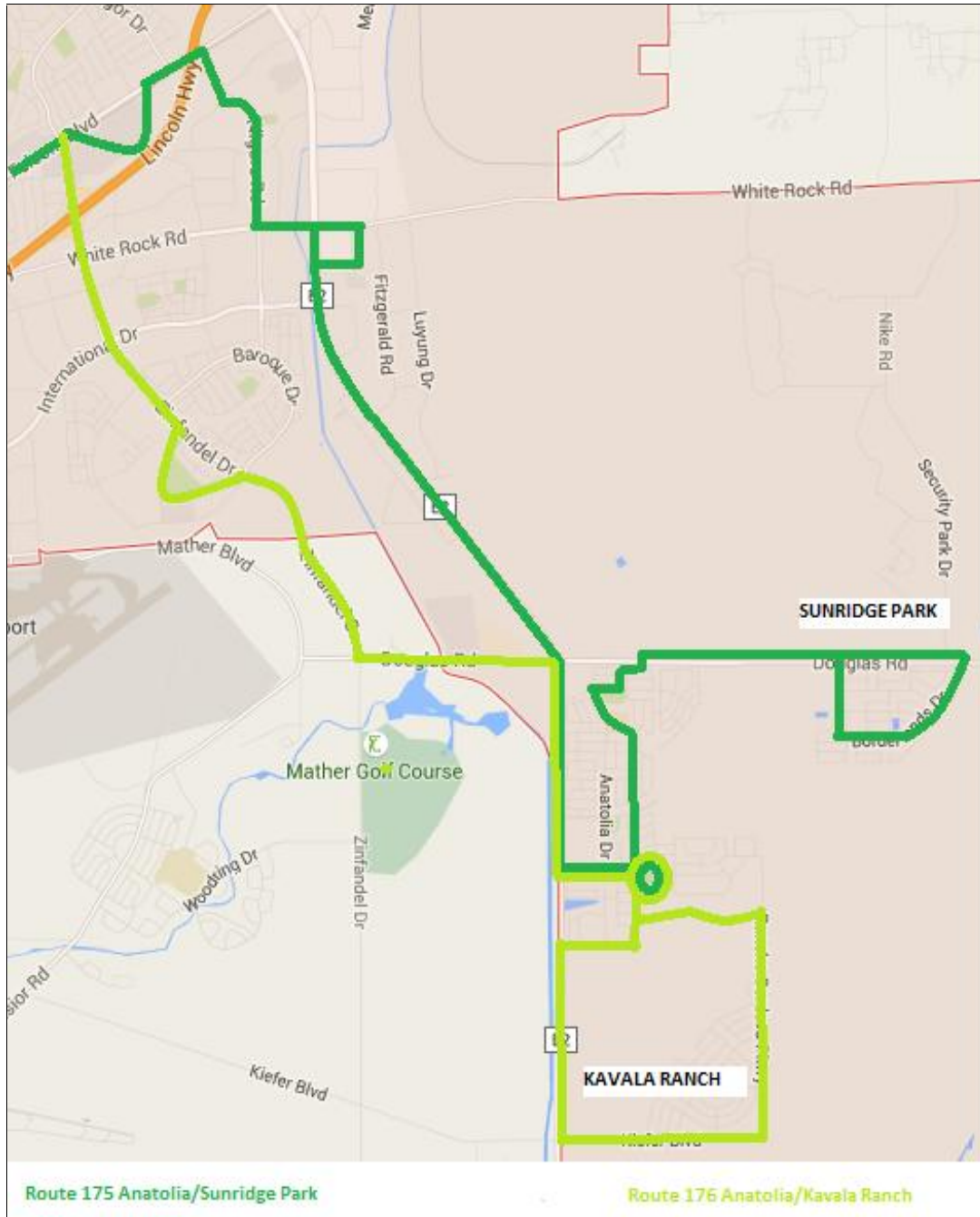
Route 65 service was discontinued south of Cosumnes River Blvd. on Franklin Blvd. and on Laguna Blvd in Elk Grove. The new route begins and ends at the new Franklin light rail station located off of Franklin Blvd. at Cosumnes River Blvd.. Route 65 service was also discontinued into the Florin light rail station and on Florin Road between the Florin light rail station and Franklin Blvd. Route 65 was extended from Florin and Franklin to Florin Towne Centre via Florin Road. New service was added covering parts of the former Route 8. The new service now runs from Florin Towne Centre to the University/65 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 was discontinued on La Riviera Drive and on Folsom Blvd. All Route 84 buses now 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

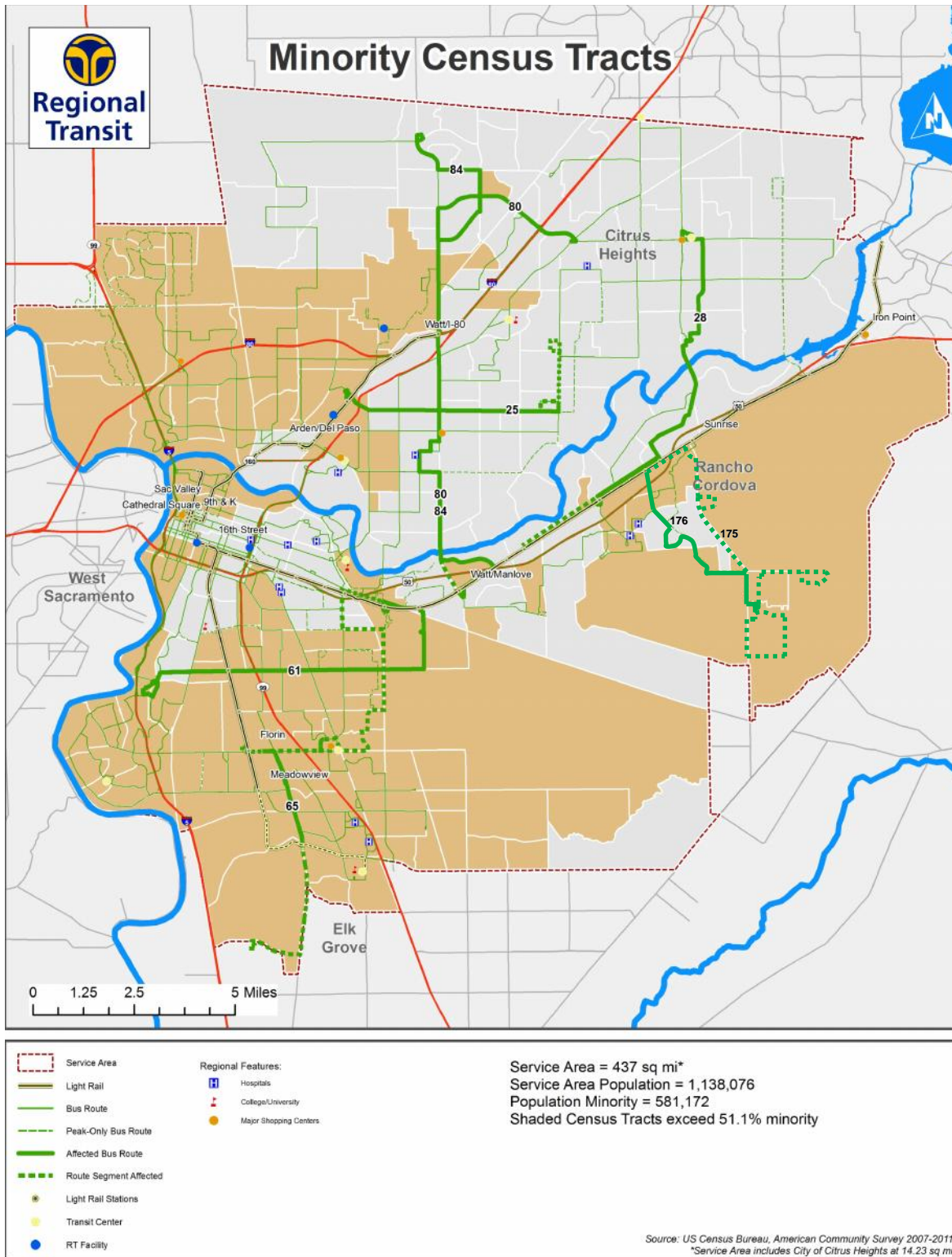
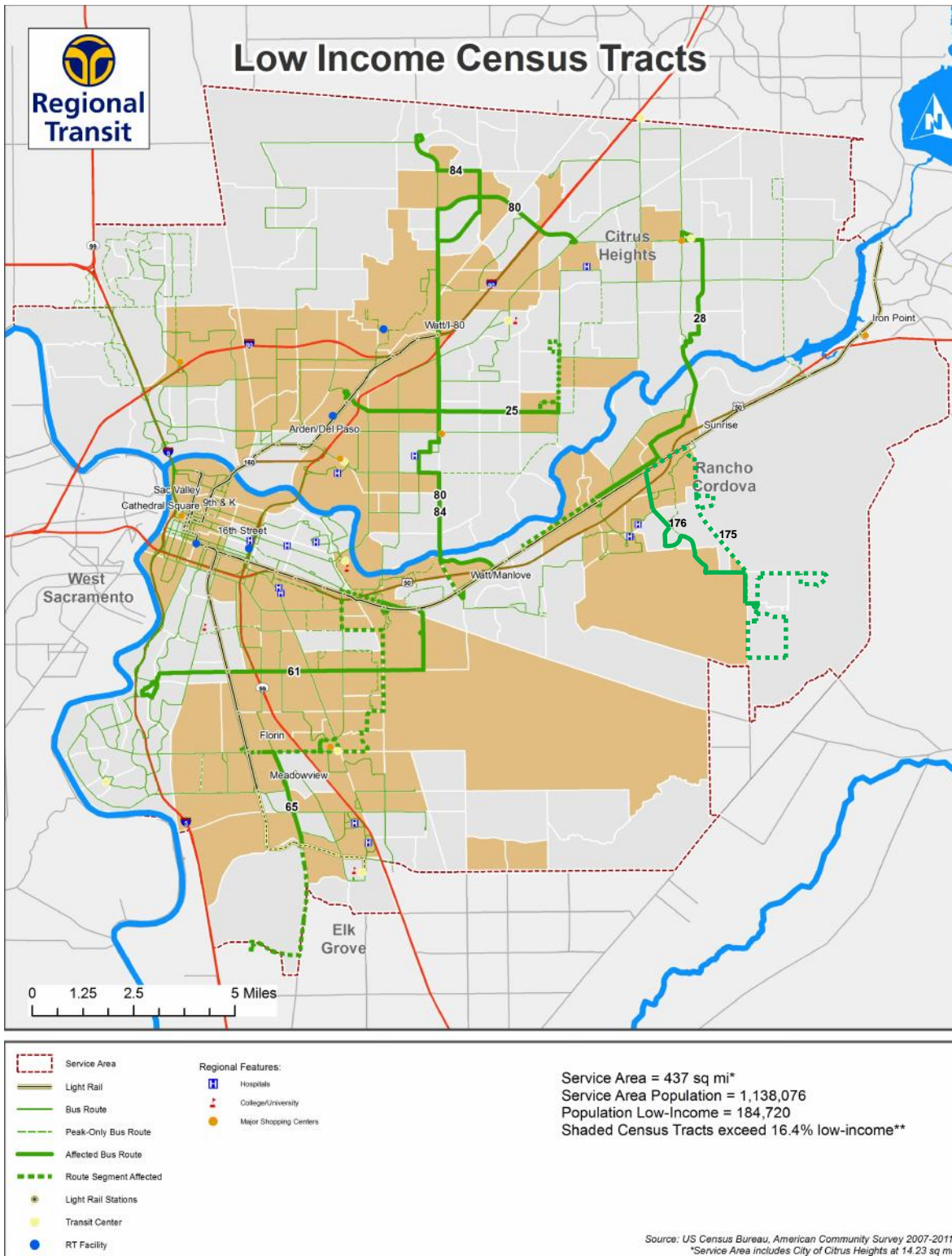


Figure 9



Title VI Service Change Equity Analysis

OCTOBER 26, 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)

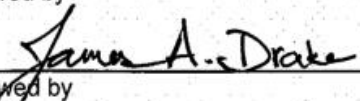
Low-Income: 141,136 55.8 % (B2)

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