

Agenda Item No.	Board Meeting Date	Open/Closed Session	Information/Action Item	Issue Date
13	05/23/16	Open	Information	05/12/16

Subject: Presentation of Candidate Routes for Service Changes for January 2017

## ISSUE

Presentation of candidate routes for service changes for January 2017.

## RECOMMENDED ACTION

None. This is an informational item only. Staff will return to the Board on June 27, 2016 with recommendations for adoption based on public input, Board member direction, and additional operational and financial review by staff. At that time, the Board may adopt the proposed changes or request additional revisions. If additional revisions are necessary, staff will return on July 25, 2016 with a final package for adoption.

## FISCAL IMPACT

RT's Fiscal Year 2017 budget assumes that RT will achieve \$1 million in savings from service changes (net of reduced fare revenue). Assuming implementation in January 2017, this requires \$2 million in net savings per year. Staff has prepared a variety of options for review. The maximum service reduction would achieve an estimated \$2.7 million in net savings per year with a loss of 1.7 million passenger boardings. Staff's draft recommendations (Scenario A) would achieve \$2.2 million in net savings per year with a loss of approximately 1.0 million passenger boardings and would amount to approximately 12 percent of existing bus service. The final recommendations will be determined based upon public input, Board direction, and continued staff analysis, and will target \$2.0 million in net savings per year.

<u>Scenario</u>	<u>Net Savings Per Year</u>	<u>Ridership Loss</u>
Maximum Reduction	\$2.7 million	1.7 million
Scenario A	\$2.2 million	1.0 million
Final Recommendation (TBD)	\$2.0 million (goal)	TBD

## DISCUSSION

The attached report (Attachment 1) was published on RT's web site on May 13, 2016 and made available for a 30-day public review and comment period. The report includes maps and descriptions of all potential changes, a financial analysis, and a Title VI service change equity analysis.

Approved:

Presented:

Final 05/18/16

General Manager/CEO

Service Planner

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Subject: Presentation of Candidate Routes for Service Changes for January 2017

Candidate routes for service changes have been selected according to either of two criteria: (1) failure to meet RT’s official productivity standards, or (2) identification by staff. Given the more scalable nature of the bus system, the candidate list is comprised primarily of bus routes; however, staff has also included potential changes to the Green Line as an option for consideration. Where possible, staff has attempted to develop options where RT can achieve savings by redesigning or improving a route rather than eliminating it entirely; however, some route eliminations will likely be necessary to achieve a net savings of \$2.0 million per year.

Contract service operated by RT has been included in the analysis as a matter of due diligence. In most cases, contract service is fully reimbursed by clients; however, staff identified two shuttle routes with unfavorable terms that have been recommended for termination or renegotiation. RT’s service in Citrus Heights is governed by a contractual agreement which prohibits major changes to certain routes; however, staff has analyzed the service provided under this contract and made recommendations for consideration under the next contract term.

Several moderate to highly-productive routes have been included in the analysis and recommendations based on more detailed analysis by staff. For example, Route 26 is a highly-productive route overall; however, the northern segment of the route is relatively redundant of nearby routes, making it a potential opportunity area for lower-impact cost savings.

RT policy authorizes the General Manager/CEO to approve minor service changes. Several potential minor changes have been identified and at the time of this report’s preparation were being considered for “early action” implementation in September 2016. These changes have the potential to offset the need for savings in January 2017 by up to \$560,000.

Major service changes require a Title VI service change equity analysis and a 30-day public review. The purpose of the Title VI analysis is to assess the likelihood that service changes will have a disparate impact on minority or low-income populations. This analysis has been included as Appendix B to the report and finds that there would not be any potential disparate impacts on minority populations nor any potential disproportionate burdens on low-income populations. If the list of changes is updated, staff will revise the Title VI calculations and report any significant changes.

Staff will return to the Board on June 27, 2016 with a revised plan, financial analysis, and Title VI analysis. The Board will be given the opportunity to adopt service changes at that time; however, staff has planned for an additional round of revisions if necessary, with final changes coming to the Board on July 25, 2016.



## Potential Service Changes For January 2017

May 13, 2016

### Introduction

This report documents potential service changes for Regional Transit for public review and feedback. If approved by the RT Board, these changes would take effect in January 2017. These potential service changes will be presented to the RT Board on May 23, 2016. Revisions based on public input will be presented on June 27, 2016. At that time, the Board may adopt the proposed changes or request additional revisions. If additional revisions are necessary, staff will return on July 25, 2016 with a final package for adoption.

### Fiscal Impact

RT's Fiscal Year 2017 budget assumes that RT will achieve \$1 million in savings from service changes (net of reduced fare revenue). Assuming implementation in January 2017, this requires \$2 million in net savings per year. Staff has prepared a variety of options for review. The maximum service reduction would achieve an estimated \$2.7 million in net savings per year with a loss of 1.7 million passenger boardings. Staff's draft recommendations (Scenario A) would achieve \$2.2 million in net savings per year with a loss of approximately 1.0 million passenger boardings and would amount to approximately 12 percent of existing bus service. The final recommendations will be determined based upon public input, Board direction, and continued staff analysis, and will target \$2.0 million in net savings per year.

<u>Scenario</u>	<u>Net Savings Per Year</u>	<u>Ridership Loss</u>
Maximum Reduction	\$2.7 million	1.7 million
Scenario A	\$2.2 million	1.0 million
Final Recommendation (TBD)	\$2.0 million (goal)	TBD



Potential Service Changes for January 2017  
May 13, 2016

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## Process and Methodology

Candidate routes for service changes have been selected according to either of two criteria: (1) failure to meet RT's official productivity standards, or (2) identification by staff. All candidate routes for service changes are listed in Figure 1 and described in detail in Appendix A.

Productivity Standards - RT adopted service standards in 2013, which were revised and reaffirmed in 2015, as part of RT's broader fiscal sustainability policy development. RT's weekday routes are expected to achieve 20 boardings per revenue hour. Weekend and Community Bus Service (CBS) routes are expected to achieve 15 boardings per revenue hour. Newly created routes that do not meet these standards within two years are subject to automatic elimination. Staff provides benchmark reports quarterly, and recommends corrective action approximately once per year.

Currently, RT has eleven (11) weekday routes, four (4) Saturday routes, four (4) Sunday/Holiday routes, and seven (7) CBS routes that are below standard. These routes are considered candidates for service changes.

Staff Selection – In addition to the productivity-based approach, staff has reviewed the entire system and compiled a list of additional service change options. The staff options are not limited to low-productivity routes and are not limited to the bus system only. The objective of the staff options is to complement the productivity-based process with a more qualitative approach and to attempt to achieve the necessary savings with less impact on riders (e.g., by redesigning unproductive routes, rather than eliminating them). These changes are described in more detail below.

Staff recommendations are based on a variety of factors, including, but not limited to: ridership and productivity, geographic coverage (including access to fixed-route and paratransit services), availability of transportation alternatives, access to major destinations or regional activity centers, recent changes in service, land use, or ridership, as well as public and Board member input.



Potential Service Changes for January 2017  
May 13, 2016

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## Financial Analysis

Figure 1 indicates the gross savings, ridership loss, and net savings for all potential service changes. This list includes all candidate routes identified either (a) due to low productivity, or (b) by staff. Changes that would yield more savings per boarding are sorted to the top of the list for each service day and division.

## Cost Estimation

The financial analysis takes into consideration all estimated changes to labor costs, mileage costs, ridership, fare revenue, and contract revenue.

Labor Costs - The labor rate includes bus operators and bus maintenance service workers and ranges from \$37.00 to \$41.00 per revenue hour for full-size bus service and from \$45.00 to \$49.00 for Community Bus service (CBS), depending on the magnitude of the total service change package.

Although CBS operators are paid 40 percent *less* than full-size bus operators at the top of their respective ranges, CBS has greater labor costs on a *vehicle-hour* basis due to lower staff utilization rates (e.g., it takes on average approximately 40 percent *more* CBS operators to cover the *same amount of work*).<sup>1</sup>

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<sup>1</sup> Staff utilization is lower at CBS for three main reasons: (1) CBS service tends to be peak-only, and therefore has very few straight 8-hour shifts, (2) the total level of service is relatively low and geographically dispersed, which makes it difficult to combine small shifts into larger shifts, and (3) very little CBS service is physically located near the garage at McClellan, so more time and miles are spent on deadhead to and from the garage.

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Potential Service Changes for January 2017  
May 13, 2016

**Figure 1**  
**Master List**  
**All Potential Candidate Service Changes**

	Route	Name	Change	Gross <sup>1</sup> Savings	Ridership Impact <sup>2</sup>		Fare <sup>3</sup> Revenue	Net Savings	
					Passenger Boardings Per Day	Per Year		Per Year	Per Boarding
LR	Green	Suspend service	Suspend service	\$407,593	-226	-57,277	-\$74,460	\$333,133	\$5.82
	Green	Combine w/ Gold Line	Combine w/ Gold Line	\$305,586	-215	-54,674	-\$71,076	\$234,510	\$4.29
Weekday Bus	2/38	Riverside - P/Q Streets	Combine routes	\$136,519	-59	-14,956	-\$19,443	\$117,075	\$7.83
	26	Fulton	Eliminate north of I-80	\$175,421	-94	-23,819	-\$30,965	\$144,457	\$6.06
	34	McKinley	Eliminate route	\$316,001	-228	-57,812	-\$75,156	\$240,845	\$4.17
	5/54	Center/Mack/Valley Hi	Combine routes	\$234,985	-205	-52,007	-\$67,610	\$167,375	\$3.22
	28	Fair Oaks / Folsom	Eliminate route	\$425,960	-464	-117,850	-\$153,205	\$272,755	\$2.31
	74/75	Rancho Cordova	Eliminate and add new route	\$170,950	-213	-54,151	-\$70,396	\$100,554	\$1.86
	6	Land Park	Eliminate route	\$332,346	-427	-108,423	-\$140,950	\$191,397	\$1.77
	54	Center Parkway	Eliminate route	\$387,315	-501	-127,275	-\$165,457	\$221,858	\$1.74
	65	Franklin South	Eliminate route	\$354,700	-467	-118,599	-\$154,179	\$200,521	\$1.69
	5	Meadowview / Valley Hi	Eliminate route	\$205,914	-324	-82,370	-\$107,081	\$98,833	\$1.20
	80	Watt / Elkhorn	Eliminate La Riviera	\$139,338	-221	-56,055	-\$72,872	\$66,466	\$1.19
	25	Marconi	Lengthen headways	\$171,564	-291	-73,860	-\$96,017	\$75,547	\$1.02
	2	Riverside	Eliminate route	\$327,869	-578	-146,807	-\$190,849	\$137,020	\$0.93
	24	Madison / Greenback	Eliminate route	\$176,580	-324	-82,389	-\$107,106	\$69,475	\$0.84
	74	International	Eliminate route	\$220,630	-446	-113,192	-\$147,149	\$73,481	\$0.65
	38	P/Q Streets / Broadway	Eliminate route	\$338,517	-759	-192,679	-\$250,482	\$88,035	\$0.46
75	Mather	Eliminate route	\$119,949	-334	-84,921	-\$110,397	\$9,551	\$0.11	
Sat	54	Center Parkway	Eliminate route	\$34,826	-148	-7,677	-\$9,980	\$24,846	\$3.24
	62	Freeport	Eliminate route	\$83,577	-476	-24,742	-\$32,165	\$51,413	\$2.08
	38	P/Q Streets / Broadway	Eliminate route	\$49,338	-314	-16,350	-\$21,255	\$28,083	\$1.72
	75	Mather	Eliminate route	\$20,164	-224	-11,637	-\$15,128	\$5,036	\$0.43
Sun	38	P/Q Streets / Broadway	Eliminate route	\$43,783	-230	-13,596	-\$17,675	\$26,107	\$1.92
	19	Rio Linda	Eliminate route	\$72,358	-426	-25,145	-\$32,688	\$39,670	\$1.58
	75	Mather	Eliminate route	\$22,287	-167	-9,845	-\$12,799	\$9,488	\$0.96
	21	Sunrise	Eliminate route	\$98,876	-860	-50,729	-\$65,948	\$32,928	\$0.65
CBS	CityRide	Demand Response	Eliminate (effective 1/1/18) **	\$282,726	-62	-15,787	-\$20,523	\$262,204	\$16.61 **
	85	McClellan Park Shuttle	Eliminate route *	\$122,993	-47	-12,060	-\$49,149	\$73,844	\$6.12 *
	95	Citrus Heights - Antelope	Eliminate (effective 1/1/18) **	\$198,759	-157	-39,819	-\$51,764	\$146,994	\$3.69 **
	178	Granite Park Shuttle	Eliminate route *	\$198,523	-128	-32,446	-\$103,750	\$94,773	\$2.92 *
	47	Phoenix Park	Eliminate route	\$225,597	-214	-54,415	-\$70,740	\$154,857	\$2.85 *
	175	Cordova - Anatolia/Sunridge	Eliminate route *	\$130,596	-43	-10,880	-\$126,535	\$4,061	\$0.37 *
	170	North Natomas Flyer East	Eliminate route *	\$147,373	-87	-22,155	-\$148,340	-\$968	-\$0.04 *
176	Cordova - Anatolia/Kavala	Eliminate route *	\$128,579	-101	-25,682	-\$129,934	-\$1,355	-\$0.05 *	

1. Includes operator and vehicle maintenance service worker labor at bottom rate including wage, fringe, and absence coverage, plus mileage costs.

2. Includes ridership loss on affected route, recapture by nearby routes, and transfer boardings on connecting routes.

3. Assumes \$1.30 average fare per passenger boarding post July 2016 fare increase.

\* Indicates contract service. Contract revenue has been included in fare revenue column.

\*\* Approval required from City of Citrus Heights to eliminate route prior to 1/1/18

See Appendix A for detailed descriptions of all proposals.  
See Figure 3 (Scenario A) for actual recommendations.



Potential Service Changes for January 2017  
May 13, 2016

**Cost Estimation, cont.**

Labor Costs (cont.) - The analysis also assumes that savings will come from hiring fewer *new operators* at the *bottom* of the pay range. Compared to the departmental average rates, this reduces the per-hour cost by over 33 percent for full-size bus operators, but by only 12 percent for CBS operators, who have a narrower pay range.

**Figure 2**  
**Labor Costs by Division**  
**Per Revenue Vehicle Hour**

for January 2017 service changes

Division	Low	High
Bus	\$37.00	\$41.00
CBS	\$45.00	\$49.00

All rates are based on the starting rate for new operators and include allowances for spare operators and labor utilization rates per vehicle revenue hour. Rates vary from high to low based on the ability to achieve whole number savings in authorized positions for any given service change package.

Labor costs include all wage, fringe benefits, and overtime, as well as an allowance for the cost of spare operators to cover absences (e.g., training, sick time, vacation, workers compensation, medical leave, etc.).

Per-hour labor costs vary slightly from one proposal to another because they are based on the estimated change in authorized positions. A minor reduction may not achieve an actual reduction in headcount unless it is coupled with one or more other changes. The model estimates the actual change in authorized positions (for operators and maintenance workers), then allocates those savings to each route by division and *pro-rata* by revenue vehicle hour.



Potential Service Changes for January 2017  
May 13, 2016

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### **Cost Estimation, cont.**

Mileage Costs – Mileage costs include revenue miles and deadhead miles to and from the garage and are \$0.91 for full-size buses and \$1.21 for CBS service. Despite using larger vehicles, mileage costs are actually *less* for the full-size bus fleet primarily because fuel costs for compressed natural gas (CNG) fleet have been extraordinarily low.

### **Ridership and Fare Revenue Estimates**

Ridership estimates in the financial analysis include allowances for demand elasticity, availability of nearby alternative routes, and ridership impact on connecting routes. The analysis shows that it is not always optimal to eliminate routes based on low productivity alone.

*Example:* Route 24 (Madison/Greenback) has a low farebox recovery ratio of only 10 percent; however, due to a lack of alternative routes in the area, elimination of the route would likely cause 100 percent loss of all 179 daily boardings. Because of Route 24's high rate of transferring, RT would also lose an estimated 142 daily boardings on connecting buses. When these factors are taken into consideration, the actual savings from eliminating Route 24 are a relatively low \$0.90 per passenger.

*Example:* Route 51 (Stockton/Broadway) is consistently one of RT's most productive routes and was improved in 2012 from 15 minute to 12 minute headways. Ridership initially increased but has regressed during the past two years to pre-2012 levels. Economic research on transit headway elasticity suggests RT would lose only 4 percent of riders during the affected hours if headways were returned to every 15 minutes during off-peak hours. Even after factoring in ridership loss on connecting routes, this would save an estimated \$2.88 per passenger boarding (i.e., it would be over three times more efficient than eliminating Route 24).

RT has a transfer-dependent system. On average, for every 100 boardings lost on an average bus route, RT will lose 81 boardings on connecting bus and light rail routes. This rate varies by route and ranges considerably from over 100 for feeder routes to under 20 for downtown express buses. For each route, staff has computed this rate based on passenger survey data and built the results into the financial model.

Fare revenue estimates assume an average fare of \$1.30 per passenger boarding, which reflects RT's fare increase effective July 1, 2016.

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Potential Service Changes for January 2017  
May 13, 2016

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## Contract Service

Shuttle Contracts - Client payments for contract service have been treated as fare revenue for the purpose of this report. After factoring in contract revenue, the North Natomas Flyer routes and Rancho CordoVan routes are essentially full-paid, so there would be little or no savings from eliminating these routes, as shown in Figure 1. However, two of RT's contract shuttles are currently being operated at a loss:

### *Granite Park Shuttle*

RT loses approximately \$90,000 per year on the Granite Park shuttle. This contract has a 90-day termination-for-convenience clause that could be exercised to discontinue the route or renegotiate a break-even rate of approximately \$80 per revenue hour.

### *McClellan Shuttle*

RT loses an estimated \$70,000 per year on the McClellan Shuttle (Route 85). McClellan Business Park currently credits RT at a rate of \$30 per hour for the shuttle; however, there is no contract in place, so RT is free to discontinue this route or negotiate a break-even rate.<sup>2</sup>

Citrus Heights Service - RT's service agreement with the City of Citrus Heights prohibits RT from unilaterally enacting major service changes affecting routes primarily in the City of Citrus Heights without City consent. This bars RT from eliminating Route 95 or CityRide until the agreement expires on December 31, 2017.

Farebox recovery for Route 95 is 6.5 percent, the lowest of RT's all-day regular routes. Farebox recovery for CityRide is only 1.8 percent. Staff recommends that RT designate one or both of these routes for elimination upon termination of the current contract, or negotiate a greater contribution for the next contract term.

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<sup>2</sup> McClellan does not make cash payments to RT for the shuttle. Shuttle charges are instead credited against past liabilities owed by RT to McClellan for common area maintenance; however, at the \$30 hourly rate, it would be more advantageous for RT to pay cash and discontinue the shuttle, which costs more than \$30 per hour to operate.

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Potential Service Changes for January 2017  
May 13, 2016

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### Initial Recommendations - Scenario A

Figure 3 provides an initial list of recommendations designated Scenario A. Scenario A includes a subset of the routes on the candidate list and totals \$2.2 million in net savings, with a ridership impact of approximately 1.0 million passenger boardings.

Scenario A represents staff's removal of items from the master candidate list based on the following criteria:

- Impossibility or impracticability (e.g., due to contractual obligations)
- Redundancy or conflict with other proposals (i.e., avoidance of two proposals for the same route)
- Very low ratio of savings to ridership impact (e.g., contract services that are entirely or mostly reimbursed)

Scenario A (Figure 2) is meant to be a starting point for consideration and feedback by the Board and public. Key issues related to the financial analysis and the routes selected in Scenario A are discussed in more detail below.





Potential Service Changes for January 2017  
May 13, 2016

**Figure 3**  
**Scenario A**  
**Draft Recommendations**

	Route	Name	Change	Gross <sup>1</sup> Savings	Ridership Impact <sup>2</sup>		Fare <sup>3</sup> Revenue	Net Savings	
					Per Day	Per Year		Per Year	Per Boarding
LR	Green	Combine w/ Gold Line	Combine w/ Gold Line	\$305,586	-215	-54,674	-\$71,076	\$234,510	\$4.29
		Subtotal - Light Rail		\$305,586	-215	-54,674	-\$71,076	\$234,510	\$4.29
LR	2/38	Riverside - P/Q Streets	Combine routes	\$130,256	-59	-14,956	-\$19,443	\$110,813	\$7.41
	26	Fulton	Eliminate north of I-80	\$168,503	-94	-23,819	-\$30,965	\$137,538	\$5.77
	34	McKinley	Eliminate route	\$303,917	-228	-57,812	-\$75,156	\$228,761	\$3.96
	5/54	Center/Mack/Valley Hi	Combine routes	\$227,578	-205	-52,007	-\$67,610	\$159,969	\$3.08
	28	Fair Oaks / Folsom	Eliminate route	\$411,824	-464	-117,850	-\$153,205	\$258,619	\$2.19
	74/75	Rancho Cordova	Eliminate and add new route	\$164,250	-213	-54,151	-\$70,396	\$93,854	\$1.73
	6	Land Park	Eliminate route	\$320,211	-427	-108,423	-\$140,950	\$179,262	\$1.65
	65	Franklin South	Eliminate route	\$342,082	-467	-118,599	-\$154,179	\$187,903	\$1.58
	80	Watt / Elkhorn	Eliminate La Riviera	\$132,948	-221	-56,055	-\$72,872	\$60,076	\$1.07
	25	Marconi	Lengthen headways	\$165,929	-291	-73,860	-\$96,017	\$69,912	\$0.95
	24	Madison / Greenback	Eliminate route	\$170,609	-324	-82,389	-\$107,106	\$63,504	\$0.77
		Subtotal - Weekday Bus		\$2,538,108	-2,992	-759,922	-\$987,898	\$1,550,210	\$2.04
	Sat	54	Center Parkway	Eliminate route	\$33,630	-148	-7,677	-\$9,980	\$23,650
38		P/Q Streets / Broadway	Eliminate route	\$47,522	-314	-16,350	-\$21,255	\$26,267	\$1.61
		Subtotal - Saturday Bus		\$81,152	-462	-24,027	-\$31,235	\$49,917	\$2.08
Sun	38	P/Q Streets / Broadway	Eliminate route	\$42,223	-230	-13,596	-\$17,675	\$24,547	\$1.81
	19	Rio Linda	Eliminate route	\$70,186	-426	-25,145	-\$32,688	\$37,498	\$1.49
		Subtotal - Sun/Hol Bus		\$112,409	-657	-38,741	-\$50,364	\$62,045	\$1.60
CBS	85	McClellan Park Shuttle	Eliminate route	\$116,900	-47	-12,060	-\$49,149	\$67,751	\$5.62 *
	178	Granite Park Shuttle	Eliminate route	\$188,680	-128	-32,446	-\$103,750	\$84,931	\$2.62 *
	47	Phoenix Park	Eliminate route	\$212,826	-214	-54,415	-\$70,740	\$142,086	\$2.61
		Subtotal - Community Bus		\$518,407	-389	-98,922	-\$223,639	\$294,768	\$2.98
TOTALS		Weekday Bus Routes		\$2,538,108	-2,992	-759,922	-\$987,898	\$1,550,210	\$2.04
		Saturday Bus Routes		\$81,152	-462	-24,027	-\$31,235	\$49,917	\$2.08
		Sun/Hol Bus Routes		\$112,409	-657	-38,741	-\$50,364	\$62,045	\$1.60
		Bus Subtotals		\$2,731,668		-822,690	-\$1,069,497	\$1,662,171	\$2.02
		Community Bus Services		\$518,407	-389	-98,922	-\$223,639	\$294,768	\$2.98
		Subtotal - Bus & CBS		\$3,250,075		-921,612	-\$1,293,136	\$1,956,939	\$2.12
		Light Rail		\$305,586	-215	-54,674	-\$71,076	\$234,510	\$4.29
		<b>TOTAL</b>		\$3,555,661		-976,285	-\$1,364,212	\$2,191,450	\$2.24

1. Includes operator and vehicle maintenance service worker labor at bottom rate including wage, fringe, and absence coverage, plus mileage costs.

2. Includes ridership loss on affected route, recapture by nearby routes, and transfer boardings on connecting routes.

3. Assumes \$1.30 average fare per passenger boarding post July 2016 fare increase.

\* Indicates contract service. Contract revenue has been included in fare revenue column.

Scenario A represents an initial recommendation by staff to achieve at least \$2 million per year in net savings. The Scenario A list is a subset of the master list of all potential changes (Figure 1). Note that the estimated savings for each route are slightly lower than shown on the master list. This is because Scenario A is a smaller total package, which therefore generates fewer overhead savings (e.g., from maintenance service workers).



Potential Service Changes for January 2017  
May 13, 2016

## Green Line

Although the light rail system is not part of RT's formal service monitoring process, the Green Line was identified by staff as an area for potential savings. Staff has developed two options for consideration: (a) suspending Green Line service altogether, or (b) combining the Green Line with the Gold Line.

	Net Savings Per Year	Change in Ridership (Per Day)	Net Savings Per Boarding (Per Year)
Suspend Green Line Service	\$330,000	-225	\$5.82
Combine Green Line with Gold Line	\$235,000	-215	\$4.29

Under the Gold Line/Green Line combination option, existing Gold Line trains would alternate between the Sacramento Valley (Sac Valley) station and Richards Blvd (i.e., Sunrise trains would go to Sac Valley and Folsom trains would go to Richards, or vice versa).

Operations – The Gold Line/Green Line combination would not affect schedule times at any other stations on the Gold Line or Blue Line. The only stations that would be affected would be the Sac Valley and the Richards Boulevard/Township 9 stations. This option would save money primarily by reducing RT's labor requirement (i.e., there would be one fewer train to operate, which would save an estimated five operators). Total vehicle mileage would be virtually unchanged, although the peak vehicle requirement would increase from 69 to 72 light rail vehicles. Maintenance staff believes that by January 2017 there will be a sufficient number of UTDC cars in service to meet this requirement. Operationally, the removal of standalone Green Line trains, which make their turnarounds on the busy R Street corridor mainline, has the potential to reduce delay to Blue and Gold Line trains in the downtown. Conceptual schedules developed at this stage also show additional schedule recovery time at either end of the new Gold Line route, which would improve schedule adherence.



Potential Service Changes for January 2017  
May 13, 2016

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**Green Line, cont.**

Ridership – The Green Line currently averages approximately 440 boardings per day. An estimated 275 boardings are made by persons travelling to or from Richards Blvd. Staff believes a majority of these riders would continue to make the trip via Route 11 or 15, both of which provide service from downtown to Richards Boulevard with the same or greater hours of service. Green Line riders not travelling to/from Richards Boulevard would be able to take a Gold Line or Blue Line train for their downtown travel with negligible disruption.

Gold Line ridership at the Sac Valley station averages 750 boardings per day counting both boardings and alightings. Under the Gold Line/Green Line combination option, headways for these riders would essentially go from 15 to 30 minutes during the day. Based on standard headway elasticities, staff expects ridership loss would be under 20 percent. After factoring in transfer rates to other routes, this would result in a loss of approximately 215 boardings per weekday.

Capitol Corridor – The Gold Line/Green Line combination would change the frequency of light rail trains at Sac Valley to every 30 minutes (e.g., for connecting Capitol Corridor riders). Which trains (Sunrise or Folsom) would serve which inbound terminal (Sac Valley or Richards Boulevard) has not been determined. Staff has determined that either option would be feasible operationally. Connections with Capitol Corridor trains would theoretically be an important determining factor; however, staff does not believe one option is clearly advantageous in that respect.

Ridership checks indicate that transfers are heaviest coming from the two most popular morning Capitol Corridor trains (arriving from Oakland at 7:23 a.m. and from Auburn at 7:32 a.m., respectively, and averaging 15-20 transfers each to RT light rail). Actual Capitol Corridor arrival times vary enough that these riders may connect with a different light rail train from day to day. Therefore, there is no clear preference with Gold Line trains (Sunrise or Folsom) should continue to serve Sac Valley (rather than be rerouted to Richards Boulevard). No other Capitol Corridor trains had a significant number of transfers, as afternoon departures tend to be more spread out and variable.

Of the approximately 100 persons arriving on each of the two most popular Capitol Corridor trains, only about 20 percent transfer to RT. Approximately 40 percent walk east to a destination in the direction of the Federal Courthouse. Another 40 percent walk into the Amtrak Depot. Approximately 5 to 10 riders transfer to RT Route 30, which also serves the Sac Valley station every 15 minutes (and would continue to do so regardless of potential changes to the Gold Line).

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Potential Service Changes for January 2017  
May 13, 2016

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### **Green Line, cont.**

Capital Funding – The Green Line service is the first leg of a proposed extension to South and North Natomas, and ultimately the Sacramento International Airport. RT is presently developing the environmental document and determining a candidate federal New Start segment for the Green Line, north of Township 9.

The Township 9 Station and associated development was built by the T9 Developer with a combination of public and private financing. Funding for the Station itself involved Proposition 1C funds, and the track work was funded from a combination of state funds, Measure A funds, Revenue Bonds and other local funds.

Staff has reviewed the funding and construction agreements used to construct the Green Line segment from downtown to Township 9 and concluded that RT has no legal obligation to operate train service on the Green Line. Specifically, RT would not be required to reimburse any local or state agency or funding source for the construction funds utilized to construct the tracks or station – should service be discontinued. Nor would the easement on North 7th Street and Richards Boulevard on which the RT tracks are located be terminated were RT to discontinue service to Township 9.

Scenario A – Although the net savings and the savings per boarding are less, staff has included the Gold Line/Green Line combination in Scenario A, rather than outright suspension of all Green Line service; however, this does not reflect an official recommendation by staff, only the necessity to choose one of two mutually exclusive options. (The Board could also opt not to enact either option.)





Potential Service Changes for January 2017  
May 13, 2016

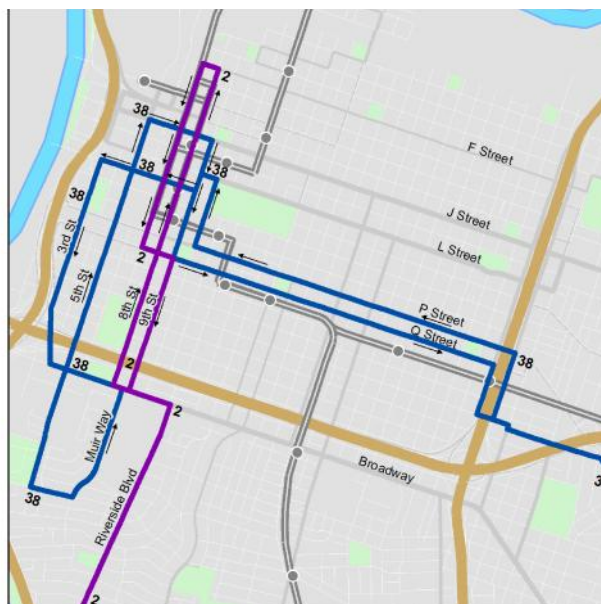
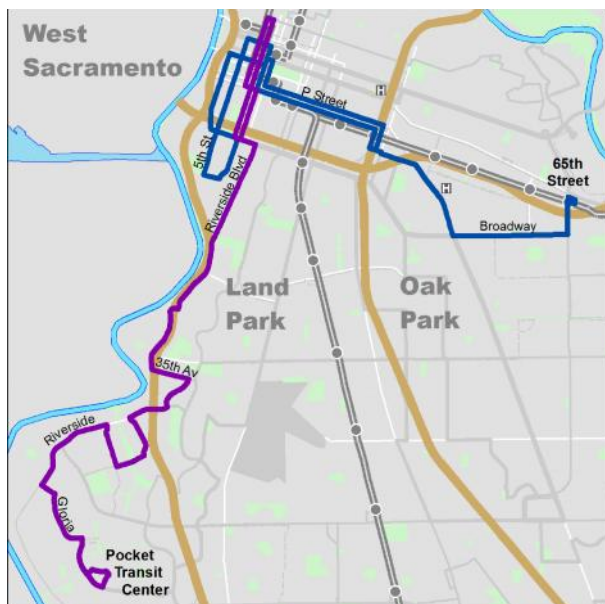
### Routes 2 and 38

Staff developed two alternatives (Options A and B) for combining Routes 2 and 38. The purpose would be to provide essentially the same level of service at 25 percent less labor cost by eliminating circuitous routing. Net savings would be approximately \$140,000, assuming a minor loss of ridership of 2 percent or 60 boardings per day on Routes 2, 38, and connecting routes.

An additional purpose of combining Routes 2 and 38 would be to correct design problems inherent in Route 38, including:

- A long circuitous circulation loop south of Broadway on 5th Street, Vallejo Way, and Muir Way, which is spaced too closely (0.3 to 0.4 miles) with Route 2 service on Riverside Boulevard
- Service on P/Q Street which is spaced closely with light rail on R Street, which would be relocated to J/L Streets, providing an additional bus on the J/L corridor, creating synergies with Route 30 as a frequent bus corridor spaced appropriately from light rail on a major east/west retail corridor

### Routes 2 and 38 – Existing

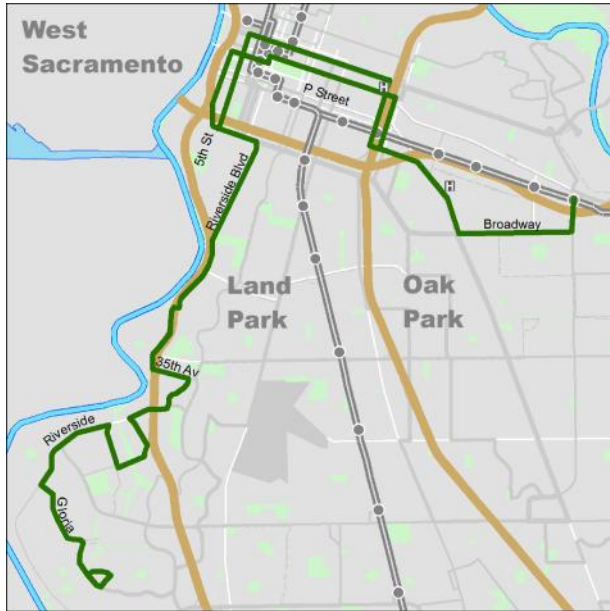


Existing Route 38 service on P/Q Streets is spaced closely with light rail. Downtown routing is circuitous, going from 9th/10th Streets to Capitol Mall, to 3rd/5th Streets, south to Broadway, and making a one-way loop via neighborhood streets spaced closely with trunk service on Riverside Boulevard.



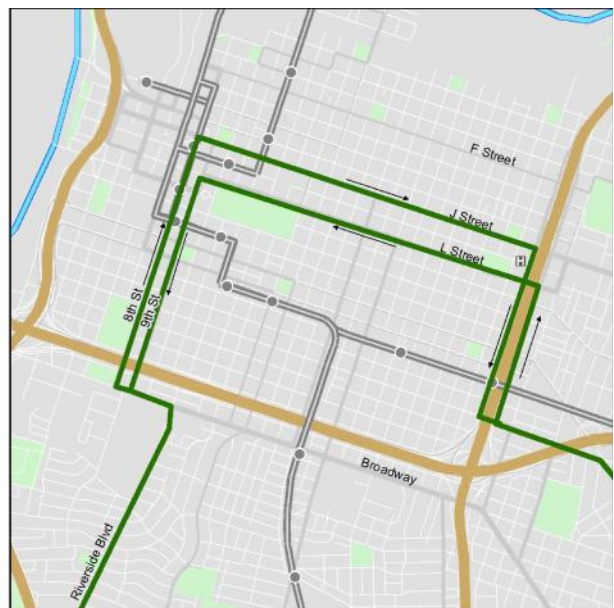
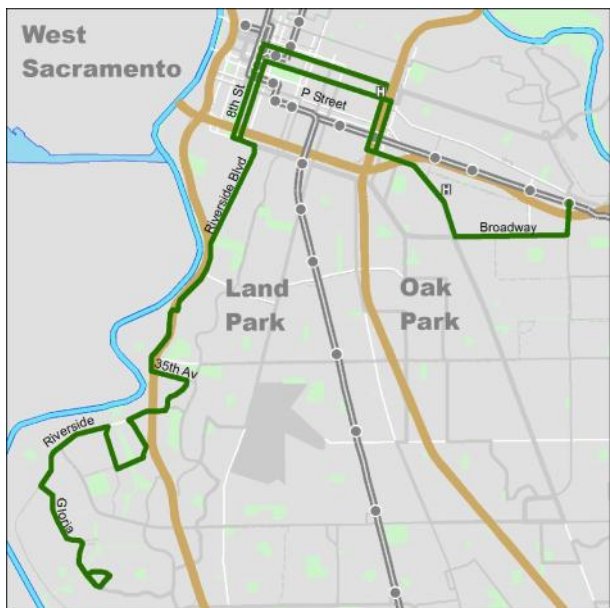
Potential Service Changes for January 2017  
May 13, 2016

**Route 2/38 Combination – Option A**



Under Option A, Route 2 service on 7th/8th Streets would be shifted to 3rd/5th Street. Under either option, Route 38 service on P/Q Streets would be shifted to J/L Streets and Route 38 service south of Broadway on 5th Street, Vallejo Way, and Muir Way would be discontinued.

**Route 2/38 Combination – Option B**



Under Option B, Route 38 service on 3rd/5th Streets would be shifted to 8th/9th Streets. Under either option, Route 38 service on P/Q Streets would be shifted to J/L Streets and Route 38 service south of Broadway on 5th Street, Vallejo Way, and Muir Way would be discontinued.





Potential Service Changes for January 2017  
May 13, 2016

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**Routes 2 and 38, cont.**

Options A and B for Routes 2 and 38 would differ by which north/south corridor they use through downtown. Option A would use 3rd/5th Streets like the current Route 38. Option B would use 8th/9th Streets, more like the current Route 2, but only going as far north as J/L Streets. Other key considerations include the following:

- Under either scenario, the nearest stops in either direction for residents in the Seavey Circle area and students at Health Professions High School would be on southbound Riverside Boulevard at 3rd Avenue and northbound 5th Street at Broadway. These stops would be over a half-mile away for many riders.
- Assistance from the City of Sacramento in locating a new bus stop on eastbound Broadway between 3rd Street and 8th Street would reduce the walk distance for many, although not all riders.
- Option B (on 8th/9th Street) would likely be preferable for existing Route 2 riders who currently commute to major employers on the 7th/8th Street corridor.
- Staff will seek input and feedback from riders on these routes to help inform specific routing and schedule recommendations.

Weekend Service – Route 38 currently has weekend service, but Route 2 does not. Adding Route 2 weekend service is not an option in a major cost-cutting environment, so the weekend Route 38 service would have to continue running its existing route, creating a different routing on weekends than weekdays, which can be confusing for riders. This would not be an issue, however, if weekend Route 38 service was eliminated. Elimination of Route 38 weekend service is a plausible outcome of the service change process, based on Route 38's weekend productivity and the overall need to achieve a great deal of savings.



Potential Service Changes for January 2017  
May 13, 2016

## Routes 74 and 75 (Rancho Cordova)

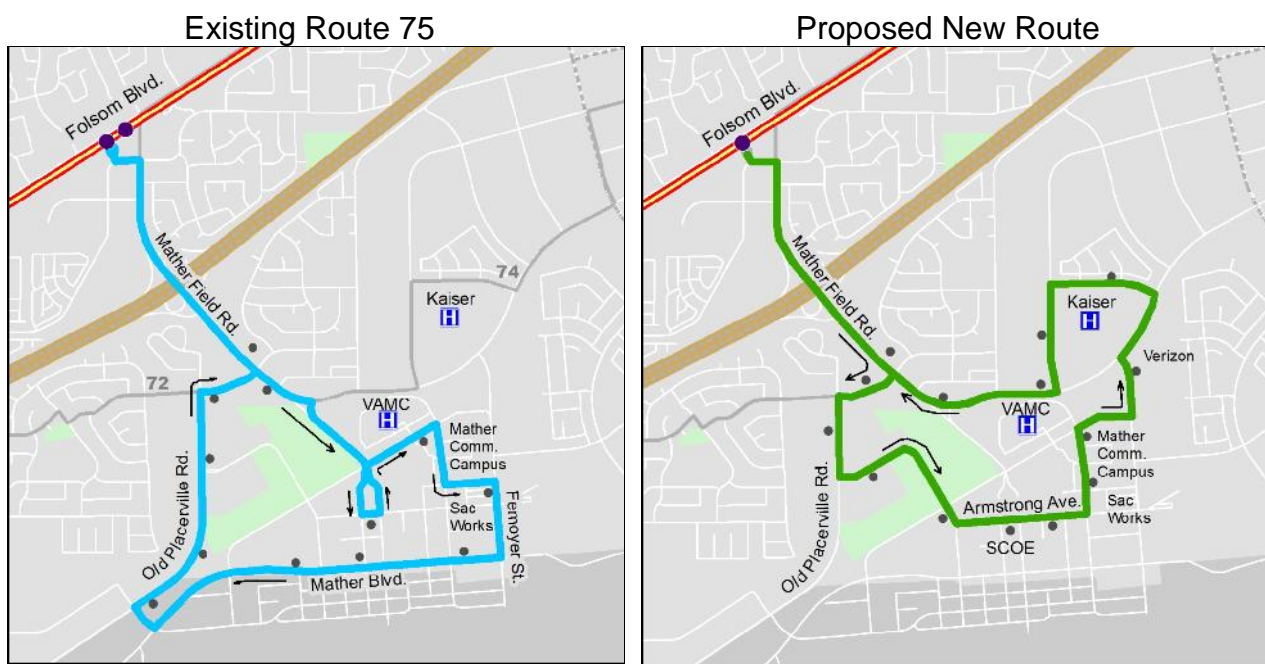
Routes 74 and 75 are both identified as low-productivity routes and therefore subject to potential elimination. As an alternative, staff has developed a proposal to replace the two routes with a new route that would serve most of the key destinations of the two existing routes.

This concept was first developed in RT's TransitRenewal study and was reaffirmed by RT and City of Rancho Cordova staff during interagency coordination meetings in 2015. The recent completion of the Femoyer Street connector (from the former Mather air base site to International Drive) makes this option possible.

The new proposed route would cover virtually all of the stops on Route 75 that have regular ridership and would also cover many of the more heavily used stops on the western portion of Route 74. Headways on the new route would be every 30 minutes, compared to 60 minutes for the current Routes 74 and 75; however, the net cost to run the new route would be approximately half the cost of the two existing routes combined.

The new route is proposed to run seven days per week, consistent with the existing Route 75. This would provide new weekend service to the Kaiser Hospital, which is currently not provided by Route 74, which is the only route serving Kaiser.

### Potential Changes to Routes 74 and 75



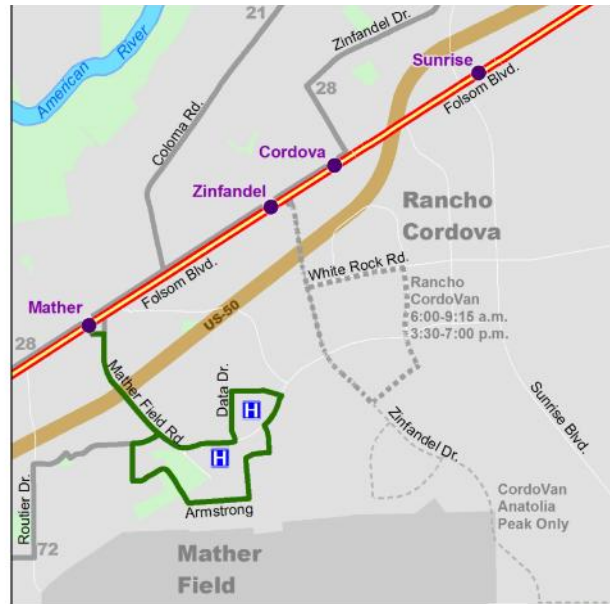
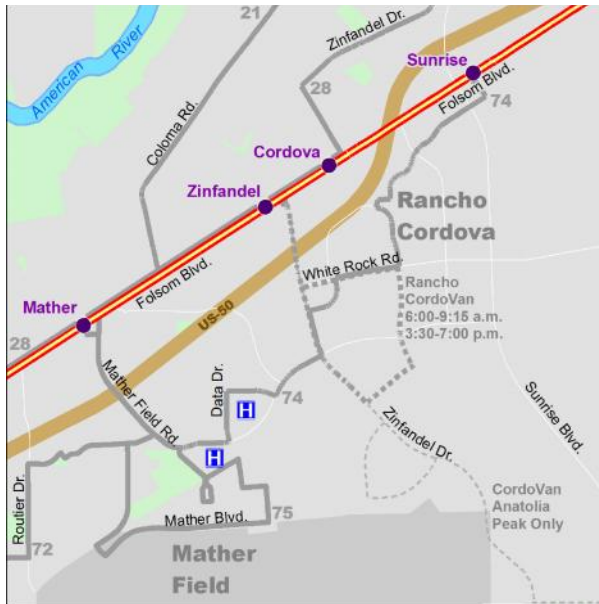


Potential Service Changes for January 2017  
May 13, 2016

Potential Changes to Routes 74 and 75

Existing Coverage

Proposed Coverage



The new Mather area route would cover most of the existing Route 75 and the western portion of Route 74. Frequency on the new route would be every 30 minutes compared to every 60 minutes on the existing Routes 74 and 75. The eastern portion of Route 74 is partially covered by the existing Rancho CordoVan Villages route, which runs every 15 minutes from approximately 6:00 to 9:15 a.m. and from approximately 3:30 to 7:00 p.m.



Potential Service Changes for January 2017  
May 13, 2016

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### **Routes 5 and 54 (South Sacramento)**

Since the opening of the Blue Line to Cosumnes River College (CRC) light rail extension, ridership has decreased significantly on several nearby routes, as riders have opted to walk to nearby light rail stations rather than catch a bus. This has been beneficial on Route 56, which previously had capacity problems; however, for Routes 5 and 54, it has only worsened already low ridership and productivity.

Staff has developed an option where Route 5 would be eliminated and Route 54 would be modified to cover key destinations on Route 5. Key points include:

- The greatest source of ridership on Route 5 is Florin High School, located at the far eastern end of the route. There are no alternative routes to Florin High School.
- Route 54 has provided service to a continuation school on Gerber Road at the far eastern end of the route; however, the school district has terminated RT's access to the school site due to increasing capacity issues in their parking lot. Due to the lack of safe crossings on Gerber Road, continued service near the school is no longer feasible.
- The school district has indicated their willingness to forego RT bus transportation to their facility on Gerber Road. The new Route 54 would relocate service from the Gerber Road continuation school to Florin High School.
- The new Route 54 would continue service on Center Parkway, which is the main corridor for the route, and would continue connections to light rail at CRC and the Florin light rail station.

### **Route 47 (Phoenix Park)**

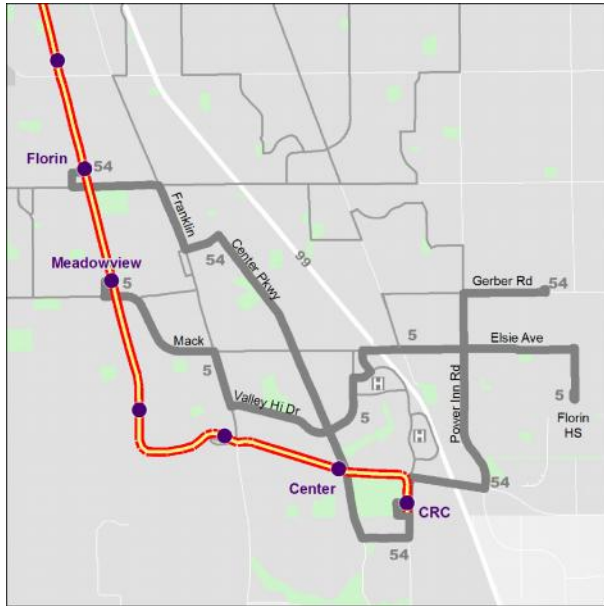
Route 47 is more redundant with other nearby routes and does not serve any outlying areas that lack alternative routes. Staff therefore believes that elimination may be the most appropriate option for Route 47.



Potential Service Changes for January 2017  
May 13, 2016

Potential Changes to Routes 5 and 54

Existing Routes 5 and 54



New Route 54



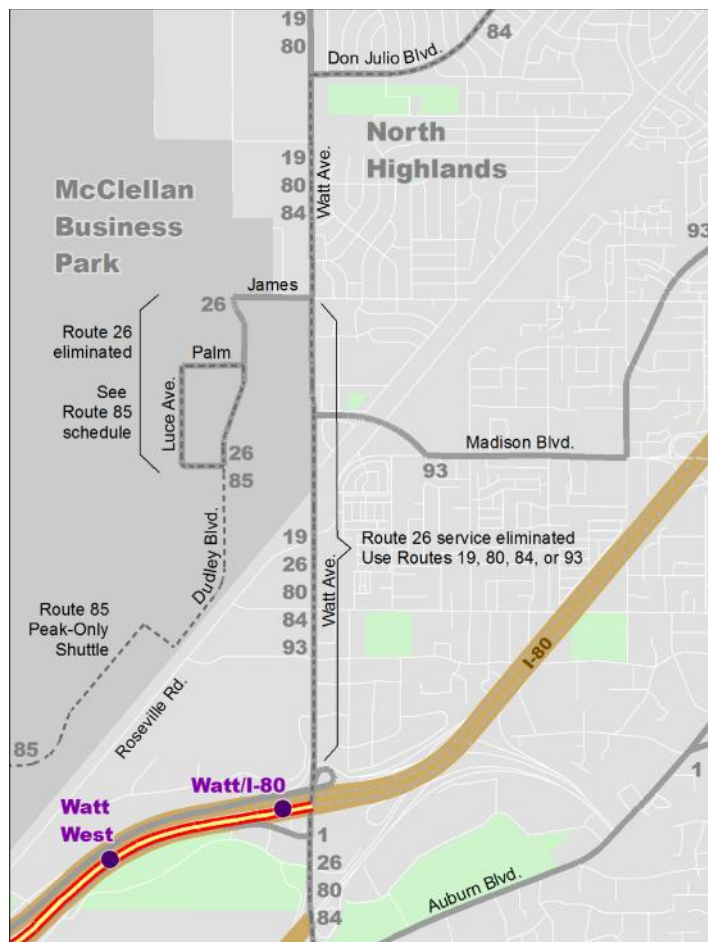
Route 5 would be combined with Route 54. New outbound trips would go from the Florin light rail station, east on Florin Road, south on Franklin Boulevard, east on Forest Parkway, south on Center Parkway, east on Calvine Road, north on Bruceville Road, into Cosumnes River College light rail station, north on Bruceville Road, east on Cosumnes River Boulevard/Calvine Road, north on Power Inn Road, east on Elsie Avenue, south on Cottonwood Lane to Florin High School and would run the reverse on inbound trips.



Potential Service Changes for January 2017  
May 13, 2016

## Route 26 (Fulton)

In 2012, Route 1 service into McClellan Business Park was discontinued and Route 26 was extended to cover the stops. Because Route 26 runs less frequently than Route 1, this achieved a modest cost savings.



Scenario A includes a staff-developed option to *eliminate* service on Route 26 north of Interstate 80. This would save an estimated \$140,000 per year. Alternative routes (Routes 19, 80, 84, and 93) would be available for most riders on Watt Avenue. Ridership loss is estimated at 94 boardings per day. The ratio of savings to ridership loss would be \$5.77 per boarding, among the more efficient (or least impactful) options.

The most heavily used stop on the McClellan site is on James Way, approximately 1,000 feet west of bus stops on Watt Avenue. This stop is used primarily by adult school attendees, although some ridership also comes from a charter middle school in the same vicinity, and the Watt Avenue crossing might be a source of concern for parents and teachers.

Fewer than 4 percent of Route 26 riders use a stop more than a quarter-mile from Watt Avenue, where RT has frequent bus service; however, one major destination is a veterans clinic located on the McClellan site. Riders who are unable to walk between Watt Avenue and their destination may be eligible for paratransit service; this change may be preferable than to continue running a full-size bus on a fixed schedule in this area.



Potential Service Changes for January 2017  
May 13, 2016

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### **Route 25 (Marconi)**

Headways were improved to every 30 minutes on Route 25 on Marconi Avenue as part of RT's TransitRenewal project in 2012. In 2015, headway improvements were extended to Manzanita Avenue.

Based on RT's actual ridership data, if headways were returned to 60 minutes, the result would be an approximate 15 percent loss in ridership on Route 25. Combined with ridership loss on connecting routes, this would yield an estimated savings of \$70,000 per year with ridership loss of approximately 300 boardings per day.

Although this would not be an especially efficient change (see Figure 1), it might be worth consideration because the impacts from lengthening headways are more a matter of inconvenience than complete deprivation.

RT's passenger surveys also indicate that low-income riders make up only about 45 percent of Route 25's ridership, compared to 55 percent systemwide. This suggests that the impacts of lengthened headways might be borne more by persons riding for *convenience* rather than *necessity*. Likewise, this suggests that the affected riders might have more alternative means of transportation available to them.





Potential Service Changes for January 2017  
May 13, 2016

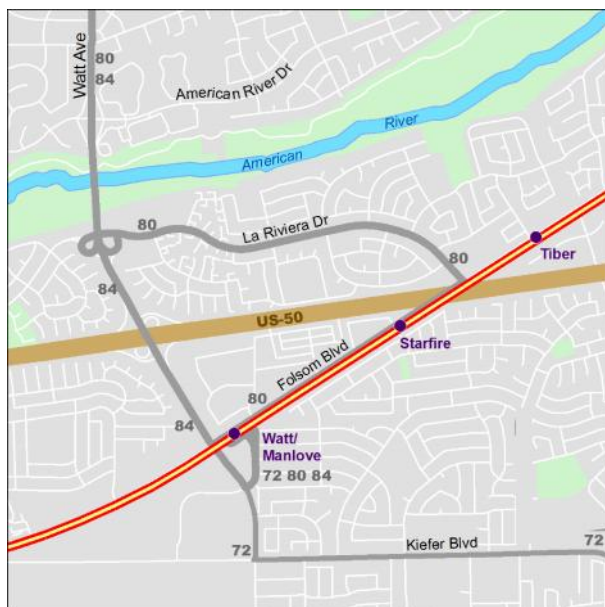
### Route 80 (Watt/Elkhorn)

Routes 80 and 84 both serve the Watt Avenue corridor. Each route has 60 minutes. Combined, the two routes effectively provide 30-minute headway service. In September 2015, Route 84 service on La Riviera Drive was eliminated and relocated to Watt Avenue to use the bus-only lane for a more direct trip. Staff estimates that relocating Route 80 from La Riviera Drive and tightening the schedule on the two routes combined could save approximately \$60,000 per year.

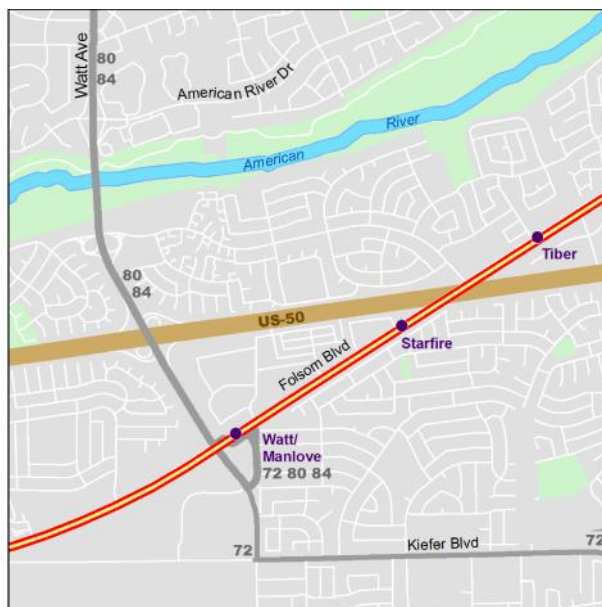
Ridership loss would be an estimated 125 boardings per day on Route 80 itself, plus approximately 100 additional boardings on connecting routes.

### Potential Changes to Route 80

#### Existing



#### Proposed



Service on La Riviera Drive would be discontinued. Route 80 buses would instead travel directly to and from the Watt/Manlove light rail station via Watt Avenue using the bus-only lane.





Potential Service Changes for January 2017  
May 13, 2016

## Route Eliminations

Route eliminations are potential options for any and all routes not currently meeting RT's productivity standards (except as noted):

### Weekday Bus Routes

- Route 2 – Riverside
- Route 5 – Mack/Valley Hi
- Route 6 – Land Park
- Route 24 – Madison/Greenback
- Route 28 – Fair Oaks/Folsom Blvd
- Route 34 – McKinley
- Route 38 – P/Q Streets/Broadway
- Route 54 – Center Parkway
- Route 65 – Franklin South
- Route 74 - International
- Route 75 – Mather

### Saturday Bus Routes

- Route 38 – P/Q Streets/Broadway
- Route 54 – Center Parkway
- Route 62 – Freeport
- Route 75 – Mather

### Sunday/Holiday Bus Routes

- Route 19 – Rio Linda
- Route 21 - Sunrise
- Route 38 – P/Q Streets/Broadway
- Route 75 – Mather

### Community Bus Services

- CityRide Demand Response\*\*
- Route 47 – Phoenix Park
- Route 85 – McClellan Shuttle
- Route 95 – Citrus Heights/Antelope \*\*
- Route 170 – North Natomas Flyer East \*
- Route 175 – CordoVan – Sunridge \*
- Route 176 – CordoVan – Kavala \*
- Route 178 – Granite Shuttle \*

\* Routes 170, 175, 176, and 178 are all operated by contract. Elimination is subject to the terms of the contract.

\*\* Route 95 cannot be eliminated without consent of the City of Citrus Heights, per RT's contract with the City.

Scenario A (Figure 3) assumes that some, but not all, route eliminations would be avoided by restructuring or redesigning the routes. The financial analysis indicates, however, that some route eliminations will be necessary to meet RT's \$2 million target.



Potential Service Changes for January 2017  
May 13, 2016

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### Early Action Changes

RT policy authorizes the General Manager/CEO to approve minor service changes unilaterally. Several potential minor changes meet this criteria, including the following:

- Cancellation of two peak trips on Route 28
- Schedule adjustments to Route 30 (reduced schedule recovery time)
- Off-peak headway changes to Route 51 (from 12 to 15 minute headways)
- Schedule adjustments to Routes 80 and 84 (reduced schedule recovery time)

If approved by the General Manager/CEO prior to June 1, 2016, these changes could take effect in September 2016, realizing an additional four months of savings.<sup>3</sup> The estimated savings from these changes has the potential to total approximately \$280,000 in FY 2017. This would have the potential to reduce the need for service reductions in January by approximately \$560,000.

### Title VI Equity Analysis

Major service changes require a Title VI service change equity analysis and a 30-day public review. The purpose of the Title VI analysis is to assess the likelihood that service changes will have a disparate impact on minority or low-income populations.

For a large service reduction, there will necessarily be adverse impacts to *all* populations. The focus of the Title VI analysis is on whether or not these effects disproportionately impact minority or low-income populations. This determination is made according to a process and official thresholds specified in Resolution 15-12-0137.

At this stage, the list of all potential candidate routes for service changes is greater than what is needed to meet RT's budgetary goals. The draft Title VI analysis (Appendix B) is therefore based on a "worst-case" scenario where the most adverse changes were made to each of the candidate routes. For example, the Title VI analysis assumes *elimination* of both Routes 5 and 54 rather than restructuring of the two routes.

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<sup>3</sup> Note that approval by June 1st would not be sufficient lead time for the remainder of the major changes on the candidate list to take effect in September 2016 due to the additional preparation time needed for major changes.

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Potential Service Changes for January 2017  
May 13, 2016

**Title VI Analysis, cont.**

The analysis found that there would not be any potential disparate impacts on minority populations nor any potential disproportionate burdens on low-income populations. As the list of changes is updated, staff will update the Title VI analysis and report any significant changes.

**Summary of Title VI Analysis**

	Percent of RT Ridership	Percent of Impact from Service Changes	Disparate Impact?
Minority	69.0%	70.4%	No
Low-Income	53.0%	54.9%	No

Minority populations make up 69.0 percent of RT's total ridership and would bear an estimated 70.4 percent of the impacts from service reductions (by revenue mile). Low-income populations make up 53.0 percent of RT's total ridership and would bear an estimated 54.9 percent of the impacts from service reductions (by revenue mile). Neither difference is considered statistically significant.



Potential Service Changes for January 2017  
May 13, 2016

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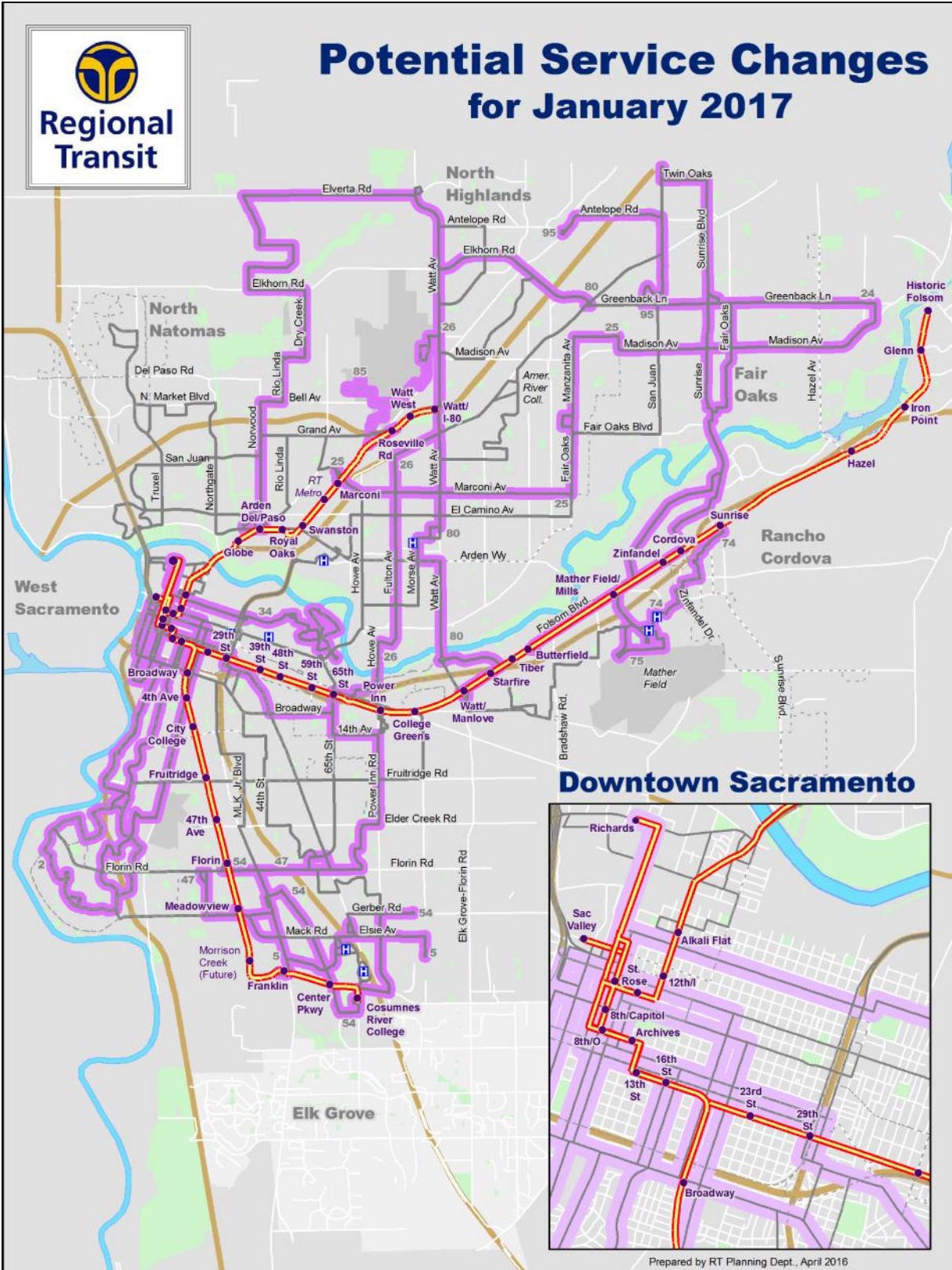
### **Next Steps**

This report will be presented to the RT Board of Directors on May 23, 2016. Revisions will be presented to the Board on June 27, 2016. The Board will be given the opportunity to adopt service changes at that time; however, staff has planned for an additional round of revisions if necessary, with final changes coming to the Board on July 25, 2016.

Interested members of the public are invited to comment on the proposed changes and/or Title VI analysis by web, phone, mail, or email:

RT Customer Advocacy Dept.  
P.O. Box 2110  
Sacramento, CA 95812-2110  
customeradvocacy@sacrt.com  
<http://www.sacrt.com/feedback>  
Phone: 916-557-4545  
TDD: 916-483-HEAR (4327)

Comments received on or prior to June 13, 2016 will be included in the public comment report provided to the RT Board of Directors on June 27, 2016.



This map highlights all candidate routes for potential service changes, identified either because of low ridership productivity or by staff as opportunity areas for efficiency improvements.



Potential Service Changes for January 2017  
May 13, 2016

**Appendix A**  
**Candidate Routes for**  
**Potential Service Changes**  
**for January 2017**

Route	Potential Changes
<b>Green Line</b> Mon-Fri (Option 1)	Discontinue Green Line light rail service. Riders may take Route 11 or 15 as an alternative from Richards Boulevard.
<b>Green Line</b> Mon-Fri (Option 2)	Combine the Green Line with the Gold Line. Every other Gold Line train would go to the Richards Blvd./Township 9 station instead of to the Sacramento Valley Station.
<b>Route 2</b> Riverside Mon-Fri (Option 1)	Route 2 would be combined with Route 38. The new northbound route would go from northbound Riverside Blvd., left onto westbound Broadway, right onto northbound 5th Street, right onto eastbound J Street, right on southbound 29th Street, and continue thereafter as an existing Route 38 to the 65th Street light rail station. The new southbound route would go from northbound 30th Street as a Route 38 bus, left onto westbound L Street, left onto southbound 9th Street, right onto westbound Capitol Mall, left onto southbound 3rd Street, left onto eastbound Broadway, right onto southbound Riverside, and thereafter continue as a regular Route 2 bus.
<b>Route 2</b> Riverside Mon-Fri (Option 2)	Eliminate or reduce service on Route 2. Riders may be able to take Route 6 as an alternative (unless Route 6 is also eliminated).
<b>Route 5</b> Meadowview Valley Hi Mon-Fri (Option 1)	Route 5 would be combined with Route 54. New outbound trips would go from the Florin light rail station, east on Florin Road, south on Franklin Boulevard, east on Forest Parkway, south on Center Parkway, east on Calvine Road, north on Bruceville Road, into the Cosumnes River College light rail station, north on Bruceville Road, east on Cosumnes River Boulevard/Calvine Road, north on Power Inn Road, east on Elsie Avenue, south on Cottonwood Lane to Florin High School and would run the reverse on inbound trips.
<b>Route 5</b> Meadowview Valley HI Mon-Fri (Option 2)	Eliminate or reduce service on Route 5. Some riders may be able to take Routes 54, 55, 56, or light rail as an alternative. (Note, however, that Route 54 is separately listed as a candidate for elimination.)



Potential Service Changes for January 2017  
May 13, 2016

**Appendix A**  
**Candidate Routes for**  
**Potential Service Changes**  
**for January 2017**

Route	Potential Changes *
<b>Route 6</b> Land Park Mon-Fri	Eliminate or reduce service on Route 6. Riders may take Routes 2 or 62 as an alternative. (Note, however, that Route 2 is listed separately as a candidate for potential elimination.)
<b>Route 19</b> Rio Linda Sun/Hol	Eliminate or reduce service on Route 19 on Sundays and Holidays. Weekday and Saturday service would be unaffected. Riders on Watt Avenue may take Route 80 as an alternative.
<b>Route 21</b> Sunrise Blvd Sun/Hol	Eliminate or reduce service on Route 21 on Sundays and Holidays. Weekday and Saturday service would be unaffected.
<b>Route 24</b> Madison Greenback Mon-Fri	Eliminate or reduce service on Route 24. Riders may be eligible to take Paratransit as an alternative.
<b>Route 25</b> Marconi Mon-Fri	Reduce frequency on Route 25 from every 30 minutes to every 60 minutes on Marconi Avenue, Fair Oaks Boulevard, and Manzanita Ave. All trips would go the full length of the route from the Marconi/Arcade light rail station to Sunrise Mall on hourly headways.
<b>Route 26</b> Fulton Mon-Fri	Discontinue Route 26 service north of the Watt/I-80 light rail station. Riders may take Routes 19, 80, 84, or 93 as an alternative. (Note, however, that Route 19 is listed separately as a candidate for potential elimination on Sundays and Holidays and that Route 84 does not run on Sundays and Holidays.)
<b>Route 28</b> Fair Oaks Mon-Fri	Eliminate or reduce service on Route 28. Riders may take Route 21 as an alternative.



Potential Service Changes for January 2017  
May 13, 2016

**Appendix A**  
**Candidate Routes for**  
**Potential Service Changes**  
**for January 2017**

Route	Potential Changes
<b>Route 34</b> McKinley Mon-Fri	Eliminate or reduce service on Route 34. Riders may take Route 30 as an alternative.
<b>Route 38</b> P/Q Streets All Days (Option 1)	Combine Routes 2 and 38 and relocated existing Route 38 service on P and Q Streets to J and L Streets. Westbound trips would go from northbound 30th Street, left onto westbound L Street, left onto southbound 9th Street, right onto westbound Capitol Mall, left onto southbound 3rd Street, left onto eastbound Broadway, right onto southbound Riverside, and thereafter continue as a regular Route 2 bus. Eastbound trips would begin as northbound Route 2 trips on northbound Riverside Blvd., turn left onto westbound Broadway, right onto northbound 5th Street, right onto eastbound J Street, right on southbound 29th Street, and continue thereafter as an existing Route 38 to 65th Street light rail station.
<b>Route 38</b> P/Q Streets Weekends (Option 2)	Eliminate or reduce service on Route 38 on Saturdays, Sundays, and Holidays. Riders may take light rail, Route 51, or Route 30 as an alternative.
<b>Route 38</b> P/Q Streets Weekdays (Option 3)	Eliminate or reduce service on Route 38 on weekdays. Riders may take light rail, Route 51, or Route 30 as an alternative.
<b>Route 47</b> Phoenix Park Mon-Fri	Eliminate or reduce service on Route 47. Riders may take Route 54, 56, 65, or 81 as an alternative. (Note, however, that Routes 54 and 65 are listed separately as candidates for potential elimination.)
<b>Route 54</b> Center Parkway Saturdays	Eliminate or reduce service on Route 54 on Saturdays. Riders may take Route 56 as an alternative.
<b>Route 54</b> Center Parkway Mon-Fri (Optional)	In addition to eliminating Saturday service, eliminate or reduce service on Route 54 on weekdays. Riders may take Route 5, 55, or 56 as an alternative. (Note, however, that Route 5 is listed separately as a candidate for potential elimination.)





Potential Service Changes for January 2017  
May 13, 2016

**Appendix A**  
**Candidate Routes for**  
**Potential Service Changes**  
**for January 2017**

Route	Potential Changes
<b>Route 62</b> Freeport Saturdays	Eliminate or reduce service on Route 62 on Saturdays. Riders near Florin Road may catch Route 81 as an alternative. Riders near Rush River Drive may catch Route 56 as an alternative.
<b>Route 65</b> Franklin South Mon-Fri	Eliminate or reduce service on Route 65. Riders on the Power Inn Road corridor may catch Route 81 as an alternative. Riders on the Florin Road/Franklin Blvd. corridor may catch Route 5, 47, 54, 56, 67, 68, or 81. (Note, however, that Routes 5, 47, and 54 are all listed separately as candidates for potential elimination.)
<b>Route 74</b> International Mon-Fri	Eliminate Route 74. Optionally, create a new route covering the western segment of Route 74 (see below). Riders on the eastern portion of Route 74 may also take the Rancho CordoVan.
<b>Route 75</b> Mather All Days	Eliminate Route 75 on all days. Optionally, create a new route covering most Route 75 riders (see below). Riders going to the Veterans Administration Medical Center may take the VA Shuttle as an alternative.
<b>New Route</b> Mather Rancho Cordova All Days	A new route would serve the Mather area and the Kaiser Hospital in Rancho Cordova. Buses would begin at the Mather Field/Mills light rail station, go southeast on Mather Field Rd., turn right onto westbound Rockingham, left onto southbound Old Placerville Road, left onto eastbound Schriever Avenue, left onto eastbound Armstrong Avenue, left onto northbound Bleckley Street, right onto eastbound Peter McCuen Boulevard, left onto northbound Femoyer Street, right onto eastbound International Boulevard, left onto westbound Reserve Drive, left onto southbound Data Drive, right onto westbound International Drive, continuing to Mather Field Road, left onto westbound Mills Station Road, and right into the Mather Field/Mills light rail station.



Potential Service Changes for January 2017  
May 13, 2016

**Appendix A**  
**Candidate Routes for**  
**Potential Service Changes**  
**for January 2017**

Route	Potential Changes
<b>Route 80</b> Watt / Elkhorn All Days	Route 80 service on La Riviera Drive would be discontinued. The bus would instead use Watt Avenue. Riders on La Riviera Drive would be able to catch Route 80 on Watt Avenue at La Riviera Drive or at the Watt/Manlove light rail station.
<b>Route 85</b> McClellan Shuttle Mon-Fri	Eliminate Route 85 or renegotiate the existing contract to more favorable terms. Riders may be eligible to take Paratransit as an alternative.
<b>Route 95 **</b> Citrus Heights Antelope Mon-Fri	Eliminate or reduce service on Route 95. Riders may be take Route 1, 23, 93, CityRide, or Paratransit as an alternative. <b>All changes to Route 95 are subject to the terms of RT's contract with the City of Citrus Heights.</b>
<b>Route 178</b> Granite Shuttle Mon-Fri	Eliminate the Granite Shuttle or renegotiate the existing contract to more favorable terms. Riders may be able to walk or take Paratransit as an alternative.
<b>CityRide **</b> Demand Response Citrus Heights Mon-Fri	Eliminate or reduce service on the CityRide general public demand response service (in Citrus Heights). <b>All changes to CityRide are subject to the terms of RT's contract with the City of Citrus Heights.</b>

\*\* Changes to routes primarily serving Citrus Heights are prohibited without consent by the Citrus Heights City Council by RT's contract with the City of Citrus Height, which expires on December 31, 2017.



Potential Service Changes for January 2017  
May 13, 2016

**Appendix B**  
**Title VI Service Change Equity Analysis**

**Impacts to Minority Populations**

Route	Service Days	Potential Change	% Minority	Change in Revenue Miles Per Year		
				Total	Minority	Non-Minority
Green	Mon-Fri	Eliminate route	62.5%	(31,699)	(19,812)	(11,887)
2	Mon-Fri	Eliminate route	76.8%	(70,663)	(54,259)	(16,404)
5	Mon-Fri	Eliminate route	90.1%	(48,151)	(43,404)	(4,747)
6	Mon-Fri	Eliminate route	75.8%	(71,311)	(54,023)	(17,287)
19	Sun/Hol	Eliminate Sun/Hol service	67.6%	(23,736)	(16,052)	(7,683)
21	Sun/Hol	Eliminate Sun/Hol service	61.9%	(19,980)	(12,359)	(7,621)
24	Mon-Fri	Eliminate route	61.4%	(34,051)	(20,917)	(13,134)
25	Mon-Fri	Lengthen headways (partial route)	56.6%	(44,188)	(25,027)	(19,161)
26	Mon-Fri	Eliminate segment	76.2%	(34,341)	(26,174)	(8,166)
28	Mon-Fri	Eliminate route	50.7%	(95,504)	(48,444)	(47,060)
34	Mon-Fri	Eliminate route	50.0%	(54,592)	(27,296)	(27,296)
38	Sat/Sun/Hol	Eliminate weekend service	69.4%	(20,182)	(14,008)	(6,173)
38	Mon-Fri	Eliminate weekday service	69.4%	(59,980)	(41,633)	(18,347)
47	Mon-Fri	Eliminate route	85.7%	(39,990)	(34,277)	(5,713)
54	Saturdays	Eliminate Saturday service	85.7%	(7,263)	(6,226)	(1,038)
54	Mon-Fri	Eliminate weekday service	85.7%	(75,161)	(64,424)	(10,737)
62	Saturdays	Eliminate Saturday service	71.1%	(16,030)	(11,405)	(4,625)
65	Mon-Fri	Eliminate route	88.8%	(80,188)	(71,187)	(9,001)
74	Mon-Fri	Eliminate route	73.7%	(35,954)	(26,492)	(9,462)
75	All Days	Eliminate route	60.9%	(24,793)	(15,091)	(9,701)
80	All Days	Eliminate segment	67.9%	(18,879)	(12,826)	(6,053)
174 <sup>1</sup>	All Days	New route (replaces 74 and 75)	60.9%	39,022	23,752	15,269
85	Mon-Fri	Eliminate route	62.5%	(33,876)	(21,172)	(12,703)
95	Mon-Fri	Eliminate route	47.3%	(35,062)	(16,575)	(18,487)
178	Mon-Fri	Eliminate route	73.7%	(2,647)	(1,950)	(696)
CityRide <sup>2</sup>	Mon-Fri	Eliminate service	69.0%	(38,310)	(26,434)	(11,876)
TOTAL			70.4%	(977,507)	(687,716)	(289,791)

a. % Minority impacts	70.4%
b. % Minority riders systemwide	69.0%
c. Disparate impact threshold <sup>3</sup>	84.0%
d. Potential disparate impact?	<b>No</b>

<sup>1</sup> New route is assumed to have comparable demographics to Route 75

<sup>2</sup> Demographics were not available for CityRide at time of preparation. Using systemwide average.

<sup>3</sup> Equals 15.0% greater than systemwide percent low-income ridership, per Reso. 15-12-0137



Potential Service Changes for January 2017  
May 13, 2016

**Appendix B**  
**Title VI Service Change Equity Analysis**

**Impacts to Low-Income Populations**

Route	Service Days	Potential Change	% Low-Income	Change in Revenue Miles Per Year		
				Total	Low-Income	Non-Low-Income
Green	Mon-Fri	Eliminate route	43.5%	(31,699)	(13,782)	(17,917)
2	Mon-Fri	Eliminate route	71.6%	(70,663)	(50,588)	(20,075)
5	Mon-Fri	Eliminate route	37.7%	(48,151)	(18,170)	(29,981)
6	Mon-Fri	Eliminate route	67.0%	(71,311)	(47,747)	(23,563)
19	Sun/Hol	Eliminate Sun/Hol service	47.1%	(23,736)	(11,180)	(12,556)
21	Sun/Hol	Eliminate Sun/Hol service	50.2%	(19,980)	(10,030)	(9,949)
24	Mon-Fri	Eliminate route	61.8%	(34,051)	(21,050)	(13,001)
25	Mon-Fri	Lengthen headways (partial route)	45.9%	(44,188)	(20,272)	(23,916)
26	Mon-Fri	Eliminate segment	32.5%	(34,341)	(11,144)	(23,197)
28	Mon-Fri	Eliminate route	70.5%	(95,504)	(67,322)	(28,182)
34	Mon-Fri	Eliminate route	74.3%	(54,592)	(40,554)	(14,038)
38	Sat/Sun/Hol	Eliminate weekend service	56.6%	(20,182)	(11,419)	(8,763)
38	Mon-Fri	Eliminate weekday service	56.6%	(59,980)	(33,936)	(26,044)
47	Mon-Fri	Eliminate route	31.3%	(39,990)	(12,497)	(27,493)
54	Saturdays	Eliminate Saturday service	42.3%	(7,263)	(3,071)	(4,192)
54	Mon-Fri	Eliminate weekday service	42.3%	(75,161)	(31,782)	(43,379)
62	Saturdays	Eliminate Saturday service	48.7%	(16,030)	(7,810)	(8,221)
65	Mon-Fri	Eliminate route	45.1%	(80,188)	(36,182)	(44,006)
74	Mon-Fri	Eliminate route	59.4%	(35,954)	(21,364)	(14,590)
75	All Days	Eliminate route	35.3%	(24,793)	(8,750)	(16,042)
80	All Days	Eliminate segment	41.3%	(18,879)	(7,798)	(11,081)
174 <sup>1</sup>	All Days	New route (replaces 74 and 75)	35.3%	39,022	13,772	25,249
85	Mon-Fri	Eliminate route	53.3%	(33,876)	(18,067)	(15,809)
95	Mon-Fri	Eliminate route	51.2%	(35,062)	(17,939)	(17,123)
178	Mon-Fri	Eliminate route	50.0%	(2,647)	(1,323)	(1,323)
CityRide <sup>2</sup>	Mon-Fri	Eliminate service	69.0%	(38,310)	(26,434)	(11,876)
TOTAL			54.9%	(977,507)	(536,439)	(441,067)

a. % Low-income impacts	54.9%
b. % Low-income riders systemwide	53.0%
c. Disproportionate burden threshold <sup>3</sup>	68.0%
d. Potential disproportionate burden	<b>No</b>

<sup>1</sup> New route is assumed to have comparable demographics to Route 75

<sup>2</sup> Demographics were not available for CityRide at time of preparation. Using systemwide average.

<sup>3</sup> Equals 15.0% greater than systemwide percent low-income ridership, per Reso. 15-12-0137